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PROFESSIONAL  
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FASTENERS

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## **INSTALLATION METHOD FOR MAIN STUD KITS**

**Part Number: 201-5404**

**Application: BMW B48**

1. Inspect all hardware prior to installation. Look for obvious defects or shipping damages. Please call 800-826-3045 with any questions or issues
2. 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 912-0003 (M10 X 1.5).
3. Screw the studs into the block hand tight, do not apply torque. The hex broach in the end of the stud is designed to assist with installing/removing the studs from the block, not for applying torque
4. Install the main caps and check for binding or misalignment.
5. Lubricate the both sides of the washers with ARP Ultra-Torque Fastener Assembly Lubricant then place them over the studs onto the main caps.
6. Lubricate the stud threads and bottom of the nuts with ARP Ultra-Torque Fastener Assembly Lubricant. Then install the nuts onto the studs and thread down by hand until the nut contacts the washer.

### **TORQUE PROCEDURE**

7. Following the manufacturers recommended torque sequence, tighten the nuts per the steps below:
  1. Tighten nuts 1 – 10 to **20 ft-lbs**
  2. Tighten nuts 1 – 10 to **40 ft-lbs**
  3. Tighten nuts 1 – 10 to **60 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.