



2011-up 3.7L V6 Mustang
2011-up 3.7L V6 F-150
2010-up 3.5L V6 Edge Taurus

2011-up EcoBoost F-150
2010-up Taurus SHO

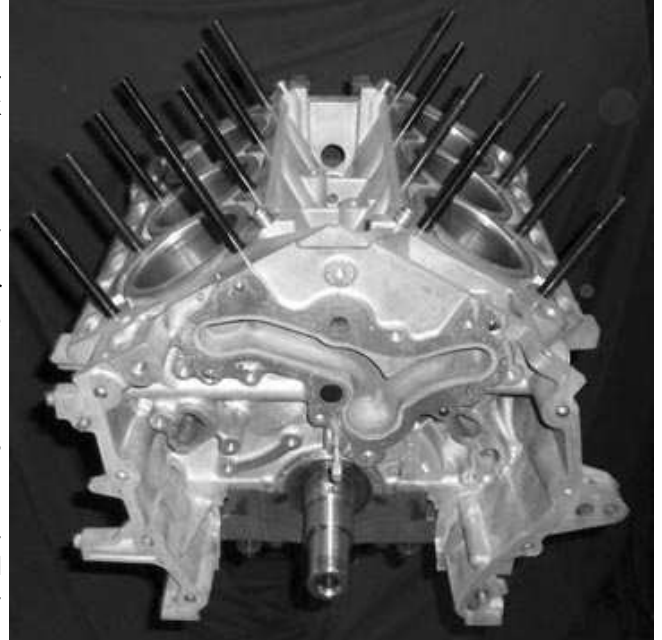
Engine Fasteners

We have a whole line of custom **ARP** high strength reusable fasteners to replace the one-time use factory torque-to-yield stock fasteners for Cyclone and EcoBoost engines.

Head studs: ARP 2000 high strength head studs with reduced shank designed specifically for aluminum block applications, includes hardened large diameter washers and nuts. Best head studs available for the Cyclone and EcoBoost. Recommended for big boost forced induction or nitrous applications when absolute best head clamping force for head gasket retention is required: **\$425**

Head studs: ARP high strength head studs, hardened washers and nuts: **\$305**

Head bolts: ARP head bolts. These are high strength direct replacement head bolts and large diameter hardened/chamfered washers. We prefer these high strength bolts for most in-car cylinder head installations, read why below: **\$225**



Head Studs vs Head Bolts for in-car cylinder head installation

On Cyclone/EcoBoost heads, the oil return galleries that drain oil back to the pan are located right beside the outer head bolt holes. These galleries are large enough that a dropped washer or nut can very easily drop straight down into the oil pan or become wedged into the oil return gallery. If you are so lucky as to drop a nut or washer and find it wedged in the gallery, all you have to do is remove the head and retrieve it with a magnet or hook and start over. However, if it drops all the way into the pan, and there is a chance that it will, you are in trouble because you have to remove the oil pan to retrieve it and this requires that the engine be removed from the vehicle or at least jacked up out of the engine bay to get the pan off. The likelihood of this happening is very; small oily washers and nuts are easily dropped because the head bolt hole is recessed in a deep pocket. So you decide, head studs or head bolts? If you decide on head studs, block the oil galleries during installation, but don't forget to clear them after the head studs are installed.

Main cap studs: ARP 2000 high strength main stud kit, includes main cap studs, hardened washers and nuts, direct fit, no block machining necessary: **\$245**

Main cap girdle studs: ARP 2000 high strength main cap girdle studs kit, includes studs, hardened washers and nuts, no block machining necessary: **\$295**

Main cap side bolts: ARP 2000 high strength side bolts and hardened washers, no block machining required: **\$125**

Rod bolts: ARP 2000 high strength rod bolts. If you are replacing the stock hypereutectic pistons with our forged pistons, replace the stock rod bolts with our high strength rod bolts for added integrity in higher RPM, boost or nitrous applications: **\$195**

