



# 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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| Kenntnis genommen - Pris connaissance - Noted - Tomado nota - Preso conoscenza |  |  |  |  | Ablage - Archives - File - Archivio                                  |  |  |
|--|--|--|--|--|--|--|--|
| Betriebsleitung<br>Direction<br>Management<br>Dirección<br>Direzione           | Werkstatt<br>Atelier<br>Workshop<br>Taller<br>Officina | KD-Annahme<br>Réception clientèle<br>Cust. reception<br>Recepción clientela<br>Recezione clienti | Gewährl.-Sachb.<br>Inspecteur garantie<br>Warranty inspector<br>Inspector garantía<br>Ispettore garanzia | E-Teildienst<br>Service pièces détachées<br>Spare parts service<br>Servicio de recambios<br>Servizio ricambi | Betriebsleitung<br>Direction<br>Management<br>Dirección<br>Direzione | Werkstatt<br>Atelier<br>Workshop<br>Taller<br>Officina |  |

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

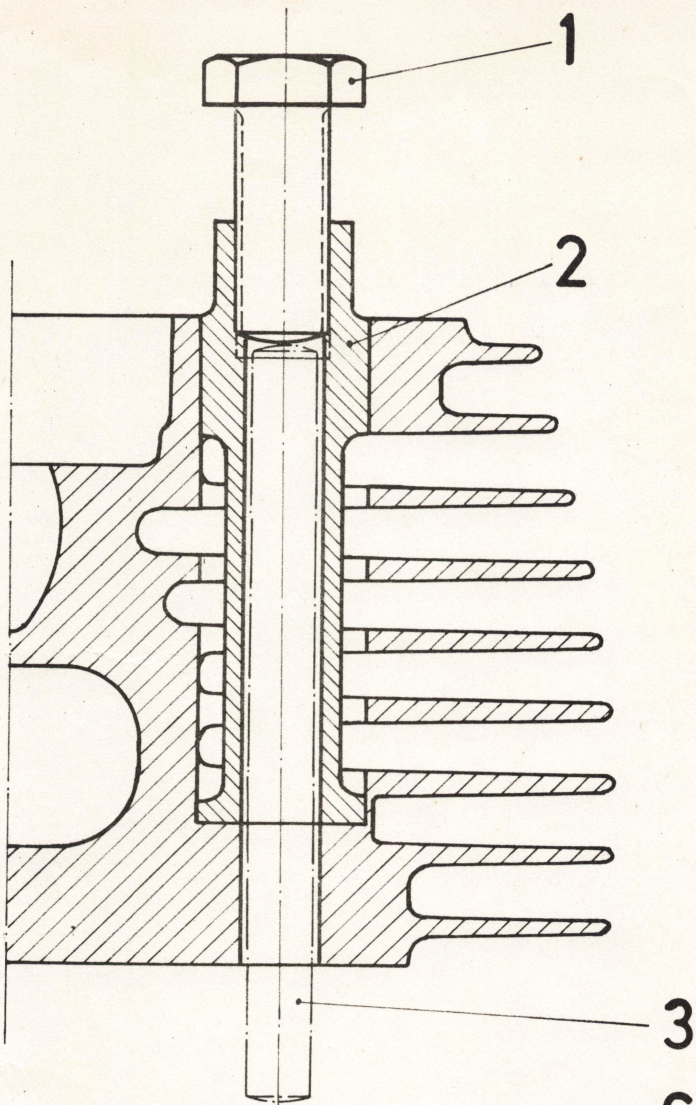
 

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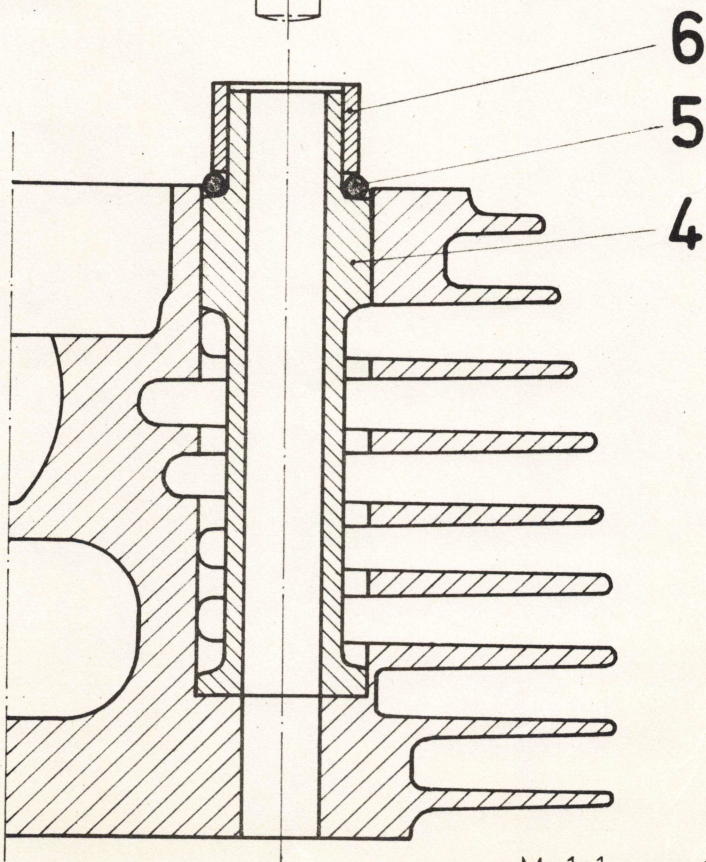
Bennewitz



I



II



M: 1:1

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