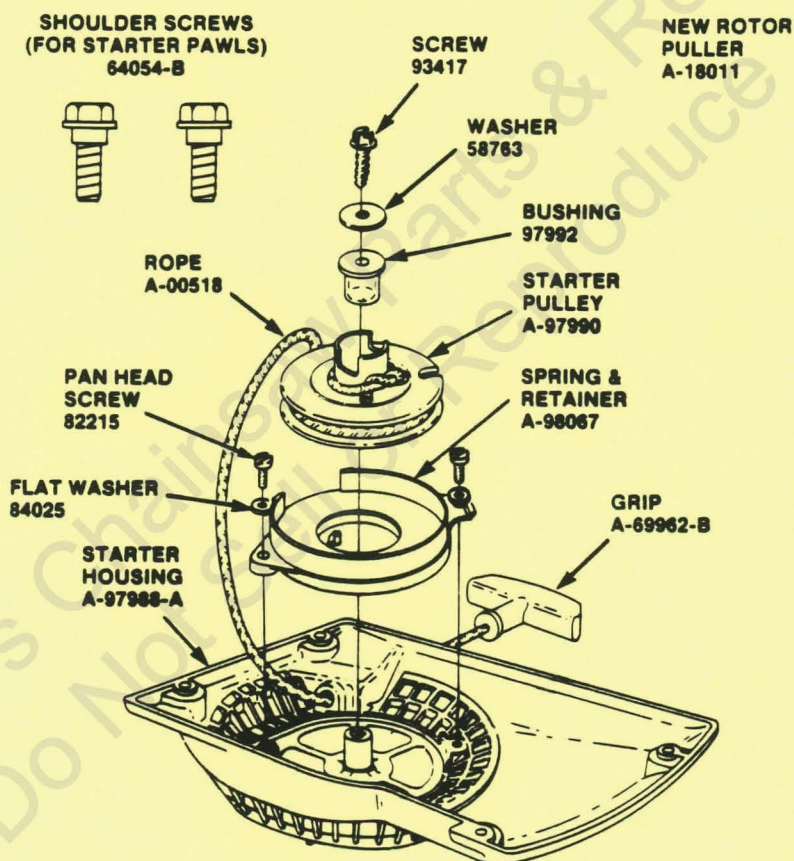


SUBJECT: STARTER ASSEMBLY A-00793**AFFECTS:** DM40 AND 410

A new revised Starter Assembly is available for the above saws. Below is a breakdown of the new parts and part numbers used in this assembly.



Both the spring and retainer (P/N A-98067) have been improved. The hole in the center of the retainer is smaller which retains the spring when fully wound. The hook on the spring has been reformed to match the diameter of the hub.

CONTINUED ON BACK!

It is important that you use the new pulley (P/N A-97990) with the A-98067 Spring and Retainer. The new pulley has been modified to retain the spring hook better than the old pulley (See Technical Bulletin 186-017). The rope is double wrapped around the hub with a metal ferrule installed on the end. This will prevent the rope from pulling out of the starter. New shoulder screws (P/N 64058-B) MUST be installed with this starter assembly. The new shoulder screws do not have the threaded studs. If shoulder screws with threaded studs are used the studs will catch on the starter rope and damage the starter assembly. A new rotor puller (P/N A-18011) is available for units using the new shoulder screw.

Rick Mason

Rick Mason
Service Manager
Construction Equipment

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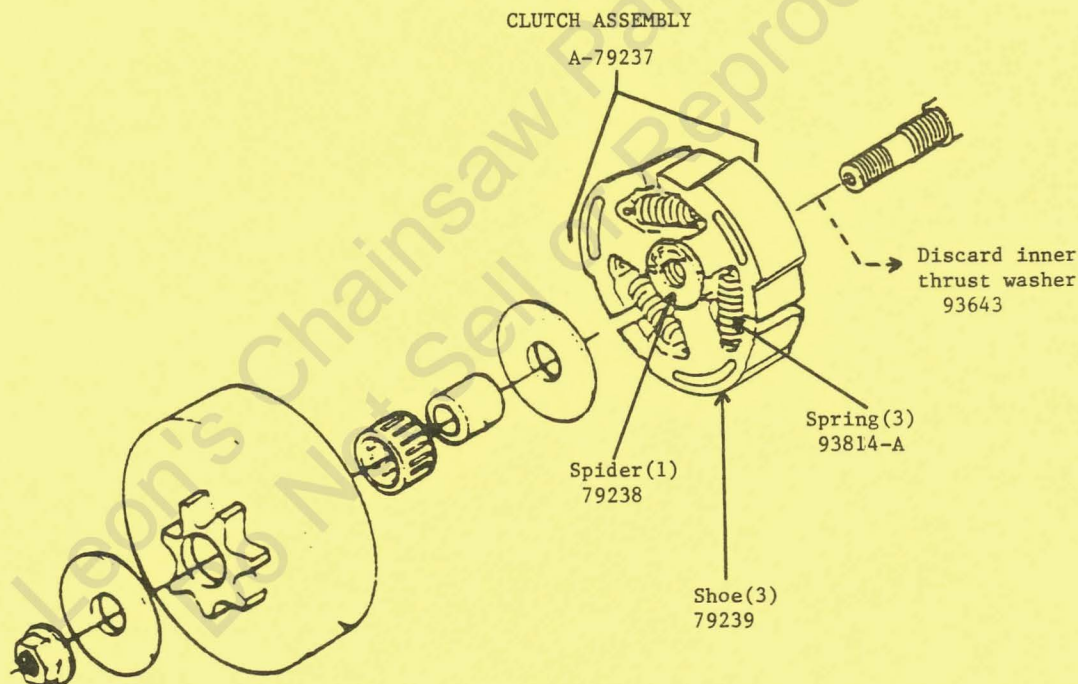
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SUBJECT: THREE-SHOE UNLINED CLUTCH A-79237**AFFECTS:** 330 (STARTING WITH S/N HI2450826)

A three-shoe unlined clutch assembly A-79237 has replaced the three-shoe lined clutch on the Model 330 chain saw. The older spider 94374 will supersede when exhausted to the unlined clutch assembly. Refer to the diagram below when ordering parts for this new clutch assembly.

ASSEMBLY NOTE

Discard inner thrust washer 93643 (located between clutch assembly and crankshaft) when installing the new A-79237 clutch assembly.



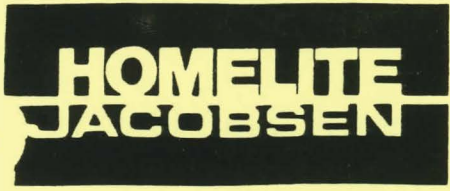
Use clutch tool A-24060 to install clutch assembly onto crankshaft.

SERVICE NOTE

Install clutch assembly A-79237 with the "OFF→" facing out. Torque clutch assembly to 250 - 300 in.lbs. (28,2-33,9 Nm).

WARNING

Installing a clutch assembly backwards (with the counter bore facing out) could result in breakage of the crankshaft.



TECHNICAL SERVICE BULLETIN

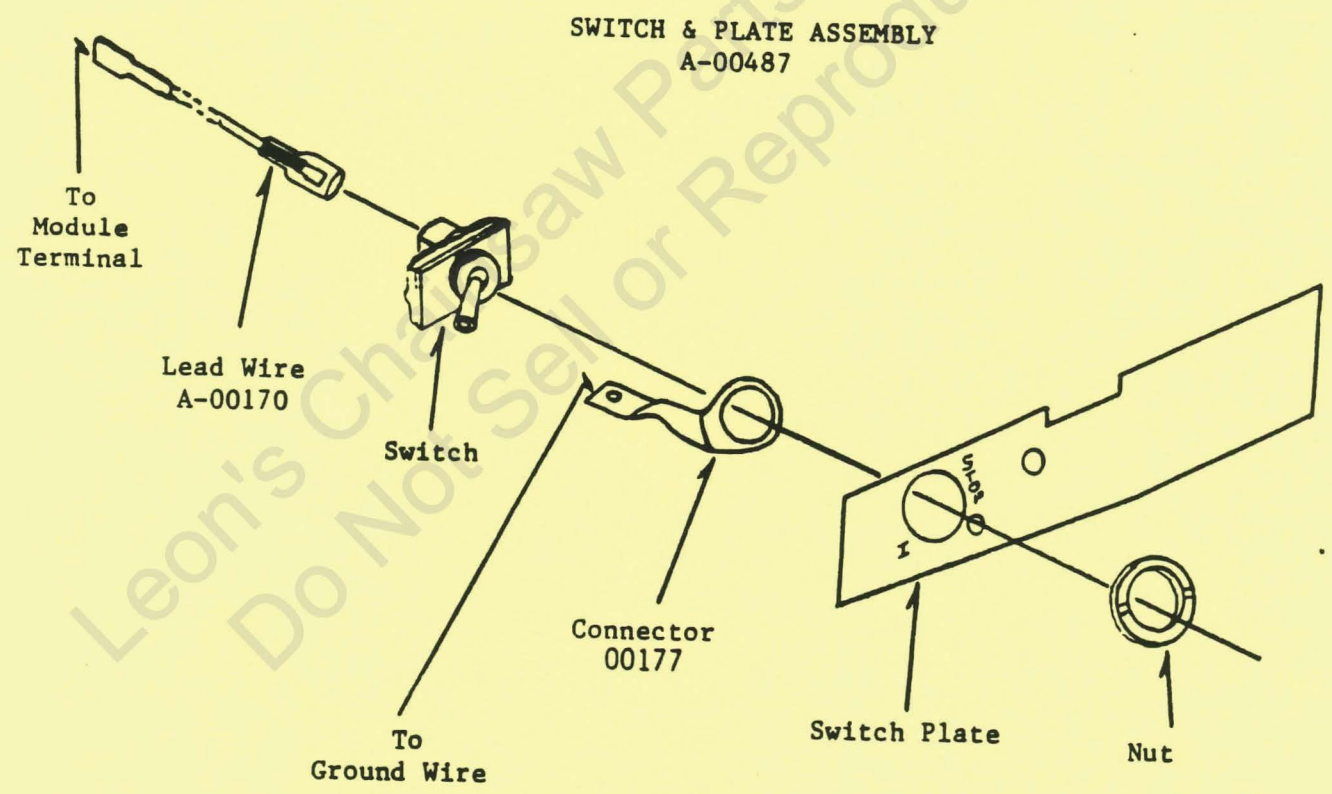
NO. 188-003

SUBJECT: TOGGLE SWITCH & PLATE ASSEMBLY

AFFECTS: 290, 340

The plastic on-off switch 98377 used on the subject model chain saws has been superseded by a new toggle switch and plate assembly A-00487. This assembly is supplied with a new module lead wire A-00170 and ground connector 00177 in order to retrofit older units.

Refer to the diagram below when assembling or ordering parts for the new switch assembly.



Peery Gibson
 Peery Gibson
 Manager
 Product Service

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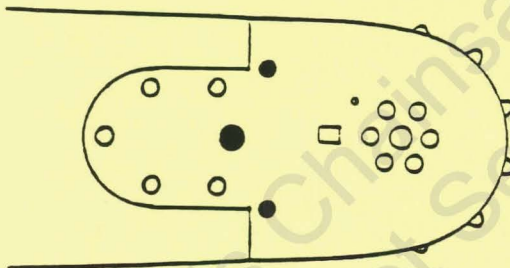
SUBJECT: REPLACEMENT SPROCKET NOSE ASSEMBLIES FOR SP SERIES GUIDE BARS**AFFECTS:** CHAIN SAWS

A five rivet sprocket nose assembly is now being used on SP series (H5, H2) Windsor style guide bars. The older three rivet nose assembly will not interchange with the five rivet design.

Before selling or ordering replacement sprocket nose assemblies it is important that the guide bar be identified.

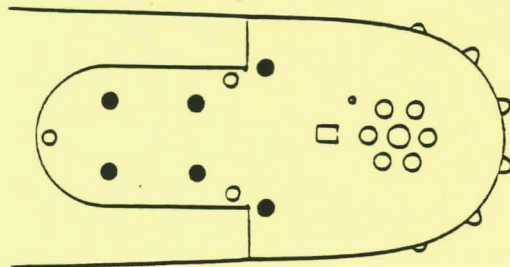
Refer to the illustrations and part numbers below when identifying and/or ordering replacement sprocket nose assemblies.

GUIDE BAR PART NUMBER EXAMPLE: SP-20381-H5



FIVE RIVET NOSE ASSEMBLY used on
H2 and H5
Windsor style SP series guide bars

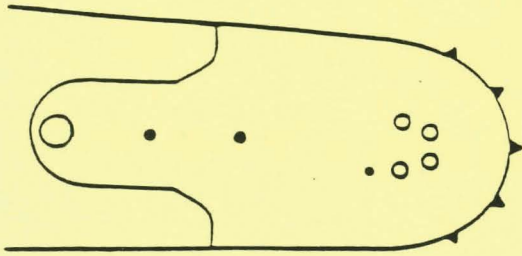
3/8" Pitch - A-98586
.404" Pitch - A-98585



THREE RIVET NOSE ASSEMBLY used on
A2 thru G2 and A5 thru G5
Windsor style SP series guide bars

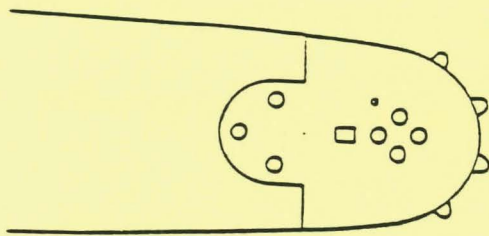
3/8" Pitch - A-69921-A
.404" Pitch - A-69922-A

CONTINUED ON BACK!



ONE RIVET NOSE ASSEMBLY used on
H5
Oregon style SP series guide bars

3/8" Pitch - A-00489



THREE RIVET NOSE ASSEMBLY used on
H6
Windsor style SP series guide bars

3/8" Pitch - A-98619

.325" Pitch - A-79339

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Peery Gibson
Manager
Product Service

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SUBJECT: CARBURETOR ADJUSTMENT**AFFECTS:** ST-145, 155, 175, 175C, 185, 285, 385, 485

When assembling the unit be sure the throttle cable is pushed completely in the handle grip housing before securing the handle screws. If the throttle cable is not in position the unit will not idle down.

Normally the carburetor adjustment on the trimmers should not be changed from the factory setting. If you receive a unit that is not running properly the following adjustments should be made for maximum performance of the unit.

- 1) Carefully turn the High and Low speed needles all the way until they seat. DO NOT FORCE THEM IN TIGHT.
- 2) Turn the High and Low speed needles out one full turn.

Be sure the cutting string is at the proper length. This will apply the proper load to the engine.

Start the engine and let it run approximately four (4) to five (5) minutes to warm up to operating temperature before continuing carburetor adjustment procedure.

IDLE SPEED ADJUSTMENT:

- 1) With the throttle trigger in the idle position, adjust the idle speed screw at the carburetor lever so the engine idles at 2500 - 3100 RPM. Turning the screw clockwise will increase the idle speed and turning the screw counter-clockwise will decrease the idle speed.

LOW SPEED ADJUSTMENT:

- 1) With the throttle trigger in the idle position, slowly turn the Low speed needle clockwise (lean) until the engine speed decreases. Stop turning the needle and note its position.
- 2) Slowly turn the Low speed needle counter-clockwise (rich) until the engine speed decreases. Stop turning the needle and note its position.
- 3) Set the Low speed needle midway between the noted positions in Step 1 (lean) and step 2 (rich).
- 4) At this time it may be necessary to readjust the idle speed screw to the proper RPM.

If the unit does not accelerate smoothly, turn the Low speed needle counter-clockwise (rich) slightly and readjust the idle speed.

HIGH SPEED ADJUSTMENT:

Always be sure the throttle lever is opening fully.

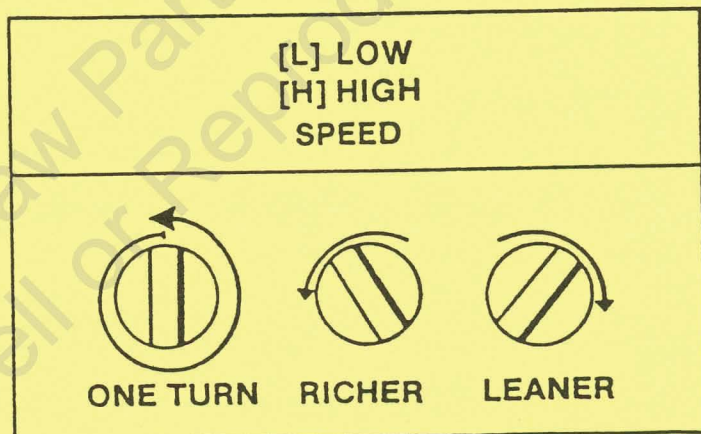
- 1) With the throttle wide open, slowly turn the High speed needle counter-clockwise (rich) until the engine begins to run rough (called four-cycling)
- 2) Slowly turn the High speed needle clockwise (lean) until the engine runs smoothly (a minimum of 6200 RPM).
- 3) With the engine running smoothly, turn the High speed needle counter-clockwise (rich) $\frac{1}{8}$ of a turn. This should prevent a lean running mixture which will seize the piston in the cylinder.

Recheck the acceleration of the unit. It may be necessary to readjust the Idle Speed and Low Speed needle screw.

Rick Mason

Rick Mason
Manager
Product Support

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TECHNICAL SERVICE BULLETIN

NO. 188-006

SUBJECT: .325 PITCH DRIVE SPROCKET

AFFECTS: 290 CHAIN SAW - UT #10661-B (STARTING WITH S/N HI3390001)

The model 290 chain saw (UT #10661-B) is now being built with a .325" pitch (8-tooth) sprocket & drum and activator. A limited number of these units, however, were shipped with a 3/8" pitch bar & chain combination.* These units should be converted back to 3/8" pitch by ordering the following parts:

(1)	A-98473	Sprocket & Drum 3/8 pitch, 7-tooth
(1)	A-98474	Activator

Return the .325" pitch sprocket & drum and activator with the warranty claim to:

Homelite
P.O. Box 7644
Charlotte, N.C. 28241

ATTN: Peery Gibson

* Future shipments of 290 saws (UT #10661-B) will go out with the .325" pitch configuration. The part numbers for the .325" pitch configuration are shown below.

A-98281	Sprocket & Drum .325" pitch, 8-tooth
A-98280	Activator
SP-16321-H6	Guide Bar 16", .325 pitch
SP-20321-H6	Guide Bar 20", .325 pitch
D1-92067-FB	32LE50-67 Chisel Chain - Raker III 16"
D1-92079-FB	32LE50-79 Chisel Chain - Raker III 20"
A-79339	.325" Pitch Sprocket Nose Assembly

Peery Gibson

Peery Gibson
Manager
Product Service

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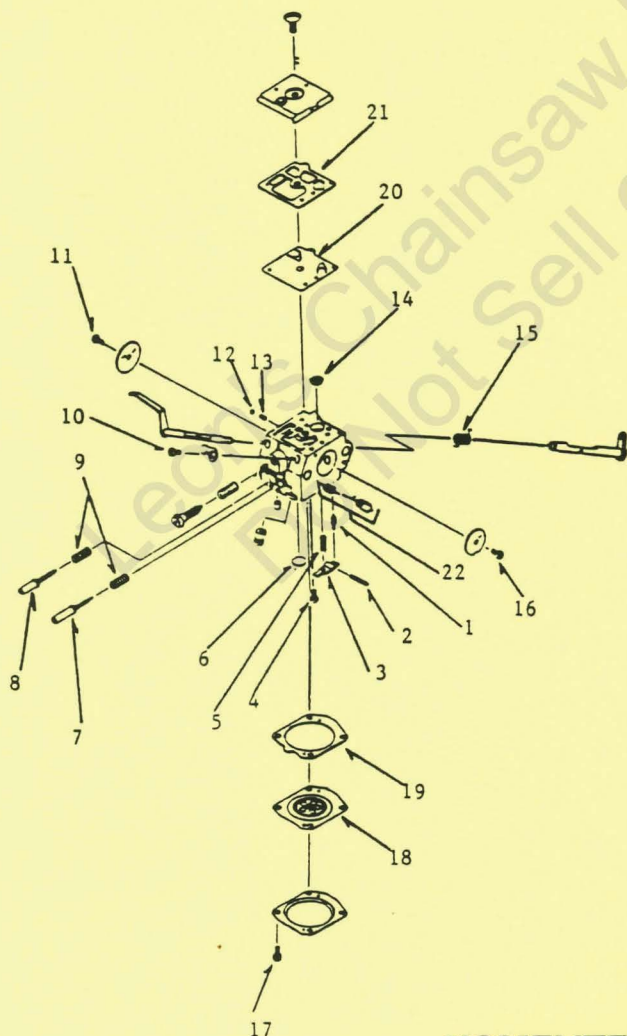
SUBJECT: 1) HDA SERIES WALBRO CARBURETOR
2) HDC SERIES CARBURETOR REPAIR KITS

AFFECTS: XL FAMILY CHAIN SAWS (1.6 to 1.9 cu.in. - 26.2 to 31.1 cc)

- 1) The Walbro Model HDA series carburetors are now being used on the XL family of chain saws. Improved idling and acceleration characteristics have been achieved with the use of an accelerator pump (see item 22 below) on these new carburetors.

Carburetor A-94649-E (Walbro HDA-60) will be used on the models XL & Super 2 and to service older models XL-2 and 190. Carburetor A-96621-D (Walbro HDA-64) will be used on the VI Super 2 series (production and service). The only difference in the two carburetors is the choke lever.

Repair parts for the older HDC series will not interchange with the new HDA carburetors. Refer to the illustration below when ordering repair parts for the HDA series.



A-94649-E (Walbro HDA-60)

A-96621-D (Walbro HDA-64)

A-00964 Repair Kit
(includes items
1 thru 21)

00513 Gasket/Diaphragm Kit
(includes items
18 thru 21)

A-00965 Accelerator Pump Kit
(item 22)

00978 Inlet Needle
(item 1)

CONTINUED ON BACK!

2) When repairing HDC series carburetors on the subject model chain saws, the kits shown below should be used. Fixed jet carburetors do not have hi-speed mixture needles. Fully adjustable carburetors have both hi and lo speed mixture needles.

	<u>CARBURETOR P/N</u>	<u>REPAIR KIT</u>	<u>GASKET AND DIAPHRAGM KIT</u>
Fixed Jet	- A-94053 (HDC-48A)	94702	98631
	A-94054 (HDC-49)	94061-A	98631
	A-94649 (HDC-57)	94061-A	98631
	A-94650 (HDC-58)	94061-A	98631
Fully Adjustable	- A-94649-A thru -D (HDC-65A thru -D)	94056	98631
	A-96621 thru -C (HDC-67 thru -C)	94056	98631

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 Peery Gibson
 Manager
 Product Service

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TECHNICAL SERVICE BULLETIN

NO. 188-008

SUBJECT: REPLACING DAMAGED OR REMOVED TAPE (95761-5)

AFFECTS: HB180V

It is important that damaged or removed sealing tape (Part #95761-5) be replaced when units are being serviced. It may be necessary to remove the tape sealing the starter rope hole when servicing the starter or engine components. Failure to replace this tape or any other taped areas could be a potential fire hazard.

IMPORTANT REMINDER

SUBJECT: THE REWORK PROGRAM IN NOVEMBER, 1987

BE SURE THE UNITS IN YOUR AREA THAT DID NOT HAVE THE SEALING KIT (#A-00813-A) INSTALLED ARE MODIFIED AS SOON AS POSSIBLE. THERE IS A RISK OF PERSONAL INJURY FROM FIRE DUE TO IGNITION OF VACUUMED MATERIALS WHEN THE MODELS HB180 (UT #08007) OR HB180V (UT #08008) ARE USED AS A VACUUM. IF THE SERIAL NUMBER IS BELOW H13010000, THE UNIT MUST BE MODIFIED BEFORE IT CAN BE USED SAFELY AS A VACUUM.

Rick Mason
Manager
Product Service

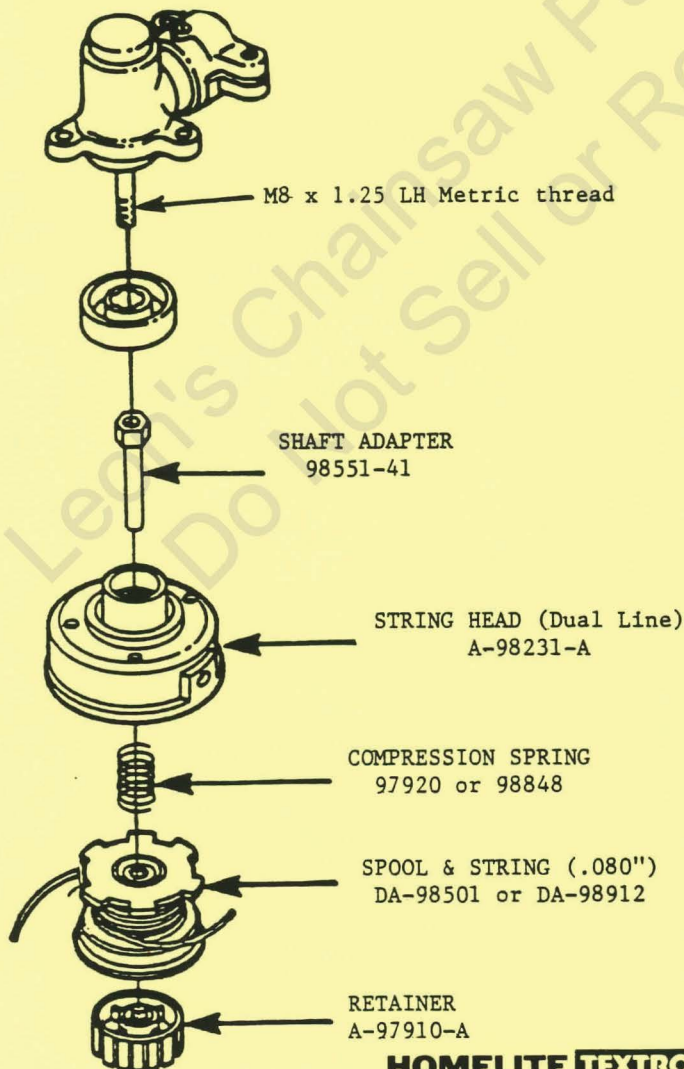
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SUBJECT: E-Z-LINE STRING ADVANCE**AFFECTS:** ST-385, 485
HK-18, 24, 30, 33

A shaft adapter P/N 98551-41 is available to convert * the subject model trimmers/brushcutters to the E-Z-Line string advance system. This shaft adapter will only fit units which have a gearhead with male metric (M8 X 1.25LH) threads on the splined shaft.

Early ST-385 (UT-15040) units with a 5/16-18 LH male splined shaft (see Technical Service Bulletin 187-009, 6/87) and 1985 model HK-24 and 33 units with a female splined shaft CANNOT BE CONVERTED.

Refer to the diagram below when ordering the necessary parts to make the conversion.*



*NOTICE: Conversions are not reimbursable by HOMELITE and should be made at the option of the customer.



SUBJECT: NON-MATCHED CYLINDER & PISTON

AFFECTS: 410, DM40 , 340

The subject model units are now being produced with non-matched cylinders and pistons. Once present inventories of matched cylinder/piston sets. (A-97560: 410, A48841: DM40, and A98510: 340) are exhausted they will supersede to the cylinder (with gasket) only. Piston assemblies will have to be ordered separately. Refer to the list of old and new part numbers below.

Old Parts		New Parts
Cylinder & Piston (matched) - 410		Cylinder w/gasket
A-97560	superseded by	A-00901
Piston Assembly - 410		Piston Assembly
A-97794-3	superseded by	A-97794-2
A-97794-4	superseded by	A-97794-2
Cylinder & Piston (Matched) - DM40		Cylinder w/gasket
A-48841	superseded by	A-00902
Piston Assembly - DM40		Piston Assembly
A-48965-3	superseded by	A-48965-2
A-48965-4	superseded by	A-48965-2
Cylinder/Crankcase & Piston (Matched) -340		Cylinder/Crankcase Assembly
A-98510	superseded by	A-01022
		Piston Assembly
		A-98954

SUBJECT: OIL DRIPPING FROM THE MUFFLER**AFFECTS:** ST-145, ST-155, ST-175, ST-175C, ST-185, ST-285, ST-385, ST-485
HB-180, HB180V

Oil dripping from the muffler seam and splattering the fuel tank, crankcase and engine housing does not affect the function of the unit but is not appealing from an appearance standpoint. There are three steps to take to correct this situation:

- 1) We urge you to use Homelite 32:1 (4 oz. per gallon of gasoline) oil for best performance and customer satisfaction. Oils formulated at lower ratios than 32:1 ratio or non-air cooled 2-cycle oils should not be used. They can cause smoking, oily residue, spark plug fouling, combustion chamber deposits, hard starting and low power.
- 2) Normally the carburetor adjustments on the trimmers should not be changed from the factory setting. If the carburetor is adjusted rich the unit will not run at full speed and oil will build up in the muffler. At this point the carburetor should be readjusted per Technical Service Bulletin #188-005 to eliminate the oil dripping and attain maximum engine performance.
- 3) If using the preferred oil mix ratio and proper carburetor adjustment do not reduce the smoking or drip then the muffler can be taken apart and sealed with silicon rubber (Homelite #24823). Place a thin bead of silicon rubber around the outer edge of either muffler half. When reinstalled the rubber should squeeze out showing a good seal around the muffler.

Rick Mason
Rick Mason
Service Manager

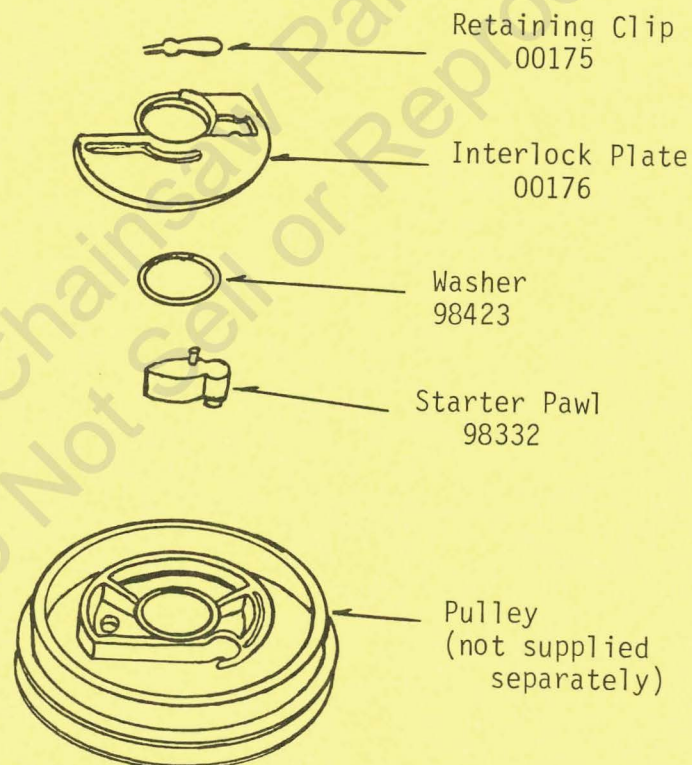
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- SUBJECT:**
1. Starter Pulley Conversion Kit A-01093
 2. New Isolator Spacer (00409) and Screw (88166)
 3. Muffler Stud Kit A-00030

AFFECTS: 290, 340

1. The starter pulley on the subject model chain saw has been revised to include an interlock plate (00176) and new retaining clip (00175). The older pulley 98329 will supersede, when exhausted, to a pulley conversion kit A-01093. The parts contained in pulley kit A-01093 are illustrated below.

A-01093
PULLEY CONVERSION KIT



The "dog-leg" retaining clip 98334 will still be available to service older units. Both retaining clips 00175 and 98334 will be supplied in starter rope kit A-98485.

2. The cylinder on the subject model units has been revised in the area of the right side handle bar isolator mounting boss. The cast boss on the right side of the cylinder has been made longer requiring that a shorter spacer 00409 and screw 88166 be used.

Crankcase/Cylinder assemblies A-98444, A-98510, and A-01022 will include the new, shorter spacer 00409 and screw 88166.

The long spacer 98430 and screw 88152 will continue to be supplied to service older units.

3. Threaded studs with nuts are now used instead of the bolts to retain the muffler to the cylinder. Muffler bolts 88137 superseded to a stud kit A-00030 consisting of the following parts:

Muffler	Stud Kit	A-00030
includes:	Studs (2)	NPN
	Nuts (2)	98703
	Belleville Washers (4)	98446
	Locking Plate	98242

Peery Gibson

Peery Gibson
Service Manager

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SUBJECT: 1. PRESSED-ON STRINGHEADS FOR ELECTRIC STRINGTRIMMERS
2. PARTS LIST CORRECTIONS

AFFECTS: 1. ST-10, ST-10A
ST-20 (UT-21510-A)
2. Various Units

1. All of the subject model electric stringtrimmers were produced with the string head assembly pressed onto the motor shaft. These stringheads are non-servicable and no attempt should be made to replace them. Should the stringheads on these units fail during the warranty period (other than due to abuse or improper operation) the customer should return the unit to the place of purchase for replacement.

Older model ST-20 (UT-21510) trimmers which used the screw-on stringhead can still be serviced using part number A-95128-B.

2. Please make the corrections noted below to the following illustrated Parts Lists.

-Parts List 17968-A (25cc Stringtrimmer)

Page 7, Figure 5

Item 53 - Driveshaft should be 98832

-Parts List 18022 (ST-30, 30C)

Page 3, Illustration 1

Item 27-Retaining Spool should be 95138-A

-Parts List 17885 (HK-18)

Page 3, Figure 1

Item 63- Piston Assembly should be A-98553-63

-Parts List 17883 (HT-18)

Page 5, Figure 2

Item 7 - Fuel Tank should be A98552-76

Item 16 - Pulley should be A-98550-69

Item 54 - Piston & Pin Assembly should be A-98553-63

-Parts List 17368-A (150 Automatic)

Page 4, Figure 2

Item 2, Cap, Muffler should be 68956-1

Item 2, Terminal, Spark Plug should be A-55373-A

-Parts list 17773 (245)

Page 2, Figure 1

Item 21 - Screw, Retaining should be 97596

Item 39 - Base, Air Filter should be 96951

-Parts List 17080 Rev. 2 (360 Automatic)

Page 5, Figure 2

Item 30 - Housing, Rewind Starter should be A-12114-A

-Parts List 18087 (540)

Page 5, Figure 2

Item 54 - Screw, Soc. Cap should be 82293 (10-24)

-Parts List 18044 (DM-54)

Page 3, Figure 2

Item 15 - Housing, Engine should be A-49770

-Parts List 17629 (DM-40, 40-1)

Page 3, Figure 2

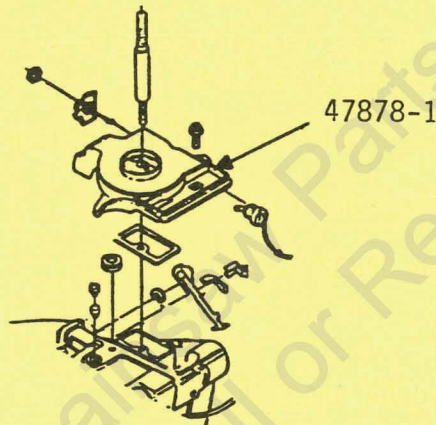
Item 53 - Pin, Trigger should be 68548

Page 5, Figure 3

Item 48 - Washer, Thrust should be 58833

Page 3, Figure 2

The air filter support part number was never shown. The part number is 47878-1 (see illustration below)



-Parts list 18007 (ST-70)

Page 3, Illustration 1

Item 20 - Screw should be 94065

Item 21 - Screw should be 82514

Peery Gibson

Peery Gibson
Service Manager

- SUBJECT:**
1. Cylinder Retaining Nut (81065-2) and Belleville Washer (98446)
 2. Three-Stage Air Filter.
 3. Clutch spring installation tool (18080)
 4. Velcro Closure Felt Filter (49737)

- AFFECTS:**
1. SXL-A0, SXL-925
XL-98C
XL-12, DM-20, SEZ-A0 (Service)
XL-98A (Service)

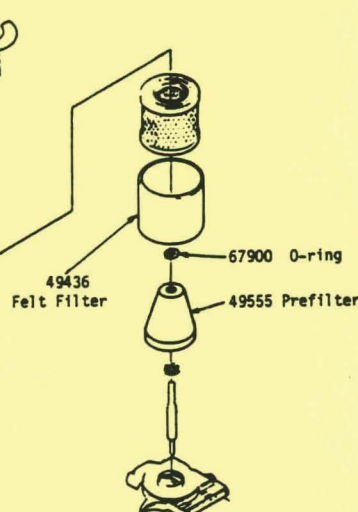
2. DM-40
3. 540
290, 340
4. DM-50

1. The 3/8" hex nut and split lockwasher on the subject model units has been replaced with a 7/16" hex nut 81065-2 and belleville washer 98446. The larger nut and belleville washer will provide better torque retention of the cylinder to the crankcase.

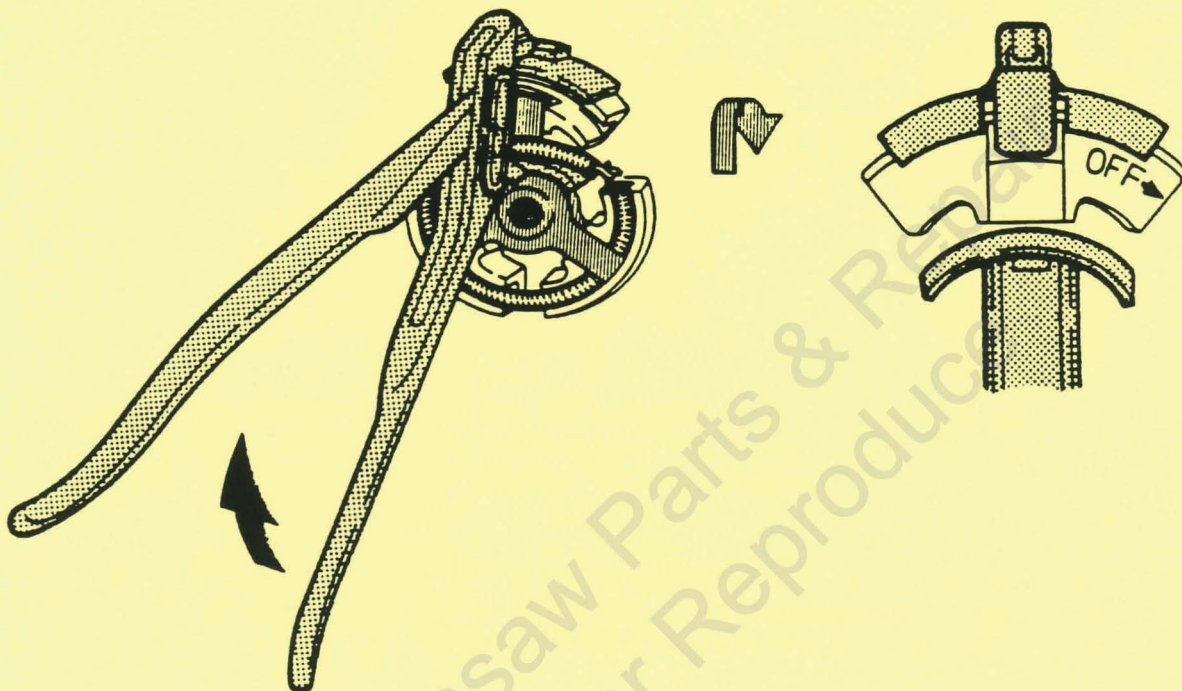
When rebuilding any of the subject units (i.e. replacing or reinstalling the cylinder) it is recommended that the 81065-2 nut and 98446 washer be used and old parts (3/8 nut and lockwasher) be discarded.

2. The DM-40 Multi-Purpose saw is now being produced with the three-stage air filter system. This system includes the velcro closure air filter felt 49436 and the felt pre-filter 49555.

When ordering parts for later production units or when converting a unit to the three-stage system refer to the diagram below.



3. A clutch spring installation tool 18080 is available to aid in the installation of the spring on 290, 340, and 540 clutch assemblies. This tool is illustrated below.



4. The DM-50 Multi-Purpose Saw is now being built with a velcro closure felt filter. The part number is 49737. Please add this number to your Parts List.

Peery Gibson

Peery Gibson
Service Manager

- SUBJECT:**
1. Fixed Jet Carburetor A-49510 with Hi-Speed Trim Needle.
 2. Parts List 18044 (DM-54) Corrections.

AFFECTS:
DM-54 (Starting with Serial Number HJ3010001)

For improved reliability, the DM-54 Multi-Purpose Saw is now being built with a fixed-jet carburetor A-49510 (Walbro WJ-24). Although this carburetor has a fixed main jet it is also equipped with a hi-speed trim needle which allows for a certain amount of flexibility and fine tuning.

It is recommended that any new, in stock units built prior to the serial number shown above be converted to the fixed-jet carburetor. Order whatever quantity of carburetor A-49510 is required. Use the failure code shown below:

Failure Code	Labor Time *
CV230	0.3 hour

All of the serial numbers may be listed on a single warranty claim. * IN ORDER FOR CREDIT TO BE RECEIVED, ALL FULLY ADJUSTABLE CARBURETORS REMOVED MUST BE RETURNED WITH THE WARRANTY CLAIM(S).

WHEN REBUILDING (i.e. REPLACING THE CYLINDER & PISTON) OR REPLACING A CARBURETOR ON AN OLDER DM-54 (PRIOR TO S/N HJ3010001) THE FIXED-JET A-49510 CARBURETOR SHOULD ALSO BE USED.

For optimum performance, the hi-speed needle should be set at 1/4 - 3/8 turn open. The design of the carburetor permits it to be adjusted richer but cannot be set any leaner than the main jet allows (similar to the SXL-925 carburetor).

Repair parts available to service the new fixed-jet carburetor are listed below and should be added to your DM-54 Parts List (18044).

Carburetor (Walbro WJ-24)	A-49510
Repair Kit	49672
Gasket/Diaphragm Kit	97941
Main Nozzle (.026")	49539
Inlet Needle	97942

- SUBJECT:**
1. Fixed Jet Carburetor A-49510 with Hi-Speed Trim Needle.
 2. Parts List 18044 (DM-54) Corrections.

AFFECTS:
DM-54 (Starting with Serial Number HJ3010001)

For improved reliability, the DM-54 Multi-Purpose Saw is now being built with a fixed-jet carburetor A-49510 (Walbro WJ-24). Although this carburetor has a fixed main jet it is also equipped with a hi-speed trim needle which allows for a certain amount of flexibility and fine tuning.

It is recommended that any new, in stock units built prior to the serial number shown above be converted to the fixed-jet carburetor. Order whatever quantity of carburetor A-49510 is required. Use the failure code shown below:

Failure Code	Labor Time *
CV230	0.3 hour

All of the serial numbers may be listed on a single warranty claim. * IN ORDER FOR CREDIT TO BE RECEIVED, ALL FULLY ADJUSTABLE CARBURETORS REMOVED MUST BE RETURNED WITH THE WARRANTY CLAIM(S).

WHEN REBUILDING (i.e. REPLACING THE CYLINDER & PISTON) OR REPLACING A CARBURETOR ON AN OLDER DM-54 (PRIOR TO S/N HJ3010001) THE FIXED-JET A-49510 CARBURETOR SHOULD ALSO BE USED.

For optimum performance, the hi-speed needle should be set at 1/4 - 3/8 turn open. The design of the carburetor permits it to be adjusted richer but cannot be set any leaner than the main jet allows (similar to the SXL-925 carburetor).

Repair parts available to service the new fixed-jet carburetor are listed below and should be added to your DM-54 Parts List (18044).

Carburetor (Walbro WJ-24)	A-49510
Repair Kit	49672
Gasket/Diaphragm Kit	97941
Main Nozzle (.026")	49539
Inlet Needle	97942

(2). The DM-54 Parts List 18044 incorrectly shows the piston ring (figure 3, item #29) end gap facing the exhaust port. The piston should be placed on the connecting rod so the end gap of the ring is oriented towards the intake side of the cylinder.

Parts List 18044 (DM-54)

Page 3, Figure 2

Item 35 - Handle bar should be A-49595-A.

NOTE 1 - Handle bar should be A-49595.

Please make a note of this in your Parts List.



Peery Gibson
Service Manager

Leon's Chainsaw Parts & Repair
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SUBJECT: PLUGS & RECEPTACLES

AFFECTS: ALL CURRENT HOMELITE GENERATORS

The following chart indicates the Nema designation and Homelite part numbers for the receptacles on current Homelite generators and the plugs that fit them.

MODEL	RECEPTACLE				PLUG			
	120		120/240		120		120/240	
	NEMA	HOMELITE	NEMA	HOMELITE	NEMA	HOMELITE	NEMA	HOMELITE
HG1500	5-15R	50991			5-15P	42649		
HG2100	5-15R	50991			5-15P	42649		
HG2500	5-15R	50991			5-15P	42649		
HG3500	5-15R	50991	L14-20R	46508	5-15P	42649	L14-20P	47600
EH4400	5-15R	50991	6-15R	49708	5-15P	42649	6-15P	49709
EHE4400	5-15R	50991	6-15R	49708	5-15P	42649	6-15P	49709
170R18	5-15R	50991			5-15P	42649		
172R24	5-15R	50991			5-15P	42649		
172B26	5-15R	50991			5-15P	42649		
176B40	L5-30R 5-15R	42601 50991	L14-20R	46508	L5-30P 5-15P	43326 42649	L14-20P	47600
176R42	L5-30R 5-15R	42601 50991	L14-20R	46508	L5-30P 5-15P	43326 42649	L14-20P	47600
176B48	L5-30R 5-15R	42601 50991	L14-20R	46508	L5-30P 5-15P	43326 42649	L14-20P	47600
180R62	L5-30R 5-15R	42601 50991	L14-20R	46508	L5-30P 5-15P	43326 42649	L14-20P	47600
176B140	L5-30R 5-15R	42601 50991	L14-20R	46508	L5-30P 5-15P	43326 42649	L14-20P	47600
176R142	L5-30R 5-15R	42601 50991	L14-20R	46508	L5-30P 5-15P	43326 42649	L14-20P	47600
178B148	L5-30R 5-15R	42601 50991	L14-20R	46508	L5-30P 5-15P	43326 42649	L14-20P	47600
180R162	L5-30R 5-15R	42601 50991	L14-20R	46508	L5-30P 5-15P	43326 42649	L14-20P	47600

Bill Borachok

Bill Borachok
Manager
Product Service

HOMELITE TEXTRON

Homelite Division of Textron Inc.

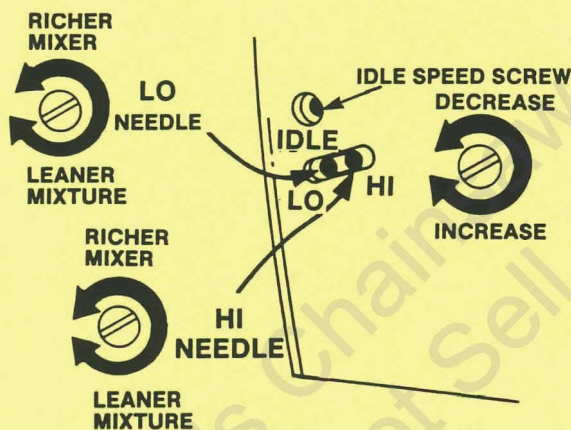
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SUBJECT: IGNITION SYSTEM AND CARBURETOR ADJUSTMENT**AFFECTS:** DM54

The DM54 multi-purpose saw is equipped with an ignition governor system which is necessary to maintain the proper no-load speed. While the unit is running at wide open throttle, out of the cut, the ignition system will cut off and on. This is the reason the unit sounds like it is skipping.

DO NOT TRY TO REMOVE THE SKIPPING BY ADJUSTING THE HI-NEEDLE SCREW ON THE CARBURETOR. THE PISTON WILL SEIZE IN THE CYLINDER.

The procedure below shows how to adjust the Hi and Lo mixture screws.



HIGH ALTITUDE OPERATION: If the saw is used at high altitudes (above 5000 ft.) it may be necessary to change the carburetor setting slightly. If the idle speed is low, raise it by turning the idle speed screw to the right (clockwise). Turn the HI NEEDLE to the right (clockwise) 1/8 turn. The new basic settings should be:

HI NEEDLE: 1-1 1/8 turns open.

LO NEEDLE: 1 turn open.

(No change from factory setting.)

Put the cover back on the carburetor chamber.

Now close both mixture adjustment needles very slowly to the right, until each gently bears against its seat.

The idle mixture adjustment to the left is called the LO NEEDLE. It meters the flow of fuel in the idle system. Open the LO NEEDLE 3/4 to 1 turn.

The main mixture adjustment is called the HI NEEDLE. It meters the fuel drawn through the main jet for full power operation. Open the HI NEEDLE 1 1/8 to 1 1/4 turns.

ALWAYS KEEP THE HI-NEEDLE SCREW 1 1/8 TO 1 1/4 TURN OPEN. IF THE HI-NEEDLE IS NOT AT THE ABOVE SETTING THE PISTON WILL SEIZE IN THE CYLINDER DUE TO A LEAN RUNNING CONDITION.

When servicing the unit be sure the fuel filter on the end of the fuel line is lying flat on the bottom of the fuel tank but able to move around freely. A lean running condition can be caused by the fuel filter being out of position in the fuel tank.

SUBJECT: SERVICING INFORMATION**AFFECTS:** DM54

In the DM54 Parts List (#18044) the part number for the engine housing (A-49144-A) is wrong. The correct part number for the engine housing is A-49770. Please correct your Parts List accordingly.

Sometimes the side-to-side movement of the trigger lock between the engine housing halves causes the throttle to stick. This can be corrected by removing the trigger pin and installing a #10 washer (#84003) between the trigger lock and the engine housing (on the toggle switch side) and reinstalling the trigger pin through the washer. This will remove the side-to-side movement.

Always be sure the air filter nut is secured (60 - 70 inch lbs.). Loose or damaged air filter components will allow dirt to enter and damage the engine.


Rick Mason
Manager
Product Service

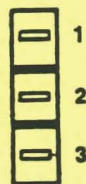
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SUBJECT: INCORRECT WIRING AND FUEL LINE ROUTING**AFFECTS:** 176BI40-A (UT-03629-A)

All 176BI40-A Generators with serial numbers HJ2560001 through HJ2560229 should be inspected for the following:

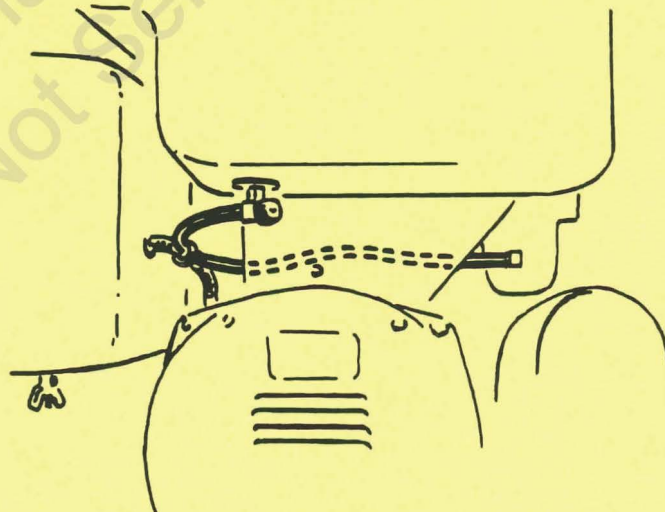
1. On/Off Switch Wiring

SW1



1. OPEN/TOP
2. ENGINE KILL WIRE
3. GROUND

2. Brush head terminal. Remove cover and fan to inspect terminal. Terminal should be bent toward generator not toward fan.
3. Fuel line should be held in place by the tie at the back of the control panel.

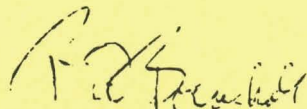


Peter Knoell
Service Manager

SUBJECT: Pump Shaft Seals**AFFECTS:** All Water Pumps

New improved "Diplo" shaft seals are presently being used in most production and service applications. These new seals do not contain any metal to corrode and lose tension.

Due to tolerance ranges some seals when used on the AP pumps may be loose in the backplate. If you experience this use 3M EC847 adhesive or equivalent and the standard "O" ring to cement the seal in the backplate.


Bill Borachok
Service Manager

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