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INSTALLATION METHOD

FOR HEAD STUD KITS

Kit Number: KO44-HO2H

Application: **Dodge Cummins
Diesel 24V, 5.9L & 6.7L, '98-
Current**



Point One, LLC

MAILING: PO BOX 677
ROGERSVILLE, MO 65742

SHIPPING: 11 WHITE OAK ROAD,
ROGERSVILLE, MO 65742

Kit: KO44-HO2H Alloy: H260 Socket Required: 14MM

KIT CONTENTS

(20) SW5H Stud, MJ12x1.75 x MJ12x1.25 threads, 6.325" OAL, H260, plain finish

(6) SW6H Stud, MJ12x1.75 x MJ12x1.25 threads, 6.625" OAL, H260, plain finish

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

(26) WA6T Flat Washer, 12MM diameter, hardened and ground, black oxide finish

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

FASTENER INSTALLATION

(NOTE: INSTALLATION OF THIS KIT IN A STOCK APPLICATION MAY REQUIRE MODIFICATION OF THE ROCKER ARM COVER TO ALLOW CLEARANCE FOR THE WASHER AND NUT IN AT LEAST ONE LOCATION, WE RECOMMEND USING A PROFESSIONAL ENGINE MACHINE SHOP FOR THOSE MODIFICATIONS)

(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 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 #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 assembly 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 #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 #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 International Compound #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*****

SW5H, SW6H Stud w/NE9F Nut, MJ12x1.25 threads

Torque: **80 ft-lbs**

Typical Clamp Load: **18,500 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.