



SERVICE INFORMATION

Techn. Customer Service
VKT-20 Fm/Wi/St

Motorcycles R50/5, R60/5, R75/5
Group: Engine

München, July 1970
No. 7/70 (288) en.

Re: Through-bolt sleeves pressed into cylinder head

Dear Sirs,

In order to avoid oil leakages between cylinder head and through-bolt sleeves in case of unfavorable machining tolerances, new through-bolt sleeves with seal rings (O-ring) and spacers are now used on

model R 50/5	commencing with frame No.	2 900 602
" R 60/5	" " " "	2 930 965
" R 75/5	" " " "	2 970 980

The new parts fit the three models and have the following ordering numbers:

Through-bolt sleeve	11 12 1 254 839
O-ring	11 12 1 255 167
Spacer	11 12 1 254 840.

The upper guide of the new through-bolt sleeve is by approx. 1.8 mm shorter than the previous version. Thus results, with built-in through-bolt sleeve an annular section for the lodgement of the O-ring.

When tightening the cylinder head, the O-ring is pressed, through a spacer, against the through-bolt sleeve and its lodging bore in the cylinder head. This assures an efficient sealing between cylinder head and through-bolt sleeve, see sketch II.

In case of complaint, the new through-bolt sleeve may be installed also subsequently. To do this, remove cylinder head and tap an M 12 thread into the pressed-in sleeve. Heat cylinder head up to 180 - 200 °C (356 - 392 °F).

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Screw M 12 bolt (1) into pressed-in sleeve (2), tap the pressed-in sleeve with appropriate drift (3) (10 mm \emptyset , approx. 160 mm long) out of cylinder head, see sketch I.

Tap new through-bolt sleeve (4) into still warm cylinder head. Slide-on O-ring (5) and spacer (6), see sketch II.

It proved convenient to renew the four through-bolt sleeves per cylinder head, in case of a repair. Labor required for repair of one cylinder head = 4 through-bolt sleeves 37 FR, to repair both cylinder heads = 8 through-bolt sleeves 60 FR.

Yours very truly,

BAYERISCHE MOTOREN WERKE
Aktiengesellschaft

ppa.

i.V.

Enclosure
sheet with
sketch I+II



Delleske

Bennewitz