

Why do I need a PoziDriv Screwdriver?

If you own a British car built since the mid 1960's, you may have noticed that the cross-head screws look a little different from those on your American car. That's because the British car uses PoziDriv screw heads while the American one uses Phillips.

The 2 types are easily distinguished because the Pozi has an X embossed on the top of the head. However, the differences are much more profound



that that. Whereas the cross point of a Phillips screwdriver tapers a lot to fit the screw head profile, the Pozi screw and its driver hardly taper at all. The result is that a lot more torque can be applied to a PoziDriv screw than a Phillips without the screwdriver riding upward out of the head — provided of course a PoziDriv screwdriver is used.

No doubt any of us who have worked on a post 60's British car have used a Phillips driver to remove a PoziDriv screw, so we know that it works most of the time. The problem comes with removing stubborn screw without spoiling the head. Using the right screwdriver may make the difference between success screw removal or not. In addition, constantly using a Phillips screwdriver on PoziDriv screws will eventually cosmetically spoil the head. If you have an MGB, take a look at those bright chrome screws that secure the gear shift gaiter surround – are they showing signs of damage?

PoziDriv screwdrivers are sized just like Phillips, the #2 size being by far the most useful.