



REPAIRS 04-15 GM LS SERIES GEN III 2nd DESIGN & GEN IV ALUMINUM ENGINES WITH M11X2.0 HEAD BOLT HOLES.

**FITS: 4.8 VORTEC, 5.3 LS4, 5.7 LS1&LS6, 6.0 LS2, 6.2 LS3, AND 7.0 LS7
(Not for LS9 engines)**

(21 M11X2.0 modified inserts are supplied in this kit)

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.

***** OEM FACTORY HEAD BOLTS OR STUDS SUCH AS ARP® ARE RECOMMENDED. DO NOT RE-USE OLD BOLTS *****

The threads on the old head bolts are often stretched out of pitch from torquing, causing them to bind in the new inserts. On occasion, aftermarket head bolts were found to be not tempered correctly and or the threads were not formed correctly, causing them to bind in the inserts.

1. When mounting the drill/tap jig, follow the instructions on pages 3&4 using the short spacer provided (1½in. diameter x 1¼in. Long), along with one of the head bolts made for the engine being repaired.
2. Drill the holes the entire length of the original hole depths (aprox. 2¾” or 70mm), making sure to remove all factory threads .
3. The inserts are to be installed 14mm(.550”) deep from the deck surface to the top of the insert (see page 4, figure 4 of the Installation Guide). To accomplish this, you will need to thread the holes about 52mm (2.05”) deep.

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, M12x1.25, M12X1.5, M12X1.75 and 7/16-14.