



LOTUS M12X1.75 HEAD BOLT THREAD REPAIR SYSTEM FOR ALL 907-910-912 ENGINES. USE WITH ARP STUD KIT FROM JAE (# E-0224-910-KIT)

(11 M12x1.75 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.

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

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

1. When mounting the drill/tap jig, follow the instructions on pages 3&4 using the short spacer provided (1½in. diameter x 1.250in. Long), along with an extra washer or two if necessary. If it is necessary to mount the jig to a hole that has just been repaired, make sure to use a new head stud, otherwise an old head stud may tighten up prematurely in the new insert since the threads of the stud may be stretched out of pitch.
2. Drill the holes the entire length of the original hole depths (aprox. 4.32” or 110mm), making sure to remove all factory threads. Failure to do so may cause the head stud to stub on the old threads as they protrude through the bottom of the insert, causing the head stud to tighten prematurely before reaching their final depth.
3. The inserts are to be installed 2.400 in. (61mm) 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 3.900in. (99mm), of full threads from the deck surface. Use the short Spiral Point 3 flute tap first since it is more rigid than the extension tap. Thread until only the square end of the short tap is protruding above the deck surface. Use the extension tap to thread the holes to the final depth. Be very careful not to bottom out the extension tap as this could break the tap. It may be helpful to put a piece of tape around the extension tap at about 4¼ inches from the end of the tap as a reference. Always dry run an insert without thread lock to make sure they will thread in to the required depth. Remove the insert, add thread lock then re-install.

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