

HOMELITE® TECHNICAL SERVICE BULLETIN

DEALER INFORMATION, TECHNICAL
ADVICE AND PRODUCT INFORMATION
CAN BE OBTAINED AT THIS NUMBER:

1-800-648-8951

NO. 194-001

SUBJECT: OEM "REPOWER" Short Blocks
"Smooth Operator" cylinders and muffler

AFFECTS: 25cc and 30cc (Except Pro-Series) String
Trimmers, Brushcutters, AP-125 and Blowers



DON'T JUST FIX THAT UNIT "REPOWER" IT!

Service introduces "REPOWER" 30cc short blocks for use on all string trimmers, brushcutters, AP-125 and blowers; 25cc short blocks will no longer be supplied. However, 25cc piston and cylinders will continued to be supplied.

"REPOWER" short blocks are "Compression Relief" type and include 30cc "Smooth Operator" decal (for identification), 04710 muffler Body, 04790 spark arrestor screen, 98786C muffler gasket and two (2) 04785 muffler spacers. Three types are available, **A04742** for non clutch trimmer models and AP-125, **A04743** for clutch trimmer models and AP-125 and **A04988** for blowers.

New service cylinders also have the "Compression Relief" feature.

The A04723 25cc cylinder and the A04740 30cc cylinder include 00394B muffler gasket (for blowers), 98786C muffler gasket (for trimmers and AP-125), 04710 muffler body, 04790 spark screen, two (2) 04785 muffler spacers, 04388 cylinder gasket and 00775A heat dam gasket. These cylinders will fit all 25cc and 30cc models.

Muffler kits, A04837 for trimmers, AP-125 and brushcutters and A04859 for blowers, are complete including fasteners, gasket, and a screw to plug the compression relief hole in the muffler body if used on non "Compression Relief" units.

Instruction sheets are included with all the new service parts for information on assembly.

Trimmers, brushcutters, blowers and AP-125 pumps produced prior to serial number HN0440001 may require a crankcase cover and gasket. Use A00858, crankcase cover with gasket, for trimmers and brushcutters; use 98754B cover and 98767A gasket for blowers.


Peter P. Knoell
Field Quality
Assurance Manager

DATE 2/94

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1-800-648-8951

NO. 194-002

SUBJECT: PRODUCT IMPROVEMENT

AFFECTS: 300 AND CS 50 CHAIN SAWS

A redesign of the air filtration system from the old style Pyramid air filter to a cartridge type filter is now on the above saws.

The Pyramid air filter was prone to blockage from sawdust. This would occur usually after five or six hours of operation. When this happens there is a reduction in the power of the saw. In some units the corner of the filter would come loose. This would allow sawdust to be ingested into the engine.

We reported other design changes on these saws in July of 1993. Technical Bulletin #193-005. Take time to go back and read this bulletin again. This will refresh your memory as to all changes that have been made improving the saws operational capabilities.

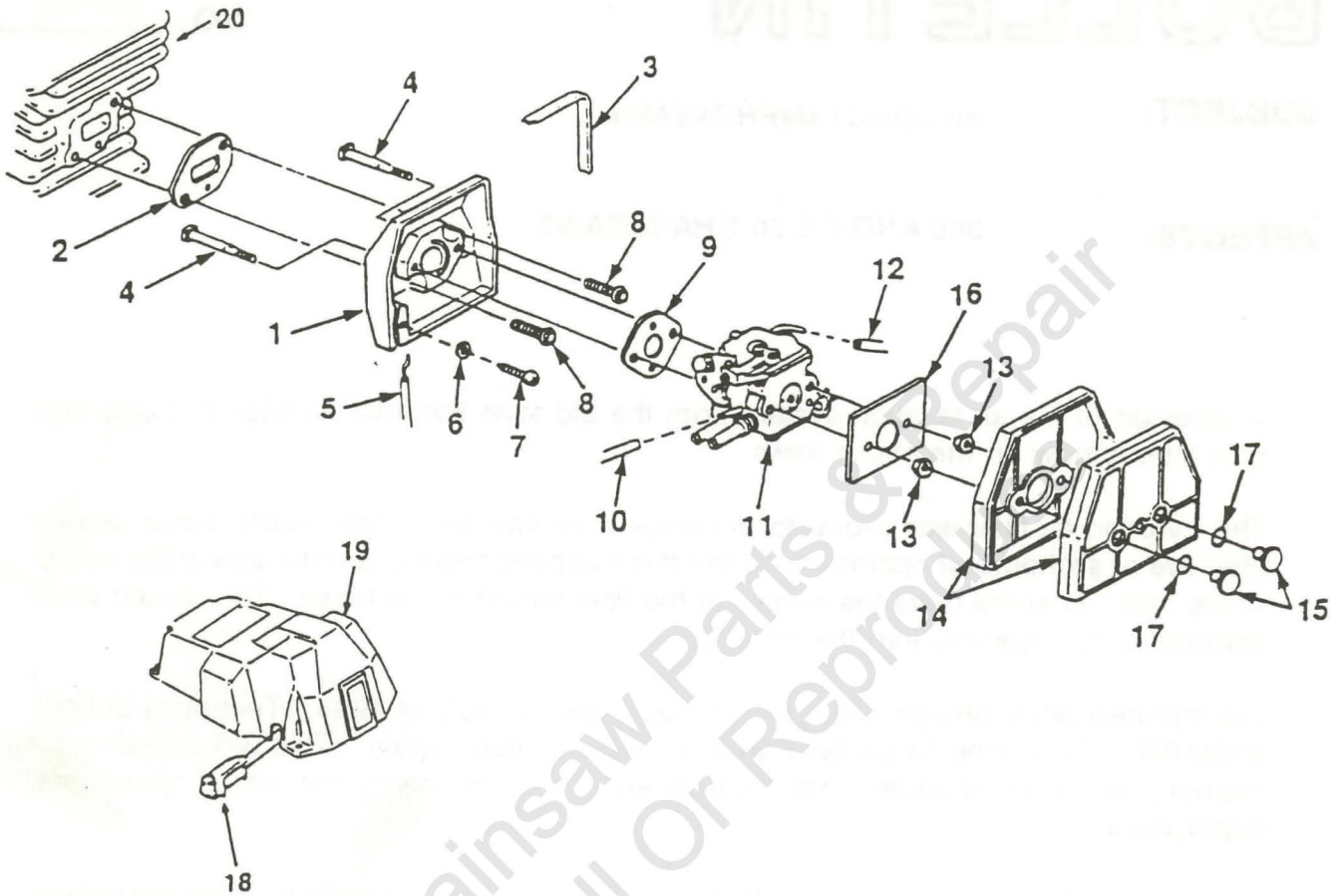
With the new filter system, the filter itself has increased filtering surface. This will extend the running time between eighteen to twenty hours before filter maintenance is required.

This change will be on all 300 saws UT10687B. UT10711A beginning with serial number HO2500001. The change on the CS 50 saw UT10710A begins with serial number HO2580001.

If you need to change the piston and cylinder on one of the older units, a new kit, part number A06611 has been made available. A list of the parts included in this kit follows the illustration. ALL of these parts MUST be installed in order to make the proper conversion.

DATE 2/94

**NEW AIR FILTRATION SYSTEM: CS50 AND 300 CHAIN SAW
CONVERSION KIT A06611**



No.	Part No.	Description	Qty.	No.	Part No.	Description	Qty.
1	A04512	Carb. Spacer	1	11	A04481 (Walbro)	Carburetor	1
2	04508	Gasket	1	12	70310-36	Fuel Line	1
3	03141	Foam Seal	1	13	81009	Nut-Hex	2
4	00905-A	Stud	2	14	A02582A	Air Filter	1
5	00997-C	Throttle Cable	1	15	01178	Air Filter Retainer	2
6	84123	Washer	2	16	02695	Plate	1
7	82513	Screw	1	17	02718	O-ring	2
8	82430	Screw	2	18	04373	Grommet	1
9	98339	Gasket	1	19	A04583	Cylinder Cover	1
10	01439-19	Rubber Tubing	1	20	A04513	Cylinder	1
				-	02527	Includes Gasket	1

Bob Donahey

Bob Donahey
Service/Field Quality Mgr.
Forestry Products

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DEALER INFORMATION, TECHNICAL
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1-800-648-8951

NO. 194-003

SUBJECT: NEW OIL VALVE

AFFECTS: XL/200 FAMILY CHAIN SAWS
LX-30

In order to further improve the oiling system on the above saws, a new oil valve is now available.

This new oiler system is a pressurized system. It operates on the pulse pressure developed by the engine, while it is running. When the engine is shut off the pressure in the tank dissipates back into the crankcase. Because this system functions on pressure alone, there are no moving parts that can malfunction in a pump assembly.

This system has been developed so there is a lower volume of oil fed to the guide bar. This is extremely good for the ecology because it minimizes the amount of oil that is not used and dumped off on the ground. If the saw uses half a tank of oil per tank of fuel, there is sufficient oil for the chain. In some cases this amount could be less than a half tank, according to the setting used on the oil valve, and the amount of engine idle time when no oil is used.

The valve, is adjustable and there are four individual settings available to the user. When the ambient temperature is above 80 degrees. The number one setting will keep the system from over oiling due to the viscosity of the hot oil. The number two and number three settings will be the settings used by the average cutter. These settings should be used when cutting steadily in under bucking and over bucking. The choice between the two settings would be made due to the hardness of the wood being cut, and of course the personal preference of the operator. In the number four setting, the valve will allow the maximum oil flow to the guide bar. This setting should be used when the majority of cutting is limbing or pruning. This will allow more oil to be sent to the guide bar, when the engine is started, a quick cut is made and then shut off. By making the valve adjustable, the user is able to customize the oil flow to his individual needs.

A number of improvements to the new valve are as follows:

1. A ball and spring check valve have been added. This will eliminate any siphoning of oil after engine shut down.
2. The cap on the valve has been cut down, and with the lower profile is less likely to be knocked off.

DATE 2/94

3. The cap retaining legs have been strengthened, and the valve body increased .013 in diameter to provide a tighter fit.
4. The part number for the new valve is:
 - a. XL/200 Family - A06386
 - b. LX-30 Chain Saw - A06387

If you believe that the oiler may not be operating properly, the following quick physical inspection can help you find the problem. A visual work sheet has been included with this bulletin. By following the instructions below and referring to this sheet, you will find that checking the oil system or replacing the oil valve is quite simple.

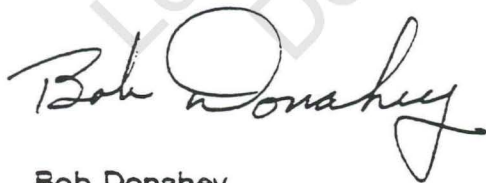
1. The cross bar on the oil valve cap is tapered to a point. When looking directly at the valve make sure the pointer is on the right side of the 12 O'clock position. On the LX-30 saw the pointer should be to the right of the 10 O'clock position. Make sure the pointer is not set between the numbered positions. It must be set at one of the numbers to function properly.
2. Check the oil cap to see that it is on straight and not cross threaded. Make sure the gasket is in good shape. An air leak at this point will keep the oiler from functioning.
3. While the cap is removed check the duckbill valve located just inside the filler neck of the tank. Make sure the duckbill valve holds the lock washer tightly. (no gap). against the pressure line.
4. Remove the air filter cover and check that the oil lines as well as the pressure line have not been kinked.
5. Static Oiler Check:

Remove the pressure line from carburetor base and attach to pressure tester. Pressurize tank with 4-5 PSIG. In a short time, oil should flow freely at the guide bar pad. If not, recheck for kinked lines or air leak at oil cap. Check that oil flow decreases immediately when pressure is removed. If not lock washer is missing between duckbill valve and pressure line. Reconnect pressure line to carburetor. CAUTION: Testing pressure above 10 PSI may blow valve apart or damage oil tank.

6. Having satisfactorily completed these test start and run the saw. With the bar & chain in place run the saw at full throttle for at least one minute. In some cases it will take that long for the complete system to prime the first time.

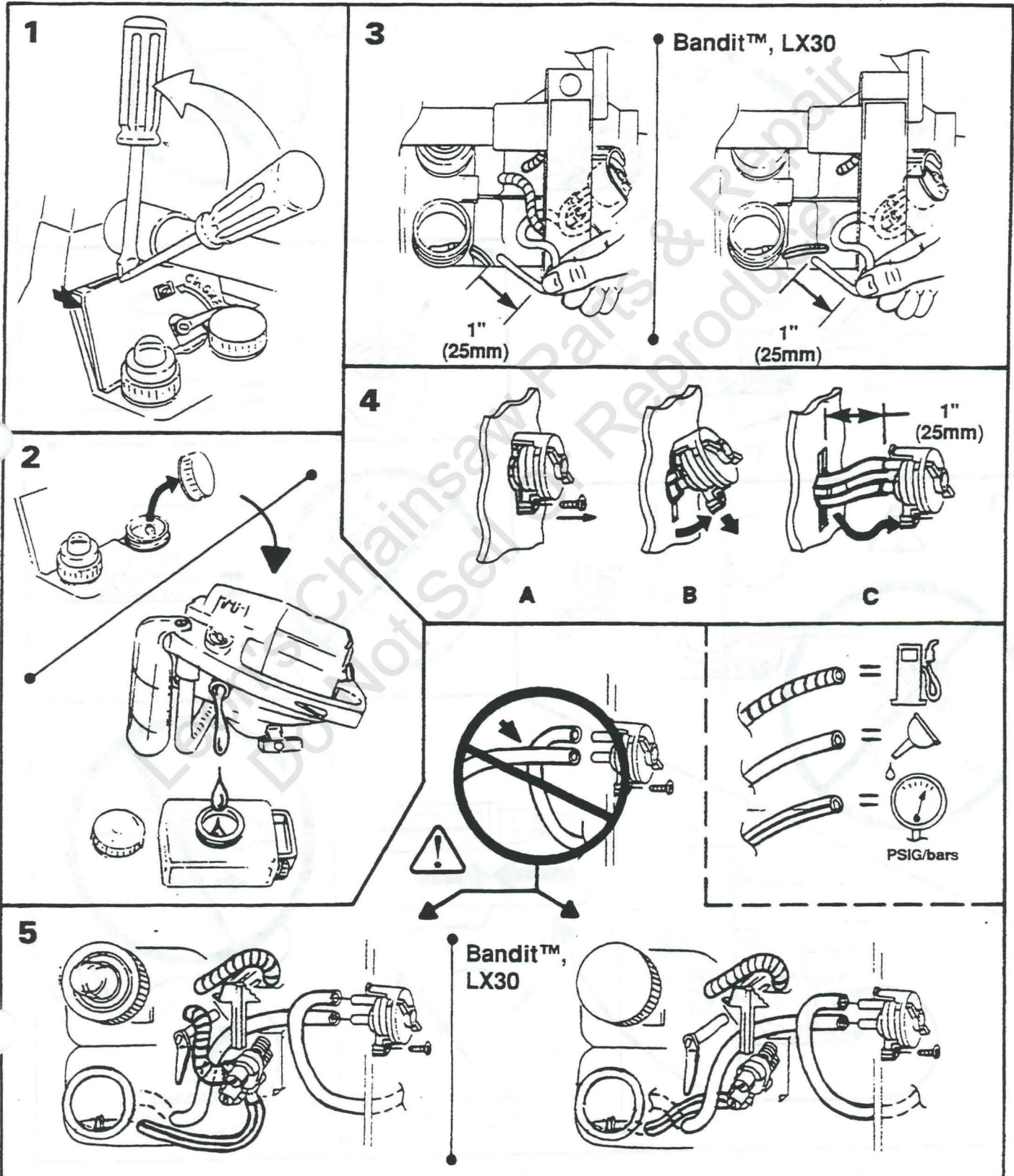
(NOTE:) If this happens to be a new saw that you are running, keep a check on your engine speed with a tachometer. A green engine will want to keep climbing and the RPM's could very easily get too high. A half choke position will prevent over speeding.

If you systematically check this system, you will find that there is really nothing complicated in the way the oiler functions.

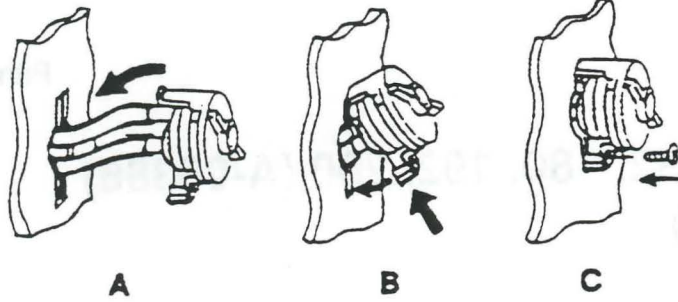


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Service/Field Quality Mgr.
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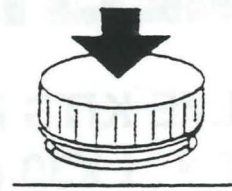
OIL VALVE KITS FOR XL, S2, 180, 192, 200 (A-06386) BANDIT™, LX30 (A-06387)



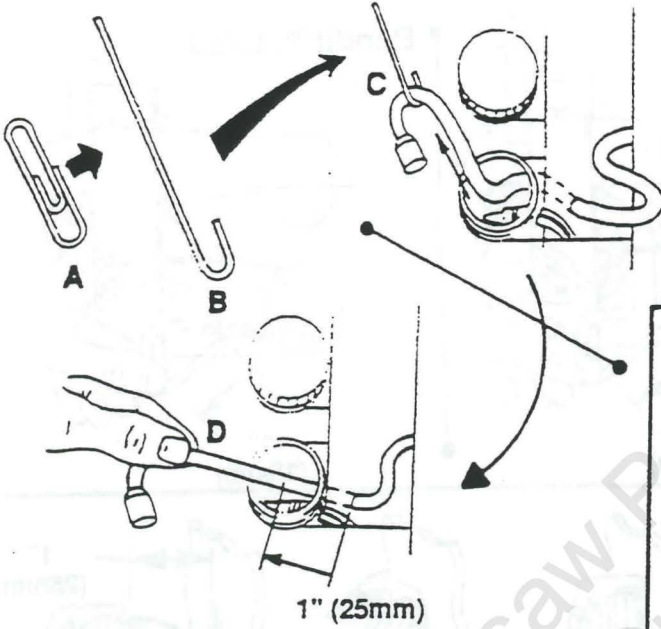
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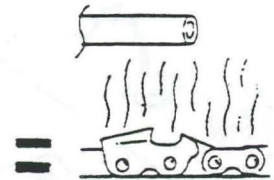
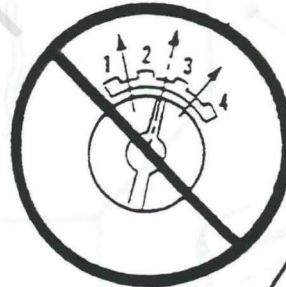
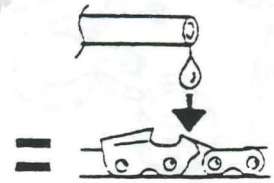
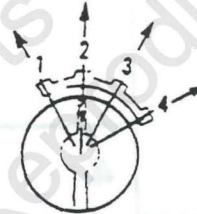
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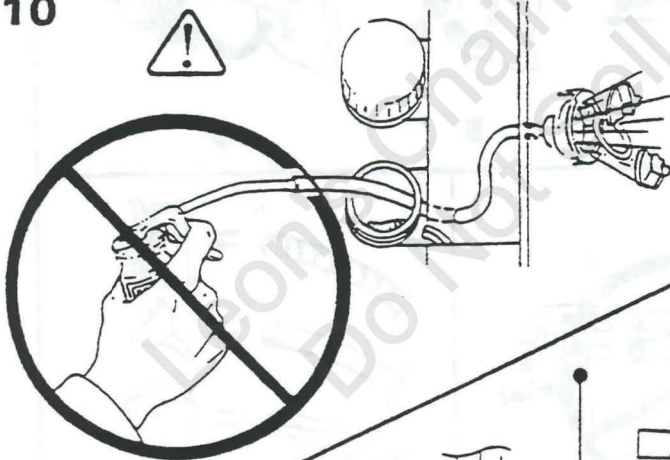
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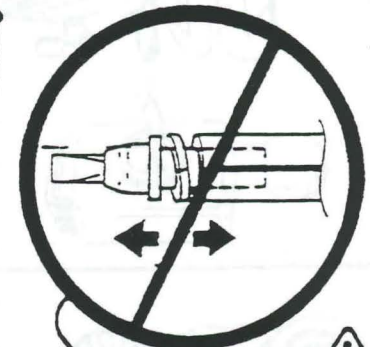
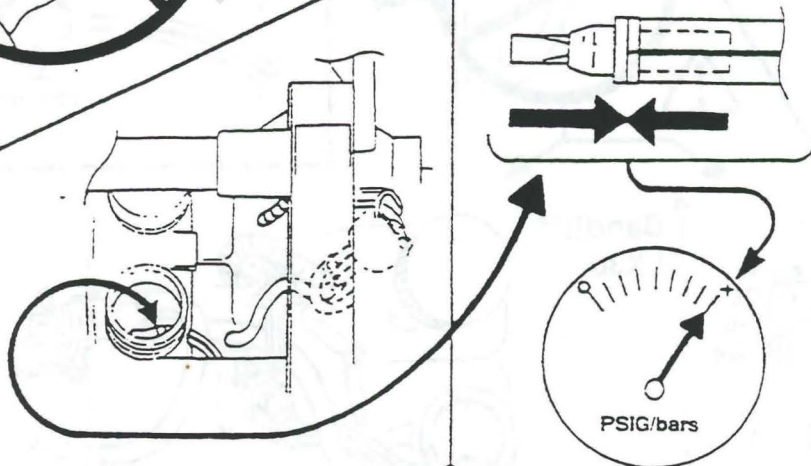
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10



11



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TECHNICAL SERVICE

BULLETIN

DEALER INFORMATION, TECHNICAL
ADVICE AND PRODUCT INFORMATION
CAN BE OBTAINED AT THIS NUMBER:

1-800-648-8951

194-004
NO. 294-002

SUBJECT: STARTER PULLEY RETAINING CLIP 04983

AFFECTS: All 25 and 30cc Products (except Pro-Series)

Beginning in mid 1993 starter housings for 25 and 30cc products were redesigned and manufactured to include two starter pulley hold down retainers. At the same time, we have also developed a clip that will add the second retention point to units produced prior to the housing change. Twenty five (25) clips are included in each package. We recommend that the clip be used on all units produced without the improved starter housings. Below are instructions for installation. This improvement to the starter housing eliminates the possibility of the starter pulley cocking causing the rewind spring to loose tension.

Tools required: needle nose pliers, thin long blade screw driver.

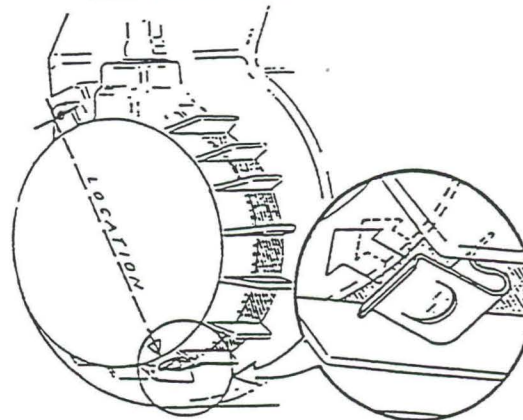
Note: Clip has a long side and a short side; when installed the long side is outside the starter housing.

Procedure:

String trimmers and AP125:
From outside of housing, hold clip with needle nose pliers using screw driver as lever, push down.

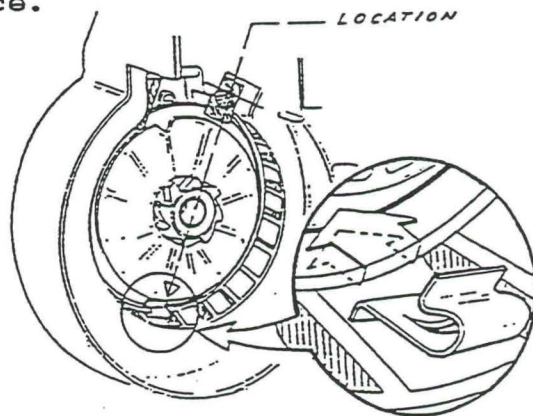


PUSH ON THIS SURFACE WITH
SCREW DRIVER BLADE



MudBuster: turn unit over, starter can be accessed through square hole in the center of the base. With pliers insert clip through the square hole in starter housing (second from post) Using screw driver as a lever push the clip in place.

Blowers: Disassemble blower to expose starter mechanism. Insert clip with pliers.



Peter P. Knoell
Field Quality Assurance Mgr.

DATE 6/94

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1-800-648-8951

NO. 194-005

SUBJECT: CARBURETOR ADJUSTMENTS

AFFECTS: SXL-AO

THE CARBURETOR ON THIS SAW HAS BEEN SET AND TESTED AT THE FACTORY. IF YOU FEEL THE PERFORMANCE IS NOT SATISFACTORY, ONLY SLIGHT ADJUSTMENTS SHOULD BE NECESSARY.

ALL ADJUSTMENTS SHOULD BE MADE BY A TECHNICIAN THAT HAS THE TRAINING, EXPERIENCE AND TOOLS NECESSARY TO PROPERLY ADJUST THE CHAIN SAW TO MEET FACTORY PERFORMANCE SPECIFICATIONS.

WHEN USING A TACHOMETER TO MAKE THE ADJUSTMENTS. THE ENGINE SPEEDS SHOULD MEET THE FOLLOWING SPECS:

IDLE SPEED..... 3100-3200 RPM
HI SPEED..... 10,500-11,000 RPM

IF YOU DON'T HAVE A TACHOMETER HANDY. THEN CAUTIOUSLY FOLLOW THE INSTRUCTIONS BELOW.

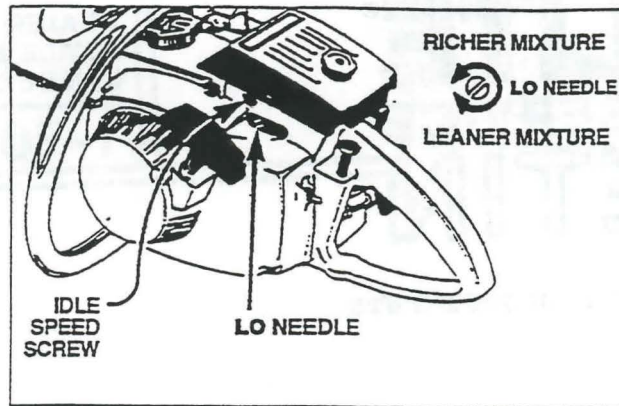
BEFORE ANY ADJUSTMENTS ARE MADE, CHECK THE FOLLOWING:

- 1) THE AIR FILTER IS CLEAN.
- 2) FUEL IS FRESH AND CORRECT 2-CYCLE MIX IS BEING USED.
- 3) THE SPARK ARRESTOR SCREEN IN MUFFLER IS CLEAN.
- 4) THE CUTTING CHAIN IS SHARP AND ADJUSTED PROPERLY.
- 5) THE ENGINE IS WARMED UP. IF NOT, CUT FOR APPROXIMATELY 2 MINUTES PRIOR TO MAKING ANY CARBURETOR ADJUSTMENTS.

IDLE SPEED ADJUSTMENT

TURN IDLE SPEED SCREW CLOCKWISE TO INCREASE SPEED UNTIL SAW WILL IDLE. IF CHAIN CONTINUES TO TURN AT IDLE, TURN SCREW COUNTERCLOCKWISE UNTIL CHAIN STOPS.

DATE 8/94

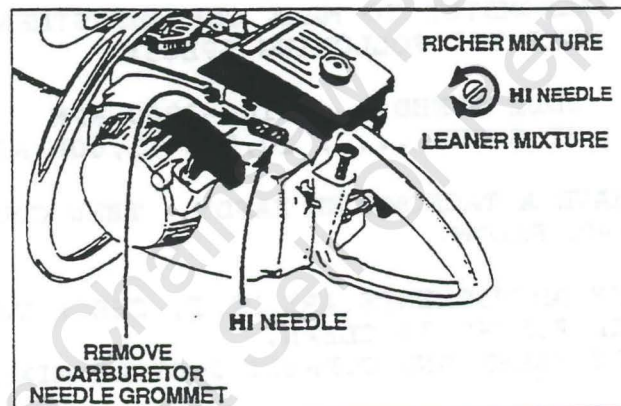


LOW SPEED ADJUSTMENT

IF ENGINE STARTS BUT WILL NOT ACCELERATE, THEN TURN "LO" NEEDLE COUNTERCLOCKWISE 1/16 TURN AT A TIME UNTIL ENGINE ACCELERATES SMOOTHLY.

NOTE

WHEN MAKING THE HI SPEED ADJUSTMENT REMOVE THE CARBURETOR NEEDLE GROMMET TO EXPOSE THE "HI" NEEDLE. AFTER COMPLETION OF ADJUSTMENT, MAKE SURE TO SECURELY RE-INSTALL THE GROMMET. IF NOT PROPERLY INSTALLED DIRT CAN ENTER THE CARBURETOR AND CAUSE CATASTROPHIC ENGINE FAILURE.



HIGH SPEED ADJUSTMENT

IF THE SAW HAS SPEED OUT OF THE CUT BUT LACKS POWER IN THE CUT, THEN TURN THE SCREW 1/16 OF TURN COUNTERCLOCKWISE. TEST IN CUT. REPEAT ABOVE STEPS ONLY UNTIL THE SAW HAS POWER AND RUNS SMOOTHLY IN THE CUT.

CAUTION

THE "HI" NEEDLE MUST BE SET A MINIMUM OF 3/4 OF A TURN COUNTERCLOCKWISE FROM THE CLOSED POSITION. A NEEDLE SETTING OF **LESS THAN** 3/4 OF A TURN WILL CAUSE CATASTROPHIC FAILURE. TO DETERMINE THE CLOSED POSITION, SLOWLY TURN THE NEEDLE CLOCKWISE ONLY UNTIL A SLIGHT RESISTANCE IS FELT.

Bob Donahay

BOB DONAHEY
SERVICE/FIELD QUALITY MGR.
FORESTRY PRODUCTS

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TECHNICAL SERVICE BULLETIN

DEALER INFORMATION, TECHNICAL
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1-800-648-8951

NO. 194-006

SUBJECT: HEAT DEFLECTOR KIT, PART NUMBER A07077
FOR PRO-SERIES BLOWER FUEL TANKS

AFFECTS: MODEL PBP3000 UT08033, UT08033A
MODEL PHB3000 UT08028, UT08028A

Under certain conditions of extremely high ambient temperatures (95 deg. F and higher), fuel may "boil" in the fuel tank causing gases to accumulate inside the tank. Because there is no vent in the tank that allows the gases to escape (the valve in the cap only allows air into the tank), pressure may eventually build high enough inside the tank to cause the tank to swell and contact the lower surface of the crankcase. If the tank contacts the crankcase for prolonged periods, it may melt at the contact point.

To prevent this from occurring a heat deflector kit, A07077 has been made available. The kit consists of two parts, foam pad, part number 07074, and aluminum tape, part number 95615. Install the parts as shown in figure 1. Before installing the aluminum tape make sure the surface of the fuel tank is clean and free of oil film. **NOTE:** When reinstalling the crankcase cover make sure the foam pad is not pinched between the crankcase and crankcase cover. When reinstalling the starter, rotate 90 degrees from its original position and install as shown in figure 2.

The service kit should be installed on all Pro-Series blowers.

This rework can be performed under warranty. Use job code: CV50 Flat rate: 0.5 hour. Multiple units may be placed on a single warranty claim form; be sure to list each serial and UT number individually.

Units received after August 15, 1994 or with serial number HP2130001 will have the installed and will not have to be reworked.

Parts will be stocked in Charlotte for initial supplies. Call Technical Service to expedite shipping of your first requirements.

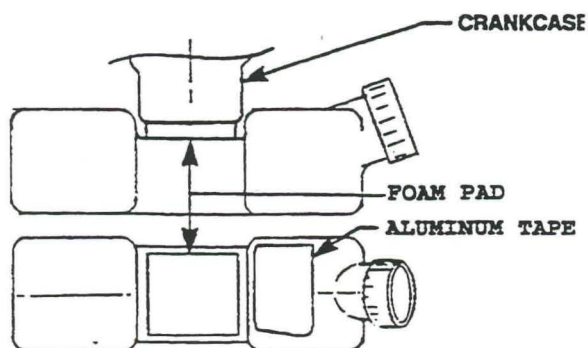


Figure 1

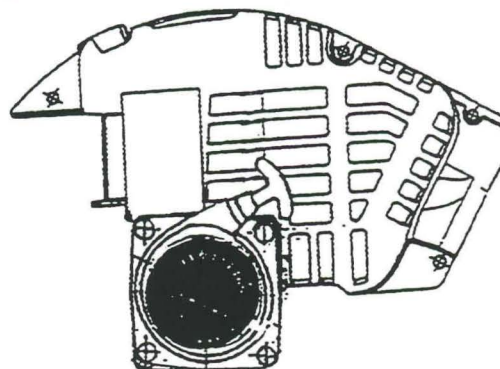


Figure 2

Peter P. Knoell
Peter P. Knoell
Field Quality
Assurance Manager

DATE 9/94

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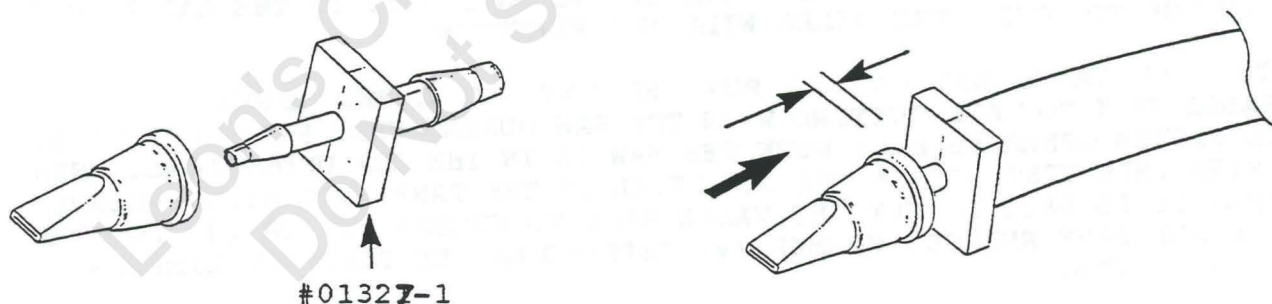
No. 194-007

SUBJECT: OILER SYSTEM

AFFECTS: LX30, XL, 180, 192, 200
SUPER 2

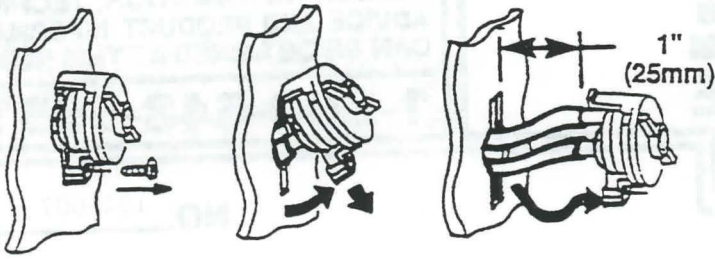
CURRENT PRODUCTION OF AFFECTED MODEL SAWS ARE NOW BUILT WITH A MODIFIED CHAIN OILER VALVE AND CONNECTOR. THESE WILL INCREASE THE FLOW CALIBRATION RATE TO THE GUIDE BAR AND CHAIN. IF A CUSTOMER IS COMPLAINING OF INSUFFICIENT OIL FLOW. YOU MAY SERVICE THE OLD STYLE OILER BY USING THESE COMPONENTS. IN MOST CASES YOU WILL FIND THAT BY CHANGING ONLY THE CONNECTOR AND USING THE EXISTING VALVE THE OIL FLOW WILL INCREASE SUBSTANTIALLY. IT IS NOT NECESSARY TO CHANGE BOTH ITEMS IN ORDER TO CORRECT AN INSUFFICIENT OILING COMPLAINT.

REMOVE THE CONNECTOR (69659B) AND WASHER (83024) FROM BETWEEN THE DUCKBILL VALVE AND CRANKCASE PRESSURE LINE AND INSTALL THE NEW CONNECTOR (01327-1) SHOWN BELOW TO CONNECT THE DUCKBILL AND THE PRESSURE LINE. WHEN INSTALLING THIS CONNECTOR MAKE SURE THE DUCKBILL IS PLACED ON THE SMALLER OF THE TWO BARBS (SEE ILLUSTRATION) AND IS PUSHED ON OVER THE BARB UNTIL IT SNAPS IN PLACE. **DO NO PUSH IT ALL THE WAY AGAINST THE SQUARE PART OF THE CONNECTOR.** IF IT IS PUSHED ALL THE WAY ON, THE BARB MAY REACH TOO FAR INTO THE DUCKBILL HOLDING IT OPEN, KEEPING IT FROM FUNCTIONING PROPERLY.

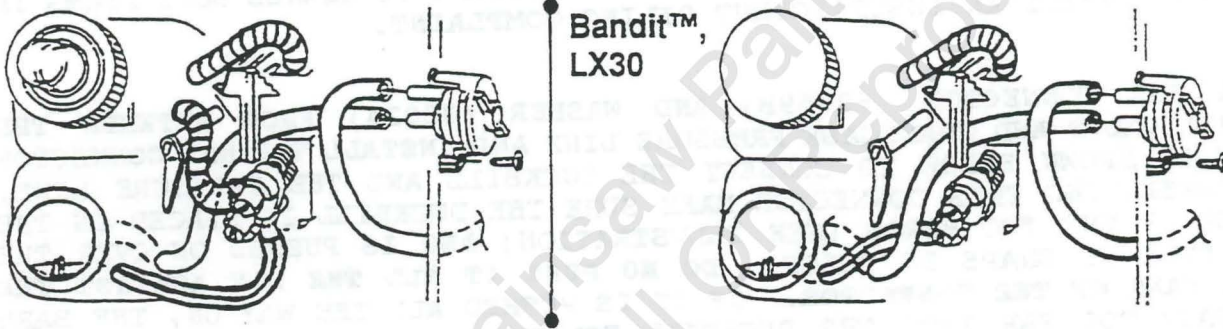
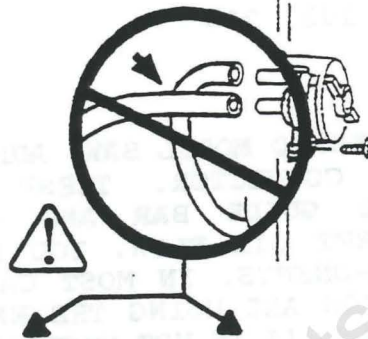
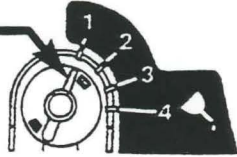


IN ORDER TO REPLACE THE OIL VALVE WITH THE NEW VALVE (A06386A). REMOVE THE SMALL SCREW UNDER THE VALVE. LIFT THE BOTTOM OF THE VALVE OUT AND UP. THERE SHOULD BE ABOUT 1" OF LINE COMING OUT OF THE HOUSING. IF NOT, PULL A SMALL AMOUNT OF LINE OUT OF THE TANK TO GIVE YOU ROOM TO WORK. FOLLOW THE ILLUSTRATION ON THE BACK PAGE IN ORDER TO CONNECT THE LINES AND ROUTE THEM PROPERLY. REVERSE THE PROCEDURE YOU USED TO REMOVE THE VALVE, TO PUT IT BACK IN THE HOUSING. YOU MAY HAVE TO HOOK THE OIL LINE WITH THE PICKUP ON IT OUT OF THE TANK WHEN YOU ARE FINISHED. MAKE SURE YOU PULL ENOUGH LINE BACK INTO THE TANK TO REMOVE ANY KINKS THAT HAVE FORMED. SIMILARLY TAKE CARE TO PREVENT KINKS IN THE LINE TO THE GUIDE BAR.

DATE 9/94



ADJUSTMENT
KNOB
PUSH IN AND
TURN.



FILL THE TANK WITH OIL. MAKE SURE THE CAP IS ON TIGHT. IF THE CAP IS NOT TIGHT ENOUGH TO SEAL, THE OILER WILL NOT FUNCTION.

WITH THE OIL VALVE SET ON (4) RUN THE SAW FOR A FEW MINUTES. IT IS PREFERABLE THAT YOU ARE CUTTING WITH THE SAW DURING THIS PERIOD OF TIME. THE OIL SYSTEM OPERATES BEST WHEN THE SAW IS IN THE CUT UNDER LOAD. WHEN YOU FINISH THIS TEST. CHECK THE OIL LEVEL IN THE TANK. YOU WILL PROBABLY FIND THAT IT IS BEST TO SET THE VALVE BACK TO NUMBER (2) OR (3) FOR THE BEST OVERALL PERFORMANCE. NUMBER (4) SETTING MAY BE USED FOR LIMBING OR SHORT QUICK CUTS.

Bob Donahay

BOB DONAHEY
SERVICE/FIELD QUALITY MGR.
FORESTRY PRODUCTS

HOMELITE® TECHNICAL SERVICE BULLETIN

DEALER INFORMATION, TECHNICAL
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1-800-648-8951

NO. 194-008

Crankshaft seals

SUBJECT:

MP38 and MP88

AFFECTS:

Reports of blown (loose) crankshaft seals on the above saws, have been received. Samples were checked in our engineering lab, with the following being identified.

Blown seals result primarily when oil or grease is applied to the outside diameter of the seal or to the seal bore in the crankcase. Other factors that reduce the seal blow out pressure are sharp edges or burrs on the seal bore that shear material from the seal's outside diameter, and a smooth surface finish in the seal bore area.

Design changes to prevent blown seals are currently in place in production. These changes ensure that the "push out" pressure at room temperature is above 35 PSI and above peak crankcase pressures at maximum crankcase operating temperatures.

In order to correctly install a new service seal into the crankcase, use the following procedure:

- 1) Remove the rotor or clutch, according to which seal is blown.
- 2) Check the seal bore chamfer for a sharp edge, remove sharp edge if found.
- 3) Degrease the exposed seal bore surface with Loctite 755 (trichlorethylene) and allow surfaces to dry.
- 4) On the MP38 apply Loctite 411 to the outer circumference of the seal and press it into the seal bore. Press the seal into the bore until it bottoms out against the bearing retaining ring.
Apply a small bead of the Loctite 411 around the outer edge of the seal at the seal bore.
- 5) On the MP88 apply a thin film of Loctite 411 to the outer circumference of the seal and press into the seal bore.
- 6) Re-assemble the unit, but **DO NOT START** the unit for at least **ONE** hour. This will allow the adhesive to set properly.

NOTE: Reports of the seal turning in the bore is the reason for using Loctite 411. This compound will fill any voids that may have developed.



Bob Donahey
Product Service Manager

DATE 10/94

HOMELITE® TECHNICAL SERVICE BULLETIN

DEALER INFORMATION, TECHNICAL
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1-800-648-8951

NO. 194-009

SUBJECT: LEAKING FUEL CAPS

AFFECTS: MP88 AND 8800 CHAIN SAW (PRIOR TO LOT NO. HP286)

If you receive a complaint of a leaking fuel tank on one of the affected saws, you can be assured that it is probably leaking at the cap. There are two things that can cause fuel to leak around the cap on these units, both are easily corrected.

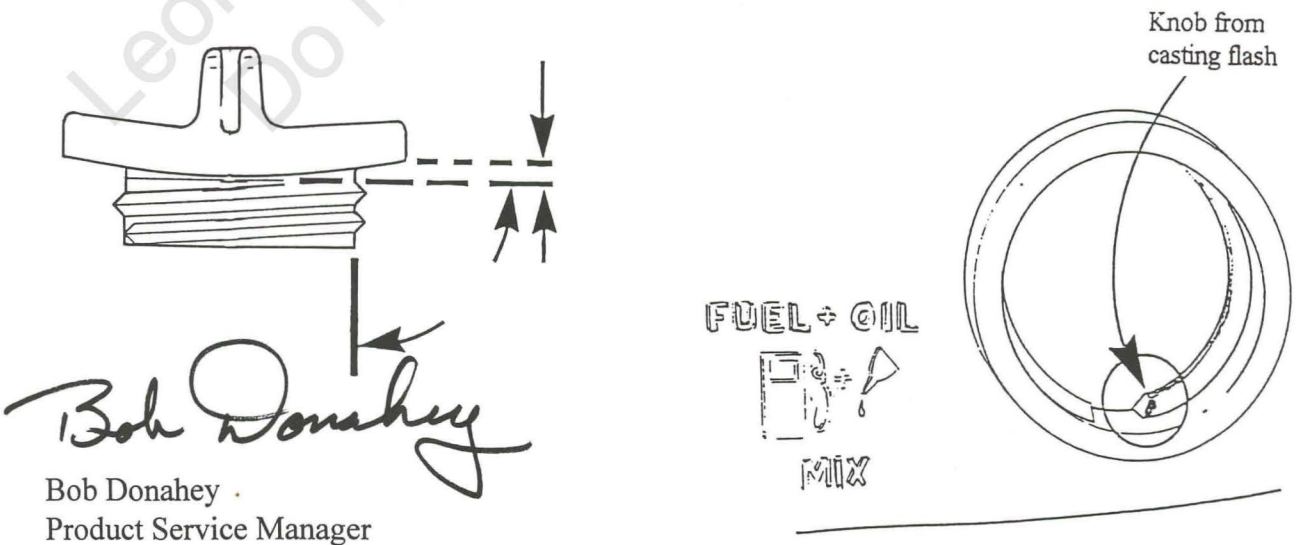
MOLDING FLASH

- 1) Remove the fuel cap, and check for flash on the threads of the tank. Refer to the illustration below for the exact location. You will notice at the bottom of the thread there may be a small knob (dark spot on illustration, see arrow). Using a small file or some other fine edged instrument remove the flash. **THIS AREA HAS BEEN PAINTED AND IT MAY NOT BE EASY TO SEE THE FLASH.**

WARPAGE

- 2) The sealing surface of the cap may be warped (see illustration). We are presently machining the cap (A03131) to insure that we have a perfectly flat surface. Reworked caps are available in inventory, or you may request that caps be sent to you by calling a Dealer Service Representatives at (800) - 648 - 8951, then press 3.

When you repair a unit, use the number of this technical bulletin (194-009) as your authorization on the Warranty Claim. For the labor code use FF180, the time allowed will be .3 hr.



DATE 11/94

HOMELITE®

TECHNICAL SERVICE

BULLETIN

DEALER INFORMATION, TECHNICAL
ADVICE AND PRODUCT INFORMATION
CAN BE OBTAINED AT THIS NUMBER:

1-800-648-8951

NO. 294-001

SUBJECT: MUDBUSTER PRESSURE WASHER UPDATE

AFFECTS: UT01596, UT01596-1, UT01596-2, UT01596-3, UT01596-A

The MB1000 "MudBuster" pressure washer now uses a state of the art speed limiting governor module and rotor. This ignition system will limit the engine no-load speed to 8800 +/- 500 rpm and eliminates the need for an air vane governor and carburetor throttle plate. This change is effective with UT01596 WITH SERIAL NUMBERS HO2220450 THROUGH HO2220632 and to all UT01596-A.

The speed limiting module, 04681, will be used solely on the "MudBuster" pressure washer and is not interchangeable with the 94711CS module (used on other units) or on "MudBuster" pressure washers with air vane governors. The speed limiting module, 04681, will be used exclusively on "MudBuster" pressure washers in conjunction with a speed limiting rotor.

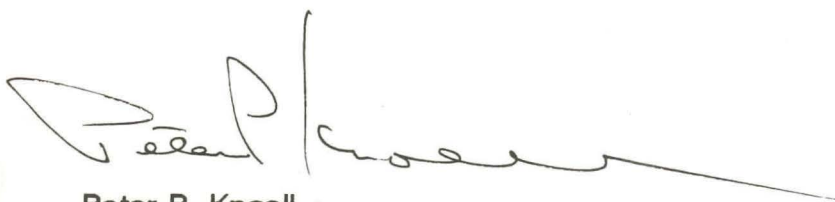
This rotor is not available as a separate service part and can only be obtained with a short block.

The short block, A04815, includes the speed limiting module and rotor and will service all MB1000 "MudBuster" pressure washers (UT01596, UT01596-1, UT01596-2, UT01596-3, UT01596-A).

To use the short block on units with air vane governors the air vane rod, spring and the throttle plate must be removed.

An upgrade kit, part number A06362, is available for use on older MudBuster pressure washers (UT01596, UT01596-1, UT01596-2). Included in the kit are a 04764 nozzle, a 04652 chemical injector and a 04829 pressure switch. Use of this kit will increase the performance and reliability of the unit. The pressure switch is rated at 15psi +/-3psi and will eliminate most problems encountered with low inlet pressure washers; the chemical injector and nozzle will increase the output of the MudBuster without reducing the flow. **THE NOZZLE AND THE CHEMICAL INJECTOR MUST BE INSTALLED TOGETHER!** An instruction sheet accompanies each kit.

SERVICE NOTE: An electronic tach will only be accurate when the unit is running under load. To determine speed at no load a vibra-tach is required. Use fail code CV47 and 0.3 hours for warranty.



Peter P. Knoell
Field Quality Assurance Mgr.

DATE 2/94

HOMELITE® TECHNICAL SERVICE BULLETIN

DEALER INFORMATION, TECHNICAL
ADVICE AND PRODUCT INFORMATION
CAN BE OBTAINED AT THIS NUMBER:

1-800-648-8951

NO. 294-003

SUBJECT: WARRANTY FOR HEAVY DUTY HIGH PRESSURE PUMPS

AFFECTS: HPW1050E(UT01810),HPW1550B(UT01811),HPW1550+(UT01812),
HPW2250(UT01813),HPW3050(UT1814),HPW1000E(UT01802),
HPW1200B(UT01803),HPW1500R(UT01808,)HPW2000R(UT01804),
HPW2000B(UT01805),HPW3000B(UT01807)

The Homelite warranty for Heavy Duty High Pressure Washer Models does not include the high pressure pump, the unloader/ chemical injector, the gasoline engine or electric motor. These components are warranted by their respective manufacturers.

To obtain warranty service for high pressure washer pumps, unloaders or chemical injectors, a dealer must first call the manufacturer for an authorization. The manufacturer is identified on the nameplate of the pump (Hypro, Cat or General) .

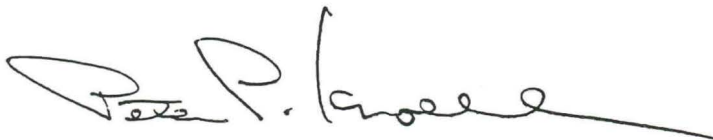
General Pump
1335 Mendota Heights Rd.
Mendota Heights, MN 55120
(612) 454-6505 or (612) 454-6500

Hypro Pumps
375 Fifth Avenue
New Brighton, MN 55112
(612) 633-9300

Cat Pumps
1681 94th Lane NE
Minneapolis, MN 55434
(612) 780-5440

Non-warranty service can be performed on high pressure pumps by dealers or users, however parts must be obtained through the manufacturer's distributors. Homelite will no longer provide service parts for high pressure pumps.

The MB1000 is not affected.



Peter P. Knoell
Product Service Manager

DATE 11/94