

Your Ref: Honda Engine
Our Ref : CI/TP18017008/D

18 September 2018

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#06-267
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INSPECTION REPORT OF A HONDA ENGINE WITH ENGINE NUMBER K20A5841950

1. I refer to your request on 06 September 2018 to conduct a physical inspection of a Honda engine.
2. The purpose of this inspection was to primarily determine whether the Honda engine is a Honda K20A model engine.
3. Following the request, I had carried out a physical inspection of the Honda engine on 18 September 2018 at the premises of No. 10 Kaki Bukit Road 2 #03-31 First East Centre, Singapore 417868.
4. Measurements of the bore and stroke of the Honda engine were obtained and thereafter compared with the bore and stroke measurements as stated in the technical specifications of a Honda K20A model engine.
5. I now set out below my observations and comments regarding this inspection.

Inspection of the Honda Engine

6. Firstly, I had noted that the Honda engine was a used engine and not fitted on any motor car at the time of my inspection. It was observed to be a complete assembly with all mechanical parts still intact, within the engine housing. The engine number engraved on the housing was K20A5841950.
7. My visual examination of the engine housing revealed the housing to be of serviceable/satisfactory condition. There was no crack and/or hole observed on the engine housing.
8. Upon my request, the Honda engine was dismantled, specifically the top block was separated from the bottom block. This was to enable me to carry out measurements of its cylinders, in particular the bore and stroke measurements of each cylinder, which typically can be used to determine the engine displacement or more commonly referred to as engine cc or engine size. See photo 1 – 4 below.



Photo 1 shows a general view of the Honda engine that I had inspected. The Honda engine was observed to be a used engine and was not fitted on any motor car. It was also observed to be a complete assembly with all mechanical parts still intact, within the engine housing. There was no crack and/or hole observed on the engine housing.



Photo 2 shows a general view of the Honda engine that I had inspected. The Honda engine was not fitted on any motor car. It was observed to be a complete assembly with all mechanical parts still intact, within the engine housing.

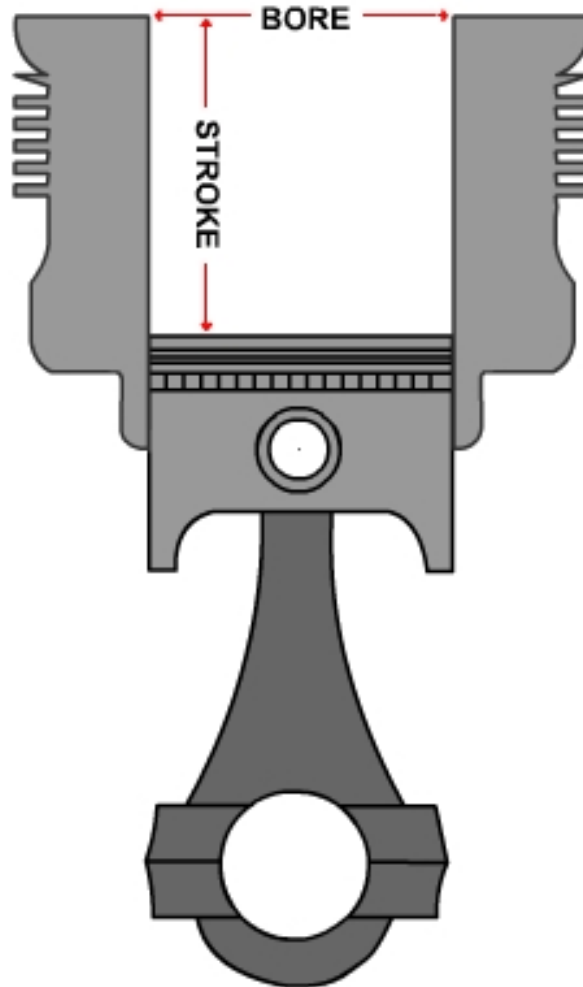


Photo 3 shows a general view of the Honda engine that I had inspected. My visual examination of the engine housing revealed the housing to be of serviceable/satisfactory condition. There was no crack and/or hole observed on the engine housing.



Photo 4 shows the engine number engraved on the housing of the Honda engine that I had inspected. The engine number was K20A5841950.

9. The bore refers to the measurement of the inside diameter of the cylinder while the stroke refers to the distance the piston moves in one direction of upward or downward movement in the cylinder. See diagram below for illustration purposes.



10. The bore and stroke measurements of the 4 cylinders of the Honda engine are set out in the table below. Photo 5 – 20 thereafter shows the photographs taken during the measurements.

	Bore (mm)	Stroke (mm)
Cylinder 1	85.84	85.88
Cylinder 2	85.76	85.95
Cylinder 3	85.97	85.96
Cylinder 4	85.99	86.00

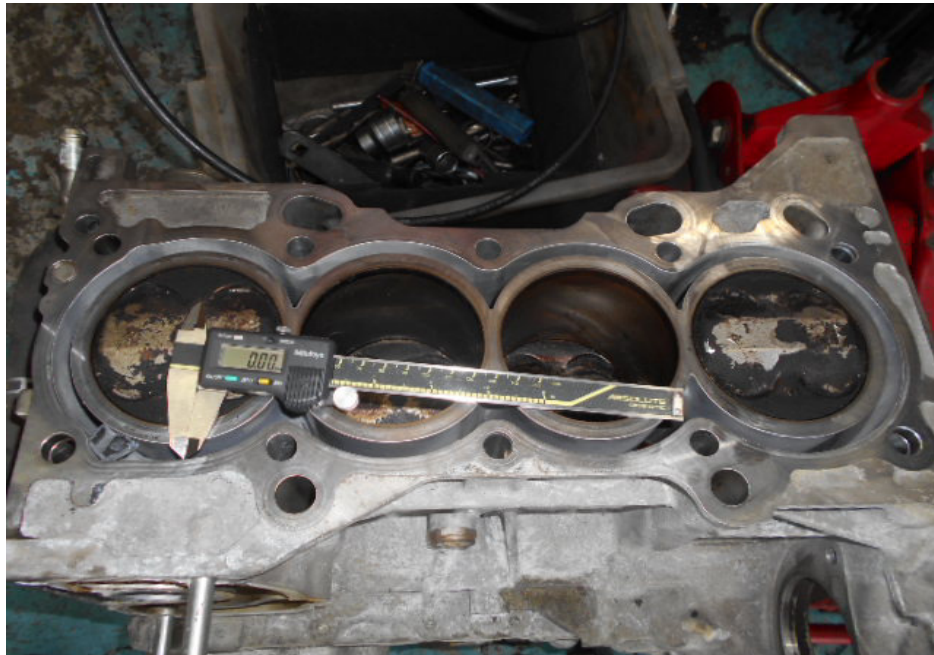


Photo 5 shows the bottom block of the Honda engine with its top block removed for me to carry out measurements of its cylinders, in particular the bore and stroke measurements of each cylinder, which typically can be used to determine the engine displacement or more commonly referred to as engine cc. The measurements were carried out using a digital Vernier Caliper that was calibrated at the start of the measurements.



Photo 6 shows measurement being carried out to the bore of cylinder 1 of the Honda engine. The bore and stroke measurements of the Honda engine were carried out using a digital Vernier Caliper. The bore measurement of cylinder 1 was recorded to be 85.84mm.



Photo 7 shows measurement being carried out to the stroke of cylinder 1 of the Honda engine. The bore and stroke measurements of the Honda engine were carried out using a digital Vernier Caliper.

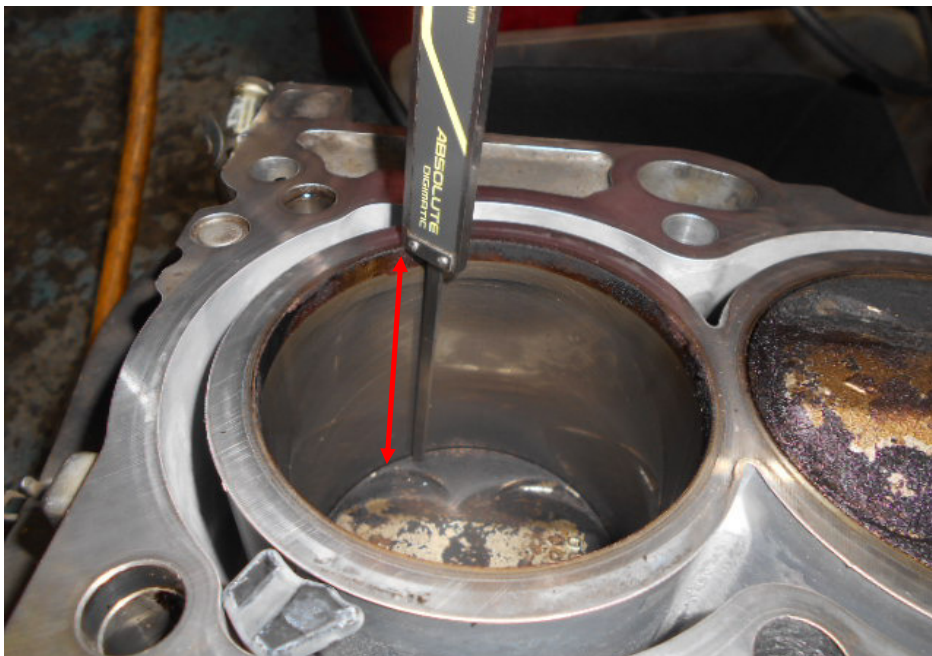


Photo 8 shows measurement being carried out to the stroke of cylinder 1 of the Honda engine. The bore and stroke measurements of the Honda engine were carried out using a digital Vernier Caliper that was calibrated at the start of the measurements.



Photo 9 shows the stroke measurement of cylinder 1, which was recorded to be 85.88mm.



Photo 10 shows measurement being carried out to the bore of cylinder 2 of the Honda engine. The bore and stroke measurements of the Honda engine were carried out using a digital Vernier Caliper.



Photo 11 shows the bore measurement of cylinder 2, which was recorded to be 85.76mm.



Photo 12 shows measurement of the stroke for cylinder 2 of the Honda engine that I had inspected. The measurement was carried out using a digital Vernier Caliper that was calibrated at the start of the measurements.



Photo 13 shows the stroke measurement of cylinder 2, which was recorded to be 85.95mm.



Photo 14 shows measurement being carried out to the bore of cylinder 3 of the Honda engine. The bore and stroke measurements of the Honda engine were carried out using a digital Vernier Caliper. The bore measurement of cylinder 3, which was recorded to be 85.97mm.



Photo 15 shows measurement of the stroke for cylinder 3 of the Honda engine that I had inspected. The measurement was carried out using a digital Vernier Caliper that was calibrated at the start of the measurements.



Photo 16 shows the stroke measurement of cylinder 3, which was recorded to be 85.96mm.



Photo 17 shows measurement being carried out to the bore of cylinder 4 of the Honda engine. The bore and stroke measurements of the Honda engine were carried out using a digital Vernier Caliper that was calibrated at the start of the measurements.



Photo 18 shows the bore measurement of cylinder 4, which was recorded to be 85.99mm.



Photo 19 shows measurement being carried out to the stroke of cylinder 4 of the Honda engine. The bore and stroke measurements of the Honda engine were carried out using a digital Vernier Caliper.



Photo 20 shows the stroke measurement of cylinder 4, which was recorded to be 86.00mm.

Honda K20A Engine Technical Specifications

11. In order to determine whether the Honda engine that I had inspected was a Honda K20A model engine, I had compared the measurements of the bore and stroke of the Honda engine with the bore and stroke measurements of the Honda K20A model engine, as stated in its technical specifications. According to the technical specification of the Honda K20A model engine, the bore and stroke measurement was 86.00mm and 86.00mm respectively.
12. Upon comparison, I had noted that the bore and stroke measurements of the Honda engine that I had inspected (shown in paragraph 10 above) had corresponded to the bore and stroke measurements as stated in the technical specifications of a Honda K20A model engine. The measurements recorded from the Honda engine were either 86.00mm or were slightly lesser (at maximum 0.24mm lesser), this difference can be attributed to carbon accumulation within the cylinders, as the Honda engine that I had inspected was a used engine. See technical specifications of a Honda K20A model engine below.

Honda K-Series Engine Specs		K20A
Displacement (cu in / cc):		121.9 / 1998
Horsepower:		221 hp @ 8000 RPM
Torque:		159 lb-ft @ 6100 RPM
Bore and Stroke (in / mm):		3.386 x 3.386 / 86 x 86

Conclusion

13. In summary, the Honda engine that I had inspected was a Honda K20A model engine. The engine number engraved on the housing of this Honda engine was K20A5841950.

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