THREAD REPAIR KITS

Powercoil supply a full range of thread repair kits available in single and multiple size format. Range kits include a full set of problem solving thread repair kits covering the majority of sizes commonly in use today. These handy kits contain all the tools needed for thread repair and maintenance and offers a cost effective way of repairing and strengthening threads.

With the exception of spark plug kits, Powercoil Thread Repair kits contain hand insertion / tang break tool, high speed intermediate tap, quantity of inserts and clear instructions which should be read through before starting repair.

In order to fulfill the design load, threads should be engaged for the entire length of the insert. Where cylinder head stretch bolts have been used, deformation should be checked before selecting the appropriate kit size.

powercoil® wire thread insert system

STI (SCREW THREAD INSERT) TAPS

Powercoil supply a range of STI (Screw Thread Insert) taps. The STI taps have a larger diameter with the same pitch as a standard tap in order to accommodate the wire thread insert. This will enable the same size bolt to be used in the re threaded hole.

Spark Plug kits contain a pilot nose tap to guide the tap along the original thread and ensure accurate alignment. This style of tap is widely used in repairing damaged spark plug threads, other through holes and generally does not require prior drilling.

POWERCOIL ADVANTAGES

Powercoil wire thread inserts are the quick and easy method for repairing damaged threads, or creating stronger original threads in alloys and composite materials.

Benefits

- creates stronger than original threads in most materials
- even distribution of load leads to low friction between bolt and female thread
- reduces thread wear
- cost effective repair systems
- provides high strength attachment in low strength parent materials
- highly compatible with other brands of inserts and tooling

HOW POWERCOIL WORKS

Powercoil inserts are made from high quality stainless steel wire with a diamond cross section wound to the shape of a spring thread. The insert which is larger in diameter than the tapped hole, is compressed during installation then allowed to spring back, permanently anchoring the insert in the tapped hole.

Because of its larger diameter, the Powercoil insert has a greater contact area and is normally stronger than the original thread.

MeFaCo
INDUSTRIAL FASTENERS AND TOOLS

MeFaCo International bvba
Industrieweg 2
9200 Dendermonde
Belgium
T. +32 (0)52 20 39 23
F. +32 (0)52 21 95 24
www.mefaco-intl.com
info@mefaco-intl.com

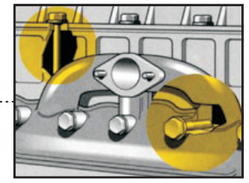
ON THE ROAD WITH powercoil® wire thread insert system QUALITY THREAD REPAIR SYSTEMS

MeFaCo
INDUSTRIAL FASTENERS AND TOOLS

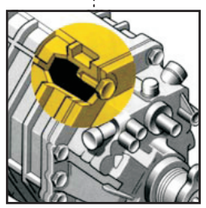
REPAIR STRIPPED OR DAMAGED THREADS WITH POWERCOIL

THERE ARE HUNDREDS OF THREADS IN THE AVERAGE MOTOR CAR. WHEN DAMAGE OCCURS YOU WILL NEED THE POWERCOIL THREAD REPAIR SYSTEM.

powercoil® wire thread insert system



MANIFOLD



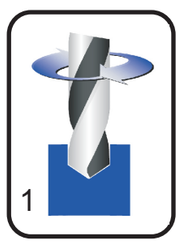
GEAR BOX CASING

OIL SUMP PLUGS

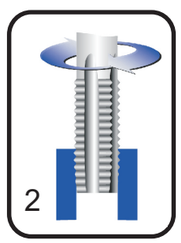
DIFFERENTIAL HOUSING

SPARK PLUG

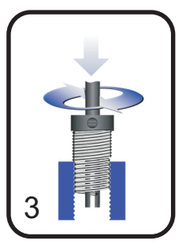
HOW TO USE POWERCOIL



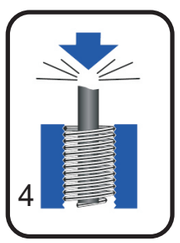
1. DRILL
Drill to clear out the damaged thread (if necessary).



2. TAP
STI tap supplied.
Tap thread should match up with bolt.



3. INSTALL
Wind insert in with light downward pressure until 1/4 to 1/2 turn below the surface, driving tang towards the bottom of the hole.



4. TANG REMOVAL
Remove tool and sit back on top of tang. Tap down sharply. Do not try to twist tang off. For sparkplug and large fine thread inserts,use long nose pliers and pull tang out.

TYPICAL APPLICATIONS

		Kit Ref
CYLINDER HEAD BOLTS		
7/16 — 14	UNC	3532-7/16K
1/2 — 13	UNC	3532-1/2K
9/16 —12	UNC	3532-9/16K
M10 x1.5		3520-10.00K
M11 x1.5		3520-11.00K
M11 x1.25		3521-11.00K
M12 x1.5		3521-12.00K
M12 x1.75		3520-12.00K
M13 x1.5		3521-13.00K
M13 x1.75		3520-13.00K
EXHAUST MANIFOLD STUDS		
1/4 — 20	UNC	3532-1/4K
1/4 — 28	UNF	3534-1/4K
5/16 — 18	UNC	3532-5/16K
5/16 — 24	UNF	3534-5/16K
3/8 — 16	UNC	3532-3/8K
3/8 — 24	UNF	3534-3/8K
7/16 — 14	UNC	3532-7/16K
7/16 — 20	UNF	3534-7/16K
1/2 — 20	UNF	3534-1/2K
9/16 — 18	UNF	3534-9/16K
5/8 — 18	UNF	3534-5/8K
3/4 — 10	UNC	3532-3/4K
M5 x 0.8		3520-5.00K
M6 x 1		3520-6.00K
M8 x 1.25		3520-8.00K
M10 x 1.5		3520-10.00K
M10 x 1.25		3521-10.00K
SHOCK ABSORBERS		
M10 x 1.5		3520-10.00K
3/8 — 16	UNC	3532-3/8K
FUEL INJECTION		
M24 x 2		3521-24.00K
STARTER MOTOR BOLTS		
3/8 — 16	UNC	3532-3/8K
M10 x1.5		3520-10.00K
ALTERNATOR BOLTS		
5/16 — 18	UNC	3532-5/16K
3/8 — 16	UNC	3532-3/8K
M10 x1.5		3520-10.00K
OIL SUMP/DRAIN PLUGS		
1/4 — 19	BSP	3546-1/4K
1/2 — 20	UNF	3534-1/2K
5/8— 18	UNF	3534-5/8K
3/4— 16	UNF	3534-3/4K
7/8— 14	UNF	3534-7/8K
M12 x 1.75		3520-12.00K
M14 x 1.5		3521-14.00K
M16 x 1.5		3521-16.00K
BRAKE CALLIPER BOLTS		
M9 x 1.25		3520-9.00K
M11 x1.25		3521-11.00K
SPARKPLUG		
M10 — 1.0		3522-10.00K
M12 — 1.25		3522-12.00K
M14 — 1.25	INCH LENGHT	3522-14.00K
M14 — 1.25	METRIC LENGHT	3522-14.00K1
M18 — 1.5		3522-18.00K
ENGINE EXHAUST ANALYSER		
M18 x 1.5		3523-18.00K

Note:
Manufacturers' manuals should be used to verify thread form, size and pitch.

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INDUSTRIAL FASTENERS AND TOOLS

TO MAINTAIN PEAK PERFORMANCE OF YOUR MOTORBIKE, USE POWERCOIL THREAD REPAIR SYSTEMS.

TYPICAL APPLICATIONS

		Kit Ref
CAM COVERS		
M6 x 1.0		3520-6.00K
FRONT/REAR BRAKES		
M10 x 1.5		3520-10.00K
CYLINDER HEAD BOLTS		
M12 x 1.5		3521-12.00K
OIL SUMP DRAIN PLUGS		
1/2 — 20	UNF	3534-1/2K
1/2 — 13	UNC	3532-1/2K
M12 x1.5		3521-12.00K

Note:
Manufacturers' manuals should be used to verify thread form, size and pitch.

		Kit Ref
TIMING PLUG		
5/8 — 18	UNF	3534-5/8K
ENGINE CASE BOLTS		
5/16 — 18	UNC	3532-5/16K
M8 x1.25		3520-8.00K
TRANSMISSION CASE		
5/16 — 18	BSW	3528-5/16K
M8 x1.25		3520-8.00K
SPARKPLUG		
M10 — 1.0		3522-10.00K
M12 — 1.25		3522-12.00K
M14 — 1.25	(INCH LENGTH)	3522-14.00K
M14 — 1.25	(METRIC LENGTH)	3522-14.00K1

BRAKE DISK

SPARK PLUG

CARBURETTOR & GEAR BOX

Note:
Manufacturers' manuals should be used to verify thread form, size and pitch.