

# FASTENER TORQUE RECOMMENDATIONS

Listed are the recommended torque values for most ARP fasteners. Recommended torque is equal to 75% of the fastener's yield strength. **THE TORQUE VALUES REPRESENTED HERE ARE INTENDED TO BE FOR GENERAL INFORMATION, NOT FOR SPECIFIC INSTALLATIONS.** In special instances, where supplied instructions deviate from the torque values recommended here, always follow the instructions. Simply read down to

the correct fastener size, then across to find the torque value for your application. Seal torque values are based on the coarse thread yield strength and torque being applied to the fine thread i.e. 7/16-14 into the block and torque applied to 7/16-20 (threaded end). **NOTE: ALWAYS LUBRICATE FASTENERS PRIOR TO APPLYING TORQUE TO ENSURE ACCURATE READINGS.**

## Recommended Torque to Achieve Optimum Preload (Clamping Force) Using ARP Moly Assembly Lubricant or 30-wt. oil - Torque (ft.lbs.) - Preload (lbs.)

Note: For those using Newton-meters as a torquing reference, you must multiply the appropriate ft.lbs. factor by 1.356

Thread Size and Type	Fastener Tensile Strength (PSI)								
	175,000/180,000 (1,171 N/mm <sup>2</sup> )			190,000/200,000 (1,309 N/mm <sup>2</sup> )			220,000 (1,515 N/mm <sup>2</sup> )		
	Torque w/30 wt. oil <small>(not recommended)</small>	Torque w/ARP Moly	Preload	Torque w/30 wt. oil <small>(not recommended)</small>	Torque w/ARP Moly	Preload	Torque w/30 wt. oil <small>(not recommended)</small>	Torque w/ARP Moly	Preload
1/4" stud	12	10	3,904	14	11	4,280	15	12	4,755
1/4-20	13	10	3,904	14	11	4,280	16	13	4,755
1/4-28	14	11	4,344	16	13	4,667	18	14	5,430
5/16" stud	25	20	6,264	28	22	7,047	30	25	7,830
5/16-12	26	21	6,264	29	23	7,047	30	26	7,830
5/16-24	28	22	6,948	30	25	7,817	35	28	9,685
3/8" stud	45	35	9,270	50	39	10,420	50	44	11,595
3/8-16	46	36	9,270	51	41	10,420	51	45	11,595
3/8-24	50	39	10,512	57	44	11,826	63	49	13,140
7/16" stud	71	56	12,720	80	63	14,310	89	70	15,900
7/16-14	73	58	12,720	82	65	14,310	91	72	15,900
7/16-20	80	62	14,220	90	70	15,998	100	78	17,775
1/2" stud	109	84	16,980	122	95	19,116	135	105	21,240
1/2-13	111	86	16,980	125	98	19,116	138	110	21,240
1/2-20	127	95	19,154	137	107	21,567	152	119	23,965
5/8" stud	156	122	21,792	175	137	24,516	195	152	27,210
5/8-12	159	126	21,792	179	142	24,516	199	158	27,210
5/8-18	174	136	24,912	196	153	27,351	217	170	30,290
5/8" stud	214	167	27,072	241	187	30,456	268	208	33,840
5/8-11	220	174	27,072	247	196	30,456	275	217	33,840
5/8-18	243	189	30,660	273	212	34,490	303	236	38,325
6mm stud	10	9	2,900	-	-	-	-	-	-
6mm x 1.0	11	9	2,900	-	-	-	-	-	-
8mm stud	25	20	6,250	28	22	7,050	30	25	7,830
8mm x 1.25	25	20	6,250	28	22	7,050	-	-	-
10mm stud	54	42	10,600	70	60	12,015	68	53	13,260
10mm x 1.25	54	42	10,600	-	-	-	-	-	-
10mm x 1.50	50	38	9,500	-	-	-	-	-	-
11mm stud	80	63	14,220	90	71	15,998	100	79	17,775
12mm stud	97	77	15,540	109	86	17,480	122	96	19,425

# Ford Zetec Engine Specs

**Automotive Engine Rebuilders  
Association (U.S.)**



## Ford Zetec Engine Specs:

**High-Performance Ford Focus Builder's Handbook** Richard Holdener,2003 The sport compact performance market is hot and getting hotter and while the Honda Civic and Acura Integra have long been the dominant players in the market a newcomer is emerging as a popular car for performance modifications The Ford Focus Well built inexpensive good looking and easy to modify the Focus is quickly catching the Hondas in terms of market popularity This book shows Focus owners exactly what it takes to improve their car s performance from simple modifications like installing a new air intake to radical mods like installing a turbocharger The author also shows what those modifications can do with before and after dyno tests for each modification There s also extensive info on suspension and brake modifications for better handling and braking It s a one stop shop for those who want a sharper faster Focus Dimensions 8 3 8 x 10 7 8 inches of color photographs None inside color cover only of black and white photographs 300 *Autocar* ,2004 **Automotive Industries** ,1996 *U.K. Vet* ,2002

**Tech Specs** Ford Motor Company. Autolite Service Center,1971 **Ford Industrial Engine Power** , Engine Spec Guide Ford Frank Jackson,2009-06-01 Engine specification for ford motors only in a pocket guide **Ford Small Block V8 Racing Engines 1962-1970** Des Hammill,2014 While many will be familiar with 1960 Ford racing programmes using the very compact pushrod Small Block V8 few know the facts behind the technology employed at Ford during this time This book gives insight to the confident logical approach of engineers working at Ford s Engine Foundry Division Engineers who made outstanding technical decisions leading to many major motorsport events being won using larger capacity derivatives of the 1961 221ci Small Blo *Ford 429/460 Engines* Jim Smart,2021-12-20 Learn to make incredible horsepower from Ford s most powerful big block engine design For years Ford relied on the venerable FE big block engine design to power its passenger cars trucks and even muscle cars and why not The design was rugged reliable amortized and a proven race winner at Le Mans and drag strips across the country However as is always the case with technology time marches on and Ford had a new design with many improvements in mind Enter the 385 family of engines also known as the Lima big block Produced from 1968 1998 the 385 series engines were used in multiple applications from industrial trucks to muscle cars and luxury cruisers In *Ford 429 460 Engines How to Build Max Performance* which was written by Ford expert Jim Smart all aspects of performance building are covered including engine history and design induction systems cylinder heads the valvetrain camshaft selection the engine block and rotating assemblies The best options optimal parts matching aftermarket versus factory parts budget levels and build levels are also examined The 429 460 engines are a good platform for stroking so that is covered here as well Whether you want to build a torque monster engine for your off road F 150 a better performing version of a 1970s era smog motor for your luxury Lincoln or an all out high horsepower mill for your muscle car this book is a welcome addition to your performance library **Ford Big-Block Parts Interchange** George Reid,2017-12-15 Over the course of performance car history and specifically muscle car history big block engines are particularly beloved and for good

reason Not only are they the essence of what a muscle car is but before modern technology and stroker engines they were also the best way to make a lot of horsepower All of the Detroit manufacturers had their versions of big block engines and Ford was no exception Actually Ford was somewhat unique in that it had two very different big block engine designs during the muscle car era The FE engine was a design pioneered in the late 1950s primarily as a more powerful replacement for the dated Y block design because cars were becoming bigger and heavier and therefore necessitated more power to move What started as torquey engines meant to move heavyweight sedans morphed into screaming high performance mills that won Le Mans and drag racing championships through the 1960s By the late 1960s the design was dated so Ford replaced the FE design with the 385 series also known as the Lima design which was more similar to the canted valve Cleveland design being pioneered at the same time It didn't share the 1960s pedigree of racing success but the new design was better in almost every way it exists via Ford motorsports offerings to this day In Ford Big Block Parts Interchange Ford expert and historian George Reid covers both engines completely Interchange and availability for all engine components are covered including cranks rods pistons camshafts engine blocks intake and exhaust manifolds carburetors distributors and more Expanding from the previous edition of High Performance Ford Parts Interchange that covered both small and big block engines in one volume this book cuts out the small block information and devotes every page to the FE Series and 385 big blocks from Ford which allows for more complete and extensive coverage p p1 margin 0 0px 0 0px 0 0px 0 0px font 12 0px Arial **Ford Engine Buildups HP1531** Evan J. Smith, Muscle Mustangs Fast Fords Magazine, 2008-08-05 A guide of more than 35 complete engine buildups offering a wide variety of performance levels for several generations of Ford V8 engine families

*How to Rebuild Big-Block Ford Engines* Steve Christ, 1989-02-16 From racing to heavy duty hauling the big block Ford engine has been used successfully in Ford Motor Co vehicles ranging from full size trucks and passenger cars to the LeMans winning GT40 *How to Rebuild Big Block Ford Engines* details how you can rebuild your FE or FT engine to perfect running condition using factory stock components All rebuilding steps are covered with easy to understand text illustrated with over 500 photos charts drawings and diagrams You'll find tips on engine removal disassembly parts reconditioning assembly and installation You'll be able to do either a complete overhaul or a simple parts swap As an added bonus a complete section on parts identification and swapping is also included along with the most complete and correct listing of specifications and casting numbers available on big block Ford engines Don't put off your project any longer Rebuild your big block Ford engine today **Ford Coyote Engines: How to Build Max Performance** Jim Smart, 2016 Realize your Ford Coyote engine's full potential by using this detailed resource as a guide to select the right parts for the street or the strip Veteran Ford writer and historian Jim Smart explains and highlights all of the latest and greatest options to achieve more horsepower and torque and of course faster quarter mile times in Ford Coyote Engines *How to Build Max Performance* Some upgrades included are engine building techniques cold air induction kits supercharger and pulley kits better exhaust headers fuel system and ECU

tuning upgrades and more Both Ford and the aftermarket have produced an array of parts to squeeze even more power out of your Coyote Ford introduced its first clean slate design V 8 engines in the early 1990s in Ford Lincoln and Mercury models Known as the Modular engine family the 4 6L engines employed new overhead cams multi valve performance distributorless ignition and more This engine had new technology for its time and it proved to be an extremely durable workhorse that logged hundreds of thousands of miles in police and taxi applications as well as light duty trucks And of course hotter versions and even supercharged versions found their way into performance applications such as Mustang GTs and Cobras By 2011 Ford wanted something hotter and more current especially for its flagship Mustang GT and GT350 models which were suddenly competing with new 6 2L LS3 engines in Camaros and 6 4L Hemi engines in Challengers Enter Ford s new 5 0L Coyote engine with Twin Independent Variable Cam Timing Ti VCT it was an evolution of the earlier 4 6L and 5 4L Modular designs Although the new Coyote engine had increased displacement it still had far fewer cubes than the competition Despite less displacement the Coyote could hold its own against bigger Chevy and Chrysler mills thanks to advanced technology such as 4V heads with better port and valvetrain geometry The Coyote is also Ford s first foray into technology that includes Ti VCT and cam torque actuated CTA function which is a fancy way of saying variable cam timing for an incredible power curve over a broader RPM range Even with all of this new technology there is always room for improvement If you are looking for even more power from your new Coyote look no further than this volume *How to Power Tune Ford V8* Des Hammill,2003 Covers limitations of standard components component modifications component interchanges blueprinting and professional build tips [How to Build Max-Performance Ford FE Engines](#) Barry Rabotnick,2010 The Ford FE Ford Edsel engine is one of the most popular engines Ford ever produced and it powered most Ford and Mercury cars and trucks from the late 1950s to the mid 1970s For many of the later years FE engines were used primarily in truck applications However the FE engine is experiencing a renaissance it is now popular in high performance street strip muscle cars and even high performance trucks While high performance build up principles and techniques are discussed for all engines author Barry Rabotnick focuses on the max performance build up for the most popular engines the 390 and 428 With the high performance revival for FE engines a variety of builds are being performed from stock blocks with mild head and cam work to complete aftermarket engines with aluminum blocks high flow heads and aggressive roller cams *How to Build Max Performance Ford FE Engines* shows you how to select the ideal pistons connecting rods and crankshafts to achieve horsepower requirements for all applications The chapter on blocks discusses the strengths and weaknesses of each particular block considered The book also examines head valvetrain and cam options that are best suited for individual performance goals Also covered are the best flowing heads rocker arm options lifters and pushrods In addition this volume covers port sizing cam lift and the best rocker arm geometry The FE engines are an excellent platform for stroking and this book provides an insightful easy to follow approach for selecting the right crank connecting rods pistons and making the necessary block modifications This is

the book that Ford FE fans have been looking for **Ford Engine Specifications, 1977-1978** Automotive Engine Rebuilders Association (U.S.),1978 Ford Engine Specifications, 1975-1976 Automotive Engine Rebuilders Association (U.S.),1977 **Ford Engines** James William Sanderman,1955 *Ford Cleveland 335-Series V8 Engine 1970 To 1982* Des Hammill,2011 Years of meticulous research have resulted in this unique history technical appraisal including tuning and motorsports and data book of the Ford V8 Cleveland 335 engines produced in the USA Canada and Australia including input from the engineers involved in the design development and subsequent manufacture of this highly prized engine from its inception in 1968 until production ceased in 1982 **Ford Coyote Engines - Revised Edition** Jim Smart,2022-02-15 Realize your Ford Coyote engine s full potential by using this detailed resource as a guide to select the right parts for the street or the strip Veteran Ford writer and historian Jim Smart explains and highlights all of the latest and greatest options to achieve more horsepower and torque and of course faster quarter mile times in Ford Coyote Engines How to Build Max Performance Revised Edition In this Revised Edition now covering Generation III engines as well as Generation I it was an evolution of the earlier 4 6L and 5 4L Modular designs Although the new Coyote engine had increased displacement it still had far fewer cubes than the competition Despite less displacement the Coyote could hold its own against bigger Chevy and Chrysler mills thanks to advanced technology such as 4V heads with better port and valvetrain geometry The Coyote is also Ford s first foray into technology that includes Ti VCT and cam torque actuated CTA function which is a fancy way of saying variable cam timing for an incredible power curve over a broader RPM range Now in Generation III Ford has implement a system using both Port and Direct Fuel Injection taking advantage of the benefits of both systems in a single application Even with all of this new technology there is always room for improvement If you are looking for even more power from your new Coyote look no further than this volume

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