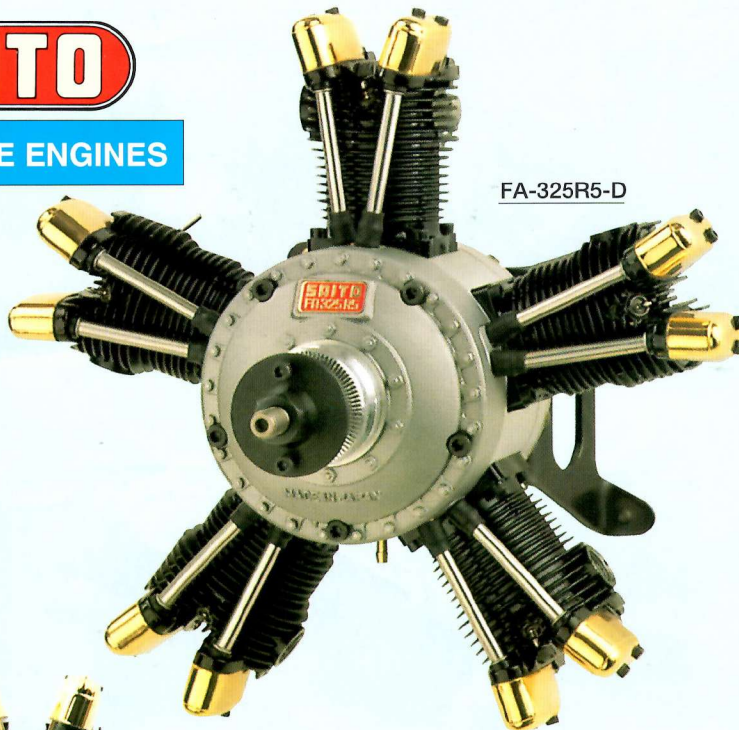


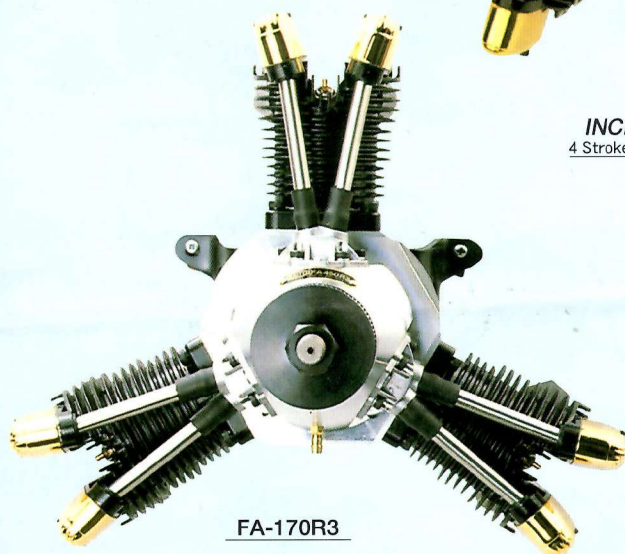


FOUR CYCLE ENGINES

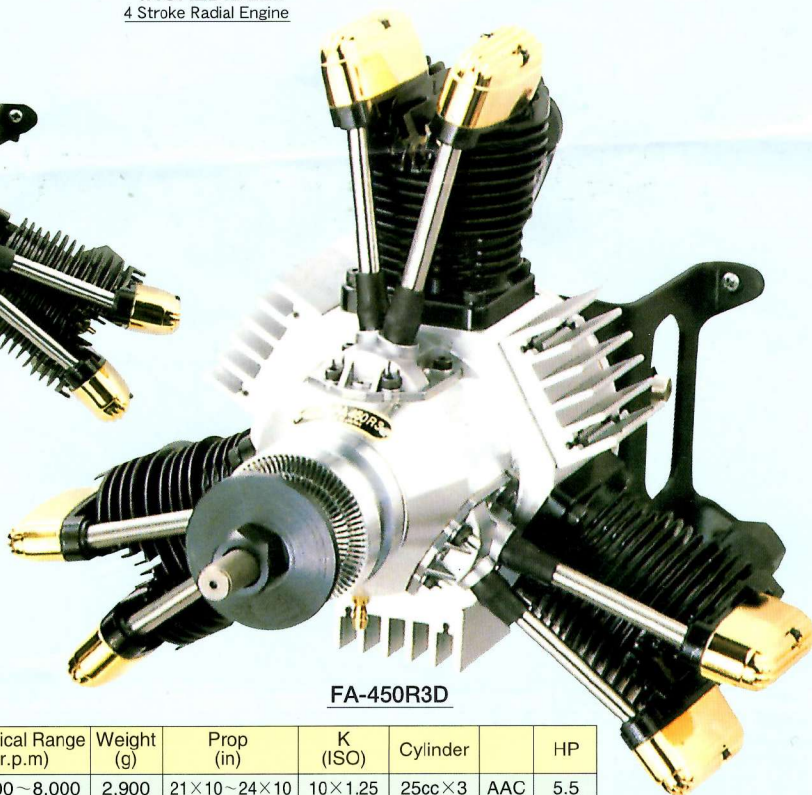


FA-325R5-D

INCREDIBLE!!
4 Stroke Radial Engine



FA-170R3

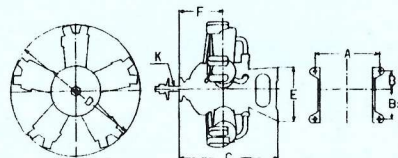


FA-450R3D

Items	Disp (cc)	Bore (mm)	Stroke (mm)	Practical Range (r.p.m)	Weight (g)	Prop (in)	K (ISO)	Cylinder		HP
FA-450R3-D	75	34	27.6	1,200~8,000	2,900	21×10~24×10	10×1.25	25cc×3	AAC	5.5
FA-325R5-D	53	24.8	22	1,700~7,500	2,400	20×8~20×10	M8×1.25	10.6cc×5	ABC	3.8
FA-170R3	27.8	24.8	19.2	2,000~9,500	1,300	14×8~16×8	M8×1.25	9.27cc×3	AAC	2.0

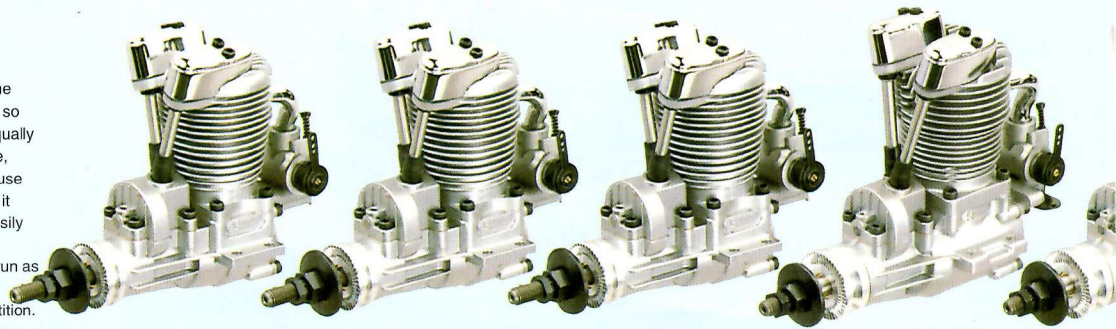
OUTSIDE DIMENSIONS(mm)

Items	A	B	B ₁	B ₂	C	C ₁	C ₂	D	E	F
FA-450R3-D	110		30	49	200			250	92	100
FA-325R5-D	100		30	49	170			225	92	75
FA-170R3	95		25	50	157			198	85	75



The one-piece head system also offers some advantages that aren't so easy to see, but are equally important. For example, thermal transfer. Because the head is integrated, it transfers heat more easily and evenly. They cool better too. Saitos can run as much as 200 degrees cooler than the competition. And heat is what destroys engines! So again, the Saito system helps longevity.

Another key feature of Saito technology is a true chrome ABC/AAC cylinder lining. Whereas most competitors have switched to a less costly nickel plating system, Saito keeps on lining them with genuine chrome, a metal which has been long proven to provide a superior plating protection for either a brass or aluminum cylinder. When used in conjunction with a ringed piston, as Saitos are, the result is a quality liner that's nearly impossible to wear out with conventional use.



FA-45S

FA-50

FA-56

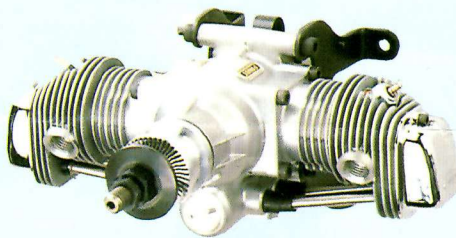
FA-65



FA-50GK

FA-56GK

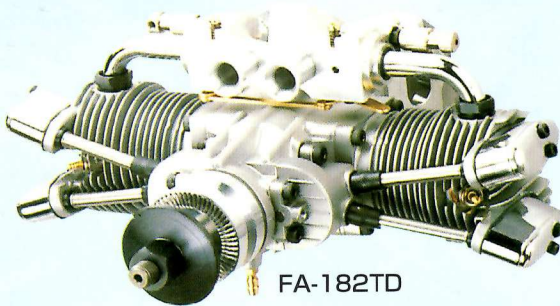
FA-65GK



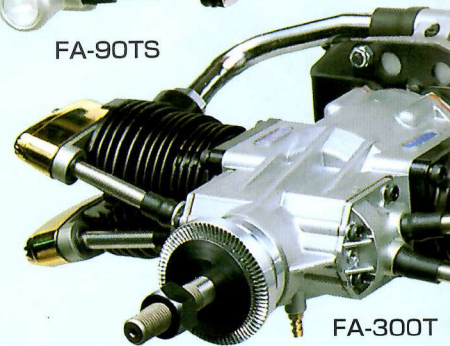
FA-60T



FA-90TS



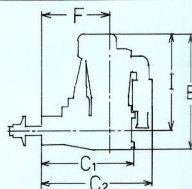
FA-182TD

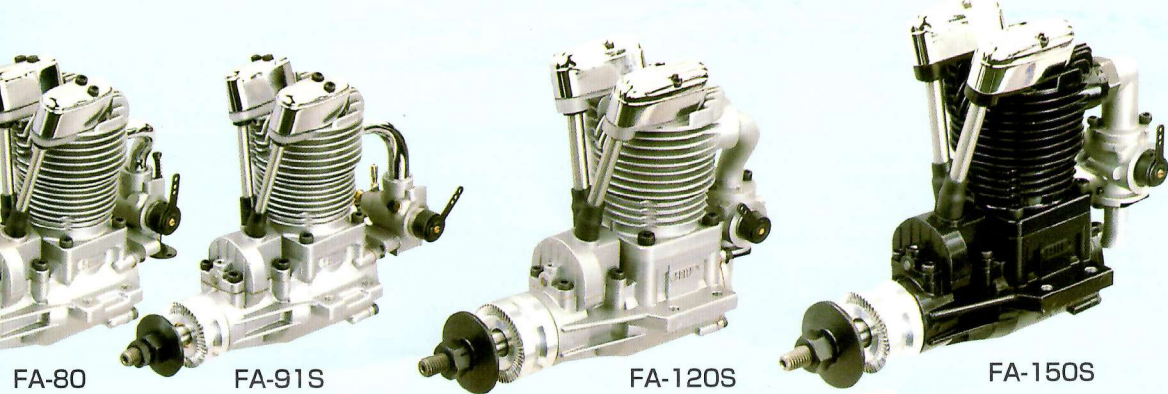


FA-300T

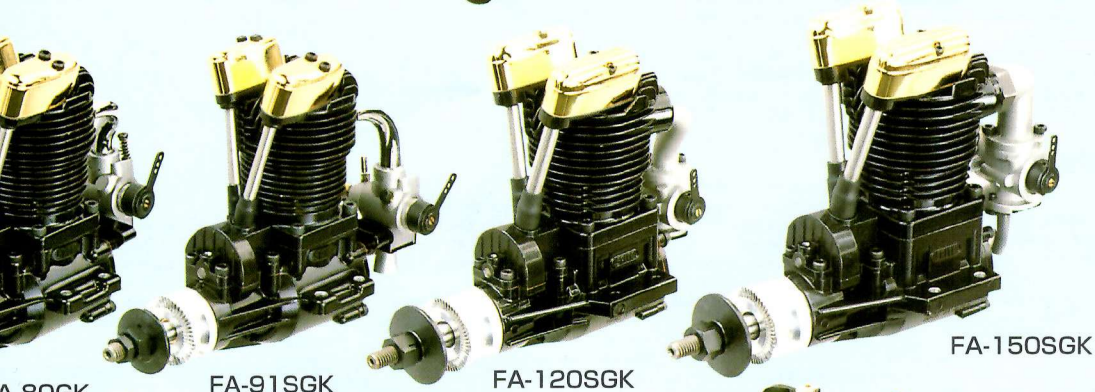
SAITO ENGINE DATA

Items	Dips (cc)	Bore (mm)	Stroke (mm)	Practical Range (r.p.m)	Weight (g)	Prop (in)	K (ISO)	Cylinder	HP
FA-300T-TDP	50	34	28	1,600 ~ 8,400	1,850	18 × 10 ~ 20 × 10	10 × 1.25	25cc × 2 AAC	4.8
FA-300T	50	34	28	1,800 ~ 8,000	1,840	20 × 8 ~ 20 × 10	10 × 1.25	25cc × 2 AAC	4.7
FA-182T-D	29.98	28.2	24	2,000 ~ 10,000	1,040	15 × 8 ~ 16 × 8	M8 × 1.25	14.99cc × 2 AAC	2.5
FA-130T-D	21.2	24.8	22	2,000 ~ 10,000	1,080	13 × 10 ~ 14 × 8	M8 × 1.25	10.6cc × 2 ABC	1.9
FA-100T	16.4	23.4	19	2,500 ~ 10,000	820	12 × 8 ~ 13 × 6	M7 × 1	8.2cc × 2 ABC	1.4
FA-90TS	14.98	22.4	19	2,000 ~ 10,000	720	12 × 8 ~ 13 × 6	M7 × 1	7.49cc × 2 AAC	1.0
FA-60T	10	20	16	2,000 ~ 10,000	750	11 × 8 ~ 13 × 6	M7 × 1	5cc × 2 ABC	0.9
FA-150-150GK	25	34	27.6	2,000 ~ 10,500	870	13 1/4 × 13 ~ 16 × 8	M8 × 1.25	AAC	2.5
FA-120S-120SGK	20	32	24.8	2,000 ~ 11,500	840	12 1/2 × 10 ~ 14 × 8	M8 × 1.25	AAC	2.2
FA-91S-91SGK	14.99	28.2	24	2,000 ~ 11,500	510	12 × 8 ~ 15 × 6	M7 × 1	AAC	1.6
FA-80-80GK	13.1	27	22.8	2,000 ~ 11,500	540	11 1/2 × 8 ~ 11 × 10	M7 × 1	ABC	1.3
FA-65-65GK	10.6	24.8	22	2,000 ~ 11,500	550	10 × 8 ~ 11 × 7 1/4	M7 × 1	ABC	0.95
FA-56-56GK	9.2	24.8	19	2,000 ~ 12,000	410	10 × 7 ~ 11 × 7 1/2	M7 × 1	AAC	0.9
FA-50-50GK	8.2	23.4	19	2,000 ~ 12,000	435	10 × 7 ~ 11 × 7	M7 × 1	ABC	0.85
FA-45SPECIAL10	7.5	22.4	19	2,000 ~ 11,000	430	10 × 6 ~ 11 × 6	M7 × 1	ABC	0.7

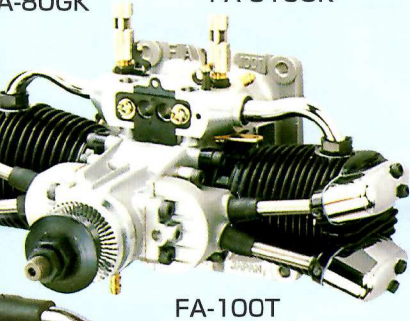




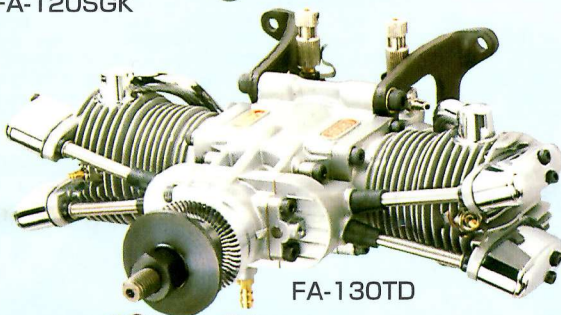
FA-80 FA-91S FA-120S FA-150S



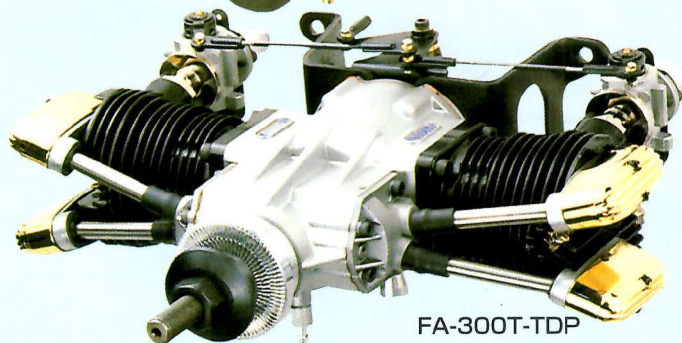
FA-80GK FA-91SGK FA-120SGK FA-150SGK



FA-100T

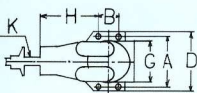


FA-130TD



FA-300T-TDP

OUTSIDE DIMENSIONS (mm)



OUTSIDE DIMENSIONS (mm)

Items	A	B	B ₁	B ₂	C	C ₁	C ₂	D	E	F	G	H	I
FA-300T-TDP	112		30	49	175			234	102	83			
FA-300T	112		30	49	175			234	92	83			
FA-182T-D	70		28	28	123			196	81	74			
FA-130T-D	78		30	43	130			192	82	68			
FA-100T	50		35	35	101			172	80	63			
FA-90TS	61		10	42	121			169	64	52			
FA-60T	61		10	42	121			159	64	52			
FA-150-150GK	59	24				110	140	69	132	82	45	70	112
FA-120S-120SGK	59	24				110	140	69	132	82	45	70	111
FA-91S-91SGK	50	21				89	115	60	117	66	40	55	97
FA-80-80GK	50	21				89	115	60	116	66	40	55	96
FA-65-65GK	50	21				89	115	60	116	66	40	55	96
FA-56-56GK	46	15				80	104	54	104	59	32	51	86
FA-50-50GK	46	15				80	104	54	104	59	32	51	86
FA-45SPECIAL10	46	15				80	104	54	104	59	32	51	86

The Singles

FA-50/FA-50GK FA-56/FA-56GK
Packing .50 cubic inches into the same case as the .45, the 50 offers the highest power-to-weight in this small case engine. The 50 will provide "spirited" performance in most .40 size two-cycle designs. You'll be amazed at the performance of your plane engine with an APC 11x7 prop! Perfect for the Goldberg Eagle, Midwest AeroStar or Hangar 9 Easy Fly.

FA-65/FA-65GK
Known the world over for its smooth running and easy-to-use handling characteristics, the 65 is a mid-size case engine with a pleasant tone and good horsepower output (.95hp) for its displacement. The 65 has been a popular choice for Goldberg's Cub...and

has enough power to fly the Cub with floats!

FA-80/FA-80GK
If you subscribe to the thinking "I can always throttle back," the FA-80 ought to be considered. Putting out 1.3 hp in the same case as the FA-65, the 80 is perfect for clipped-wing Cubs, Ugly Sticks...anything that deserves reserved power.

FA-91S/FA-91SGK
Built for horsepower, the 91 still uses the same case as the FA-65/80 but puts out a whopping 1.7 hp. Clarence Lee calls the 91S "a real stump puller..." and compared to popular competitors, the lightweight AAC 91S wins the power-to-weight ratio hands down. With its characteristic Saito easy handling, the 91S is the choice for the myriad of high performance .90 4-cycle designs. You'll

be astonished at the power, reliability and smoothness of this engine.



FA-120S/FA-120SGK
For a fun time with the big models like Ace's Big Bingo, Sig's J-3 or Lanier's Stinger 120, the FA-120 will provide long-lasting, trouble-free performance. AAC construction keeps the weight down to just 28 ounces.

FA-150S/FA-150SGK
The largest single Saito offers, the 150S is actually a bored-out 120S for incredible power-to-weight. With over 20% greater displacement, the 150S will happily swing an APC 16x8 at 10,000 rpm with 15% fuel. That much thrust makes it ideal for performance-minded 1/4 scale models, or even big planes like Sig's Spacewalker.

The Multis

FA-60T FA-90TS
A jewel by any measure, the tiny .60 twin is the perfect choice for operation of small-to-medium size scale models. The 60T is probably the perfect J-3 powerplant, not only in looks and sound, but performance. It will provide prototypical flight for Goldberg or Sig kits.

FA-100T
With its all-new, high silicone content aluminum pistons and rods, the 100T is lighter, stronger and smoother than the 90T it replaces. A special diaphragm pump creates positive crankcase pressure to force fuel through the bearings, thus extending life indefinitely. A 100T would be exceptional in a plane like Balsa USA's Phaeton 90. Or how about a Nosen 310? Or the world's best 60-size Ugly Stick.

FA-130TD
A great choice to power designs like Ace's Extra 230, Goldberg's Ultimate or Super Chipmunk where the full-size plane used Lycoming engines. Twin plugs help insure reliable operation. With twin cards neatly tucked behind the cylinders, this engine's height is reduced to improve scale appeal.

FA-182TD
With a high output of 2.8 horsepower and enough torque to swing all the way up to 18 inch props, the 182 is an ideal choice for 1/4 scale models like Sig's Spacewalker, Midwest's AT-6 or Ace's clipped-wing Taylorcraft. It's the perfect way to enhance the realism of your model!

FA-300T-TDP
With Twin cards, Dual plugs and a fuel Pump system, the TDP version offers slightly increased power with assured fuel flow delivery due to the diaphragm pump system.

FA-300TL
The 300T left R/C Report exclaiming "absolutely incredible POWER" as this huge twin swings an 18x10 over 8,000 rpm. Or for even greater thrust, a 20x10 a over 7,000 rpm. The latest version of the 300T uses a 10mm crankshaft, plus a new air intake manifold with an inverted carburetor. Thanks to the engine's low profile, scale cowl remain clear of any non-scale protrusions. The single card version offers operational simplicity. Big models like Byron's Pitts, Glasair, Husky, Ace's 1/3 Extra, or Sig's big Spacewalker all benefit from the performance, reliability and smoothness of this powerplant that's in a class of its own.

FA-325R5-D
In a league of its own, the radial 325 represents the pinnacle of Saito's engineering. Perfect for big models like Balsa USA's Sopwith Pup, Proctor's Nieuport 28, or Byron's realism will be unmatched with the addition of this technical masterpiece.



Accessories

10mm Exhaust Accessories (for 50,56,60T,100T)

- SAI100T74 10mm Flex Muffler
- SAI100T73 10mm Flex Muffler w/Pressure Tap
- SAI15074A 10mm Muffler

Muffler

- SAI20S74A.75
- SAI8074A.75
- SAI91S74A.75
- SAI5074A.75



14mm Exhaust Accessories (for 120,150,300T)

- SAI270TTDP73B 14mm Flex Muffler w/Pressure Tap
- SAI270TTDP74B 14mm Flex Muffler
- SAI120S111 14mm Exhaust Extension-6"
- SAI120S74 14mm 120/150 Muffler



12mm Exhaust Accessories (for 65,80,91,130T,182T)

- SAI65111 12mm Flex Exhaust Pipe
- SAI6574A 12mm .65 Muffler
- SAI8074A 12mm .80 Muffler
- SAI91S74 12mm .91 Muffler

FUEL FILTER

for FA45S-FA450R3D



Prop nut for electric starter
50-30(50.56.65.80.91)
120S-30(120S.150S.180TD)



Engine Mounts

- SAI5095 Metal Mount for .50.56
- SAI6595 Metal Mount for .65 .80 .91
- SAI12095 Metal Mount for 1.20 1.50



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