

INSTALLATION METHOD FOR MAIN STUD KITS

Part Number: 134-5502 **Application:** SB Chevy LT-1 with factory windage tray

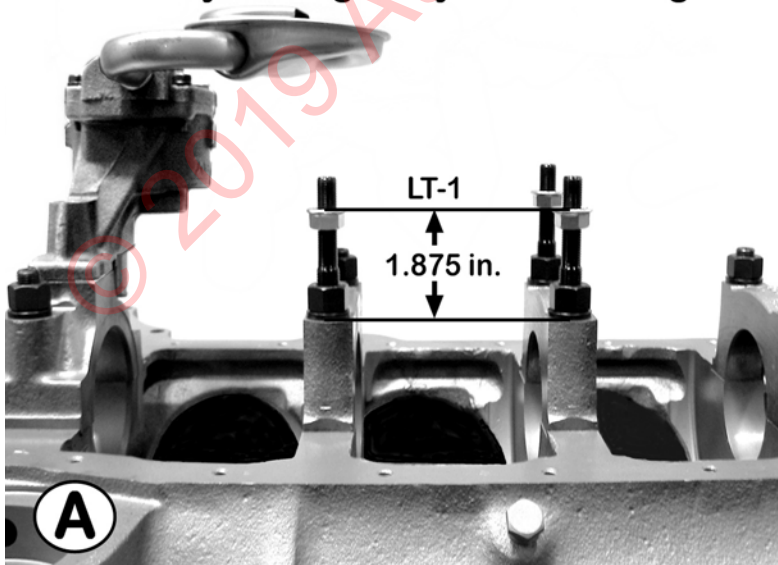
1. To ensure proper thread engagement and accurate torque readings, clean **ALL** threads in the block. Chase the threads if necessary with ARP Thread Chaser, part number 911-0004 (7/16-14).
2. Clean and inspect all hardware prior to installation. Look for obvious defects or shipping damages, plus proper fit, length and dimension.
3. Screw the studs into the block "HAND TIGHT ONLY".
NOTE: LOCTITE MAY BE USED IF A PERMANENT MOUNTING OF THE STUDS IS PREFERRED. THE FASTENERS, HOWEVER, MUST BE TORQUED PRIOR TO THE LOCTITE SETTING UP.
4. Install the main caps and check for binding or misalignment.
5. Lubricate the stud threads, nuts and washers with ARP ULTRA-TORQUE FASTENER ASSEMBLY LUBRICANT. Then install the washers and the nuts onto the studs and tighten them hand tight. **ARP recommends using the ARP ULTRA-TORQUE FASTENER LUBRICANT that is provided with each kit as opposed to motor oil. This is due to higher friction on the studs as well as inconsistencies in the clamping force of the fasteners when motor oil (or low quality lubricant) is used.**

PRELOAD (TORQUE) RECOMMENDATIONS

6. Following the manufacturers recommended torque sequence tighten the main stud nuts in **three equal steps to 80 ft lbs** with ARP ULTRA-TORQUE FASTENER ASSEMBLY LUBRICANT.
7. Install three serrated nuts on the windage tray studs in the upside down position at the indicated height (**see illustration A**).
8. Install the oil pump over the dowels on the rear main cap (**see illustration B**). Then install the windage tray and the remaining serrated nuts on the windage tray studs. Install and tighten the oil pump mounting bolt to the factory specification.
9. Tighten the windage tray nuts to **30 ft lbs**.

FOOTNOTE: When changing from factory fasteners to high strength fasteners, clamping force and tolerances will change, therefore it will be necessary to check the main bearing bores for proper size and out of round condition after installation of the studs and align hone the cylinder block if necessary. The main bores should always be align honed using the same fasteners and lubricant which will be installed during final engine assembly at the recommended preload.

Factory Windage Tray Installed Height



1. Check for a minimum of .020 in. clearance between the nut on the rear main cap and the oil pump housing.
2. Grind the oil pump housing for clearance if necessary.

