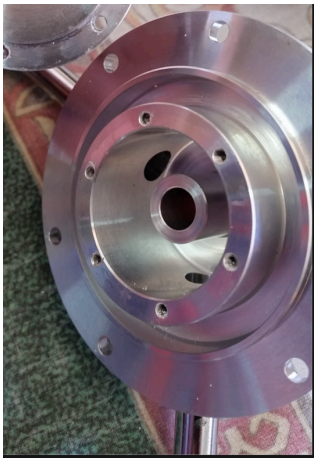




Saito production engines tend to run weak and hotter on the upper (no1) cylinder then richer and cooler on no 2 & 3. There are many reports of cylinder bases cracking on no 2 & 3. considered to be caused by excess fuel ingestion and hydraulic locking in certain conditions.



The factory fuel mixture distribution plenum can suffer from neat fuel “pooling” which can be ingested into one of the lower cylinders causing hydraulic lock. The following pic shows the radially drilled passages to the cylinders .



The Morris mod inserts new outlets (red anodised below) which protrude into the fuel distribution plenum to prevent ingestion of neat fuel



Any neat fuel along with normal inlet mixture passes into the main crankcase thru these drain holes providing fresh lubrication which in turn allows a reduction in oil content from 20:1 to 32:1.