

BOLTS & STUDS

All of our critical area bolt or stud kits are made using ARP nuts, washers, and studs or bolts. ARP takes a number of steps to ensure that it's fasteners are the best money can buy. For example, you can have two bolts that look virtually identical. Both made with 8740 chrome moly steel, heat treated to the same level, and have similar tensile strength. One will go more than 10,000,000 cycles without missing a beat and the other will fail at a scant 5,000 cycles. Why? To begin with, there are four grades for an alloy like 8740. There's Commercial, Aircraft, CHQ, and SDF (seamless free). ARP uses only premium grade SDF, even though it's twice as expensive as Aircraft quality. Forging is done in house to stringent standards. Then the material is heat treated before final machining. It's easier to first machine the parts while the material is softer, and that's what most companies do. But ARP's testing has shown the threads have up to 1000% better fatigue strength if they're rolled after heat treat. Most companies simply toss everything into a bin for heat treating. ARP goes to the trouble to put each fastener vertically in special racks to assure an even 360 degree penetration in heat treating. ARP builds in quality every step of the way just as I do at DMR. That is why all the engines built at DMR will have ARP nuts, washers, and studs or bolts in all critical areas.

TECH TIP: When installing a part with many studs or bolts always torque in steps. Start in the middle of the part and work your way toward the outside in a clockwise movement. If the bolt/stud calls for 85# torque use steps of 25#, 50#, 75#, and then 85#. Here is the most important part. Repeat each step until you feel no movement in any of the bolts/studs. If you feel movement in any of the bolts/studs repeat that step until you don't. If you are using oil as a lubricant follow the standard torque specifications for the size of the bolt. If you are using a lubricant such as our LUC-4 assembly lube be sure to follow the recommended torque specifications from the manufacturer minus 5 to 10 pounds. Being a more slippery lubricant than oil it will have a heavier clamping load than wanted using the same specs as you would for oil. If using the ARP assembly lube follow the ARP recommendations.

ARP-100-9903 Bolt assembly lube. This lube was selected by ARP because of its repeatable lubricity therefore giving repeatable torque numbers assembly after assembly. Follow ARP torque figures when assembling bolts using this lubricant.

TECH TIP: I personally use Lucas Oil assembly lube in all engines I build. I use it on the threads and torque the fastener to factory specs minus five (-10) ft pounds.

LUC-4 Lucas oil assembly lube eliminates dry starts. Use on bearings, cams, lifters and valve train to help prevent galling and scuffing. Compatible with all oils. Comes in 4 oz size.

LUC-8 Same as LUC-4 except comes in 8 oz size for those who build several engines.

TECH TIP: To properly install an Olds damper bolt, use red LocTite on a grade 8 bolt or better and torque to 180 ft pounds.

DMR-5117 New Cad plated stock length grade 8 crankshaft damper bolt for all 330-350-400-403-425-455 Oldsmobile engines. Includes washer.



DMR-

DMR-5118 New Cad plated 2-3/8" length grade 8 crankshaft damper bolt for all 330-350-400-403-425-455 Oldsmobile engines. To be used when using aftermarket SFI dampers that require a longer bolt for proper thread engagement. Includes washer.

DMR-8738 Damper bolt washer.

ARP-180-2501 ARP chrome moly crankshaft damper bolt for all 330-350-400-403-425-455 Oldsmobile engines. The strongest in the industry. Includes washer.

TECH TIP: To properly install a Olds flexplate or flywheel bolt, use red LocTite and torque to 85 ft pounds.

ARP-100-2901 ARP chrome moly 12 point flexplate bolts. Requires no washer.



ARP-100-2901

ARP-100-2801 ARP chrome moly 12 point flywheel and inertia flexplate bolts. Requires no washers.

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TECH TIP: I personally use studs whenever possible. I have done my own testing using LUC-4 assembly lube. Bolts will always fail before studs. A bolt will have rotational twist along with stretch where a stud will have mostly stretch because the nut and washer are absorbing the twist.

DMR-4x7/16 4" x 7/16" stud. Purchased individually.

DMR-4.5x7/16 4.5" x 7/16"stud. Purchased individually.

DMR-4.25x1/2 4.25" x 1/2" stud. Purchased individually.

DMR-4.4x1/2 4.4" x 1/2" stud. Purchased individually.

DMR-5x1/2 5" x 1/2" stud. Purchased individually.

DMR-5.4x1/2 5.4" x 1/2" stud. Purchased individually.

DMR-5.75x1/2 5.75" x 1/2" stud. Purchased individually.

DMR-9680 Stud hole bushings to reduce 1/2" stud/bolt holes for use with 7/16 studs.



DMR-9680

ARP-200-8636 7/16" x 20 black heat treated hex nuts by ARP. Use as replacement nuts in our kits or anywhere a quality nut is needed to prevent galling and inaccurate torque readings. Package of 10.

ARP-200-8606 Same as ARP-200-8636 except purchased individually.

ARP-300-8303 7/16" x 20 black heat treated nuts by ARP. Uses a 12 point 1/2" socket. Purchased individually. Use where there is not enough room for ARP-200-8606.



ARP-200-8606

ARP-200-8532 7/16" heat treated black chamfered washers. Use as replacement washers in our kits or anywhere a washer is needed to prevent galling and inaccurate torque readings. Package of 10.

ARP-200-8512 Same as ARP-200-8532 except purchased individually.

ARP-200-8637 1/2" x 20 black heat treated hex nuts by ARP. Use as replacement nuts in our kits or anywhere a quality nut is needed to prevent galling and inaccurate torque readings. Package of 10.

ARP-200-8607 Same as ARP-200-8637 except purchased individually.

ARP-300-8304 1/2" x 20 black heat treated nuts by ARP. Uses a 12 point 9/16" socket. Purchased individually. Use where there is not enough room for ARP-200-8607.



ARP-300-8304

ARP-200-8533 1/2" heat treated black chamfered washers. Use as replacement washers in our kits or anywhere a washer is needed to prevent galling and inaccurate torque readings. Package of 10.

ARP-200-8513 Same as ARP-200-8533 except purchased individually.

ARP-185-4001 ARP-7/16 chrome moly head stud kit. For all Oldsmobile V-8 engines except 403 and 350 diesel. Helps eliminates blown head gaskets and gives better compression seal. Includes studs, nuts, and washers.

ARP-184-4004 ARP-1/2 chrome moly head stud kit. Fits 350 diesel, 77-80 350 and 403, and any other 350 thru 455 block that has been drilled and tapped for 1/2" head bolts. Helps eliminates blown head gaskets and gives better compression seal. Includes studs, nuts, and washers.

DMR-18256 7/16" jam nut for main stud kit when using a DMR-5850 full length windage tray. Purchased individually.

DMR-18258 Same as DMR-18256 except 1/2".

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TECH TIP: Using *ARP MOLY LUBE* or *THREAD SEALER* on 7/16 studs torque to 70 ft lbs. Using 30 wt oil on 7/16 studs torque to 85 ft lbs. Be sure to lubricate under the head of the bolt or both sides of the washer if using a stud as well as the threads.

ARP-184-5401 ARP 7/16" chrome moly main stud kit for 307-330-350-403 Oldsmobile small block engines. Helps eliminate main caps from moving around and increases main bearing life. Includes studs, nuts, washers. Does not fit 350 Diesel.



DMR-18258

ARP-184-5401-G Same as ARP-184-5401 except designed for girdle application.

ARP-184-5401-GW Same as ARP-184-5401-G except designed for main stud girdle and full length windage tray. Includes hardware for mounting full length windage tray.

ARP-184-5401-S Same as ARP-184-5401 except includes 3 pieces DMR-5946 straps. Helps eliminate main caps from moving around and increases main bearing life. For high performance applications also order DMR-5496 strap for #1 main. Main caps must be cut 1/2".

ARP-184-5401-SW Same as ARP-184-5401-S except designed for windage tray application. Includes hardware for mounting full length windage tray.

ARP-184-5401-W Same as ARP-184-5401 except includes hardware for mounting full length windage tray.

TECH TIP: Using *ARP MOLY LUBE* or *THREAD SEALER* on 1/2 studs torque to 85 ft lbs. Using 30 wt oil on 1/2" studs torque to 110 ft lbs. Be sure to lubricate under the head of the bolt or both sides of the washer if using a stud as well as the threads.

ARP-185-5401 ARP 1/2" chrome moly main stud kit for 350 Diesel-400-425-455 Oldsmobile big block engines. Helps eliminate main caps from moving around and increases main bearing life. Includes studs, nuts, and washers.

ARP-185-5401-G Same as ARP-185-5401 except designed for main stud girdle application.

ARP-185-5401-GW Same as ARP-185-5401-G except designed for main stud girdle and full length windage tray. Includes hardware for mounting full length windage tray.

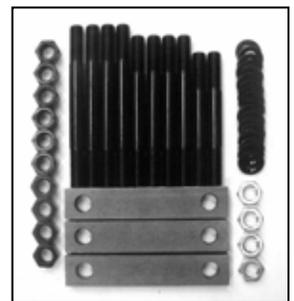
ARP-185-5401-S Same as ARP-185-5401 except includes 3 pieces DMR-5941 straps. Helps eliminate main caps from moving around and increases main bearing life. For high performance applications also order DMR-5941 strap for #1 main. Main caps must be cut 1/2".

ARP-185-5401-SW Same as ARP-185-5401-S except designed for windage tray applications. Includes hardware for mounting full length windage tray.

ARP-185-5401-W Same as ARP-185-5401 except includes hardware for mounting full length windage tray.

DMR-5874 Use this ARP stud kit when mounting DMR-5942 small block Billet Main Bearing Caps. Includes 10 studs, nuts, and washers.

DMR-5875 Use this ARP stud kit when mounting DMR-5943 big block Billet Main Bearing Caps. Includes 10 studs, nuts, and washers.



ARP-185-5401-SW

DMR-5860 ARP chrome moly main 7/16" stud standoff kit for use with DMR-5850 full length windage tray. Allows adjustment of tray to fit all clearance situations. Fits 330-350-403 Oldsmobile engines excluding 350 Diesel.

DMR-5870 Same as DMR-5860 except 1/2" and fits 350 Diesel-400-425-455 Oldsmobile engines.

DMR-5870-G Same as DMR-5870 except for use with a main stud girdle.

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DMR-5427 Oil pan stud kit to help oil pan gaskets from pushing out. Works well with DMR-5496 oil pan gasket.



DMR-5427

DMR-5425 ARP 3/8" chrome moly oil pump studs and nuts. For proper installation of all Oldsmobile V-8 oil pumps.

DMR-5426 Valve cover stud kit for all Oldsmobile V-8 engines except 403. The easiest way to install new valve cover gaskets is to use studs to hold the gasket in place while installing the valve cover. Includes 20 bolts, nuts, and washers.



DMR-5425

DMR-5426-2 Same as DMR-5426 except fits 403 Oldsmobile V-8 engines. Includes 10 bolts, nuts, and washers.

ARP-100-7101 ARP chrome moly rocker arm studs. 7/16 top and bottom thread. To be used with aluminum roller rocker arms and guide plates. Set of 16.

COM-4542-16 Rocker arm studs. 5/16 bottom thread (stock) & 3/8 top thread including hex nut design.



DMR-5426

ARP-134-7104 ARP chrome moly rocker arm studs. 7/16 top and 3/8 bottom thread. To be used with aluminum roller rocker arms and guide plates. Set of 16.

DMR-4543-16 Rocker arm studs. 5/16 bottom thread (stock) & 3/8 top thread including no hex nut design.

TECH TIP: *Instead of using factory accessory head bolts our studs may be used and should have excess thread left over. Drill the hole in the accessory bracket to slide over the remaining threads after the nut and washer have been torqued in place and use one of our DMR-18256 or DMR-18258 jamb nuts to secure the bracket.*

ARP-180-3600 ARP 7/16" chrome moly head bolts and precision ground washers for all V-8 Oldsmobile engines up to 77 except diesel. Does not include accessory bolts.

ARP-180-3700 ARP 7/16" chrome moly head bolts and precision ground washers for all V-8 Oldsmobile engines up to 77 except diesel. This is the ultimate head bolt. Will secure cylinder head to block as well as studs. Does not include accessory bolt.

ARP-185-3602 ARP 1/2" chrome moly head bolts. Fits 350 diesel, 77-80 350 and 403, and any other 350 thru 455 block that has been drilled and tapped for 1/2" head bolts. Does not include accessory bolts.

ARP-184-5001 ARP 7/16" chrome moly main bolts and washers. Fits 260-403 V-8s except diesel. Replace stock bolts that stretch and do not hold torque properly.

ARP-185-5001 Same as ARP-184-5001 except 1/2" and fits 350 Diesel-400-425-455 Oldsmobile engines.

DMR-5211 Stainless 12 point intake bolts for cast iron or aluminum intakes. Fits all V-8 stock manifold, W-30, W-31, Edelbrock 2151 Performer, and Offenhauser Tunnel Ram.

DMR-5212 Same as DMR-5211. Fits stock 307, and Edelbrock 3711-7111 Performer RPM.

DMR-5213 Same as DMR-5211. Fits Edelbrock 2730 Torker.

DMR-5214 Same as DMR-5211. Fits Offenhauser Porta-Sonic and Super Sonic.

DMR-5215 Same as DMR-5211. Fits Edelbrock 400-455 O4B and O4BQJ, and 350 OL4B and OL4BQJ.



DMR-5214

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DMR-5216 Same as DMR-5211. Fits aluminum S/B & B/B Edelbrock Victor Olds take #2810 or #2811 or #2812.

ARP-1-3/4x3/8 Stainless intake bolt each.

ARP-2-1/2x3/8 Stainless intake bolt each.

ARP-3x3/8 Stainless intake bolt each.

ARP2x3/8 Stainless intake bolt each.

ARP-1-1/4x3/8 Stainless intake bolt each.

ARP-1x3/8 Stainless intake bolt each.

MRG-915-A Header bolts. 3/8 x .750". Package of 10.

ARP-400-1101 ARP stainless header bolts. 3/8 x .750". Package of 10.

ARP-480-1411 ARP stainless header stud kits. Includes 3/8 hex nuts. Package of 10.

MRG-5010 Chrome plated oil pan bolt set. Replace those old funky oil pan bolts with new chrome plated ones. Includes 18 bolts.

MRG-910 Grade 8 pressure plate bolts. 6 point 3/8 x 16. A must for maximum protection.

DMR-5350 Rocker pivot bolts. 5/16" used stock rocker arm pivot bolts. These are a special length and are hard to find. Sold each.

ARP-184-6001 ARP chrome moly rod bolts for all 330-350 and 65-67 400-403-425 Oldsmobile engines. The strongest in the industry. Sets of 16.

ARP-185-6001 ARP chrome moly rod bolts for all 68-69 400-455 Oldsmobile engines. The strongest in the industry. Sets of 16.



ARP-185-6001

TECH TIP: For proper stud and bolt installation resulting in proper clamping loads, first look at the surface that the nut or bolt head will contact. It must be completely flat (not galled) and at a perfect parallel to the block side surface of the head. If it is not be sure to take the head to your machine shop and have it spot faced (nut surface resurfaced), as you will not have accurate torque readings if the nut and washer or bolt head is not making 100% contact of the surface. Be sure to use a hardened washer between the nut or bolt head that won't distort (I recommend the ones that come with our ARP brand bolt and stud kit). Also check to be sure that the unthreaded portion of the bolt or stud is shorter in distance than the thickness of the head. Be sure to measure the threaded hole to be sure it is deeper than the threads on the stud or bolt. Additionally with studs it is important that you only screw them in finger tight and then back them out 1/8 turn. This will assure the stud to be parallel with the stud hole when the nut and washer is installed. The two main things we are trying not to do is: bottom out the stud in the hole, or have the unthreaded shank portion of the stud contact the block. As with the surface that the nut and washer contacts, the bottom of the hole cannot be guaranteed to be perfectly flat. If the stud contacts the bottom of the hole or the unthreaded portion of the shank bottoms out at the top of the hole it can cause the stud to tilt and the threads of the block will not align with the stud perfectly, causing non uniform stress, creating inaccurate torque readings. Either of these two problems can cause the nut to bear more on one side than the other and also cause the stud to bend, again resulting in inaccurate torque readings. The bending will also cause premature failure to the stud.