



2011-UP DODGE/CHRYSLER/JEEP/VOLKSWAGEN 3.2 & 3.6L V6 DOHC PENTASTAR HEAD BOLT THREAD REPAIR WITH M12X1.5 THREADS.

17 M12x1.5 inserts are supplied in this kit (Requires 16 for this application)

*****DO NOT RE-USE OLD HEAD BOLTS*****

The threads on the old head bolts are often stretched out of pitch from torquing, causing them to tighten prematurely in the new inserts.

IMPORTANT! Please read the “*UNIVERSAL INSTALLATION GUIDE*” provided in the kit in their entirety before proceeding. Details specific to repairing this engine regarding drilling & tapping depths along with insert installation depths are provided below.

1. When mounting the drill/tap jig, follow the instructions on pages 3&4 using the TALL spacer provided (1½in. diameter x 2.62in. Long). The recessed end of the tall spacer should be facing upward. If it is necessary to mount the jig to a hole that has just been repaired, make sure to use a new head bolt. Old head bolts may be stretched out of pitch causing them to tighten prematurely in the new insert.
2. Drill the holes the total depth of the original holes, making sure to remove all factory threads which will be about 2½ inches (63mm) deep.
3. The inserts are to be installed 3/8-1/2 inch (10-13mm) deep below the deck surface. To accomplish this, you will need to thread the holes 2¼ inches (57mm), deep from the deck surface (see page 4, figure 4 of the Installation Guide).

Note: This kit is universal for many other engines as well since the outside thread size of the insert does not change. Inserts are also available with internal threads of M10x1.25, M10x1.5, M11x1.25, M11x1.5, M11x2.0, M12x1.75 and 7/16-14