



## 2014-UP GM GEN V 5.3/6.2/6.6 V8 & 4.3 V6 M12x1.75 HEAD BOLT THREAD REPAIR

### Fits:

**5.3L V8 - L82, L83, L84, L8B**

**6.2L V8 - LT1, LT2, LT4, L86, L87**

**6.6L V8 - L8T**

**4.3L V6 - LV3**

*(21, M12x1.75 inserts are supplied in this kit)*

This repair is designed to work with ARP® stud kit 234-4342 or OEM head bolts:

**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 short spacer provided (1½in. diameter x 1¼ inch long), along with a head bolt or stud for the GEN V.
2. There is one shallow hole on the front drivers side of engine (V8 Engines only). The insert for this hole should be installed ¾ inch (19mm) below the deck surface. To accomplish this, drill this hole the total depth of the original hole (about 2½ inches or 63mm) deep from the deck surface. Thread the hole 2¼ inches (57mm) deep minimum from the deck surface. **NOTE: Always make sure the inserts will screw in to the correct depth before adding Thread Lock. Otherwise, if they don't install deep enough and they are already coated with Thread Lock, there is a very good chance the thread lock will set up before you are able to remove them.**
3. The remaining 19 holes are deeper (Applies for all 16 holes in the 4.3 LV3 V6). The inserts for these holes should be installed 2-1/8 inches (55mm) deep. To accomplish this, drill the holes the total length of the original holes which is about 4 inches (100mm) deep. Thread the holes 3-5/8 inches (92mm) deep minimum. Start by threading with the standard length 3 flute spiral point tap and thread the hole about 3 inches deep. Short taps are stronger than extension taps since they twist less. Then carefully thread to the final depth with the extension tap. The 4 flute bottom tap will not be used for the 19 deep holes.

*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, M11x1.5, M11x2.0, M12x1.25, M12x1.5, M12x1.75 and 7/16-14.*