

NISSAN VQ HEAD BOLTS

ONE DOT



11056-31U10 VQ30DE / VQ35DE 03+ ALL JAPANESE PRODUCTION
11056-31U00 ALSO USED BUT NO LONGER AVAIL



#1

26 HC ROCKWELL

NO DOT



11056-7Y000 VQ35DE / VQ40DE 04+ US PRODUCTION ONLY



#2

31 HC ROCKWELL

TWO DOTS



11056-JK20A VQ35HR



#3

36 HC ROCKWELL

"T"



11056-1KCOA MR16DDT JUKE



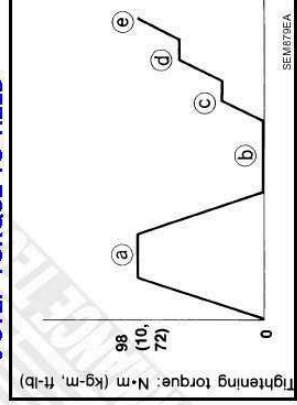
#4

36 HC ROCKWELL

HIGHEST TENSILE STRENGTH & 3MM LONGER (3 ADDITIONAL ENGAGED THREADS)
CAN BE USED ON VQ35DE WHEN UPGRADING TO HR GASKETS
(SEE REQUIRED BLOCK MODIFICATION TO BACK DATE HR GASKETS)

JUKE BOLTS HAVE BEEN FOUND TO HAVE A MORE CONSISTENT YIELD ZONE THAN THE CURRENT (2014) INVENTORY OF VQHR BOLTS AVAILABLE FROM NISSAN AND ARE THE CURRENT BEST CHOICE. THIS BOLT IS SLIGHTLY LONGER, BOTTOM TAP VQDE BLOCKS VQHR IS OK. MUST USE GREASE UNDER WASHER SURFACE FOR SMOOTH TORQUE UP.

5 STEP TORQUE TO YIELD



VQ35DE / VQ40DE (BOLT #1 & #2)

- Step a : 98 N·m (10 kg·m, 72 ft·lb)
- Step b : Loosen in the reverse order of tightening.
- Step c : 39.2 N·m (4.0 kg·m, 29 ft·lb)
- Step d : 90° clockwise angle tighten
- Step e : 90° clockwise again

VQ35HR (BOLT #3) ALSO WHEN USED ON VQ30/35/40DE

- Step a : 105 N·m (11 Kg·m, 77 ft·lb)
- Step b : Loosen in the reverse order of tightening.
- Step c : 39.2 N·m (4.0 Kg·m, 29 ft·lb)
- Step d : 95° clockwise angle tighten
- Step e : 95° clockwise again

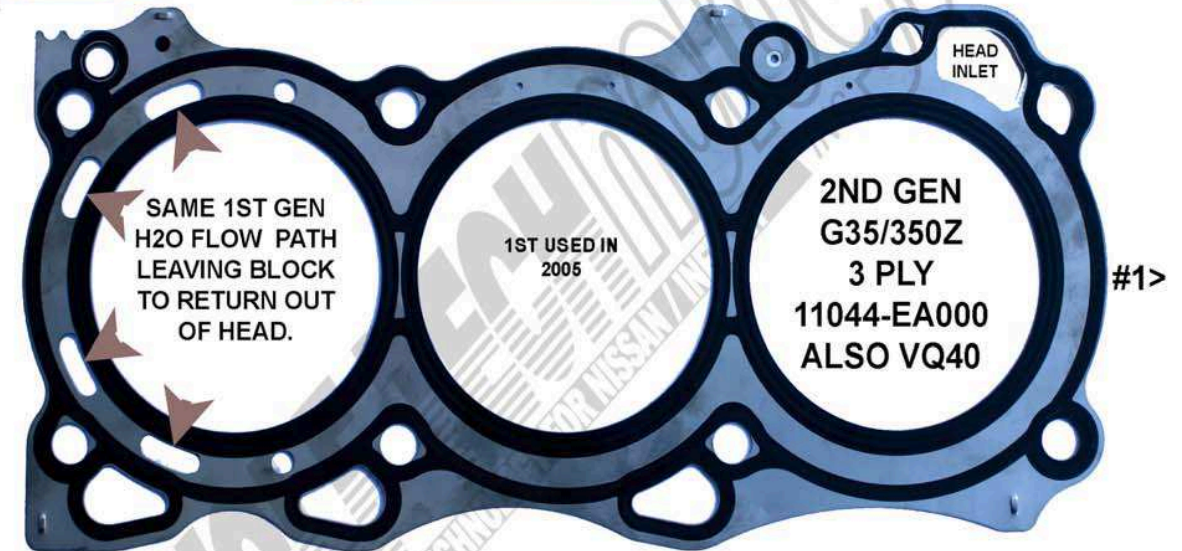
JUKE (BOLT #4) FITS HR UNMODIFIED (NEED TO BOTTOM TAP BLOCK THREADS TO WORK IN VQ30/35DE/40DE).

- Step a : 40 N·m (4.1 Kg·m, 30 ft·lb) plus 100° clockwise
- Step b : Loosen in the reverse order of tightening.
- Step c : 40.0 N·m (4.1 Kg·m, 30 ft·lb)
- Step d : 95° clockwise angle tighten
- Step e : 95° clockwise again

NOTE: STEPS A AND B HELP SET THE GASKET AND WORK HARDEN BOLTS TO INCREASE STABILITY IN THE YIELD ZONE. NEW BOLTS ARE RECOMMENDED ON EACH TEAR DOWN.

VQ35DE VQ35HR VQ40DE VQ37VHR HEAD GASKETS

ALL 3 TYPES ARE NOMINAL .63MM THICKNESS



GREATLY IMPROVED H2O FLOW BALANCE FOR HIGH OUTPUT AND BOOSTED ENGINES.
GEN 1 H2O INLET IS BLOCKED FORCING COOLANT TO ENTER HEAD CORRECTLY AT
EXHAUST VALVES ON EACH CYLINDER.

NOTE: IF USED IN VQ35DE ENGINES, THE DIVERTED WALLS IN THE BLOCK SHOULD BE CUT
AWAY AN ADDITIONAL 11-12MM IN DEPTH FOR INCREASED FLOW THRU BLOCK.

CUT AN ADDITIONAL 11-12MM OF DEPTH HERE
TO USE HR GASKET IN DE ENGINE

