

ENGINE EXAMINATION N98884

- Overall look/pictures
 - o Anything obviously wrong or abnormal?
-Nothing obviously wrong or abnormal



- o Photo of data tag -Photo attached
 - Write down model/serial #
-O-320-D2J
-Engine #: L-10017-39A
-No Serial # on data plate



- Remove upper spark plugs
 - o How do the electrodes look? (Circular, oval?)
-#1 Circular, #2 Semi Oval, #3 Semi Oval, #4 Semi Oval
 - o What do the deposits look like? (Light gray, gray, hard, cylinder-like deposits, black/sooty, or wet/oily?)
-All light gray to gray deposits. #1 Rusty, #2 Rusty, #3 Rusty, #4 Rusty (rust on outer part of plug caused due to time sitting)
 - o Any of them mechanically damaged? -No
 - o Take photos! -Photos attached

Top Cylinder #1



Top Cylinder #2



Top Cylinder #3



Top Cylinder #4



- If there are no outside indications of internal damage and it is safe to do so, try to turn the engine propeller by hand – Propeller turns normally and you can feel there is compression.
 - o Do the valves move evenly? -Yes
 - o Is there thumb compression? -Yes, on all cylinders
 - o Are the accessories moving? -Yes
 - If not, check for reasons why. If this cannot be answered, then you may have to dig further to ensure continuity of the cam/crank.
 - o Does the mag impulse coupling fire? - Yes
 - Spark on the leads? – Yes; Blue/White spark
 - Don't forget to check the leads for the lower plugs too! -Yes
 - o Don't forget to remove the lower plugs
 - How do the electrodes look? (Circular, oval?)
#1 Circular, #2 Circular, #3 Semi Oval, #4 Semi Oval

Lower Cylinder #1



Lower Cylinder #2



Lower Cylinder #3



Lower Cylinder #4



- What do the deposits look like? (Light gray, gray, hard, cylinderlike deposits, black/sooty, or wet/oily?)
-All light gray to gray deposit and all Rusty except #3 to what shows as oily. #1 Very Rusty, #2 Extremely Rusty, #3 Semi Oval, #4 Semi Oval (rust on outer part of plug caused due to sitting)
- Any of them mechanically damaged? -No
- Take photos! -Photos attached
- o Intake/exhaust
 - Are they free of debris? -Clean
- o Fuel system (take pictures of anything abnormal)
 - Are lines clear (including through the fuel selector)? -Yes
 - Easiest way is to blow through them
 - Are lines damaged, corroded, or old? - No
 - Are connection points secured? -Yes
 - Remove carburetor and conduct examine its components
 - Anything weird or abnormal? -No
 - Signs of corrosion, blockage, etc? -No





END.