



# SERVICE INFORMATION

Technical Customer Service  
VKT 20 fm/wi-en

Motorcycles R 50, R 60  
Group: Engine

München, Febr. 1969  
No. 1/68 (269) en.

Supplement I

Re.: Cylinder Head

Dear Sirs,

The improvement of the cylinder head described in the Service Information No. 1/68 (269), has been introduced on the models R 50 and R 60 as from Sept. 1968 onwards. The new cylinder heads may also be identified by the letters LK (lange Kerze = long spark plug) embossed above the spark plug bore.

Ordering Nos. for cylinderhead R 50 and R 60:

	<u>hitherto</u>	<u>new</u>
RH	11 12 0 021 033	RH 11 12 0 021 041
LH	11 12 0 021 034	LH 11 12 0 021 042

Ordering Nos. for spark plugs:

	<u>hitherto</u>	<u>new</u>
	07 11 9 976 330 (W 240 T 1) Bosch	12 12 8 003 570 (W 240 T 2) Bosch

Very truly yours,  
BAYERISCHE MOTOREN WERKE  
Aktiengesellschaft

ppa.

i.v.

*[Signature]*  
Delleske

*[Signature]*  
Bennewitz

BUTLER & SMITH, INC.  
 160 West 83rd Street  
 New York, N.Y. 10024

January 1, 1968

PISTON RING LIST - STANDARD SIZES

R 51/3            6 11 25 0 014 106    -.75    4.50  
                   4 07 11 0 014 112    1.10    4.40            \$ 8.90

R 67/2 - 3        4 07 11 0 014 543    1.15    4.60  
                   2 07 11 0 014 211    -.90    1.80  
                   4 07 11 0 014 537    1.50    6.00            \$ 12.40

R 50 - 5-Ring Piston

                  2 07 11 9 933 720    2.--    4.--  
                   2 07 11 0 014 127    1.05    2.10  
                   2 07 11 0 014 159    1.20    2.40  
                   4 07 11 0 014 122    1.45    5.80            \$ 14.30

R 50/2 - R 50 S

                  2 07 11 9 933 720    2.--    4.--  
                   2 07 11 0 014 159    1.20    2.40  
                   2 07 11 0 014 186    1.40    2.80            \$ 9.20

R 60 Engine # 618 001 to 619 780

                  2 07 11 0 014 537    1.50    3.--  
                   2 11 25 0 014 520    -.90    1.80  
                   2 07 11 0 014 211    -.90    1.80  
                   4 07 11 0 014 543    1.15    4.60            \$ 11.20

R 60 Engine # 619 781 to 621 530

                  2 07 11 9 933 716    2.--    4.--  
                   2 07 11 0 014 211    -.90    1.80  
                   4 07 11 0 014 543    1.15    4.60            \$ 10.40

R 60/2 Engine # 622 001 On

                  2 07 11 9 933 716    2.--    4.--  
                   2 07 11 0 014 211    -.90    1.80  
                   2 07 11 0 014 214    1.40    2.80            \$ 8.60

R 68 - R 69

                  6 07 11 0 014 537    1.50    9.--  
                   4 07 11 0 014 543    1.15    4.60            \$ 13.60

R 69 S Engine # 655 004 On

2	07	11	9	933	716	2.--	4.--	
2	07	11	0	014	211	-.90	1.80	
2	07	11	0	014	214	1.40	2.80	\$ 8.60

R 25/2

3	11	25	0	014	106	-.75	2.25	
1	07	11	0	014	112	1.10	1.10	\$ 3.35

R 25/3

1	07	11	0	014	100	1.--	1.--	
2	11	25	0	014	106	-.75	1.50	
1	07	11	0	014	112	1.10	1.10	\$ 3.60

R 25/3 with Chrome Top-Ring

1	07	11	9	933	720	2.--	2.--	
1	11	25	0	014	106	-.75	-.75	
1	07	11	0	014	100	1.--	1.--	
1	07	11	0	014	112	1.10	1.10	\$ 4.85

R 26 4-Ring Piston

1	11	25	0	014	106	-.75	-.75	
1	07	11	0	014	127	1.05	1.05	
1	07	11	0	014	100	1.--	1.--	
1	07	11	0	014	112	1.10	1.10	\$ 3.90

R 26 3-Ring Piston

1	11	25	0	014	106	-.75	-.75	
1	07	11	0	014	100	1.--	1.--	
1	07	11	0	014	112	1.10	1.10	\$ 2.85

R 27 with Nose-Ring up to Engine # 378 473

1	07	11	9	933	720	2.--	2.--	
1	07	11	0	014	159	1.20	1.20	
1	07	11	0	014	186	1.40	1.40	\$ 4.60

R 27 Engine # 378 474 On

1	07	11	9	933	720	2.--	2.--	
1	07	11	0	014	577	-.80	-.80	
1	07	11	0	014	186	1.40	1.40	\$ 4.20