



A.E.C. (SALES) LIMITED



SERVICE BULLETIN No. 148 PG

RE: CYLINDER HEADS - 9.6 AND 11.3
VERTICAL AND HORIZONTAL OIL ENGINES.

In order that all concerned should be aware of an important design alteration to cylinder heads the following information is given.

It should however, be clearly understood that the information we are about to impart is to be regarded as normal progress in design and not brought about due to any general trouble with the original design.

To facilitate a more even pulling down of cylinder heads and to prevent distortion of the top portion of castings in the vicinity of the valves, holding down stud tubes have been introduced. The attached sketch (T.S.B. 2850) illustrates this change and it is pointed out that whilst the new heads are fully interchangeable with existing heads the latter cannot be modified as there is insufficient metal available for machining out the stud holes to take the tubes. It should be noted that whilst these tubes are all the same length for heads on 9.6 and 11.3 litre vertical engines they vary in length for heads on 9.6 and 11.3 litre horizontal engines which have jack nuts.

Furthermore, when ordering, these tubes have to be ordered in addition as they are not normally supplied with cylinder heads, the only variation being in the case of heads which have jack nuts where two tubes are already fitted under the jack nuts.

Finally it is essential that a harder and more closely fitting stud washer should be used on top of the tubes.

The relevant information is as follows:-

Cyl. Head Bare	Stud Tubes.		Stud Washer	Type of Engine	
	Part No.	No. per Head			
A.1/70420.	Z.8/44864.	12	Z.6/30685	9.6 Vertical.	
A.1/70421.	Z.8/44864.	12		11.3 Vertical.	
A.1/70418.	Z.8/44864.	4		Fitted.	9.6 Horizontal.
	Z.8/44865.	2			
	Z.8/44866.	8			
A.1/70419.	Z.8/44864.	4		Fitted	11.3 Horizontal.
	Z.8/44865.	2			
	Z.8/44866.	8			

H. B. Elliott.

SERVICE MANAGER
(H. B. ELLIOTT)

SM/CHL/MR
28. 12. 56