

NO. 187-001  
287-001**SUBJECT:** TECHNICAL SERVICE BULLETIN LISTING**AFFECTS:** 1986 TECHNICAL SERVICE BULLETINS

Listed on the back of this Bulletin is a list of all Technical Service Bulletins that were issued during 1986.

Should you be missing a Service Bulletin, please write your name and dealer number on this sheet, circle the bulletins you need, and mail to:

Terri Estridge  
Homelite-Extron  
P.O. Box 7047  
Charlotte, NC 28217

Leon's Chainsaw Parts & Repair  
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FORESTRY PRODUCTS

BULLETIN #

UNITS AFFECTED

186-001 Index for 1985 Technical Service Bulletins  
186-002 Hairline Cracks in Intake Manifold  
186-003 Modifying Carburetor Spacer 97571  
186-004 3-Shoe Unlined Clutch Assembly  
186-005 New Crankcase with Series 5 Bar Pad  
186-006 Three Piece Oil Line Assembly  
Threaded Insert Kit for Guide Bar Studs  
186-007 Spark Plug Wrench  
186-008 Warranty Form Not Shipped With Units  
186-009 Servicing Raker III Saw Chain  
186-010 Revised Cylinder Assembly (A-70489-C)  
186-011 Crankshaft 67168-3  
Dealer Service Guides  
186-012 Changes Made On String Trimmers from 1985 to 1986  
186-013 Testing Solid State and Capacitor Discharge Ignition Systems  
186-014 Stringhead Assembly  
186-015 New Stronger 32ME Series (.325 Chain  
Modifying Guide Bar Adjusting Pin (69254-1A)  
186-016 Pinion Shafts for Brushcutter Attachment  
186-017 Modifying Rewind Spring to Fit Starter Pulley  
186-018 Greasing Spool Retainer Bolt  
186-019 Three-Shoe Unlined Clutch A-98132

CONSTRUCTION EQUIPMENT

BULLETIN #

UNITS AFFECTED

286-001 Index for 1985 Technical Service Bulletins  
286-002 New Cylinder A-48807-A and Using One Piston Ring  
286-003 Adjusting Carburetors on New Units  
286-004 Oilgard Decal - Part Number 17887  
286-005 New Solid State Ignition  
286-006 Warranty Form Not Shipped with Units  
286-007 Electromagnet Bracket  
286-008 Installing Seals  
286-009 Optional Long Life Seals  
286-010 Polarity of Battery Charging Cord



**SUBJECT:** 245 MANUFACTURED WITH 37 SERIES CHAIN**AFFECTS:** 245 (UT-10638A)  
SERIAL NUMBERS 5H2740015 - 5H2740700

A limited number (685) of 245 chain saws (UT-10638A) were manufactured and shipped with the 37 Series chain, bar, and sprocket. The standard configuration used on the 245 (UT-10638A) is .325 Series.

It is important that the correct replacement bars, chains, and drive sprockets be used on these units. Mismatching 37 Series components with .325 Series components will result in damage to the chain, guide bar and sprocket.



Peery Gibson  
Service Manager  
Forestry Products

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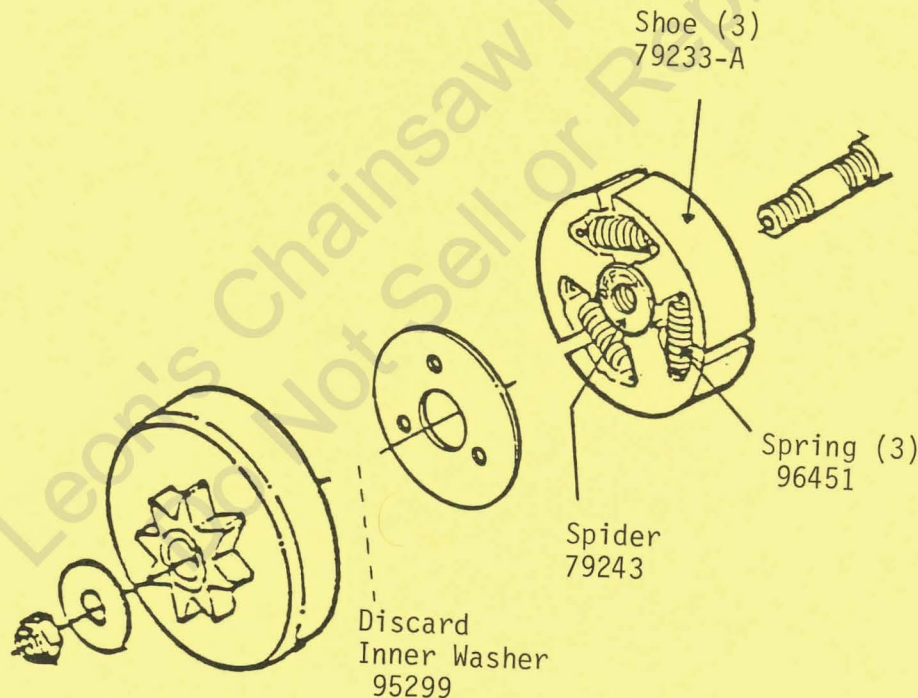
**SUBJECT:** THREE-SHOE UNLINED CLUTCH A-98129**AFFECTS:** 240, 245 (STARTING WITH LOT #H-247)

A three-shoe unlined clutch assembly A-98129 has replaced the S-Clutch on the Model 240 and the three-shoe lined clutch on the Model 245. Refer to the diagram below when ordering parts for this new clutch assembly.

NOTE

For Model 240 - Discard clutch cover 69915-1, screws (2) 97605, and inner washer (1) 95299.

For Model 245 - Discard clutch cover 96919-1, screws (3) 97605, and inner washer (1) 95299.



Use clutch tool A-24060 to install clutch assembly onto crankshaft.

SERVICE NOTE

Install clutch assembly A-98129 with the "OFF→" facing out. Torque clutch assembly to 250 - 300 in.lbs. (28,2 - 33,9 Nm).



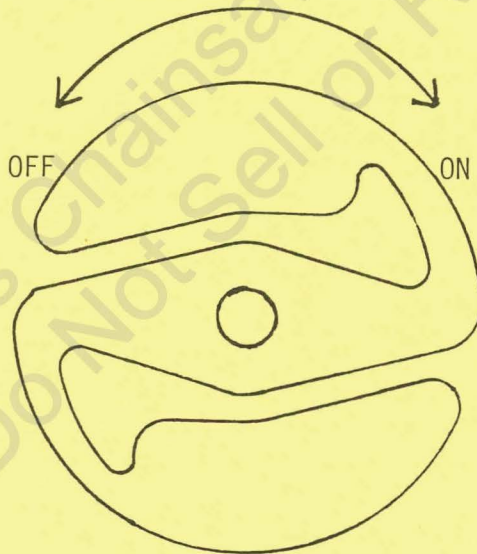
**SUBJECT:** S-CLUTCH (00242) REMOVAL**AFFECTS:** ST-185 & ST-385 Trimmer/Brushcutter

The subject model trimmer/brushcutter units use two (2) 1/8" thick S-clutches installed one on top of the other. These S-clutches must be REMOVED one at a time by turning COUNTERCLOCKWISE (R.H. Thread).

Use clutch tool A-93791 to remove and install each S-clutch.

SERVICE NOTE

During installation, torque each S-clutch to 80-100 in.lbs. (9,0-11,3 Nm).

*Peery Gibson*

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Service Manager  
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**SUBJECT:** PHELON SOLID STATE IGNITION SYSTEM**AFFECTS:** SXL-A0 CHAIN SAW (STARTING WITH LOT #H-338)

A one-piece, solid state PHELON ignition system has replaced the Prestolite (Wico) ignition system on the SXL-A0 chain saw. The PHELON ignition system uses:

Module - 94589-A  
Rotor - 94588

The PHELON ignition module can be identified by the black color. Since the two ignition systems are charged in opposite directions, the modules and rotors cannot be interchanged. It is, therefore, important that the ignition system be identified before ordering replacement parts.

Replacement parts (module and rotor) will continue to be available for the Prestolite (Wico) ignition systems. The Prestolite module is light blue in color.

Converting from one ignition system to the other will not be allowable under warranty.

*Peery Gibson*  
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**SUBJECT:** LOCATING SCREW FOR DRIVESHAFT HOUSING**AFFECTS:** ST-155, ST-175 (STARTING WITH LOT #I064)

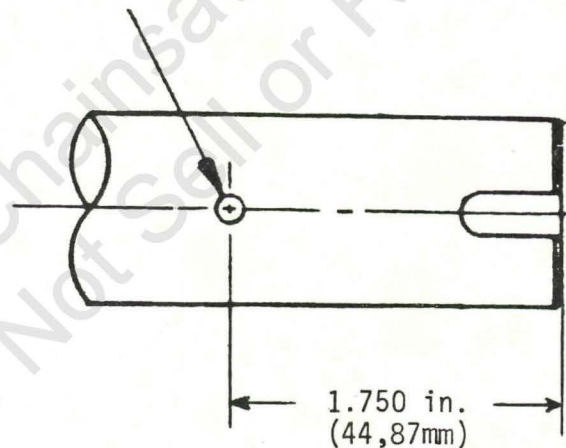
The models ST-155 and ST-175 trimmers built starting with Lot #I064 use a #10 x 3/8" sheet metal screw and clamp 98802-A to secure the engine housing to the driveshaft housing. The driveshaft housing also has a .147" diameter hole to accept the new screw.

Trimmers built prior to Lot #I064 can be modified by drilling a .220" (7/32" drill bit) hole in the existing clamp (or using clamp 98802-A), drilling \*a .147" (#26 drill bit) diameter hole in the driveshaft housing as shown in the diagram below, and using a #10 x 3/8" sheet metal screw. The diagram below may also be used as a template.

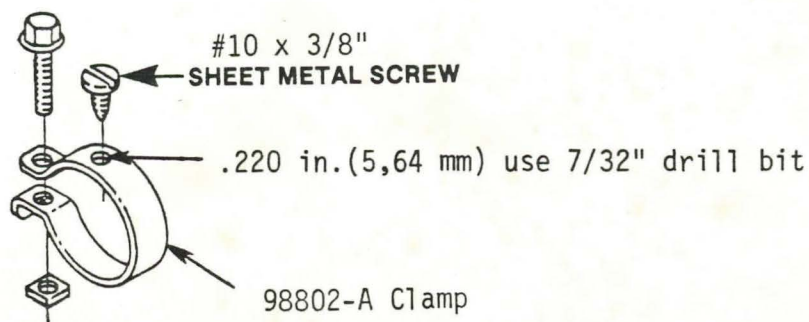
**\*IMPORTANT NOTE:**

When drilling hole in driveshaft housing do not pierce inner star liner or flexible driveshaft.

.147 in. (3,77mm) use #26 drill bit



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**SUBJECT:** CORRECTION TO N.P.P.L. (DECEMBER 1, 1986)**AFFECTS:** ST-200, 210

The current N.P.P.L. refers to using clutch A-97921 (3-shoe) in place of S-clutch A-70351-A. THIS IS INCORRECT!

Due to the angle of the engine when operating, the clutch shoes (on the 3-shoe clutch) will walk off of spider during operation resulting in damage to the drum and connector and both engine housings.

IMPORTANT SERVICE NOTE

The S-clutch (A-70351-A) MUST BE USED on the ST-200 and 210 trimmer/brushcutter units.



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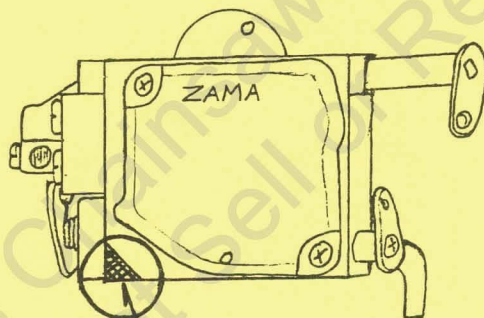


**SUBJECT:** ZAMA CARBURETOR NOT SEATING PROPERLY ON INTAKE MANIFOLD**AFFECTS:** 240, 245

Models 240 and 245 chain saws exhibiting hard starting, poor idling, and erratic operation should be checked for proper carburetor (Zama Only) seating on the intake manifold. It is possible that the top left manifold mounting screw may be preventing the carburetor from seating.

In order to insure proper seating, one corner of the carburetor (see diagram below) may have to be filed away.

View Shown is  
From Metering Side



File off this corner  
of the carburetor casting

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**SUBJECT:** NEW GEARHEAD ASSEMBLY

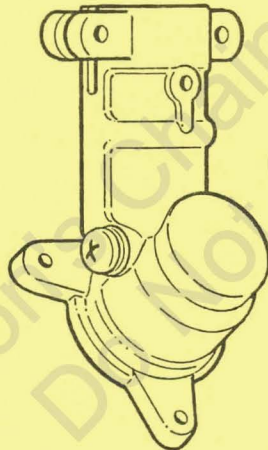
**AFFECTS:** ST-385 (Effective With UT-15040-A)  
 (Effective With UT-15045-1A) } **INTERNATIONAL ONLY!**  
 (Effective With UT-15045-2A)

A new gearhead assembly (A-00436) is now being used on the ST-385 trimmer/brushcutter. Although this gearhead assembly (A-00436) will interchange with the previous gearhead assembly (A-98844), the associated parts (flange washers, retaining nut, and stringhead shaft adapter) are not interchangeable.

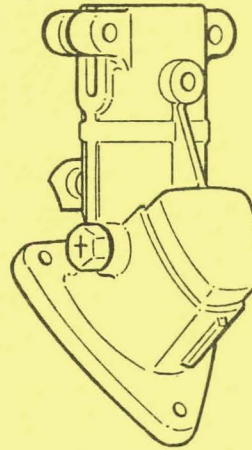
**NOTE:** Service will supersede the old gearhead (A-98844) to assembly A-00535 which includes the new gearhead A-00436 and shaft adapter 00490.

ST-385  
GEAR HEAD ASSEMBLY

UT-15040  
A-98844



UT-15040-A  
A-00436



98944	Upper Flange Washer	00436-06
98940	Lower Flange Washer	00436-07
81271	Nut	00436-08 (includes washer)
83120	Washer	
00088 (5/16-18 Female Thread)	Shaft Adapter for Stringhead	00490 (8mm x 1.25 Female Thread)

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**SUBJECT:** 1) REMOVING CLUTCH DRUM & CONNECTOR FROM ADAPTER SHAFT  
2) BUSHING COMES OUT OF CLUTCH DRUM

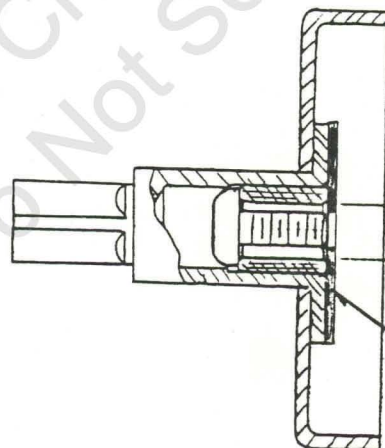
**AFFECTS:** ST-185, 385

- 1) The clutch drum & connector assembly is retained to the adapter shaft by a Torx head screw. The clutch drum is removed by using Torx bit (P/N 24982-03). This bit has a 1/4" shank and is 6" long allowing access to the screw through the square connector.
- 2) Several reports have been received concerning the clutch drum & connector moving forward resulting in the bushing coming out the drum. All production (starting with S/N HI1051927) and service drum & connector A-00252 now have a thin flat washer welded to the drum after the bushing is installed. This washer has a smaller I.D. to retain the bushing in the drum.

Any service drum & connectors (A-00252) in your stock which do not have the washer to retain the bushing welded to the drum should be returned to the address below for replacement.

Homelite  
14401 Carowinds Blvd.  
Charlotte, N.C. 28217

ATTN: Peery Gibson - Service Manager



Washer welded to  
drum retains bushing.

*Peery Gibson*  
Peery Gibson  
Service Manager  
Forestry Products

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# TECHNICAL SERVICE BULLETIN

**HOMELITE  
JACOBSEN**

NO. 187-011

**SUBJECT:** 1) MANUAL STRINGHEAD  
2) ADAPTER BOLTS

**AFFECTS:** HK-18, HK-24, HK-33, ST-385

- 1) The manual string advance supplied for the ST-385 has been incorporated into service replacement assemblies for the HK-18, HK-24, and HK-33.

The following assemblies should be used when servicing these units.

<u>PART #</u>	<u>DESCRIPTION</u>	<u>USAGE</u>
A-98064-13*	Spool & String	To replace an existing stringhead assembly on HK-18, HK-24, HK-33 and ST-385.
<u>includes:</u>		
A-00143	Spool & String	
A-00144	Stringhead	
81272-1	Nut-Retainer	

\* Will not convert brushcutter to stringtrimmer

<u>PART #</u>	<u>DESCRIPTION</u>	<u>USAGE</u>
A-00434	Stringhead Kit	Converts HK-33 brushcutter to string-trimmer.
<u>includes:</u>		
A-00143	Spool & String	
A-00144	Stringhead	
81272-1	Nut-Retainer	
98551-16	Shield	
98551-17	Stay	BILLY BUTLER
98551-18	Bolt	
98551-19	Cover	
98551-20	Screw	
98551-21	Washer	
00490	Adapter	

- 2) Some 98551-25 adapters (black in color) were produced with the wrong internal thread size. All 98551-25 (silver) adapters in stock are correct.

In order to clear up any confusion that exists about the manual string advance adapters, use the list on the back when ordering service replacements.

CONTINUED ON BACK!

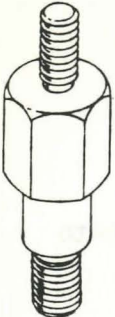

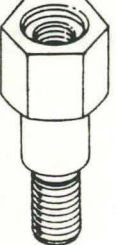
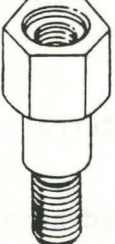
**HOMELITE TEXTRON**

Homelite Division of Textron Inc.

DATE 9/87



2) CONTINUED

PART #	THREAD SIZE	FINISH	USAGE
98062-53	10m x 1.5 (M) 8m x 1.25 (M)	Cadmium Plate	1985 HK-24, HK-33
			
98551-25*	10m x 1.5 (M) 8m x 1.25 (F)	Cadmium Plate	1986 & 1987 HK-18, HK-24, HK-33
			
00088	10m x 1.5 (M) 5/16 x 18 (F)	Black Oxide	ST-385 (UT #15040)
			
00490	10m x 1.5 (M) 8m x 1.25 (F)	Black Oxide	HK-18, HK-24, HK-33 ST-385 (UT #15040A)
			

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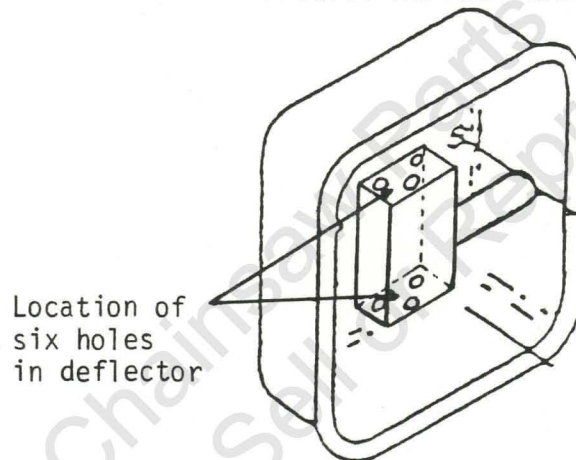
\* 98551-25 Superseded by 00490 When Exhausted.

**SUBJECT:** DEFLECTOR IN MUFFLER COVER NOT DRILLED**AFFECTS:** ST-155, 175, 185, 285, 385

Any of the above subject units exhibiting symptoms\* of low power, low no-load RPM, and/or hard starting should be checked to see if the deflector welded inside the muffler cover (Part #A-98780) has the correct number of holes drilled in it.

There should be a total of six (three in the top and three in the bottom) 5/32" diameter holes drilled in the deflector (see illustration below).

A-98780 MUFFLER COVER



\*NOTE: We have heard of several cases where mud dauber wasps have built nests in the round exhaust tube of the muffler cover. If this occurs the symptoms will be similar to those described above. The cleaning of these mud dauber nests out of the muffler cover is NOT A WARRANTABLE FAILURE.

Peery Gibson  
Service Manager  
Forestry Products

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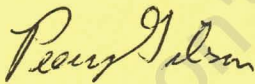


**SUBJECT:** CORRECTION TO 290/340 SERVICE GUIDE (PART #17880)**AFFECTS:** 290, 340

Page 18, Figure 76 in the subject 290/340 Service Guide refers to applying silastic to the outer edges of the bearing bores (where the main seals seat). This is incorrect.

The main seals which are rubber coated do not require any sealant during assembly. In some cases, applying silastic to the main seal area of the crankcase and cylinder may cause the seal to pop out during operation of the unit.

Please make this correction in your Service Guide or make a note in your 290/340 Parts List. SILASTIC SHOULD ONLY BE APPLIED TO THE MATING SURFACES OF THE CRANKCASE AND CYLINDER, NOT TO THE MAIN SEAL BORES.



Peery Gibson  
Service Manager  
Forestry Products

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**SUBJECT:** PISTON PIN BEARING IN CONNECTING ROD**AFFECTS:** SUPER 2 (STARTING WITH S/N HI0330538) UT-10653, 10654, 10520-A, 10652  
VI SUPER 2 SL (STARTING WITH S/N HI0050001) UT-10466-B  
VI SUPER 2 SLF (STARTING WITH S/N HI0510237) UT-10601

A piston pin bearing is now being used in the connecting rods on the subject units beginning with the serial numbers mentioned above. Due to the length of the bearing, a new piston assembly is required. This new piston\* must be used in conjunction with the new crankshaft and connecting rod assembly which contains the piston pin bearing.

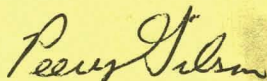
The new part numbers are listed below. Service will continue to supply the old piston and crankshaft to fit units made prior to the addition of the piston pin bearing.

**\*SERVICE NOTE**

Using the new piston assembly with the old style crankshaft and connecting rod (without the bearing) may result in the failure of crankshaft, connecting rod, and piston.

NEW PARTS

A-98967	Piston & Pin Assembly
includes:	
(1) 70205	Piston Ring
(1) 98060-26	Retaining Ring
(1) 65261	Retaining Ring
A-97611	Crankshaft and Connecting Rod Assembly
includes:	
(1) 97612	Needle Bearing



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Service Manager  
Forestry Products

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**SUBJECT:** CARBURETOR WARRANTY**AFFECTS:** ALL TWO-CYCLE ENGINES HOMELITE AND JACOBSEN

We have had some inquiries regarding what is and what is not carburetor warranty. Any defect in material or workmanship constitutes a warranty situation. The warranty period is one (1) year from date of purchase for non-commercial applications.

All carburetors are flow tested before assembly and again when the unit is run after assembly to assure a high quality level.

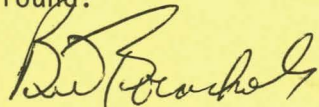
The following are examples of repairs that are acceptable as warranty:

- Passages within carburetor improperly machined, non-machined or containing machining chips;
- Carburetors assembled with the wrong lever, controls or incorrectly set levers.
- Snowthrowers and other 2-cycle engine driven equipment are used infrequently and stored for long periods of time between use. Inlet needles can stick or deposits form due to storage. This is not warranty!

The following are other examples of repairs not acceptable as warranty:

- Carburetor gummed up because customer stored unit with fuel in it or used stale gas;
- Sawdust, dirt, wood fibers in the passages or screen;
- Replacement of gaskets and diaphragms due to deterioration through the use of gasohol;
- Deterioration of gasket and rubber parts due to storage of the unit or carburetor in the dealer's inventory for more than one (1) season;
- Stuck inlet needle valves;
- Damage due to improper dealer disassembly or assembly;
- Corrosion of the carburetor;
- Worn inlet needle tip or shaft;
- Replacement of carburetor because adjusting needles have been screwed in too tight ruining the seat;
- Customer has attempted own repair of carburetor.

Under our warranty policy, you may be requested to return the carburetor for inspection. It will be returned to you and no credit issued if no defect is found.

  
Bill Borachok  
Service Manager  
Lawn & Garden

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# TECHNICAL SERVICE BULLETIN

NO. 187-015

**SUBJECT:** PERFORMANCE IMPROVEMENT

**AFFECTS:** HB180V VACUUM UNITS AND HB180 VACUUM KITS

There is a notice in ALL vacuum kits shipped after 10/28/87 stating "DO NOT INSTALL THIS VACUUM KIT UNTIL YOU RETURN YOUR UNIT TO YOUR NEAREST SERVICE DEALER FOR MODIFICATION".

To improve performance and engine life, it is necessary to install a sealing kit (Part Number A-00813). The sealing kit will prevent air from exiting out of the molding slots in the inner volute housing and debris from collecting on cooling fins. The sealing kit includes five (5) adhesive seals, new fan nut and instruction sheet. File a normal warranty claim for the kit and .5 labor time for installation.

We strongly suggest you make an effort to modify any vacuum equipped units you know of in a customers hands. If you have Model 180 blowers in stock and will be selling them with a vacuum kit, modify them prior to sale.

Rick Mason  
Service Manager  
Construction Equipment

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NO. 187-016**SUBJECT:** PRESTOLITE SOLID STATE IGNITION MODULE**AFFECTS:** SXL-A0  
XL-12  
DM-20  
XLS-1½  
ST-400

The blue Prestolite (Wico) module & core (A-94605-S) used on the subject units is no longer available. It has been superseded by a Phelon module and rotor ignition kit (A-00815). The Phelon module & core and rotor will also continue to be supplied separately.

Module & Core  
A-94605-S

Superseded By:

Ignition Kit

A-00815

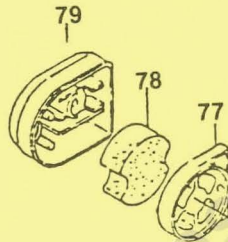
includes:

Module & Core 94589-A  
Rotor 94588*Peery Gibson*Peery Gibson  
Service Manager  
Forestry Products

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NO. 187-017**SUBJECT:** AIR FILTER SERVICE PARTS**AFFECTS:** HT-18 HEDGE TRIMMER

The Parts List for the HT-18 shows item #79 as three (3) components. We will only supply the individual parts as shown below. Please correct your parts list accordingly.



77	98552-52	CASE- Air filter
78	98552-53	ELEMENT
79	98552-54	CAP- Air filter

*Rick Mason*

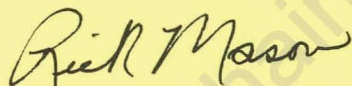
Rick Mason  
Service Manager

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NO. 287-002**SUBJECT:** OPTIONAL LONG LIFE SEALS**AFFECTS:** BULLETIN 286-009

On Technical Bulletin 286-009 we special priced the long life seals to reduce our inventory levels. Our inventory has dropped to an adequate level and as of January 1, 1987 prices on the long life seals have been returned to the price listed in the Blue Price List.

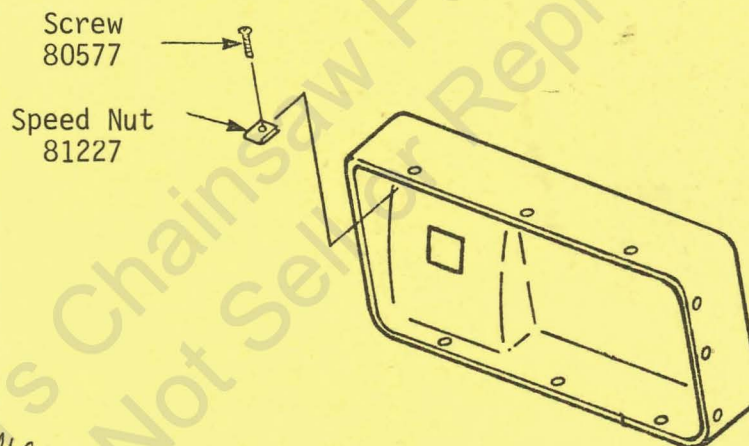


Rick Mason  
Service Manager  
Construction Equipment

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**SUBJECT:** MISSING PARTS FROM PARTS LIST**AFFECTS:** HG3500, 176B40, 176R42, 178B48, 180R62

The DC Battery Charging lead for the HG3500 was not included in the parts list. The part number for the DC Lead is A-49380. The speed nut and screw for the panel cover are also missing from the parts list. Please correct your parts list accordingly.

*Rick Mason*

Rick Mason  
Service Manager  
Construction Equipment

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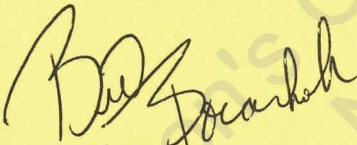


**SUBJECT:** CLUTCH CONTROL CABLE**AFFECTS:**  
320 UT #35011A  
UT #35012A  
420 UT #35016  
UT #35017

If the tie straps that hold the cable to the handle are not properly installed they will be cut through by the cable. The cable will then cut through the upper cowling.

To prevent this from happening, service assembly JA-99236-5 has been issued. This service assembly consists of an eyebolt and nut and requires the drilling of one hole. Instructions are provided with the service assembly and .3 hours labor will be allowed for the job.

Use Fail Code JV106 and Job Code JV15 for this repair.

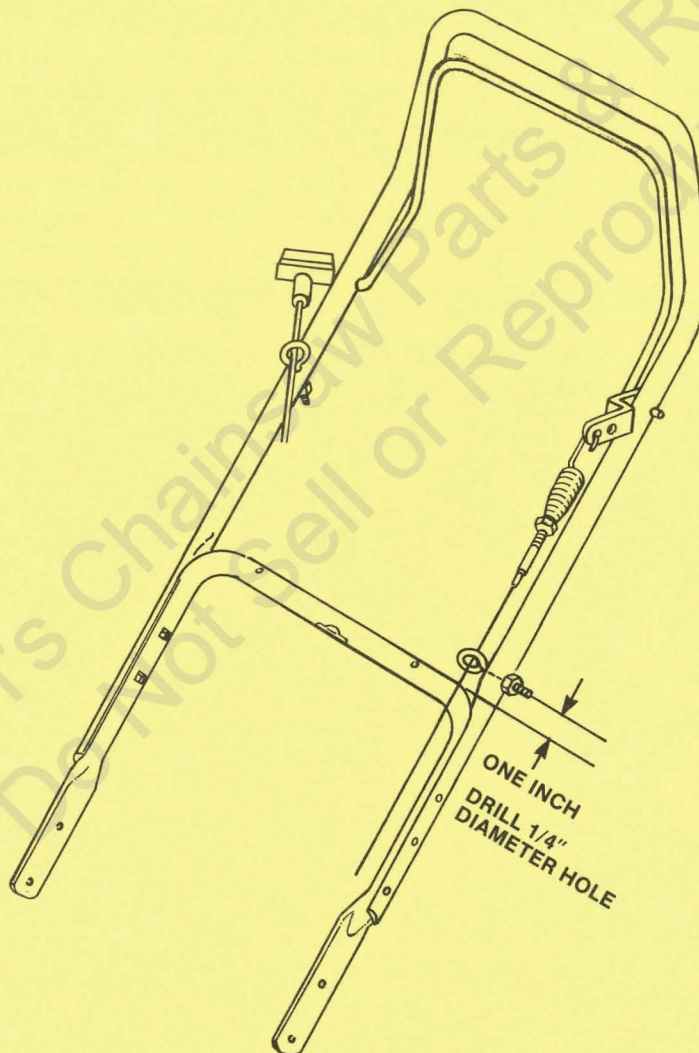


Bill Borachok  
Service Manager  
Lawn & Garden

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## SERVICE ASSEMBLY EYEBOLT AND NUT PART NUMBER JA-99236-5

- 1) Locate and drill a  $\frac{1}{4}$ " (.250) diameter hole in left handle 1" above intersection of the cross bar and lower handle.
- 2) Install eyebolt in hole with eye toward inside of handle and open part of eye facing down.
- 3) Route clutch cable through eye.





**SUBJECT:** VAPOR LOCK ON SNOWTHROWERS**AFFECTS:** 320 (UT #35011, 35011A, 35012, 35012A)  
420 (UT #35016, 35017)

We have found that when the snowthrowers are run under a heavy load around the freezing temperature, vapor lock can occur in the carburetor causing the engine to stall.

A heat sink assembly is now available to correct this situation. The heat sink assembly should be ordered through your normal channels.

ORDER Part Number JA-99238-8 for 320 (UT #35011, 35011A, 35012, 35012A)

ORDER Part Number JA-99238-5 for 420 (UT #35016, 35017)

Labor of .7 hours will be allowed for this job. Use Fail Code JV107 and Job Code JV17 for this repair.



Bill Borachok  
Service Manager  
Lawn & Garden

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**SUBJECT:** WIRING HARNESS**AFFECTS:** RMX (UT #32017, UT #32018)

In order to more efficiently charge the battery and run the electric clutch on the RMX, a new wiring harness has been introduced. This harness has the electric clutch circuit and the battery charging circuits separated.

This new harness (Part Number JA-99244-9) can be installed on those machines when the customer is having trouble keeping the battery charged.

At the time of installation be sure to charge the battery and to load test it to be sure the battery is not defective. Follow the directions supplied with the harness during installation.

Use Fail Code JV108 and Job Code JV16 for this repair. A labor time of .5 hours will be allowed.

Remember to inform the customer to run the engine at full throttle when using the mower and adjust the ground speed by selecting the proper transmission gear.



Bill Borachok  
Service Manager  
Lawn & Garden

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# TECHNICAL SERVICE BULLETIN

NO. 387-006

**SUBJECT:** GEAR REDUCERS

**AFFECTS:** ALL SELF-PROPELLED ROTARY MOWERS

The part numbers for the complete gear reducers have been reinstated and will be available to service lawnmowers with worn out ratchet type clutch reducers.

Parts for the new type (cone clutch) gear reducer are available. The entire gear reducer should not be replaced, but instead they should be rebuilt.

Complete cone clutch gear reducers will no longer be accepted for warranty. Any that may fail in the warranty period can be rebuilt under warranty.

All cone clutch gear reducers use type "F" automatic transmission fluid. Do not substitute any other fluid in the gear reducer.

The following are the part numbers for the gear reducers:

- |                           |                            |
|---------------------------|----------------------------|
| A11 Superbagger Mowers    | Use Gear Reducer JA99127-8 |
| A11 Turbo Vac Mowers      | Use Gear Reducer JA99054-6 |
| A11 Mulcher               | Use Gear Reducer JA99054-9 |
| A11 LK20 Lawn King Mowers | Use Gear Reducer JA99054-7 |
| A11 LK21 Lawn King Mowers | Use Gear Reducer JA99054-8 |

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**SUBJECT:** VAPOR LOCK ON SNOWTHROWERS**AFFECTS:** 320 (UT #35011, 35011A, 35012, 35012A)  
420 (UT #35016, 35017)

Further testing has indicated that certain 320 and 420 Snowthrowers, when operated for extended periods at temperatures close to freezing, will experience vapor lock even with the Heat Sink Kit installed.

Snowthrowers that experience this problem should have Carburetor Spacer Assembly JA-99274-6 installed.

Labor of .7 will be allowed for this job. Use Fail Code JV170 and Job Code JV17 for this repair.

JA-99238-8 and JA-99238-5 Heat Sink Kit are superseded by JA-99274-6 Carb Spacer Assembly.

*Bill Borachok ts*

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