

**Conventional tool**

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Cylinder illuminating lamp

e. g. Karl Storz GmbH, D-7200 Tuttlingen  
Motoskop TV (cold light)  
and lens probe 103 26 CW (570 mm)  
and lens probe 103 26 CT (210 mm)<sup>1)</sup>

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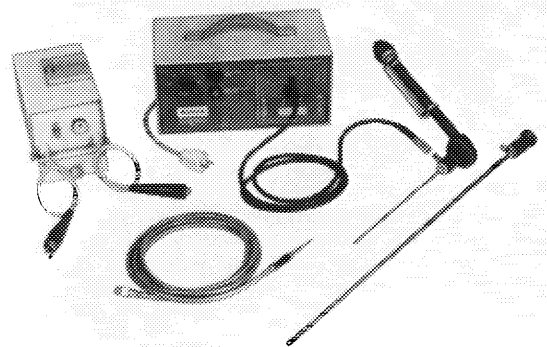
<sup>1)</sup> Required for 3rd cylinder.

**Note**

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A visual checkup can be made with cylinder head in place by means of a cylinder illuminating lamp.

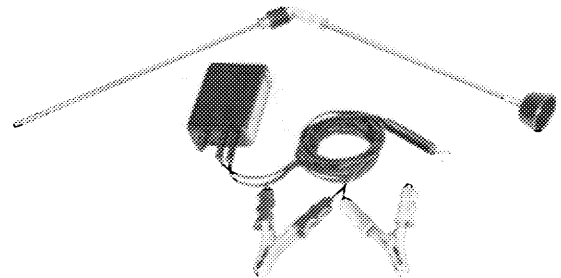
To evaluate cylinder bore, introduce lens probe through spark plug bore.



Motoskop  
12 Volts and 220 Volts

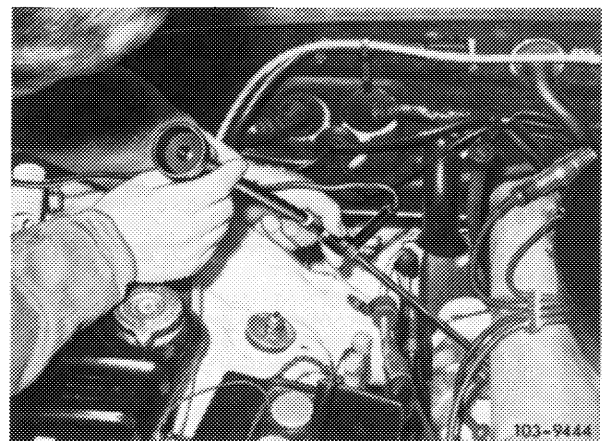
103-15713

When evaluating scored or streaky cylinder walls, it is often difficult for a workshop to decide whether the damage is already extensive and requires removal or repair of the engine, or whether the evidence is harmless. The following instructions will help in making an expert and correct decision.



103-9443

**Note:** With streaks in direction of "land" (in direction of piston pin), shaft streaks or seizures are not possible since there is no contact between piston skirt and cylinder liner. With regard to marks on cylinder walls (liners), the first difference is between "optical streaks" or "seizure streaks". As a rule "optical streaks" are about 3 mm wide, they are produced by the piston ring gaps, with the honing structure still visible; with "seizure streaks", however, the honing structure is obliterated.



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