

Chapter 1 : Thread Direction and Lubrication

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Female threads may be identified as left or right by the following test. Install a matching thread pitch gauge into the thread in question with exactly one tooth of the gauge left outside the thread. Rotate the gauge in the threads at least one-half turn clockwise. Observe the amount of gauge teeth outside the thread at this point. If they have increased, it is a left-hand thread. If they have decreased, it is a right-hand thread. If the gauge is rotated counterclockwise instead of clockwise, the results will be opposite. Right-hand threads most common tighten or are installed with a clockwise rotation and loosen or are removed with a counterclockwise rotation. Left-hand threads left pedals, some right-hand-side bottom-bracket parts, and certain freewheel cones and dust caps tighten or are installed with a counterclockwise rotation and loosen or are removed with a clockwise rotation. Thread direction of male threads may be identified by observation. Held vertically, the threads on a right-hand thread will slope up to the right, and the threads on a left-hand thread will slope up to the left see figure 1. Different countries tend to use different thread standards. Some of these existing threads are metric, and some are BSC. ISO standard threads may have a metric or inch description. Bicycle frames made in the U. Bicycle frames made in Italy are virtually certain to be Italian thread. French bicycles are the greatest source of confusion because they used to be French thread, then switched to Swiss thread, and finally have switched to ISO threading. Bicycle frames from other countries are seen much more rarely, and it is best to rely strictly on measurements in these cases. For example a bottom bracket made in Japan for an Italian bicycle would be Italian thread. Another example would be that an Italian made freewheel installed as original equipment on an older French bicycle would probably be a French thread. The threads used within any Japanese, Taiwanese, or French component are likely to be metric. The threads used within any Italian component are likely to be metric or Italian Whitworth a bizarre combination of metric diameter and inch pitch. There is little consistency with U. For example, Grip Shift uses metric threads on fittings, but fittings on Bullseye hubs use inch pitch threads. Preparation of threads with oil or grease permits ease of assembly and disassembly. Lubrication makes it easier to feel when the threaded component is becoming tight enough. Corrosion is also prevented by lubrication; however, lubrication is counter effective on threads with nylon inserts. In most cases the lubrication choice is between oil and grease. Oil is generally used on threads of small diameter or fine pitch. Ease of application is the primary advantage compared to grease. Grease is used on threads of larger diameter and coarser threads. Its advantage over oil is durability under exposure to moisture and less of a tendency to evaporate. In some cases it is preferable to use a compound called Loctite instead of lubrication. Loctite is a liquid that hardens and expands after application. It is not a glue, but works by expanding to fill a gap and exerting pressure between the parts. Loctite used on threads aids ease of assembly, prevents corrosion, prevents threaded components from coming loose and consequentially reduces the need to over-tighten parts, risking their damage. Loctites generally cure in a few hours. The hard cake that Loctite compounds cure into is not an adhesive. The hard cake deteriorates if the threaded item is turned after curing. Use of Loctite is redundant on threads with nylon inserts. There are several grades of Loctite. Some of the following grades are available from automotive stores or United Bicycle Tool Supply, but some must be purchased at industrial bearing supply companies. Loctite is the lightest grade available and is applicable on thread diameters up to 6mm. Typical uses of Loctite include: If only one grade of Loctite were to be used, it should be Loctite It is heavier than the , and is used on larger diameter threads. Typical uses of Loctite include bottom-bracket fixed cups and headset locknuts, but it is also acceptable to use it on smaller thread diameters. Loctite is a special application thread locker that is more heavy-duty than , but can be applied to already assembled components to penetrate into the threads. Typical uses of Loctite include already installed accessories such as fenders and already installed bottom-bracket fixed cups. Loctite or are extremely heavy-duty compounds that would not allow removal without damage to the tool or part. They are used when threads are damaged and as an

alternative to replacement when permanent installation will not be a problem. Loctite Quick Metal is not applicable to threads at all, but will fill gaps for press fits of up to. When assembling threads pay close attention to how they feel. Threads that feel tight during assembly should be checked for: Thread compatibility
Paint in threads Clean with tap. Damaged threads Clean with tap, die, thread chaser or file. Cross-threading Restart thread with better alignment. That threads feel effortless to assemble is not by itself an indication of thread compatibility. When the female thread is a larger diameter than the male, no effort will be required for assembly, even when there is a pitch mismatch. If pitch match has not been verified but the difference between the O. This is a useful technique in cases where it is impractical to check the pitch because of small I. A thread that gets tight and then feels easier to turn as it is secured is probably stripping. If tools are available and the damage is not too severe, it may be possible to repair the thread. The best repair will be accomplished with a thread cutting tool such as a tap for internal threads or die for external threads. When repairing threads with a tap or die, first make sure the damaged thread and tap or die have compatible thread description. Start the tap or die on the end of the threaded item that is in the best condition to ensure proper alignment. If the die is a variety with a split in it so it can be compressed or expanded, it should be fit in a special die handle that has expansion and compression adjusters. Thread the die onto the good portion of the thread with it expanded to a loose fit. Then compress it until it is barely snug before starting to cut on the threads that need repair. An alternative to using a tap or die is to use a thread chaser. A thread chaser does not actually cut threads. It does realign threads that have been mangled. It is most often used on solid axles or the dustcap threads in crank arms. The least expensive way to repair a thread is with a thread file. The thread file is best when there is just a small ding in a thread. Thread files can be used on mangled male threads. Available from various bicycle tool and general tool suppliers, thread files come in both inch and metric pitches. After matching the pitch on the file to the pitch of the thread being repaired, the file is then stroked in the direction of the thread angle, while the item being repaired is slowly rotated. Stripped threads can sometimes be repaired just by chasing them with the appropriate tap, die, or thread chaser. Using Loctite is a solution only when there is no further need to remove the part. Converting to a larger diameter thread may be limited by available material or parts. Replacing the damaged part has no disadvantage, except cost or limitations of availability. To repair a stripped thread by going to the next larger diameter, first drill out the old threads to the appropriate size for the tap that will create the new thread. When drilling to tap, the use of a larger bit than recommended will lead to poor thread depth and will probably result in further thread failure. The use of a smaller bit than recommended will result in the tap jamming and breaking off in the hole. To determine the correct drill size a simple formula can be used. If it is a metric thread, subtract the pitch from the nominal diameter of the thread; for example, converting a stripped 4. For inch thread which is unlikely to be needed due to the rare use on inch threads on bicycles, a special or unusual drill bit size is needed. After drilling out the hole use the appropriate tap for the new thread size. Then use the best-fitting tool possible. If it is a screwdriver, apply heavy, downward force while turning the screw. If a screw or bolt head is deformed in the attempt to remove it, try vise grips locked securely on the head. If vise grips fail, use a small saw Dremel or rotary tool to cut a slot in the head to fit a slotted screwdriver. Another alternative is to file flats on the side of the bolt or nut head to fit an open-end wrench. If all of the above fail, the next option is to drill a hole in the bolt or screw between one-half and three-quarters of the bolt diameter and then hammer in a screw extractor to turn out the bolt. The screw extractor is the first option if the screw or bolt head shears off. The last resort is to carefully drill the bolt out with the tap drill that is the appropriate size for the existing thread diameter. Then chase the threads out with a tap. If possible, grab nut, screw, or bolt with vise grip to pull up while unthreading.

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