

INSTALLATION METHOD FOR MAIN STUD KITS

Part Number: 224-5000 **Application:** Chevy Cam 1976 Series small block

1. To assure proper thread engagement and accurate initial loadings, clean ALL threads in the block. Clean the threads (pressure wash or Thread Chaser)
2. Clean and inspect all hardware prior to installation. Look for obvious defects or shipping damage. (Use proper fit, length and direction)
3. Remove studs (if the studs were never fitted) from the block.
NOTE: A LOCKTITE MAY BE USED IF A PRELUBRICANT IS PROVIDED ON THE STUDS IN INSTALLATION. THE PRELUBRICANT, HOWEVER, MUST BE TORQUED PROPER TO THE LOCKTITE INSTRUCTIONS.
4. Install the main caps and washers for loading or misalignment
5. Lubricate the stud threads and the nuts with AAMP UL-TRAL TORQUE FASTENER ASSEMBLY LUBRICANT. Then install the nuts into the studs and tighten them hand tight. AAMP recommends using the AAMP UL-TRAL TORQUE FASTENER ASSEMBLY LUBRICANT that is provided with each kit as opposed to motor oil. This is due to higher friction on the studs as well as consequences to the changing forces of the fasteners when motor oil or other low quality lubricants are used.

PRELOAD (TORQUE) RECOMMENDATIONS

6. Following the manufacturer's recommended torque sequence, torque the nuts and bolts in three equal steps to the specifications listed below with AAMP UL-TRAL TORQUE FASTENER ASSEMBLY LUBRICANT.

Inner studs – 8.775 long .50 8.5in

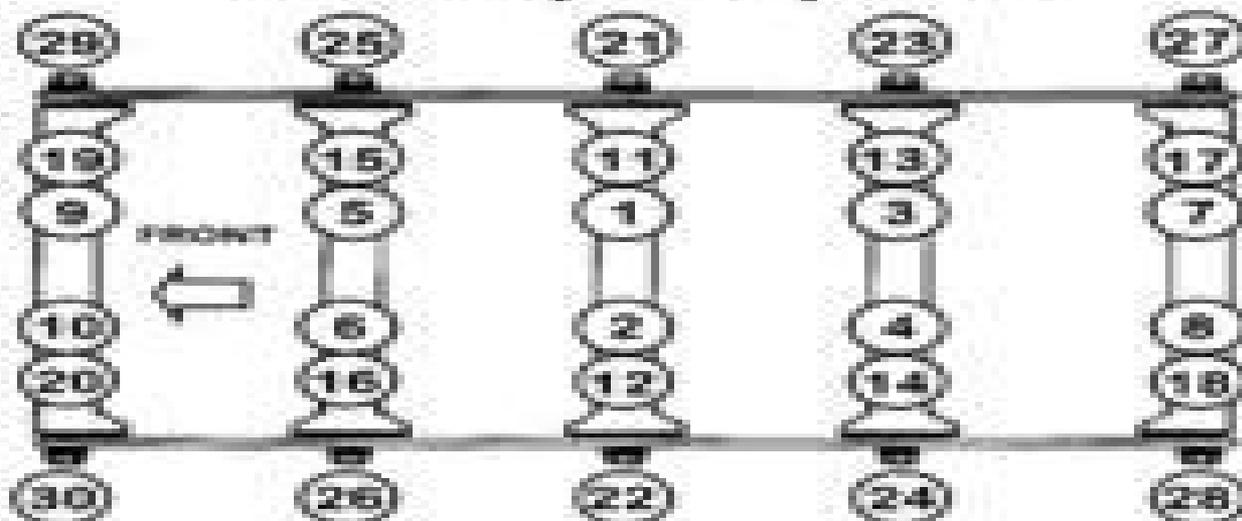
MS outer bolts .20 8.5in use 17% overtorque the head of bolt

Outer studs – 8.550 long .50 8.5in

Washer long nuts .20 8.5in

FOOTNOTE: When changing from factory fasteners to high strength fasteners, changing from steel and aluminum will change stresses. It will be necessary to check the main bearing cover for proper size and fit of main bolts. After installation of the studs and align them the cylinder head if necessary. The main frame should always be align front integral case fasteners and cylinder which will be checked during final engine assembly at the recommended level.

Bolt Torque Sequence



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How to Restore Your Camaro 1967-1969 Tony E. Huntimer,2010 Covers all major systems components Cover How to Build Killer Chevy Small-Block Engines Mike Mavrigian,2019-12-15 Learn how to get the most horsepower out of the tried and true small block Chevy platform in this all new full color guide Whether you are a hot rodder a custom car owner or a muscle car guy you are always going to be looking for the latest and greatest Chevy small block performance information This book is a valuable resource on all the latest for the Chevy small block owner How to Build Killer Chevy Small Block Engines covers all the major components such as blocks crankshafts rods and pistons camshafts valvetrain oiling systems heads intake and carburetor and ignition systems In addition this book contains a large section on stroker packages Also featured are the latest street heads from AFR Dart RHS World Products and other prominent manufacturers While the design is more than 60 years old the aftermarket for this powerplant is still developing An in depth highly detailed example of a popular build format is featured offering a complete road map to duplicate this sample build This build achieved over 700hp from 422 cubic inches While the GM LS engine family has earned a strong following and is currently the hottest small block in the enthusiast market the Gen I Chevy small block engine retains a strong following with the massive number of these engines still in use throughout the hobby They are durable affordable and a very well supported platform **Small-Block Chevrolet** Larry Atherton,Larry Schreib,2015-01-15 The small block Chevrolet is easily the most popular V 8 engine ever built It was introduced in 1955 and remained in production until the mid 1990s powering legendary cars such as the 1955 1957 Chevys Camaros Impalas Novas Chevelles and of course the most popular sports car of all time the Corvette Of course whether restoring or modifying one of these classics the time comes when your small block Chevy needs rebuilding This updated version of Small Block Chevrolet Stock and High Performance Rebuilds is a quality step by step Workbench book that shows you how to rebuild a street or racing small block Chevy in your own garage It includes more than 600 color photos and easy to read text that explains every procedure a professional builder uses to assemble an engine from crankshaft to carburetor Detailed sections show how to disassemble a used engine inspect for signs of damage select replacement parts buy machine work check critical component fit and much more Performance mods and upgrades are discussed along the way so the book meets the needs of all enthusiasts from restorers to hot rodders Small Block Chevrolet Stock and High Performance Rebuilds is a must have for every small block Chevy fan LS Gen IV Engines 2005 - Present Mike Mavrigian,2018-08-15 p p1 margin 0 0px 0 0px 0 0px font 12 0px Arial The GM LS Gen IV engine dominates the high performance V 8 market and is the most popular powerplant for engine swap projects In stock trim the Gen IV engines produce class leading horsepower The Gen IV s rectangular port heads flow far more air fuel than the Gen III cathedral port heads However with the right combination of modification procedures and performance parts you can unlock the performance potential of the Gen IV engines and reach almost any performance target Engine building and LS expert Mike

Mavrigian guides readers through the best products and modification procedures to achieve maximum performance for a variety of applications To make more horsepower you need to flow more air and fuel into the engine therefore how to select the industry leading aftermarket heads and port the stock heads for superior performance are comprehensively covered The cam controls all major timing events in the engine so determining the best cam for your engine package and performance goals is revealed But these are just a few aspects of high performance Gen IV engine building Installing nitrous oxide or supercharger systems and bolting on cold air intakes aftermarket ignition controls headers and exhaust system parts are all covered in detail The foundation of any engine build is the block and crucial guidance for modifying stock blocks and aftermarket block upgrade advice is provided Crankshafts pistons and rods valvetrain oiling systems intakes and fuel injection cooling systems are all covered so you can build a complete high performance package Muscle car owners LS engine builders and many enthusiasts have migrated to the Gen IV engine platform so clear concise and informative content for transforming these stock engines into top performers for a variety of applications is essential A massive amount of aftermarket parts is available and this provides guidance and instructions for extracting top performance from these engines If you re searching for an authoritative source for the best components and modifications to create the ultimate high performance packages then you ve found it LS Engine Parts Interchange: 1997-2020 Joseph Potak,Jefferson Bryant,2025-04-15 Mix and match parts for your LS engine to maximize power on a budget With its debut in 1997 the General Motors LS series engine arguably became the most popular V 8 engine in the world It was first offered in Corvettes and then migrated to the entire General Motors lineup where V 8s were offered and millions have been manufactured These engines are compact powerful and abundantly available through salvage yards and crate engine programs Due to being manufactured for more than 20 years many versions of the LS engine platform exist including more than 30 variants Many parts are interchangeable but some are not In LS Engine Parts Interchange 1997 2020 veteran LS engine authors Joseph Potak and Jefferson Bryant present a wealth of knowledge regarding which parts work well together and which parts do not Parts that are covered include engine blocks rotating assemblies cylinder heads camshafts and the valvetrain oiling systems intake manifolds electronic engine controls and more Which cam works best for your application Perhaps you are interested in building a stroker with factory parts Can you retrofit the free flowing Gen IV heads onto a Gen III block This book covers each of these topics If you would like to extract more horsepower using all factory parts if you want to plan for a swap or if you simply want to know more about the entire LS engine family this book is a vital resource **Jeep Cherokee XJ Advanced Performance Modifications 1984-2001** Eric Zappe,2014-03-01 The Jeep Cherokee is one of the most prolific and rugged sport utility vehicles in history Throngs of off roading enthusiasts have chosen the Cherokee for navigating over the toughest terrain climbing rocks and trail driving but these unibody 1984 2001 models have much room for improvement to become the best off road vehicles In Jeep Cherokee XJ Advanced Performance Modifications 1984 2001 author Eric Zappe

explains how to transform a stock Cherokee into the toughest and most capable off road 4x4 SUV The author details the buildup right combination of parts and products and modifications necessary to build an aggressive off road rig He also shows how to weld and gusset the frame in critical areas Installing a three and four link suspension system is also profiled so the Cherokee delivers greater travel and better off road handling Suspension and frame modifications are necessary to run large wheels and tires And these wheels and tires are essential for traction performance and ground clearance in extreme off road situations Swapping in Dana 44 Dana 60 and Ford 9 inch axles delivers superior performance and durability which is covered as well In addition how to modify the Jeep inline 6 cylinder engine for increased displacement and performance is revealed All of the most popular and effective mods parts and upgrades for a dedicated off road Cherokee are covered If you ve been looking for the one guide to build the most capable off road Cherokee you ve found it *John Lingenfelter on Modifying Small-Block Chevy Engines* John Lingenfelter,1996-01-01 John Lingenfelter has been building racing and winning with small block Chevy engines since 1972 when he arrived on the drag racing scene This book offers many of his trademark power producing techniques that have led to victory on the drag strip as well as on the Bonneville salt flats where he set top speed records in his class *Mustang Performance, 1988-1996* Hot Rod Magazine,Hot Rod Magazine Staff,Best of Hot Rod Magazine,1998-12 Mustang Performance 1988 1996 Subtitled The Best of Hot Rod Magazine Volume 4 Ford fired the first shot in the pony car war with its legendary 1964 1 2 Mustang In this information packed volume The Best of Hot Rod Magazine highlights Ford s street strong GT 4s Saleens 289s 32s 351s 428s drag and street suspensions in various arenas in a variety of valuable technical and performance articles **Low Rider** ,2004 **Software Assessments, Benchmarks, and Best Practices** Capers Jones,2000 Teaching software professionals how to combine assessments qualitative information and benchmarking quantitative information this text aims to encourage better software analysis **Engineering** ,1939-07 *Industrial Equipment News* ,1970 Science Abstracts ,1942 **289 Hipo Engine Build-Up 40 Years Later** Mark R. Taeschner BSEE,2011-01-14 Mark R Taeschner is an Electrical Engineering graduate of Seattle University 1990 now residing in Washington state With 21 years experience as an engineer aka ENGINE eer coupled with 25 years experience restoring vintage Mustangs have invoked intense study and research leading up to THE NEED to write this book as a SHOP Manual The author expresses his opinion only based upon his own experience in engine build ups for road street and drag racing and expresses complete indemnity from any and all liability for the build ups of other 289 or other engines based upon documented procedures and pictures shown in this documentary This book is written for educational purposes ONLY This book is U S Copyrighted 2005 TX0006155002 All photos shown were donated or taken during the build process of a stock 1965 numbers matching HiPo 289 This book is dedicated to my sons Cole James Joey and daughter Molly I love you all and hope this book will bring you a good memory of me now and in the future Special thanks to my friend Philip M Schatzer for continuously proofreading this material My 1965 Mustang Fastback 5R09K141894 is a numbers matching 289 HiPo four

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