

# Trackspeed Engineering M8 EFR Inconel Stud Instructions

Our turbocharger studs use an exotic nickel alloy which exhibits extremely high strength, even at temperatures of over 1400°F.

It is imperative that they are installed properly. **Improper installation of our studs will cause stud failure and probable damage to your new studs.** These are not your standard hardware-store items – they are fabricated to our exact specs, and replacing them is not cheap.

These instructions assume you are starting with a new Trackspeed EFR cast exhaust manifold.

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1. Shake the eyedropper of Resbond vigorously. You may need to stir it with a toothpick or similar. The color should be darker than blood and consistent. Apply Resbond 907TS to the short end of the stud. Cover all threads adequately. Your kit includes more than enough Resbond to install the studs. **If you do not intend to install your kit within 6 months of receiving it, be aware that your Resbond will no longer perform as intended. We recommend installing the studs immediately after receiving them.**
2. Install studs into your manifold using the double-nut technique. Use two of the provided Stage 8 fasteners, tighten them against each other on the long end of the stud, and tighten the stud into the manifold. Tighten to 10ft.lbs.
3. Reinstall your turbocharger and install the four provided Stage 8 fasteners. On the lower, rear-most fastener, apply Resbond 907TS to the threads of the stud/nut. The Stage 8 retainer/clip interferes with the turbine housing. Tighten all nuts to approximately 10-15 ft.lbs.
4. Position the Stage 8 Locking Retainer over the nut in a manner that will not allow the nut to unthread. Tighten the nuts so that there is as little clearance as possible between your Locking Retainer and the stationary part used to lock the nut in place. Once you have placed the Locking Retainers, install the supplied locking clips onto the grooved nuts.

Email us with questions: [info@trackspeedengineering.com](mailto:info@trackspeedengineering.com)