



September 10, 1951

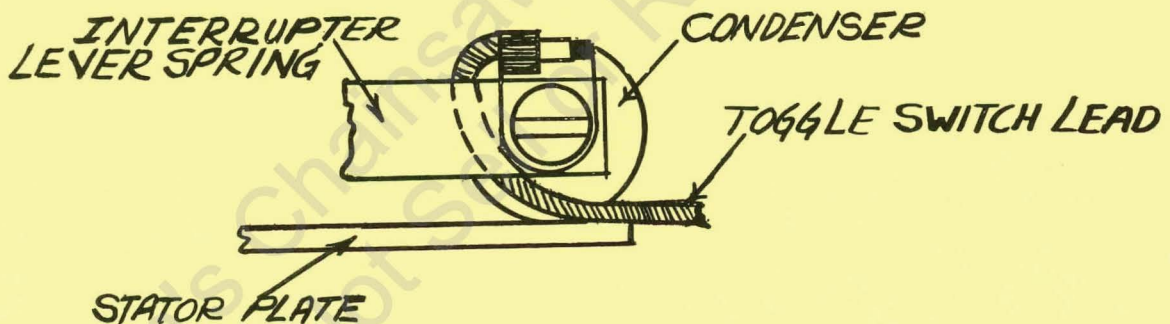
TO: ALL BRANCHES

SUBJECT: PROPER INSTALLATION OF HI-TENSION LEAD AND TOGGLE SWITCH
LEAD IN 26LCS

When making repairs to the magneto on Model 26LCS units, care must be exercised to install the Hi-tension lead and the toggle switch lead in such a manner, that these leads cannot be damaged by the Rotor.

The Hi-tension lead must not have any slack from the coil to the grommet; it must be pulled taut before the two 1/4-20 fillister head screws through the stator plate are tightened.

The toggle switch lead must be installed as shown in the sketch below. The flag terminal must face away from the stator plate and the lead must be passed around and under the terminal post of the condenser.



Walter N. Herold
Walter N. Herold
Service Manager

jmf

PRECISE · DEPENDABILITY
HOMELITE
CORPORATION
SERVICE

July 14, 1954

To: All Branches

Subject: Governor for Model 17 Chain Saw

The governor on the Model 17 Chain Saw has been improved. We are now using a governor spring which can be replaced easily. The new governor rod is crimped --- the tapered end of the new spring rests against this crimp --- soldering is no longer required.

To change a spring now, you merely, slide the old spring off the governor rod and then push a new spring onto the rod until it rests properly in place. Hook it up --- check the speed (6200 RPM no load) and you are ready to go again.

When we ship complete governors (AA-55147) we protect the spring by sliding a piece of tubing over it. Naturally you must remove this tubing before you install the governor and before you hook up the spring.

The new Spring carries Part No. 55159-B
The price remains \$.25

Walter N. Herold
Walter N. Herold
Service Manager

vm



August 16, 1954

To: All Branches

Subject: Diaphragm Pump Carburetor, Model 17 Chain Saw

We have just found out that some of the latest pump carburetors were not working right. Saws would stop lean - they weren't getting enough fuel.

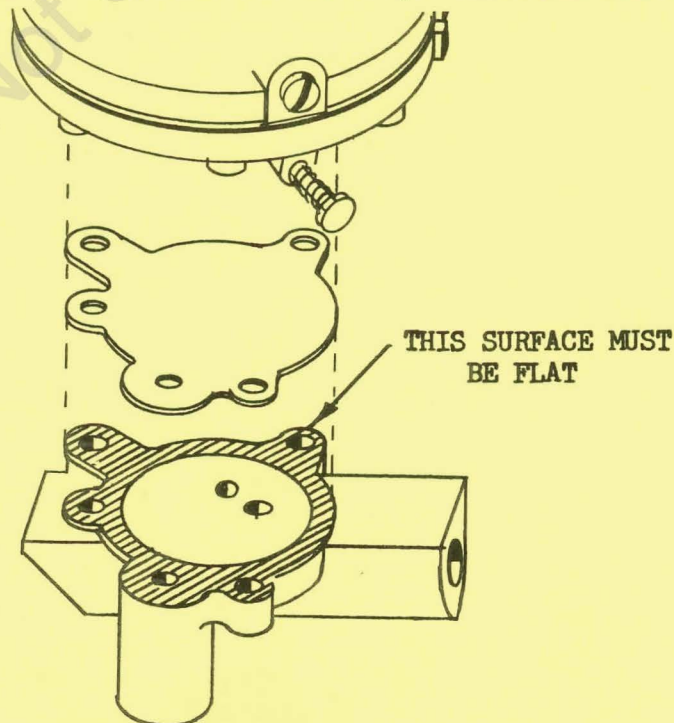
After considerable checking we found out what was wrong: The die which is used to cast the carburetor pump body had started to wear. Finally this wear had become great enough to make the pump-bodies stick in the die. Then, when the still hot casting was ejected the mating surface of the pump body (which should be absolutely flat) was distorted -- the pump would leak and the saw wouldn't get enough fuel.

Of course, a Model 17 Saw which stops because of a lack of fuel could have a bad fuel tank cap check valve - or one of the fuel lines might be loose. Look for those troubles first.

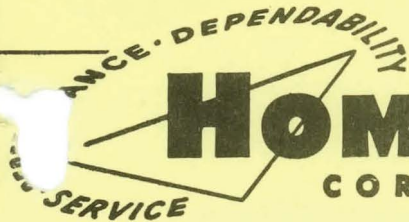
However, if you find nothing wrong with the fuel tank cap check valve or if you find no loose lines --- then you might have one of the few saws with a warped fuel pump which might have gone out to the field.

To correct the trouble remove the pump body from the carburetor. Lap it - as you would a sealing ring - on a flat surface with a fine piece of emery cloth. Wash it out thoroughly and reinstall.

We are checking all carburetors here at the factory. All saws above Ser. No. 452000 are OK.



Walter N. Herold
 Walter N. Herold
 Service Manager

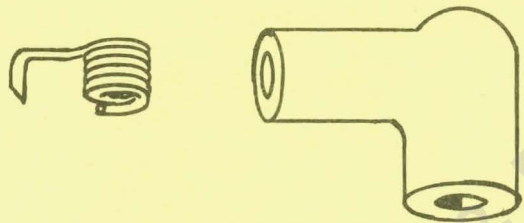


HOMELITE
CORPORATION

TO: All Dealers and Branches

SUBJECT: New Spark Plug Connector

DATE: 9/17/54



THIS IS A PICTURE OF THE NEW SPARK PLUG SPRING AND COVER.

We carry two sizes:

A-55373 for the Model 17 Chain Saw and A-33055 for all other Homelite units with the exception of the Model 26 and 5-30 Saws which continue to use a grommet as before.

Rajah Connector 29125 is no longer supplied; instead will ship the new spring and cover attractively packaged on display cards --- two units (two springs and two covers) per card. 40 of these cards are packaged in a carton to make up a standard shipment of 80 units.

Dealers who buy 80 units save substantially:

The retail selling price of the spring and cover is 25 cents each or 2 for 50 cents.

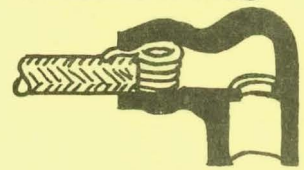
If you (a dealer) buy 2 to 78 units you pay 20 cents each (list less 20%).

If you buy 80 units your cost is only \$12. - or 15 cents each. (list less 40%).

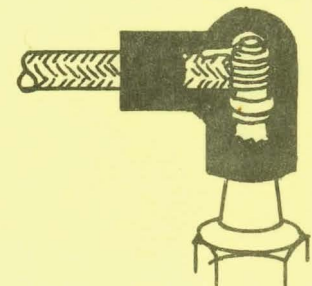
To install the new spring and cover, first cut the end of the high tension lead square. Then follow the three steps below.



Step 1 - Force spring point into lead with pliers. Place one drop of oil on spring for easy insertion. (step 2)

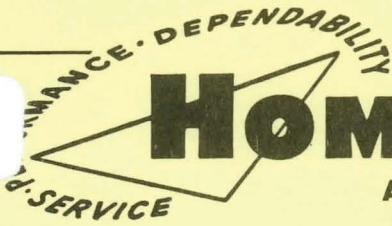


Step 2 - Push spring through cover as shown: Spring point down.



Step 3 - Tighten spark plug terminal nut. Press connector on plug. To lock, turn clockwise --- to remove, twist counter clockwise.

Walter N. Herold
Walter N. Herold
Service Manager



A DIVISION OF
TEXTRON INC.

TO: All Branches

SUBJECT: Spark Plug for Model 17 Chain Saw.

DATE: 9/17/54

Our Experimental Department field-tests all our units. We run these tests to make the best unit possible, and also use them to determine what spark plug works best in a saw.

For the Model 17 chain saw this seemed to be a Champion HO-3 plug. We ran our tests cutting long hours at great loads, and under these conditions the Model 17 engine does perform best with the HO-3 plug.

We now find that the HO-8-A spark plug is more nearly suited to the type service which the 17 saw gets in the hands of our customers. Customers' saws are idled longer -- they cut intermittently -- they just aren't asked to do as much work as we did in our testing.

For these reasons we are now building all Model 17 saws with HO-8-A spark plugs, and the name plate is being changed accordingly. This will eliminate the cold carbon fouling which occurred in some saws equipped with the HO-3 plug.

Except for the most severe service, we suggest that you change to the HO-8-A spark plug in the Model 17.

Use Part No. 72283 for early saws.

Use Part No. 71530 for saws which have the "Sparky" spark plug connector.

No. 72283 and 71530 are both HO-8-A Plugs -- only the terminal nuts differ.

A handwritten signature in cursive script, appearing to read 'Walter N. Herold'.

Walter N. Herold
Service Memo

PERFORMANCE · DEPENDABILITY
SERVICE

HOMELITE

CORPORATION

TO: All Branches and Dealers

SUBJECT: New Muffler for 5-30 Chain Saw

DATE: Oct. 25, 1954

Starting with Serial No. 462705 a new Muffler Assembly and a new Heat Damper are used on all 5-30 and 5-30N Chain Saws.

The new Muffler design eliminates all rivets --- a folded screen takes the place of the baffles --- the whole assembly is greatly improved.

The new Muffler and Heat Damper can be installed on saws below Serial No. 462705 if both parts are replaced.

Heat Damper	Part No. 73751	replaces	73395-A
Muffler	Part No. A-73757	replaces	AA-73397-A

The Muffler components are also available:

Inner Retainer	Part No. 73755	-----	1	required
Element (Screen)	" "	73754	-----	1 "
Outer Retainer	" "	73756	-----	1 "
Cap	" "	73753	-----	1 "
Screw (6-32 x 3/8 Spinlock)	" "	80571	-----	4 "
Muffler Casting Only	Not Supplied Separately			

Walter N. Herold
Walter N. Herold
Service Manager

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PRECISE • DEPENDABILITY
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CORPORATION
SERVICE

TO: All Branches and Dealers

SUBJECT: Sprocket Flange for Model 5-30 Chain Saw

DATE: Oct. 25, 1954

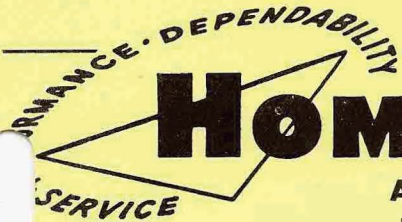
Starting with Serial No. 450036, Model 5-30 and 5-30N Chain Saws use a large diameter inner sprocket flange (between drive case and sprocket). The new flange has an outside diameter of 2 3/4". It protects the chain and the drive case --- it makes the chain track properly on the sprocket, at all times.

The new sprocket flange carries Part No. 73771.

Flange Part No. 73253 is still used for the outer (away from the drive case) flange.

Walter N. Herold
Walter N. Herold
Service Manager

af



HOMELITE

A DIVISION OF
TEXTRON INC.

TO: Branches and Dealers

SUBJECT: Oil Pump Check Valve Spring (Model 17 Chain Saw) DATE: 10/25/54

Check valve spring Part No. 55288-A supersedes Part No. 55288.

The new spring, Part No. 55288-A is tapered on both ends. This eliminates the possibility of incorrect assembly.

Tapered on Both Ends
NEW



55288-A

Tapered on one end only
OLD



55288

Walter N. Herold
Service Manager

pc



TO: All Branches and Dealers

SUBJECT: New Driven Gear and New Sprocket Shaft
for Model 17 Chain Saw

DATE: Oct. 26, 1954

The drive mechanism in the Model 17 chain saw has been improved. The two keyways in the hub of the driven gear assembly are no longer used to drive it --- we have eliminated the two keyways and keys in the sprocket shaft --- now the gear and shaft are secured with four heat treated flat head Spin-Lock screws, just like we do on the Model 26 and 5-30.

These improvements should be noted in your parts lists as follows:

Model 17 saws above Serial No. 461274 require:

Driven Gear Assembly	AA-55068-A	(1 required)
Sprocket Shaft	55005-B	(1 required)
Flat Head Screw	80603	(4 required)

For the next few months, to make it easy to service all Model 17 saws we will supply Gears which have both keyways and screw holes, so that these gears may be used with old shafts (which have keyways but no screw holes) and new shafts (which have the screw holes, but no keyways). This interim gear will carry Part No. AA-55068-1.

The new gear and shaft may be installed in saws below Serial No. 461275 if both parts are replaced at the same time.

Walter N. Herold

Walter N. Herold
Service Manager

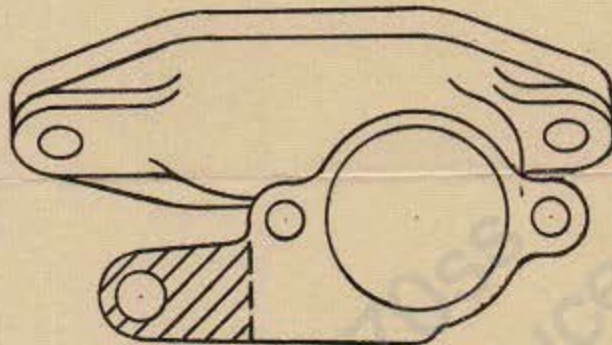
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TO: All Branches and Dealers

SUBJECT: Air Cleaner Elbow for 5-30N Chain Saw

DATE: Nov. 11, 1954



With the new, spring-wire throttle shaft the supporting grommet in the projection of the air cleaner elbow is no longer required.

Starting immediately we will assemble 5-30N saws with an air cleaner elbow which has been cut along the dotted line as shown in the sketch above.

The new elbow carries Homelite Part No. 72856-1.

We will keep a small quantity of the old elbows, Part No. 72856 in Service Parts. The old elbows should only be used by those customers who have not yet installed the new spring-wire throttle shaft (Part No. A-73084).

A handwritten signature in cursive script that reads "Walter N. Herold".

Walter N. Herold
Service Manager

af

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SERVICE

HOMELITE

CORPORATION

TO: Homelite Chain Saw Dealers

SUBJECT: Checking New Saws Before Delivery

DATE: 11/16/54

Homelite Chain Saws are thoroughly checked for power output, governor and carburetor adjustments, etc. before they are boxed for shipment. However, even with the most careful checking here at the factory, there is always the possibility of adjustments being disturbed during boxing or in transit. It must also be remembered that adjustments made here at sea level are not always suitable for other sections of the country.

Just as new cars must be completely checked before delivery to a customer, the same is true of chain saws. A number of very successful dealers have told us that they remove each new unit from the box, attach a guide bar and chain, and make a couple cuts in a log to make sure the saw performs satisfactorily under actual cutting conditions.

We are sure that you can appreciate the importance of getting a customer off on the right foot, especially from the standpoint of good customer satisfaction and future sales volume.

Eugene E. Carey
Eugene E. Carey
Assistant to Sales Manager

mc



HOMELITE
CORPORATION

TO: All Branch Personnel

SUBJECT: Loose Screws on Chain Saws

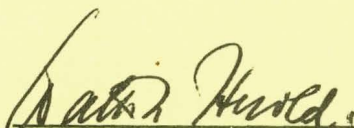
DATE: 12/1/54

The subject has been cussed, discussed, hashed out and beaten around for months. We have stoutly maintained that we tighten the screws --- and we were right. You have told us that you found loose screws --- and you were right too.

We made this test: We took a Model 17 chain saw straight out of the test room. We made certain that all fastening parts were properly tightened (they were). Then we boxed this saw as usual and we shipped it to Chicago and back. When the saw came back - about two weeks later - we unpacked it. Again we checked all the screws. We found that we could take up one half turn on all nine screws which fasten the gear case cover --- the same was true of the two screws which fasten the air cleaner elbow to the fuel tank and the two screws from the elbow to the carburetor flange: **THE GASKETS BETWEEN THESE PARTS HAD SHRUNK.** All other fastening parts were tight.

This indicates that, indeed, you do have to tighten these screws before you make delivery. Once retightened, these screws do hold. The spin-lock screws with their barblike teeth will not come loose if properly tightened --- neither can we expect them to take up any slack which occurs when the gaskets take this initial set.

If you reship saws to dealers without opening the carton the dealers will have to tighten the screws. You must educate these dealers to perform this "new unit service". It will also give them an opportunity to fill the gear case with oil --- they can install the bar and chain --- they can start the saw --- and adjust carburetors if necessary.


Walter N. Herold
Service Manager

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PRECISION • DEPENDABILITY
HOMELITE
CORPORATION
SERVICE

TO: All Dealers and Branches

SUBJECT: Adjusting the Chain.

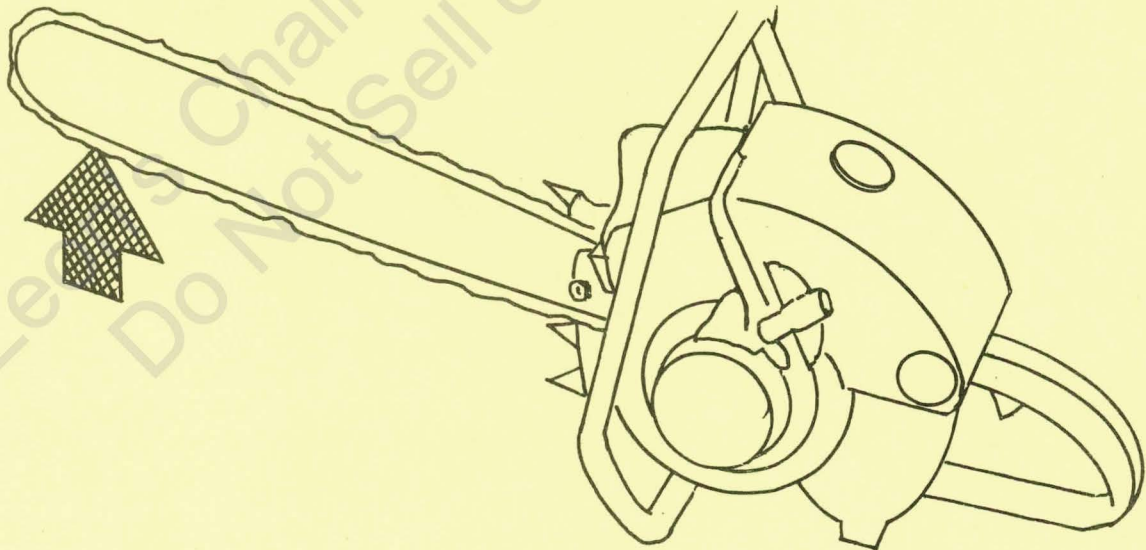
DATE: 12/9/54

Many factors influence the service life of guide bars and chains. Proper lubrication is necessary, -- good sharpening of the chain is important --- proper chain tension must be maintained.

We want to stress the importance of adjusting chain tension correctly. The guide bar must be pulled up (as shown in the sketch) while you adjust chain tension.

If adjustment for chain tension is made while the guide bar is hanging loosely on the studs, the chain will be too tight after the first cut is made. In making the first cut, the tip of the guide bar will be pushed up due to the play between the slot and studs --- this movement of the bar tightens the chain.

Therefore: **YOU MUST PUSH UP ON THE TIP OF THE BAR WHILE ADJUSTING THE CHAIN TENSION.**



If you set the correct chain tension while the tip of the guide bar is up and lock the guide bar in the up position, the chain tension will remain correct --- the service life of the guide bar will be much prolonged.

Walter N. Herold
Walter N. Herold
Service Manager