

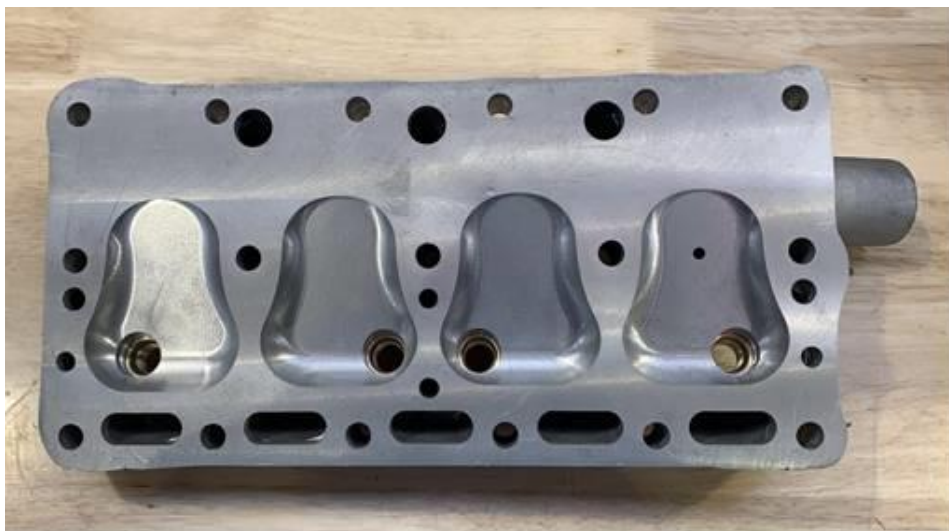
This is a once in a lifetime chance to purchase a better than new Aluminium head for your 4 cylinder BSA.

If your BSA is using its original aluminium head then as I found out, it's only a matter of time before it goes porous and starts to leak, especially if disturbed for a head gasket change. Years of corrosion in the waterways makes the poor quality aluminium very thin especially in between the stud turrets and the water outlet casting.

There's also a couple of waterways very close to the combustion chambers and corrosion eventually erodes through, filling the engine with water when it does.

Believe me, this has been the case with the two original heads I have, and the reason some 3 wheelers ended up with heavy cast iron heads fitted in their lifetime.

So, your head may not leak now, but think of the future. What I have produced are exact replicas of the aluminium cylinder heads fitted to BSA 9hp 4 cylinder 3 wheelers 1933-36.



They will also fit other BSA's with the 9hp and should fit 10hp 4 cylinder engines.

- Each head is made to the original BSA factory drawing (35-1722) and includes the four extra water holes as per the 1934 BSA amendment drawing.
- Each head is cast using modern high grade aluminium alloy far superior to the originals.
- Wherever possible I have improved things without compromising dimensions and external looks.
- I have further improved water flow by improving the core of the pattern used to make the internal water passages.
- Each head has been internally chemically cleaned to remove all traces of casting sand and debris.
- Each head is internally plastic impregnated to further protect against corrosion.
- Each head has four new aluminium phosphor spark plug inserts fitted, sealed and pegged as original.

Externally, these heads are identical to an original. The raised numbers/letters are cast in on top and “CR 6-1” is stamped on the front left, lower corner as original (compression ratio 6:1). If you want this leaving blank (for modified engines?) please let me know at the time of ordering.



All machining is by CNC and this includes the combustion chambers/valve/spark plug area. This has ensured that all four combustion chambers are 100% identical and as per the factory drawing (unlike originals). Originally the combustion chambers were cast (no CNC back in the 1930's).

Much work and money has gone into this project including the making of one-off special patterns to achieve a very high-quality product that exceeds original specifications and will last a lifetime.

When I started 2 years ago I had orders for 11 heads, but can have more cast and machined if there is more interest. Due to a hard drive failure on my PC I have lost everyone's order /contact details. If you ordered one back then or would like one now, please contact me on the numbers or email address below.

Price per head is £1,350.00 outright plus shipping. A deposit of £500.00 by bank transfer (or <https://transferwise.com/> for international payments) is required at the time of ordering and I will email a receipt to you. The balance due to be paid before shipping.

Each head comes packed in a stout protective wooden protective box and is ready to fit.” I can ship anywhere in the world tracked/insured, at cost.

My email address is peterjjury@me.com (note the extra j) and my contact numbers are 01522 703422 (9am till 5pm Monday to Wednesday) or 07747 106607 (mobile)