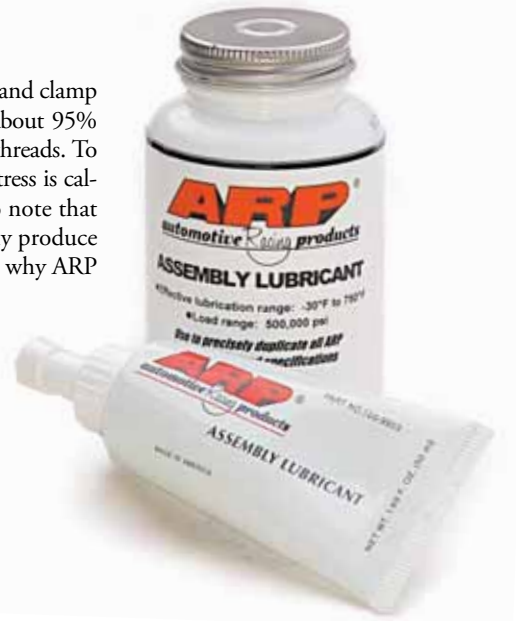


ASSEMBLY LUBE & SEALER

It's difficult to determine the amount of torque required to provide the correct preload and clamp force of a given fastener. For example – when tightened, dry uncoated fasteners use up about 95% of the applied torque simply by overcoming the friction between the male and female threads. To ensure that all ARP fasteners provide the optimum level of service, the installed residual stress is calculated and verified experimentally using a superior quality lubricant. It is important to note that the friction coefficients of lubricants vary dramatically, making it difficult to consistently produce the exact amount of stress within the fastener to clamp the components together. That's why ARP developed an ultra-consistent lubricant and recommend the use of our premium grade **ASSEMBLY LUBRICANT** or **THREAD SEALER** in order to precisely duplicate the recommended tightening specifications provided with all ARP fasteners.



Assembly Lubricant

- Premium grade Moly base with rust and corrosion inhibitors.
- Effective lubrication range: -30°F to 750°F.
- Load range: 500,000 psi.
- Designed for use with bolts

Thread Sealer

- Teflon based w/rust & corrosion inhibitors.
- Effective range: -30° to 550°F.
- Sealant range: 10,000 psi (pressure).
- Application: delivers a flexible leak-proof seal in aluminum, steel, stainless steel and plastic against coolants, water, gasoline, natural gas and LPG.
- Designed for use with bolts

Product	Part #
Assembly Lubricant (0.5 fl. oz.)	100-9902
Assembly Lubricant (1.69 fl. oz.)	100-9903
Assembly Lubricant (1 pt. brush top container)	100-9905
Assembly Lubricant (1/2 pt. brush top container)	100-9906
Thread Sealer (1.69 fl. oz.)	100-9904

NOTE: These products are formulated for use on fasteners. Not recommended for use on rotating components.

TOP ENGINE BUILDERS AND MANUFACTURERS INSIST ON ARP!

Master engine builders in all forms of racing know that it takes ARP fasteners to win races and championships.

They know that ARP makes the best fasteners in the business. If you're not using ARP, then what are you waiting on?



Bill Mitchell
Owner
World Products

Austin Coil
Crew Chief
John Force Racing

Rick Mann
Chief Engine Builder
ECR Engines