

ARP 2000 Head Stud Installation

Kia Stinger / Genesis G70 3.3TT

Advanced engine guide combining the factory head-access path with vendor-specific ARP kit rules.

KJT PRODUCT PAGE: KJT Approved [ARP 2000](#) Head Stud Upgrade

KJT Product Reference

Kia / Genesis 3.3T Head Stud Upgrade + Installation

Product image and purchase link from the Kim Jong Tuned website.



[Open KJT product page](https://www.kimjongtunedperformance.com/product-page/kia-genesis-3-3t-head-stud-upgrade)

KJT URL:

<https://www.kimjongtunedperformance.com/product-page/kia-genesis-3-3t-head-stud-upgrade>

Added from KJT site only

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Guide rule

Exact factory torque values are included only when the source material supports them. Product-specific settings remain tied to the manufacturer. Where the public source does not expose an exact value, verify by VIN in KGIS or Genesis TechInfo.

1. Scope and warnings

This is not a beginner bolt-on. If the kit vendor does not explicitly authorize a one-at-a-time in-car conversion, follow the full cylinder-head removal path.

- The public TurboKits listing covers the Stinger/G70 3.3TT [ARP 2000](#) kit.
- Factory head access requires major intake, timing, camshaft, fuel and turbo/exhaust disassembly.
- Use the torque sequence and lubricant instructions supplied with the exact stud kit. Do not mix OEM torque-to-yield bolt specs with aftermarket stud specs.

2. Major tools and parts

- Full metric hand-tool set, multiple extensions and swivels.
- Low and mid-range torque wrenches plus the exact socket specified for the stud nuts.
- Timing service tools and position markers.
- Fuel-line caps and replacement one-time-use GDI seals.
- New head gaskets and all one-time-use gaskets/seals exposed during removal.
- ARP Ultra-Torque or the lubricant specified by the kit.
- Straightedge/feeler gauges or machine-shop inspection if head/gasket sealing is questionable.

3. Full-access installation path

1. Disconnect battery power and drain coolant/oil as required for head removal.
2. Remove engine covers, intake/charge plumbing and intake manifold.
3. Depressurize the fuel system and remove required high-pressure fuel components using the OEM procedure.
4. Remove valve covers.
5. Set the engine to the factory timing reference and document timing marks.
6. Remove timing covers/components required to free the camshafts and heads.
7. Remove camshafts/CVVT assemblies as required.
8. Remove turbo/exhaust-manifold modules and related oil/coolant lines from each bank.
9. Loosen and remove OEM head bolts in the factory loosening sequence. Discard one-time-use bolts.
10. Lift the cylinder head without prying against a sealing surface. Protect open cylinders and passages.
11. Inspect head and block deck. Do not install studs over a damaged or warped sealing surface.
12. Clean block threads and blow out blind holes carefully.
13. Install the new head gasket and lower the head squarely onto dowels.
14. Install ARP studs, washers and nuts exactly as directed by the kit.
15. Apply the exact supplied lubricant to nut/washer interfaces called out by the kit.
16. Tighten nuts from interior positions outward in the kit-specified staged sequence. Verify the current kit sheet before using any torque number.
17. Reassemble camshafts and timing system using the factory timing procedure. Rotate the engine by hand before first start.
18. Reinstall fuel, intake, turbo/exhaust, cooling and lubrication systems with new one-time-use seals and gaskets where required.

19. Prime systems as required, start the engine, and check for coolant, oil, fuel and combustion leaks before load operation.

Kit revisions can change. This PDF does not hard-code an aftermarket stud torque without the exact KJT/ARP instruction sheet.

Sources and verification

TurboKits [ARP 2000 kit page](https://www.turbokits.com/2018-kia-stinger-g70-3-3tt-arp-head-studs-kit.html)

Public vendor page for the Stinger/G70 3.3TT [ARP 2000 kit](https://www.turbokits.com/2018-kia-stinger-g70-3-3tt-arp-head-studs-kit.html).

<https://www.turbokits.com/2018-kia-stinger-g70-3-3tt-arp-head-studs-kit.html>

Stinger cylinder-head service reference

Factory-style cylinder-head access and removal reference.

https://www.kstinger.com/kia_stinger_ck_cylinder_head-678.html

Stinger turbo/manifold service reference

Factory-style turbo/manifold removal reference needed for head access.

https://www.kstinger.com/kia_stinger_ck_turbocharger_amp_exhaust_manifold-692.html