

TIME-SERT®

:ADD ON KIT: FORD TRIPLE OVERSIZED M14x1.25 SPARK PLUG REDUCER P/N 5588

– 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)
Use grease to help catch chips.

– AIR RATCHET –

Use of an air ratchet at slow speed will help speed up operations on counterbore and reamer



Qty	Part number	Description
1	55520 (silver)	Triple oversized Counterbore
1	55521	Triple oversized Tap
1	38154	Driver
5	55522	Triple oversized Inserts
1	6010	Oil
1	6020	Sealer

This kit works in conjunction with p/n 5553 Ford Triton, Or p/n 5141E. You must have 1 of these kits to finish repair.
NOTE: After install only use 16.8mm length inserts this can be p/n 51459, p/n 51407 or p/n 51457.

Stop: Check that the valves are not open!

The only 100% way to know the valves are not open is to remove the valve cover and inspect the cam, making sure that it is not depressing the valves on the damaged sparkplug hole.

An optional way to check that the valves are closed. This is a 2 man job.

Have someone turn the engine over by hand with a 18mm socket from the front of the engine. Turn the engine over until it is going up on the compression stroke. Place your thumb at the top of the sparkplug hole at the same time to block off the air. When you feel the engine compression stop pushing air against your thumb the piston will be top dead center. Turn the engine a little more clockwise to be on the down stroke, both valves should be closed at this point and the piston all the way down and out of the way.

Pre instructions only required for FORD Romeo 2001 and up RF-1L2E heads.

SPECIAL NOTE COUNTERBORE:

Use only on RF-1L2E heads which started production in 2001 and UP. Do not use the counterbore p/n 55518 tool if the hole being repaired is 2000 or earlier.

If the head being repaired is 2001 and up and a RF-1L2E head use the counterbore manually. This is preformed by placing the counterbore in the hole to touch the bottom, then mark the black wrench which holds the counterbore tool and manually go down 5/16 to 3/8 inch to remove the step.



This counterbore removes a step in the aluminum head found in the RF-1L2E Ford heads.



Casting number above RF-1L2E. Found in Years 2001 and UP.

MAIN INSTRUCTIONS

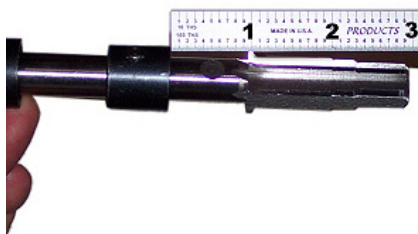
Use wrench from kit p/n 5553 to hold tooling.

Section view of head, which makes for better viewing. This repair can be done without removing the heads.

1) Using the reamer p/n 55512 from kit p/n 5553. Back up the black stop collar 1" inch.

Backing up the collar allows the reamer to pass all the way through the head. This will then allow the reamer to cut a diameter of .730 inches.

Tip: Packing the flutes with grease will help to catch stray chips from going into the cylinder.



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P/n 55520 (silver counterbore)
 Note: Do not use excessive down pressure on this tool.

2) Use (silver) counterbore p/n 55520 included in this kit, counterbore the hole to the full depth permitted by the tool.
 The tool will spin freely when the small outer step of the counterbore (negative cutting edge) comes in contact with the head.

Note: This will require removing the tools several times to clean off chips.



3) Tap the hole, there is a pilot at the front of the tap to help guide it straight into the hole.

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



Mechanics Tip 1: Packing the flutes with grease will help to catch any stray chip from going into the cylinder.

Mechanics Tip 2: Using a shop-vac with a thin hose taped to the nozzle is helpful removing any remaining chips in the cylinder.

4) Insert driver tool

A:
 Place the driver tool into the wrench, oil the bottom threads of the driver tool with a few drops of driver oil.

B:
 Screw an insert onto the driver.



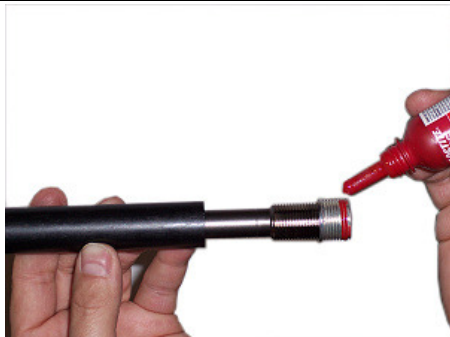
A

B:

5) Loctite

Place Lock-tite around the bottom few threads of the insert.

Screw the insert into the prepared hole.



6) Install Insert

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.

USE CAUTION NOT TO SCEW THE DRIVER ALL THE WAY ENTIRELY THRU THE INSERT AS WE DO NOT WANT THE DRIVER TO DROP THRU THE HEAD.



The triple oversized insert is now ready to accept the M14x1.25 insert of the Triton or Big-Sert style.

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Installation of the Triton or Big-Sert style inserts into the newly installed Triple oversized insert. We continue from the setting tool located in kits p/n 5553 or p/n 5141E and install as per the instructions.

Setting tool.

A: Screw the setting tool into the insert.

B: Then lightly tighten the socket cap screw.

Note: Kits p/n 5141 and 5141E have a ring on the setting tool that unscrews for Triton inserts.



A:



B:

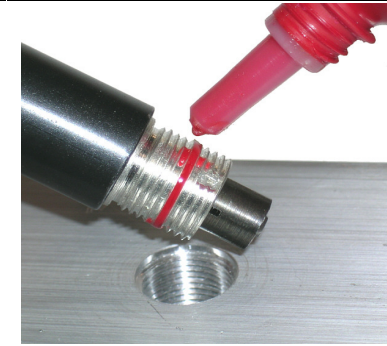
C: Using the wrench provided place the setting tool into the wrench.

D: Place Lock-tite around the middle of the insert. and into the clean prepared hole.

Screw the insert into the hole until the flange of the insert is seated to the head. This is approximately 20 foot pounds.



C:



D:

E: Hold the wrench, and in a counter-clockwise rotation, untighten the cap screw with the allen key provided, This will allow the setting tool to release itself from the insert.

F: You can now remove the setting tool from the insert.



E:



F:

Insert driver tool

Using the wrench provided, place the driver tool into the square and tighten the setscrew to secure the driver in place.

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

Note: optionally you may use 30wt motor oil.



Screw the driver into the insert. The driver will cold form the last few threads of the insert. This is approx. 10 full turns.

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.

Remove driver, repair is complete.

