

Sept 2022

# 2.0L XE 16V

# **TORQUE WRENCH SETTINGS**

Specifications subject to change without prior notice

# MAIN CAP BOLTS- STD & H/D

GRAPHITE GREASE UNDER HEAD, OIL THREADS STAGE 1---37 LB/FT 50NM STAGE 2---40 DEG-50 DEG

# **BIG END BOLTS**

#### STANDARD TYPE GM ROD BOLTS

STAGE 1---26 LB/FT (GRAPHITE GREASE UNDER HEAD, OIL THREADS) STAGE 2---45 DEG-60 DEG

#### Heavy Duty Rods Bolts

\*\*\*SEE SEPARATE SHEET\*\*\*

NOTE: - When assembling the bolts, as of 2002, the manufacturers recommend only using ARP assembly lubricant as supplied, under the heads and on the threads and torque up to. These are lower torque settings than would have been used with normal oil. We cannot be held responsible for rod bolt stretch when an uncalibrated torque wrench has been used.

# OIL PUMP BOLTS

4 LB/FT, 6NM (243 LOCTITE)

# **CRANK BOLT**

GRAPHITE GREASE UNDER HEAD & WASHER, OIL THREAD STAGE 1---184 LB/FT. 250NM STAGE 2---40 DEG-50 DEG

# **CAM CAPS**

15 LB/FT 20 NM

## CAM PULLEY BOLT

48 LB/FT. 65NM (243 LOCTITE)

# CAM VERNIER PULLEY BOLTS

7 LB/FT 9.5NM

#### CAM BELT AUTO TENSIONER BOLT – XE/LN ONLY 15 LB/FT

# **IDLER PULLEY BOLTS**

STAGE 1---18 LB/FT. 25NM (243 LOCTITE) STAGE 2---45 DEG-60 DEG

#### FRONT PULLEY TORX SCREWS

15 LB/FT. 20NM (243 LOCTITE)

## SUMP BOLTS

243 LOCTITE STEEL SUMP---4 LB/FT ALLOY SUMP--10 LB/FT (14 NM) DRY SUMP-----10 LB/FT (14 NM)

## FLYWHEEL BOLTS, Std

242 LOCTITE STAGE 1---48 LB/FT STAGE 2---30 DEG-45 DEG

#### **FLYWHEEL BOLTS – ARP**

GRAPHITE GREASE UNDER HEAD OF BOLT, *LOCTITE* 243 ON THREADS STAGE 1 – 48lb/ft (65NM) STAGE 2 – 65lb/ft (88NM)

## STD CYLINDER HEAD BOLTS

For standard gaskets GRAPHITE GREASE UNDER HEADS & WASHERS, OIL THREADS SEE BELOW FOR TIGHTENING SEQUENCE STAGE 1---18 LB/FT 25NM STAGE 2---65 DEG STAGE 3---65 DEG STAGE 4---65 DEG

#### For SBD Cometic gaskets

If using a Cometic gasket, we do NOT use standard head bolts.

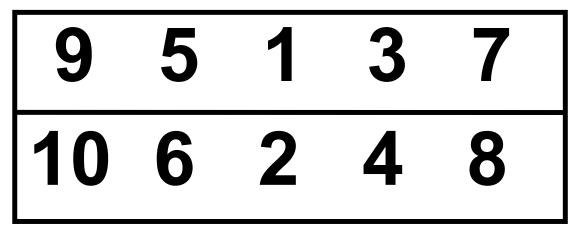
## ARP HEAD STUDS – BLT-H1-STUD-KIT

PLEASE SEE SEPARATE INSTRUCTION SHEET FOR OUR SBD/COMETIC GASKETS - GSK-VX2\*\*\*.

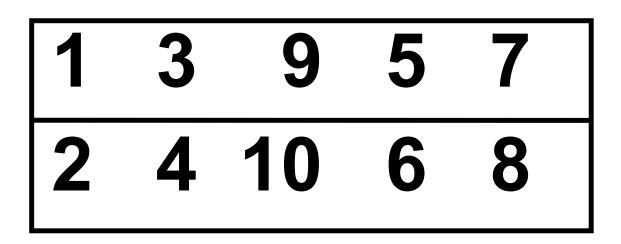
Each of our own Cometic head gaskets & their torque settings are all fully tested and used on our own development engines to make sure they are all correct. (Our gaskets are specific to us and not the same as any other Cometic Head gasket)

We do not use these studs on standard head gaskets and we do not have any torque settings for any other gaskets.

# 2.0L 16V HEAD BOLT TIGHTENING SEQUENCE



# 2.0L 16V HEAD BOLT REMOVAL SEQUENCE



Please be aware that Technical Support involving our Technicians is chargeable

