

Subject: Studs for cylinder heads

Affected engine models:

All engine models:

- L 1700 E0 from S/No 1447 and factory overhauls after Aug. 16-th, 2001**
- L 1700 EA from S/No 1891 and factory overhauls after Aug. 16-th, 2001**
- L 1700 EB from S/No 1061 and factory overhauls after Aug. 16-th, 2001**
- L 1700 EC from S/No 1089 and factory overhauls after Aug. 16-th, 2001**
- L 1700 ED from S/No 1023 and factory overhauls after Aug. 16-th, 2001**
- L 2000 E0 from S/No 1215 and factory overhauls after Nov. 10-th, 1987**
- L 2000 EA from S/No 1125 and factory overhauls after Nov. 10-th, 1987**
- L 2000 EB from S/No 1491 and factory overhauls after Nov. 10-th, 1987**
- L 2000 EC from S/No 1007 and factory overhauls after Nov. 10-th, 1987**

Background information:

On abovementioned L 2000 engine models broken cylinder head studs were occasionally reported. These are traced back to excessive fatigue loads due to high-speed detonation.

Priority:

without

Compliance:

Studs, accompanied with threaded inserts according to Fig. 1 are replaced by those according to Fig. 2 by design, the new type studs have a superior fatigue strength. L 1700 series engines are also equipped with the new style cylinder head studs.

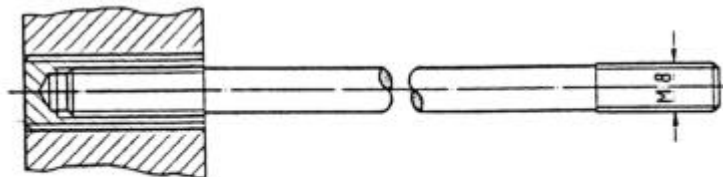


Abb. 1
Fig. 1

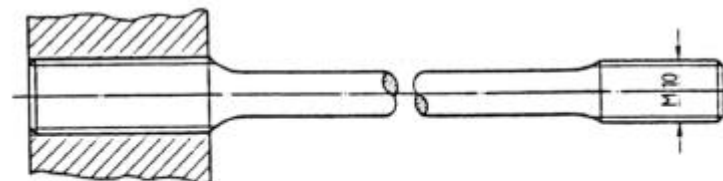


Abb. 2
Fig. 2

Remarks:

The new type cylinder head studs cannot be retrofitted on older engines since the crankcase might be damaged when removing the threaded inserts. The new style studs require a different torque (see service literature).

This document has been translated to the best of our knowledge. In case of doubt however only the German original shall be considered authoritative.

Approval:

This Technical Bulletin is approved in accordance with the procedures of the LBA approved development organization LBA.NSD.006.

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