

CAM BOLT KITS



Install an ARP cam bolt kit and end your camshaft timing worries! ARP quality delivers increased pre-load clamping force and assures positive timing gear register. Includes appropriate fasteners for your application. Increased material strength overcomes valve train harmonics and stress. Added features include oversized bolt head flange for cam button retention and reduced socket head size to facilitate easy installation and removal. Available in both **High Performance** and **Pro Series** kits.



Application	Socket Size	Diameter/ Thread Size	UHL	High Perf. 180,000 psi	Pro Series 200,000 psi
BMW					
1.6L Mini Cooper - cam sprocket bolt kit	19mm	M12 x 1.5	2.085		206-1001
BUICK					
All V6	3/8	5/16-18	.560	123-1001	
CHEVROLET					
265-454 cid	1/2	5/16-18	.750	134-1001	234-1001
265-454 cid - with oversize head for use with cam button	7/16	5/16-18	.750		300-1001
Gen III/LS Series small block - cam retainer plate bolt kit	10mm	M8 x 1.25	20mm	134-1002	
Gen III/LS Series small block - cam sprocket bolt kit	10mm	M8 x 1.25	25mm	134-1003	
CHRYSLER/DODGE					
2.0L DOHC & 2.4L DOHC - cam tower stud kit (head# 4667086)	8mm 10mm	M6 x 1.0 M8 x 1.0	1.825 2.115	141-1001	
383-440 Wedge & 426 Hemi - 3 bolt pattern	5/8	3/8-16	.750	144-1001	
383-440 Wedge & 426 Hemi - 3 bolt pattern (reduced head, extended length)	3/8	3/8-16	.875	244-1001	
FORD, SMALL BLOCK					
260-289-302 cid (1965-68)	5/8	3/8-16	1.460	154-1001	254-1001
302-351W cid (1969 & later)	5/8	3/8-16	1.580	155-1001	255-1001
351C, 351-400M	5/8	3/8-16	1.970	154-1002	254-1002
351 SVO - cam retainer plate bolt kit	7/16	1/4-20	.750		250-1001
4.6L Modular V8 - cam sprocket bolt kit (1 per cam required)	18mm	M12 x 1.5	1.800		256-1001
FORD, BIG BLOCK					
390-428 cid FE Series	5/8	7/16-14	1.750	155-1002	255-1002
429-460 cid	5/8	3/8-16	1.580	155-1001	255-1001
FORD, 4-CYLINDER					
2.0L Zetec	18mm	M10 x 1.5	1.600		251-1002
PONTIAC					
350-455 cid	3/4	1/2-20	1.000	190-1001	

OIL PUMP DRIVESHAFT KITS

Many an engine has been destroyed as a result of oil pump driveshaft failure. To cure this all-too-common problem, ARP has designed an extra heavy-duty shaft that will provide you with the necessary reliability. The shaft is made from heat-treated, premium grade aerospace chrome moly steel. Moreover, the shaft diameter is a larger diameter than the OEM unit. These features combine to enable ARP shafts to handle the added torque requirements of increased capacity oil pumps or heavy viscosity lubricants.

CHEVY DRIVES: Made from premium grade 8740 and heat-treated to **190,000 psi**, ARP uses a unique manufacturing process where the alignment sleeve is roll formed onto the shaft (not welded or pinned), enabling the sleeve to float, allowing for slight misalignment.



Application	Part No.
CHEVROLET	
Small block (all)	134-7901
Big block	135-7901
Big block (+.400 tall deck)	135-7902

IMPORTANT NOTE: Make sure you **ALWAYS** check clearances: shaft to block and pump to distributor.

FORD DRIVES: Made from ARP2000 and heat-treated to **220,000 psi**. These pump drives feature a CNC milled (not broached) hex, and has the retaining washer installed.



Application	Part No.
FORD	
239-312 Y block	154-7906
289-302 cid & Boss 302	154-7904
351W	154-7901
351C, 351-400M	154-7905
390-428 cid FE Series	154-7902
429-460 cid	154-7903

800-826-3045

