

MAIN STUDS

ARP main studs are manufactured from 8740 chrome moly steel, heat-treated in-house to **200,000 psi** tensile strength, and precision J-form threads rolled after heat-treat to create a fastener that has threads 1000% stronger than others. All kits come complete with hardened parallel-ground washers and aerospace quality nuts. Reduce crankshaft flex and main cap fretting with these premium quality main studs. Don't settle for anything less than the best!



Application	2-Bolt Main	4-Bolt Main
BMC/TRIUMPH		
A Series	206-5401	
B Series (3 cap main)	206-5402	
B Series (5 cap main)	206-5403	
2.0L SOHC TR7	206-5404	
Austin Healey 6 cylinder	206-5405	
DODGE		
2.0L SOHC/DOHC Neon w/ block #4667642	141-5801	
FORD, 4-CYLINDER		
1600cc Escort	151-5403	
2.0L Zetec	151-5404	
2000cc Pinto	151-5401	
2300cc Pinto	151-5402	
HONDA/ACURA		
1.6L (B16A) (12 pt nuts)	208-5402	
1.8L (B18C1) Acura	208-5403	
1.8L (B18A1/B1) Acura	208-5404	
2.2L (H22A) & 2.3L (H23A) (12 pt nuts)	208-5401	
MAZDA		
1.6L (B6) & 1.8L (BP) DOHC Miata (12 pt nuts)	218-5401	
2.3L DOHC 16V (2003 & later)	218-5402	
MITSUBISHI		
2.0L (4G63) DOHC	207-5401	

Application	2-Bolt Main	4-Bolt Main
MITSUBISHI (continued)		
2.6L (G54B)	207-5402	
3.0L (6G72) V6 (1993 & later)		207-5801
NISSAN/DATSUN		
L20 Series 4-cylinder	202-5401	
L24, L26 & L28 Series 6-cylinder	202-5406	
2.0L (SR20DE/DET)	202-5402	
3.5L (VQ35) DOHC V6		202-5801
TOYOTA		
1.6L (4AGE) & 2.0L (3SFE) DOHC	203-5403	
2.0L (3SGTE) DOHC	203-5404	
2.4L (22R)	203-5406	
3.0L (7MGTE) inline 6 (1986-92) Supra w/ bolts for #3 cap	203-5402	
3.0L (2JZGE/GTE) inline 6 (1993-98) Supra	203-5405	
VAUXHALL/OPEL		
2.0L 16 valve	209-5401	
2.5L V6	209-5402	
VOLKSWAGEN		
1.6L & 2.0L Rabbit, Golf and Jetta	204-5402	
2.8L & 2.9L VR6	204-5403	

MAIN BOLTS

Far superior to any other main bolt kit offered for use in competition engines. ARP main bolts are designed to meet the exacting standards and demands of professional engine builders. Forged from 8740 chrome moly, all bolts feature generous under-head radius and rolled threads for the utmost reliability. The threads are rolled after heat-treating, which gives them about 1000% longer fatigue life than most main bolts, which are threaded prior to heat-treating. Available in the popular High Performance Series, which, at a nominal rating of **180,000 psi**, is a premium replacement for OEM fasteners, or the **200,000 psi** nominal rated Pro Series, application-specific main bolts with reduced wrenching head and are designed for use in competition applications. Parallel-ground, hardened washers are included



Application	Pro Series
MGB	
2 cap main	206-5001
5 cap main	206-5002
SUBARU	
2.0L, 2.2L & 2.5L SOHC/DOHC EJ Series Crankcase thru bolt kit	260-5401
TOYOTA	
1.6L (4AGE) DOHC	203-5001