

ARP Head and Main Stud details 2019V1

While great care has been taken to ensure the accuracy of all information, **THE STARTING GRID** cannot be held responsible for mistakes and errors, whatsoever,

Car make and model:	Part#	Length mm.	Block side / Thread and length mm.		Nut side / Thread and length mm.		Qty.	Quality	Torque Nm*
BMC / TRIUMPH									
A-Series HSK, Rocker shaft	206-4201	108,0	3/8" UNC	17,0	3/8" UNF	30,5	5	8740	61
		143,5	3/8" UNC	15,5	3/8" UNF	29,0	4		61
		76,2	5/16" UNC	14,0	5/16" UNF	29,0	2		N.A.
		79,5	5/16" UNC	15,0	5/16" UNF	29,0	2		N.A.
A-Series HSK, Rocker shaft	206-4204	108,0	3/8" UNC	18,0	3/8" UNF	31,0	7	8740	61
		143,5	3/8" UNC	15,5	3/8" UNF	29,0	4		61
		76,2	5/16" UNC	14,0	5/16" UNF	29,0	2		N.A.
		79,5	5/16" UNC	15,0	5/16" UNF	29,0	2		N.A.
A-Series (Shorted version), Rocker shaft	206-4206	101,5	3/8" UNC	19,0	3/8" UNF	19,0	7	8740	61
		143,5	3/8" UNC	15,5	3/8" UNF	29,0	4		61
		76,0	5/16" UNC	14,5	5/16" UNF	29,0	2		N.A.
		79,5	5/16" UNC	14,5	5/16" UNF	29,0	2		N.A.
A-Series MSK	206-5401	89,0	7/16" UNF	24,0	7/16" UNF	26,0	6	8740	108
B-Series HSK, Rocker shaft	206-4202	160,0	3/8" UNC	19,0	3/8UNF	28,0	4	8740	61
		117,0	3/8" UNC	19,0	3/8" UNF	25,0	7		61
		95,5	5/16" UNC	16,0	/16" UNF	28,0	4		N.A.
BMC B-Series 3-main MSK	206-5402	83,4	1/2" UNF	26,5	1/2" UNF	23,0	6	8740	149

BMC B-Series MSK	206-5403	83,5	1/2" UNF	27,0	1/2" UNF	23,5	10	8740	149
Triumph GT6 / TR6	206-4205	123,0	7/16" UNF	8,0	7/16" UNF	24,5	14	8740	109
Triumph Spitfire	206-4203	108,0	3/8" UNF	19,0	3/8" UNF	24,5	10	8740	61
Triumph TR4	206-4207	127,0	1/2" UNC	18,0	1/2" UNF	30,0	3	8740	149
		140,0					3		
		228,8					4		
Triumph TR7 HSK	206-4208	-	-	-	-	-	-	8740	109
Triumph TR7 MSK	206-5404	89,0	7/16" UNF	23,0	7/16" UNF	25,0	10	8740	109
Austin Healey 6Cyl. MSK	206-5405	83,5	1/2" UNF	26,5	1/2" UNF	24,0	8	8740	149
<u>BMW / MINI / BMW "MOTORRAD"</u>									
2002, 318i, 320i, M10	201-4601	175,5	M12	21,0	M12 x 1,25	26,5	10	8740	122
2,3l (S14) 4 Cyl. HSK	201-4605	124,5	M12 x 1,75	23,5	M12 x 1,25	25,5	10	8740	129
2,3L 4 Cyl. S14, 1,5L + 2,0L M 10	201-5001	95,3	M10 x 1,50	25,0	M10 x 1,25	25,0	10	8740	81
530,535,635,735, M30	201-4602	175,5	M12	21,0	M12 x 1,25	26,5	14	8740	122
Replacement for 201-4603, 2,5L 6 Cyl. M50, S50US, M52US	201-4302	114,5	M10 x 1,50	24,0	M10 x 1,25	26,5	14	2000	116
2,5L 6 Cyl. M50, S50US, S52 US, 2,8L M52 MSK	201-5000	95,3	M10 x 1,50	25,0	M10 x 1,25	25,0	14	8740	81
E46 M3-S54 MSK	201-5002	101,5	M10 x 1,50	24,0	M10 x 1,25	24,0	14	8740	81
E46 3,2L M3-S54 HSK	201-4303	118,0	M11 x 1,50	24,0	7/16" UNF	26,0	14	2000	142
E30 M20 2,5L 6Cyl. HSK	201-4305	165,0	M10 x 1,50	18,0	M10 x 1,25	25,0	14	8740	95
V8 M62	BN5.014-2MVH	124,5	M10 x 1,50	23,5	M10 x 1,25	33,0	20	-	81
V8 S65 4,0L	201-4307	128,0	M10 x 1,50	34,0	M10 x 1,25	25,0	20	2000	102
Mini Cooper, Tritec engine W10, W11	201-4301	170,5	M10 x 1,50	28,5	M10 x 1,25	22,5	10	8740	88
Mini Cooper Head-bolt-Kit	206-3601	149 UHL	M10 x 1,50	38,0	-	-	10	8740	81
		106,5	M8 x 1,25	21,0	M8 x 1	21,0	2		47

1,6l, 4 Cyl. HSK, Peugeot engine, N12, N14, N16, N18	201-4304	155,0	M10 x 1,50	36,5	M10 x 1,25	25,0	10	2000	2
		35 UHL	M8 x 1,25	20,5			1		34
Mini Cooper 1,6l (N12 / N14 / N16 / N18) MSK	201-5401	139,8	M9 x 1,25	40,3	M9 x 1	25,5	10	8740	68
		30 UHL	M8 x 1,25	17,0	-	-	16		16
		55 UHL	M6 x 1,00	22,5	-	-	2		-
S 1000 RR HSK	201-4306	115,6	M8 x 1,25	11,0	M8 x 1	24,0	10	8740	47
S 1000 RR MSK	201-5201	95 UHL	M9 x 1,25	31,0	-	-	12	8740	68
		75 UHL	M8 x 1,25	17,5	-	-	4		15
		57,5 UHL	M6 x 1,25	25,0	-	-	1		41
		40 UHL	M6 x 1,00	17,0	-	-	2		15
CHEVROLET									
SB Chevy (Bolts)	234-3701	44,5 UHL	7/16" UNC	28,0	-	-	16	8740	95
		77,5 UHL	7/16" UNC	28,0			4		
		96 UHL	7/16" UNC	28,0			14		
SB LS1 (Cast Iron) MSK	234-5608	115,5 (Outer)	M10 x 2	27,0	M10 x 1,25	39,5	10	8740	81
		115,5 (Inner)	M10 x 2	27,0	M10 x 1,25	39,5	10		68
		25 UHL	M8 x 1,25	25,0	-	-	10		27
SB LS1 Pro Series12PT HSK	234-4317	130,5	M11 x 2,00	42,0	7/16" UNF	26,0	20	8740	108
		65,0	M8 x 1,25	28,5	5/16" UNF	19,5	10		34
Gen IV 6,2 L LS9	230-3701	106 UHL	M12 x 1,75	-	-	-	20	2000	177
		45 UHL	M8 x 1,25	-	-	-	10		34
FORD									
2,0l Zetec	251-4702	124,5	M10 x 1,50	23,5	M10 x 1,25	33,0	10	8740	81

2,0l Zetec	151-5404	85,0	M11 x 1,50	25,5	7/16" UNF	25,5	10	8740	108
2,0l Zetec EuroSec MSK	151-5406	101,5	M11 x 1,50	26,0	7/16" UNF	26,0	10	8740	108
2,3l Duratec´03 HSK	151-4204	155,0	M10 x 1,25	33,0	M10 x 1,25	27,0	10	8740	81
2,3l 4CYL MSK ECO BOOST	151-5407	114 (121,4)	M10 x 1,50	29 (237)	M10 x 1,25	25,0	10	8740	95
Duratec MSK	151-5405	126,0	M10 x 1,25	33,0	M10 x 1,25	27,0	10	-	81
2,5l Duratec V6	253-4701	-	-	-	-	-	-	-	81
Focus ST / RS B5254 5 Cylinder	251-4703	180,0	M12	38,0	M12 x 1,25	25,0	12	2000	143
Sierra / Escort Cosworth YB	251-4701	137,0	M12	26,5	M12 x 1,25	29,0	10	8740	122
Escort 1600cc HSK	151-4203	150,0	M10 x 1,50	25,0	M10 x 1,25	25,0	10	8740	81
Inline 6, 240-300 cid	152-4201	-	-	-	-	-	-	8740	108
Pinto 2000cc, OHC	151-4201	117,0	M12 x 1,25	25,0	M12 x 1,25	25,0	10	8740	122
Pinto 2300cc HSK	151-4202	-	-	-	-	-	-	8740	122
1,6l 4 Cyl HSK ECO BOOST	251-4302	153,5	M10 x 1,50	30,0	M10 x 1,25	25,0	10	8740	95
2,3l 4 Cyl HSK ECO BOOST	151-4301	163,8	M10 x 1,25	40,5	M10 x 1,25	26,0	10	8740	102
Pinto MSK	151-5401	100,5	M12 x 1,25	31,0	M12	28,5	10	8740	122
Escort 1600 4-Cyl 2-Bolt MSK	151-5403	101,0	M12 x 1,75	30,0	M12 x 1,25	28,0	10	8740	122
289-302 early 351W HSK	254-4701	83,5	7/16" UNC	23,0	7/16" UNF	23,0	10	8740	108
		127,0	7/16" UNC	25,0	7/16" UNF	23,0	10	8740	-
Modular 4,6l, 2v + 4V HSK	156-4301	228,5	M11 x 1,50	50,0	3/8" 20G	25,0	20	8740	108
2,5 L B5254 5Cyl.´05 and later MSK	251-5801	55,0	M7 x 1,00	17,0	M7 x 1	20,0	5	8740	20
		90,2	M8 x 1,25	17,0	M8 x 1,25	20,0	9	8740	34
		81,5	M8 x 1,25	17,0	M8 x 1,25	20,0	3	8740	34
		126,5	M10 x 1,50	28,0	M10 x 1,25	25,0	12	8740	88
HONDA									

Acura B18A1	208-4302	-	M11	-	-	-	-	8740	108
Acura VTEC B18C1, GSR	208-4303	184,0	M11 x 1,50	35,0	7/16" UNF	26,0	10	8740	108
Acura B18LI MSK	208-5403	101,5	M11 x 1,50	25,0	7/16" UNF	25,0	4	-	108
		128,5		27,0			6	8740	
B16A	208-4601	180,5	M11 x 1,50	34,0	7/16" UNF	25,5	10	8740	108
B20B, with B16A Head	208-4306	184,0	M11 x 1,50	34,0	7/16" UNF	26,0	10	8740	108
Civic D16Y HSK	208-4305	145,0	M10 x 1,25	35,0	M10 x 1,25	26,0	10	8740	81
F20 S2000	208-4702	177,5	M12 x 1,50	29,0	M12 x 1,25	31,0	10	8740	129
Honda D16Z HSK	208-4301	163,5	M10 x 1,25	32,0	M10 x 1,25	26,0	10	8740	81
Honda H22A4, VTEC	208-4304	233,5	M12 x 1,50	35,5	M12 x 1,25	25,0	10	8740	122
H23A	208-4307	-	-	-	-	-	10	8740	122
K20A (A2 & A3) HSK	208-4701	167,5	M11 x 1,50	30,0	M11 x 1,25	26,5	10	8740	108
B16 & VTEC MSK	208-5402	112,0	M11 x 1,50	25,0	7/16" UNF	25,0	2	8740	108
		102,0					8		
JAGUAR									
6-Cylinder	BQ7.561-2V	165,1	7/16" UNF	22,0	7/16" UNF	20,0	12	-	-
LANCIA									
Delta 2,0l 16V HSK	275-4701	190,5	M10 x 1,25	25,5	M10 x 1,25	24,0	10	8740	81
Delta 2,0l 16V MSK	175-5401	99,0	M12 x 1,25	21,3	M12 x 1,25	24,8	10	8740	108
MAZDA									
MX5	218-4701	137,0	M11 x 1,50	23,0	7/16" UNF	26,0	10	8740	108
MX5 MSK	218-5401	86,0	M10 x 1,25	24,0	M10 x 1,25	24,0	10	8740	81

2003 2,3l DOHC 16V MSK	218-5402	125,7	M10 x 1,25	32,0	M10 x 1,25	26,0	10	8740	81
2,3l DOHC 16V, 2003	218-4702	-	-	-	-	-	-	8740	-
2,0l FS-DE, 1998-2002	218-4703	-	-	-	-	-	-	8740	-
<u>MITSUBISHI</u>									
G63 HBK ab 1994	207-3900	97 UHL	M11 x 1,25	29,0	-	-	10	8740	108
2,0l, 16V, 4G63 bis 1994	207-4201	-	M12 x 1,25	-	-	-	-	8740	122
4B11 CA625+	207-4207	180,0	M11 x 1,50	35,5	7/16" UNC	22,0	10	CA625+	136
4G63 HSK	207-4701	109,0	M12 x 1,25	29,5	M12 x 1,25	25,0	10	8740	122
2,0l, 16V, 4G63 ab 1994	207-4203	114,5	M11 x 1,25	26,0	7/16" UNF	26,0	10	8740	108
2,0l, 16V, 4G63 ab 1994	207-4702	114,5	M11 x 1,25	24,0	7/16" UNF	26,0	10	8740	108
2,0l, 16V, 4G63 ab 1994	207-4302	113,0	M11 x 1,25	23,0	7/16" UNF	25,0	10	CA625+	136
2,0l, Turbo (4B11) HSK	207-4206	183,0	M11 x 1,50	42,5	7/16" UNF	22,0	10	2000	122
2,6l 4-Cyl.	207-4202	-	-	-	-	-	-	8740	122
6G72, DOHC HSK	207-4205	125,5	M12 x 1,25	28,0	M12 x 1,25	26,0	16	2000	142
2,0l, 4 Cyl.; MSK	207-5401	96,5	M10 x 1,25	24,5	M10 x 1,25	25,0	10	8740	81
2,0l, (4B11) MSK	207-5403	64,5	M8 x 1,25	25,5	M8 x 1	19,0	10	8740	43
		100,0	M10 x 1,25	38,0	M10 x 1,25	18,5			95
2,6l, 2-bolt- MSK	207-5402	100,0	M12 x 1,25	25,0	M12 x 1,25	25,0	10	8740	122
<u>NISSAN</u>									
A-12	202-4202	-	-	-	-	-	-	8740	81
A-14	202-4203	117,0	M10 x 1,50	24,0	M10 x 1,25	24,0	9	8740	81
		129,5		-					
		149,8					9		

L24, L26, L28, 6-Cyl.	202-4200	172,0	M10 x 1,50	23,0	M10 x 1,25	24,0	5	8740	81
GTR, RB26DETT	202-4207	125,0	M12 x 1,50	24,0	M12 x 1,25	28,0	14	2000	142
SR20 DET (VC)	102-4701	168,0	M11	30,0	7/16" UNF	26,0	10	8740	122
SR20 DET MSK	202-5402	128,5	M11 x 1,50	26,0	7/16" UNF	24,5	10	8740	108
VQ30, VQ35	202-4701	133,3	M11 x 1,25	30,0	7/16" UNF	25,0	16	8740	116
CA18DE / CA18DET HSK	202-4302	128,5	M11 x 1,50	26,0	7/16" UNF	24,5	10	8740	108
CA18DE, CA18DET	202-4702	129,0	M11 x 1,50	26,0	7/16" UNF	26,0	10	8740	108
RB20, RB20DET, RB25, RB25DET	202-4301	128,5	M11 x 1,50	25,0	7/16" UNF	25,0	14	8740	109
RN14, SR20DET	202-4303	187,0	M12	35,8	M12 x 1,25	31,5	10	8740	136
VR 38 HSK CA625+	202-4305	169,0	M12 x 1,25	55,0	M12 x 1,25	24,0	-	CA625+	156
GTR, RB26 DETT CACA625+	202-4208	124,0	M12 x 1,50	24,0	M12 x 1,25	27,0	14	CA625+	190
2,5l RB 25 Inline 6 Cyl HSK	202-4309	120,6	M11 x 1,50	22,0	7/16" UNF	26,0	14	2000	122
RB 26 Inline 6 Cyl. MSK	202-5403	121,4	M10 x 1,50	27,0	M 10 x 1,25	25,5	3	8740	81
		109,4		28,0			11	8740	
VR 38 MSK	202-5802	127,0	M10 x 1,50	40,0	M10 x 1,25	21,0	16	8740	95
OLDSMOBILE									
350 Diesel 2-bolt MBK	184-5002	95 UHL	1/2" UNC	31,0	-	-	10	8740	136
Diesel HSK	184-4003	103,3	1/2" UNC	32,0	1/2" UNF	54,0	2	8740	183
		125,0					16		
		159,0					2		
5,7 MSK	184-5402	112,0	1/2" UNC	32,0	1/2" UNF	31,0	2	8740	149
		127,0					8		
OPEL									

2,0l 16V	209-4301	127,0	M11 x 1,25	25,0	7/16" UNF	26,0	10	8740	108
2,0l 16V HSK	209-4701	127,0	M11 x 1,25	25,0	7/16" UNF	25,0	10	8740	108
2,0l 16V MSK	209-5401	102,0	M10 x 1,50	25,0	M10 x 1,25	23,5	10	8740	81
Insignia (A20NFT) GM 2.2 Ecotec	231-4701	184,0	M11 x 1,50	34,0	7/16" UNF			8740	109
2,5l V6	209-4302	-	-	-	-	-	-	8740	108
	209-4702	127,0	M11 x 1,25	-	7/16" UNF	-	16		
2,5l V6 MSK (only for C25XE-Saab)	209-5402	102,0	M10 x 1,50	24,0	M10 x 1,25	24,0	16	8740	81
2,5l V6 MSK (only x 25XE, X30SE, Y32SE) (8 Pcs.)	204-4302	135,0	M10 x 1,50	25,5	M10 x 1,25	25,5	10	2000	108
	BV4.456-2	85,0	M12 x 1,50	23,0	M12 x 1,25	28,0	-	-	N.A.
Omega LOTUS HSK	BV5.911-2MVC	122,0	M12 x 1,50	30,0	M12 x 1,25	30,0	-	-	-
PEUGEOT									
2,0l 16V 167PS (XU10J4RS) 300-8337 + 200-8537	BV6.386-3MC	134,2	M12 x 1,50	27,0	M12 x 1,25	25,0	10		136
PORSCHE									
944 3,0 DOHC	204-4301	167,5	M12 x 1,50	32,0	M12 x 1,25	25,0	-	8740	136
911, 930 Turbo	204-4206	164,0	M10 x 1,50	27,0	M10 x 1,50	24,0	14	8740	49
996 (engine code; 996.101.172.70)	204-4210	190,0	M10 x 1,50	33,0	M10 x 1,50	21,0	14	8740	49
2,0 +2,7 ltr. Crankcases	204-5407	110,0	M10 x 1,50	30,0	M10 x 1,25	23,0	1	8740	34
		173,0	M10 x 1,50	30,0	M10 x 1	20,0	2		
		233 UHL	M10 x 1,00	24,0	-	-	11		
3,4 - 3,6 ltr. Water cooled, non turbo HSK	204-4707	247,0	M10 x 1,50	15,0	M10 x 1,25	25,5	24	8740	81
3,4 - 3,6 ltr. Water cooled, non turbo MSK	204-5001	127 UHL	M9 x 1,25	25,0	-	-	14	8740	68
911 & 930 Transmission Mount	504.9502	76,0	M10 x 1,50	25,0	M10 x 1,50	34,0	1	8740	N.A.
		130,5		21,0		35,5	1		

911 & 930 Transmission Mount	504-9502	133,5	M10 x 1,50	21,0	M10 x 1,50	36,0	3	8/40	N.A.
		169,2		21,0		41,5			
911&930 Crank Case Through	504-9501	33,3	M6 x 1,00	12,0	M6 x 1	17,0	2	8740	N.A.
		37,5	M6 x 1,00	12,0	M6 x 1	21,0	4		
		47,5	M6 x 1,00	12,0	M6 x 1	23,0	6		
		45,5	M8 x 1,25	16,0	M8 x 1,25	25,5	3		
		47,8	M8 x 1,25	16,0	M8 x 1,25	22,5	7		
		52,8	M8 x 1,25	16,0	M8 x 1,25	28,5	3		
		53,3	M8 x 1,25	16,0	M8 x 1,25	34,0	5		
		54,6	M8 x 1,25	16,0	M8 x 1,25	30,5	15		
		71,0	M8 x 1,25	18,0	M8 x 1,25	28,5	2		
		75,0	M8 x 1,25	18,0	M8 x 1,25	30,0	1		
		76,4	M10 x 1,50	21,0	M10 x 1,50	33,5	2		
		76,0	M10 x 1,50	25,0	M10 x 1,50	33,5	2		
		100,3	M8 x 1,25	16,0	M8 x 1,25	27,5	3		
		115,8	M11 x 1,50	30,5	M10 x 1,25	30,0	1		
		129,3	M8 x 1,25	16,0	M8 x 1,25	29,0	1		
		130,5	M10 x 1,50	21,0	M10 x 1,50	35,4	1		
		133,5	M10 x 1,50	22,0	M10 x 1,50	35,0	3		
169,2	M10 x 1,50	21,0	M10 x 1,50	41,5	1				
177,2	M11 x 1,50	29,0	M10 x 1,25	21,8	2				
3,0 I & 3,3 I Crankcase Through Bolt KIT	204-5405	115,6	M11 x 1,50	29,5	M10 x 1,25	29,0	1	8740	34
		174,0	M11 x 1,50	30,5	M10 x 1	21,0	2		
		233 UHL	M10 x 1,00	25,0	-	-	11		
		115,6	M11 x 1,50	29,5	M10 x 1,25	29,0	1		

3,6 I & 3,8 I Crankcase Through Bolt KIT	204-5406	177,0	M11 x 1,50	29,5	M10 x 1,25	21,0	2	8740	50
		157 UHL	M10 x 1,50	34,0	-	-	2		
		222,5 UHL	M10 x 1,25	16,0	-	-	11		
RENAULT									
2,0I (F4R) HSK	216-4301	142,5	M12 x 1,50	28,0	M12 x 1,25	25,0	10	2000	129
Clio F4R MSK	216-5401	95,0	M10 x 1,50	15,0	M10 x 1,25	24,0	10	8740	81
ROVER									
K-Serie	206-4209	-	-	-	-	-	-	8740	0
Rover V8 HSK	206-4220	120,4	7/16" UNC	45,0	7/16" UNF	25,5	6	-	-
		92,6		44,5		26,0	14		
Rover V8 MSK	206-5420	113,4	1/2" UNC	40,0	1/2" UNF	25,0	10	-	-
SATURN									
1,9L 2 BOLT MAIN, MSK	165-5401	116,8	M10 x 1,50	24,0	M10 x 1,25	24,0	10	8740	129
SUBARU									
2,0I (FA20) 4 Cyl. HSK	260-4301	189,0	M11 x 1,25	39,0	7/16" UNF	26,0	12	2000	129
2,0I, 2,2I, 2,5I, DOHC	260-4701	195,5	M11 x 1,25	46,0	7/16" UNF	25,0	12	2000	98
EJ Serie, post 1999, SOHC	260-4702	-	-	-	-	-	-	2000	0
EJ 2,0 / 2,5I DOHC CACA625+ HSK	260-4704	195,7	M11 x 1,25	47,0	7/16" UNF	-	12	CA625+	136
2,0I (FA20) 4 Cyl. MBK	260-5001	65 UHL	M8 x 1,25	22,0	-	-	5	8740	27
		130 UHL	M10 x 1,25	32,0	-	-	10	8740	54
		158 UHL	M10 x 1,25	32,0	-	-	8	8740	81

2,0 / 2,5L case bolt kit	260-5401	106 UHL	M10 x 1,25	31,0	-	-	2	8740	81
		65 UHL	M8 x 1,25	20,5	-	-	6	8740	34
		85 UHL	M8 x 1,25	20,0	-	-	1	8740	34
SUZUKI									
Hayabusa GSX 1300 MSK	271-5401	128,0	M9 x 1,25	24,0	M9 x 1,25	24,0	3	8740	N.A.
		108,0					7		
Hayabusa GSX 1300 HSK	271-4701	190,5	M10 x 1,25	25,0	M10 x 1,25	23,5	10	2000	108
TOYOTA									
1 NZFE	203-4101	162,0	3/8" UNC	29,0	M9 x 1	25,0	10	2000	75
22R	203-4201	-	-	-	-	-	-	8740	0
2,0L (3SGTE) Turbo	203-4207	114,5	M10 x 1,25	23,5	M10 x 1,25	24,0	10	CA625+	108
7M GTE-Supra, 5MGE	203-4202	109,2	M12 x 1,25	30,0	M12 x 1,25	24,0	14	8740	0
Supra	203-4701	109,0	M12 x 1,25	30,0	M12 x 1,25	25,5	14	8740	73
4AG 16V HSK	203-4203	127,0	M10 x 1,25	23,0	M10 x 1,25	24,0	10	8740	81
1,6 L 4AGE 20V	203-4304	131,0	M10 x 1,25	230,0	M10 x 1,25	25,0	10	2000	95
4AG 16V HSK	203-5403	86,0	M10 x 1,25	24,0	M12 x 1,25	24,0	10	8740	81
3SGTE HSK	203-4204	114,0	M10 x 1,25	25,0	M12 x 1,25	25,0	10	8740	81
3SGTE MSK	203-5404	86,0	M10 x 1,25	24,0	M10 x 1,25	24,0	10	8740	81
2JZA80 Supra HSK	203-4205	114,5	M11 x 1,25	25,0	7/16" UNF	25,0	14	8740	108
1,8I (1ZZFE) HSK	203-4703	165,0	M10 x 1,50	30,0	M10 x 1,25	25,5	10	2000	88
2,6I 2-bolt MSK	203-5402	100,5	M12 x 1,25	25,0	M12 x 1,25	25,0	10	8740	108
Supra 7MGTE HBK	203-3902	82,5 UHL	M12 x 1,25	25,0	-	-	10	8740	122
1,8L (2ZZGE) HSK	203-5407	127,0	M10 x 1,50	25,0	M10 x 1,25	31,0	10	8740	81

Supra 2JZA80 MSK	203-5405	96,5	M10 x 1,25	25,0	M10 x 1,26	25,0	14	8740	81
2JZGE / GTE CA 625 HSK	203-4301	108,6	M11 x 1,25	21,5	7/16" UNF	25,0	14	8740	136
2ZZGE 1,8L	203-4302	167,0	M10 x 1,50	31,0	M10 x 1,26	25,0	10	2000	95
1,3 L (4E-FE / FTE) & 1,5L (5E-FE / FHE) 4 Cyl. HBK	203-3801	84 UHL	M9 x 1,25	25,0	-	-	10	8740	81
Supra 2JZA80 U / C HSK	203-4702	115,0	M11 x 1,25	25,0	7/16" UNF	26,5	14	8740	108
1 NZFE	203-5408	89,0	M10 x 1,50	25,0	M10 x 1,25	24,0	10	8740	89
<u>VW / AUDI</u>									
Super Vee	204-4202	118,0	M11 x 1,50	25,0	7/16" UNF	25,0	10	8740	95
Golf 1,8l; 2,0l 8V	204-4203	118,0	M11 x 1,50	25,0	7/16" UNF	25,0	10	8740	95
Golf 1,8l; 2,0l 8V	204-4701	118,0	M11 x 1,50	25,0	7/16" UNF	25,0	10	8740	108
Golf 1,8l, 2,0l 8V & 16V	204-5402	85,0	M10 x 1,50	24,0	M10 x 1,25	20,0	10	8740	81
Golf 1,8l; 2,0l 16V	204-4204	165,0	M11 x 1,50	30,0	7/16" UNF	25,0	10	8740	95
Golf 1,8l; 2,0l 16V	204-4702	161,0	M11 x 1,50	25,0	7/16" UNF	26,0	10	8740	108
Golf 2,8l, V6 150kW	BUQ6.061-3MVC	151,0	M11 x 1,50	-	7/16" UNF	-	7	2000	-
	BUQ5.756-3MVC	118,0	M11 x 1,50	25,0	7/16" UNF	25,0	13		0
VW / AUDI 2,0FSI 4-Cyl. (HSK)	204-4302	135,0	M10 x 1,50	25,5	M10 x 1,25	25,5	10	2000	95
VW / AUDI 2,0FSI 4-Cyl. (MSK)	204-5408	101,0	M10 x 1,50	37,0	M10 x 1,25	25,5	10	2000	95
VR6	204-4705	161,0	M11 x 1,50	23,5	7/16" UNF	26,0	3	2000	95
		132,0		24,0		25,5	10		
		106,0		24,0		25,5	7		
1,9l Diesel / 16V Head	204-8001	161,0	M12	33,0	M12 x 1,25	31,0	10	-	N.A.
1,9 l Turbo Diesel HSK	204-4706	137,0	M12 x 1,75	27,0	M12 x 1,25	25,5	10	2000	170
VR6 MSK	204-5403	95,3	M10 x 1,50	25,0	M10 x 1,25	25,0	14	8740	81
1,8l 20V Turbo HSK (without Tool)	204-4101	120,5	M11 x 1,50	21,0	7/16" UNF	24,5	10	2000	129

1,8l 20V Turbo HSK (with Tool)	204-4102	120,5	M11 x 1,50	21,0	7/16" UNF	24,5	10	2000	129
1,8l 20V Turbo HSK (without Tool)	204-4103	139,7	M10 x 1,50	24,0	M10 x 1,25	24,5	10	2000	108
1,8l 20V Turbo HBK	204-3902	114,5 UHL	M10 x 1,50	32,5	-	-	10	-	61 +90°
R 32 (BML, BFH, BHE)	204-8002	129,5	M10 x 1,50	24,0	M10 x 1,25	23,0	13	-	-
		155,0	M10 x 1,50	36,5	M10 x 1,25	25,0	7	-	-
5-Cylinder 10V	204-4205	118,0	M11 x 1,50	26,0	7/16" UNF	26,0	12	8740	95
	204-4703	118,0	M11 x 1,6	24,5	7/16" UNF	25,0	12	8740	95
5-Cylinder 20V	204-4207	165,0	M11 x 1,7	30,0	7/16" UNF	26,0	12	8740	108
	204-4704	165,0	M11 x 1,8	24,0	7/16" UNF	26,0	12	8740	95
5-Cylinder MSK	204-5404	85,0	M10 x 1,50	24,0	M10 x 1,25	20,0	12	-	81
S2 (Motor 3B + AAN) MSK	209-5401 + 2 pcs.	102,0	M10 x 1,6	25,0	M10 x 1,25	23,5	12	2000	81
1,9 l Turbo Diesel HSK	204-4706	137,0	M12 x 1,75	27,0	M12 x 1,25	25,5	10	2000	170
2,7L V6 Bi-Turbo	204-4105	155,0	M11 x 1,12	22,0	7/16" UNF	25,5	16	2000	129
2,7 IV6 Bi-Turbo MSK		91,0	M11 x 1,13	25,0	7/16" UNF	24,0	8	2000	136
	204-5801	98,4	M11 x 1,14	25,0	7/16" UNF	24,0	8	2000	136
		25 UHL	M8	25,0	HEX BOLT		4	2000	27
1,8l Turbo HBK without Tool.	204-3901	114,5 UHL	M10 x 1,6	33,0	HEX BOLT		10	-	108
GENERAL PURPOSE									
	BO 7.211-3C	155,0	M10 x 1,50	37,5	M10 x 1,25	26,0	-	-	N.A.
	BN 6.211-2MC	130,0	M10 x 1,6	25,0	M10 x 1,25	25,0	-	-	N.A.
	BO 6.011-2MO	150,0	M10 x 1,7	25,0	M10 x 1,25	25,0	-	-	N.A.
	BV 5.911-2MVC	122,0	M12 x 1,50	31,0	M12 x 1,25	31,0	-	-	N.A.
	BV 6.511-3MVC	137,0	M12 x 1,75	27,0	M12 x 1,25	27,0	-	-	N.A.
	BV 7.736-3MC	168,0	M12 x 1,76	33,0	M12 x 1,25	31,0	-	-	N.A.

	BV 8.401-2MC	187,0	M12 x 1,77	35,0	M12 x 1,25	31,0	-	-	N.A.
	BV 9.311-3C	208,3	M12 x 1,78	36,0	M12 x 1,25	26,0	-	-	N.A.
					with ARP ULTRA-TORQUE lube (Blue)				