

# TIME-SERT

TIME FASTENER COMPANY  
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## M10x1.0 SPARK PLUG KIT EXTENDED P/N 4010E2

NOTE: NGK CR9EH spark plugs have a straight section near the spark plug washer.

Spark plug NGK CR9EH Motorcycles can be:

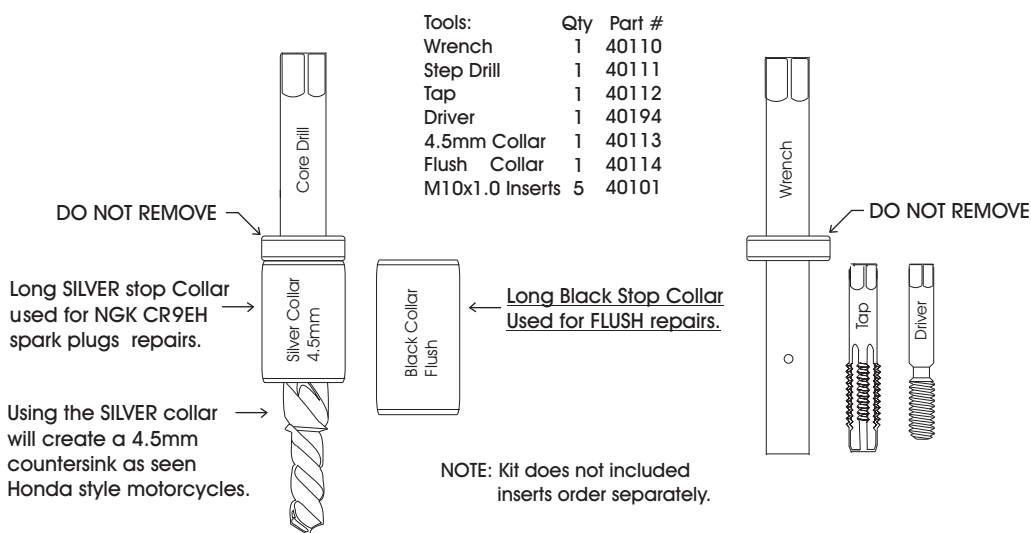
HONDA 1990 VFR750R RC30  
HONDA 1990-1988 NX250  
HONDA 1994 RVF750R  
HONDA 1994-1991 CBR600F2  
HONDA 1996 CBR600SJR  
HONDA 1997-1990 VFR750F  
HONDA 1998 CBR600SE  
HONDA 1998-1995 CBR600F3  
HONDA 1999-1993 CBR900RR  
HONDA 2000-1997 CBR1100XX  
HONDA 2000-1999 CBR600F4  
HONDA 2001-1998 VFR800FI INTERCEPTOR  
HONDA 2001-2000 CBR929RR  
HONDA 2004 599- 600  
HONDA 2004-1996 XR250R  
HONDA 2006-2004 CB600F

### - 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)



## INSTRUCTIONS

### NOTE:

IF REPAIRING A SPARK PLUG P/N CR9EH or SIMILAR STYLE HEAD REQUIRING A 4.5mm COUNTERSINK. USE THE SILVER BUSHING PART NUMBER 40113. CR9EH STYLE SPARK PLUG HOLES WILL REQUIRE A 9mm LENGTH INSERT P/N 40101.

### STEP 1

USE A SUITABLE T-HANDLE AND STEP DRILL THE HOLE UNTIL THE APPROPRIATE STOP COLLAR ON THE DRILL BOTTOMS OUT ON THE HEAD AND SPINS FREELY. THIS WILL REQUIRE REMOVING DRILL SEVERAL TIMES TO CLEAR CHIPS. CLEAN OUT ALL CHIPS. NOTE: We recommend using a long air nozzle 6" or longer to blow out all chips.

### STEP 2

USING THE WRENCH PROVIDED PLACE THE TAP INTO THE BOTTOM SQUARE INSIDE WRENCH AND TIGHTEN SET SCREW. TAP THE HOLE. THIS WILL REQUIRE REMOVING THE TAP 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 3

USE INSERT DRIVER OIL or 30wt Motor oil (DO NOT USE WD40.)

USING THE WRENCH PROVIDED PLACE THE DRIVER INTO THE BOTTOM SQUARE INSIDE WRENCH AND TIGHTEN SET SCREW. OIL THE THREADS OF THE DRIVER TOOL. SCREW AN INSERT ONTO THE DRIVER AND 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. THE DRIVER TOOL WILL COLD FORM THE LAST FEW THREADS OF THE INSERT LOCKING IT IN PLACE. REMOVE INSERT DRIVER, REPAIR IS COMPLETE.