CYLINDER HEAD STUDS

It is for good reason that virtually every top professional engine builder relies on ARP Pro Series head studs for their all-out competition powerplants. Simply stated, there's not a better stud setup on the market today.

For openers, ARP uses a premium grade 8740 alloy that is rated far superior to "aircraft" quality. Then, each stud is placed vertically in special racks and precisely heat treated to 190,000 psi. This procedure ensures complete heat penetration and the results are far superior to those lesser quality studs from other manufacturers who just dump pieces in a basket and hope for the best.

Following heat treat, each stud is centerless ground to make is as close to perfectly concentric as possible. This procedure involves about ten very slight cuts and results in an exceptionally straight part. It's important to note that lesser quality studs are not even centerless ground —the material is thread rolled in bar stock form (mostly before heat treat, when the material is easier to machine). Because ARP studs are manufactured to such exacting tolerances, you will note that gaskets and cylinder heads literally glide into position and are perfectly aligned —something that won't happen with inferior quality head studs.

ARP studs are thread rolled *after* heat treat, which gives them about 1000% (that's ten times) better fatigue strength than those studs that are threaded prior to heat treat (a very common industry practice). It costs a lot more to do it this way, because it's tough on tooling, but the results are well worth the extra effort.

You will also note that ARP offers specially undercut studs for several engines. This procedure (done only to the shorter studs) more equalizes the "stretch" of both studs, which makes for a more consistent clamping force —and one that compensates for head gasket compression when the cylinder heads are installed. This helps prevent blown head gaskets, and assures optimum engine sealing!

Premium quality heat treated 8740 chrome moly steel head stud kits are available for most every domestic and import application. You won't find a better quality stud on the market from any other source. Look for ARP stamped on each stud as your assurance of quality.

ARP head stud kits are available with your choice of conventional hex nuts or compact 12-point nuts. Premium quality parallel ground washers are also included with each kit. Clearly, they are the best on the market today, and the favorite of leading professional engine builders in all forms of racing.



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"On the basis of superior material, a special heat treating process, and advanced manufacturing technology, ARP Pro Series head studs are clearly the very finest on the market today!"

HEAD STUDS vs. BOLTS... A TECHNICAL DISCUSSION

ARP's factory Tech Representatives are often asked which is better, cylinder head studs or bolts. The answer, invariably, depends on the installation. On many street-driven vehicles, where master cylinders and other items protrude into the engine compartment, it's probably necessary to use head bolts so that the cylinder heads can be removed with the engine in the car.

For most applications, however, studs are recommended. And for good reason. Using studs will make it much easier to assemble an engine (especially a racing powerplant which must be serviced frequently and quickly!) with the cylinder head and gasket assured of proper alignment.

Studs also provide more accurate and consistent torque loading. Here's why. When you use bolts to secure the head, the fastener is actually being "twisted" while it's being torqued to the proper reading. Accordingly, the bolt is reacting to two different forces simultaneously. A stud should be installed in a "relaxed" mode —never crank it in tightly using a jammed nut. If everything is right, the stud should be installed finger tight. Then, when applying torque to the nut, the stud will stretch only on the vertical axis. Remember, an undercut shorter stud will have a rate similar to a longer, standard shank stud. This provides a more even clamping force on the head. Because the head gasket will compress upon initial torquing, make sure studs and bolts are re-torqued after the engine has been run.

automotive Racing products

Application PER Nuts UCUT Studes 14-401 14-401 383-401 ci.d., through 99 114-4001 114-4001 114-4001 288 ci.d., 6-yiinder 114-4001 114-4001 114-4001 BMC/FIX particle 114-4001 114-4001 114-4001 Stage 10, Status 114-4001 114-4001 206-4001 Stage 10, Status 206-4001 206-4002 206-4002 Stage 10, Status 206-4001 206-4002 206-4002 Stage 10, Status 206-4001 206-4002 206-4002 Status 10, Status 124-4001 124-4001 124-4001 124-4001 Status 10, Status 124-4001 124-4001 124-4001 124-4001 124-4001 Status 10, Status 124-4001	Ameliantian	Line Note	Hex Nuts	12-Point Nuts		
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CHEVROLET, SMALL BLOCK Addition 234-4001 234-4301 234-4723 Bowtie exit from and aluminum block with Brodix -8,-10,-11,-10x Bowtie exit from and 3001 234-4102 234-4302 234-4301 234-4301 234-4301 234-4602 Dart Sportsmann, sb0, coarse thread 134-4002 234-4302 234-4301 234-4703				223-4203		
OLEM cast iron and aluminum Chevolet 134-4001 234-4401 234-4301 234-4601 Brodix, 8, 10, 11, Track I, Dar Sportsman and Dart II 134-4001 234-4401 234-4301 234-4601 Bowlie cast iron and aluminum block with Brodix -8, -10, -11, -10x 234-4401 234-4301 234-4601 Bowlie cast iron and aluminum block with Brodix -8, -10, -11, -10x 234-4401 234-4301 234-4601 Bowlie cast iron and aluminum block with Brodix -8, -10, -11, -10x 234-4401 234-4301 234-4601 Bowlie cast iron and aluminum block with Brodix -8, -10, -11, -10x 234-4401 234-4301 234-4601 Bowlie with Brodix 12 Weldrech, HBK 234-4401 234-4301 234-4301 234-4601 18* sita adr port 234-4108 234-4301 234-4701 234-4307 234-4708 18* with Bowlie aluminum and cast block, .950, coarse thread 234-4305 234-4708 234-4708 234-4708 234-4708 Brodix, Pontiac raised port 234-4103 234-4505 234-4306 234-4705 234-4306 234-4706 Brodix, Canted valve 234-4102 234-4502 234-4302 234-4	CHEVROLET, SMALL BLOCK	1011001	0044404	004 4004	004 4004	
Blobix, fty, -11, flack ft, Dart Spontsman and Dart II 134-4001 234-4401 234-4301 234-4401 Brodix, 18, FU/R Bowtie with Brodix 28, -10, -11, -10x 234-4402 234-4402 234-4301 234-4601 Bowtie with Brodix 12 Weldech, HBK 134-4002 234-4401 234-4301 234-4601 Dart Spontsman, 950, coarse thread 134-4002 234-4401 234-4301 234-4707 Airflow Research, Brownfield 134-4002 234-4401 234-4301 234-4707 18' raised port 234-4108 234-4508 234-4703 234-4707 18' raised port 234-4108 234-4508 234-4703 234-4702 18' with 3/8' holes 234-4105 234-4302 234-4704 234-4704 Brodix, +0r cinc raised port 234-4105 234-4305 234-4706 234-4706 Brodix, +12, and Brodix 18'' 234-4105 234-4503 234-4706 234-4706 Brodix, +12, rollover (angle mill) 234-4105 234-4304 234-4704 234-4704 Dart, 18'' Brodix Track 1 234-4102 234-4402 234-4704	OEM cast iron and aluminum Chevrolet	134-4001	234-4401	234-4301	234-4601	
Bowle cast iron and aluminum block with Brodix -8,-10,-11,-10x 234-401 234-4723 Bowle cast iron and aluminum block with Brodix -8,-10,-11,-10x 234-4002 234-4402 234-4301 234-4602 Dart Sportsman, -950, coarse thread 134-4001 234-4401 234-4301 234-4602 18' standard port 234-4108 234-4307 234-4602 234-4307 234-4708 18' standard port 234-4108 234-4308 234-4708 234-4708 234-4708 18' standard port 234-4105 234-4308 234-4708 234-4708 234-4708 18' with raise intake 3/8' #10134363 and 64 234-4105 234-4308 234-4708 234-4708 18' with 3/8' holes 234-4105 234-4305 234-4708 234-4708 Brodix, Pontiac standard port 234-4106 234-4505 234-4703 234-4703 Brodix, Canted valve 234-4102 234-4503 234-4703 234-4703 Brodix, Canted valve 234-4102 234-4503 234-4704 234-4703 Brodix, Canted valve 234-4102 234-4503 234-4703	Brodix 18 RIVR	134-4001	234-4401	234-4301	234-4001	
Bowtie with Brodix 12 Weldtech, HBK 234-4723 Dart Sportsman, 950, coarse thread 134-4002 234-4402 234-4301 234-4601 Airflow Research, Brownfield 134-4001 234-4401 234-4301 234-4703 234-4707 18' raised port 234-4107 234-4507 234-4308 234-4708 234-4708 18' raised port 234-4107 234-4508 234-4308 234-4708 234-4708 7/16"-38' stepped 234-4105 234-4308 234-4708 234-4721 18' with raised port 234-4105 234-4708 234-4723 234-4706 18' with 38'' holes 234-4105 234-4305 234-4706 234-4706 Brodix-Pontac raised port 234-4103 234-4503 234-4705 234-4706 Brodix, 12, and Brodix 18'' 234-4103 234-4503 234-4703 234-4703 Brodix, 12, and Brodix 18'' 234-4103 234-4503 234-4702 234-4703 Dart, Brodix Track 1 234-4104 234-4504 234-4702 234-4704 234-4704 Dart, Brodix Track 1 <td>Bowtie cast iron and aluminum block with Brodix -8101110x</td> <td></td> <td></td> <td>204 4010</td> <td></td>	Bowtie cast iron and aluminum block with Brodix -8101110x			204 4010		
Dart Sportsman, 950, coarse thread 134-4001 234-4402 234-4321 234-4602 Airflow Research, Brownfield 134-4001 234-4401 234-4307 234-4601 234-4007 234-4307 234-4707 18° standard port 234-4108 234-4307 234-4307 234-4707 234-4707 18° raised port 234-4108 234-4308 234-4307 234-4708 7/16°-38° stepped 234-4105 234-4306 234-4721 18' with 38' stepped 234-4105 234-4305 234-4720 18' with 38' holes 234-4105 234-4305 234-4706 Brodix-Pontiac standard port 234-4105 234-4505 234-4306 234-4706 Brodix, -2n d Brodix 18° 234-4103 234-4503 234-4306 234-4703 Brodix, canted valve 234-4102 234-4503 234-4306 234-4702 Dart, Buick 234-4102 234-4504 234-4302 234-4702 Dart, Buick 234-4104 234-4504 234-4704 234-4704 Dart, 18° 234-4504 234-4704 234-4704 234-4704 Dart, 16° 234-4704 <td>Bowtie with Brodix 12 Weldtech, HBK</td> <td></td> <td></td> <td></td> <td>234-4723</td>	Bowtie with Brodix 12 Weldtech, HBK				234-4723	
Airflow Research, Brownfield 134-4001 234-4101 234-4301 234-4301 234-4301 234-4301 18* standard port 234-4107 234-4307 234-4307 234-4307 234-4707 18* standard port 234-4108 234-4308 234-4308 234-4308 234-4708 18* with 36* stepped 234-4105 234-4301 234-4321 234-4720 18* with 36* holes 234-4305 234-4305 234-4302 234-4720 18* with 36* holes 234-4105 234-4505 234-4305 234-4706 Brodix-Pontiac raised port 234-4105 234-4506 234-4303 234-4706 Brodix, canted valve 234-4103 234-4503 234-4303 234-4706 Brodix, canted valve 234-4103 234-4503 234-4303 234-4702 Dart, 18* 234-4102 234-4502 234-4302 234-4702 Dart, 18* 234-4102 234-4502 234-4302 234-4702 Dart, 18* 234-4102 234-4502 234-4302 234-4702 Dart, 18* 234-4102 234-4502 234-4704 234-4704	Dart Sportsman, .950, coarse thread	134-4002	234-4402	234-4332	234-4602	
18* standard port 234-4107 234-4307 234-4307 234-4707 18* raised port 234-4108 234-4306 234-4708 234-4306 234-4706 234-4308 234-4708 234-4308 234-4708 234-4303 234-4708 234-4303 234-4708 234-4303 234-4708 234-4303 234-4708 234-4303 234-4708 234-4302 234-4708 234-4302 234-4704 <td>Airflow Research, Brownfield</td> <td>134-4001</td> <td>234-4401</td> <td>234-4301</td> <td>234-4601</td>	Airflow Research, Brownfield	134-4001	234-4401	234-4301	234-4601	
To Tabeu puri 234-4106 234-4306 234-4306 234-4306 18" with Aised intake 3/8" #10134363 and 64 234-4015 234-4315 234-4320 234-4320 18" with Aised intake 3/8" #10134363 and 64 234-4015 234-4320 234-4320 234-4320 with Bowtie aluminum and cast block, .950, coarse thread 234-4105 234-4305 234-4305 234-4306 Brodix-Pontiac standard port 234-4106 234-4505 234-4306 234-4706 Brodix, Canted valve 234-4106 234-4503 234-4306 234-4706 Brodix, canted valve 234-4102 234-4503 234-4306 234-4703 Brodix, canted valve 234-4102 234-4503 234-4702 234-4304 234-4702 Dart, Buck 234-4102 234-4504 234-4304 234-4702 234-4304 234-4702 Dart, Buck 234-4104 234-4504 234-4304 234-4702 234-4304 234-4702 Dart, Brodix Track 1 234-4102 234-4504 234-4304 234-4702 234-4704 Rodeck aluminum block with Brodix canted valves 234-4709 234-4704 234-4704 234-4704 <td>18° standard port</td> <td>234-4107</td> <td>234-4507</td> <td>234-4307</td> <td>234-4707</td>	18° standard port	234-4107	234-4507	234-4307	234-4707	
113* with raised intake 3/8* #10134363 and 64 2014010 234.4321 234.4721 with Bowtie aluminum and cast block, .950, coarse thread 234.4321 234.4320 234.4720 Brodix-Pontiac standard port 234.4105 234.4305 234.4306 234.4705 Brodix-Pontiac standard port 234.4105 234.4503 234.4306 234.4706 Brodix,-Pontiac raised port 234.4103 234.4503 234.4306 234.4706 Brodix, 12, and Brodix 18° 234.4103 234.4503 234.4306 234.4703 Brodix, 12 rollover (angle mill) 234.4102 234.4503 234.4304 234.4702 Dart, Birck 234.4102 234.4504 234.4304 234.4702 Dart, Birck 234.4102 234.4509 234.4704 234.4704 Dart, Birck 234.4302 234.4704 234.4704 234.4704 Dart, Birck 234.4309 234.4704 234.4704 234.4704 Dart, Birck 234.4309 234.4704 234.4704 234.4704 Dart, Birck 234.4309 234.4704 234.4704 234.4704 Rodeck aluminum block with Brodix canted valves	7/16"-3/8" stepped	234-4106	234-4506	234-4300	234-4706	
with Bowtie aluminum and cast block, .950, coarse thread 234-4320 234-4720 18° with 3/8° holes 234-4305 234-4305 234-4305 Brodix-Pontiac standard port 234-4106 234-4306 234-4706 Brodix-Pontiac standard port 234-4103 234-4306 234-4706 Brodix, -12, and Brodix 18° 234-4103 234-4303 234-4703 Brodix, -12, and Brodix 18° 234-4103 234-4503 234-4302 234-4703 Brodix, -12 rollover (angle mill) 234-4102 234-4502 234-4304 234-4702 Dart, Didsmobile 14° 234-4102 234-4504 234-4702 234-4702 Dart, Oldsmobile 14° 234-4104 234-4504 234-4304 234-4702 Dart, I8° 234-4109 234-4504 234-4702 234-4704 Dart, I8° Cols minum block with 18° Chevy heads 234-4109 234-4509 234-4709 Rodeck aluminum block with Brodix canted valves 234-4710 234-4710 234-4710 SB2 234-4710 234-4710 234-4710 234-4710 CHEVROLET, BIG BL	18° with raised intake 3/8" #10134363 and 64	201 1010		234-4321	234-4721	
18° with 3/8° holes 234-4105 234-4305 234-4305 234-4705 Brodix-Pontiac raised port 234-4106 234-4506 234-4306 234-4706 Brodix, -12, and Brodix 18° 234-4103 234-4503 234-4303 234-4703 Brodix, canted valve 234-4103 234-4302 234-4703 234-4703 Brodix, canted valve 234-4102 234-4302 234-4702 234-4302 234-4702 Dart, Dick 234-4104 234-4504 234-4302 234-4704 234-4704 Dart, Oldsmobile 14° 234-4104 234-4504 234-4302 234-4704 Dart, Brodix Track 1 234-4109 234-4509 234-4704 234-4704 Rodeck aluminum block with Brodix canted valves 234-4109 234-4309 234-4709 234-4710 SB2 234-4109 234-4109 234-4710 234-4710 234-4710 234-4710 CHEVROLET, BIG BLOCK 234-4123 234-4710 234-4722 234-4722 234-4721 234-4722 234-4722 Cast iron OEM 135-4001 235-4401 235-4201 235-4601 235-4201 235-4601 2	with Bowtie aluminum and cast block, .950, coarse thread			234-4320	234-4720	
Brodix-Pontiac raised port 234-4105 234-4505 234-4305 234-4705 Brodix-Pontiac raised port 234-4106 234-4506 234-4306 234-4706 Brodix, -12, and Brodix 18° 234-4103 234-4503 234-4303 234-4703 Brodix, -12, and Brodix 18° 234-4103 234-4303 234-4703 234-4703 Brodix, -12 rollover (angle mill) 234-4102 234-4504 234-4302 234-4702 Dart, Didsmobile 14° 234-4102 234-4504 234-4304 234-4704 Dart, Brodix Track 1 234-4109 234-4509 234-4309 234-4709 Rodeck aluminum block with 18° Chevy heads 234-4109 234-4509 234-4709 234-4710 Rodeck aluminum block with Brodix canted valves 234-4109 234-4509 234-4710 234-4710 SB2 234-4710 234-4710 234-4710 234-4711 234-4712 Brodix, 18° rollover 234-4123 234-4710 234-4712 234-4712 12 point, with aluminum block 234-4710 235-4401 235-4201 235-4601 Aluminum factory heads, also early Bowtie 135-4001 235-4401	18° with 3/8" holes			234-4322		
Brodix-Pontiac raised port 234-4106 234-4306 234-4306 234-4706 Brodix, -12, and Brodix 18° 234-4103 234-4303 234-4303 234-4703 Brodix, -12, and Brodix 18° 234-4103 234-4303 234-4303 234-4703 Brodix, -12 rollover (angle mill) 234-4102 234-4302 234-4702 Dart, Oldsmobile 14° 234-4104 234-4504 234-4302 234-4704 Dart, Oldsmobile 14° 234-4104 234-4504 234-4302 234-4704 Dart, Brodix Track 1 234-4104 234-4509 234-4309 234-4709 Rodeck aluminum block with Brodix canted valves 234-4109 234-4509 234-4709 234-4710 SB2 234-4710 234-4710 234-4710 234-4710 234-4711 234-4711 SB2 234-4710 234-4710 234-4710 234-4710 234-4710 234-4710 CHEVROLET, BIG BLOCK 234-4710 235-4401 235-4201 235-4601 409 409 235-4401 235-4201 235-4601 409 409 235-4400 235-4401 235-4201 235-4602 235-4706 235-470	Brodix-Pontiac standard port	234-4105	234-4505	234-4305	234-4705	
Diroutx, F2, and Droutx F6 234-4103 234-4103 234-4303 234-4303 Brodix, canted valve 234-4102 234-4302 234-4302 234-4702 Brodix, canted valve 234-4102 234-4502 234-4302 234-4702 Dart, Buick 234-4102 234-4504 234-4302 234-4702 Dart, I8° 234-4102 234-4504 234-4302 234-4704 Dart, I8° 234-4109 234-4509 234-4309 234-4704 Rodeck aluminum block with 18° Chevy heads 234-4109 234-4509 234-4710 Rodeck aluminum block with Brodix canted valves 234-4710 234-4711 234-4710 SB2 234-4710 234-4710 234-4712 234-4710 Brodix, 18° rollover 234-4712 234-4711 234-4711 234-4712 SB2 234-4712 234-4712 234-4711 234-4711 234-4712 CHEVROLET, BIG BLOCK 234-4712 235-4401 235-4201 235-4601 235-4601 Aluminum factory heads, also early Bowtie 135-4001 235-4401 235-4201 235-4601 235-4602 235-4602 235-4705 <td>Brodix-Pontiac raised port</td> <td>234-4106</td> <td>234-4506</td> <td>234-4306</td> <td>234-4706</td>	Brodix-Pontiac raised port	234-4106	234-4506	234-4306	234-4706	
Brodix, 12 rollover (angle mill) 234-4102 234-4502 234-4302 234-4702 Dart, Buick 234-4104 234-4502 234-4304 234-4704 Dart, Oldsmobile 14° 234-4104 234-4504 234-4304 234-4704 Dart, Brodix Track 1 234-4109 234-4509 234-4309 234-4709 Dart II, Brodix Track 1 234-4109 234-4509 234-4309 234-4709 Rodeck aluminum block with Brodix canted valves 234-4109 234-4509 234-4709 234-4710 SB2 234-4710 234-4710 234-4710 234-4710 234-4712 Brodix, 18° rollover 234-4123 234-4710 234-4722 234-4712 12 point, with aluminum block 234-4123 234-4710 235-4601 235-4601 CHEVROLET, BIG BLOCK 234-4123 235-4401 235-4201 235-4601 235-4601 Aluminum factory heads, also early Bowtie 135-4002 235-4401 235-4201 235-4601 409 135-4002 235-4401 235-4202 235-4601 235-4205 235	Brodix, canted valve	234-4103	234-4303	234-4303	254-4705	
Dart, Buick 234-4102 234-4502 234-4302 234-4702 Dart, Oldsmobile 14° 234-4104 234-4504 234-4304 234-4704 Dart, 18° 234-4104 234-4504 234-4304 234-4704 Dart, 18° 234-4309 234-4309 234-4309 234-4709 Rodeck aluminum block with 18° Chevy heads 234-4109 234-4509 234-4709 Rodeck aluminum block with Brodix canted valves 234-4109 234-4309 234-4709 SB2 234-4109 234-4309 234-4709 234-4710 Brodix, 18° rollover 234-4103 234-4709 234-4710 12 point, with aluminum block 234-4123 234-4722 234-4722 CHEVROLET, BIG BLOCK 234-4123 235-4201 235-4601 Cast iron OEM 135-4001 235-4401 235-4201 235-4601 Aluminum factory heads, also early Bowtie 135-4002 235-4402 235-4202 235-4601 409 135-4002 235-4505 135-4205 235-4601 235-4601 With aluminum block, 7/16"	Brodix -12 rollover (angle mill)			234-4311		
Dart, Oldsmobile 14° 234-4104 234-4504 234-4304 234-4704 Dart, 18° 234-4109 234-4509 234-4303 234-4709 Dart II, Brodix Track 1 234 234-4109 234-4309 234-4709 Rodeck aluminum block with 18° Chevy heads 234-4109 234-4509 234-4709 234-4710 Rodeck aluminum block with Brodix canted valves 234-4710 234-4711 234-4712 234-4712 Brodix, 18° rollover 234-4123 234-4704 234-4722 234-4722 Brodix, 18° rollover 234-4123 234-4722 234-4722 CHEVROLET, BIG BLOCK 234-4123 235-4401 235-4201 235-4601 Cast iron OEM 135-4001 235-4401 235-4201 235-4601 Aluminum factory heads, also early Bowtie 135-4001 235-4401 235-4201 235-4601 409 135-4002 235-4401 235-4202 235-4601 235-4505 135-4205 235-4705 With aluminum block, 7/16" diameter 135-4005 235-4505 135-4206 235-4706 235-4706 235-4706 235-4706 235-4706 235-4706 235-47	Dart, Buick	234-4102	234-4502	234-4302	234-4702	
Dart, 16' 234-4323 Dart II, Brodix Track 1 234-4109 234-4509 234-4309 234-4709 Rodeck aluminum block with 18° Chevy heads 234-4709 234-4710 234-4711 Rodeck aluminum block with Brodix canted valves 234-4711 234-4711 234-4712 Brodix, 18° rollover 234-4123 234-4710 234-4722 Brodix, 18° rollover 234-4123 234-4710 234-4722 CHEVROLET, BIG BLOCK 234-4123 235-4201 235-4601 Cast iron OEM 135-4001 235-4401 235-4201 235-4601 Aluminum factory heads, also early Bowtie 135-4002 235-4401 235-4202 235-4602 With aluminum block, 7/16" diameter 135-4005 235-4505 135-4205 235-4705 With aluminum block, 1/2" diameter 135-4006 235-4506 135-4206 235-4705 Bowtie 235-4110 235-4506 135-4206 235-4706 235-4703 Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 235-4503 235-4303 235-4703 <td< td=""><td>Dart, Oldsmobile 14°</td><td>234-4104</td><td>234-4504</td><td>234-4304</td><td>234-4704</td></td<>	Dart, Oldsmobile 14°	234-4104	234-4504	234-4304	234-4704	
Data H, Brodix Hack F 234-4105 234-4009 234-4009 234-4709 Rodeck aluminum block with Brodix canted valves 234-4709 234-4710 234-4710 SB2 234-4709 234-4710 234-4710 Brodix, 18° rollover 234-4710 234-4710 234-4710 12 point, with aluminum block 234-4722 234-4710 234-4710 CHEVROLET, BIG BLOCK 234-4123 234-4709 234-4709 Cast iron OEM 135-4001 235-4401 235-4201 235-4601 Aluminum factory heads, also early Bowtie 135-4001 235-4401 235-4202 235-4601 409 135-4002 235-4402 235-4202 235-4601 235-4601 With aluminum block, 7/16" diameter 135-4005 235-4505 135-4205 235-4705 With aluminum block, 1/2" diameter 135-4006 235-4506 135-4206 235-4706 Bowtie 235-4110 235-4503 235-4303 235-4703 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4102 235-4502 235-4703 235-4703 Exhaust, studs only 235-4102 <td< td=""><td>Dart, 18° Dart II. Brodix Track 1</td><td>224 4100</td><td>224 4500</td><td>234-4323</td><td>224 4700</td></td<>	Dart, 18° Dart II. Brodix Track 1	224 4100	224 4500	234-4323	224 4700	
Rodeck aluminum block with Brodix canted valves 234-4711 SB2 234-4712 Brodix, 18° rollover 234-4712 12 point, with aluminum block 234-4123 CHEVROLET, BIG BLOCK Cast iron OEM 135-4001 Aluminum factory heads, also early Bowtie 135-4001 409 135-4001 With aluminum block, 7/16" diameter 135-4002 With aluminum block, 1/2" diameter 135-4005 Bowtie 235-4506 Bowtie 235-4110 235-4510 235-4706 Bowtie 235-4102 Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4102 Exhaust, studs only 235-4102 235-4502 Brodix, -4 235-4102 235-4502 235-4702	Rodeck aluminum block with 18° Chevy heads	204-4109	204-4009	204-4009	234-4710	
SB2 234-4722 Brodix, 18° rollover 234-4123 12 point, with aluminum block 234-4123 CHEVROLET, BIG BLOCK 234-4123 Cast iron OEM 135-4001 235-4401 235-4201 Aluminum factory heads, also early Bowtie 135-4001 235-4401 235-4201 235-4601 409 135-4002 235-4402 235-4202 235-4602 With aluminum block, 7/16" diameter 135-4005 235-4505 135-4205 235-4705 With aluminum block, 1/2" diameter 135-4006 235-4506 135-4206 235-4706 Bowtie 235-4110 235-4510 235-4706 235-4708 Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 235-4503 235-4303 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4106 235-4306 235-4306 235-4306 Brodix, -4 235-4102 235-4502 235-4302 235-4702	Rodeck aluminum block with Brodix canted valves				234-4711	
Brodix, 18° rollover 234-4123 234-4123 CHEVROLET, BIG BLOCK 235-4401 235-4201 235-4601 Cast iron OEM 135-4001 235-4401 235-4201 235-4601 Aluminum factory heads, also early Bowtie 135-4001 235-4401 235-4201 235-4601 409 135-4002 235-4402 235-4202 235-4602 With aluminum block, 7/16" diameter 135-4005 235-4505 135-4205 235-4705 With aluminum block, 1/2" diameter 135-4006 235-4506 135-4206 235-4706 Bowtie 235-4110 235-4510 235-4706 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4106 235-4303 235-4703 Exhaust, studs only 235-4102 235-4502 235-4302 235-4702	SB2				234-4722	
CHEVROLET, BIG BLOCK 234-4123 CHEVROLET, BIG BLOCK Cast iron OEM 135-4001 235-4401 235-4201 235-4601 Aluminum factory heads, also early Bowtie 135-4001 235-4401 235-4201 235-4601 409 135-4002 235-4402 235-4202 235-4602 With aluminum block, 7/16" diameter 135-4005 235-4505 135-4205 235-4705 With aluminum block, 1/2" diameter 135-4006 235-4506 135-4206 235-4705 Bowtie 235-4110 235-4506 135-4206 235-4706 Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 235-4503 235-4303 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4106 235-4302 235-4702 235-4306 Brodix, -4 235-4102 235-4502 235-4302 235-4702	Brodix, 18° rollover	224 4422		234-4310		
CHEVROLET, BIG BLOCK C C C C Cast iron OEM 135-4001 235-4401 235-4201 235-4601 Aluminum factory heads, also early Bowtie 135-4001 235-4401 235-4201 235-4601 409 135-4002 235-4402 235-4202 235-4602 With aluminum block, 7/16" diameter 135-4005 235-4505 135-4205 235-4705 With aluminum block, 1/2" diameter 135-4006 235-4506 135-4206 235-4705 Bowtie 235-4110 235-4510 235-4706 235-4706 Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 235-4503 235-4303 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4106 235-4303 235-4703 235-4702 Brodix, -4 235-4102 235-4502 235-4302 235-4702		204-4123				
Cast Iron OEM 135-4001 235-4401 235-4201 235-4601 Aluminum factory heads, also early Bowtie 135-4001 235-4401 235-4201 235-4601 409 135-4002 235-4401 235-4202 235-4602 With aluminum block, 7/16" diameter 135-4005 235-4505 135-4205 235-4705 With aluminum block, 1/2" diameter 135-4006 235-4506 135-4206 235-4706 Bowtie 235-4110 235-4506 135-4206 235-4706 Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 235-4503 235-4303 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4106 235-4306 235-4306 235-4306 Brodix, -4 235-4102 235-4502 235-4302 235-4702	CHEVROLET, BIG BLOCK	405 405	005 1101	005 1001	005 (00)	
Autiminum ractory reads, also early bowte 135-4001 235-4401 235-4201 235-4601 409 135-4002 235-4402 235-4202 235-4602 With aluminum block, 7/16" diameter 135-4005 235-4505 135-4205 235-4705 With aluminum block, 1/2" diameter 135-4006 235-4506 135-4206 235-4706 Bowtie 235-4110 235-4510 235-4503 235-4303 235-4703 Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 235-4503 235-4303 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4106	Cast Iron OEM	135-4001	235-4401	235-4201	235-4601	
With aluminum block, 7/16" diameter 105 4002 235 4402 235 4202 235 4402 With aluminum block, 1/2" diameter 135 4005 235 4505 135 -4205 235 -4705 Bowtie 135 -4006 235 -4506 135 -4206 235 -4706 Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235 -4103 235 -4503 235 -4303 235 -4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235 -4106		135-4001	235-4401	235-4201	235-4602	
With aluminum block, 1/2" diameter 135-4006 235-4506 135-4206 235-4706 Bowtie 235-4110 235-4510 235-4703 235-4703 Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 235-4503 235-4303 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4106 235-4306 235-4306 Exhaust, studs only 235-4102 235-4502 235-4302 235-4702	With aluminum block. 7/16" diameter	135-4005	235-4505	135-4205	235-4705	
Bowtie 235-4110 235-4510 Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 235-4503 235-4303 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4106 235-4306 235-4306 Exhaust, studs only 235-4102 235-4502 235-4302 235-4702	With aluminum block, 1/2" diameter	135-4006	235-4506	135-4206	235-4706	
Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock 235-4103 235-4503 235-4303 235-4703 Long exhaust studs, only 8 pcs (with nuts and washers) 235-4106 235-4306 235-4306 235-4306 Exhaust, studs only 235-4102 235-4502 235-4302 235-4702	Bowtie	235-4110	235-4510			
Long exnaust studs, only 8 pcs (with nuts and washers) 235-4106 235-4306 Exhaust, studs only 235-4102 235-4302 235-4702	Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock	235-4103	235-4503	235-4303	235-4703	
Brodix, -4 235-4102 235-4502 235-4302 235-4702	Long exnaust studs, only 8 pcs (with nuts and washers)	235-4106		235-4206		
	Brodix, -4	235-4102	235-4502	235-4302	235-4702	

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Red part numbers indicate new items.

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HEAD STUDS

Application	Hex Nuts	Hex Nuts U/Cut Studs	12-Point Nuts	12-Point Nuts U/Cut Studs
CHEVROLET BIC BLOCK continued				
Brodix, Pontiac Pro Stock	235-4107	235-4507	235-4307	235-4707
Symmetrical-spread port Chevy	235-4104	235-4504	235-4304	235-4704
Oldsmobile DRCE	235-4109	235-4509	235-4309	235-4709
Dart Big Chief	235-4112	235-4512	235-4312	235-4712
Mark V, with Edelbrock Mark V heads	235-4108	235-4508	235-4308	235-4708
Mark V, with Dart heads	235-4113	235-4513	235-4313	235-4713
Merlin - World	235-4114 235-4016	235-4514	230-4314	230-4714
CHEVROLET. V6				
2.8L 60°, 11mm	233-4003		233-4303	
4.3L 90°	233-4001	233-4401	233-4301	233-4601
4.3L 90° with Oldsmobile 14-° heads	233-4104	233-4504	233-4304	233-4704
4.3L 90° with 18° standard port	233-4107	233-4507	233-4307	233-4707
4.3L 90° with 18° raised port	233-4108	233-4508	233-4308	233-4708
	233-4102	233-4302	233-4302	233-4702
CHEVROLET, 4 and 6-CYLINDER	404 (22)		101 (22)	
Inline 4-cylinder, '62 and up	131-4001		131-4201	
Inline 6-cylinder, '62 and up	132-4001		132-4201	
GNIC Vega 140	131-4002			
CHEVY/FORD DIESEL				
Chevy/GMC 6.2 diesel, 12mm Ford International 6.9 diesel	130-4062			
CHRYSLER, SMALL BLOCK		044 4504	4.44, 4004	0.44, 4704
2.2L, 4-cylinder, 11mm Monor "A" ongine	144 4001	241-4501	141-4201	241-4701
Mopar "A" engine with W-2 cylinder heads	144-4001		144-4201	
Mopar "A" engine with W-5 W-7 cylinder heads	144-4002		144-4202	
B1-BS heads	144-4004		144-4204	
Monar B RB and 413-426 Wedge	145-4006		145-4206	
392. factory Hemi	145-4001		145-4201	
426, factory Hemi, 7/16"	145-4003		245-4203	
426, factory Hemi, modified for 1/2"	145-4002		245-4202	
Mopar B and RB Wedge with B-1 heads	145-4007		245-4307	
Indy 440 cylinder head	145-4011		245-4311	
KB Hemi, short deck, 1/2"	045 4005		245-4308	
KB Hemi, standard deck, 1/2	245-4005		245-4305	
KB Hemi long deck 1/2"			245-4309	
KB Hemi, standard deck. 9/16"			245-4310	245-4710
FORD, SMALL BLOCK Escort			151-4203	
289-302 with factory heads, 7/16"	154-4001	254-4401	154-4201	254-4701
289-302 with 351W head, 7/16-14 cylinder block thread				
M-6049-J302, SVO high port & M-6049-L302,				
Edelbrock aluminum, GT-40 style with insert "T"				
1/2" to 7/16" washer	154-4005	254-4405	154-4205	254-4705
351W With factory neads, M-6049-J302, SVO high port				
and Iron Dart with 1/2-13 cylinder block threads	154-4003	254-4503	154-4203	254-4703
302 Boss	154-4002	201 1000	154-4202	201 1100
351 Cleveland, 400M	154-4004		154-4204	
SVO and Fontana aluminum blocks w/'94 or later Yates heads	254-4102	254-4101	254-4302	254-4301
351 SVO high port and improved SVO high port,				
part #'s M-6049-C302, M-6049-C302B	254-4107		254-4307	
351 SVO Yates design	254-4109		254-4309	
351 SVU YATES 1994 design	254-4110	254 4504	254-4310	254 4604
Sportsman 6049-N351 heads	254-4111	204-4001	204-4311	204-4001
390-428 c.i.d. FE series	155-4001		155-4201	
SOHC 427	155-4002		155-4202	

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Application	Hex Nuts	Hex Nuts U/Cut Studs	12-Point Nuts	12-Point Nuts U/Cut Studs
FORD, BIG BLOCK continued				
429-460 385 series & new 429CJ SVO alum #6049-A 429	155-4003		155-4203	
460 SVO alum, PN#'s M-6049-A460 & M-6049-B460 (must use 12-point puts)			255-4304	
460 c.i.d., with Blue Thunder heads		255-4101	200 1001	255-4301
Trick Flow "Pro Stock"			255-4305	
FORD, V6				
4.5L, SVO inline valve head #M6049-H380	253-4102		253-4302	
FORD, 4 and 6-CYLINDER				
Escort 1600cc	151-4003		151-4203	
Pinto 2000cc Pinto 2300cc			151-4201	151-4702
Inline 6, 240-300 c.i.d.	152-4001		152-4201	101 4702
Cosworth Sierra/Escort (12mm)				251-4701
FORD. MODULAR				
4.6L, 2 valve & 4 valve	156-4101		156-4301	
308, 1/2"	254-4009		234-4201	
308 V8	205-4001		205-4601	
304			205-4602	
HONDA/ACURA				
Honda D16, 10mm			208-4301	
Acura VTEC B18CI			208-4302	
		_	200 1000	
MITSUBISHI			007 4004	007 4704
2.0, 4-cylinder, 16 valve, 12mm, 4G63 up to 1994			207-4201	207-4701
2.6L 4-cylinder			207-4202	
NISSAN				
L20 series, 4-cylinder			202-4201	
A-12 engines			202-4202	
A-14 engines			202-4203	
			202-4200	
OLDSMOBILE, SMALL BLOCK	1011000		101 1000	
215 c.i.d., aluminum heads	184-4002		184-4202	
403 c.i.d.	184-4004		184-4204	
455 c.i.d., 7/16"	185-4001		185-4201	
PONTIAC	190-4002		190-4202	
'68-'79, 400-428 c.i.d., 400 Ram Air 2 and 4, 455 c.i.d.	190-4002		130-4202	
HO and Super Duty	190-4003		190-4203	
Super Duty with "Iron Duke" heads	290-4101		290-4301	
Ram Air 2 & 455	191-4001		191-4201	
Ram Air 5	190-4005		190-4205	
400 c.i.d., with Edelbrock aluminum heads	190-4004		190-4304	
PORSCHE				
9111, stainless studs - Dilvar replacement			204-4206	
ΤΟΥΟΤΑ				
22R			203-4201	
7M GTE-Supra			203-4202	203-4701
3SGTE			203-4203	
2JZA80 Supra			203-4205	203-4702

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Application	Hex Nuts	Hex Nuts U/Cut Studs	12-Point Nuts	12-Point Nuts U/Cut Studs
TRICK FLOW Pro Stock			255-4305	
VAUXHALL/OPEL				
2.0L,8 valve	109-4001			
2.0L, 16 valve			209-4301	
Opel 2.5L, V6			209-4302	
VOLKSWAGEN				
1600cc air-cooled			204-4201	
Super Vee			204-4202	
Golf/Jetta, 1.8L & 2L, 8 valve			204-4203	204-4701
Golf/Jetta, 1.8L & 2L, 16 valve			204-4204	204-4702

TECH TIPS: HEAD STUD INSTALL

Improved sealing, accurate torque readings, and block thread protection are but a few reasons to install an ARP head stud kit. Recommended for high-compression and extreme duty application.

SPECIAL NOTE: Where the stretch method cannot be used, the bolts must be installed by torque & several factors should be taken into account. Please refer to information on page 13.



1. Clean and chase all bolt threads in block to torque readings.



2. All hardware should be cleaned and inspected ensure proper thread engagement and accurate for possible shipping damage prior to installation.



3. Since most studs extend into the water jacket, coat threads with ARP thread sealer and screw in hand tight ONLY. NOTE: If permanent mounting is preferred, Loc-Tite may be used. You may also use high temperature RTV silicon. Whatever product is used, it is imperative that the cylinder head is installed and torqued to the proper level before the sealant has cured.



4. Install gasket and head, then lubricate washers and nuts with oil or ARP moly assembly lubricant prior to their installation.



5. Following the engine manufacturer's torque pattern, torque each stud nut three times to recommended values found in the general fastener chart on page 12.



Pat Musi - NMCA Pro Street record holder at 205.88 mph



Bob Chandler's "Big Foot" - America's No. 1 Monster Truck



HEAD BOLTS

CYLINDER HEAD BOLTS

HIGH PERFORMANCE SERIES

High Performance head bolts are available with a reduced wrenching hex or 12-point and wide area flanged head that eliminates the need for valve train removal to facilitate cylinder head retorquing. All High Performance Series bolts are 170,000 psi (which is 15% stronger than Grade 8) and kits come complete with hardened parallel-ground washers.

PROFESSIONAL SERIES

All Pro Series bolts are cold-forged to ensure molecular integrity, heattreated prior to thread rolling and machining, and are rated nominally at 190,000 psi. ARP Pro Series head bolt kits are application specific-designed for use with typically competition only components. These fasteners deliver superior strength and meet the ARP "ZERO defect-ZERO failure" quality standard. Hardened and parallel-ground washers are included with each kit to ensure even load distribution and accurate torque readings. All Pro Series head bolts have a reduced wrenching 12-point head and wide area flange to eliminate the need for valve train removal for cylinder head retorquing and permits the use of larger diameter valve springs. Most applications have undercut short bolts that can help eliminate head gasket failures through providing more "stretch" to compensate for the additional compression of gaskets.



hardened parallel-ground washers.

			İ	1	
	High Per	rformance	Pro Series	Stainless	
Application	Hex	12-Point	12-Point	Hex	12-Point
AMC					
258 cid	112-3601				
343-401 c i d '69 and earlier 7/16"	112-3601				
343-401 c i d '70 through present 1/2"	114-3602				
	1110002				
BUICK					
V6. Duttwieler and M&A aluminum heads	123-3602				
V6 Stage L '77-'85	123-3601	123-3701	223-3701	423-3601	423-3701
V6 '86-'87 Grand National and T-Type	123-3603	123-3703	223-3703	120 0001	120 01 01
V6 Stage II	120 0000	120 07 00	223-3700		
455 cid	125-3601		220 01 00		
V6 Champion heads with Stage II block	120 0001		223-3704		
			220 01 01		
CHEVROLET, SMALL BLOCK					
12-Rollover Brodix, 18° Brodix, -10x	134-3602	134-3702	234-3703		
18° hi-port with 3/8" holes, casting #10134363 and 64			234-3721		
18° standard port	134-3607				
18° hi-port	134-3608		234-3708		
18° standard port			234-3707		
Cast iron OEM, LT-AFR, Brodix-8,-10,-11,-11xb	134-3601	134-3701	234-3701	434-3601	434-3701
Same as above except, with outer row only stainless steel	134-3603	134-3703			
Dart II, WP Sportsman II, Brodix Track I			234-3702		
Dart-Buick			234-3709		
Oldsmobile 14°			234-3705		
Pontiac Brodix aluminum heads, raised intake, -10xz RI			234-3704		
Bowtie with Brodix 12 - Weld Tech			234-3703		
	125 2001	125 2701	005 0704	425 2604	425 2704
Cast Iron OEM	135-3601	135-3701	235-3701	435-3601	435-3701
BDC with Edelbrook bood 9551	135-3604	135-3704			
BDC with Edelbrook head Vieter #7760	130-3010	130-3710			
ADD with Edelbrock head victor #7760	130-3011	130-3711			
409, Cast Iron OEM	135-3602	405 0700	005 0700		
BBC with Brodix aluminum nead (-2, -4), Canfield	135-3606	135-3702	235-3702		
BBC with late Bowtie aluminum, world Prod. Merlin, Iron Dart	135-3603	135-3703	235-3703		
BBC Dart auminum nead exhaust bolts only, (8 pieces)	135-3605	135-3705	235-3708		
DDC with Pontiac Pro Stock aluminum head, Brodix			235-3704		
Mark V black 502 201 to present		105 0700	235-3705		
Mark V DIOCK, 5UZ, 91 to present	405 0007	135-3706	135-3601		
Mark V block with World Merlin, late Bowtle and Dart aluminum	135-3007	135-3707	235-3707		
	132-3009	135-3709	235-3709		

Red part numbers indicate new items.

Application	High Per Hex	formance 12-Point	Pro Series 12-Point	Stai Hex	nless 12-Point
90°			233-3701		
90°, with 18° standard port	133-3607		233-3707		
90°, with 18° hi-port	100 0001		233-3708		
90°, hi-port 3/8" holes			233-3721		
CHRYSLER, SMALL BLOCK					
"A" engine with W2 heads	144-3601				
"A" engine, 273-360 c.i.d.	144-3602				
2.2L, 4-cylinder, 11mm			241-3701		
CHRYSLER, BIG BLOCK					
B and RB Wedge, 383-440 c.i.d., 7/16"	145-3606	145-3706	245-3706	445-3606	445-3706
FORD, SMALL BLOCK					
289-302 standard	154-3601	154-3701		454-3601	454-3701
302 with Windsor heads 1/2"-7/16" stepped washer	154-3605	154-3705	254-3708	454-3605	454-3705
302 Boss, V6 4.5L, inline valve	154-3602	154-3702	254-3702	454-3602	454-3702
SVO, V6 4.5L, inline valve, HBK			253-3702		
351 Windsor	154-3603				
351 Cleveland, 400M	154-3604		254-3704		
351 Cleveland SVO, iron block			254-3701		
351 SVO, Yates design			254-3709		
351 SVO, Yates 1994 design	054 4400	054 4000	254-3710		
Fontana SVO, Yates nead	254-4102	254-4302	054 0744		
35 TR DIOCK WITH C3/C3L Heads			204-3711		
FORD, BIG BLOCK					
390-428 FE series	155-3601				
427 SOHC	155-3602				
460			255-3701		
HOLDEN					
304		205-3702			
308	205-3601	205-3701	254-3703		
OLDSMOBILE					
350-455 c.i.d., 7/16" diameter, '76 and earlier	180-3600	180-3700	280-3700	480-3600	480-3700
350-455 c.i.d., 1/2" diameter, '77 to present	180-3601				
403 c.i.d.	185-3602				
PONTIAC					
400-428 c.i.d., '67 and earlier	190-3602				
400-428 c.i.d., "Ram Air" 2 and 4 Super Duty, 455 HO, '68-'79	190-3603				
350-455 four barrel, D-port head, '68-'79	190-3607				
	190-3604				
ΤΟΥΟΤΑ			000 0000		
/M GIE, Supra			203-3902		
HARLEY MOTORCYCLE					
'48-'84 All pan heads & Shovel heads				460-3601	
'57-early '73 XL's				460-3602	



Jack Sprague - NASCAR Craftsman Truck standout



Gary Scelzi - NHRA Winston Top Fuel Champion



ROCKER ARM STUD KITS

If you have ever installed a rocker stud into a cylinder head and watched it wobble as it screwed in—you knew from the beginning that the rocker geometry was going to be inconsistent. All over the place. ARP rocker studs are concentric within .005 T.I.R. thread pitch to thread pitch.

They run-in straight and true. Lengths are exact—designed to provide positive seating. Every time. An extra-large radius base offers greater resistance to flex. Available in both High Performance and Pro Series models. **NOTE: Not to be used with OEM-style, self-locking nuts**. To be used with ARP's patented Perma-Loc adjusters (see next page).

HIGH PERFORMANCE SERIES

Made of 8740 chrome moly forgings and heat treated to **170,000 psi**. Excellent for E.T. Bracket Racing, limited rule oval track competition and street use. Tip ground flush for optimum adjuster seating. **PRO SERIES**

Designed for competition applications, ARP's *Pro Series* rocker arm studs are made of premium grade 8470 chrome moly steel and heat-treated to a tensile strength of **190,000 psi**.



NOTE: To verify the application and part number please review the various dimensions: (B) overall stud height, (C) screw-in thread depth, (D) adjuster thread depth, (E) shank diameter and thread, (F) base diameter and thread.



Application	в	С	D	Е	F	High Perf.	High Perf. (2 PC-Pack)	Pro Series
CHEVROLET. SMALL BLOCK								
3/8"	1.750	.700	.800	3/8"	7/16"	134-7101	134-7121	234-7201
7/16"	1.770	.700	.670	7/16"	7/16"	134-7103	134-7123	234-7202
7/16"	1.900	.750	.850	7/16"	7/16"			200-7202
With roller rockers and girdles	1.900	.750	1.000	7/16"	7/16"	100-7101	100-7121	200-7201
3/8" with roller rockers ①	1.895	.710	1.000	3/8"	7/16"	134-7104	134-7124	
With roller rockers and stud girdle	1.900	.860	.830	7/16-20	7/16-14			234-7205
With roller rockers and stud girdle ①	1.900	.850	.850	7/16"	7/16"			234-7206
With roller rockers and stud girdle	1.900	.660	.830	7/16-20	7/16-14			334-7201
With roller rockers and stud girdle ①	2.100	.850	.800	7/16-20	7/16-14			334-7202
With roller rockers and stud girdle ①	2.100	.750	.800	7/16-20	7/16-14			334-7203
With roller rockers and stud girdle \bigcirc	2.000	.750	.800	7/16-20	7/16-14			334-7204
CHEVROLET, BIG BLOCK								
Chevy	1.750	.800	.850	7/16"	7/16"	135-7101	135-7121	235-7201
Dart aluminum heads, 16 pieces ①	2.000	1.3, .820	1.000	7/16"	7/16"			235-7202
Aluminum heads, exhaust studs only, 8 pieces ①	2.000	1.650	.700	7/16"	7/16"			235-7203
Aluminum heads, intake studs only, 8 pieces ①	2.000	.820	.800	7/16"	7/16"			235-7204
Dart aluminum, 16 pieces	2.000	.820	.700	7/16"	7/16"			235-7205
Aluminum heads, intake, 8 pieces	2.000	1.3, 8.20	1.000	7/16"	7/16"			235-7207
Mark V	1.900	.750	.750	7/16"	3/8"	135-7102	135-7122	
FORD. SMALL BLOCK								
SVO 351 c.i.d., with roller rockers and girdle ①	3.000	.950	2.100	7/16"	7/16"			254-7201
With roller rockers and girdles	1.900	.750	1.000	7/16"	7/16"	100-7101	100-7121	
Ŭ								354-7201
SVO 351 c.i.d., with roller rockers and girdle	3.000	.660	1.930	7/16-20	7/16-14			354-7202
SVO 351 c.i.d., with roller rockers and girdle	2.800	.800	1.500	7/16-20	7/16-14			354-7203
SVO 351 c.i.d., with roller rockers and girdle	2.700	.850	1.300	7/16-20	7/16-14			354-7204
PONTIAC								
7/16" with 1/2" coarse, '64 and later	2.000	1.025	1.05	7/16"	1/2"			290-7201
3/8"	1.750	.680	.800	3/8"	7/16"	134-7101		234-7201
7/16"	1.750	.680	.675	7/16"	7/16'	134-7103		234-7202

①These parts have a shank portion under hex to locate guide plate.

Red part numbers indicate new items.

800-8<u>26-3045</u>

- Exclusive 12-point head
- Patented design
- Heat treated premium grade 8740 chrome molv steel
- 190.000 psi tensile strenath
- Precision machined threads
- Locking set screw ground flush with rocker arm stud
- Doesn't require special tools

ARP Has The Key Missing Link In Valve Train Reliability...A Rocker Arm Adjuster That Won't Loosen!



PERMA-LOC SPECIAL FEATURES: CUT-AWAY VIEW

Patent #5,323,741

12-point head with special shouldered "stop" to hold wrench. Eliminates need for special adjusting tools.

Forged in-house from 8740 alloy chrome moly steel and heat treated throughout (not simply case hardened, as others are).

Bottom flush-ground perpendicular to threads.

Threads are precision CNC machined exactly perpendicular to the bottom of adjuster to ensure an optimum seat and even pressure.

> Set screw has flushmachined tip for optimum contact and seating on stud.

Threads machined for maximum engagement.

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One of the more aggravating things found in many high performance engines is constantly having to re-adjust rocker arms. Fact is, up until ARP introduced the patented Perma-Loc™ adjuster, there wasn't a "poly lock" on the market that you didn't have to keep after.

There are several important reasons why ARP's exclusive Perma-Loc[™] rocker arm adjusters won't loosen like others. First, the adjuster body is heat treated all the way through (not just case hardened). This eliminates the thread "movement" common to others. Secondly, the threads are machined exactly perpendicular to the bottom of the adjuster, so it seats evenly and applies pressure on a full 360° circle. Lastly, the set screw is machined flush on the bottom (not pointed) so it will have optimum contact on the rocker arm stud.

You'll find ARP Perma-Locs easy to use, too. The compact 12-point head is designed to hold your wrench in position while you lock the set screw with an Allen wrench. With most "poly locks" you have to invest in a special tool to do the job.

All in all, they're the best you can buy!

	Application	Thread Size	Shank Size (C)	Body Dia. (D)	Length (A)	16 PC-Pack
	Stamped steel rocker	3/8-24	.650	.650"	1.200	300-8241
ĊĎ	Stamped steel rocker	7/16-20	.650	.650"		300-8242
	Aluminum rocker	3/8-24	.550	.650"	1.200	300-8243
	Aluminum rocker	3/8-24	.600	.650"	1.200	300-8244
	Aluminum rocker	7/16-20	.550	.650"	1.200	300-8245
e many different style rocker	Aluminum rocker	7/16-20	.600	.650"	1.200	300-8246
h manufacturer, we suggest that	Stud girdle	7/16-20	.550	.750"	2.000	300-8247
sysical dimensions and thread	Stud girdle	7/16-20	.550	.750"	2.600	300-8248
r to ordering. If you have any P's tech staff toll-free for details.	Big block with girdle					300-8249

В —

Recause there an arms made by eac you verify the pl requirements prio auestions, call AR





Special "NASCAR" model header bolts are available that are drilled for use of safety wire. Perfect for any racer who desires the ultimate in security. Available for small block and big block Chevrolet engines, plus many "universal" applications.



HEADER BOLTS

ARP manufactures a variety of premium grade bolt and stud kits to facilitate installation of exhaust headers including the popular stainless stud kit with 12-point nuts. The Stainless 300 material is not affected by corrosion or extreme heat, making it ideal for the application. What's more, the compact 12-point nut lets you easily slip a socket close to the pipe. Each ARP accessory stud or bolt kit includes the specific number of parts for your application, plus premium-quality washers and hex or 12-point nuts, as required. Studs are manufactured with a unique nut-starter nose that helps prevent cross-threading. Studs and bolts come either black oxide chrome moly or Stainless 300. Both the black oxide finished chrome moly and stainless steel are rated at **170,000 psi**. Specially drilled "NASCAR" models available for those who wish to safety wire their header bolts to prevent loosening.



Studs come with flanged lock nut.	STUDS				BOLTS			
Application	Black Oxide Hex 12-Point		ack Oxide Stainless 300 t 12-Point Hex 12-Point		Black Oxide Hex 12-Point		Stainless 300 Hex 12-Point	
BUICK 350-455 c.i.d., 3/8" dia. stud, 1.670", 14 pieces 350-455 c.i.d., 3/8" dia. bolt, .750" U.H.L., 14 pcs. 3.8L, V6, 12 pieces	120-1411 120-1412	120-1401 120-1402	420-1411 420-1412	420-1401 420-1402	120-1101	120-1201	420-1101	420-1201
CHEVROLET, SMALL BLOCK 3/8" dia. stud, 1.670", 12 pieces 3/8" dia. bolt, .750" U.H.L., 12 pieces 3/8" dia. bolt, .750" U.H.L., drilled, 12 pieces	100-1412	100-1402	400-1412	400-1402	100-1101 100-1103	100-1201 100-1203	400-1101 400-1103	400-1201 400-1203
CHEVROLET, BIG BLOCK 3/8" dia. stud, 1.670", 16 pieces 3/8" dia. bolt, .750" U.H.L., 16 pieces 3/8" dia. bolt, .875" U.H.L., drilled, 16 pieces	100-1413	100-1403	400-1413	400-1403	100-1102	100-1202	400-1102 400-1104	400-1202 400-1204
CHRYSLER KB Hemi, stud w/prov for blower blanket brackets Mopar 340-360 c.i.d., 5/16" dia. bolt, .750" U.H.L., 14 pieces	245-1311	245-1301	445-1311	445-1301	144-1102	144-1202	444-1102	444-1202
FORD 3/8" dia. stud, 1.670", 16 pieces 3/8" dia. bolt, .750" U.H.L., 16 pieces	100-1414	100-1404	400-1414	400-1404	100-1102	100-1202	400-1102	400-1202
OLDSMOBILE 330-355 c.i.d., 3/8" dia. stud, 1.670", 14 pieces 330-355 c.i.d., 3/8" dia. bolt, .750" U.H.L., 14 pcs.	180-1411	180-1401	480-1411	480-1401	180-1101	180-1201	480-1101	480-1201
OTHERS Stud kit, 3/8"-5/16", 1.500", 16 pieces Bolt kit, 3/8", 750" U.H.L., 12 pcs., 5/16" wrenching Bolt kit, 3/8", 750" U.H.L., 16 pcs., 5/16" wrenching Bolt kit, 3/8", 1.00" U.H.L., 12 pcs., 5/16" wrenching Bolt kit, 3/8", 1.00" U.H.L., 16 pcs., 5/16" wrenching Bolt kit, 3/8-16 x .750" U.H.L., uses 3/8" socket, drilled, 16 pieces Bolt kit, 3/8-16 x .875" U.H.L., uses 3/8" socket, drilled, 12 pieces	100-1401	100-1411			100-1107 100-1108 100-1109 100-1110	100-1207 100-1208 100-1209 100-1210	400-1107 400-1108 400-1109 400-1110 400-1105 400-1106	400-1207 400-1208 400-1209 400-1210 400-1205 400-1206





To ensure proper sealing of valve covers, ARP manufactures a variety of special application-specific bolt and stud kits. Many professional engine builders prefer to use studs because of their ability to properly position the gasket and guide the cover into position. ARP offers studs and bolts in a choice of chrome moly steel with a black oxide finish or stainless steel. You have a choice between conventional hex head bolts and nuts or compact, easy access 12-point designs. The nuts feature a wide base for better load distribution and sealing, while the compact head is easily accessed. Stud kits come complete with flanged lock nuts and washers, while bolt kits are shipped with the required flat washers.



Special bullet nose accurately guides nuts into position



Choice of studs or bolts in polished stainless steel or black oxide finish

NOTE: Studs come with flanged lock nut.		STL	IDS		BOLTS				
Application	Blac Hex	k Oxide 12-Point	Stainl Hex	ess 300 12-Point	Black Hex	COxide 12-Point	Stainless 300 Hex 12-Point		
CHRYSLER KB Hemi, 1/4 x 2.450", 20 pieces		245-7601							
CAST ALUMINUM COVERS	200-7603	200-7613	400-7603						
Stud kit, 12 pieces Stud kit, 14 pieces with nut and washer	200-7610 200-7604	200-7620 200-7614	400-7606 400-7604						
Stud kit, 16 pieces with nut and washer Stud kit, Dart, Brodix, B&B, 8 pieces Stud kit, Dart, Brodix, B&B, 14 pieces	200-7605 200-7606 200-7607	200-7615 200-7616 200-7617	400-7605						
Stud kit, Dart, Brodix, B&B, 14 pieces Stud kit, Dart, Brodix, B&B, 16 pieces Bolt kit, 1/4-20, 8 pieces	200-7608	200-7618			100-7507	100-7503	400-7507	400-7503	
Bolt kit, 1/4-20, 14 pieces Chevrolet SB2			434-7609		100-7504	100-7508	400-7508	400-7504	
STAMPED STEEL COVERS	200-7601	200-7611	400-7601						
Stud kit, 1/4", 14 pieces Stud kit, 1/4",14 pieces Bolt kit, 1/4-20, 8 pieces	200-7602	200-7612	400-7602		100-7505	100-7501	400-7505	400-7501	
Bolt kit, 1/4-20, 14 pieces 350 Chevy, center bolted valve cover					100-7506 100-7509	100-7502 100-7510	400-7506 400-7509	400-7502 400-7510	

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Adam Sawutari - Awesome 9-second "street legal" Mazda



Chuck Etchells - First Funny Car driver into the 4's.

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