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INSTALLATION METHOD

FOR MAIN STUD KITS

Kit Number: KO32-MO1S

Application: **DODGE VIPER V10, 1992-2002 SR I & SR II BLOCKS**



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Kit: KO32-MO1S Alloys: E190, S220 Sockets Required: 10MM, 9/16", 7/16"

KIT CONTENTS

(4) SBZS Stud, 1/2-13 x 1/2-20 threads x 5.30" OAL, S220, Black Oxide Finish

(8) SCAS Stud, 1/2-13 x 1/2-20 x 1/4-20 threads x 6.14" OAL, S220, Black Oxide Finish

(12) BK1E 12PT Flange Bolt, 3/8-16 threads, 2.10" UHL, 10mm wrench, Black Oxide Finish

(12) NB8F 12pt Flange Nut, 1/2-20 threads, 9/16" wrench, black oxide finish

(12) WG8T Flat Washer, 1/2" nominal, hardened and ground, black oxide finish

(8) PNA12 Hex Flange Locking Nut, 1/4-20 threads, 7/16" wrench, black oxide finish

LBO1 TORQUEPOINT Fastener Assembly Lube, 1oz packet

LBBR Lube application brush

FASTENER INSTALLATION

(NOTE: IF YOUR APPLICATION WILL USE THE OEM OIL SCRAPER AND/OR OIL PICKUP ASSEMBLY, THE 1/4-20 LOCKING NUTS WILL BE REQUIRED FOR THE TOP OF THE #SCAS STUDS – FAILURE TO PLACE THE OIL PICKUP ASSEMBLY PROPERLY MAY RESULT IN THE ENGINE NOT RECEIVING OIL – P1 RECOMMENDS USING A PROFESSIONAL ENGINE BUILDER FOR THIS APPLICATION)

(NOTE: THIS PROCESS IS IDENTICAL TO WHAT WE DO DURING TORQUE-TENSION TESTING AT P1 HQ)

1. Inspect kit contents for damage and confirm quantities.
2. Thoroughly clean all debris from engine block holes and threads, and main cap holes and threads.
3. Ensure all mating surfaces and fastener bearing surfaces are flat, free of debris and dry of any cleaning related products.
4. Remove fasteners from packaging and place on clean shop rag, clean threads as required, do not unnecessarily remove rust preventative).
5. WITHOUT LUBE, thread studs into their intended holes BY HAND ONLY until the stud bottoms or thread run-out occurs (DO NOT USE TOOLS). Achieving smooth installation without tools is necessary. Remove fasteners and clean or repair threads if needed.
6. WITHOUT LUBE, thread side bolts into their holes into the main cap holes BY HAND ONLY until thread run out occurs (DO NOT USE TOOLS). Achieving smooth installation without tools is necessary. Remove fasteners and clean or repair threads if needed.
7. Remove fasteners from their holes and liberally apply TorquePoint assembly lube to entire length of block end threads of the studs using included brush. Work lube into threads all the way around threaded sections so lube is nearly flush with outer diameter of thread face.
8. Install studs into block by hand or using hex key with light force only.
9. Thoroughly clean any visible fastener lube from fasteners and mating surfaces and fit caps into block.
10. Install washers on main studs (DO NOT APPLY LUBE TO THE WASHERS)
11. Apply TorquePoint assembly lube to entire length of nut end threads of the fastener using included brush. Work lube into threads all the way around the threaded sections so lube is nearly flush with outer diameter of thread face. Lube should be evenly distributed and not excessive.
12. Apply TorquePoint to each nut's bearing surface only.
13. Install main cap nuts hand tight. Washers should not rotate during torque procedure.
14. Apply TorquePoint assembly lube to side bolt threads and under bolt head. Install side bolts BY HAND.

TORQUE RECOMMENDATIONS

Follow applicable OEM and/or aftermarket manufacturers suggested torque sequence & number of tightening steps.

Point One fasteners, paired with TorquePoint assembly lube, can sustain the following nominal torques and clamp loads while remaining below their minimum proof load rating.

*****DO NOT EXCEED THESE TORQUE INPUT VALUES*****

*****THESE VALUES WILL NOT BE APPLICABLE WHEN USING OTHER LUBRICANTS*****

**SBZS, SCAS Stud w/NB8F Nut
1/2-20 threads**

Torque: **125 ft-lbs**

Typical Clamp Load: **18,500 lbs-force**

**BK1E Side Bolt
3/8-16 threads**

Torque: **25 ft-lbs**

Typical Clamp Load: **5,000 lbs-force**

**PNA12 1/4-20 Nut for scraper
and/or oil pickup assembly**

Torque: **12 ft-lbs**

Typical Clamp Load: **3,300 lbs-force**

Note: The number of aftermarket replacement parts and OEM combinations of components is numerous. **Use caution as the clamp loads listed above may damage your assembly** – use lower installation torques such as those provided by the manufacturer of your components if applicable.