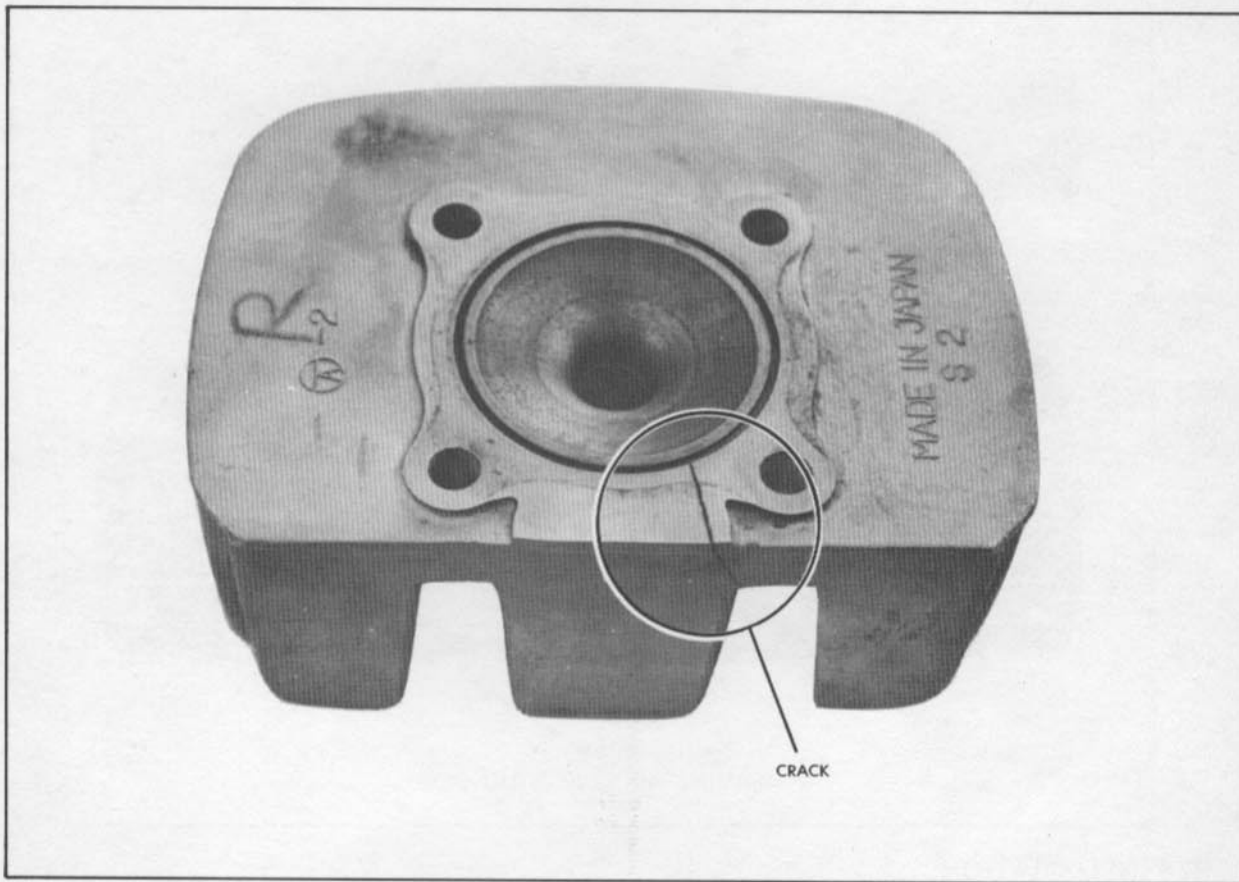


obsolete

PROBLEM:

On some early S2 machines, there is a slight possibility of the cylinder heads cracking as shown below. Our experience indicates that the fault may occur under conditions of hard usage, such as extended full throttle operation for long periods of time.



SYMPTOMS:

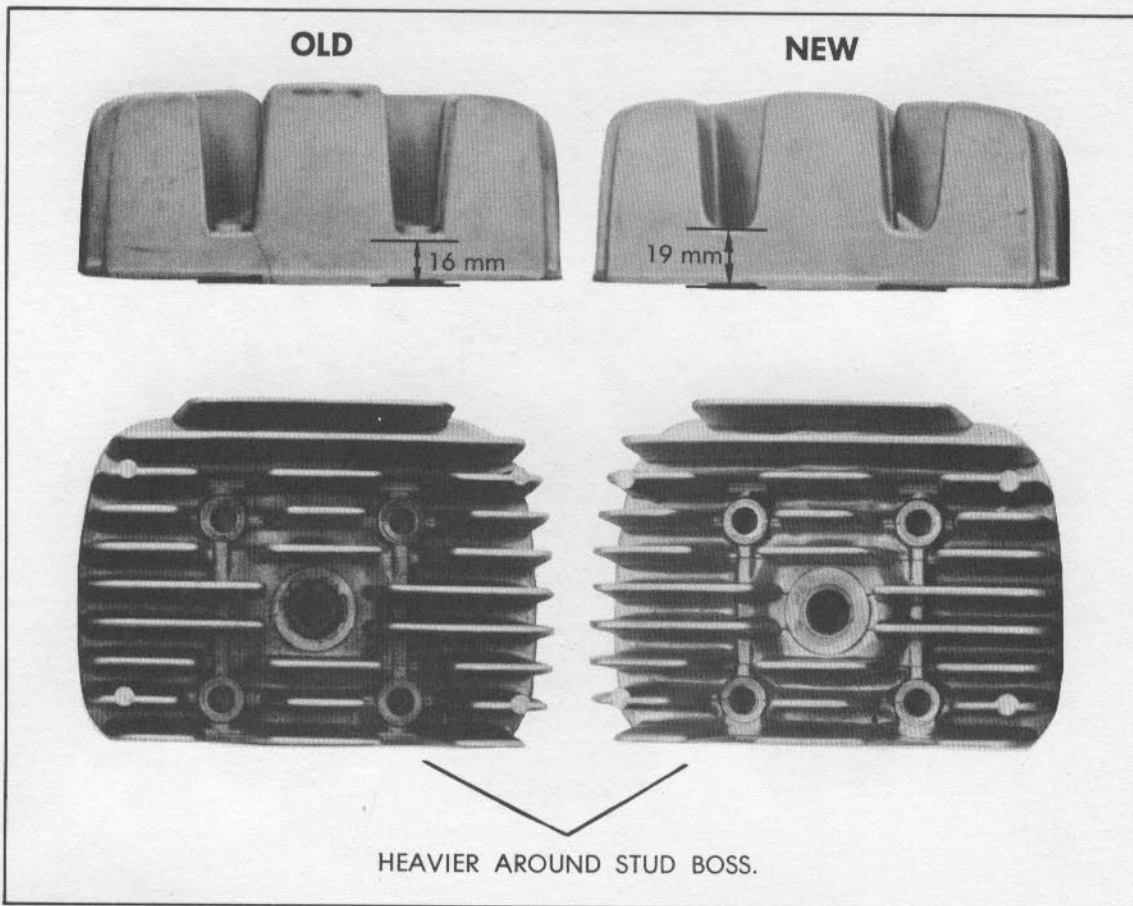
With a cracked cylinder head, there is a slight power loss in the high RPM range in 4th and 5th gear. On some units the engine may detonate because fuel/air mixtures are upset from leakage. Generally, a cracked head will not be visually noticeable unless the head is removed from the engine.

Please see reverse side for additional information.

REMEDY:

All replacement cylinder heads in parts stock are thicker to prevent this problem; the part number is unchanged. The differences are illustrated below for identification purposes. A cracked head should be replaced immediately. Although all three heads need not be changed, they should be inspected for cracks and retorqued to 18 lb.-ft.

The new thicker cylinder heads have been installed in production from engine number S2E-07595.



PARTS INFORMATION:

DESCRIPTION	OLD PARTS		NEW PARTS		INTERCHANGE	EFFECTIVE I.D.
	OLD P/N	REMARKS	NEW P/N	REMARKS	OLD↔NEW	
S2 Cyl. Head	11001-053	See Illus.	Same	See Illus	↔ ⊕ ↔	S2E-07595

O = interchangeable X = not interchangeable □ = not available

WARRANTY:

This is a factory production change for routine product improvement. This bulletin is for notification of modification only, not for warranty authorization. ■