

Figure 5: There is no fault with the head or the valve seats. The head is flat.

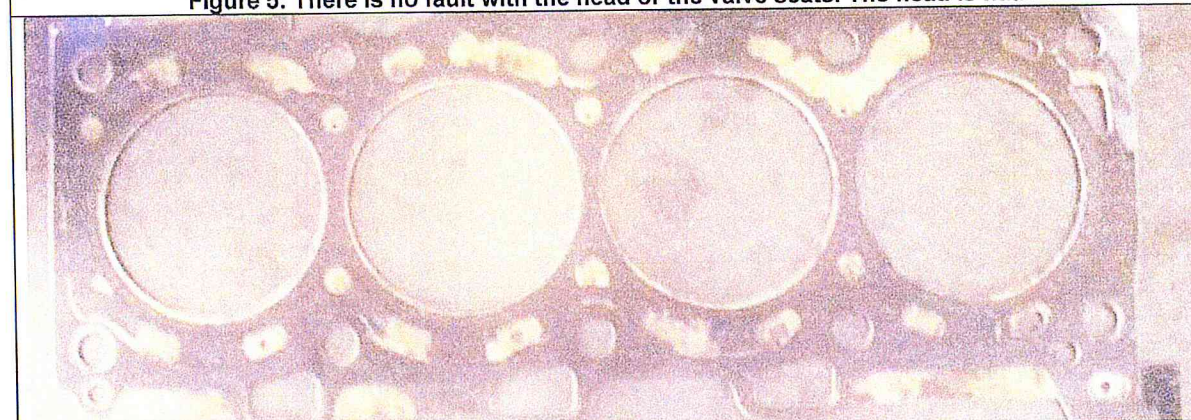


Figure 6: The gasket is not blown



Figure 7: The ink residue of the leak at the water pump is clearly seen.

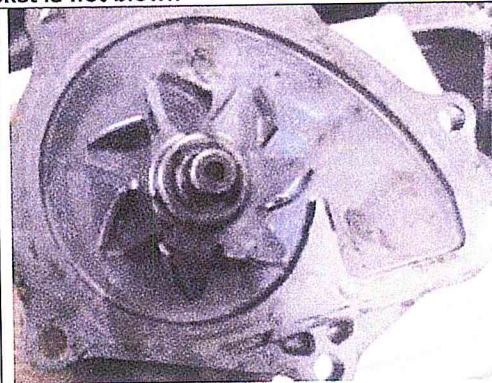
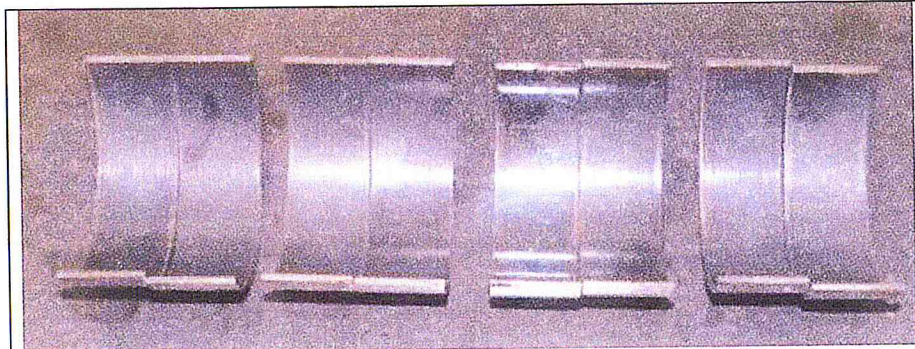


Figure 8: There is no fault in the water pump.

"You can't build a reputation on something that you are going to do" (Henry Ford)





**Figure 9: The bearings do not show any sign of oil starvation. There is some wear and tear however.**

## **Comment**

There is no indication in the engine that it overheated, as the dealer suspected, and there is no reason for the engine to be replaced.

The table shown above and the pictures below clearly show that the engine is not worn and that it did not overheat. There is no damage at all. Furthermore, the writer cannot agree with the allegation that there was no compression. The reasons being that the valves appeared to have seated properly, there is no scuffing or heat seizure on the pistons and rings, and the head and gasket were sealing properly. The ring end gaps are also confirmation that they were sealing properly.

The water pump did have a leak but this did not result in the engine overheating and being damaged.

I am unable to find any reason for the engine to have overheated.

## **Conclusion**

It is my opinion that the diagnosis was incorrect and that the engine did not overheat. There was no reason to replace the engine.

**J P Asselbergs.**

"You can't build a reputation on something that you are going to do" (Henry Ford)