

Blocks that should have a starting thread of 57mm.
 1986-2001 Integra
 1986-1995 Legend
 1991-2005 NSX
 1996-2005 RL
 Acura LS 1.8
 GSR 1.8
 Type "R" 1.8
 Honda DOCH 1.6

TIME-SERT®

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Honda B16 and similar blocks that should have a starting thread of 47mm.
 2002-2005 CR-V
 2003-2005 Accord L4
 2003-2005 Element
 2002-2005 Civic SI
 2002-2005 RSX

HONDA/ ACURA HEAD BOLT M11x1.5 THREAD REPAIR P/N 7111

NOTE: For B16 and similar engine blocks, use the B16 spacer on core drill, and go to the first line on tap and insert driver tool. Use with blocks which have a thread depth of approx. 47mm from the top of the deck to the first thread.

- WARNING -

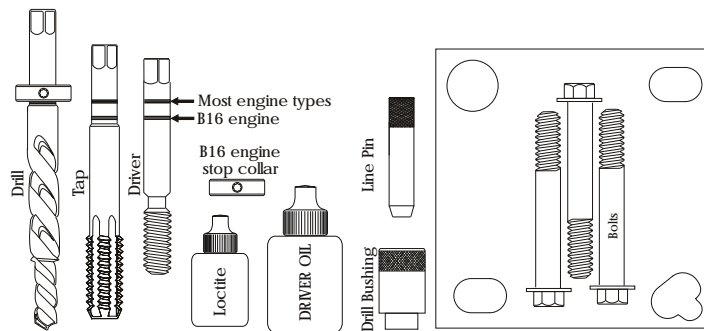
Cutting tools may shatter if broken. The wearing of safety glasses is required in the vicinity of their use.

CUTTING FLUID

A Cutting fluid is necessary for drilling and tapping. (WD40)

DRILL MOTOR

The use of a half inch drill motor is recommended for drilling.



Tools needed:
 Drill fixture
 Drill bushing
 Alignment pin
 Bolts (3)
 Step drill
 Tap
 Insert driver
 B16 Spacer
 Inserts (Qty 10)
 loctite
 Driver oil

STEP 1

INSTRUCTIONS

PLACE LARGEST HOLE IN DRILL FIXTURE OVER THE HOLE TO BE REPAIRED. PLACE BUSHING IN FIXTURE, THEN PLACE LINE UP PIN IN BUSHING TO PICK UP HOLE. DO NOT FORCE PIN INTO HOLE. USE BOLTS AND TIGHTEN TO SECURE FIXTURE IN PLACE. REMOVE LINE PIN NOTE: ON ELEMENT STYLE BLOCKS THE LIN PIN MAY DROP TO MIDDLE OF DRILL BUSHING, THIS IS NORMAL JUST LOCK DOWN BOLTS AND LIFT DRILL BUSHING TO REMOVE LINE PIN. PLACE DRILL BUSHING BACK IN PLATE FOR DRILLING.

STEP 2

STOP: IF YOU ARE REPAIRING A B16 OR SIMILAR ENGINE BLOCK PLACE THE B16 SPACER ON CORE DRILL.

USE A SUITABLE DRILL MOTOR AND STEP DRILL THE HOLE UNTIL THE STOP COLLAR TOUCHES THE TOP OF THE DRILL BUSHING. THIS WILL REQUIRE REMOVING DRILL AND BUSHING SEVERAL TIMES TO CLEAR CHIPS. CLEAN OUT ALL CHIPS. DRILL THE HOLE SLOWLY AND CAREFULLY FOR A STRAIGHT HOLE THIS IS VERY IMPORTANT!

NOTE: If drill bushing turns while drilling hole, Remove drill and drill bushing, Clean out all chips. We recommend using a long air nozzle 6" or longer to blow out all chips.

STEP 3

(USE WD40 for tapping) NOTE: IF REPAIRING A B16 OR SIMILAR BLOCK GO TO FIRST LINE ON TAP

TAP THROUGH THE DRILL BUSHING UNTIL THE GROOVE ON THE TAP LINES UP WITH THE TOP OF THE DRILL BUSHING. THIS WILL REQUIRE REMOVING THE TAP AND BUSHING SEVERAL TIMES TO CLEAR CHIPS. CLEAN ALL CHIPS USING BRAKE OR CONTACT CLEANER THAT WILL NOT LEAVE AN OILY RESIDUE, THE HOLE MUST BE CLEAN AND DRY. USE A FLASHLIGHT TO INSPECT THE HOLE FOR CHIPS AND CLEANLINESS.

STEP 4

REMOVE DRILL FIXTURE FOR THE FINAL STEP 4.

USE INSERT DRIVER OIL (DO NOT USE WD40.) NOTE: IF REPAIRING B16 OR SIMILAR BLOCK GO TO FIRST LINE ON INSERT DRIVER.

OIL THE THREADS OF THE INSERT DRIVER. SCREW AN INSERT ONTO THE DRIVER, APPLY A SMALL AMOUNT OF LOCTITE 266 ON THE BOTTOM OUTSIDE THREADS OF THE INSERT AND SCREW THE INSERT INTO THE PREPARED HOLE. WHEN THE HEAD OF THE INSERT IS SEATED THE DRIVER WILL TIGHTEN UP, USE A LITTLE MORE POWER TO SCREW THE DRIVER THROUGH THE INSERT, UNTIL THE GROOVE OF THE DRIVER LINES UP WITH THE TOP OF THE BLOCK. REMOVE INSERT DRIVER, REPAIR IS COMPLETE.

Check for the latest torque specifications before assembling the engine.

Improper torque of the head can lead to thread failure.