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FOR IMMEDIATE RELEASE

New ARP Head Stud Kit For 2.8L GMC Duramax Diesels



Additional material available
at www.arp-bolts.com

**High-Resolution Image(s)
and Text File Available
for Download.**

Please visit our website:
www.Electronic-PR.com



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Affectionately known as the “Mini-Duramax,” the potent 2.8L turbocharged 4-cylinder engine has become a popular option for mid-size Chevrolet and GMC pickups. This has given rise to the aftermarket developing many power-enhancements designed to increase the 2.8’s performance. And with it comes the need for more robust head studs.

OEM engines are factory-assembled robotically using TTY (Torque-To-Yield) bolts, which are yielded by design and have little margin of safety. While this may be fine for stock engines, putting extra stress on factory hardware can lead to blown head gaskets and other problems. Additionally, because they are yielded, TTY fasteners should never be re-used.

ARP has developed head studs for the 2.8L Duramax that are made of a proprietary ARP2000® steel alloy, through-hardened to a tensile strength of 220,000 psi, with threads rolled after heat-treat to provide a tenfold increase in fatigue life. They provide extra clamping force to maintain required combustion chamber sealing and have an extra margin of safety.

Now available as ARP’s part number 230-4203, the GM 2.8L Duramax head stud kit includes a set of studs (hex broached for easy installation or removal), 12-point nuts, parallel-ground washers and packet of ARP Ultra Torque® fastener lubricant. Visit ARP’s dedicated diesel website at www.ARPdiesel.com or call 800-826-3045 for personalized tech assistance.