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.

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).

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