

Follow the torque values given in your TM, but use this chart as a general guide when the TM gives no torque. The minimum and maximum values for both coarse (UNC) and fine (UNF) screws are given.

**DIG THIS!**  
THE SCREWS SHOWN IN **COLOR** ARE UNIFIED NATIONAL COARSE, THE OTHERS ARE UNIFIED NATIONAL FINE.

SCREW DIAMETER	TORQUE FT-LBS NO DASHES (SAE GRADE 2)	TORQUE FT-LBS 3 DASHES (SAE GRADE 5)	TORQUE FT-LBS 6 DASHES (SAE GRADE 8)	SOCKET SIZE
1/4-20	3-5	6-8	10-12	7/16
1/4-28	4-6	8-10	9-14	7/16
5/16-18	7-11	13-17	19-24	1/2
5/16-24	7-11	14-19	23-28	1/2
3/8-16	14-18	25-31	39-44	9/16
3/8-24	15-19	30-35	46-51	9/16
7/16-14	23-28	44-49	65-79	5/8
7/16-20	23-28	44-54	69-79	5/8
1/2-11	32-37	63-75	95-105	3/4
1/2-20	34-41	73-83	113-123	3/4
9/16-12	46-56	100-110	145-155	13/16
9/16-18	47-57	107-117	165-175	13/16
5/8-11	62-72	140-150	200-210	15/16
5/8-18	67-77	153-163	235-245	15/16
3/4-10	106-116	268-278	365-375	1 1/4
3/4-16	115-125	268-278	417-427	1 1/4
7/8-9	185-195	385-395	595-605	1 5/16
7/8-14	178-188	424-434	663-673	1 5/16
1-8	251-261	580-590	900-910	1 7/8
1-14	255-265	585-634	943-993	1 7/8
1 1/4-7	451-461	1070-1120	1767-1817	2 1/4
1 1/4-12	488-498	1211-1261	1963-2013	2 1/4
1 1/2-6	727-737	1899-1949	3111-3161	2 1/4
1 1/2-12	816-826	2144-2194	3506-3556	2 1/4

This chart is based on using clean, dry, threads. Reduce torque by 10 per cent when engine oil is used as a lubricant. If new capscrews are used, reduce torque by 20 per cent. Capscrews threaded into aluminum may require a reduction in torque of 30 per cent or more unless inserts are used.

IF YOU GUYS USE OIL ON ME, COOL OFF 10% ON YOUR TORQUE.



You can get the size of the capscrew by measuring it on the bottom (shank) of the bolt.



What you don't do is measure the head and use that reading for the size. Some mechanics have been doing this and, of course, they over-torque and cause problems.



If you have to substitute (as you sometimes will) you can do it in only one direction—up. When a No. 5 capscrew is called for and you don't have it, you can use a No. 8. However, if a No. 8 is called for, that's what you gotta use. Never go down.



One other thing: If you have nuts of different thicknesses, always use the thickest with No. 8 bolts. You need it because of the higher torque that these bolts take.



Castellated capscrews can fool you. The way they are designed, the 6 cuts on the head can be mistaken for 6 dashes so you think they are all SAE Grade 8's.



Course, some of them are. On'tuther hand, some of them are No. 5's so look real close. You'll always find a figure, either No. "5" or "8" to clue you.

