

PRECISION • DEPENDABILITY
HOMELITE
 SERVICE

A DIVISION OF
 TEXTRON AMERICAN, INC.

TO: ALL BRANCH PERSONNEL

SUBJECT: BOW ATTACHMENTS

DATE: 1/26/55

There are times when it would be convenient to have part numbers which describe complete bow attachments less the guide. This is true when you make conversions (from 14" to 18" or from standard to hard face)--- it's also true if you cannibalize (to get a guide for sale) or if the dealer does his own guide manufacturing or reconditioning and does not buy one of our guides. In each case only one line will be required to write up the conversion or the sales order instead of having to list all parts left in a bow assembly.

1. We have assigned part numbers to "Bow Mounting Kits" for the Model 17 and for the Model 5-30 saws. These bow mounting kits are composed of all parts in a bow assembly except the guide. They will both list for \$22.00.
2. While we assigned part numbers to the bow mounting kits we decided to include the adjusting device with each bow mounting plate.
3. We also found a discrepancy in the pricing of the bows: this will be straightened out by lowering the price of the 18" guides (standard and hard face) by \$1.15. Complete bow assembly prices and unit prices will not be involved!

Here is the story with part numbers:

- | | | | |
|----|---------|----------------------------------|----------|
| 1. | A-55487 | Bow Mounting Kit (Model 17) | \$22.00 |
| | A-73875 | Bow Mounting Kit (Model 5-30) | 22.00 |
| 2. | A-55488 | Plate Assy. (\$10.60) Supersedes | 55248 |
| | A-73876 | Plate Assy. (\$10.60) Supersedes | AA-73096 |
| | A-73689 | 18" Hard Track guide price | |
| | | lowered to | 23.60 |
| | A-73740 | 18" Extra Hard Face guide price | |
| | | lowered to | 43.50 |

A Blue Price Memo is being issued for your records.

* Reissued 11/21/56. Above prices no longer apply.

Walter N. Herold

Walter N. Herold
 Service Manager



HOMELITE
CORPORATION

TO: All Branches and Dealers

SUBJECT: Change in Carburetor Guard (Part No. 72859) ----
New Mounting Screw

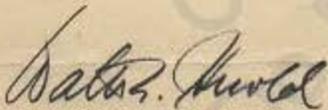
DATE: 2/8/55

The carburetor guard (Part No. 72859) for the Model 5-30 Saws has been strengthened. 5/32" material has been added where the long screw fastens the guard to the drive case.

As a result of this change, all 5-30 Saws above Serial No. 485018 require a 1 3/4" long screw Part No. 80180-1 instead of the 1 1/2" long screw Part No. 80066-2 used previously.

Please mark all your parts lists as follows:

On 5-30 Saws above Serial No. 485018, and with new carburetor guard, use Bolt Part No. 80180-1 (1/4" - 20 x 1 3/4).



Walter N. Herold
Service Manager

mc

PERFORMANCE · DEPENDABILITY
SERVICE

HOMELITE

A DIVISION OF
TEXTRON INC.

TO: All Branches

SUBJECT: Fuel Outlet Strainer

DATE: 2/21/55

We are sending each branch 50 Felt Filters, Homelite Part No. 73872.

This felt filter is a brand new part which takes the place of the stainless steel screen which was used as strainer in the brass weight at the end of the flexible tube inside the fuel tank. The felt provides a more effective filter and lets less dirt get into the carburetor.

We will start to use the new felt filter in production and for service immediately.

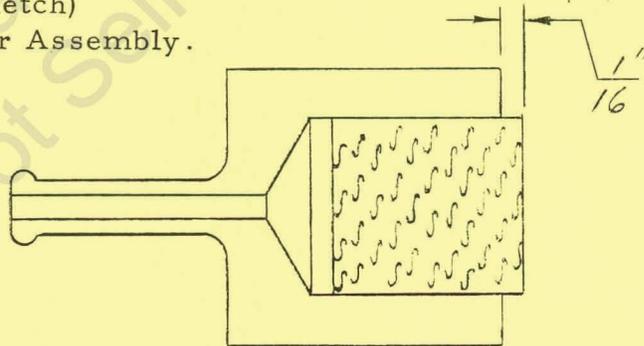
To convert any existing saws and your present service parts stock do this:

Remove the strainer assembly from the end of the flexible fuel line. (You can reach it through the filler cap fitting in the tank). With a pair of thin-nose pliers pull the soldered cap and screen from the strainer body.

Clean and blow air through the strainer body to remove any loose strands of wire.

Push the new felt filter into the strainer body until all but 1/16" of the felt is inside. (See Sketch)

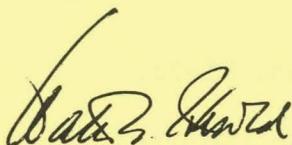
Then reinstall the Strainer Assembly.



When you convert a saw as described above, you will prevent most of the dirt in the fuel tank from getting into the carburetor. If you suspect that dirt is present in the fuel lines or the carburetor you should, of course, clean these parts before putting the saw back into service. Since the new felt filter is much more efficient it will clog up if an excess amount of dirt is present in the fuel. If the filter clogs, it should be replaced with a new one. If a new filter is not available you can flush out the old one in clean gasoline, and it will once more allow enough fuel to pass through.

Here are the new Part Numbers:

AA-72108 Fuel Outlet Strainer will be replaced by A-73873
A-73873 Fuel Outlet Strainer is composed of:
73871 - Strainer Body
73872 - Felt Filter



Walter N. Herold
Service Manager

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Leon's Chainsaw Parts & Repair
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HOMELITE

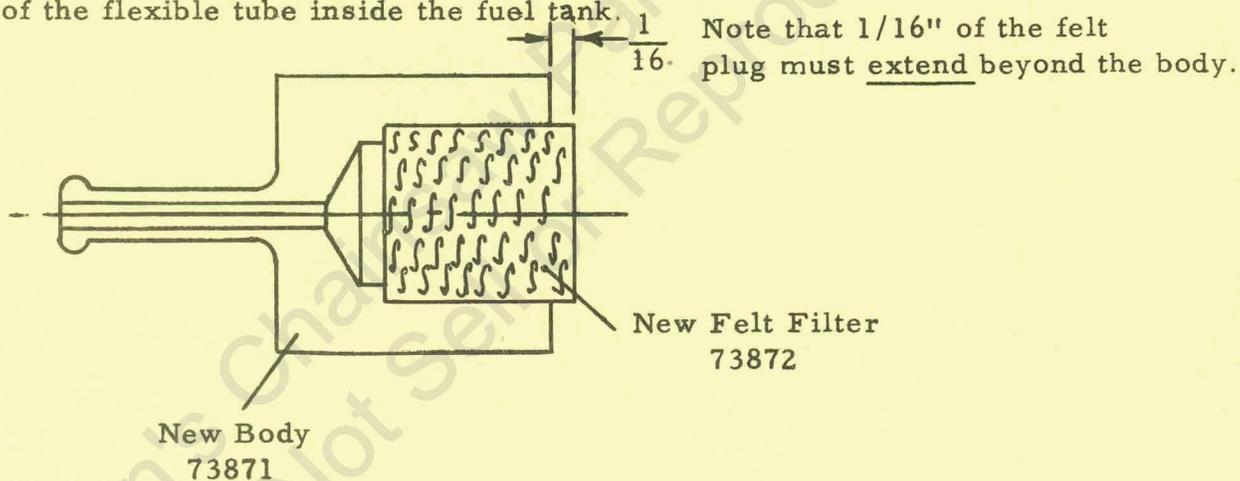
CORPORATION

TO: All Dealers
SUBJECT: Fuel Outlet Strainer

DATE: 5/16/55

Fuel Outlet Strainer Part No. AA-72108 has been replaced by a new assembly, Homelite Part No. A-73873.

A-73873 is composed of a Strainer Body, Part No. 73871 and a new Felt Filter Part No. 73872, which takes the place of the stainless steel screen which was used as a strainer in the brass weight at the end of the flexible tube inside the fuel tank.



While the great efficiency of this new felt filter makes it necessary to clean the filter more frequently or to replace it -- its ability to keep dirt from getting into the carburetor is most desirable. As the filter strains out the dirt, fuel flow through the filter will diminish. Check the filter (you can reach it through the tank cap opening) when the engine starts to "lean-out" at full load.

Walter N. Herold
Walter N. Herold
Service Manager

PERFORMANCE · DEPENDABILITY
HOMELITE
 CORPORATION
 SERVICE

TO: All Branches
 SUBJECT: Felt Filters, Part No. 73872

DATE: 6/15/55

This is Important

This memo - once more on the subject of felt filters - is sent to you because we must do a job of educating the dealers. In Memo No. 28a-CS, which went to dealers, we failed to stress the importance of proper maintenance of the new felt filters and we didn't point out the danger of running a saw without the filters.

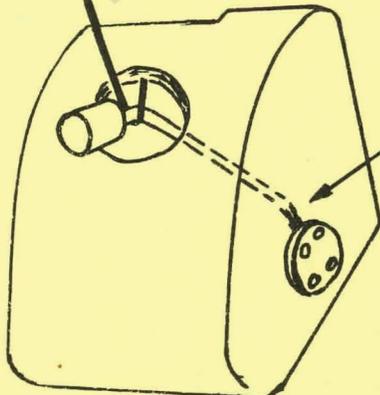
The new felt filters are 100% effective in keeping harmful dirt in the fuel from getting into the carburetor. Because they are good, they clog up. When these felt filters are clogged, they must be replaced. During normal operation a filter will last three to four weeks --- if a man uses dirty fuel, the filter will clog faster.

"How can you tell when the filter needs replacing?" "A dirty filter doesn't let enough fuel pass through to run the engine at full load; the front two-thirds of a dirty filter is 'hard' to the touch." If that is the condition you find, replace the filter with a new one.

NEVER RUN A SAW WITHOUT THE FILTER. If you do, you will have to do a complete cleaning job on the fuel pump and the carburetor.

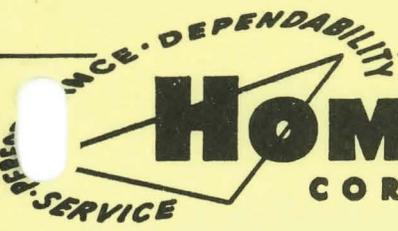
For these reasons, we must now make sure that Dealers understand about these filters. You will save yourself trouble and unnecessary letter writing if you explain to every one of your dealers the importance of these filters. Make it your responsibility to tell your dealers about the function of the filter -- show them how to replace a filter -- don't let them operate a saw without a filter.

The sketch below shows an easy way to get at the filter.



- 1) Use a wire hook to lift strainer body through filler cap hole.
(Be careful not to pull flexible fuel line off outlet fitting tube)
- 2) Pull dirty filter from strainer body.
- 3) Insert new filter into strainer body.
(Let 1/16" stick out).
- 4) Drop strainer assy. back into tank.

Walter N. Herold
 Service Manager



HOMELITE

CORPORATION

TO: All Dealers & Branches
SUBJECT: Oregon Chain And Homelite Sprockets

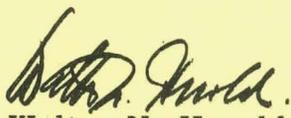
DATE: 5/11/55

On several occasions, Oregon field representatives have blamed Homelite Chain Drive Sprockets for causing premature failures of Oregon Chain.

You all should know the following facts:

- 1) Homelite Sprockets are made according to specifications developed and recommended by Oregon.
- 2) Some time ago, Oregon decided to change the contour of the 1/2" pitch sprockets. (Oregon called for increased radii at the tips of the teeth)
- 3) As quickly as possible Homelite adopted this recommended new shape.
- 4) All our sprockets are again exactly as Oregon says they should be.

It follows, that Homelite Sprockets can not justly be blamed for failures of Oregon Chain. - Do not let anyone tell you that our sprockets are "wrong". They are made to Oregon Specifications!


Walter N. Herold
Service Manager

mc

PRECISION • DEPENDABILITY
HOMELITE
 CORPORATION

Distribution: Lists No. 9 and 11

TO: All Branches and Dealers

SUBJECT: Oiler - Model 17 Chain Saw

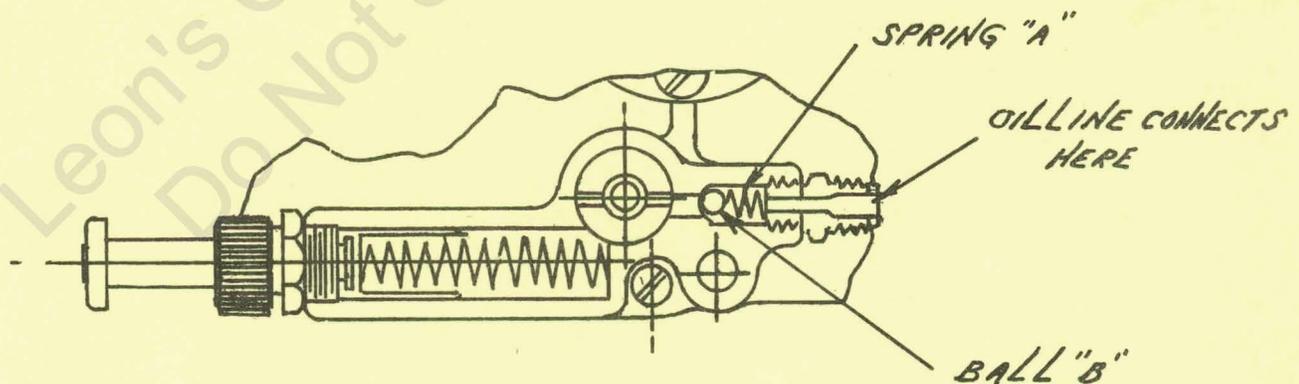
DATE: 5/25/55

The sketch below shows the Chain Oiler parts of the Model 17 Chain Saw in cross section. A number of complaints from the field have indicated that this oiler has not always worked as well as you might expect.

We have done a lot of checking and have found the cause:

Spring "A" is not always compressed enough to force Ball "B" against its seat. As a result, air is drawn into the pump from the outside and the oiler doesn't work well.

In new production saws we have already corrected this condition by decreasing the depth of the Outlet Check Cavity 1/16". You can achieve the same results by stretching spring "A" 1/16" to a free expanded length of 7/16" (the spring is normally 3/8" long).



Walter N. Herold

Walter N. Herold
 Service Manager



HOMELITE

A DIVISION OF
TEXTRON AMERICAN, INC.

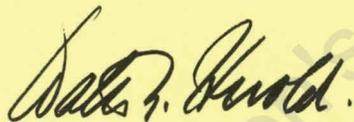
TO: All Branches and All Dealers

SUBJECT: 9/16" Pitch Solid Sprocket for 5-30 Chain Saws DATE: 6/3/55

We now have available a 9/16" pitch solid sprocket for the 5-30 chain saws.

This sprocket has 7 teeth. It is designed to drive Oregon #4 chain which is primarily used on the West Coast.

The part number of the sprocket is #73860. The solid sprocket replaces the locked-up #AA-72854-1 Slipper Sprocket, which is no longer required.



Walter N. Herold
Service Manager



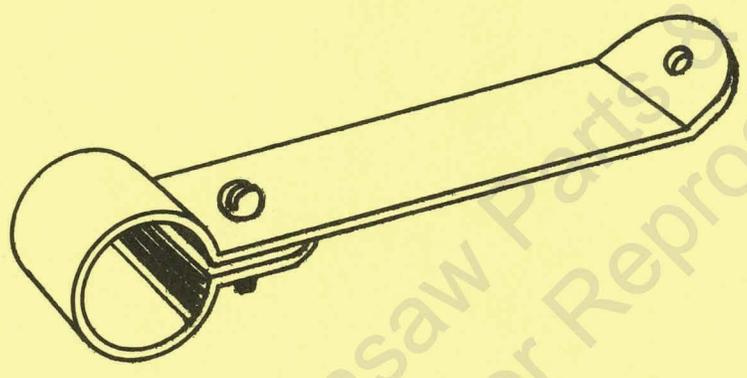
Distribution: List Nos. 9, 11

TO: All Branches and Dealers

SUBJECT: Handle Bar Brace for 5-30N Saws

DATE: 8/11/55

A Handle Bar Brace, Part No. A-74201, has been added to all 5-30N chain saws. The brace is fastened to the handle bar in "pipe-clamp fashion".



The other end of the brace is held under the top screw which fastens the air screen to the air shroud.

Adding the brace greatly improves the stability of the handle bar. The brace may be added to units now in the field. Units above Serial No. 523800 contain the brace as original equipment.

Please add to your parts lists:

A-74201	Handle Brace	.85
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Walter N. Herold

Walter N. Herold
Service Manager

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HOMELITE

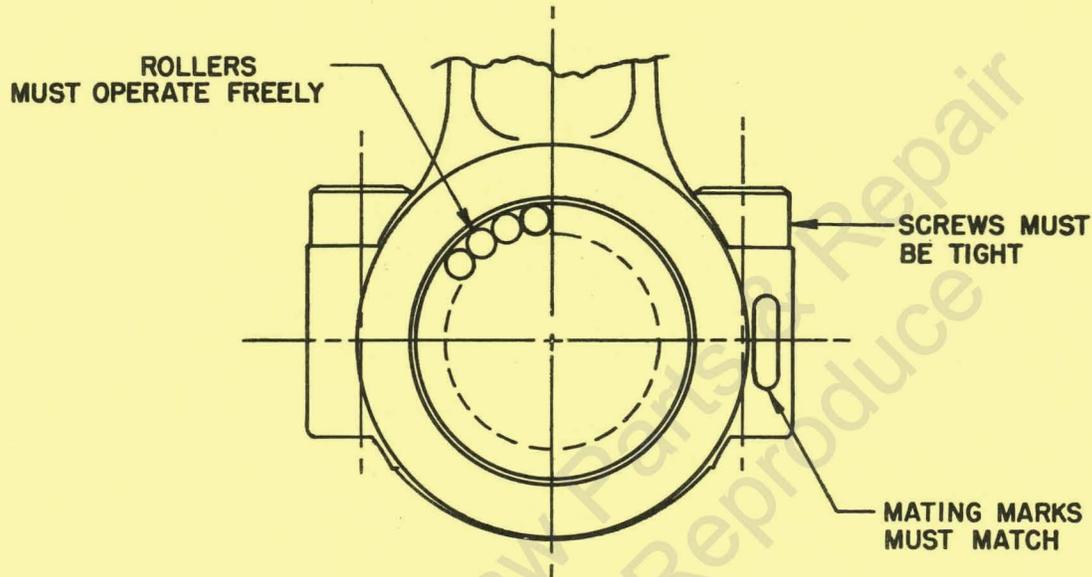
CORPORATION

Distribution: List No. 9, 11

TO: All Branches and Dealers

SUBJECT: Connecting Rods

DATE: 10/13/55



Connecting Rods are a major part of all engines. To give the best performance they must be installed with care.

- 1) All "two-piece" connecting rods have a Mating Mark. It shows how the cap must be assembled to the rod to make sure that the bore is true and round. Mating Marks must line up.
- 2) Needle rollers must be clean and the proper quantity must be assembled in such a fashion that the rod turns freely during assembly and after the two screws are tightened.
- 3) The connecting rod screws must be tightened evenly and securely. It is best to use two new screws Part No. 80541 everytime you work on the connecting rod; use a good Allen wrench that won't slip so that you can really tighten the screws completely.

NOTE: During assembly - before you tighten the two screws completely - rotate the crankshaft to check the connecting rod needle rollers for free operation. Then tighten the screws completely and check again for free turning.

IF AT ANY POINT DURING ASSEMBLY THE CONNECTING ROD DOES NOT TURN EASILY, DO NOT CONTINUE TO TIGHTEN THE SCREWS OR YOU WILL DISTORT THE ROD. Instead, loosen the screws --- rotate the shaft to accurately align the cap with the rod --- then continue to tighten the screws.

Walter N. Herold
Service Manager



Distribution: List Nos. 9, 11

TO: All Branches and Dealers

SUBJECT: Recoil Spring Tension

DATE: 10/12/55

The new Model 5-20 Saw has tremendous power. One of the features which makes possible this power is higher compression. With higher compression there is more danger of rough treatment of the starter mechanism.

The new Recoil Spring Part No. 71470-A (.028" thick steel, 190" long) is a great improvement over the thinner, shorter spring which we used earlier. Even this new spring can be damaged if too much tension is set on the recoil spring. Proper recoil spring tension is:

NO MORE THAN TWO TURNS

If you take more than two wraps around the starter pulley you restrict the free movement of the recoil spring in its housing and risk damaging the spring - opening up the hook on the end.

We will print installation instructions on envelopes which we will use to ship starter cords so that everyone will know the proper tension for the recoil spring.

Please remember:

TWO TURNS ONLY !

More than two turns is wrong and causes damage.

Walter N. Herold
Service Manager



Distribution: List Nos. 9, 11

TO: All Branches and Dealers

SUBJECT: Mounting Bow Attachments on Model 5-20
and Model 17 Chain Saws

DATE: 10/18/55

When you mount a Bow Attachment on a Model 5-20 Chain Saw we recommend that you use a

6 tooth - 1/2 inch wide sprocket,

Homelite Part No. 55101-A

This is the same sprocket which is now standard equipment on Model 17 Saws - it is 1/8" wider than the #55101 Sprocket we used until recently.

We have just learned that the half inch wide sprocket interferes with the bridge on the inboard end of the bow mounting plate. We immediately ordered a change in the pattern from which the bow mounting plates are cast --- all future production will have a narrower section, properly relieved for the 1/2" wide sprocket.

In the meantime we are altering all bow mounting plates in our stock to make them work properly with the 1/2" wide sprocket. We use a file or a small hand grinder to remove 1/8 inch from the bridge to make room for the new sprocket.

You must do the same with bows and mounting plates in your stock. Please fix them now to avoid any "call-backs" later on.

Walter N. Herold
Service Manager

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Distribution: List Nos. 9, 11



TO: All Branches and Dealers

SUBJECT: Chain Oiler on Model 17 and 5-20 Chain Saws

DATE: 10/21/55

We have received reports that some of you have difficulties getting chain oilers to work properly.

If a chain oiler fails to work you must prime it.

Follow the steps below to prime the oiler:

1. Turn engine so that it rests starter side down.
2. Remove the brass plug w/gasket from the oil supply line (item #26 and #27 on page 6 of Model 17 parts book).
3. Remove the check ball spring.
4. Depress the pump plunger and hold it there.
5. Now fill the supply cavity with oil and at the same time let the plunger come back. (This action primes the pump.)
6. Reinstall spring, gasket and cap.

Walter N. Herold
Service Manager

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Distribution: List No. 9

TO: All Branches

SUBJECT: Stocking of Bow Attachments

DATE: 10/21/55

In Service Memo No. 24-CS (1/26/55) we gave part numbers to two Bow Mounting Kits:

A-55487	Bow Mounting Kit	for the Model 17 and 5-20
and A-73875	Bow Mounting Kit	for the Model 26 and 5-30

These kits contain all parts of a bow attachment except the bow guide.

We can fill orders faster and improve distribution by supplying the two kits and stocking the bow guides separately. Also this eliminates the need for conversions and your total bow inventory can be lower-yet you can give better service. No more "Bow Attachments Complete" will be shipped from Port Chester.

Here are the six part numbers we will use from now on:

A-55487	Bow Mounting Kit for	17 and 5-20
A-73875	Bow Mounting Kit for	26 and 5-30
A-73690	14" Bow Guide - hard track	
A-73739	14" Bow Guide - extra hard face	
A-73689	18" Bow Guide - hard track	
A-73740	18" Bow Guide - extra hard face	

Use any bow guide with either kit -- please use separate lines to write up the sale (one for the kit - one for the guide), even if you assemble the guide; naturally, show also any chain or other items you sell with the bow. It will help us to price these orders easily and uniformly and it will also speed up the shipment of replacements to you.

R. F. Johnston

R. F. Johnston
Service Parts Manager

Distribution: List No. 9 & 11



TO: All Branches and Dealers

SUBJECT: Parts Changes in the Model 17 Chain Saws

DATE: 10/31/55

Some parts designed for use in the Model 5-20 chain saw also work well on the Model 17. We already use some of these new parts in Model 17 saw production and the parts are available for Model 17 service.

In the list below we show the new 5-20 parts which work on the Model 17, the effective date, or the number of the first Model 17 with the new part, and the old part it replaces. The notes describe the changes for each part.

<u>New Part No.</u>	<u>Description</u>	<u>First Serial No. or Date</u>	<u>Old Part No.</u>	<u>Note No.</u>
55732	Rope, Nylon	534761-P	55368	1
71149-B	Grip, Starting	534761-P	71149-A	2
55369-A	Insert, Grip	534761-P	55369	2
AA-55212-1	Ratchet and Hub Assembly	Near Future	AA-55212	3
A-55709	Fuel Tank Assembly	Near Future	AA-55186	4
A-55531	Air Filter with Gasket	Near Future	AA-55142*	4
55530	Gasket, Air filter	Near Future	55141*	4
55066-A	Cap, Air filter	Near Future	55066*	4
55019-C	Adapter, Air filter	Near Future	55019-B	5
A-55598	Crankcase Assembly	536200-W	A-55277	6
55606	Stud, Guide bar (front)	536200-W	55056-C	6
55056-D	Stud, Guide bar (rear)	536959-P	55056-C	7
73460-A	Gasket, Carburetor	July, 1955	73460	8
A-55693	Clutch Assembly	536198-W	AA-55124	9
A-55692	Shoe, Clutch	536198-W	AA-55122	9
AA-55226-A	Gear Case Cover Assy	529233-P	AA-55226	10
55005-C	Shaft, Sprocket	529233-P	55005-B*	11
AA-55068-2	Driven Gear Assy	529233-P	AA-55068-A*	11
80620	Screw Flat Head #12-28	529233-P	80603 *	11
55482-1	Key, Sprocket	529233-P	55190 *	11
55586	Spacer, Sprocket	529233-P	55023 *	11
55101-A	Sprocket, 6 tooth, 1/2" wide	529233-P	55101	12
55050-A	Gasket, Cylinder	June, 1955	55050	13
A-55591	Adjusting Plate Assembly	534761-P	AA-55127	14
55551-A	Plate, Adjusting	523761-P	55118 *	14
55552	Pin, Adjusting	534761-P	55125 *	14
55291-A	Can of Gear Oil	Sept, 1955	55291	15

* The parts marked * are still available for service of Model 17 saws which have lower serial numbers than the ones shown.

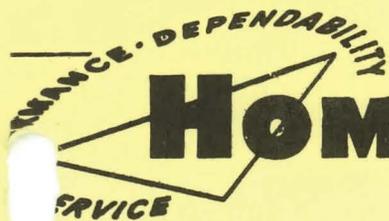
Walter N. Herold
Walter N. Herold
Service Manager

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NOTES

Service Memo No. 60-63
DSM No. 34

1. New rope must be used on 5-20.
2. New grip and insert must be used together.
3. AA-55212-1 with higher torque will be used on both saws.
4. New fuel tank assembly will be used in 17 production soon. The new fuel tank must use the new larger air filter with gaskets.
5. 55019-C will soon be used in 17's and 5-20's. At this time 55019-B is still used on both saws.
6. New crankcase assembly now the only one used on both saws. 55606 front stud must be used with the new crankcase.
7. 55056-D rear stud now used on both saws.
8. 73460-A gasket now used on both saws and the only one supplied.
9. New clutch assembly now used on both saws and the only one supplied.
10. The new gear case cover now used on both saws and the only one supplied.
11. If the saw has the new gearcase cover you can use the new sprocket shaft with the new driven gear, the #12-28 screws, the longer sprocket keys Part No. 55482-1, and the thinner sprocket spacer Part No. 55586. AA-55068-2 Driven Gears (Service) will be drilled to fit old or new shaft.
12. Sprocket 55101-A is 1/2" wide, fits the new sprocket shaft. It is the same sprocket which is recommended for the 5-20 when clearing attachments, bows or long guide bars are used on the 5-20.
13. Cylinder Gasket with a larger bore used on the 17's since June, 1955. Now the only one supplied.
14. New adjusting plate assembly is now used on both saws. 55552 pin must be used in the new assembly.
15. The legend on the can for the gear oil has been changed - the gear oil inside is still the same.

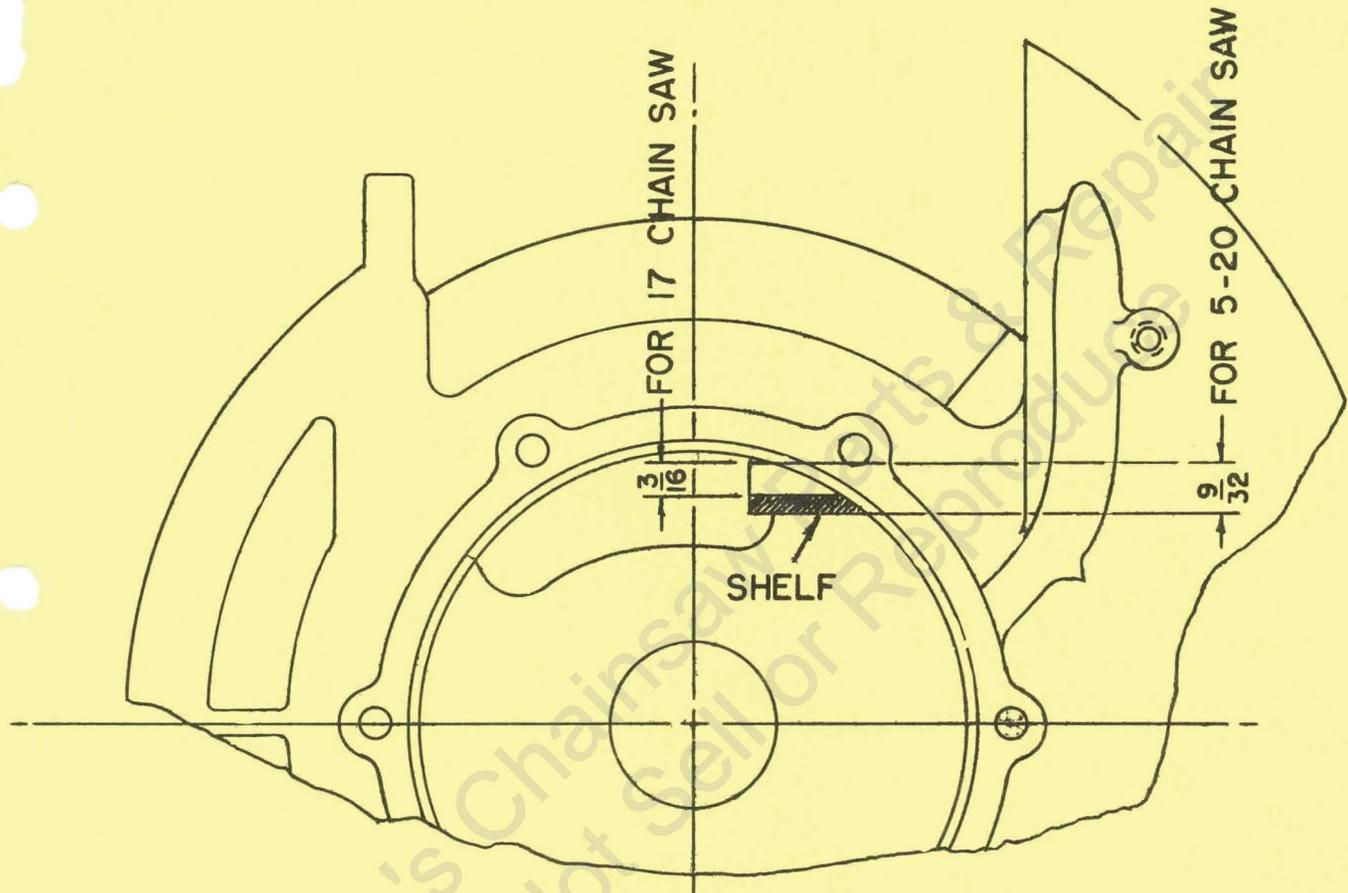


Distribution: List No. 9, 11

TO: All Branches and Dealers

SUBJECT: A-55406 Magneto Backplate (for Wico Magneto)

DATE: 12/7/55



The sketch above shows part of a Magneto backplate. It is drawn so that you are looking at the engine side (inside). It was first used on Model 17 Saws with Wico Magneto and is now used on the Model 5-20 Saws also.

We did not change the part number of the backplate, but we did have to change the casting slightly to allow for the increased stroke of the Model 5-20: the shelf, shaded in the sketch, had to be lowered to make sure that the 5-20 piston would not hit it.

A few backplates in your stock may still be Model 17 style with the shelf only 3/16" deep. Those backplates must be used up on Model 17 engines.

All new backplates, with the 9/32" deep shelf, fit both the Model 17 and the Model 5-20.

Please check your stock and separate the backplates into those which fit only "Model 17's with Wico Magneto" and those for "Model 17's with Wico Magneto and Model 5-20's."

Walter N. Herold
Walter N. Herold
Service Manager

Distribution: List No. 9, 11

PERFORMANCE · DEPENDABILITY
HOMELITE
CORPORATION
SERVICE

TO: All Branches and Dealers

SUBJECT: What you should do if a saw "fades" in a cut.

DATE: 12/13/55

Recently we had an opportunity to examine and test half a dozen saws which had been turned over to our Engineering Department because they "were fading" in a cut.

The description of "fading" was given to us like this:

"The saw starts all right, idles nicely and runs properly in all positions until a load is applied. As soon as the load is applied the saw stops. Usually it can be restarted easily and will continue to run unless it is again loaded".

Most commonly this condition is caused by lack of fuel; and most often this lack of fuel is due to dirty or inoperative fuel pump check valves.

If you have a saw which fades in a cut, we recommend that you look for trouble in this order:

1. With the fuel tank about half full (so that you don't spill fuel) try to operate the saw with the fuel tank cap removed. If it operates properly without the cap but stalls with the cap in place, the fuel tank cap vent does not work properly and must be replaced.
2. If everything seems all right and the unit now stalls only in a heavy cut, it is probably due to deposits on the spark plug causing pre-ignition. Be sure to use a clean H03 spark plug when the saw is used for heavy cutting.
3. If this doesn't fix the trouble you must clean the fuel system. Remove the carburetor from the engine, take off all lines including the flexible line inside the fuel tank, and the strainer, and the pump line and fitting from the crankcase to the carburetor. Disassemble the carburetor and inspect and clean every part. Clean all lines, flush out all checks and make sure that everything is absolutely clean before you reinstall the parts.
4. If a saw is kicking badly we recommend that you also use an H03 spark plug, and that you add one cylinder gasket. Adding a cylinder gasket will also help those saws which are fading in a heavy cut as described in 2 above.

Walter N. Herold
Walter N. Herold
Service Manager



A DIVISION OF
TEXTRON AMERICAN, INC.

Distribution: List Nos. 9, 11

TO: All Branches and Dealers

SUBJECT: Diaphragm Pump Carburetors for Models 17,
5-30N and 5-20.

DATE: 12/15/55

Tillotson has changed the Brass Plug Screw which fits over the Idle
Check Seat in the diaphragm carburetors.

A 1/4-32 plug screw replaces the 7/32-32 plug screw used until now.

Tillotson made the change to make it easier to install or replace the
idle check seat.

Carburetors with the 1/4-32 plug screw will be identified by Tillotson
as follows:

HP-1B for the Model 17 replaces HP-1A

HP-6B for the Model 5-30N replaces HP-6A

HP-15B for the Model 5-20 replaces HP-15A

This identification is stamped on the mounting flange of the carburetors.

Use 71516 (1/4-32) Plug Screw for the "B" carburetors.

Use 73068 (7/32-32) Plug Screw for the "A" carburetors.

A handwritten signature in black ink, appearing to read 'Walter N. Herold', is written over the typed name.

Walter N. Herold
Service Manager