

INSTALLATION METHOD FOR MAIN STUD KITS

Part Number: 156-5803 Application: Ford 5.0L Coyote V8

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 912-0005 (M11 X 1.5).
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 ASSEMBLY 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 other low quality lubricants are used.

PRELOAD (TORQUE) RECOMMENDATIONS

6. Following the manufacturers recommended torque sequence tighten the nuts to the following specifications with ARP ULTRA-TORQUE FASTENER ASSEMBLY LUBRICANT.

Step 1. Tighten studs 1 thru 20 to 20 ft-lbs

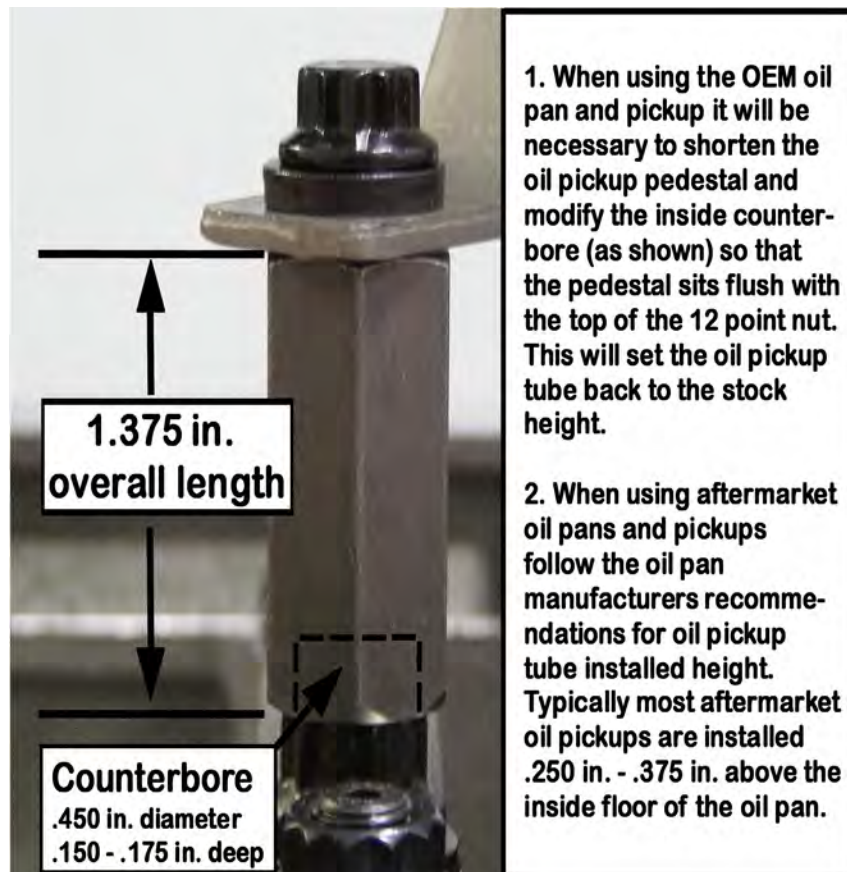
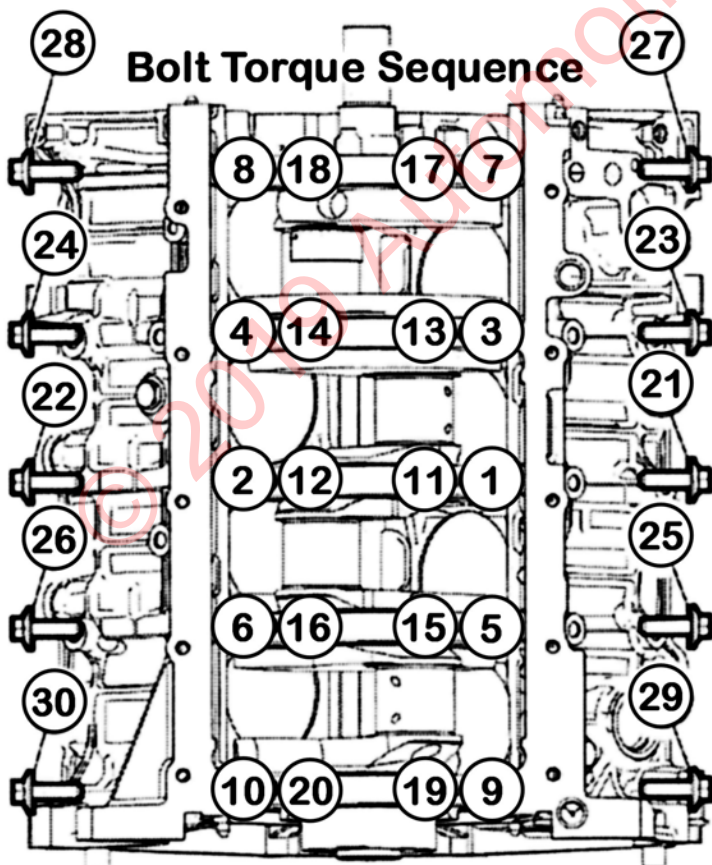
Step 3. **Final tighten inner studs 11 thru 20 to 80 ft-lbs**

Step 2. Tighten studs 1 thru 20 to 45 ft-lbs

Step 4. Tighten M9 side bolts 21 thru 30 to 45 ft-lbs

Step 5. Tighten M8 oil pickup tube bolt to 20 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.



1. When using the OEM oil pan and pickup it will be necessary to shorten the oil pickup pedestal and modify the inside counterbore (as shown) so that the pedestal sits flush with the top of the 12 point nut. This will set the oil pickup tube back to the stock height.

2. When using aftermarket oil pans and pickups follow the oil pan manufacturers recommendations for oil pickup tube installed height. Typically most aftermarket oil pickups are installed .250 in. - .375 in. above the inside floor of the oil pan.