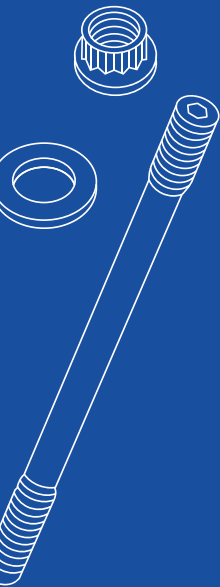








# INSTRUCTION MANUAL

## CHEVROLET LSX SMALL BLOCK HEAD STUD KIT

PART NUMBER CP888



### KIT INCLUDES

-  **46 X** HEAD STUDS  
20X M11 STUDS  
26X M8 STUDS
-  **46 X** NUTS
-  **46 X** HARDENED PARALLEL  
WASHERS
-  **1X** FASTENER ASSEMBLY  
LUBRICANT
-  **2X** SOCKETS
-  **2X** ALLEN WRENCH

In certain vehicles, there are high cylinder pressures that can damage head gaskets. Factory OEM head bolts are torque to yield, meaning you torque the bolt to a specific torque with a final 90 degree rotation that will place the bolt at its' maximum stretch point.

Our observation through years of inspecting and repairing vehicles is that when you add parts that increase horsepower (turbocharger, injectors, chips etc.), you risk creating higher cylinder pressures lower than your RPM range, consequently leading to a blown head gasket.

In contrast to head bolts, head studs are engineered to resist stretching. Xotic Performance head studs are created using premium steel alloys (XOTIC 7200) that are superior in tensile strength in comparison to a bolt. We take real pride in manufacturing fasteners that will last you a lifetime.

To ensure optimal head stud installation, accurate preload must be achieved. Preload is the tensile force generated when a fastener is tightened, creating a compressive force in the bolted joint—known as clamp force.

Head gasket failures occur when the clamping forces securing the gasket, head, and engine block are

insufficient to withstand high cylinder pressures. By choosing head studs over head bolts, these failures can be avoided.

To ensure accurate preload, it is necessary to clean and lubricate every component in the joint. While torqueing each head stud, the same torque must be applied on every head stud – or else you risk unequal distribution of preload and possibly joint failure.

### A COMMON MISTAKE TO AVOID

When torquing a fastener, do not stop short of the recommended torque value before reaching the desired torque (i.e., continue torquing in one motion until the specified torque is achieved). If by accident, you stop short of the recommended torque, loosen the fastener and retorquer.

### VERIFY FIRST

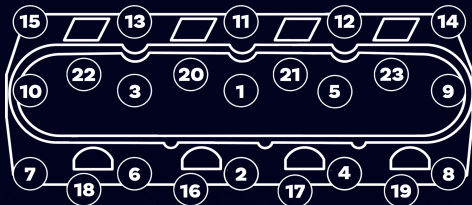
Before installing any components, verify that this part number is compatible with the vehicle applications listed above. Inspect all package components, and clean as necessary to ensure accurate installation. Any obvious defects or shipping damages should be reported to us.

# GET TO ACTION!

1. Clean the threads in the block prior to installing the studs to ensure proper fitment and accurate torque readings. You may purchase our thread chasers separately by searching [CS324](#) and [CS317](#) in our catalog.
2. For studs that enter water jackets, apply a thread sealer to the block-end threads. This prevents coolant seepage.
3. Thread the head studs into the block by hand until snug in the positions highlighted below. Do not apply torque.
  - A. M11 Stud Locations:
    - I. Positions 1-8: Install the 5.050" M11 studs.
    - II. Positions 9-10: Install the 5.150" M11 studs.
  - B. Upper M8 Stud Row
    - I. Positions 11-15: Install the 2.725" M8 studs.
  - C. Lower M8 Stud Row
    - I. Positions 16-19: Install the 2.550" M8 studs. These positions use the larger 0.675" washers.
  - D. Lifter-Valley M8 Studs
    - I. Positions 20-23: Install the 2.725" M8 studs (these pass through the head into the valley).
4. Use a straightedge ruler to measure the distance from the mating surface (deck or main cap) to the top of each installed stud. Ensure all studs of the same length group sit level with each other (within 1 mm / 0.040"). Uneven height may indicate debris or incorrect thread engagement. Properly installed studs will bottom out smoothly and show uniform height across all positions. If a stud appears higher or lower than the others, remove it, re-clean the hole, and reinstall by hand. Do not use tools to force studs deeper. Incorrect stud seating can cause off-angle stress, uneven preload, or stud fracture during engine operation.
5. Install the head gasket and cylinder head, ensuring proper alignment.
6. Clean the washer seating areas on the cylinder head using a fast-evaporating solvent like non-chlorinated brake cleaner to remove oil, grease, and contaminants. Ensuring a clean surface is essential for achieving proper fastener preload.
7. Using the fastener assembly lubricant included in the package, lubricate the threads of the head studs and the bottom surface of the nuts.
8. Thread the nuts onto the studs and hand-tighten until they make contact with the washers.

**11mm studs - Torque nuts 1-10 to 30 ft-lbs, then to 60 ft-lbs, and finally to 90 ft-lbs**

**8mm studs - Torque nuts 11-23 to 30ft-lbs**



## NEED HELP?

For technical support, please email:  
[tech@xotic-performance.com](mailto:tech@xotic-performance.com)



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