



BAYERISCHE MOTOREN WERKE
AKTIENGESELLSCHAFT

Rundschreiben der Kundendienst-Abteilung

Munich, 9/9/52
KVK/Po/Ba/Wi/Ki.

Circular-Letter of the Service Department
Motorcycle: Engine Group No. 2/52

Dear Sirs,

Subject: Modifications of the R 25/2 series

1) Extremely high summer temperatures have somewhat influenced the functioning of our R 25/2 models, causing irregularities such as pop-backs in the carburettors, firings on stopped engines and some troubles concerned with the valve stems and seats. In order to cure these troubles, we have spared no efforts to carry out thorough researches, with the following results:

- a) The ignition is to be adjusted only for the instant of retarded spark = 5° before TDC, the advance weights being in their stationary position (see Circular-Letter Engine Group No. 3/52).
- b) From engine No. 261 301 we have now adopted the following types of main jets: No. 110 instead of No.105, for the BING carburettor, and No. 115 instead of No.110, for the SAWE carburettor.
- c) In the future, the most remarkable modification will be the dull black cylinder head, fitted as of engine No. 263 051. In case clients object, you may explain that owing to an improved heat radiation general operating conditions will be bettered and the service value of the machine will still be increased.

Blackening of cylinder heads on already delivered machines can be done by means of black filler, available through Messrs. Groß & Perthun, Mannheim, Industriehafen, Germany.

For this event also hold in mind paragraph d), as otherwise only a partial result will be obtained.

- d) As of engine No. 263 051, a soft aluminium gasket, part No. 224 3 04 129 03, will be used instead of the hitherto employed "Reinzolit" joint, No. 252 1 04 129 13, with the effect that heat transmission from cylinder head to the top covers will be greatly improved.
- e) To obtain a quicker heat flow from valve guides to cylinder head ribs (finning), after mould alteration a reinforcement swelling will be cast across the head between the two valve guides. Furthermore, the embedded spark plug bushings will no longer be ball-shaped, but tapered so that they fit more strongly into the casting.

2) In order to prevent foaming electrolyte from being spilled from battery due to vibrations, as of engine No. 263 051, the battery securing sheet metal strip, comprising parts No. 225 1 77 602 14/...603 14 and No. 225 2 77 035 04/...036 04, will be replaced by a rubber strap, part No. 225 2 77 602 03. This strap can also be fitted on the former

P.t.o.