hyflyer9 - here's a couple of pics that I took during the rebuild of my Saito 91. I've also disassembled / reassembled my Saito 100 but no pics. The timing technique is the same for both.

http://www.rcuniverse.com/forum/m 9510073/anchors 9515164/mpage 1/key /anchor/tm.htm#9515164

pic 1 - all of the cam-related parts

pic 2 - the cam has a small hole on the backside of one of the lobes. The idea here is to insert a wire thru the pushrod guide of the cam houseing into the hole to establish the cam correctly. I used a small allen wrench that fits the hole snugly with a piece of Sullivan gold-n-rod tubing that will shugly fit inside the pushrod guide hole.

pic 3 - the center rod for the cam has a flat side used as the locator for the set screw

pic 4 - the center rod is installed and the allen wrench / tube is inserted into the left pushrod hole. Turn the cam until while gently pressing down on the allen wrench until it seats into the locaing hole on the backside of the cam lobe.

pic 5

pic 6 - the cam is located precisely and you'll notice that there is a spot on the front side of the gear. This needs to be precisely located - straight down.

pic 7 - using a razor blade to keep the cam from rotating when you drop the cam / housing assembly onto the case / crank assembly.

pic 8 - the crank case ready for the installation of the cam case assembly.

Oh btw, I will use a #64 rubber band wrapped several times around the case over the cylinder / piston opening. I then pull a strand of the rubber band down over the conn rod pin. This will keep the crank at TDC leaving you 2 hands (and all of your fingers) to hold the razor and drop the cam housing onto the case.

If this is an older engine make sure that you replace the gasket between the case and the cam housing. Saito uses the width of the gasket to ensure proper clearance.

## HTH

## **Attachments**



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