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DIY: HPFP Stripped Thread Repair (HeliCoil Content)



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11-08-2008, 12:54 PM

rbradleymedmd
 Formula 5000 Champion

 Drives: b6 Passat 2.0t
 Join Date: Aug 2008
 Location: Columbia, SC
 Posts: 2,026
DIY: HPFP Stripped Thread Repair (HeliCoil Content)

First, I want to thank Staulkor for writing a brief summary of what all is involved in the process. His DIY is linked right below...

<http://forums.vwvortex.com/zerothread?id=3793149>

Well, with everyone checking the Cam Followers, I figured this might be a quick little write-up with pics that might come in handy for some eventually. I always use a torque wrench on these bolts, but I must have just set it wrong during one of my previous re-install. I was in the process of installing the APR HPFP when two of my HPFP m6 bolts just kept spinning and not tightening.

Tools Needed:

Tools Necessary to Remove HPFP (see Jeff's DIY)

Hand Drill Tap

Any Kind of Tape (I used Electrical Tape)

Can of Compressed Air

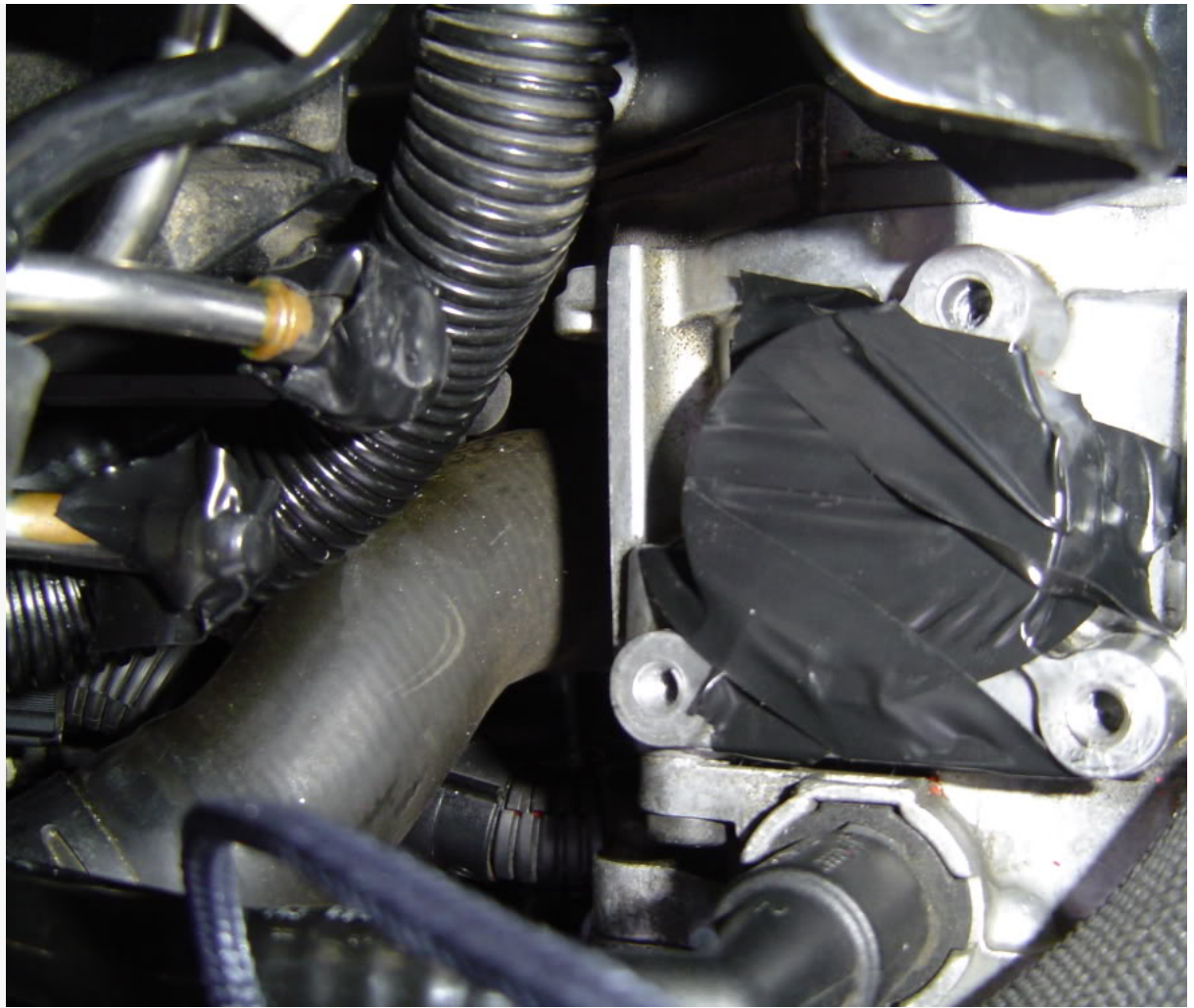
Red Loctite

HeliCoil m6 x 1.0 Kit (comes w/ HeliCoils, Thread Tap & Insertion Tool)

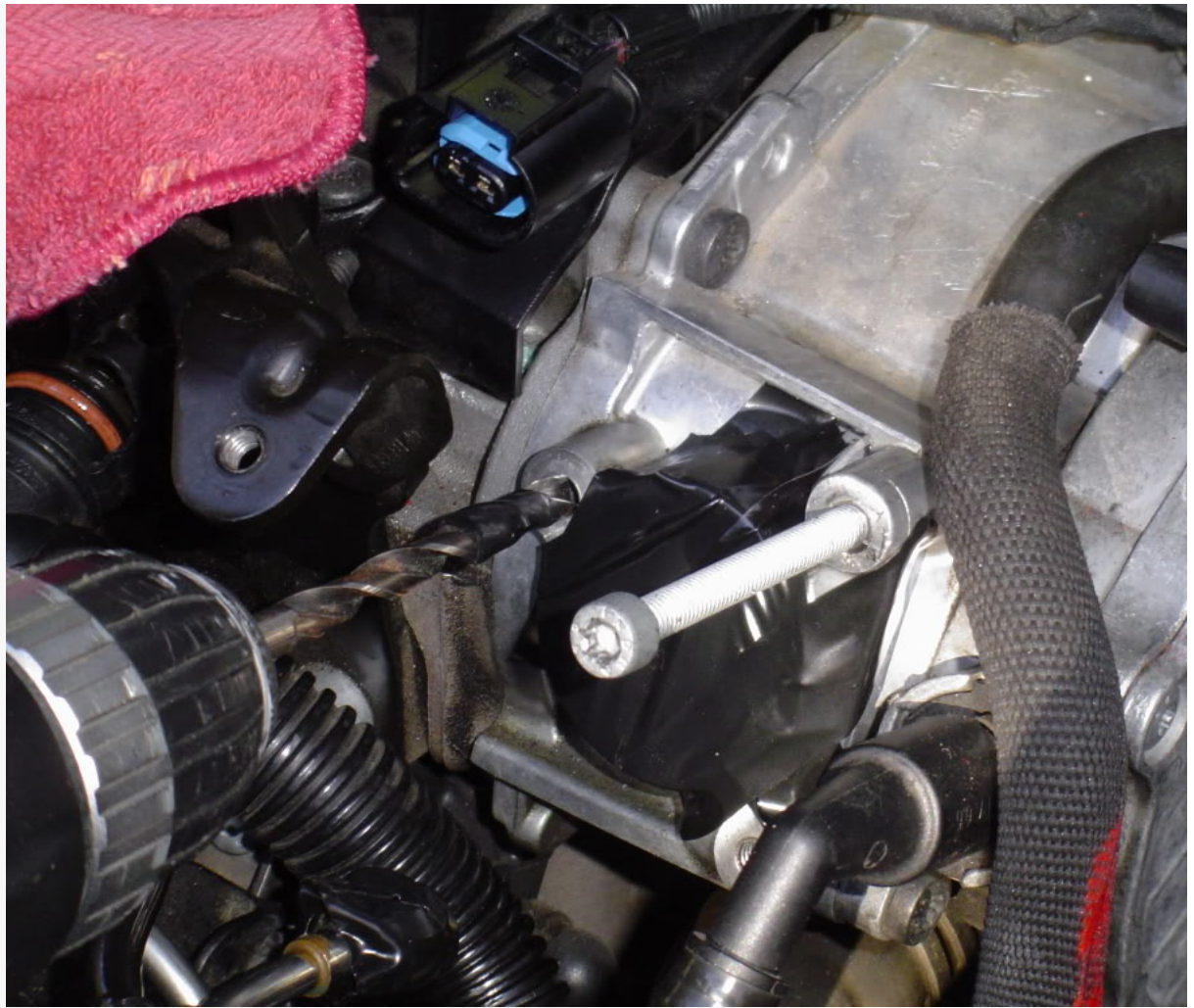


Steps to Complete Process:

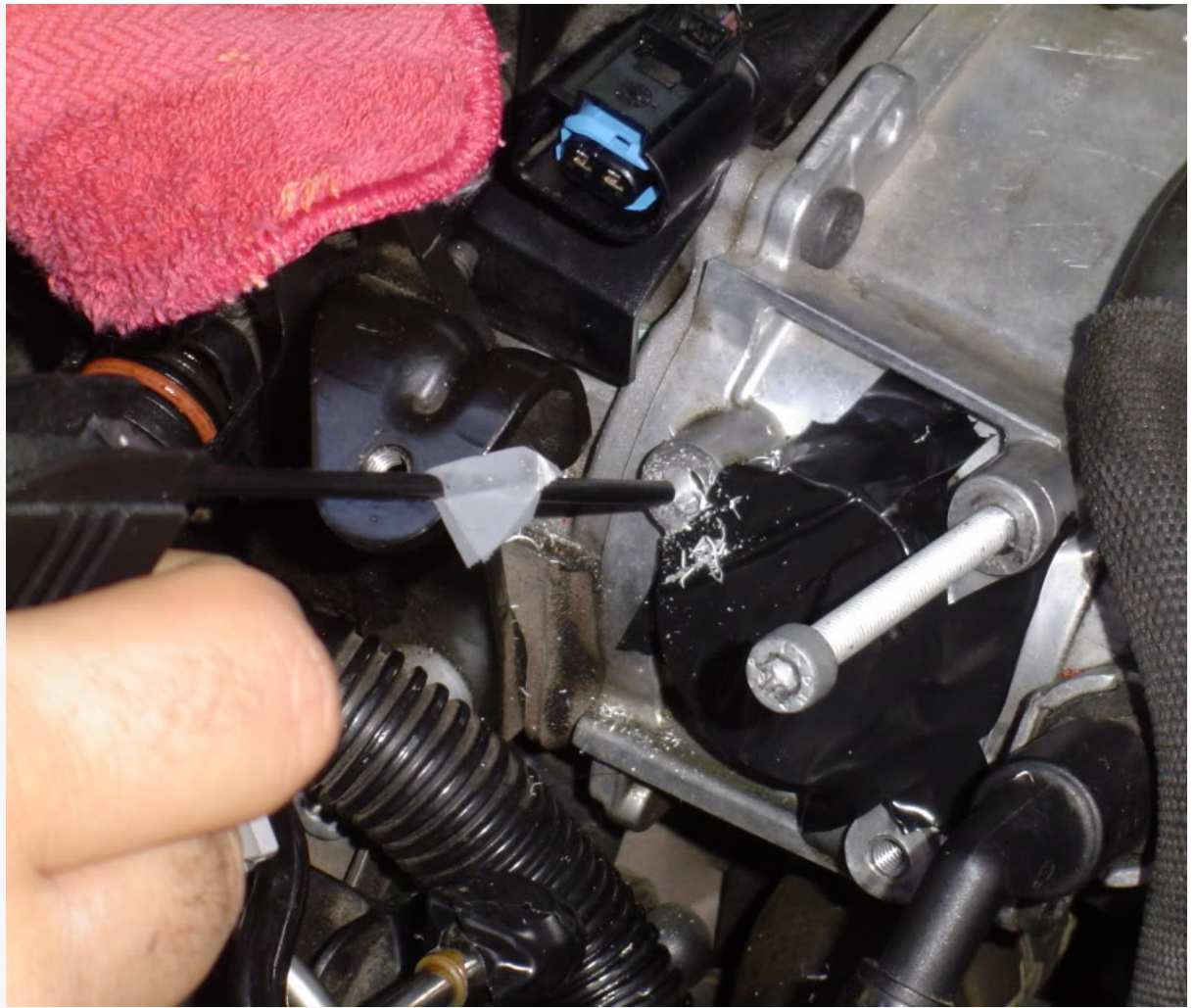
1. Start by Removing the HPFP from the Car
2. With the HPFP removed...tape off the two Fuel Line Openings and HPFP Insertion Point (no one wants little Aluminum Shavings in either locations)



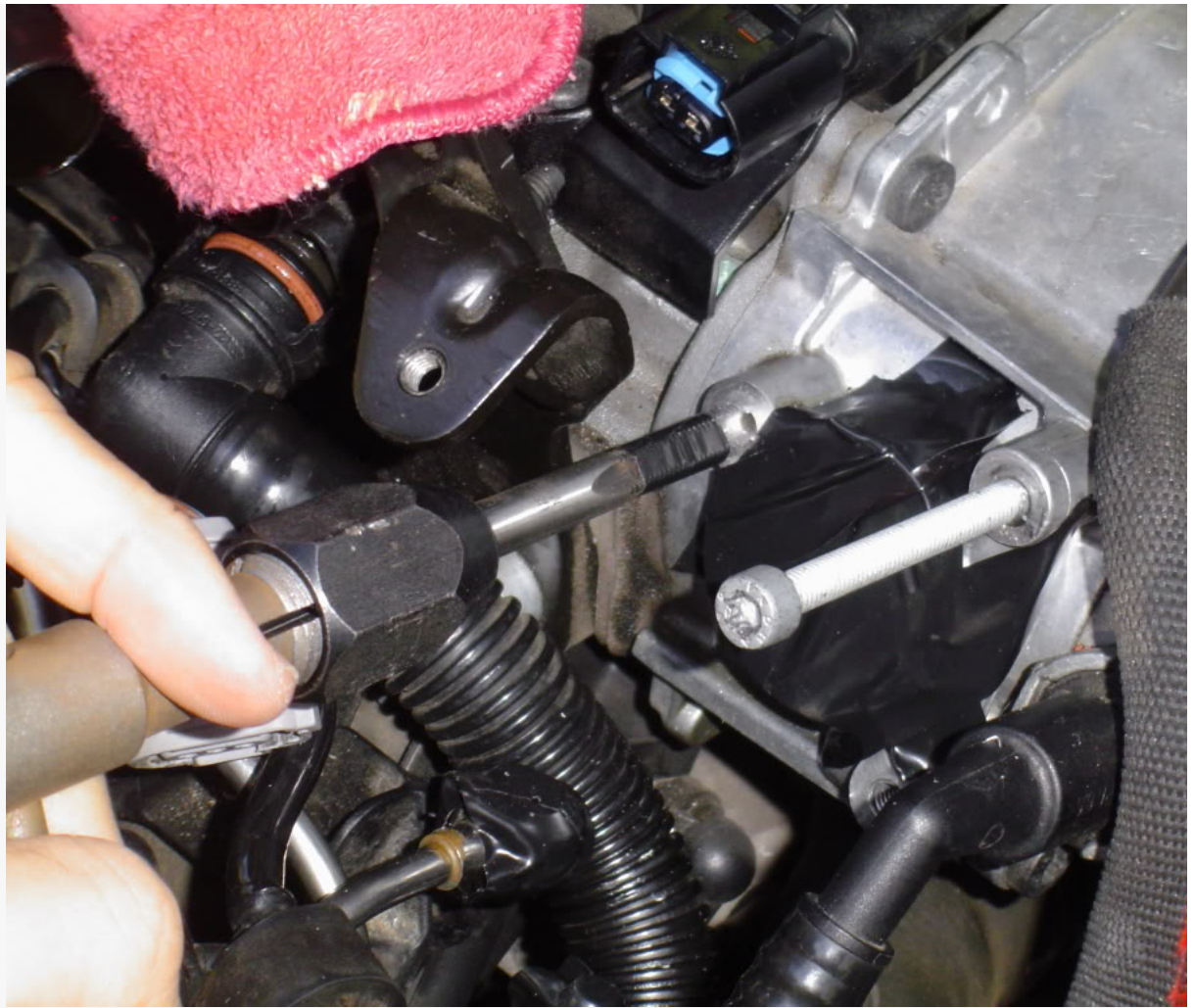
3: Drill out old, stripped threads (using Drill and 1/4" Bit). Use a good threaded hole and bolt to measure the necessary drill depth and m. tape). We left one of the m6 Bolts in its location to give the proper drilling angle. Make sure you drill very carefully and at a Perpendicular Hole.



4: Using the Can of Compressed Air, blow out the newly drilled hole (be sure to get all of the little shavings out).



5: Get the Hand Tap and supplied HeliCoil Thread Tap and begin threading the newly drilled hole. Again, make sure you tape off the neces didn't used any cutting oil, but some DIY recommend this step...I didn't find it necessary. Again, make sure you line the tap up (same as every 1 full turn of the tap (360 degree motion), I reversed the tap 1/4 turn and blew out any little shavings that had accumulated on the



6: Once you have fully Threaded the Tapped Hole, blow the entire threaded opening out to remove any little shavings that may still remain.

7: Take a little Red Loctite and dab a little around the threads inside the bolt hole.

8: Grab the supplied HeliCoil Insertion Tool and one of the HeliCoils. Using the Hand Tap again, thread the little HeliCoil into the Threaded hole. Make sure you thread it down until it is flush (or slightly below flush) with the Hole. Once the HeliCoil is threaded in, pull the Insertion Tool back off the little tang at the bottom of the HeliCoil.

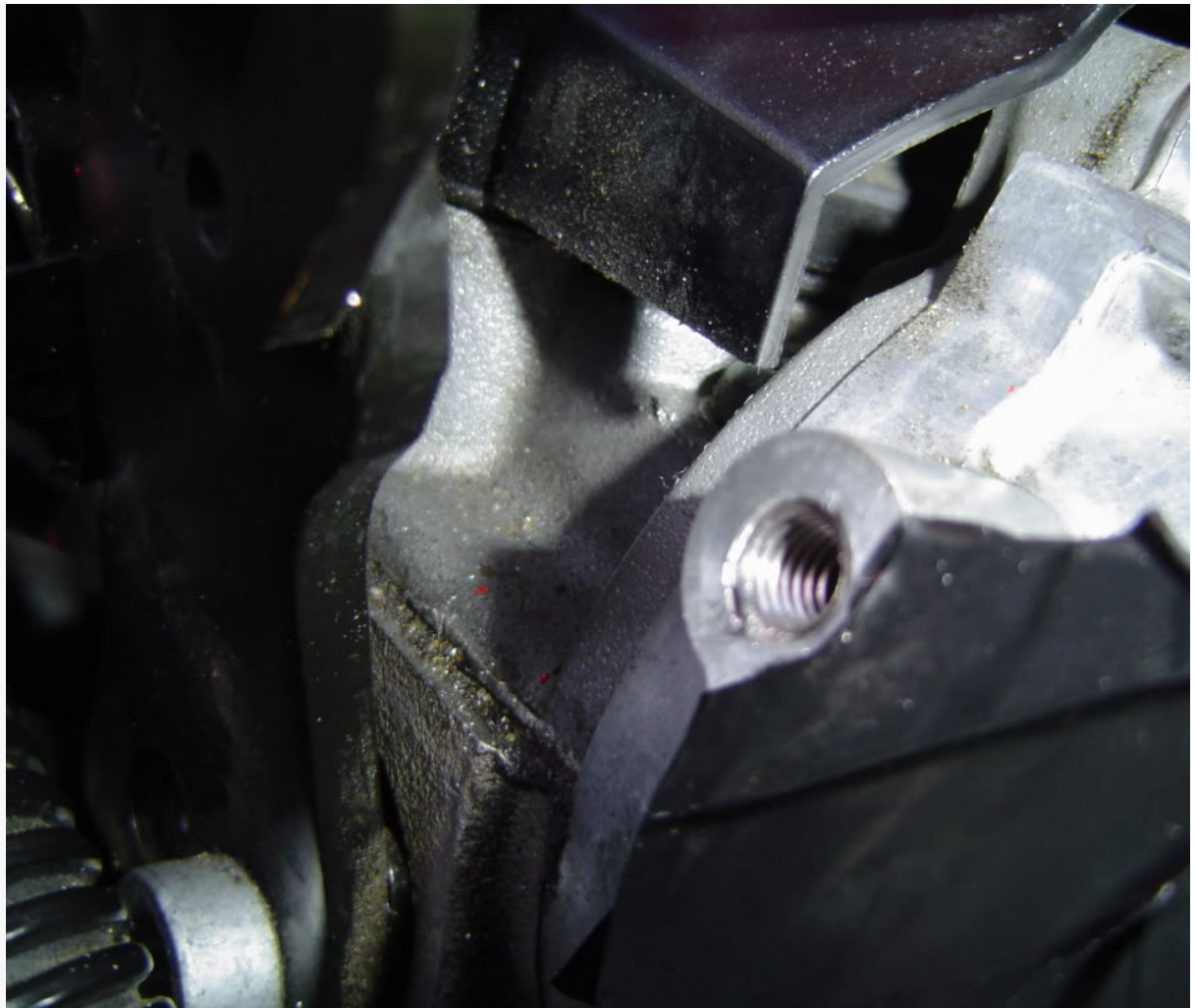




9: Finally, blow the hole out again to remove the broken tang. Take a small Q-Tip (or similar) and wipe the inside of the HeliCoil to remove Loctite that might have seeped inside the threads.

10: Allow Red Loctite to cure and you're done (I let it sit the full 24 hours...probably a little overkill, but better safe than sorry).

Finished Product:



Enjoy your new threads and use a torque wrench **set correctly** during the HPFP re-install. 😊

Chapter 11 Dubs

Quote:

Originally Posted by **Joel@Eurojet**
*Dazzle them with brilliance, don't baffle them with Bull****.*



11-08-2008, 01:12 PM

#2

rysskii3

VeeDub KING
🚗🚗🚗🚗🚗

Drives: MKV GTI
Join Date: Jun 2006
Location: San Diego
Posts: 6,253



QUOTE

11-08-2008, 01:20 PM

#3

BoostedThrills

showshinedetail.com
🚗🚗🚗🚗🚗

Great write up. I had to do this for the strut tower brace bolt holes on my 350Z. When I took the stock bolts out, at least the bottom 1/3 of all the threads were completely flat. Whoever re-installed them before I had the car probably used an impact gun with like 250lb/ft.



Drives: 2007 Infiniti G35 Sport
Join Date: Oct 2007
Location: Framingham,
Massachusetts
Posts: 1,682

[View BoostedThrills's Garage](#)



Quote:

Originally Posted by **HipToss**
I want to hump your avatar 🙄👉



11-08-2008, 06:46 PM

#4

petsy

FIA GT Champion



Drives: Mk5 Golf GTI
Join Date: May 2008
Location: UK
Posts: 1,087



A big 🙄 for a great write up.



11-08-2008, 07:47 PM

#5

staukor

V-Dubber



Drives: GTI MkV Fahrenheit #776
Join Date: Mar 2006
Location: Tempe, Arizona
Posts: 2,315

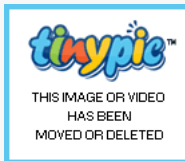
[View staukor's Garage](#)



Hehe, I did this on my own months ago. Its so stupid VW didnt reinforce the SOFT aluminum head with some sort of helicoil. Its so stupid the tap aluminum. Aluminum is soft like butter.

Mods: oem k04, revo3, giac dsg flash, BSH intake, 42dd race nonresonated dp, awe catback, fk highsport, defi boost gauge, euro led tails, plasti-dip grill, xenon match fogs+highs, DanGSR 28.5mm rsb, BSH DV, KMD Fuel Pump, 35% 3M tint, BSH mounts, Snow water/meth, forge twintercooler, BSH race catchcan, BSH throttle pipe, carpc and more!

K04 installed! 🙄



03-05-2010, 05:11 PM

#6

bacardicj151

Loading...



Drives: 2007 GTI MKV
Join Date: Feb 2008
Location: Cleveland, Ohio
Posts: 918



Seems like this is a one shot deal. How hard is it for someone who hasn't done it before?

Last edited by bacardicj151; 03-05-2010 at 06:35 PM.



03-05-2010, 09:38 PM

#7

rbradleymedmd

Formula 5000 Champion



Quote:

Originally Posted by **bacardicj151**
Seems like this is a one shot deal. How hard is it for someone who hasn't done it before?

Piece of cake...I have done all three HPFP bolts now. Just take you time and drill carefully and have a partner tell you that you are perpendicular and drilling straight in. Honestly, the last one I did in all of 10 minutes from drilling to threading in the helicoil. 🙄

Drives: b6 Passat 2.0t
Join Date: Aug 2008
Location: Columbia, SC
Posts: 2,026

Chapter 11 Dubs

Quote:

Originally Posted by **Joel@Eurojet**
*Dazzle them with brilliance, don't baffle them with Bull****.*



03-05-2010, 10:08 PM

#8

bacardicj151

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Drives: 2007 GTI MKV
Join Date: Feb 2008
Location: Cleveland, Ohio
Posts: 918



hm that instills some confidence in me...I think I'm still a little too scared but we'll see what tomorrow brings



03-05-2010, 10:17 PM

#9

rbradleyedmd

Formula 5000 Champion



Drives: b6 Passat 2.0t
Join Date: Aug 2008
Location: Columbia, SC
Posts: 2,026



Yeah man...just take you time and you'll do fine...the metal is really soft and easily drilled into. Best of luck man.

Chapter 11 Dubs

Quote:

Originally Posted by **Joel@Eurojet**
*Dazzle them with brilliance, don't baffle them with Bull****.*



03-05-2010, 11:18 PM

#10

dbduke

Formula 5000 Champion



Drives: 2010 CW MK6 GTI, APR
Stage 3
Join Date: Jan 2008
Location: Cambridge, MA
Posts: 2,932



I wonder if helicoils can be used to repair stripped valve covers... has anyone tried that? Obviously you can't reuse the OEM hardware, but it might still be a preferred solution to using an oversized self tapping screw, which is what i had to do.



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