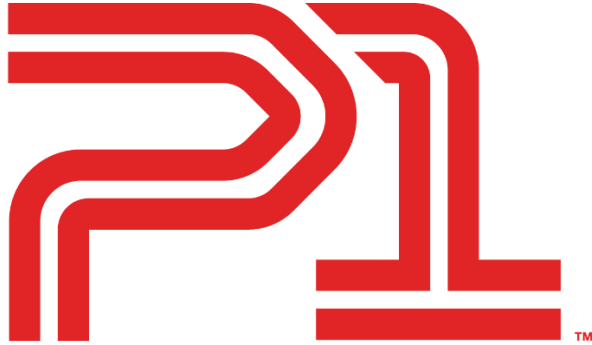




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INSTALLATION METHOD

FOR HEAD STUD KITS

Kit Number: KO33-HO1P

Application: CHRYSLER
GENIII HEMI, 5.7L, 6.1L, 6.4L

Point One, LLC

MAILING: PO BOX 677
ROGERSVILLE, MO 65742

SHIPPING: 11 WHITE OAK
ROAD, ROGERSVILLE, MO
65742

www.P1mfg.com

417-753-5174



KIT CONTENTS

(10) SJ2P Stud, MJ8x1.25 x MJ8x1.25 threads, 60mm OAL, P270, plain finish

(20) SJ1P Stud, MJ12x1.5 x MJ12x1.25 threads, 155.4mm OAL, P270, plain finish

(10) NF9F 12pt Flange Nut, MJ8x1.25 threads, 10mm wrenching, black oxide finish

(20) NE9F 12pt Flange Nut, MJ12x1.25 threads, 14mm wrenching, black oxide finish

(10) WC4T Flat Washer, M8 or 5/16" diameter, black oxide finish

(20) WD6T Flat Washer, M12 diameter, black oxide finish

LBO2 Detroit Diesel #2 Fastener Assembly Lube, 1oz

LBBR Lube application brush

*****FOR THESE COMPONENTS - POINT ONE RECOMMENDS THE USE OF DETROIT INTERNATIONAL COMPOUND #2 ASSEMBLY LUBE (ALSO KNOWN AS 'PEANUT BUTTER')*****

FASTENER INSTALLATION

(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.
3. Ensure all mating deck surfaces and fastener bearing surfaces are flat, free of debris and dry of any cleaning related products.
4. Inspect all deck gaskets for damage, fitment, & suitability.

5. Remove WASHERS from packaging and remove rust preventative coating from all faces of the WASHERS, place on clean rag (petroleum-based solvent is recommended).
6. Remove remaining fasteners and place on clean shop rag, clean threads as required, (do not unnecessarily remove rust preventative).
7. WITHOUT LUBE, washers, gaskets or heads, thread studs into their intended holes BY HAND ONLY until 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.
8. Remove fasteners from their holes and apply Detroit #2 assembly lube to entire length of block 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.
9. Install studs into block by hand or using hex key with light force only.
10. Thoroughly clean any visible fastener lube from mating surfaces and fit gasket and head on block and install washers onto studs. The washers should be dry during installation. DO NOT USE LUBE ON THE WASHERS.
11. Apply Detroit #2 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 Detroit #2 assembly lube to each nut's bearing surface only. Do not use lube on the washers. Install nuts with washers, hand tight. The washer should not rotate during torque procedure.

TORQUE RECOMMENDATIONS

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

Point One fasteners, paired with Detroit #2 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*****

**SJ2P Stud w/NF9F Nut
MJ8x1.25 threads**

Torque: **34 ft-lbs**

Typical Clamp Load: **8,500 lbs-force**

**SJ1P Stud w/NE9F Nut
MJ12x1.25 threads**

Torque: **95 ft-lbs**

Typical Clamp Load: **20,000 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.