



Fig. 11

Spot and centre punch the two spark plug holes as shown in Fig 11. Centre the work under the drill and clamp the drill jig to the drill table. Take a straight edge and line up with drill and sight through to check if the hole will come out between push rod housing and holding down stud. After one hole has been drilled and while the jig is still clamped in place, move the cylinder head down the slope so that the studs will fit holes "B" and "C" which will centre the hole for the next spark plug hole.

When the holes have been drilled turn the cylinder head over, see Fig 13, and use through bolts in the cylinderhead holding bolt holes and locate at "E" and "F" on drill jig so that the large $1\frac{1}{2}$ " hole is directly under the spark plug hole. This large hole is to allow the pilot on the cutter to go as deep as necessary. Use a cutter just large enough for spark plug gasket and when the cutter has cut just deep enough to give a good seat for the spark plug gasket stop the cut. Then use a cutter large enough for your spark plug wrench and cut down just enough to expose the spark plug nut. Use centre in drill to ensure proper alignment while tapping hole. Use a 12 mm drill and a 14 mm tap.

Aluminium alloy cylinderheads are used on all VW engines. In their heat treated condition they can be drilled and tapped and the spark plug screwed directly in to the aluminium cylinderhead. They hold up good even when spark plugs are removed frequently for inspection, cleaning and adjusting. When spark plugs are screwed directly into the aluminium head, you naturally will exercise special care when inspecting spark plug fit each time it is reinstalled. Should the threads in the aluminium become worn, you can at that time install a "Heli-Coil" spark plug bushing. This spark plug connection employs a helical coil of precision-shaped spring wire in place of the conventional threaded solid bushing used in the early model VW engines. Complete instructions will come with the "Heli-Coil" bushing.