



Rush SR Torque Specifications

1.00



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General Guidelines

When tightening non-locking nuts and bolts without a locknut, use blue thread locker unless otherwise specified.

If a nut or bolt is found loose during a check, replace the locknut, or reapply thread locker before tightening again.

If a bolt or nut without a locknut is moved during a check, the thread locker has been broken loose and needs to be reapplied before tightening again.

Locknuts are a single use item and should be replaced if removed.



Uprights

- A. Wheel hub bolts are torqued to 40 ft-lb (54 N-m)
- B. Camber bolts are torqued to 30 ft-lb (41 N-m)
- C. Bearing nuts are torqued to 48 ft-lb
- D. Lug nuts are torqued to 120 ft-lb (163 N-m), no thread locker
- E. The rotor bobbins use a distorted thread lock nut, torqued to 15 ft-lb (20 N-m)

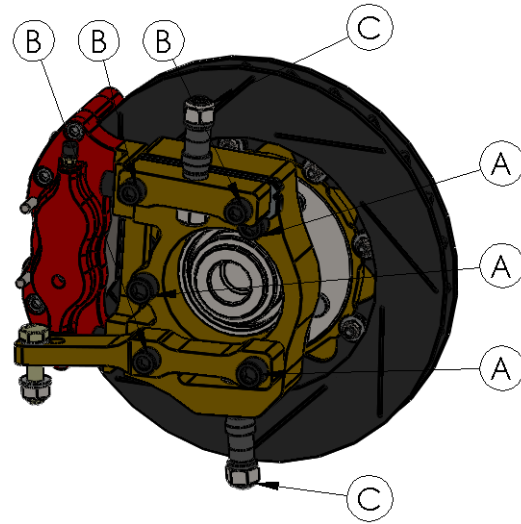


Figure 1



Suspension

- A. A-Arm and Shock bolts torqued to 26 ft-lb (35 N-m)
- B. ARB block bolts torqued to 18 ft-lb (24 N-m)

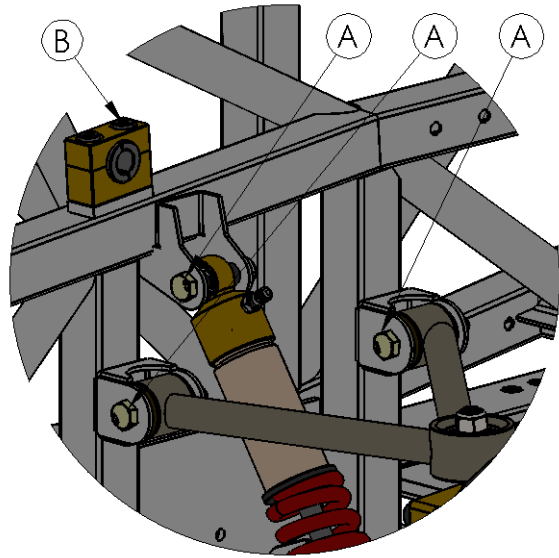


Figure 2



Differential

- A. Housing bolts (long side) torqued to 96 in-lb (11 N-m), apply blue thread locker, safety wire bolts
Do not exceed 120 in-lb (13 N-m), doing so will damage the threads of the housing
- B. Housing bolts (short side) torqued to 96 in-lb (10.8 N-m), apply blue thread locker, safety wire optional
Do not exceed 120 in-lb (13 N-m), doing so will damage the threads of the housing
- C. Copper washer installed with plug. Plugs torqued to 16 ft-lb (27 N-m), apply blue thread locker. Replace washer after removal.

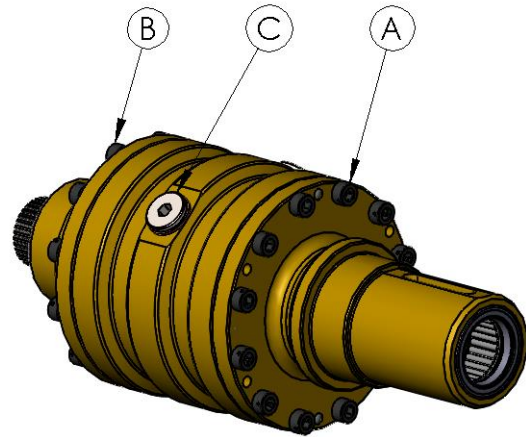


Figure 3



Half shafts

- A. Outside CV joint bolts (button head) torqued to 35 ft-lb (48 N-m), apply blue thread locker, use a Belleville lock washer.
- B. Housing bolts (short side) torqued to 35 ft-lb (48 N-m), apply blue thread locker, use a Belleville lock washer.
- C. CV flange bolt torqued to 45 ft-lb (61 N-m), apply red thread locker

Belleville lock washers should be installed in the orientation shown in Figure 5, cone tapered towards the bolt head.

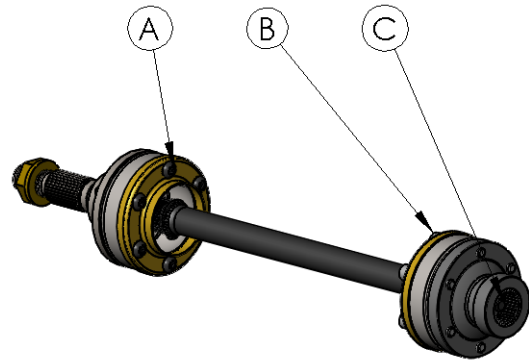


Figure 4

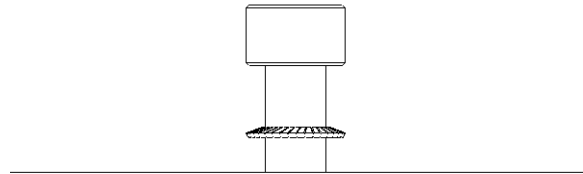


Figure 5



Other fasteners

The engine sprocket nut is torqued to 90 ft-lb (122 N-m).

Engine mount chassis bolts torqued to 20 ft-lb (27 N-m).

Engine mount block bolts torqued to 40 ft-lb (54 N-m).