

MAIN STUD KITS

ARP recommends the use of main studs over bolts whenever possible for several key reasons. First is the ability to obtain more accurate torque readings because studs don't "twist" into the block. All clamping forces are on one axis. By the same token, there is less force exerted on the block threads, which contributes to improved block life (very critical on aluminum blocks). Finally, there are factors of easier engine assembly and proper alignment of caps every time.



There are many important reasons to use ARP main stud kits, including the elimination of main cap walk and fretting, as well as protecting the threads in your engine block. The studs are manufactured in our own factory using the best materials, processes, designs and engineering. Every ARP main stud kit exceeds the most stringent aerospace specifications. All kits come complete with hardened parallel-ground washers and aerospace quality nuts. Some applications have provisions for mounting windage trays and have specially designed standoff studs with serrated lock nuts to position the windage tray and lock it securely in place. The studs are manufactured from 8740 chrome moly steel, heat treated in-house to 190,000 psi tensile strength, and precision J-form threads rolled after heat treat to create a fastener that has threads 1000 % stronger than others. Don't settle for anything less than the best. Insist on genuine ARP studs ... you'll find the name stamped right on the end!

MAIN STUDS

APPLICATION	2-BLT. MN.	4-BLT. MN.	APPLICATION	2-BIT. MN.	4-BLT. MN.
BMC			CHEVY, V6 and Inline 6		
A series	206-5401		90°, without windage tray		233-5602
B series, 3 cap main	206-5402		90°, with windage tray		233-5702
B series, 5 cap main	206-5403		90°, with splayed cap bolts		233-5601
BUICK			Inline 6, '54-62, without windage tray	132-5402	
V6 Stage I & II	123-5401		Inline 6, '63-present, w/o windage tray	132-5401	
V6 Stage II, without windage tray		222-5602	CHRYSLER		
V6 Stage II, with splayed cap bolts		322-5802	Mopar, all V8	140-5401	
215 c.i.d., aluminum V8	124-5401		Mopar, with 12-point nuts	140-5402	
350 c.i.d.	124-5402		Chrysler, 2.2L, 4-cylinder, 11mm	141-5401	
401 c.i.d. (nail head)	124-5404		Mopar 426 Hemi	145-5601	145-5602
455 c.i.d.	125-5401		Mopar all V8, with windage tray	240-5501	
455 c.i.d., 12-point nuts	125-5402		Chrysler 354 Hemi (3)	145-5404	
CHEVY, SB - CAST IRON			KB Hemi 426	245-5602	
Large journal, without windage tray	134-5401		FORD, SMALL BLOCK		
Large journal, with windage tray	234-5501		289-302 c.i.d.	154-5401	
Large journal, w/straps (F & R caps)	234-5503		289-302 c.i.d., with windage tray	254-5501	
Small journal, w/o windage tray	134-5402		302, dual or rear sump oil pan	154-5407	
Large journal, 12 point (1)	134-5403		Boss 302, with windage tray		154-5602
Small journal, with windage tray	134-5501		351 c.i.d., Windsor	154-5403	154-5606
Large journal, without windage tray		134-5601	351 c.i.d., Windsor, with windage tray	154-5503	
Large journal, with windage tray		234-5601	351 c.i.d., SVO, without windage tray	354-5604	
Large journal, with straps (F & R caps)		234-5603	351 c.i.d., SVO		154-5603
Large journal, with splayed cap bolts		234-5602	351 c.i.d., Cleveland	154-5404	154-5604
Large journal, w/ straps & splayed caps		234-5604	SVO 302		154-5605
400, with windage tray		234-5606	351 "R" block		354-5605
400, splayed cap bolts & wedge tray		234-5605	FORD, BIG BLOCK		
SB2, including 4-bolt, F & R caps, without windage tray		134-5602	390-428 c.i.d. FE Series	155-5401	
LS1		234-5608	390-428 c.i.d. FE Series-12 point	155-5421	
CHEVY, BB - CAST IRON			429-460-385 c.i.d. Series	155-5402	155-5501
Without windage tray	135-5402	135-5601	429-460-385 c.i.d., w/windage tray (2)	255-5502	255-5702
With windage tray	235-5502	235-5701	FORD, MODULAR		
Aluminum block, without windage tray		135-5603	4.6L, 2 valve	156-5401	256-5801
Mark V, 502 without windage tray		135-5606	4.6L, 4 valve	156-5402	156-5802
Mark V, 502 with windage tray		235-5606	4.6L, 4 valve with windage tray		256-5701
Mark IV, 502 bowtie with windage tray		235-5702	FORD 4 and 6-CYLINDER		
			Pinto 2000cc	151-5401	
			Pinto 2300cc	151-5402	
			1600 4-cylinder	151-5403	
			Inline 6, 240-300 c.i.d.	152-5401	

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