

To facilitate accurate evaluation:

- enter as much information as possible
- provide as many dimensions as possible
- record conditions found with an X whenever possible

**SECTION 1 OWNER AND EQUIPMENT INFORMATION**

Owner's Name		Street Address		
City	State	Zip Code	Phone No. ( ) -	
Model No.	Spec No.		Serial No.	
Type of Equipment		Manufacturer of Equipment		
Date Purchased	Date Failed		Hours Used	Times Used
Previous Repairs <input type="checkbox"/> Yes <input type="checkbox"/> No		Warranty Claim No.		

**USAGE/MAINTENANCE INFORMATION**

Oil type: <input type="checkbox"/> 30W <input type="checkbox"/> 10W-30 10W-40 <input type="checkbox"/> 5W-20 5W-30 <input type="checkbox"/> Other	Hours since last oil change?
How often is the oil level checked? <input type="checkbox"/> Everytime <input type="checkbox"/> Never <input type="checkbox"/> Other	Must oil be added between changes? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> How much?
Was an oil additive used? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> What brand?	How often is the air cleaner checked? Precleaner Element
Was it ever replaced or cleaned? Precleaner: <input type="checkbox"/> Yes <input type="checkbox"/> No Element: <input type="checkbox"/> Yes <input type="checkbox"/> No	How recently? Precleaner Element
Were any adjustments made to the carburetor or governor? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> If yes, specify	By whom? <input type="checkbox"/> Customer <input type="checkbox"/> Dealer

**PRELIMINARY EXAMINATION**

**Air Cleaner Assembly**

Type: <input type="checkbox"/> Dry <input type="checkbox"/> Precleaner <input type="checkbox"/> Remote <input type="checkbox"/> Oil Bath <input type="checkbox"/> Tri-Phase	
1. Wing Nut: <input type="checkbox"/> Factory Original <input type="checkbox"/> Non-standard replacement	Wing nut seal: <input type="checkbox"/> Intact <input type="checkbox"/> Separated <input type="checkbox"/> Missing
2. Outer Cover: <input type="checkbox"/> Good condition <input type="checkbox"/> Center hole oblong <input type="checkbox"/> Other damage (specify)	
3. Precleaner: <input type="checkbox"/> Clean <input type="checkbox"/> Dirty <input type="checkbox"/> Plugged <input type="checkbox"/> Oiled <input type="checkbox"/> Dry <input type="checkbox"/> Torn <input type="checkbox"/> Other damage	
4. Inner Cover: <input type="checkbox"/> Retaining seal/nut in place <input type="checkbox"/> Center hole oblong <input type="checkbox"/> Distorted <input type="checkbox"/> Other damage	
5. Element: <input type="checkbox"/> Clean <input type="checkbox"/> Dusty <input type="checkbox"/> Dirty <input type="checkbox"/> Plugged <input type="checkbox"/> Missing <input type="checkbox"/> Dry <input type="checkbox"/> Non-factory replacement <input type="checkbox"/> Other damage	
6. Element seals: <input type="checkbox"/> Pliable <input type="checkbox"/> Hard <input type="checkbox"/> Sealing <input type="checkbox"/> Leaking <input type="checkbox"/> Other damage	
7. Air cleaner base: <input type="checkbox"/> Tight <input type="checkbox"/> Loose <input type="checkbox"/> Screw(s) missing <input type="checkbox"/> Distorted/Cracked <input type="checkbox"/> Breather hose detached <input type="checkbox"/> Other damage	

**Crankcase Oil**

1. Amount on dipstick: <input type="checkbox"/> Overfilled <input type="checkbox"/> Full <input type="checkbox"/> Above "add" <input type="checkbox"/> Below "add" <input type="checkbox"/> No reading
2. Condition of oil: <input type="checkbox"/> New <input type="checkbox"/> Used <input type="checkbox"/> Dirty <input type="checkbox"/> Black <input type="checkbox"/> Thick/Sticky <input type="checkbox"/> Burnt smelling <input type="checkbox"/> Fuel diluted
3. Quantity of oil: Amount drained Amount req'd.
Observations: <input type="checkbox"/> Metal chips present <input type="checkbox"/> Sludge present <input type="checkbox"/> Non-factory oil filter

**Preliminary Examination (continued)**

**Cooling System**

1. Flywheel screen:  
 Clean     Plugged     Partially blocked (%)
2. Cooling fins:  
 Clean     Plugged     Partially blocked (%)
3. Engine exterior:  
 Clean     Dirty     Oily     Evidence of prior disassembly or repair     Visible oil leaks (where)

**Carburetor And Fuel Supply**

1. Condition of carburetor:  
 Okay     Broken     Loose     Shafts worm     Dirt in throat
2. Settings:  
 Main fuel adj.     Idle fuel adj.
3. Condition of fuel:  
 Clean     Fresh     Stale     Contaminated (water, debris, etc.)

**Governor**

1. Components:  
 Intact     Missing     Modified     Bent/Broken
2. Function:  
 Operative     Inoperative     Modified     Misadjusted

**Dirt Ingestion**

1. Is there evidence of possible dirty entry via:  
 Air Cleaner     Carburetor     Breather     Gasket/Seal     Oil fill opening     Other

**Spark Plug**

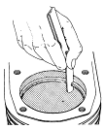
Spark Plug	Cylinder 1	Cylinder 2	Combustion Deposits	Cylinder 1	Cylinder 2
Gap	in.	in.	Light	<input type="checkbox"/>	<input type="checkbox"/>
Make			Heavy	<input type="checkbox"/>	<input type="checkbox"/>
Number			Color		

**SECTION 2 EVALUATION PERFORMED BY**

Evaluator	Date
Company Name	Type of Acct. <input type="checkbox"/> Central Distributor <input type="checkbox"/> Expert Dealer <input type="checkbox"/> Dealer
Address	
City	State    Zip Code    Phone No. (    )    -

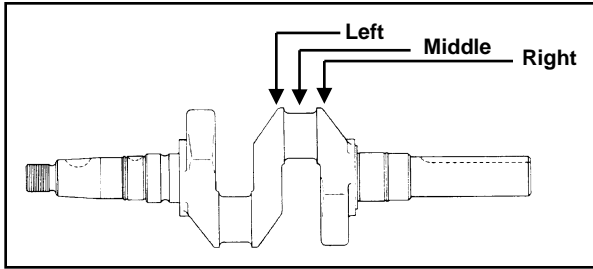
**TEAR DOWN ANALYSIS**

VALVES	CYLINDER 1		CYLINDER 2		
	Intake	Exhaust	Intake	Exhaust	
Stuck	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Face Burned	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Bent	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Guide Worn	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Not Damaged	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
CLEARANCE: (COLD)	CYLINDER 1	CYLINDER 2	PISTON RINGS	CYLINDER 1	CYLINDER 2
Intake	in.	in.	Production Rings	<input type="checkbox"/>	<input type="checkbox"/>
Exhaust	in.	in.	Service Rings	<input type="checkbox"/>	<input type="checkbox"/>
CONNECTING ROD	CYLINDER 1	CYLINDER 2	Rings Free in Grooves	<input type="checkbox"/>	<input type="checkbox"/>
Discolored	<input type="checkbox"/>	<input type="checkbox"/>	Rings Stuck in Grooves	<input type="checkbox"/>	<input type="checkbox"/>
Broken	<input type="checkbox"/>	<input type="checkbox"/>			
Bearing Scored	<input type="checkbox"/>	<input type="checkbox"/>			
Cap Screws Loose	<input type="checkbox"/>	<input type="checkbox"/>			
Dipper Bent	<input type="checkbox"/>	<input type="checkbox"/>			
Dipper Broken	<input type="checkbox"/>	<input type="checkbox"/>			
Rod Seized to Crankpin	<input type="checkbox"/>	<input type="checkbox"/>			
Rod OK – Not Damaged	<input type="checkbox"/>	<input type="checkbox"/>			

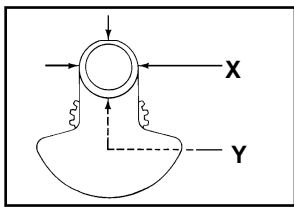
	End Gap:	Top	in.	in.
		Center	in.	in.
		Oil	in.	in.

**Note: For Crankshaft, Pistons & Cylinder Bore Measurements – See Page 3.**

**CRANKSHAFT ROD JOURNAL**



	CYLINDER 1	CYLINDER 2
Scored	<input type="checkbox"/>	<input type="checkbox"/>
Worn	<input type="checkbox"/>	<input type="checkbox"/>
Unmeasureable	<input type="checkbox"/>	<input type="checkbox"/>
Broken	<input type="checkbox"/>	<input type="checkbox"/>
Not Damaged	<input type="checkbox"/>	<input type="checkbox"/>
Others		
Maximum Wear Spec.		



	CYLINDER 1		CYLINDER 2		MAX. OUT OF ROUND
	X	Y	X	Y	
Left					
Middle					
Right					
Max. Taper					

**PISTON**

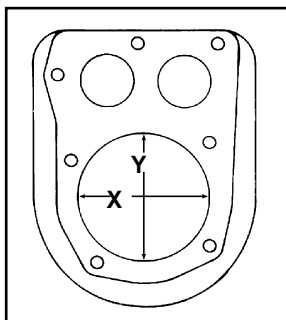
Select the following piston type and measure diameter using appropriate method.

Style A	Style B	Style C	Style D	Style E
Measure just below oil ring groove and at right angle to piston pin.		Measure 1/2 inch above the bottom of the skirt and at right angle to piston pin.		Measure 6 mm (0.24 in.) above the bottom of piston skirt at right angles to piston pin.

	CYLINDER 1	CYLINDER 2
Scored	<input type="checkbox"/>	<input type="checkbox"/>
Worn	<input type="checkbox"/>	<input type="checkbox"/>
Cracked	<input type="checkbox"/>	<input type="checkbox"/>
Broken	<input type="checkbox"/>	<input type="checkbox"/>
Ring Grooves Worn	<input type="checkbox"/>	<input type="checkbox"/>
Galled	<input type="checkbox"/>	<input type="checkbox"/>
Discolored	<input type="checkbox"/>	<input type="checkbox"/>

	CYLINDER 1	CYLINDER 2
Scratched	<input type="checkbox"/>	<input type="checkbox"/>
Not Damaged	<input type="checkbox"/>	<input type="checkbox"/>
Others		
	CYLINDER 1	CYLINDER 2
Piston Diameter		

**CYLINDER BORE**



	CYLINDER 1		CYLINDER 2		MAX. OUT OF ROUND
	X	Y	X	Y	
Top					
Center					
Bottom					
Max. Taper					

	CYLINDER 1	CYLINDER 2
Bore Scored	<input type="checkbox"/>	<input type="checkbox"/>
Worn	<input type="checkbox"/>	<input type="checkbox"/>
Not Damaged	<input type="checkbox"/>	<input type="checkbox"/>
Others		
Maximum Wear Spec.		

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**NOTES/ADDITIONAL COMMENTS**

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