

CYLINDER HEAD STUDS

It is for good reason that virtually every top professional engine builder relies on ARP Pro Series head studs for their all-out competition powerplants. Simply stated, there's not a better stud setup on the market today.

For openers, ARP uses a premium grade 8740 alloy that is rated far superior to "aircraft" quality. Then, each stud is placed vertically in special racks and precisely heat treated to 190,000 psi. This procedure ensures complete heat penetration and the results are far superior to those lesser quality studs from other manufacturers who just dump pieces in a basket and hope for the best.

Following heat treat, each stud is centerless ground to make it as close to perfectly concentric as possible. This procedure involves about ten very slight cuts and results in an exceptionally straight part. It's important to note that lesser quality studs are not even centerless ground—the material is thread rolled in bar stock form (mostly before heat treat, when the material is easier to machine). Because ARP studs are manufactured to such exacting tolerances, you will note that gaskets and cylinder heads literally glide into position and are perfectly aligned—something that won't happen with inferior quality head studs.

ARP studs are thread rolled *after* heat treat, which gives them about 1000% (that's ten times) better fatigue strength than those studs that are threaded prior to heat treat (a very common industry practice). It costs a lot more to do it this way, because it's tough on tooling, but the results are well worth the extra effort.

You will also note that ARP offers specially undercut studs for several engines. This procedure (done only to the shorter studs) more equalizes the "stretch" of both studs, which makes for a more consistent clamping force—and one that compensates for head gasket compression when the cylinder heads are installed. This helps prevent blown head gaskets, and assures optimum engine sealing!

Premium quality heat treated 8740 chrome moly steel head stud kits are available for most every domestic and import application. You won't find a better quality stud on the market from any other source. Look for ARP stamped on each stud as your assurance of quality.

ARP head stud kits are available with your choice of conventional hex nuts or compact 12-point nuts. Premium quality parallel ground washers are also included with each kit. Clearly, they are the best on the market today, and the favorite of leading professional engine builders in all forms of racing.



“On the basis of superior material, a special heat treating process, and advanced manufacturing technology, ARP Pro Series head studs are clearly the very finest on the market today!”

HEAD STUDS vs. BOLTS... A TECHNICAL DISCUSSION

ARP's factory Tech Representatives are often asked which is better, cylinder head studs or bolts. The answer, invariably, depends on the installation. On many street-driven vehicles, where master cylinders and other items protrude into the engine compartment, it's probably necessary to use head bolts so that the cylinder heads can be removed with the engine in the car.

For most applications, however, studs are recommended. And for good reason. Using studs will make it much easier to assemble an engine (especially a racing powerplant which must be serviced frequently and quickly!) with the cylinder head and gasket assured of proper alignment.

Studs also provide more accurate and consistent torque loading. Here's why. When you use bolts to secure the head, the fastener is actually being "twisted" while it's being torqued to the proper reading. Accordingly, the bolt is reacting to two different forces simultaneously. A stud should be installed in a "relaxed" mode—never crank it in tightly using a jammed nut. If everything is right, the stud should be installed finger tight. Then, when applying torque to the nut, the stud will stretch only on the vertical axis. Remember, an undercut shorter stud will have a rate similar to a longer, standard shank stud. This provides a more even clamping force on the head. Because the head gasket will compress upon initial torquing, make sure studs and bolts are re-torqued after the engine has been run.



Application	Hex Nuts	Hex Nuts U/Cut Studs	12-Point Nuts	12-Point Nuts U/Cut Studs
AMC				
343-401 c.i.d., through '69	114-4001		114-4201	
343-401 c.i.d., '70 and up	114-4002		114-4202	
258 c.i.d., 6-cylinder	112-4001			
BMC/TRIUMPH				
A-series, 9 studs			206-4201	
A-series, 11 studs			206-4204	
B-series			206-4202	
Triumph Spitfire			206-4203	
Triumph GT6			206-4205	
BMW				
2002, 318i, 320i	201-4601			
BUICK, SMALL BLOCK				
350 c.i.d.	124-4001		124-4201	
215 c.i.d.	124-4002		124-4202	
215 c.i.d., Rover V8	124-4003			
401 c.i.d., nail head	124-4004		124-4204	
BUICK, BIG BLOCK				
455 c.i.d.	125-4001		125-4201	
BUICK, V6				
Stage I, '77-'85	123-4001		123-4201	
'86-'87 Grand National and T-type	123-4003		123-4203	
Stage II, 28 pieces	223-4002		223-4202	
Stage II Champion			223-4203	
CHEVROLET, SMALL BLOCK				
OEM cast iron and aluminum Chevrolet	134-4001	234-4401	234-4301	234-4601
Brodix -8,-10,-11, Track I, Dart Sportsman and Dart II	134-4001	234-4401	234-4301	234-4601
Brodix, 18 RLVR			234-4310	
Bowtie cast iron and aluminum block with Brodix -8,-10,-11,-10x				
Bowtie with Brodix 12 Weldtech, HBK				234-4723
Dart Sportsman, .950, coarse thread	134-4002	234-4402	234-4332	234-4602
Airflow Research, Brownfield	134-4001	234-4401	234-4301	234-4601
18° standard port	234-4107	234-4507	234-4307	234-4707
18° raised port	234-4108	234-4508	234-4308	234-4708
7/16"-3/8" stepped	234-4015		234-4315	
18° with raised intake 3/8" #10134363 and 64			234-4321	234-4721
with Bowtie aluminum and cast block, .950, coarse thread			234-4320	234-4720
18° with 3/8" holes			234-4322	
Brodix-Pontiac standard port	234-4105	234-4505	234-4305	234-4705
Brodix-Pontiac raised port	234-4106	234-4506	234-4306	234-4706
Brodix, -12, and Brodix 18°	234-4103	234-4503	234-4303	234-4703
Brodix, canted valve			234-4312	
Brodix -12 rollover (angle mill)			234-4311	
Dart, Buick	234-4102	234-4502	234-4302	234-4702
Dart, Oldsmobile 14°	234-4104	234-4504	234-4304	234-4704
Dart, 18°			234-4323	
Dart II, Brodix Track 1	234-4109	234-4509	234-4309	234-4709
Rodeck aluminum block with 18° Chevy heads				234-4710
Rodeck aluminum block with Brodix canted valves				234-4711
SB2				234-4722
Brodix, 18° rollover			234-4310	
12 point, with aluminum block	234-4123			
CHEVROLET, BIG BLOCK				
Cast iron OEM	135-4001	235-4401	235-4201	235-4601
Aluminum factory heads, also early Bowtie	135-4001	235-4401	235-4201	235-4601
409	135-4002	235-4402	235-4202	235-4602
With aluminum block, 7/16" diameter	135-4005	235-4505	135-4205	235-4705
With aluminum block, 1/2" diameter	135-4006	235-4506	135-4206	235-4706
Bowtie	235-4110	235-4510		
Late Bowtie, Dart Merlin, iron and aluminum Dart 360, Edelbrock	235-4103	235-4503	235-4303	235-4703
Long exhaust studs, only 8 pcs (with nuts and washers)	235-4106			
Exhaust, studs only			235-4306	
Brodix, -4	235-4102	235-4502	235-4302	235-4702

Red part numbers indicate new items.

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Application	Hex Nuts	Hex Nuts U/Cut Studs	12-Point Nuts	12-Point Nuts U/Cut Studs
CHEVROLET, BIG BLOCK continued				
Brodix, Pontiac Pro Stock	235-4107	235-4507	235-4307	235-4707
Symmetrical-spread port Chevy	235-4104	235-4504	235-4304	235-4704
Oldsmobile DRCE	235-4109	235-4509	235-4309	235-4709
Dart Big Chief	235-4112	235-4512	235-4312	235-4712
Mark V, with Edelbrock Mark V heads	235-4108	235-4508	235-4308	235-4708
Mark V, with Dart heads	235-4113	235-4513	235-4313	235-4713
Mark V, with Brodix heads	235-4114	235-4514	235-4314	235-4714
Merlin - World	235-4016			
CHEVROLET, V6				
2.8L 60°, 11mm	233-4003		233-4303	
4.3L 90°	233-4001	233-4401	233-4301	233-4601
4.3L 90° with Oldsmobile 14-° heads	233-4104	233-4504	233-4304	233-4704
4.3L 90° with 18° standard port	233-4107	233-4507	233-4307	233-4707
4.3L 90° with 18° raised port	233-4108	233-4508	233-4308	233-4708
4.3L 90° with Pontiac raised runner	233-4102	233-4502	233-4302	233-4702
CHEVROLET, 4 and 6-CYLINDER				
Inline 4-cylinder, '62 and up	131-4001		131-4201	
Inline 6-cylinder, '62 and up	132-4001		132-4201	
GMC Vega 140	131-4002			
CHEVY/FORD DIESEL				
Chevy/GMC 6.2 diesel, 12mm	130-4062			
Ford, International 6.9 diesel	150-4069			
CHRYSLER, SMALL BLOCK				
2.2L, 4-cylinder, 11mm		241-4501	141-4201	241-4701
Mopar "A" engine	144-4001		144-4201	
Mopar "A" engine with W-2 cylinder heads	144-4002		144-4202	
Mopar "A" engine with W-5, W-7 cylinder heads	144-4003		144-4203	
B1-BS heads	144-4004		144-4204	
CHRYSLER, BIG BLOCK				
Mopar B, RB and 413-426 Wedge	145-4006		145-4206	
392, factory Hemi	145-4001		145-4201	
426, factory Hemi, 7/16"	145-4003		245-4203	
426, factory Hemi, modified for 1/2"	145-4002		245-4202	
Mopar B and RB Wedge with B-1 heads	145-4007		245-4307	
Indy 440 cylinder head	145-4011		245-4311	
KB Hemi, short deck, 1/2"			245-4308	
KB Hemi, standard deck, 1/2"	245-4005		245-4305	
KB Hemi, inner			245-4306	
KB Hemi, long deck, 1/2"			245-4309	
KB Hemi, standard deck, 9/16"			245-4310	245-4710
FORD, SMALL BLOCK				
Escort			151-4203	
289-302 with factory heads, 7/16"	154-4001	254-4401	154-4201	254-4701
289-302 with 351W head, 7/16-14 cylinder block thread				
M-6049-J302, SVO high port & M-6049-L302, Edelbrock aluminum, GT-40 style with insert "T" 1/2" to 7/16" washer	154-4005	254-4405	154-4205	254-4705
351W with factory heads, M-6049-J302, SVO high port and M-6049-L302 GT-40 style, Edelbrock aluminum and Iron Dart with 1/2-13 cylinder block threads	154-4003	254-4503	154-4203	254-4703
302 Boss	154-4002		154-4202	
351 Cleveland, 400M	154-4004		154-4204	
SVO and Fontana aluminum blocks w/94 or later Yates heads	254-4102	254-4101	254-4302	254-4301
351 SVO high port and improved SVO high port, part #'s M-6049-C302, M-6049-C302B	254-4107		254-4307	
351 SVO Yates design	254-4109		254-4309	
351 SVO Yates 1994 design	254-4110		254-4310	
351 "R" block with C3 heads	254-4111	254-4501	254-4311	254-4601
Sportsman 6049-N351 heads	254-4112			
FORD, BIG BLOCK				
390-428 c.i.d. FE series	155-4001		155-4201	
SOHC 427	155-4002		155-4202	

Red part numbers indicate new items.

Application	Hex Nuts	Hex Nuts U/Cut Studs	12-Point Nuts	12-Point Nuts U/Cut Studs
FORD, BIG BLOCK continued				
429-460 385 series & new 429CJ SVO alum #6049-A 429	155-4003		155-4203	
460 SVO alum, PN#'s M-6049-A460 & M-6049-B460 (must use 12-point nuts)			255-4304	
460 c.i.d., with Blue Thunder heads		255-4101		255-4301
Trick Flow "Pro Stock"			255-4305	
FORD, V6				
4.5L, SVO inline valve head #M6049-H380	253-4102		253-4302	
FORD, 4 and 6-CYLINDER				
Escort 1600cc	151-4003		151-4203	
Pinto 2000cc			151-4201	
Pinto 2300cc			151-4202	151-4702
Inline 6, 240-300 c.i.d.	152-4001		152-4201	
Cosworth Sierra/Escort (12mm)				251-4701
FORD, MODULAR				
4.6L, 2 valve & 4 valve	156-4101		156-4301	
HOLDEN				
308, 1/2"	254-4009		234-4201	
308 V8	205-4001		205-4601	
304			205-4602	
HONDA/ACURA				
Honda D16, 10mm			208-4301	
Acura B18A1, 11mm			208-4302	
Acura VTEC B18CI			208-4303	
MITSUBISHI				
2.0, 4-cylinder, 16 valve, 12mm, 4G63 up to 1994			207-4201	207-4701
2.0L, 4-cylinder, 16 valve, 11mm, 4G63 1994 to present			207-4203	207-4702
2.6L 4-cylinder			207-4202	
NISSAN				
L20 series, 4-cylinder			202-4201	
A-12 engines			202-4202	
A-14 engines			202-4203	
L24, L26, L28 series, 6-cylinder			202-4206	
OLDSMOBILE, SMALL BLOCK				
215 c.i.d., aluminum heads	184-4002		184-4202	
350 c.i.d., diesel 5.7L	184-4003			
403 c.i.d.	184-4004		184-4204	
OLDSMOBILE, BIG BLOCK				
455 c.i.d., 7/16"	185-4001		185-4201	
PONTIAC				
'67 and previous, 400-428 and 350 c.i.d.	190-4002		190-4202	
'68-'79, 400-428 c.i.d., 400 Ram Air 2 and 4, 455 c.i.d.				
HO and Super Duty	190-4003		190-4203	
Super Duty with "Iron Duke" heads	290-4101		290-4301	
"Iron Duke", 4-cylinder, 1/2"	191-4001		191-4201	
Ram Air 2 & 455			190-4201	
Ram Air 5	190-4005		190-4205	
400 c.i.d., with Edelbrock aluminum heads	190-4004		190-4304	
PORSCHE				
9111, stainless studs - Dilvar replacement			204-4206	
TOYOTA				
22R			203-4201	
7M GTE-Supra			203-4202	203-4701
4AG, 16 valve			203-4203	
3SGTE			203-4204	
2JZA80 Supra			203-4205	203-4702

Red part numbers indicate new items.

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Application	Hex Nuts	Hex Nuts U/Cut Studs	12-Point Nuts	12-Point Nuts U/Cut Studs
TRICK FLOW Pro Stock			255-4305	
VAUXHALL/OPEL 2.0L, 8 valve 2.0L, 16 valve Opel 2.5L, V6	109-4001		209-4301 209-4302	
VOLKSWAGEN 1600cc air-cooled Super Vee Golf/Jetta, 1.8L & 2L, 8 valve Golf/Jetta, 1.8L & 2L, 16 valve			204-4201 204-4202 204-4203 204-4204	204-4701 204-4702

Red part numbers indicate new items.

TECH TIPS: HEAD STUD INSTALLATIONS

Improved sealing, accurate torque readings, and block thread protection are but a few reasons to install an ARP head stud kit. Recommended for high-compression and extreme duty application.

SPECIAL NOTE: Where the stretch method cannot be used, the bolts must be installed by torque & several factors should be taken into account. Please refer to information on page 13.



1. Clean and chase all bolt threads in block to ensure proper thread engagement and accurate torque readings.

2. All hardware should be cleaned and inspected for possible shipping damage prior to installation.



3. Since most studs extend into the water jacket, coat threads with ARP thread sealer and screw in hand tight **ONLY**. **NOTE:** If permanent mounting is preferred, Loc-Tite may be used. You may also use high temperature RTV silicon. Whatever product is used, it is imperative that the cylinder head is installed and torqued to the proper level before the sealant has cured.

4. Install gasket and head, then lubricate washers and nuts with oil or ARP moly assembly lubricant prior to their installation.

5. Following the engine manufacturer's torque pattern, torque each stud nut three times to recommended values found in the general fastener chart on page 12.



Pat Musi - NMCA Pro Street record holder at 205.88 mph



Bob Chandler's "Big Foot" - America's No. 1 Monster Truck

CYLINDER HEAD BOLTS

HIGH PERFORMANCE SERIES

High Performance head bolts are available with a reduced wrenching hex or 12-point and wide area flanged head that eliminates the need for valve train removal to facilitate cylinder head retorquing. All High Performance Series bolts are **170,000 psi** (which is 15% stronger than Grade 8) and kits come complete with hardened parallel-ground washers.

PROFESSIONAL SERIES

All Pro Series bolts are cold-forged to ensure molecular integrity, heat-treated prior to thread rolling and machining, and are rated nominally at **190,000 psi**. ARP Pro Series head bolt kits are application specific—designed for use with typically competition only components. These fasteners deliver superior strength and meet the ARP “ZERO defect—ZERO failure” quality standard. Hardened and parallel-ground washers are included with each kit to ensure even load distribution and accurate torque readings. All Pro Series head bolts have a reduced wrenching 12-point head and wide area flange to eliminate the need for valve train removal for cylinder head retorquing and permits the use of larger diameter valve springs. Most applications have undercut short bolts that can help eliminate head gasket failures through providing more “stretch” to compensate for the additional compression of gaskets.



All kits come complete with hardened parallel-ground washers.

Application	High Performance		Pro Series 12-Point	Stainless	
	Hex	12-Point		Hex	12-Point
AMC					
258 c.i.d.	112-3601				
343-401 c.i.d., '69 and earlier, 7/16"	114-3601				
343-401 c.i.d., '70 through present, 1/2"	114-3602				
BUICK					
V6, Duttwieler and M&A aluminum heads	123-3602				
V6 Stage I, '77-'85	123-3601	123-3701	223-3701	423-3601	423-3701
V6 '86-'87, Grand National and T-Type	123-3603	123-3703	223-3703		
V6 Stage II			223-3700		
455 c.i.d.	125-3601				
V6 Champion heads with Stage II block			223-3704		
CHEVROLET, SMALL BLOCK					
12-Rollover Brodix, 18° Brodix, -10x	134-3602	134-3702	234-3703		
18° hi-port with 3/8" holes, casting #10134363 and 64			234-3721		
18° standard port	134-3607				
18° hi-port	134-3608		234-3708		
18° standard port			234-3707		
Cast iron OEM, LT-AFR, Brodix-8,-10,-11,-11xb	134-3601	134-3701	234-3701	434-3601	434-3701
Same as above except, with outer row only stainless steel	134-3603	134-3703			
Dart II, WP Sportsman II, Brodix Track I			234-3702		
Dart-Buick			234-3709		
Oldsmobile 14°			234-3705		
Pontiac Brodix aluminum heads, raised intake, -10xz RI			234-3704		
Bowtie with Brodix 12 - Weld Tech			234-3703		
CHEVROLET, BIG BLOCK					
Cast iron OEM	135-3601	135-3701	235-3701	435-3601	435-3701
with outer rows only in stainless steel	135-3604	135-3704			
BBC with Edelbrock head 8551	135-3610	135-3710			
BBC with Edelbrock head Victor #7760	135-3611	135-3711			
409, cast iron OEM	135-3602				
BBC with Brodix aluminum head (-2, -4), Canfield	135-3606	135-3702	235-3702		
BBC with late Bowtie aluminum, World Prod. Merlin, Iron Dart	135-3603	135-3703	235-3703		
BBC Dart aluminum head exhaust bolts only, (8 pieces)	135-3605	135-3705	235-3708		
BBC with Pontiac Pro Stock aluminum head, Brodix			235-3704		
BBC with Pontiac Pro Stock aluminum head, Dart Big Chief			235-3705		
Mark V block, 502, '91 to present		135-3706	135-3601		
Mark V block with World Merlin, late Bowtie and Dart aluminum	135-3607	135-3707	235-3707		
Mark V or Mark IV with Brodix aluminum heads	135-3609	135-3709	235-3709		

Red part numbers indicate new items.

800-826-3045



Application	High Performance		Pro Series	Stainless	
	Hex	12-Point	12-Point	Hex	12-Point
CHEVROLET, V6					
90°			233-3701		
90°, with 18° standard port	133-3607		233-3707		
90°, with 18° hi-port			233-3708		
90°, hi-port 3/8" holes			233-3721		
CHRYSLER, SMALL BLOCK					
"A" engine with W2 heads	144-3601				
"A" engine, 273-360 c.i.d.	144-3602				
2.2L, 4-cylinder, 11mm			241-3701		
CHRYSLER, BIG BLOCK					
B and RB Wedge, 383-440 c.i.d., 7/16"	145-3606	145-3706	245-3706	445-3606	445-3706
FORD, SMALL BLOCK					
289-302 standard	154-3601	154-3701		454-3601	454-3701
302 with Windsor heads 1/2"-7/16" stepped washer	154-3605	154-3705	254-3708	454-3605	454-3705
302 Boss, V6 4.5L, inline valve	154-3602	154-3702	254-3702	454-3602	454-3702
SVO, V6 4.5L, inline valve, HBK			253-3702		
351 Windsor	154-3603				
351 Cleveland, 400M	154-3604		254-3704		
351 Cleveland SVO, iron block			254-3701		
351 SVO, Yates design			254-3709		
351 SVO, Yates 1994 design			254-3710		
Fontana SVO, Yates head	254-4102	254-4302			
351R block with C3/C3L heads			254-3711		
FORD, BIG BLOCK					
390-428 FE series	155-3601				
427 SOHC	155-3602				
460			255-3701		
HOLDEN					
304		205-3702			
308	205-3601	205-3701	254-3703		
OLDSMOBILE					
350-455 c.i.d., 7/16" diameter, '76 and earlier	180-3600	180-3700	280-3700	480-3600	480-3700
350-455 c.i.d., 1/2" diameter, '77 to present	180-3601				
403 c.i.d.	185-3602				
PONTIAC					
400-428 c.i.d., '67 and earlier	190-3602				
400-428 c.i.d., "Ram Air" 2 and 4 Super Duty, 455 HO, '68-'79	190-3603				
350-455 four barrel, D-port head, '68-'79	190-3607				
with Edelbrock head #8556	190-3604				
TOYOTA					
7M GTE, Supra			203-3902		
HARLEY MOTORCYCLE					
'48-'84 All pan heads & Shovel heads				460-3601	
'57-early '73 XL's				460-3602	

Red part numbers indicate new items.



Jack Sprague - NASCAR Craftsman Truck standout



Gary Scelzi - NHRA Winston Top Fuel Champion

ROCKER ARM STUD KITS

If you have ever installed a rocker stud into a cylinder head and watched it wobble as it screwed in—you knew from the beginning that the rocker geometry was going to be inconsistent. All over the place. ARP rocker studs are concentric within .005 T.I.R. thread pitch to thread pitch. They run-in straight and true. Lengths are exact—designed to provide positive seating. Every time. An extra-large radius base offers greater resistance to flex. Available in both High Performance and Pro Series models. **NOTE: Not to be used with OEM-style, self-locking nuts.** To be used with ARP's patented Perma-Loc adjusters (see next page).

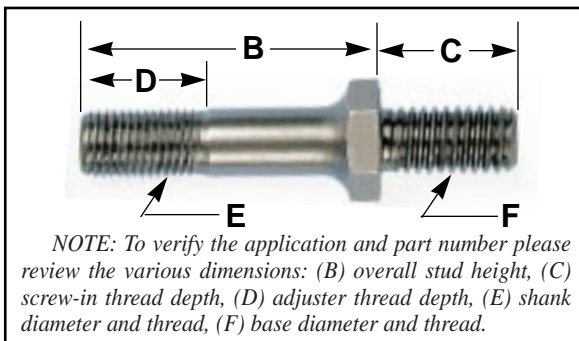


HIGH PERFORMANCE SERIES

Made of 8740 chrome moly forgings and heat treated to **170,000 psi**. Excellent for E.T. Bracket Racing, limited rule oval track competition and street use. Tip ground flush for optimum adjuster seating.

PRO SERIES

Designed for competition applications, ARP's *Pro Series* rocker arm studs are made of premium grade 8470 chrome moly steel and heat-treated to a tensile strength of **190,000 psi**.



Application	B	C	D	E	F	High Perf.	High Perf. (2 PC-Pack)	Pro Series
CHEVROLET, SMALL BLOCK								
3/8"	1.750	.700	.800	3/8"	7/16"	134-7101	134-7121	234-7201
7/16"	1.770	.700	.670	7/16"	7/16"	134-7103	134-7123	234-7202
7/16"	1.900	.750	.850	7/16"	7/16"			200-7202
With roller rockers and girdles	1.900	.750	1.000	7/16"	7/16"	100-7101	100-7121	200-7201
3/8" with roller rockers ①	1.895	.710	1.000	3/8"	7/16"	134-7104	134-7124	
With roller rockers and stud girdle	1.900	.860	.830	7/16-20	7/16-14			234-7205
With roller rockers and stud girdle ①	1.900	.850	.850	7/16"	7/16"			234-7206
With roller rockers and stud girdle	1.900	.660	.830	7/16-20	7/16-14			334-7201
With roller rockers and stud girdle ①	2.100	.850	.800	7/16-20	7/16-14			334-7202
With roller rockers and stud girdle ①	2.100	.750	.800	7/16-20	7/16-14			334-7203
With roller rockers and stud girdle ①	2.000	.750	.800	7/16-20	7/16-14			334-7204
CHEVROLET, BIG BLOCK								
Chevy	1.750	.800	.850	7/16"	7/16"	135-7101	135-7121	235-7201
Dart aluminum heads, 16 pieces ①	2.000	1.3, .820	1.000	7/16"	7/16"			235-7202
Aluminum heads, exhaust studs only, 8 pieces ①	2.000	1.650	.700	7/16"	7/16"			235-7203
Aluminum heads, intake studs only, 8 pieces ①	2.000	.820	.800	7/16"	7/16"			235-7204
Dart aluminum, 16 pieces	2.000	.820	.700	7/16"	7/16"			235-7205
Aluminum heads, intake, 8 pieces	2.000	1.3, 8.20	1.000	7/16"	7/16"			235-7207
Mark V	1.900	.750	.750	7/16"	3/8"	135-7102	135-7122	
FORD, SMALL BLOCK								
SVO 351 c.i.d., with roller rockers and girdle ①	3.000	.950	2.100	7/16"	7/16"			254-7201
With roller rockers and girdles	1.900	.750	1.000	7/16"	7/16"	100-7101	100-7121	
SVO 351 c.i.d., with roller rockers and girdle	3.000	.660	1.930	7/16-20	7/16-14			354-7201
SVO 351 c.i.d., with roller rockers and girdle	2.800	.800	1.500	7/16-20	7/16-14			354-7202
SVO 351 c.i.d., with roller rockers and girdle	2.700	.850	1.300	7/16-20	7/16-14			354-7203
SVO 351 c.i.d., with roller rockers and girdle				7/16-20	7/16-14			354-7204
PONTIAC								
7/16" with 1/2" coarse, '64 and later	2.000	1.025	1.05	7/16"	1/2"			290-7201
3/8"	1.750	.680	.800	3/8"	7/16"	134-7101		234-7201
7/16"	1.750	.680	.675	7/16"	7/16"	134-7103		234-7202

① These parts have a shank portion under hex to locate guide plate.

Red part numbers indicate new items.

800-826-3045





- **Exclusive 12-point head**
- **Patented design**
- **Heat treated premium grade 8740 chrome moly steel**
- **190,000 psi tensile strength**
- **Precision machined threads**
- **Locking set screw ground flush with rocker arm stud**
- **Doesn't require special tools**

ARP Has The Key Missing Link In Valve Train Reliability...A Rocker Arm Adjuster That Won't Loosen!

PERMA-LOC™

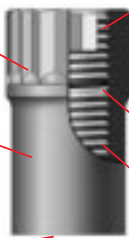
PERMA-LOC SPECIAL FEATURES:

12-point head with special shouldered "stop" to hold wrench. Eliminates need for special adjusting tools.

Forged in-house from 8740 alloy chrome moly steel and heat treated throughout (not simply case hardened, as others are).

Bottom flush-ground perpendicular to threads.

CUT-AWAY VIEW



Patent #5,323,741

Threads are precision CNC machined exactly perpendicular to the bottom of adjuster to ensure an optimum seat and even pressure.

Set screw has flush-machined tip for optimum contact and seating on stud.

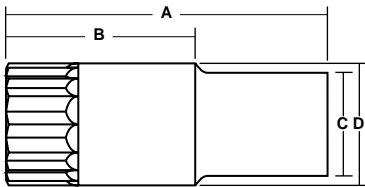
Threads machined for maximum engagement.

One of the more aggravating things found in many high performance engines is constantly having to re-adjust rocker arms. Fact is, up until ARP introduced the patented *Perma-Loc*™ adjuster, there wasn't a "poly lock" on the market that you didn't have to keep after.

There are several important reasons why ARP's exclusive *Perma-Loc*™ rocker arm adjusters won't loosen like others. First, the adjuster body is heat treated all the way through (not just case hardened). This eliminates the thread "movement" common to others. Secondly, the threads are machined exactly perpendicular to the bottom of the adjuster, so it seats evenly and applies pressure on a full 360° circle. Lastly, the set screw is machined flush on the bottom (not pointed) so it will have optimum contact on the rocker arm stud.

You'll find ARP Perma-Locs easy to use, too. The compact 12-point head is designed to hold your wrench in position while you lock the set screw with an Allen wrench. With most "poly locks" you have to invest in a special tool to do the job.

All in all, they're the best you can buy!



Application	Thread Size	Shank Size (C)	Body Dia. (D)	Length (A)	16 PC-Pack
Stamped steel rocker	3/8-24	.650	.650"	1.200	300-8241
Stamped steel rocker	7/16-20	.650	.650"	1.200	300-8242
Aluminum rocker	3/8-24	.550	.650"	1.200	300-8243
Aluminum rocker	3/8-24	.600	.650"	1.200	300-8244
Aluminum rocker	7/16-20	.550	.650"	1.200	300-8245
Aluminum rocker	7/16-20	.600	.650"	1.200	300-8246
Stud girdle	7/16-20	.550	.750"	2.000	300-8247
Stud girdle	7/16-20	.550	.750"	2.600	300-8248
Big block with girdle					300-8249

Because there are many different style rocker arms made by each manufacturer, we suggest that you verify the physical dimensions and thread requirements prior to ordering. If you have any questions, call ARP's tech staff toll-free for details.



HEADER BOLTS

ARP manufactures a variety of premium grade bolt and stud kits to facilitate installation of exhaust headers including the popular stainless stud kit with 12-point nuts. The Stainless 300 material is not affected by corrosion or extreme heat, making it ideal for the application. What's more, the compact 12-point nut lets you easily slip a socket close to the pipe. Each ARP accessory stud or bolt kit includes the specific number of parts for your application, plus premium-quality washers and hex or 12-point nuts, as required. Studs are manufactured with a unique nut-starter nose that helps prevent cross-threading. Studs and bolts come either black oxide chrome moly or Stainless 300. Both the black oxide finished chrome moly and stainless steel are rated at **170,000 psi**. Specially drilled "NASCAR" models available for those who wish to safely wire their header bolts to prevent loosening.



Special "NASCAR" model header bolts are available that are drilled for use of safety wire. Perfect for any racer who desires the ultimate in security. Available for small block and big block Chevrolet engines, plus many "universal" applications.



Studs come with flanged lock nut. Bolts come with washers.	STUDS				BOLTS			
	Black Oxide Hex	Stainless 300 12-Point	Black Oxide Hex	Stainless 300 12-Point	Black Oxide Hex	Stainless 300 12-Point	Black Oxide Hex	Stainless 300 12-Point
Application								
BUICK								
350-455 c.i.d., 3/8" dia. stud, 1.670", 14 pieces	120-1411	120-1401	420-1411	420-1401				
350-455 c.i.d., 3/8" dia. bolt, .750" U.H.L., 14 pcs.					120-1101	120-1201	420-1101	420-1201
3.8L, V6, 12 pieces	120-1412	120-1402	420-1412	420-1402				
CHEVROLET, SMALL BLOCK								
3/8" dia. stud, 1.670", 12 pieces	100-1412	100-1402	400-1412	400-1402				
3/8" dia. bolt, .750" U.H.L., 12 pieces					100-1101	100-1201	400-1101	400-1201
3/8" dia. bolt, .750" U.H.L., drilled, 12 pieces					100-1103	100-1203	400-1103	400-1203
CHEVROLET, BIG BLOCK								
3/8" dia. stud, 1.670", 16 pieces	100-1413	100-1403	400-1413	400-1403				
3/8" dia. bolt, .750" U.H.L., 16 pieces					100-1102	100-1202	400-1102	400-1202
3/8" dia. bolt, .875" U.H.L., drilled, 16 pieces							400-1104	400-1204
CHRYSLER								
KB Hemi, stud w/prov for blower blanket brackets	245-1311	245-1301	445-1311	445-1301				
Mopar 340-360 c.i.d., 5/16" dia. bolt, .750" U.H.L., 14 pieces					144-1102	144-1202	444-1102	444-1202
FORD								
3/8" dia. stud, 1.670", 16 pieces	100-1414	100-1404	400-1414	400-1404				
3/8" dia. bolt, .750" U.H.L., 16 pieces					100-1102	100-1202	400-1102	400-1202
OLDSMOBILE								
330-355 c.i.d., 3/8" dia. stud, 1.670", 14 pieces	180-1411	180-1401	480-1411	480-1401				
330-355 c.i.d., 3/8" dia. bolt, .750" U.H.L., 14 pcs.					180-1101	180-1201	480-1101	480-1201
OTHERS								
Stud kit, 3/8"-5/16", 1.500", 16 pieces	100-1401	100-1411						
Bolt kit, 3/8", 750" U.H.L., 12 pcs., 5/16" wrenching					100-1107	100-1207	400-1107	400-1207
Bolt kit, 3/8", 750" U.H.L., 16 pcs., 5/16" wrenching					100-1108	100-1208	400-1108	400-1208
Bolt kit, 3/8", 1.00" U.H.L., 12 pcs., 5/16" wrenching					100-1109	100-1209	400-1109	400-1209
Bolt kit, 3/8", 1.00" U.H.L., 16 pcs., 5/16" wrenching					100-1110	100-1210	400-1110	400-1210
Bolt kit, 3/8-16 x .750" U.H.L., uses 3/8" socket, drilled, 16 pieces							400-1105	400-1205
Bolt kit, 3/8-16 x .875" U.H.L., uses 3/8" socket, drilled, 12 pieces							400-1106	400-1206

800-826-3045





VALVE COVER BOLTS & STUDS

To ensure proper sealing of valve covers, ARP manufactures a variety of special application-specific bolt and stud kits. Many professional engine builders prefer to use studs because of their ability to properly position the gasket and guide the cover into position. ARP offers studs and bolts in a choice of chrome moly steel with a black oxide finish or stainless steel. You have a choice between conventional hex head bolts and nuts or compact, easy access 12-point designs. The nuts feature a wide base for better load distribution and sealing, while the compact head is easily accessed. Stud kits come complete with flanged lock nuts and washers, while bolt kits are shipped with the required flat washers.



Application	STUDS				BOLTS			
	Black Oxide Hex	Black Oxide 12-Point	Stainless 300 Hex	Stainless 300 12-Point	Black Oxide Hex	Black Oxide 12-Point	Stainless 300 Hex	Stainless 300 12-Point
NOTE: Studs come with flanged lock nut. Bolts come with washers.								
CHRYSLER								
KB Hemi, 1/4 x 2.450", 20 pieces		245-7601						
CAST ALUMINUM COVERS								
Stud kit, 8 pieces with nut and washer	200-7603	200-7613	400-7603					
Stud kit, 12 pieces	200-7610	200-7620	400-7606					
Stud kit, 14 pieces with nut and washer	200-7604	200-7614	400-7604					
Stud kit, 16 pieces with nut and washer	200-7605	200-7615	400-7605					
Stud kit, Dart, Brodix, B&B, 8 pieces	200-7606	200-7616						
Stud kit, Dart, Brodix, B&B, 14 pieces	200-7607	200-7617						
Stud kit, Dart, Brodix, B&B, 16 pieces	200-7608	200-7618						
Bolt kit, 1/4-20, 8 pieces					100-7507	100-7503	400-7507	400-7503
Bolt kit, 1/4-20, 14 pieces					100-7504	100-7508	400-7508	400-7504
Chevrolet SB2			434-7609					
STAMPED STEEL COVERS								
Stud kit, 1/4", 8 pieces	200-7601	200-7611	400-7601					
Stud kit, 1/4", 14 pieces	200-7602	200-7612	400-7602					
Bolt kit, 1/4-20, 8 pieces					100-7505	100-7501	400-7505	400-7501
Bolt kit, 1/4-20, 14 pieces					100-7506	100-7502	400-7506	400-7502
350 Chev, center bolted valve cover					100-7509	100-7510	400-7509	400-7510

Red part numbers indicate new items.



Adam Sawtari - Awesome 9-second "street legal" Mazda



Chuck Etchells - First Funny Car driver into the 4's.