



HEAD STUDS

Obtaining the optimum cylinder head-to-block sealing is especially critical in small displacement engines employing high compression pistons or power adders like turbochargers, nitrous oxide and superchargers. That's why ARP head studs are popular among leading Sport Compact/Import racers.

You should know that ARP uses a premium grade 8740 alloy that is rated far superior to "aircraft" quality. Then, each stud is precisely heat-treated to **200,000 psi**. 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.

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 – one that compensates for head gasket compression when the head is installed. This helps prevent blown head gaskets, and assures optimum sealing!

Premium parallel ground washers are also included with each kit.

Application	Hex Nuts	12-Point Nuts	12-Point Nuts U/C Studs
BMC/TRIUMPH			
A Series, 9 studs		206-4201	
A Series, 11 studs		206-4204	
A Series, 11 studs, shaved head		206-4206	
B Series		206-4202	
1.3L & 1.5L Spitfire		206-4203	
2.0L GT6 & 2.5L TR6		206-4205	
2.0L SOHC TR7			206-4208
2.1L TR4		206-4207	
BMW			
2002 Coupe, 318i, 320i 4 cylinder			201-4601
530, 535, 635, 735			201-4602
2.5L (M50), 3.0L (S50US), 3.2L (S52US) inline 6 ARP2000		201-4302	
E46 M3/S54 inline 6 ARP2000		201-4303	
Mini Cooper		201-4301	
FORD, 4 AND 6-CYLINDER			
1600cc Escort M10		151-4203	
2.0L DOHC Cosworth Sierra/Escort M12			251-4701
2.0L Zetec			251-4702
2000cc Pinto		151-4201	
2300cc Pinto		151-4202	151-4702
2.3L Duratec (2003 & later)		151-4204	
2.5L Duratec V6		253-4701	
GM			
2.2L Ecotec			231-4701
HOLDEN			
Commodore V6 7/16"	205-4002		
308 cid	205-4001		205-4601
308 cid 7/16"	254-4009		205-4602
308 cid 1/2"		234-4201	
HONDA/ACURA			
Acura B18A1, M11			208-4302
Acura VTEC B18CI, M11, GSR			208-4303
B16A			208-4601
B20B, w/B16A head			208-4306
Civic D16Y		208-4305	
F20 S2000			208-4702
Honda D16Z - Only, M10		208-4301	
Honda H22A4, VTEC			208-4304
H23A			208-4307
K20A (A2 & A3)			208-4701

Red part numbers indicate new items