

Untitled

Brian Rowe

Joined: 08 Jun 2007

Posts: 17

Location: Alberta,Canada

Posted: Sat Jul 05, 2008 1:55 pm Post subject: Removal of head fromBrum

After removing all cylinder head nuts and gently prising I find I cannot move the head in the slightest. Kicking it over under compression does nothing and I have let penetrating oil down the head studs numerous times. Short of taking off barrels and knocking off head with wooden blocks does anyone have a suggestion. The bike has few miles and very good compression hence my reluctance to remove barrels. I am just trying to install a new headgasket as old one was weeping a bit. All electrics are repaired and working just fine.
regards
Brian

1959 Brum SN S1175

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dave bushell

Joined: 09 Jun 2004

Posts: 231

Location: Caterham, Surrey

Posted: Sat Jul 05, 2008 3:40 pm Post subject:

Hi Brian

Very difficult with everything in situ. You could try heating the head with a small propane torch to break the corrosion bond between the studs and the head. One trick that I employed many years ago, was to feed some window sash cord down the spark plug holes and out through the transfer ports (you will have to do one cylinder at a time), I then threaded each cord through a thick washer of suitable size, tied a knot so that the cord would not pull through the washer and pulled the washers up to under the plug holes. Tie the cords to a suitable bar above the head, and with the aid of a friend, you may be able to lift the head. If you are on your own, use a long bar, block it up at one end and lever up from the other end.

Be careful not to pull the bike off it's stand!

Dave

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Ted Robinson

Joined: 04 Oct 2004

Posts: 29

Location: Coventry

Posted: Sat Jul 05, 2008 4:54 pm Post subject: CYLINDER HEAD

dave bushell wrote:

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Be careful not to pull the bike off it's stand!
Dave

Hi, Brian, If the head is just weeping a bit on the outside I would live with it, or seal it with a smear of LSX or silicone sealant it will probably seal itself when you have used the bike for a while. If it is leaking on the inside obviously you will have to replace the gasket. I never remove the cylinder head just the barrels with the head attached.
Ted.

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Brian Rowe

Joined: 08 Jun 2007

Posts: 17

Location: Alberta,Canada

Posted: Sun Jul 06, 2008 10:36 pm Post subject:

Thanks for the input fellows, I have tried the heat to no avail so have decided to remove barrels as well. Will give me a chance to check on other parts of the bike and paint barrels as well. I am assuming I have to remove the alternator housing from the near side and only distributor from off side. Seems to be no other way to get at the 4 bolts holding the barrels. Will keep you posted on progress or lack thereof.