



## INSIST ON GENUINE FACTORY PARTS PACKAGED WITH OUR A.N.LOGO

### Commando Cylinder Head Gaskets

We are often asked: "Which type of head gasket is best?"

Our reply is that both our copper and composite gaskets will effectively seal the barrel to head joint. Therefore the choice comes down to personal taste.

Here's some fitting tips:

#### Composite Gasket

The gasket should be new and in good condition.

The head and barrel faces should be checked for flatness on a surface plate.

If necessary, lap the head face using 600 to 800 grade emery paper, kept wet, to achieve a flat surface.

Be careful not to damage the two 5/16 inch spigot holes at the very front of the gasket during fitting: they are close to the pushrod tunnels.

Put a small amount of engineering grade RTV silicon around the front 5/16" barrel studs.

Fit the short centre head bolt first and follow the tightening sequence and torque settings in the factory workshop manual (shown below).

Re-torque the head after 100 & 500 miles

#### Copper Gasket

The gasket should be new and in good condition.

The head and barrel faces should be checked for flatness on a surface plate.

If necessary, lap the head face using 600 to 800 grade emery paper, kept wet, to achieve a flat surface.

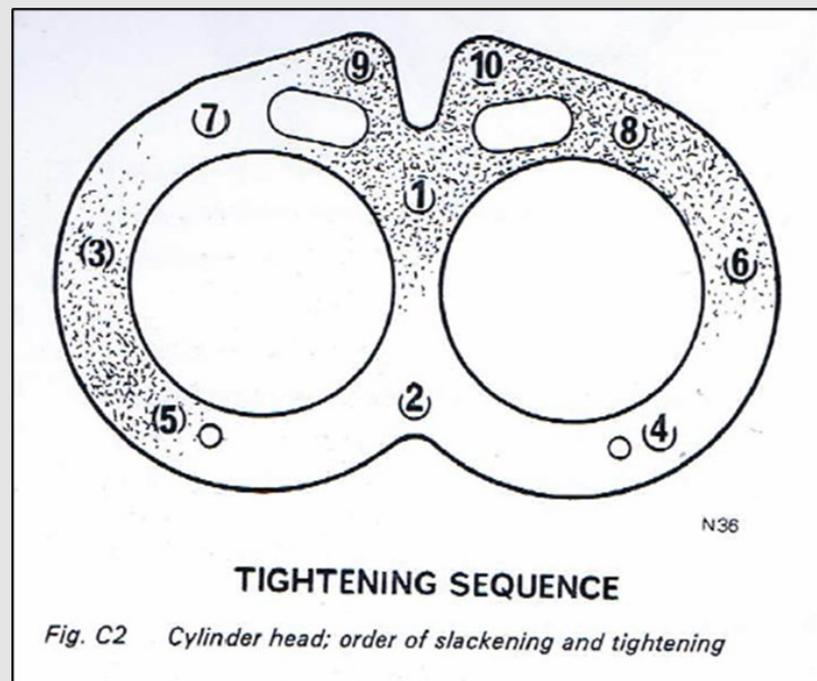
Anneal the gasket to cherry red then quench in cold water.

Lightly smear both sides of the gasket with engineering grade RTV silicon (Andover Norton part Seal-ant303)

Be careful not to block oil oils.

Fit the short centre head bolt first and follow the tightening sequence and torque settings in the factory workshop manual (shown below).

Re-torque the head after 100 & 500 miles



#### Torque settings

3/8" Bolts (positions 1, 3, 4, 5 & 6): 30ft/lbs

3/8" Nuts (positions 2, 7 & 8): 30ft/lbs

5/16" Nuts: (positions 9 and 10): 20ft/lbs



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Three of the ten cylinder head fixings are not easily tightened with a torque tool.

Nuts in positions 2, 7 and 8 face downwards from the head. Care should be taken not to overtighten them: the stud can strip its thread in the aluminium cylinder head. The rear nut (position 2) can be accessed with our special 'obstruction' spanner, part 13.1660.



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