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Banshee Milled Head Installation

For best performance and reliability, you must follow these instructions to ensure your new re-chambered head will work properly. Never just bolt this head on and go or engine failure could result. Though our engineers have spent many hours developing our products, we cannot attest to the individual condition of your engine therefore certain measurements must be taken at the time of installation. Also note that because of the casted design of this head, certain flaws (pits) may become present during cutting. These are air pockets that were formed during casting and are unavoidable. These flaws are deemed acceptable for operation and will not affect running.

1. Remove old head and note any abnormal wear or erosion on the head or piston tops. This may be a sign of detonation or other engine problems.
2. Clean the top surfaces of the cylinders thoroughly and wipe down with alcohol or brake cleaner to remove oil residues. Never use anything that might gouge the soft aluminum surfaces.
3. Modify your head gasket by setting the gasket on the head and tracing the triangular raised area with a pen or scribe. Cut the pattern out with metal sheers being careful not to cut too much as to get into the sealing part of the gasket. Refer to Figure one. NEVER use a used gasket.
4. Install your new head gasket on the cylinders and drop the head on. Torque the head bolts to 20lb/ft. Next take a piece of solder wire and curl it so you can feed it into a sparkplug hole and curl it around to the cylinder wall with the piston all the way down. Kick the engine through one revolution so the piston will come up and squash the solder between outer piston edge and the outer edge of the head dome. This clearance should be checked with a precision caliper or other precision measuring device. Measurements should be between .035-.045in. You should do this procedure on both cylinders and three times each for accuracy.
5. After measuring clearances, you can finish with your head installation. Make sure to tighten all hoses and reinstall a 50/50 mix of coolant and distilled water.
6. Start bike and bring to operation temp. Allow to cool to room temp and re-torque head bolts and check coolant and top off if necessary. You may now ride your

bike. If any abnormal running conditions exist or strange noises are heard, stop engine immediately and contact us for assistance. Failure to follow all the mentioned guidelines could result in engine failure.

Due to the high performance nature and the fact that we are not installing this product, Mull Engineering will not be liable for any damages or injuries. Please understand that this product carries no expressed or implied warranty once installed.



Figure 1