

## 2.0L Ford Duratec

ISSUE DATE: March 2009

## TORQUE WRENCH SETTINGS

Specifications subject to change without prior notice

### MAIN CAP BOLTS- STD

**\*\*IF REMOVED THESE MUST BE REPLACED WITH ARP STUD KIT\*\***

### MAIN CAP ARP STUDS

60lb Using ARP lube

### BIG END BOLTS

### STANDARD TYPE ROD BOLTS

**\*\*IF REMOVED THESE MUST BE REPLACED WITH ARP ROD BOLTS\*\***

### Heavy Duty Rods Bolts for Standard Rods

RB – **See separate assembly sheet**

### Heavy Duty Rods Bolts for Steel Rods

RB - **See separate assembly sheet**

**NOTE:** - *When assembling the bolts, as of 2002, the manufacturers recommend only using ARP assembly lubricant as supplied, under the heads and on the threads and torque up to. These are lower torque settings than would have been used with normal oil. We cannot be held responsible for rod bolt stretch when an uncalibrated torque wrench has been used.*

### OIL PUMP BOLTS

### CRANK BOLT

GRAPHITE GREASE UNDER HEAD & WASHER, OIL THREAD

STAGE 1 – 74 LB/FT

STAGE 2 – 90 Degrees

## **CAM CAPS**

STAGE 1 - 5 LB/FT  
STAGE 1 - 12 LB/FT

## **CAM PULLEY BOLT (Vernier Cam Pulley)**

12 LB/FT

## **SUMP BOLTS**

*243 LOCTITE*

ALLOY SUMP – 18LB/FT  
DRY SUMP-----18LB/FT

## **FLYWHEEL BOLTS, Std**

STAGE 1 – 37 LB/FT  
STAGE 2 – 59 LB/FT  
STAGE 3 – 83 LB/FT

## **FLYWHEEL BOLTS, ARP**

*Graphite grease under head of 243 LOCTITE on threads*

STAGE 1 – 85lb/ft (115NM)  
STAGE 2 – 105lb/ft (142NM)

## **CYLINDER HEAD BOLTS**

*GRAPHITE GREASE UNDER HEADS & WASHERS, OIL THREADS*

*\*\*SEE SEPARATE SHEET FOR TIGHTNING SEQUENCE\*\**

STAGE 1 – 4 LB/FT  
STAGE 2 – 11 LB/FT  
STAGE 3 – 33 LB/FT  
STAGE 4 – 90\*  
STAGE 5 – 90\*

## **ARP HEAD STUD KIT**

60 LB/FT Only (Using ARP lube)

**2.0L Duratec HEAD BOLT  
TIGHTENING SEQUENCE**

<b>8</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>9</b>
<b>7</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>10</b>

**2.0L Duratec HEAD BOLT  
REMOVAL SEQUENCE**

<b>4</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>1</b>
<b>3</b>	<b>7</b>	<b>10</b>	<b>6</b>	<b>2</b>