

1. Examine each cylinder barrel between the barrel and crankcase noting any burned paint. **No burnt paint noted**



2. Tie in where the oil pressure comes off the engine and using shop air at low pressure, pressurize the lubrication path and document any leaks, etc., with soapy water. **Not able to accomplish due to condition of the engine**
3. Examine the oil pressure screen for contaminants. **Oil pressure screens had metal shavings contamination**
4. Examine the oil filter (if equipped) for contaminants. **Oil filter was free of any contaminants.**



5. Document and retain any connecting rod parts in the oil sump. Oil sump had numerous metal chunks to include piston rings, thrust washers



6. Examine oil pump for hard particle passage and any issues with the gears. **No issues noted, gear looked good no damage.**



7. Examine the main and connecting rod bearings for signs of oil exhaustion and/or starvation. **Oil starvation is evident in "ALL" connecting rod bearings.**

Cylinder 1:





Cylinder #2:





Cylinder #3





Cylinder #4







Cylinder #5

Was not able to remove cylinder due to connecting rod damage; photo of crank journal damage



Cylinder #6





8. Document any loose or not properly torqued crankcase thru bolts. **No evidence of improperly torqued crankcase through bolts.**

Add any other items you feel necessary. **All undamaged connecting rod caps oil passages were open and clear**

Engine oil filter housing:

