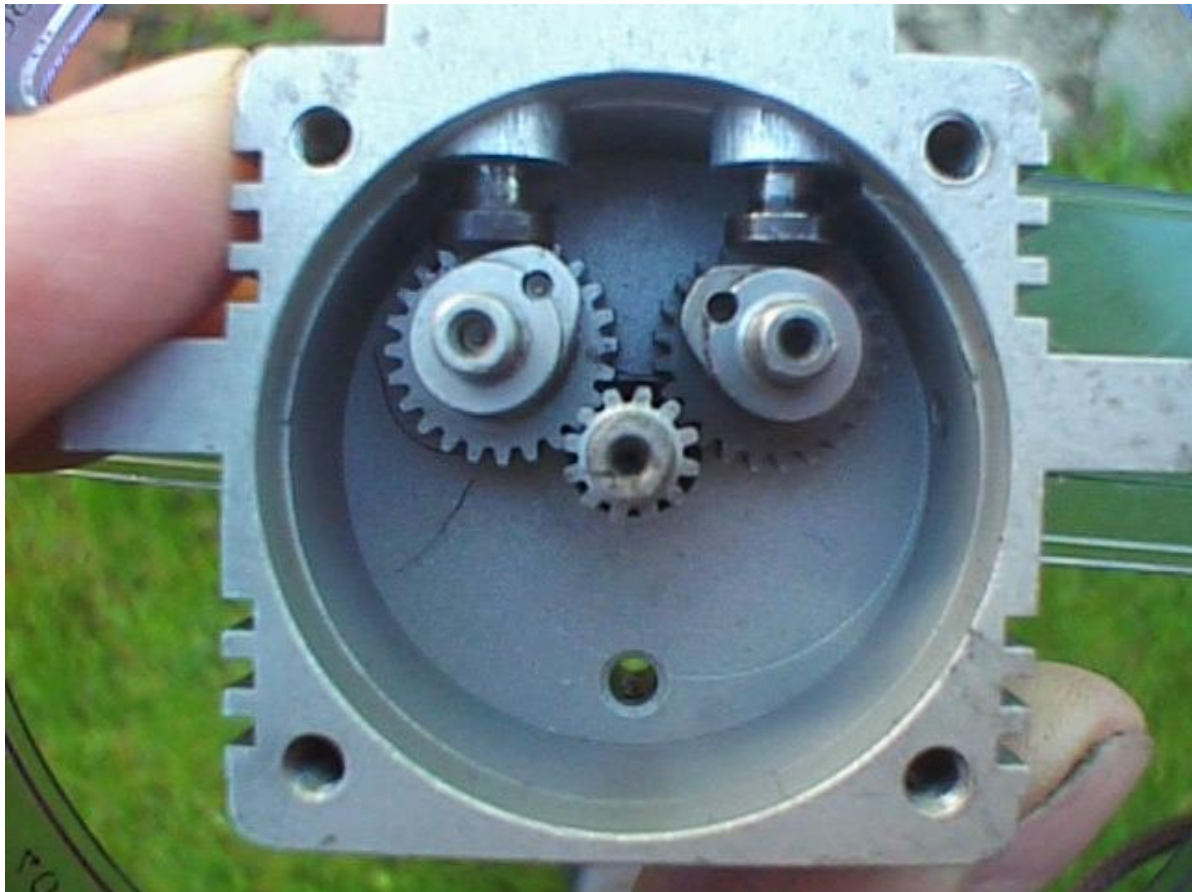


## CAM TIMING.

The timing gear and cams fitted to Laser engines are extremely robust and unlikely to give any problems. The backplate should not be taken apart unless absolutely necessary.

There are no markings on the cams or pinion drive fitted to Laser engines. With the single cylinder engines the cam followers will hold the cams in position if back plate is removed provided the cylinder head has not been removed.

The cams fitted to twin cylinder engines will generally come out if the backplate is removed.



### LASER SINGLE CYLINDER ENGINES

Laser-61, 75, 80, 90, 100, 120, and 150.

The two cams are identical and interchangeable.

The inlet starts opening at approximately  $40^{\circ}$  before top dead centre. (BTDC)

The exhaust finally closes at approximately  $30^{\circ}$  after top dead centre. (ATDC)

Laser-45, 50, 62, and 70.

The inlet cam has a sharper profile (it is more pointed) than the exhaust.

The inlet cam starts opening at approx.  $30^{\circ}$  BTDC.

The exhaust cam finally closes at approx.  $30^{\circ}$  ATDC.

Picture shows cams on Laser-80 at top dead centre