Technical Service Bulletin

Cobra Motorcycle Mfg.

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TSB1006: King & CM Engine Case Bolts

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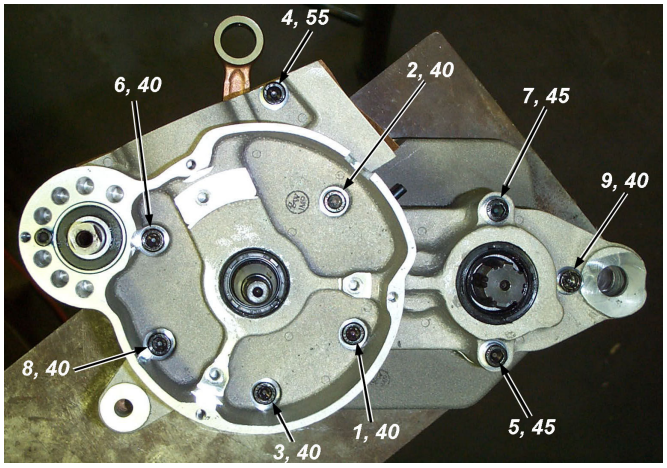
A couple instances of air leaks in 2006 King & CM engines have been attributed to improper machining of the threaded holes that the engine case bolts screw into. They are not tapped deep enough for the bolt to apply the proper torque to the engine cases & center case gasket.

The easiest way to determine if your engine may be suspect is to recheck the torque of case bolt #4 (the 6 x 55mm bolt) located near the inlet. If upon checking the torque of the bolt at the proper torque (12 Nm or 105 in-lb) the bolt tends to 'unwind' after releasing the torque, it is incorrectly bottoming in the threads and not applying full load to the clamping of case & gasket. If the bolt remains fixed after applying torque, it is correctly applying the clamping load to the case & gasket.

As the bolt to thread depth clearance is the least on the #4 bolt, confirming it's tightness will confirm the rest of the bolts.



If it is determined that the #4 case bolt is 'unwinding', then remove the case bolts, one at a time, and install a standard 6mm flat washer onto the bolt, then reassemble. This has proven to provide adequate clearance in the observed instances.

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