

Service-Information



Techn. Cust. Service VS-201	gi/mi	Motorcycles R50/5, R60/5, R75/5 Group: engine - crankshaft	Munich, March 72 3/72 (006 m)e
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Ref: Crankshaft

Dear Sirs,

In order to reduce the possibility of damage to the drive when the engine is greatly overloaded the fatigue strength of the crankshaft under repeated bending stress has been increased at the following models

R 50/5 upwards of chassis no. 2 964 190
R 60/5 upwards of chassis no. 2 940 740
R 75/5 upwards of chassis no. 2 985 208

by taking the following steps.

1. Change over to different material, from CK 45 N to 41 CR4 V 80.
2. Increasing the radius at the joint of the connecting-rod seat and the crank webs from 0.062" + 0.015" to 0.086" + 0.015".

As a result of the increased radius the inner chamfers of the bearing shells had to be widened from 0.023" x 45° to 0.047" + 0.07 x 30°; the order numbers 11 24 1 250 197, 11 24 1 251 052 (-0.25), 11 24 1 251 053 (-0.50), 11 24 1 255 294 (0.75) for the bearing shells remain the same.

S.I. 3/72 (006 m)

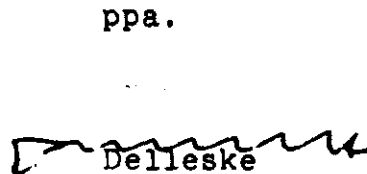
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Whereas the new bearing shells can be used together with the old crankshafts it is on no account possible to couple new crankshafts with the old bearing shells.

To obviate any errors the total stock of old bearing shells should be sent to the importer for scrapping. The importer will inform division VS-112 of the number of bearing shells scrapped upon completion of the action so that the necessary credit can be given.

Yours truly

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft
ppa.


Delleske


Flohr