

**TORQUE VALUES  
FOR TD and TF FASTENERS  
by Dave DuBois**

**ENGINE**

GUDGEON PIN CLAMP BOLT	33 LBFT**
ROD BIG END BOLTS	27 LBFT**
MAIN BEARING CAP NUTS	63 LBFT
FLYWHEEL TO CRANKSHAFT BOLTS	50 LBFT
CLUTCH PRESSURE PLATE BOLTS	19 LBFT
OIL PICKUP PIPE TO SUMP BOLTS	6 LBFT
CAMSHAFT LOCATING PLATE BOLTS	6 LBFT
CAMSHAFT SPROCKET BOLT	50 LBFT
TIMING CHAIN TENSIONER BOLTS	6 LBFT
SUMP TO BLOCK BOLTS	19 LBFT
TIMING CHAIN COVER BOLTS	19 LBFT
CRANKSHAFT PULLEY BOLT	50 LBFT
CYLINDER HEAD NUTS	50 LBFT
ROCKER TOWER BOLTS (8 MM)	19 LBFT
ROCKER TOWER BOLTS (10 MM)	43 LBFT
OIL PUMP TO BLOCK BOLTS	6 LBFT

**OTHER**

WATER PUMP PULLEY NUT	10 LBFT
GENERATOR PULLEY NUT	35 LBFT
TRANSMISSION OUTPUT FLANGE NUT	65 LBFT
REAR AXEL HUB NUT	85 LBFT*
FRONT AXEL HUB NUT	40 - 70 LBFT
WHEEL LUG NUTS	50 LBFT

\*Then to next closest cotter pin slot in nut

\*\*This is a critical torque. Over tightening this bolt can result in breakage when the engine is running, causing major damage to the engine. Use a calibrated torque wrench and error slightly on the low side if in doubt when tightening these bolts.