



www.P1MFG.com



scan for more information



Point One's current and complete Terms & Conditions can be found at www.P1mfg.com/terms&conditions. You, as the Buyer understand that our Products may be used in extreme stress applications and installed by persons over whom we have no influence or control. Due to the nature of extreme stress applications, our Products are sold without any expressed warranty or any implied warranty of merchantability or fitness for a particular purpose. You, as the Buyer, have the sole responsibility for selection and specification of Products suitable for the intended use, even if you inform Point One of the intended use. Under no circumstances will our liability to the Buyer be greater than the cost of the Product purchased by the Buyer.

INSTALLATION METHOD

FOR MAIN STUD KITS

Kit Number: K001-M06E

Application: **CHEVROLET BIG BLOCK, OEM BLOCKS W/ 2 BOLT MAINS**



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: K001-M06E Alloy: E190 Socket Required: 9/16"

KIT CONTENTS

(10) SHBE Stud, 1/2-13 UNJC x 1/2-20 UNJF threads, 4.45" OAL, E190, Black Oxide Finish

(10) WA7T Flat Washer, 1/2" nominal, hardened and ground, black oxide finish

(10) NB8F 12pt Flange Nut, 1/2-20 UNJF-3B threads, 9/16" wrenching, black oxide finish

LBO1 TORQUEPOINT Fastener Assembly Lube, 1oz packet

LBBR Lube application brush

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, 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 **WASHERS ONLY** from packaging and remove rust preventative coating from all faces of the WASHERS, place on clean rag (petroleum-based solvent is recommended).
5. Remove remaining fasteners from packaging and place on clean shop rag, clean threads as required, **(do not unnecessarily remove rust preventative)**.

6. 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.
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. (DO NOT APPLY LUBE TO THE WASHERS)
13. Install main cap nuts hand tight. Washers 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 TorquePoint assembly lube, can sustain the following nominal torque inputs 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*****

SHBE Stud w/NB8F Nut
1/2-20 threads

Torque: **110 ft-lbs**

Typical Clamp Load: **16,500 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.