

And again either the Accufab kit or the Ford kit work equally well and should be installed as a respected unit. It is not necessary to mix and match.

And too the bolt issue is old-news and many many postings exist on our Forum discussing this early problem. I surmise the recent interest is due to new owners joining our Forum and not being aware of past events. New members should use the "search" function to review this topic. I would guess most all our cars have been modified with the bolt upgrade.

In answer, when Ford was trying to figure out what was causing the bolts to break (typical failure at the bolt shank fillet below the head) at loads way (way again) below the bolt capacity, there was thought that the washer was flexing and imposing bending into the bolt head causing failure. This would align the physical failure results with what "could" cause the failures. A thicker washer would more uniformly load the bolt head and result in a more tensile-like loading not a head-bending load. The thicker washer was already in the second generation bolt upgrade kit when the root cause of hydrogen embrittlement due to incorrect plating was determined. The actual failure mode had nothing to do with the washer-bolt head interface. Since the thick washer was already in the works for the upgrade kit, they just kept it in the kit. The most important aspect of the gen2 kit are the BOLTS.

Hope this helps explain...