

INSTALLATION METHOD FOR PRO SERIES MAIN BOLT KITS

Part Number: 204-5001 Application: Porsche 3.4L-3.6L (Non Turbo) water-cooled engines

1. To ensure proper thread engagement and accurate torque readings, clean **ALL** threads in the block. Chase the threads if necessary.
2. Clean and inspect all hardware prior to installation. Look for obvious defects or shipping damages, plus proper fit, length and dimension.
3. Make sure there is an adequate chamfer around the bolt holes on the main bearing cap housing to clear the radius on the under head of the bolt.
4. Install the bearings and the crankshaft into the main bearing housing and assemble the housing halves according the Porsche factory service manual. Check for binding or misalignment.
5. Lubricate the under head of the bolt and the bolt threads with ARP ULTRA-TORQUE FASTENER ASSEMBLY LUBRICANT. Then install the bolts into the main bearing housing and tighten them hand tight. **ARP recommends using the ARP ULTRA-TORQUE FASTENER LUBRICANT that is provided with each kit as opposed to motor oil. This is due to higher friction on the bolts as well as inconsistencies in the clamping force of the fasteners when motor oil (or low quality lubricant) is used.**

PRELOAD (TORQUE) RECOMMENDATIONS

6. Following the manufacturers recommended torque sequence tighten the bolts in **three equal steps to 50 ft lbs with ARP ULTRA-TORQUE FASTENER ASSEMBLY LUBRICANT.**

FOOTNOTE: When changing from factory fasteners to high strength fasteners, clamping force and tolerances will change, therefore it will be necessary to check the main bearing bores for proper size and out of round condition after installation of the bolts and align hone the cylinder block if necessary. The main bores should always be align honed using the same fasteners and lubricant which will be installed during final engine assembly at the recommended preload.

Bolt Torque Sequence

