

# TIME-SERT® FORD TRITON

## M16x1.5 3 VALVE SPARK PLUG REPAIR KIT

### P/N 3221

**– 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 reaming and tapping. (WD40)

**– AIR RATCHET –**

Use of an air ratchet at slow speed will help speed up the reamer tool.



1	44190	Handle
1	32210	Wrench
1	32211	Reamer
1	32212	Tap
1	32213	Driver
1	6010	Driver Oil
1	55516	1/8 hex key
5	32214	M16x1.5x12.7mm

**This is not recommended as an “Over the fender repair”**

Due to the long pilots on the reamer and tap, there is a possibility of the pilot breaking off and falling into the engine.

**Before you proceed:**

Make sure that the head is raised above the working surface at least an inch or 25mm so that the pilots on the tap and reamer tools have clearance as to not hit the surface below. If repairing on a work bench this can be accomplished by using 2 short pieces of 2”x 4”wood to raise the head from the surface then secure head in place. The valves must be closed when repairing.

**Instructions are using a block of aluminum, for better viewing. This repair can be done on the vehicle at your own risk.**

1) Using the wrench provide, place the reamer into square of the wrench and tighten the setscrew to secure the reamer in place. The pilot on the reamer will keep the newly reamed hole square to the original threads.

Picture A.

Ream the hole until the black stop collar bottoms out on the hole and spins freely.

This will create a countersink for the flange of the insert. Picture B.



**A:**

The valves must be closed when repairing!



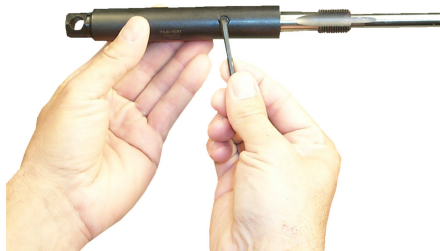
**B:**

2) Using the wrench provided, place the tap into the square of the wrench and tighten the setscrew to secure the tap in place. Picture C.

Tap the hole to the full depth permitted by the tool. The tap should “stop” or bottom out as it comes in contact with the bottom of the newly reamed hole.

Picture D.

Use contact or brake cleaner to thoroughly clean out any remaining chips and oil.

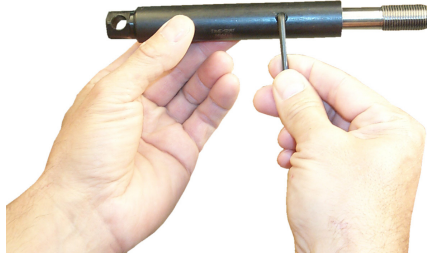


**C:**



**D:**

3) Using the wrench provided, place the Driver into the square of the wrench and tighten the setscrew to secure the driver in place. Picture E.



E:

Oil the bottom threads of the insert driver with a few drops of driver oil. Picture F.



F:

4) Screw and insert onto the driver and into the newly prepared hole. Picture G.



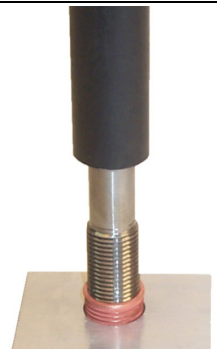
G:

While screwing the driver into the insert you will feel the driver start to tighten up, with a little more power continue through the insert until it loosens up. The driver will cold form the last few threads of the insert locking it in place.

Use caution to not bottom out the driver tool in the bottom of the hole.

Picture H.

Remove driver, repair is complete.



H:

The new steel threads are now square to original piloted spark plug hole.

