

INSTALLATION INSTRUCTIONS

BLOCK

BLOCK MUST DRILLED 15/32"

USE MILL OR DRILL JIG TO ENSURE ALL BOLT HOLES ARE VERTICAL 90 DEGREES

TAP HOLES 14MM X 2.00 THREAD

RETAP HOLES WITH BOTTOMING TAP

CYLINDER HEAD

REAM ALL BOLT HOLES WITH 9/16" REAMER

CHAMFER ALL BOLT HOLES ON TOP & BOTTOM SIDE OF HEAD

DOWELS - I.D. MUST BE INCREASED TO APPROX 9/16"

24 V SPECIAL NOTE: THERE ARE 6 STUDS THAT HAVE MORE THREADS. THEY MUST BE INSTALLED ON THE EXHAUST MANIFOLD SIDE OF THE ENGINE.

1. INSTALL STUDS IN BLOCK WITH LIGHT COAT OF OIL. DO NOT OVER-TIGHTEN STUDS IN BLOCK OR THE BOTTOM OF THE STUD HOLE WILL BREAK OUT OF THE BLOCK.

NOTE: IF THIS HAPPENS & WATER LEAKS OUT OF STUD-REMOVE STUD-COAT THE BOTTOM THREADS WITH LOCTITE OR ARP PST SEALER - REINSTALL STUD TO PROPER HEIGHT. (WITH WASHER INSTALLED-INSURE NUT HAS 100% THREAD ENGAGEMENT. RETORQUE STUD.

2. INSTALL HEAD, INSTALL WASHERS, COAT TOP SIDE OF WASHERS WITH ARP ASSEMBLY LUBE (SMALL PAINT BRUSH WORKS GREAT FOR THIS). COAT ALL THREADS OF STUD ABOVE WASHER WITH ARP LUBE. INSTALL NUTS. TORQUE TO 50 FT#, 100 FT#, 125 FT# & 150 FT#. RETORQUE ALL STUDS AT 150 FT LB.

3. RETORQUE PROCEDURE:

- a. Leave valve cover off, start truck and let run until it reaches operating temperature.
- b. Retorque studs to 150#- ENGINE HOT
- c. Check valves, re-adjust if necessary. INTAKE - .008 and EXHAUST - .018 on hot engine
- d. FOR BEST RESULTS:** AFTER 1 WEEK, RETORQUE AGAIN, COLD

INFORMATION FOR REMOVAL OF CYLINDER HEAD W/STUDS

12 VALVE: IF HEAD NEEDS TO BE REMOVED IN THE TRUCK, REMOVE ONLY THE 6 LONG STUDS, HEAD CAN BE REMOVED W/14 MED AND 6 SHORT STUDS LEFT IN THE BLOCK.

24 VALVE: DOES NOT REQUIRE ANY STUDS BE REMOVED

