



Photo 1 – Crated engine as received.



Photo 2 - Crate top of crated engine being removed.



Photo 3 - View of the engine's data plate.

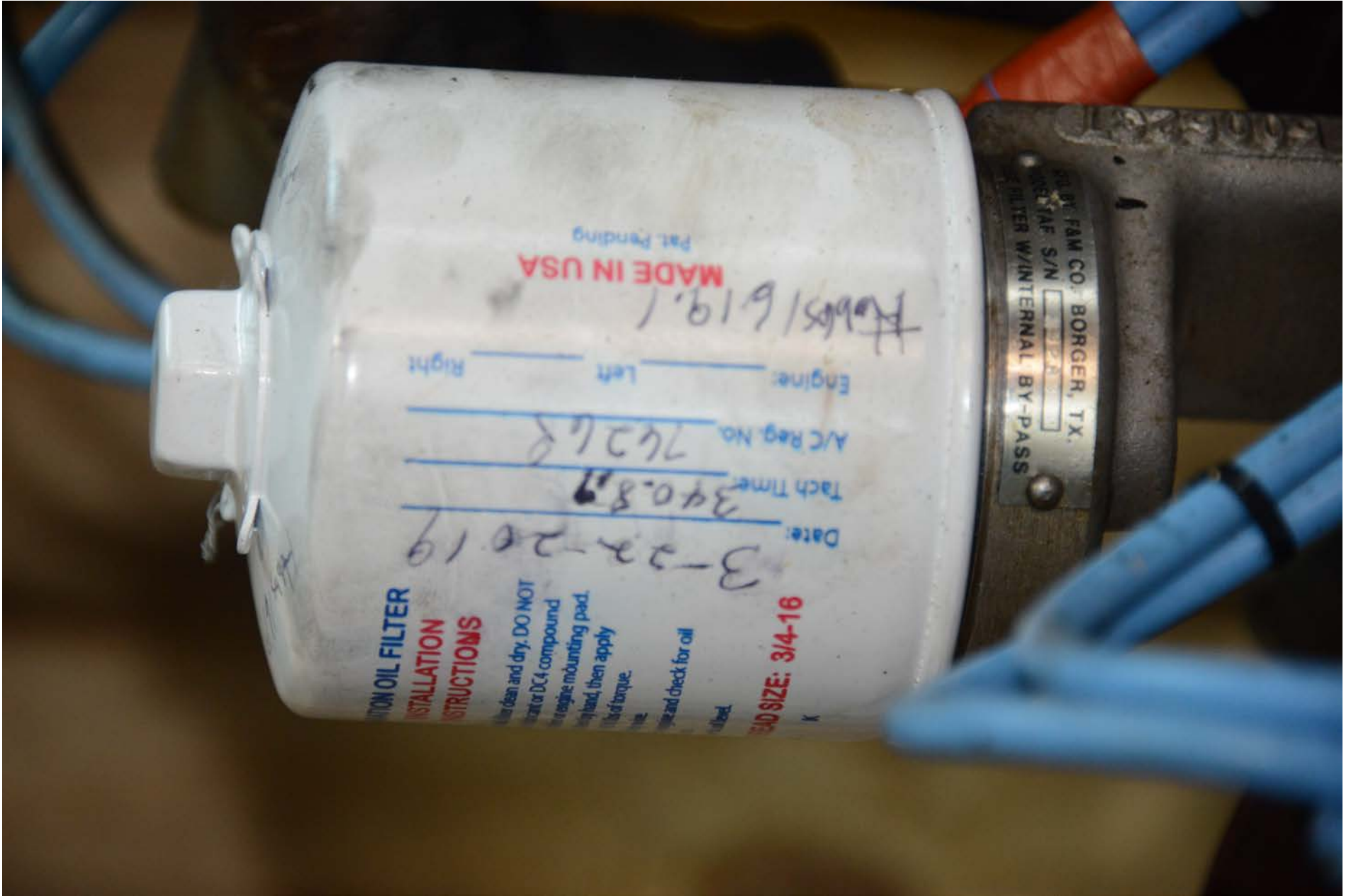


Photo 4 - View of the installed oil filter.



Photo 5 - View inside the oil sump showing debris and a liberated section of camshaft.



Photo 6 - View of the oil sump, debris. and a liberated section of camshaft.

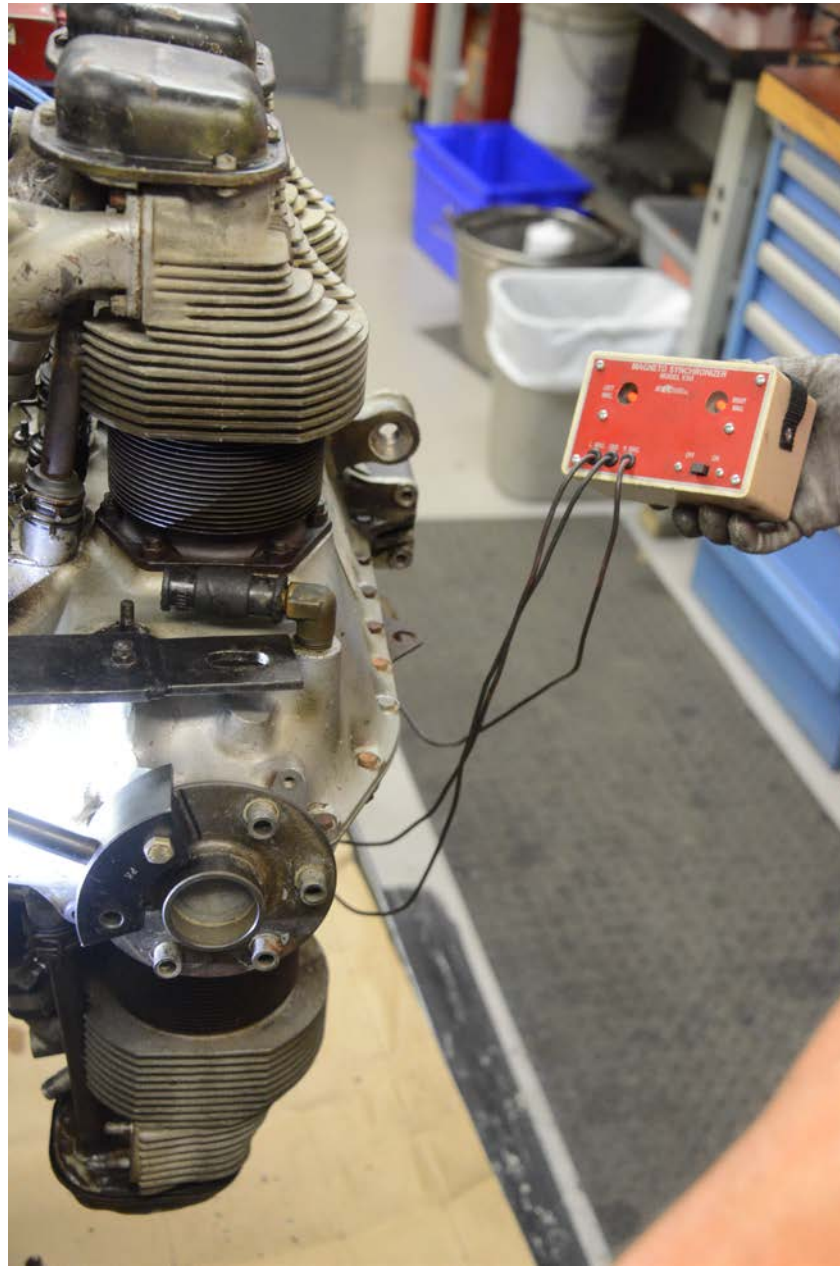


Photo 7 - View of the magnetos' timing being checked.

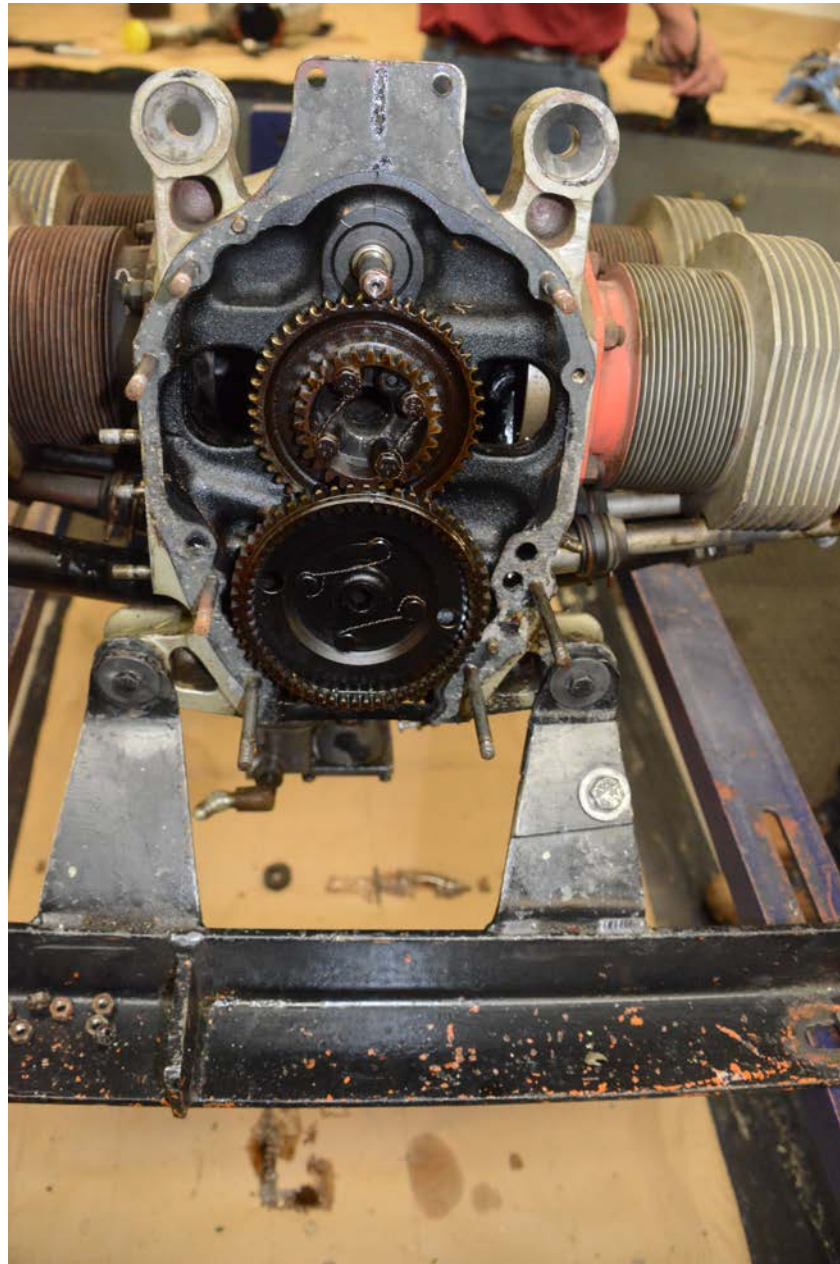


Photo 8 - View of the crankshaft and camshaft gears.



Photo 9 - View of removed sparkplugs.



Photo 10 - View of removed cylinders.



Photo 11 - Close-up view of the No. 1 Cylinder rod end.

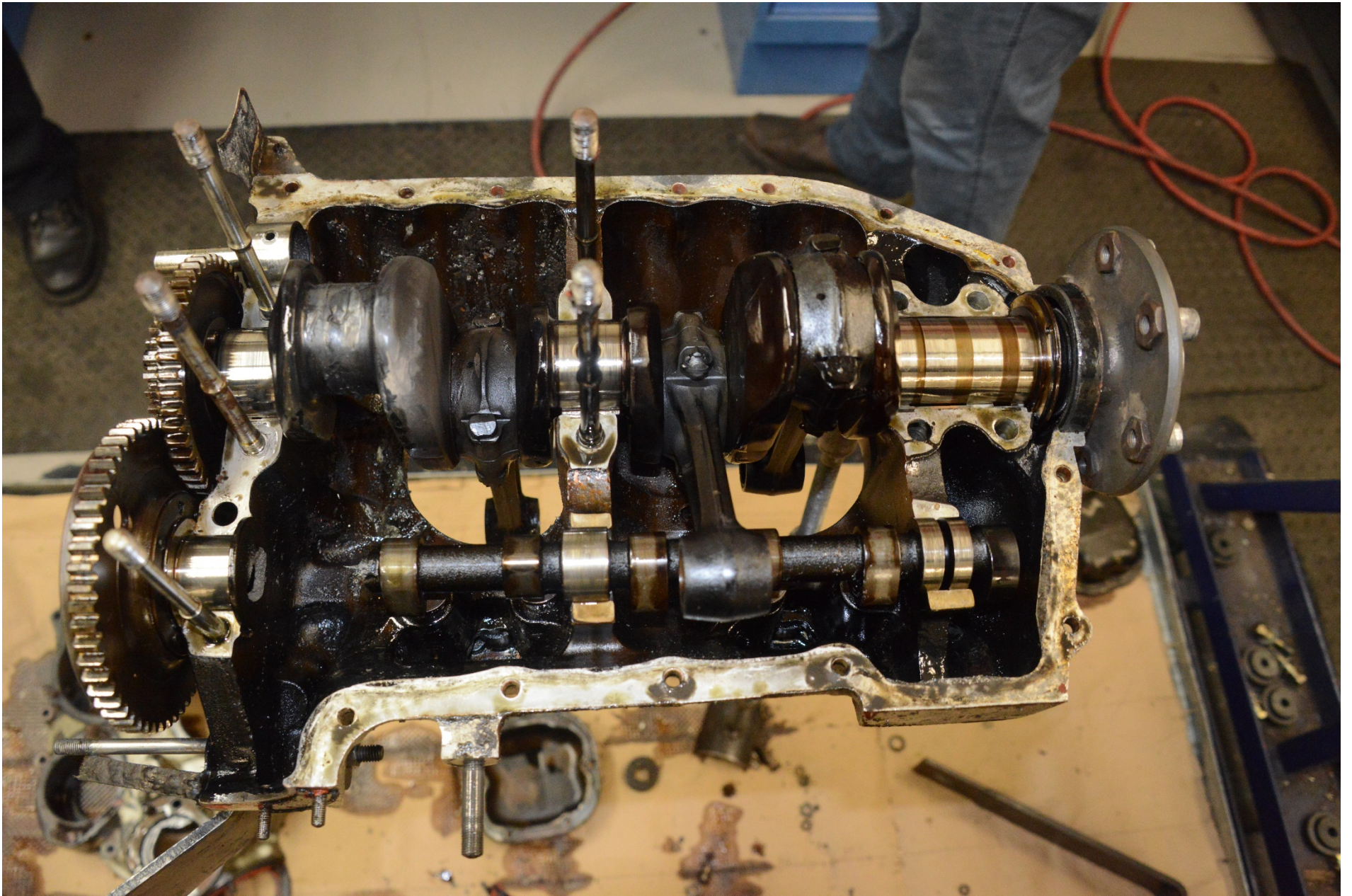


Photo 12 - View of the crankshaft and camshaft in half of the crankcase.



Photo 13 - Close-up view of the No. 1 connecting rod journal. The journal exhibits smeared metal appearance.

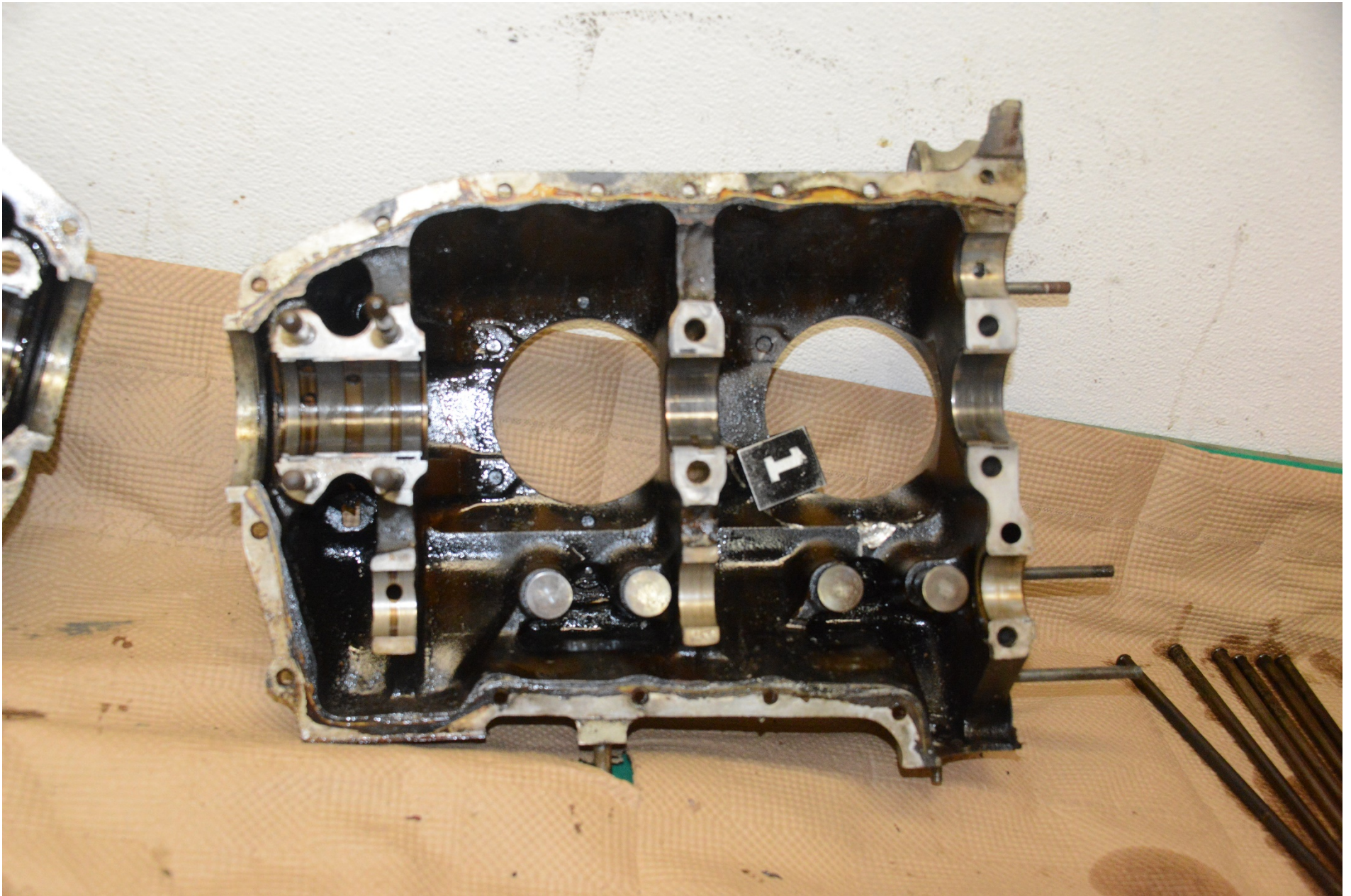


Photo 14 - View of the other half of the crankcase. The crankcase exhibits a witness mark between the No. 1 cylinder opening and its lifter assemblies.



Photo 15 - View of the disassembled No. 1 cylinder.



Photo 16 - View of the disassembled oil pump. The pump exhibits scoring consistent with hard particle passage.



Photo 17 - Opened oil filter element exhibiting one dark colored piece of debris.



Photo 18 - View of the crankshaft with a light in the oil passage to the No. 1 rod journal. No light can be seen through the journal end of the oil passage.



Photo 19 - View of the smeared metal removed over the oil passage on the No. 1 rod end journal. The view shows that the oil passage was not obstructed under the smeared metal..

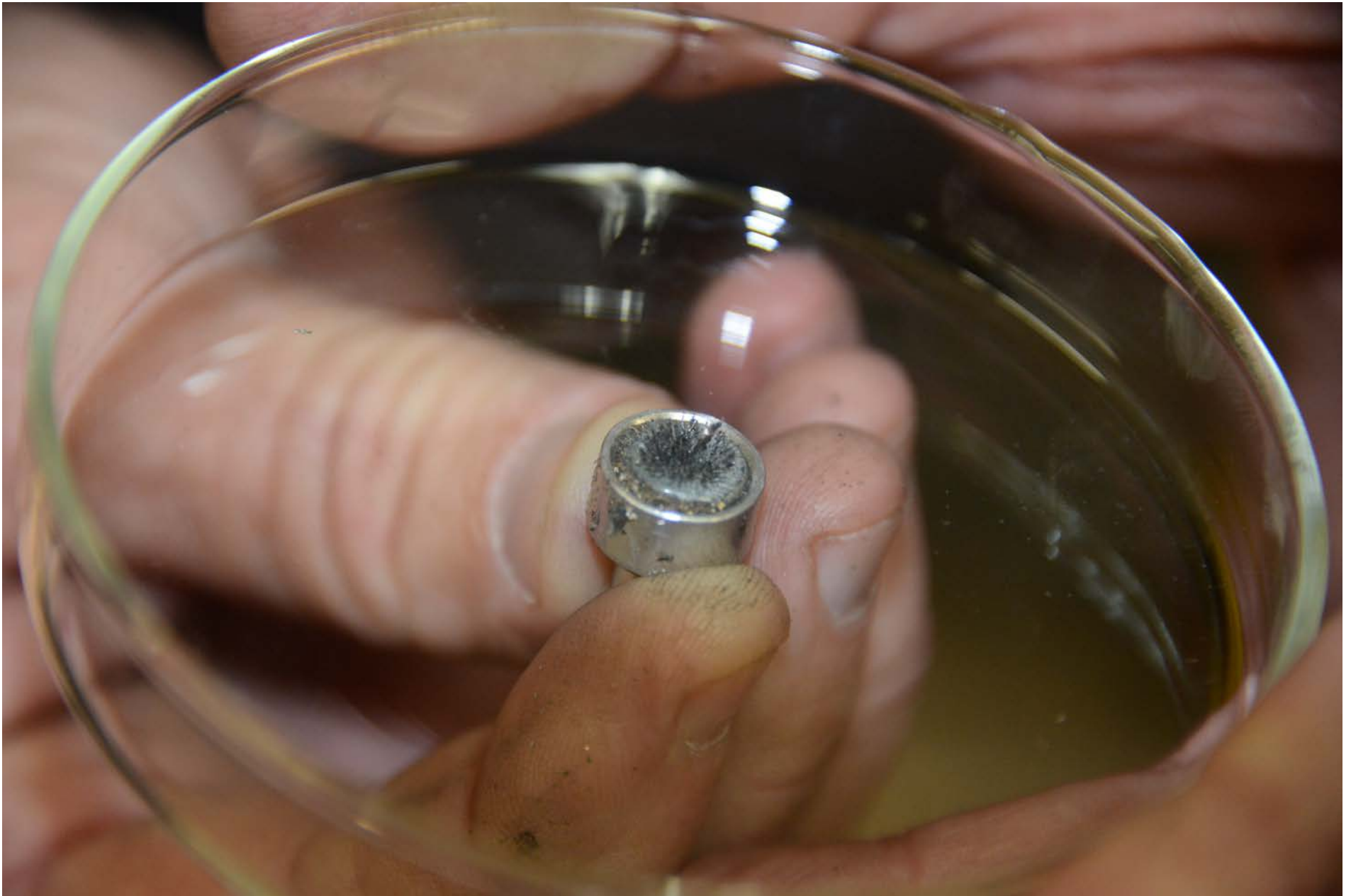


Photo 20 - View of the removed material from the smeared section over the No. 1 connecting rod's journal. The view exhibits that a magnet attracts that material.