



2013-2017 5.0L FORD COYOTE ENGINE WITH THE M11x1.5 SHORTER HEAD BOLTS

*11 M11x1.5 Modified inserts are supplied in this kit*

*This repair is designed to be used with factory head bolts or with ARP® stud kit # 256-4301*

**\*\*\* 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 or a minimum of 2½ inches (64mm) deep. The original holes are about 2¾ inches (70mm) deep.
3. The inserts are to be installed 13mm-16mm deep below the deck surface. To accomplish this, you will need to thread the holes about 2¼ inches (58mm), 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 M10x1.5, M10x1.25, M11x1.25, M11x2.0, M12x1.5, M12x1.75 and 7/16-14*