

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** New Gear and Shaft**DATE:** 1-78**USAGE:** HR-18 and HR-20

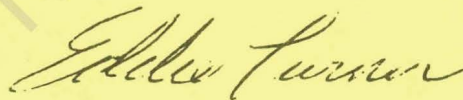
When replacing either the intermediate gear or the intermediate shaft on a rammer prior to serial number 12563, it will be necessary to replace both the old gear (# HR-24298) and the old shaft (# HR-24303) with the new gear (# HR-26921) and a new shaft (# HR-26920).

The new gear and shaft is not individually interchangeable with the old gear and shaft.

The old gear (# HR-24298) and old shaft (# HR-24303) will no longer be supplied.

<u>Old Part #</u>	<u>Description</u>	<u>New Part #</u>
HR-24303	Shaft	HR-26920
HR-24298	Gear	HR-26921

Adjust your parts list accordingly.



Eddie Turner
Service Assistant

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:**
1. Clutch Kit
2. New Clutch Tool
3. Sprocket Assembly**DATE:** 1-78

1. A new clutch kit A-70351-A has been released for service. This kit contains a clutch and new improved snap ring. The snap ring can be removed easily using tru-arc pliers. These pliers can be purchased locally, the tru-arc # is 0200. They may also be purchased through Homelite under part # 17198.

Parts that have been changed:

<u>Part #</u>	<u>Superseded By</u>	<u>Description</u>
A-70351	A-70351-A	Clutch Kit
Contents of Kit:		
69070-1	No Change	Clutch ("S" Type)
69743	93972	Snap Ring
17002	17002-A	Instruction Sheet

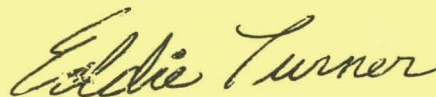
2. Also released for service is a new clutch tool part # A93791. This tool has been redesigned especially for the XL series. The center hole in this tool is smaller than the center hole in the tool now being used. This tighter fit will help keep the tool centralized on the clutch during removal.

3. Sprockets will now be packed with the new snap ring. Both the A69587-A ($\frac{1}{4}$ " pitch) and the A70221-B (.37 and .375 pitch) will have snap ring # 93972.

Notes:

Ring must be assembled with the flat side away from the sprocket.

Always discard old snap ring and replace with a new one.



Eddie Turner
Service Assistant

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Correction to Branch Service Memo # 1038 and
Service Managers Newsletter # 604**DATE:** 1/78

Rotor assembly part # A-12439-A is not available through Service Parts.
If a complete rotor is needed for a 450 chain saw each part must be
ordered individually.

The parts are as follows:

<u>Part Number</u>	<u>Description</u>
70924	Rotor
93079	Stud
83056	Washer
65375	Spring
64442-A	Pawl

Please adjust your records accordingly.



Eddie Turner
Service Assistant

rec'd 3/6/78

HOMELITE **TEXTRON**

Homelite Division of Textron Inc.

BRANCH SERVICE MEMO NO. 1056

DEALER SERVICE MEMO NO. 743

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: Index for Branch Service Memos

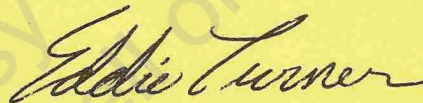
DATE: 2-78

This memo issues an index for Branch Service Memos. It is actually two indexes in one. The first index is by unit and the second is by subject.

At the end of each unit or subject you will find extra lines. These lines should be used to add memos that are issued this year. At the beginning of each year an up-to-date index will be issued containing all memos from the previous year.

Put this index in front of your Branch Service Memos and place each page in a vinyl cover for added protection.

This index covers the year 1976 and the year 1977.



Eddie Turner
Service Assistant

Courtesy of [unclear] or [unclear]
Do Not [unclear]

CHAIN SAWS - Models

XL, XL-2, S-2 & VI-S2

NumberSubject

989	Starter Pawl Repair Kit
990	New Threads for Oil and Fuel Tank
991	Walbro HDC Carburetor
1004	New Walbro HDC carb. & Circuit Plates with Captive Inlet Control Lever
1013	Sprockets - Bars - Chains
1016	HDC Walbro Carb. w/ Captive Inlet Needle
1018	Forward Hand Guards
1020	New Muffler
1027	Mineral Reinforced Nylon Housing
1035	Pressure Feed Chain Oil System
1037	Oil Tank A-70583, Oil Finder A-68593, Oil Finder A-64293
1042	Housing, Rewind Starter - Pressure Oil System
1054	1. Clutch Kit 2. Clutch Tool 3. Sprocket Assy.

1081

XL with plastic engine housing screw # 94565

1082

1. auto oil pump plunger # A12356A 2. kit # A94578

1105

New Carburetors

CHAIN SAWS - Models

150-A0

NumberSubject

964

.375 Chain

971

Ground Terminal # 68591-A

991

Walbro HDC Carburetor

1004

New Walbro HDC Carb. w/ Circuit Plate & Captive Needle

1008

Detent Kit A-70332 (For holding carb. needles)

1016

HDC Walbro Carb. w/ Captive Inlet Control Lever

1018

Forward Hand Guards

1032

Trigger Latch Kit - Crankshaft Needle Brg.

1033

Clutch

1052

Screwdriver for Adjusting Carburetors

1075

Ignition system

1079

optioial replacement clutch

1091

Idle adjustment screws & needles

1097

Reinstate old ignition system

CHAIN SAWS - Models

EZ - SEZ

<u>Number</u>	<u>Subject</u>
962	Screw Brg. Ret. # 70306
964	.375 Chain
991	Walbro HDC Carb.
995	SEZ-A0 Drivecase Cover # 65131-15
1004	New Walbro HDC Carb. w/ Captive Inlet Control Lever
1007	A-65200-1A & A-65200-1 Drivecase
1016	HDC Walbro Carb. w/Captive Inlet Control Lever
1026	Kit, Handle Bar Bracket # A-70307-A Supersedes A-70307
1079	<i>opterical replacement clutch</i>
1089	<i>new ground lead A-94625</i>
1073	<i>solid state ignition</i>
1102	<i>new oil tank venting system</i>
1108	<i>Breakerless ignition - solid state</i>
1117	<i>Phlox rotors on Wico ignition systems</i>
XL-12, SXL-A0	

<u>Number</u>	<u>Subject</u>
961	A-70365 H Bar & Clamp
962	Screw Brg. Ret. # 70306
1018	Forward Hand Guards
1021	Fuel Tank Gasket
1031	Bumper Spike - Error in Packaging
1103	<i>Manual oil pump plunger (new)</i>
1106	<i>Pyramid needs - new manual oil pump plunger</i>

CHAIN SAWS - Models

XL-123

<u>Number</u>	<u>Subject</u>
1018	Forward Hand Guard
1024	Connecting Rod # A-68498-A

350 - 360 A0

<u>Number</u>	<u>Subject</u>
963	Isolators & Pins
977	High Lift Plunger
987	Corrosion - Transformer Conical Spring
1003	Wire Tie # 50729 - Ignition Module
1004	New Walbro Carb. w/ Captive Inlet Control Lever
1006	Intake Manifold 70715 - Air Deflector 12161-1B
1016	HDC Walbro Carb. w/Captive Inlet Control Lever
1018	Forward Hand Guards
1022	Cylinder Shield & Bracket Kit # A-93128
1030	Handle Bar & Mounting Bracket - Fastener Changes
1033	Clutch
1040	Carburetor Mounting Kit
1047	Handle Bar Mounting Screws
1090	<i>Chain Brake</i>
1087	<i>non adjustable auto-oiler</i>
1095	<i>New Sprocket + Drum #A94304 New Air Filter Cover</i>

CHAIN SAWS - Models

SXL-925

NumberSubject

962

Screw, Brg. Ret. # 70306

*1115**Clutch Conversion Kit #A-94156*

C-72

1121

650-A0

*parts list correction*NumberSubject

987

Corrosion - Transformer Conical Spring

988

Replacement Muffler

1003

Wire Tie # 50729 - Ignition Module

1009

Clutch Ass'y A-70756 (3/4" wide)

CHAIN SAWS - Models

S-Wiz 5, 66 & 80

<u>Number</u>	<u>Subject</u>
973	Drive Gear & Hub # A-56824-A, Sprocket Shaft # 56070-A Screw # 82289
1001	Sprocket # 70353
1010	Guide Bar GW-37003-A1
1043	Gear & Drum Assembly - Clutch Spider

Super 1050 - Super 1130G

<u>Number</u>	<u>Subject</u>
992	Improved Carburetion
1001	Sprocket # 70353
1010	Guide Bar GW-37003-1A
1015	Incorrect Part Number in Parts List
<i>1094</i>	<i>New Carburetion System</i>
<i>1100</i>	<i>New clutch with 3/4" wide clutch shoes</i>

Super 2100 & 3100

<u>Number</u>	<u>Subject</u>
1025	Screw # 82201 Drivecase to Crankcase
<i>1098</i>	<i>Replacement cylinder for 2000-AD, 2000EAD+ Super 2000</i>

CHAIN SAWS - Models

Miscellaneous \

<u>Number</u>	<u>Subject</u>
965	Improvement in Rubber Compound (Fuel Lines)
966	Parts Availability - Obsolete Units
969	"Torx Driver" (#25 Recess) Part # 24982
972	Shipping of Units
974	.404 Pitch - Chain Repair Kit
983	Universal Guide Bars
993	Fuel Lines, Oil Lines, Pulse Lines
998	Line Oil Pick Up (Oil Tank Empties Before Fuel Tank)
1017	Carburetor Reference Guide for C.S.
1029	C.S. Unit Identification
1034	.375 Chain & Repair Parts
1039	Shafts & Levers Part # A-58531 & A-63345
1041	Ignition Point Cleaning
1045	Ignition Point Gap Setting
1046	Oversize Starter Ropes
1049	List of Owners Manuals, Parts Lists & Other Service Info.
1051	1. Fuel Filler Cap A-69500-A 2. Fuel Cap & Oil Cap Filler 69454
1052	Screwdriver for Adjusting Carburetors
1076	HDC, SDC, WB (WALBRO) carb. metering lever settings
1088	fuel + oil caps test procedure
1109	Back plate puller A94147 900 series, pass
1112	Torx drive screws + bits
1114	King coil + condenser tester

SECTION II

CHAIN SAWS

Oiling System

Number

Subject

977	High Lift Plunger # A-70304
990	New Threads for Oil and Fuel Tanks
998	Oil Tank Empties Before Fuel Tank
1035	New Pressure Feed Chain Oil System
1037	Oil Tank A-70583, Oil Finder A-68593, Oil Finder A-64293
1042	Pressure Feed Oil System

1082

1. auto oil pump plunger #A12356-A 2. Kit # A94578

Courtesy of Underwood
Do Not Sell or Reproduce

CHAIN SAWS

Handle Bars

<u>Number</u>	<u>Subject</u>
961	Handle Bar and Clamp Kit A-70365
1018	Forward Hand Guards
1026	Handle Bar Kit A-70307-A Supersedes A-70307
1030	Handle Bar and Mounting Bracket - Fastener Parts
1047	Correction to Above Memo # 1030

Isolators

<u>Number</u>	<u>Subject</u>
963	New Isolators
1023	Isolator # A-70421
1028	Anti-Seize Compound
1038	Isolators

CHAIN SAWS

Chain

NumberSubject

964

.375 Chain

974

.404 Pitch Chain Repair Kit # 40-C63-7

1013

Chain

1034

.375 Chain & Repair Parts

1116

Replacement parts for 404 - 1/2" pitch saw chain

Sprockets

NumberSubject

973

Sprocket Shaft 56070-A, Gear & Hub A-56824-A, Screw 82289

1001

Sprocket # 70353 .404 Pitch - 8 tooth

1013

Sprockets

1054

1. Clutch Kit 2. Clutch Tool 3. Sprocket Assy.

CHAIN SAWS

Clutch

NumberSubject

1009

Clutch Assembly # A-70756, 3/4" wide

1033

Clutch

1043

Clutch Spider - Gear and Drum Assembly

1054

1. Clutch Kit 2. Clutch Tool 3. Sprocket Assy.

1101Replacement clutch for XL-101, XL-102, XL-103, XL-104

Rewind Starter

NumberSubject

1042

Starter Housing - Plastic

1046

Oversize Starter Ropes

Filters

NumberSubject

1028

Filter # 70964

CHAIN SAWS

Muffler

<u>Number</u>	<u>Subject</u>
988	Replacement Muffler # A-12739-1B
1020	New Muffler # A-93686
1028	Muffler A-12411-1C

Ignition

<u>Number</u>	<u>Subject</u>
971	Ground Terminal # 68591-A
978	Rotor # 65061
987	Transformer Conical Spring Corrosion
989	Starter Pawl Repair Kit # A-70285-A
994	Rotor # 70924
1003	Wire Tie # 50729 - Ignition Module
1038	Rotor Studs (Rotor # 70924)
1041	Ignition Point Cleaning
1045	Ignition Point Gap Setting
747	Primary lead wire # 93095

CHAIN SAWS

CHAIN SAWS

Engine

Number

Subject

962

Screw Bearing Retaining # 70306

969

"Torx" Driver Part # 24982

1007

Drivecase # A-65200-1A & A-65200-1

1022

Cylinder Shield and Bracket Kit # A-93128

1024

Connecting Rod # A-68498-A

1025

Screw # 82201

1027

Mineral Reinforced Nylon Housing

1028

Crankshaft

1032

Crankshaft Needle Bearing

1038

Cylinder, Crankcase & Fuel Tank - Short Block

1119

SHORT BLOCKS

Guide Bars

Number

Subject

983

Universal Guide Bars

1010

Guide Bar GW-37003-A1

1013

Bars

SECTION III
CONSTRUCTION EQUIPMENT

Generators

<u>Number</u>	<u>Subject</u>
984	Replacement Engines - 119 Generators
1011	Rotor Removal - All Generators
1014	Plugs - Receptacles - Connectors
749 1062	131A30-1D wiring diagram correction
744 1057	130A22 engine replacement
745 1058	HSB50-1 battery
772 CE (1085)	E3000-1 gen. 120/240 volt conversion kit
780 (1093 CE)	Generator Brush Lead
1111	170A15-1 + 170A15-1A Stator #A42917A
1113 CE	① voltametric transformer lead labeled incorrectly ② stator lead labeled incorrectly ③ max-power switches

Pumps

<u>Number</u>	<u>Subject</u>
981	Submersible Pumps
985	Base Bending - Failure to reprime - 120 & 9 Pumps
1050	New Couplings & Spider for Electric Motor Driven Pumps
746 1059	160TP4-1 crankshaft breakage.
779 1092	Submersible Pump Stator Markings A42454
1096	Pump Testing
1099	Engine 160TP4 Trash pump
1107	Submersible Pump Stator Markings A-42444
1110	Submersible Pump part #A46351-1 correction
1122	Submersible Pump Stator Markings A46481

SECTION IVLAWN AND GARDEN

<u>Number</u>	<u>Subject</u>
968	Incorrect Wiring of Charging System (RE-8E - 3 speed)
970	1975 T-10, T-13 & T-16 Mower Drive Belt - 42" & 48" Mower Deck - Belt Breakage
975	Wrong Part Number T-16H
976	Wrong Part Number RE8E
979	Wrong Part Number S-4
<u>1083</u>	<u>Carburetor ST-100</u>
<u>1089</u>	<u>new grass shield # 94270 ST-100</u>

Courtesy of undeclassified
Do Not Sell or Reproduce

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** 130A22 Replacement Engine**DATE:** 2-78

When replacing the 53852 engine with the A-42324 engine on the 130A22-1, 1A, 1B generators you must also replace the 53752-5 generator end bell with 53752-19 end bell. The 53752-5 end bell has a 1 3/8" center bore and the 53752-19 has a 1 1/2" center bore. The 1 1/2" center bore is required with the A-42324 engine.

Please mark your records accordingly.

Bill Borachok

Bill Borachok
Service Manager -
Industrial & Construction Equipment

Leon's Chain Saws Parts & Repair
Do Not Sell or Reproduce

HOMELITE **TEXTRON**

Homelite Division of Textron Inc.

BRANCH SERVICE MEMO NO. 1058CE

DEALER SERVICE MEMO NO. 745

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: Batteries for Electric Start Conversion on
Construction Equipment

DATE: 2-78

Battery Homelite part number 46143 has been released as an accessory for the HSB50-1 generator. This battery is a 44 ampere hour size 24 suitable for use with electric start conversions on all Homelite Construction Equipment.



Bill Borachok
Service Manager -
Industrial & Construction Equipment

Leon's Chainsaw Parts & Repair
Do Not Sell or Reproduce

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**DATE:** 2-78**SUBJECT:** 160TP4-1 Trash Pumps

We have experienced some crankshaft breakage on the 160TP4-1 trash pump where the pump is used under high head conditions. To prevent this from occurring conversion kit A-43887 has been released.

Kit A-43887 includes:

<u>Qty.</u>	<u>Part Number</u>	<u>Description</u>
1	43439-2	Impeller
1	46150	Seal, Shaft
2	43893	Shim
2	43894	Shim
2	43895	Shim
1	43910	Crankshaft
4	43911	Gasket, Cover
1	46151	Nut, Hex

Any crankshaft breakage attributed to high head conditions is to be repaired under warranty using the A-43887 conversion kit.

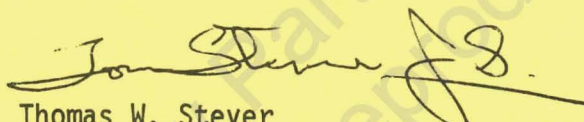
Bill Borachok

Bill Borachok
Service Manager -
Industrial & Construction Equipment

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Primary Lead Wire # 93095**DATE:** 2-78**UNITS AFFECTED:** XL-12, SXL-A0, XLS1½-4 and XLBC-4

When using coil # 93097 you must use lead # 93095.

Coil # 93097 replaces # 58874-A.



Thomas W. Stever
Manager - Technical Service

Leon's Chainsaw Parts & Repair
Do Not Sell or Reproduce

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

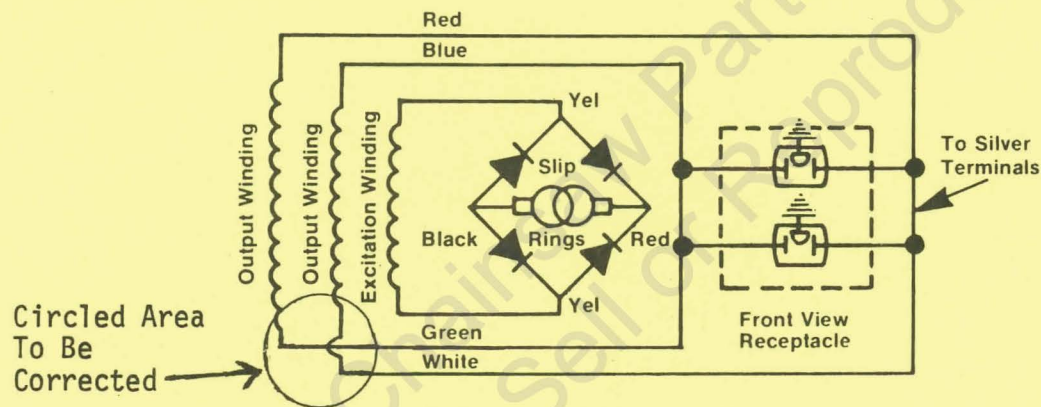
SUBJECT: Correction to Parts List and Owners Manual #17132

DATE: March '78

UNIT AFFECTED: 131A30-1D

This memo is issued to correct the wiring diagram on page 6 of the above mentioned book. Below you will find a wiring diagram that has been corrected.

CORRECT WIRING DIAGRAM



131A30-1D

Adjust your parts list accordingly.

Eddie Turner
Eddie Turner
Service Assistant

Distribution:**TO:** ALL DISTRICT, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Solid State Ignition**DATE:** June '78**UNIT:** SEZ-AO - UT # 10537

Parts required to service:

1. Module and core # A-94111 (New)
Includes: Hi-tension lead #65205
2. Rotor #68701 (Same as SEZ-AO breaker point magneto)

We are introducing a quantity of SEZ-AO chain saws built with a new breakerless electronic ignition system.

These saws will be recognized by the new UT #-10537 shown on the name plate of the unit.

This new solid state electronic system does not have breaker points and should give long hours of trouble free performance.

If you should experience any module and core problems on these units, please notify us immediately. The parts involved should be returned to us under warranty to Homelite, 14401 Carowinds Blvd., P.O. Box 7047, Charlotte, N.C. 28217, Attn: Joe Shuhy.

The module and core #A-94111 will be mounted on the cylinder mounting bosses that the breaker point coil and core was mounted on.

The ground lead coming out of the potted section of the module is mounted under the lamination mounting screw closest to the hi-tension lead, to 30" lbs. torque.

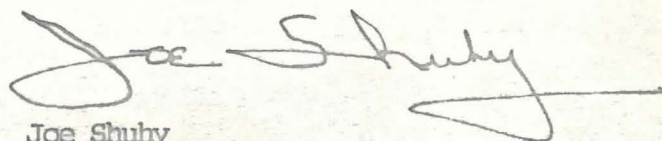
The air gap between the rotor and lamination should be set to .012.

The stop switch lead is assembled to the push on tab of the module.

There are no ignition parts under the flywheel. The entire system consists of the module and core and the flywheel.

To test the module for output, use a neon test lamp NE-2 or test plug, such as Prestolite #97-3.

Please mark your records accordingly.



Joe Shuhy
Forestry Product Service Mgr.

Distribution:

TO: ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS

SUBJECT: New Ignition System

DATE: July '78

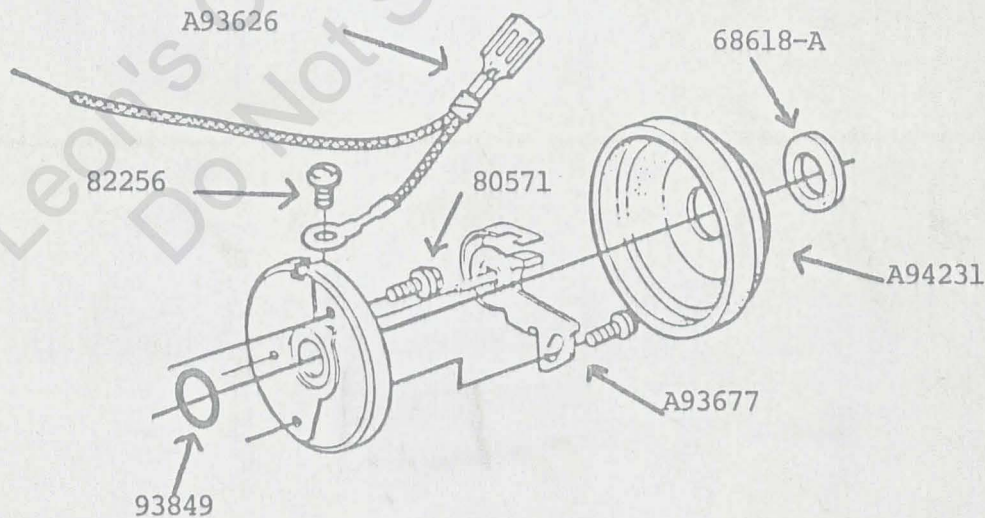
UNIT AFFECTED: 150-AO UT-10545

In order to improve the ignition system on the 150-AO, the system has been completely redesigned. The breaker box is now made from a more durable plastic that should not bend when fastened to the powerhead. This should virtually eliminate misalignment of the points.

The points now have a breaker plate on the bottom for more stability and easier gap setting. This new plate eliminates the need for the ground terminal part #68591-A. The entire point set will now be one piece only, instead of the two piece (breaker and post) assembly.

The stop switch lead has been redesigned to eliminate all soldering. Also, with the redesign no wires will lie between the breaker box and powerhead. The lead wire going from the switch to the junction box will lie under the high tension lead clamp.

Below you will find and illustrated parts list of the new ignition system. All parts shown are contained in kit #A69533-A.



Breaker box A69533-A includes seal #93849, cover #A94231, plastite screws #82256 breaker points #A93677 and switch lead #A93626.

Cover #A94231 includes felt seal #68618-A.

Breaker point #A93677 includes felt and paper cleaner #24458.

NOTE: Ignition kit #A69533-A cannot be used on early models that have the 7/32" (large) diameter pivot post pressed into the cylinder. It can only be used on later models with the 3/16" (small) diameter pivot post pressed into the cylinder. The pivot post must be removed from the cylinder before installing the new system.

Adjust your parts list accordingly.

Eddie Turner

Eddie Turner
Service Assistant

Leon's Chainsaw Parts & Repair
Do Not Sell or Reproduce

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Carburetors metering lever settings.**DATE:** June '78**SERIES INVOLVED:** HDC, SDC, WB (WALBRO)

We presently have (3) series of Walbro carburetors that require different settings. Each setting is described below.

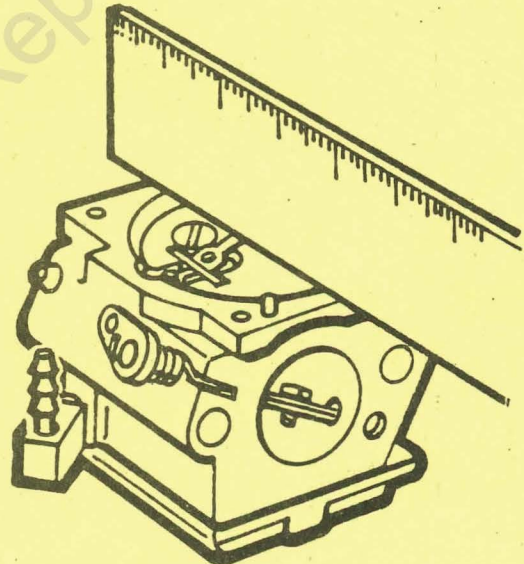
Metering levers that are set too high can cause flooding. Those set too low can cause the saw to run lean. Be sure to make the adjustments as close to optimum as possible for best results.

Before disassembling the carburetor, clean all dirt and grime from around its outside. Prevent any foreign material from falling inside the carburetor. Do all work on a clean surface.

ADJUSTING THE METERING LEVER
ON HDC TYPE CARBURETORS

With metering diaphragm cover (4 screws), metering diaphragm, and gasket removed.

1. Make sure the metering lever spring is seated in its hole in the chamber floor and under the dimple in the metering lever.
2. Place a straight edge across carburetor body casting, as illustrated. Metering lever should just touch the straight-edge. Slight pressure will bend needle valve end up or down.
3. Put gasket between metering diaphragm and carburetor body when reassembling.
4. Special care should be taken to make sure that the metering lever is assembled to the hook on the inlet valve to prevent malfunctioning of the carburetor.

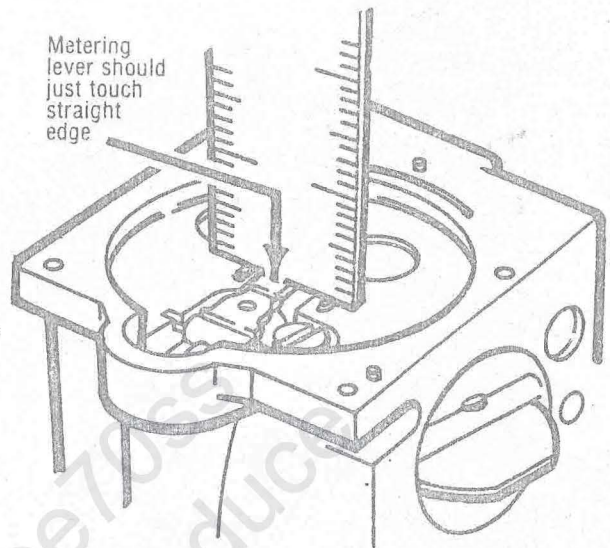


SEE ATTACHED SHEET FOR INFORMATION ON THE
SDC AND WB CARBURETORS

ADJUSTING THE METERING LEVER
ON SDC TYPE CARBURETORS

With metering diaphragm cover (4 screws)
and metering diaphragm removed:

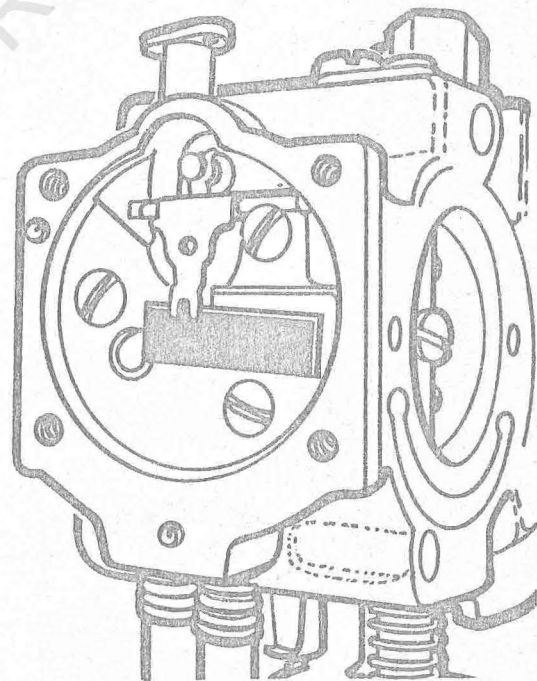
1. Make sure the metering lever spring is seated in its hole in the chamber floor and under the dimple in the metering lever.
2. Place a short straight-edge across two bosses on the chamber floor as illustrated. Metering lever should just touch the straight-edge. Slight pressure will bend needle valve end up or down.
3. Put gasket between metering diaphragm and carburetor body when reassembling.
4. Special care should be taken to make sure that the metering lever is assembled to the hook on the diaphragm and the inlet valve to prevent malfunctioning of the carburetor.



ADJUSTING THE METERING LEVER ON WB
TYPE CARBURETORS

With the metering diaphragm cover (4 screws)
and metering diaphragm removed:

1. Make sure the metering lever spring is seated in its hole in the chamber floor and under the dimple in the metering lever.
2. Place a short shim of .012 in. thickness (#24306) on top of circuit plate as illustrated. The bottom of the metering lever should just touch the top of the shim. Slight pressure will bend needle valve end up or down.
3. Put gasket between metering diaphragm and carburetor body when reassembling.
4. Special care should be taken to make sure the metering lever is assembled to the hook on the diaphragm and the inlet valve to prevent malfunctioning of the carburetor.



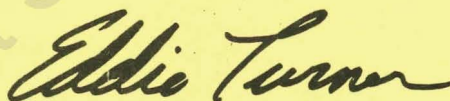
Joe Shuhy

Joe Shuhy
Service Manager
Forestry Equipment

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** New Service Tools**DATE:** 8-78

1. Pow-R-Arm Adapter
2. Chain Breaker #A-17189
Rivet Spinner #A-17163
3. New Clutch Tool #A-17146

1. A Pow-R-Arm adapter is now available from Burco. It is a JPA item and does not have a Homelite part number. The Burco part number is 1075. It is suggested you order one for each Pow-R-Arm you have. They are small (6" X 1" X ½"), lightweight and very convenient.
2. The new chain breakers and rivet spinners are now available through Service Parts. The new anvil for the chain breaker has six different slots and will accommodate nine different chain pitches from 1/4" to 1/2". The rivet spinner has three different anvils and two different take-up handles to accommodate the various chain pitches. The spinner also has available an optional 3/8" electric drill adapter for power operation of the rivet spinner. Retain the assembly instructions for future reference when ordering parts.
3. A new clutch tool, part number A-17146 has been released to service the 360, 450, and 550 with the three shoe lined clutch.



Eddie Turner
Service Assistant

HOMELITE TEXTRON

Homelite Division of Textron Inc.

BRANCH SERVICE MEMO NO. 1079

DEALER SERVICE MEMO NO. 766 CS

Distribution:

TO: ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS

SUBJECT: Optional replacement clutch

DATE: 9-78

UNITS AFFECTED: 150-A0 and SEZ-A0

In certain cutting situations such as high speed limbing, some customers are experiencing breakage with the "S" type clutch. The "S" type clutch is standard equipment on the 150-A0 and SEZ-A0.

This memo is to inform you that there is a three shoe clutch still available for the 150-A0 and SEZ-A0. If a customer is having a problem with the "S" type clutch breaking, recommend this clutch to him.

Below is a list of parts required to make the change from the "S" clutch to the three shoe clutch.

<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
67855-1	Plate	1
65217	Spring	3
65892	Shoe	3
*65024	Washer	1

* Thrust washer #65024 should be placed between the sprocket and the clutch.

Adjust your parts list accordingly.



Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Inlet elbow fitting #69365**DATE:** 9-78

USAGE: See Below

In our standardization to the new smaller diameter #70310 and #93112 series (thick wall) fuel lines, it will be necessary to use the subject fitting to properly service some of the older model saws whenever the new smaller fuel lines are used

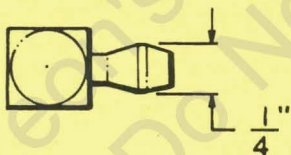
Saws that have the larger bulb type inlet fitting on the carburetor similar to ("A" below) could overstretch the smaller line and cause a possible crack.

To avoid this overstretch when using the smaller line, you must also replace the old larger fitting with the smaller fitting #69365 (See "B" below).

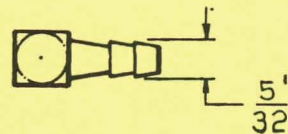
The new smaller fitting has a slightly larger diameter on the portion that press fits into the carburetor body. This is done to provide a fuel tight seal once the original fitting is replaced.

"A"

Old Type
Bulb Fitting
(Not supplied separately)

"B"

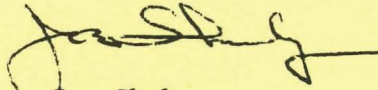
New smaller fitting
#69365

Replacement Procedure:

1. Note exact position of fuel line fitting on carburetor so the new fitting will be assembled in a similar position.
2. Using pliers, rock fitting back and forth while exerting an outward pressure.
3. Obtain a new fitting #69365 and press or tap into carburetor body approximately 1/16". Apply a small amount of loctite on the remaining portion of fitting that is to be pressed into position noted in #1 above.

4. Allow loctite to cure and pressure test at 15/20 PSI to check for leaks around the fitting.

NOTE: Do not attempt to use a carburetor with a loose press fit. If fitting is not a tight press fit and pressure tight, replace with a new carburetor.



Joe Shuhy
Service Manager
Forestry Products

Leon's Chainsaw Parts & Repair
Do Not Sell or Reproduce

Distribution:**TO:** ALL DISTRICT, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Screw #94565 (Repair only)**DATE:** 9-78

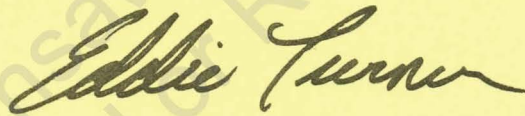
UNIT AFFECTED: XL with plastic engine housing

A new oversize HI-LO style thread forming screw has been released for service. This screw will be used when the screw bosses in the engine housing are stripped and will no longer accept the original screws.

Do not replace just one of the original screws if only one boss is stripped. Replace all four screws at one time.

No drilling or tapping is necessary regardless if the screw boss is stripped or not.

Adjust your parts list accordingly.



Eddie Turner
Technical Service Assistant

Leon's Chainsaw Parts & Repair
Do Not Sell or Reproduce

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** 1. Automatic oil pump plunger #A-12356-A
2. Automatic oil pump kit #A-94578**DATE:** 9-78**USAGE:** XL, XL-2, S-2, 450-AO and 550-AO

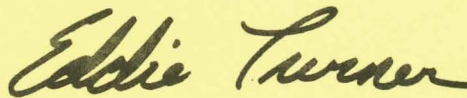
1. Plunger part number A-12356-A was superseded to automatic oil pump kit number A-94578 in error. This has been corrected. Plunger number A-12356-A is now superseded by part number A-12356-B.

Plunger #A-12356-A has a .025 thick diaphragm. The new plunger number A-12356-B has a .010 thick diaphragm. The new A-12356-B plunger (.010 diaphragm) will work on older XL-2 series, 450 and 550 units that incorporate the old plunger (.025 diaphragm).

2. Part number A-94578 is an automatic oil pump conversion kit for the 450 and 550 only. Below is a list of parts contained in this kit.

Oil Pump Cylinder & O-Ring	A-94235
O-Ring	74388
Oil Pump Spring	69447-1
Oil Pump Gasket	69244-1
Oil Pump Plunger	A-12356-B

The individual parts listed above should only be used on 450 and 550 units that have been updated using conversion kit #A-94578.



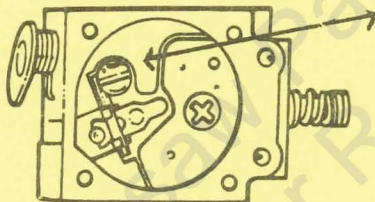
Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Carburetor ST-100**DATE:** 9-78

1. Setting of metering lever.
2. Adjusting the low speed mixture needle.
3. Idle Screw in carburetor.
4. Ignition system is grounded to the carburetor.

1. In order to set the metering lever on the ST-100 carburetor; place a piece of .020 feeler gauge (yellow plastic) part number 22969 on the floor of the carburetor body in the designated area. See illustration. Set the lever so the top of the lever is flush with the top of the gauge. If a .020 feeler gauge is not available, set the lever so the bottom of the lever is flush with the floor of the carburetor body.

Feeler gauge should be placed in this area.



2. When adjusting the low speed mixture needle, start with the needle open 1 1/2 turns. Open or close the needle 1/8 turn as required for smooth idle and acceleration. The idle mixture may have to be set somewhat richer than optimum to obtain acceleration. The high speed jet is fixed and should have a no load speed of 9500 rpm minimum with 1" or less string exposed.
3. There is a small idle speed adjusting screw that opens and closes the throttle butterfly located in the carburetor on the same side as the low speed needle. Remember the unit must idle below 3500 rpm in order to have the string advance mechanism function.
4. The ignition system on the ST-100 is grounded to the carburetor.
CAUTION: To avoid shock from the primary voltage and to avoid contact with the rotating string, always stop engine before making carburetor adjustments.

Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** New Fuel and Oil Tank - New Handle Bar**DATE:** 9-78**UNITS AFFECTED:** 450 series and 550 series

The handle bar nests in the 450 and 550 fuel tank have been redesigned to accommodate the new improved handle bars. The new handle bars have a round mounting surface with a plug inside. The old handle bar has a flattened mounting surface.

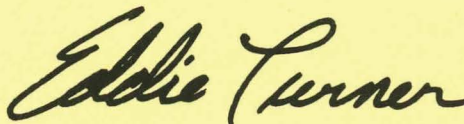
When ordering a new fuel tank for units with the old type handle bar, it will be necessary to order a new handle bar to match the tank. It will also be necessary to order (4) new screws to attach the handle bar to the tank. The new screws are 1/4" longer than the old screws.

Below is a list of part numbers to use when ordering parts.

<u>Old Part Number</u>	<u>Superseded By</u>	<u>Qty.</u>	<u>Description</u>
A12395-3A	A12395-3B	1	Fuel and Oil Tank
A12342-A	A94077	1	Flush Cut Handle Bar
A12424-A	A93933	1	Full Wrap Around Handle Bar
82282 (10-24 X 3/4")	82246 (10-24 X 1")	4	Screw

Old handle bars #A12342-A and A12424-A are still available to service early models that have the old type handle bar nests in the tank.

Adjust your parts list accordingly.



Eddie Turner
Technical Service Assistant

Distribution:

TO: ALL DISTRICT, BRANCHES, SERVICE BRANCHES AND DEALERS

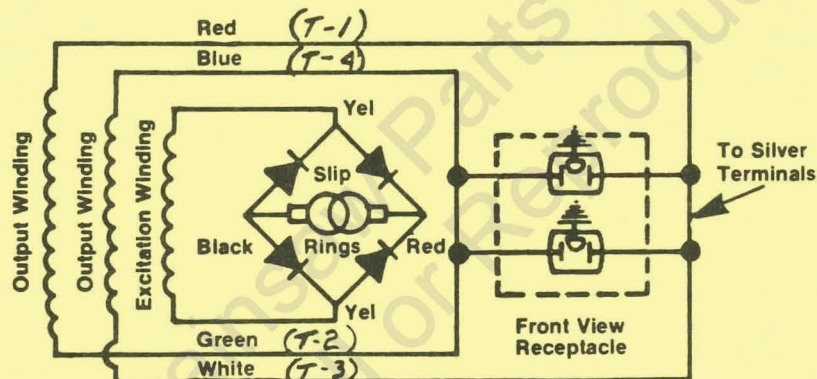
SUBJECT: 120/240 Volt Conversion Kit #A-50693-B

DATE: 10-78

UNIT AFFECTED: E-3000-1 Generator & Owners Manual

Owners manual part number 17173 calls for conversion kit number A-50693-B for converting the E-3000-1 to 240 volts. In this kit there is an instruction sheet #24501-C. Refer to wiring diagram-set number 3 of the instruction sheet when converting this unit.

You will find that the wires illustrated in the instruction sheet are color coded and the wires in the E-3000-1 are number coded. Below is a wiring diagram that is both color and number coded.



Adjust your manuals accordingly.

Eddie Turner

Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Non Adjustable-Auto-Oiler (New) Part #A-70962**DATE:** 11-78

UNITS AFFECTED: 360-Series Chain Saws

The 360-series chain saws presently being built will have a new fixed flow-non adjustable auto-oiler.

This will require a new crankcase that will accept the new style pump.

Saws that have the new oiler can be identified by part #12061-C that is cast under the guide bar pad portion of the crankcase and the elimination of the adjusting lever on the front of the auto-oil pump.

The new part numbers required to service units with the new non adjustable oiler are as follows:

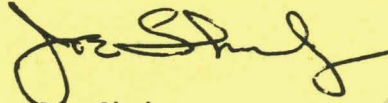
- | | | |
|------------------|-----------|-----|
| 1. Crankcase | A-12251-D | (1) |
| 2. Auto-Oil Pump | A-70962 | (1) |
| Includes: | | |
| Pin, Pump | 70920 | (1) |
| "O" Ring | 70921 | (1) |
| "O" Ring | 12853 | (1) |
| "O" Ring | 12095 | (1) |
| 3. Screw | 88042 | (1) |
| 4. Short Block | A-12266-E | (1) |

- NOTE:**
1. Oil Pump A-12201-A (adj.) will still be available to service units built prior to this change; that utilized crankcase A-12251-C. This crankcase has a pin and plug #A-12144 to retain the oil pump.
 2. Oil Pump A-70962 must be used whenever crankcase A-12251-D is used as a replacement. This crankcase has a screw #88042 to retain the auto-oil pump.
 3. When our existing stock of crankcase #A-12251-C is exhausted (adjustable oiler type), it will be superseded by A-12251-D (non adjustable type).

When A-12251-D is used to service a unit that has the old type A-12251-C, you must also order a new pump A-70962, since the old pump will not fit the new crankcase.

4. When stock of short block A-12266-D is exhausted, it will be superseded by A-12266-E and will also require the new non adj. pump #A-70962.

Please revise your parts list accordingly.



Joe Shuhy
Forestry Product Service Mgr.

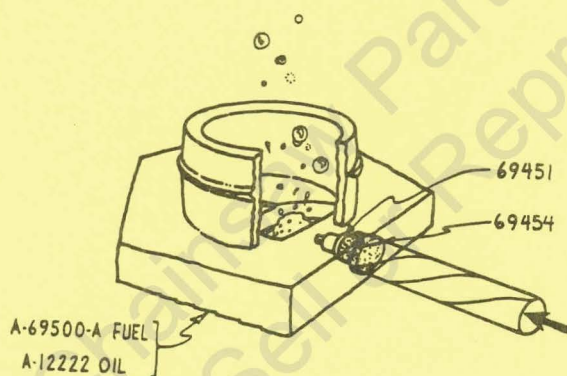
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Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Fuel and Oil Caps Test Procedure**DATE:** 11-78

The fuel and oil caps have a one way check valve. If this check valve is plugged, the fuel and oil tanks will not vent. Non-venting fuel and oil caps will prevent the fuel and oil tanks from supplying fluid.

The check valves are duck bill type which are protected by a filter. When the filter becomes plugged, the valve will not vent.

All that is needed to perform this test is some liquid dish detergent and a drinking straw.



Turn the fuel-oil cap upside down and fill the cavity with soap solution. Apply the drinking straw to the filter and blow hard. If you can get bubbles to raise from the soap solution, the vent is working. If you cannot get bubbles, the vent is closed and must be cleaned.

If you have a 94197 Carburetor Tester, you may use this as a source of air pressure.

69451 Check Valve

69455 Filter

94197 Carburetor Testers

Frank Lehman
Frank Lehman
Manager Service Training

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** I. New Ground Lead #A-94625 - SEZ-A0 Solid State
UT # 10546**DATE:** 11-78

II. New Grass Shield #94270 - ST-100

- I. A new ground lead wire #A-94625 has been released to take the place of A-63939 on SEZ-A0's with the Solid State ignition systems. Ground lead wire #A-63939 is still required on SEZ-A0's with breaker point ignition systems and is still available.
- II. The plastic grass shield that is located between the crankcase seal and the shaft adapter has been redesigned to eliminate the screw boss and therefore eliminates screw #94272 that fastens it to the cylinder. The new shield will slide on the crankshaft and will be retained by the shaft adapter. Screw #94272 used in units prior to this change can be replaced with screw #88251 or the screw boss can be cut off of the old shield. The part number for the shield will not change; it is still #94270.

Old Parts



New Part



Adjust your parts list accordingly.

Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Chain Brake**DATE:** 11-78

UNIT AFFECTED: 360-A0

As stated in an earlier memo, the 360-A0 is now being built with a 3 shoe lined clutch. If a customer wants to convert an "S" type clutch to a 3 shoe clutch, use kit #A-93867. The new clutch requires a new hub and drum #A-94302 (included in the kit). This drum has a larger outside diameter. In order to accomodate the new clutch, the chain brake had to be redesigned. The new chain brake kit is part #A-93693. All units with lot #8198 and above were built with the new clutch.

The old chain brake kit is part #A-12237-C. This kit should be used on units prior to lot #8198. These units should have an "S" type clutch. When kit #A-12237-C is exhausted, use clutch conversion kit #A-93867 to convert any 360-A0 to a 3 shoe clutch and then use chain brake conversion kit #A-93693. Do not use the hub and drum (#A-94302) contained in the clutch conversion kit #A-93867. Use only the hub and drum (#A-93630-2) contained in chain brake kit #A-93693. Use rim type sprocket #63284.

I. Clutch conversion kit A-93867 for converting "S" type clutch to 3 shoe clutch.

1. A-93632 Shoe (3)
2. 93638-A Spring (3)
3. 93636 Spider
4. 93628 Cover
5. 88041 Screw (3)
6. 93643 Washer (Inner)
7. 58833-1 Washer (Outer)
8. 64124 Needle Bearing
9. 65985-B Inner Race
10. A-94302 Hub & Drum
11. 63284 Sprocket - 7T X 3/8P

II. Chain brake conversion kit A-93693, 3 shoe clutch.

1. 64870 Dowel Pin
2. A-93630-2 Hub & Drum (Requires 63284 Sprocket)

3. A-93613-1 Chain Brake Kit
Includes:
 - 93648-1 Drivecase Cover
 - 70313 Headed Sleeve
 - 93600 Lock Lever Spring
 - 93602 Lock Lever
 - 93773 Shoulder Screw
4. A-93292 Hand Guard Lever
Includes:
 - 70925 Retaining Ring
5. 93282 Spacer (3)
6. 93296 Bearing, Hand Guard Lever
7. 93603 Spring, Hand Guard Lever
8. 80428-1 Screw, Hand Guard
9. 82258 Screw, Brake Band
10. 93286 Brake Band
11. 69599 Retaining Ring, Brake Band to Lever
12. 81206 Nut, Adj. Screw
13. 12133-1 Adj. Pin
14. 93962 Adj. Screw

Adjust your parts list accordingly.



Eddie Turner
Technical Service Assistant

Leon's Chainsaw Parts & Repair
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Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Idle Adjustment Screws & Needles**DATE:** 11-78

UNIT AFFECTED: 150-A0

Early 150-A0 carburetors #A-68536 had an idle adjusting screw #68631 that incorporated a "Nylok" insert to hold the needle in position. No spring was used. This screw is no longer available. Screw #68631 is superseded by kit #A-93250.

Kit #A-93250 contains an idle adjustment screw and spring and is also used to service carburetor #A-69957 and carburetor #A-69957-A.

Carburetor #A-69957-A is now superseded by carburetor #A-69957-B. The only difference is these two carburetors being the A-69957-B has a new idle adjustment screw and idle adjustment spring. The idle adjustment screw used in the A-69957-B is a larger thread size (#12-32) than those used in previous carburetors.

Refer to the list below when ordering idle adjustment screws and springs for 150-A0 carburetors.

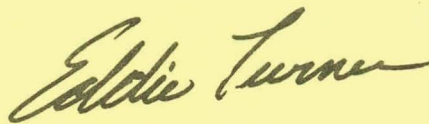
<u>Carburetor</u>	<u>Idle Screw Part #</u>	<u>Idle Spring Part #</u>	<u>Use</u>
A-68536 (HDC-3)	68631	None Used	Kit #A-93250*
A-69957 (HDC-20)	69959**	12199	Kit #A-93250*
A-69957-A (HDC-45)	69959**	12199	Kit #A-93250*
A-69957-B (HDC-54)	94520	94521	No Kit Available

*A-93250

Includes: 69959 - Screw
12199 - Spring

** 69959 Screw not available separately.

Adjust your parts list accordingly.



Eddie Turner
Technical Service Assistant

Distribution:

TO: ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS

SUBJECT: Submersible Pump Stator Markings A-42454

DATE: 11-78

The wiring marking on the service stators have been changed for standardization. The chart below lists the old markings and the new markings.

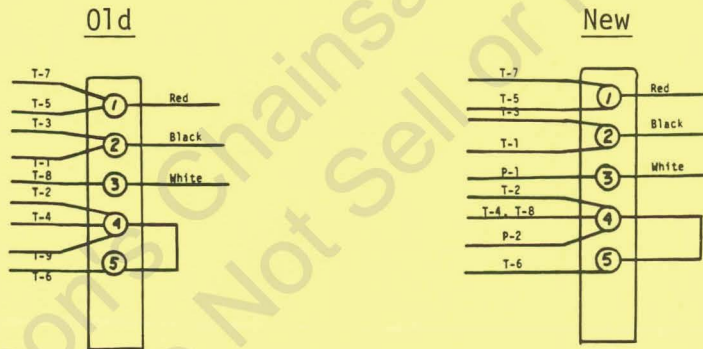
Old Markings

T-1
T-2
T-3
T-4
T-5
T-6
T-7
T-8
T-9

New Markings

T-1
T-2
T-3
T-4, T-8
T-5
T-6
T-7
P-1
P-2

The SP200-2 pump wired for 120 volts should look like:



Some recent replacement stators had two wires marked T-2. One of these wires should have been marked P-2. If you have a stator with two wires marked T-2, use an OHM meter to find which wire has continuity with the wire marked P-1. The wire that is continuous with P-1 should be marked P-2 instead of T-2.

Adjust your parts list accordingly.

Bill Borachok

Bill Borachok
Service Manager
Industrial & Construction Equipment

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Brush Lead Homelite Generator**DATE:** 11-78

There have been numerous requests for the brush lead that goes from the rectifier to the brushes on all 60 cycle generators. The part number for this lead is A-53824 and it is available from Service Parts. Please mark all your parts list accordingly.

Bill Borachok
Bill Borachok

Leon's Chainsaw Parts & Repair
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Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** New Carburetion System**DATE:** 11-78UNITS AFFECTED: S-1050 Lot #6202 & Above
S-1130-G Lot #6217 & Above

The S-1050 and the S-1130-G are now being built with a new carburetion system. The new system uses carburetor #A-70602 (SDC-60) instead of carburetor #A-69276 (HL-294-A). To convert a unit with the old system (prior to the above lot numbers) to the new system, use kit #A-70611.

When our supply of carburetors #A-69276 is exhausted it will be superseded to kit #A-70611.

Attached is a parts list #17141 for the SDC-60 and an instruction sheet #17028 Rev. 1 for kit #A-70611. Place these sheets behind your unit parts list and use them when ordering parts.

Adjust your parts list accordingly.

Eddie Turner
Technical Service Assistant

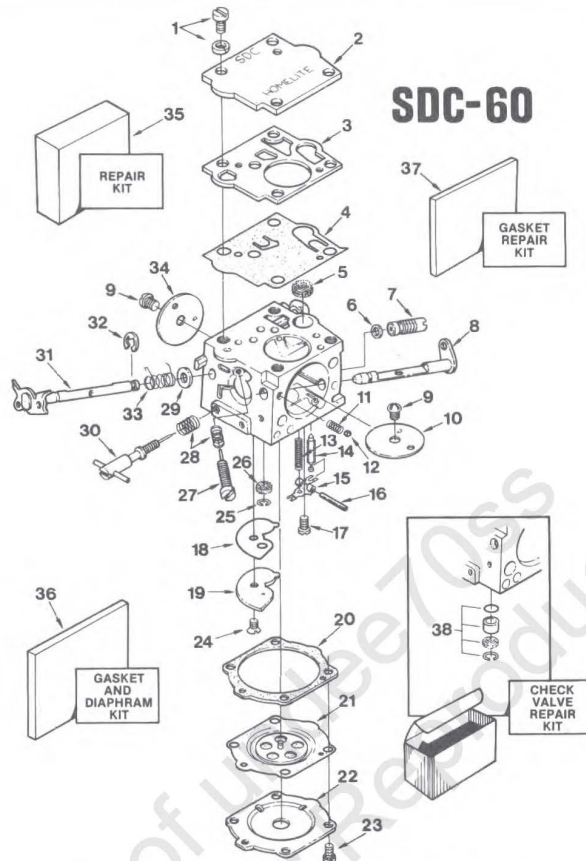
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CARBURETOR PARTS

Homelite Chain Saw

Assembly Number
A-70602

Printed in U.S.A. Part No. 17141



Walbro Carburetor Model SDC-60

No.	Description	Part No.	Qty.	No.	Description	Part No.	Qty.
1	SCREW—Pump cover	64694	4	22	COVER—Metering diaphragm	70880	1
2	COVER—Fuel pump	67002	1	23	SCREW ASSEMBLY	64689	4
3	GASKET—Pump	‡ 67008	1	24	SCREW—Circuit plate	12840	1
† 4	DIAPHRAGM—Pump	‡ 64233	1	25	RING—Screen retaining	67360	1
† 5	SCREEN—Inlet	64243	1	26	SCREEN—Check valve	67381	1
6	WASHER—Check valve	70676	1	27	SCREW—Idle adjustment	70674	1
7	KIT—Governor check valve	70680	1	† 28	SPRING—Needle adjustment	64236	2
8	SHAFT ASSEMBLY—Choke	67109	1	29	WASHER—Nylon	70734	1
† 9	SCREW—Valve	64693	2	† 30	NEEDLE ASSEMBLY—Idle	70675	1
10	VALVE—Choke	64228	1	31	SHAFT ASSEMBLY—Throttle	70669	1
† 11	SPRING—Choke friction	64238	1	32	RING—Retaining	70668	1
† 12	BALL—Choke friction	60051	1	† 33	SPRING—Throttle return	67006	1
† 13	SPRING—Metering lever	64237	1	34	VALVE—Throttle	70670	1
† 14	VALVE—Inlet needle	64229	1	35	KIT—Repair	70679	1
† 15	LEVER—Metering	64245	1	36	KIT—Gasket & diaphragm	93006	1
† 16	PIN—Metering lever	64244	1	† 37	GASKET SET	70678	1
† 17	SCREW—Metering lever pin	64688	1	38	KIT—Check valve	65386	1
18	GASKET—Circuit plate	‡ 68781	1		Includes:		
19	PLATE—Circuit	70677	1		VALVE—Check	----	1
20	GASKET—Metering	‡ 64231	1		SEAT—Valve	----	1
† 21	DIAPHRAGM ASSEMBLY—Metering	‡ 64235	1		SCREEN—Check valve (Item 26)	67381	1
					RING—Screen retaining (Item 25)	67360	1

† ‡ Contents of Repair Kit
‡ † Contents of Gasket & Diaphragm Kit

HOMELITE TEXTRON

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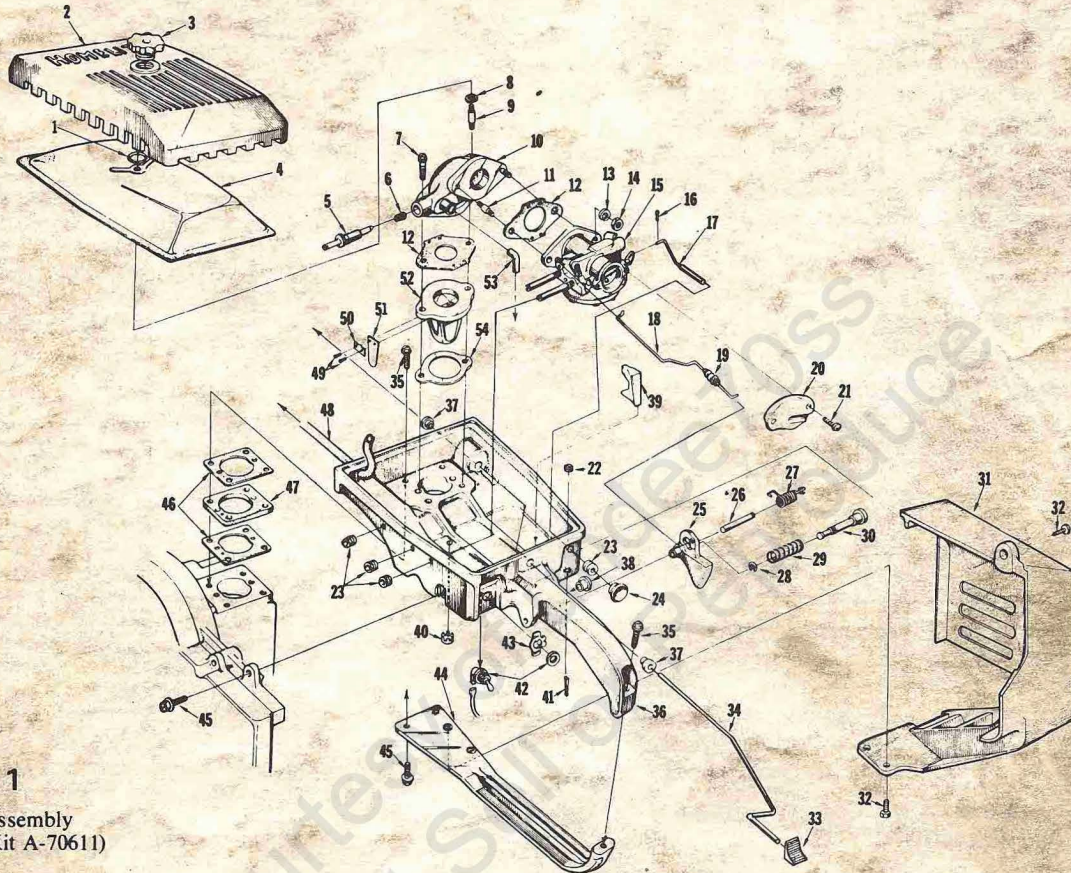
PART NO. 17028 REV. 1

Printed in U.S.A.

Nov. 1976

Carburetor Kit A-70611

For Improved Carburetion of Super 1050E, Super 1050AO, and Super 1130G

**Figure 1**Original Assembly
(Prior to Kit A-70611)**REMOVAL OF PARTS IN PREPARATION FOR KIT INSTALLATION**

Refer to Figure 1. Remove the following parts from the unit to be modified:

KEY NO.	PART NO.	DESCRIPTION (and Remarks)	PIECES TO BE REMOVED
16	86324	PIN — cotter	1
17	A-58354	ROD — choke	1
24	57289-1	BUTTON — choke rod (will come off with the rod)	1
18	59338-A	ROD — throttle	1
7	80882	SCREW — hex, 1/4-20 x 1 1/2 (carburetor & intake manifold will come off as an assembly)	2
52	59627-1	SEAT — reed valve (do not remove reeds from the seat)	1
12	63655-A	GASKET (the one over the valve seat)	1
54	55946	GASKET — spacer adapter	1
36	A-63665	HANDLE — throttle (remove complete assembly)	1
46	58343	GASKET — spacer (remove the top one over the spacer)	1
48	55680	LINE — fuel	1
53	63656	LINE — idle fuel (was used in S 1050E)	1

CONTENTS OF CARBURETOR KIT A-70611

DESCRIPTION	PART NO.	PIECES IN KIT
TUBING — rubber (new fuel line)	70308-24	1
GASKET — spacer	58343	1
CARBURETOR & INTAKE MANIFOLD ASSEMBLY		1
Includes:		
MANIFOLD — intake	A-70387-1	1
GASKET — carburetor	59722	1
CARBURETOR (SDC-60)	A-70602	1
TUBE — spitback	70389	1
SCREW — hex mach. 10-32 x 2.25	80481	2
REED VALVE ASSEMBLY	—	1
Includes:		
SEAT — reed valve	59627-2	1
REED —	59628	4
CLAMP — reed	59629	4
SCREW — pan hd, 4-40 x .188	80658	8
ROD — throttle	70396	1
ROD — choke	A-70404	1
PIN — cotter	86324	1
BRACKET & STUD	A-70405	1
PLUG — button, w/O-ring #59765	A-64744	3
PLUG — button, w/O-ring #59765	A-69514	1
PLUG (for S 1050 E cylinder tube)	70681	1
GASKET — spacer adapter	55946-1	1
GASKET — carburetor	63655-A	1

REBUILD INSTRUCTIONS

Using parts in Kit A-70611 plus some of the removed parts

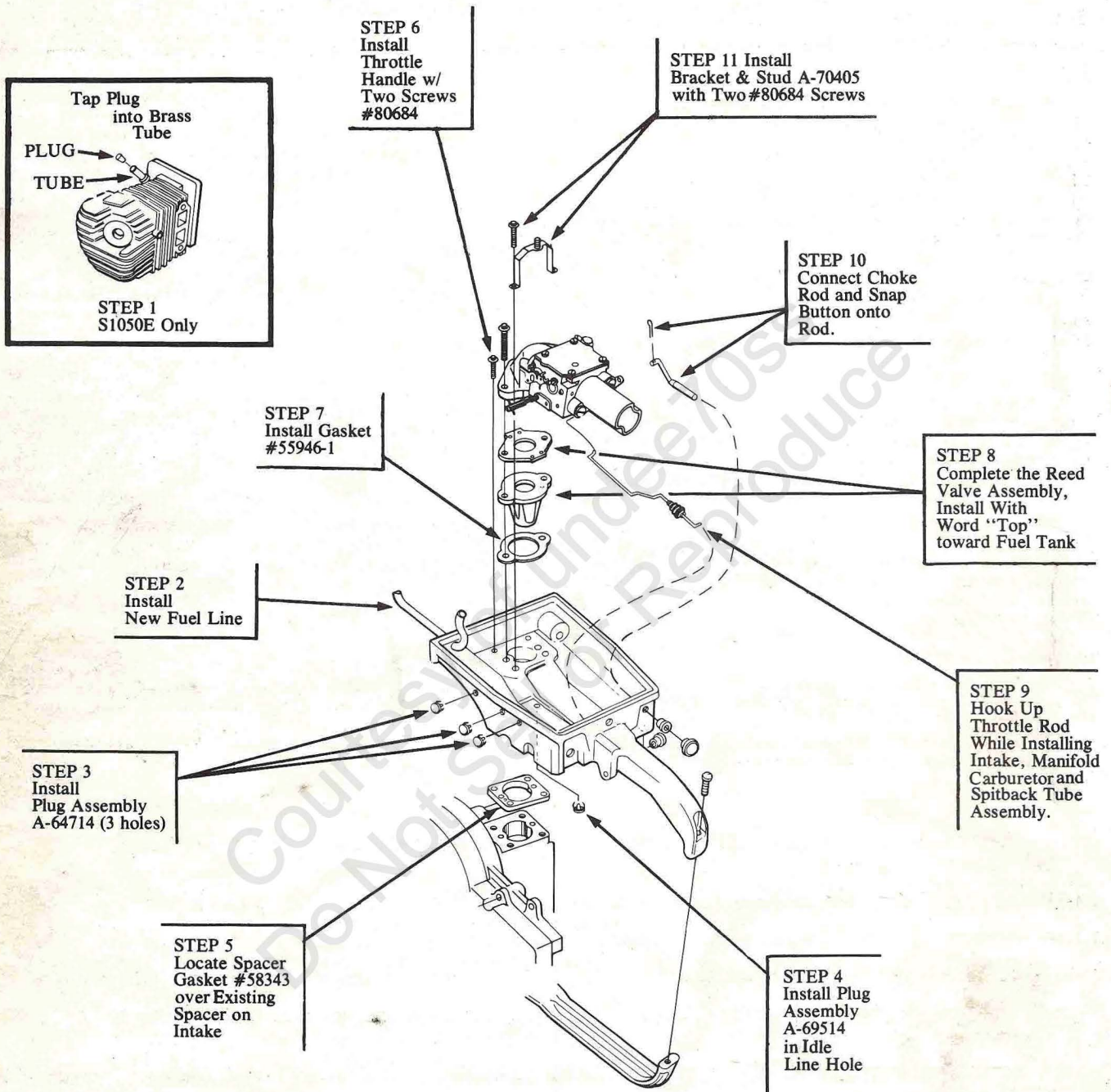


Figure 2

Conversion of #1050 E, S 1050A-0 & Super 1130GA0 by Installing Parts in Carburetor Kit A-70611

FINISHING-UP STEPS:
Connect fuel line to carb.
Tighten all screws to proper torque
Reinstall any shields, braces, guards, etc., which were removed during disassembly, but are to be reused.

STEP 1 (See Figure 2)

This step is for the Super 1050 E only: Take the tapered plug #70681 from the kit. Tap it tightly into the brass cylinder tube so that it will not leak air.

STEP 2 (This, and the remaining steps apply to all models)

Install the new #70308-21 rubber (fuel line) tubing in the fuel tank.

STEP 3

Take the three #A-64744 plug and O-ring assemblies from the kit, and install one in each of the three carburetor adjustment holes in the side of the throttle handle.

STEP 4

Find the hole formerly used to admit the idle fuel line into the throttle handle from the bottom of the chamber. Plug this hole with the #A-69514 plug and O-ring assembly from the kit.

STEP 5

Put the spacer gasket #58343 (from kit) in place over the existing spacer gasket and spacer (see Figure 1). If any of these parts are not in perfect condition, change them.

STEP 6

Pull fuel line through hole into throttle handle (just the end, for the present). Position the throttle handle over the spacer gasket mentioned in Step 5. Hold temporarily in place with two #80864 hex head screws (12-24 x 1, from unit) through the two forward holes in the throttle handle intake area. Leave the two rear holes open until Step 11.

STEP 7

Position gasket #55946-1 (from kit) over the reed valve register in the throttle handle. This gasket has a thickness of $\frac{1}{16}$ inch (1,6 mm) which provides the proper clearance between the new carburetor and the throttle handle.

STEP 8

Use the new reed valve assembly from the kit. This assembly has the new #59627-2 reed seat the large drain holes. NOTE: the word "TOP" on the reed seat must go toward the fuel tank. Drop the assembly into place in the throttle handle. Register the #63655-A carburetor gasket (from Kit) over the reed seat.

STEP 9

Pick up the new MANIFOLD, CARBURETOR & SPITBACK TUBE assembly. Check for proper alignment by working the choke lever. If the choke has full travel, O.K. to assemble in unit. If not O.K., loosen the two #80481 hex machine screws (10-32 x 2.25) in this assembly and realign the spitback tube and carburetor until there is full choke action. Then tighten these screws to 40-50 pound-inches (46-57 kg-cm)

Hook up the new throttle rod #70396 from the trigger to the carburetor throttle lever. Draw the fuel line into approximately correct position inside the throttle handle. Fasten the manifold in place with two #80882 hex head screws ($\frac{1}{4}$ -20 x $1\frac{1}{2}$, from unit) through the two middle holes in the throttle handle intake register face. Tighten these two screws to 70-90 pound-inches (81-103 kg-cm).

STEP 10

A new choke rod and a cotter pin are supplied in the Kit. The Service part number for replacement of this new choke rod is #A-70404. Install the rod in the throttle handle grommet. Attach and pin the rod to the carburetor choke lever. Press the choke button onto the new choke rod.

STEP 11

Using the remaining two #80864 hex head screws (12-24 x 1) through the two rear holes in the intake register face, install the new bracket and stud assembly to the throttle handle and engine. NOW, tighten all four of the 12-24 screws (these plus the two in Step 6) to 70-90 pound-inches (81-103 kg-cm).




IMPORTANT: Connect fuel line to carburetor inlet fitting. Adjust length of line inside throttle handle so that it runs in a gentle curve to the carburetor with no kinking or stretching.

FINISHING UP STEPS: Fasten back into place any parts that you found it necessary to remove or disconnect during the modification. This may include the muffler shield as well as the throttle handle brace.





Fill the tank with fresh fuel mix. Fill the chain oil tank with chain oil.

CARBURETOR ADJUSTING PROCEDURE (to be done with air filter cover and filter removed)

1. Idle Speed

- Turn the idle speed screw counterclockwise  until the tip of the screw leaves the throttle valve arm.
- Turn screw clockwise  until the top just contacts the throttle arm and give the screw an additional $\frac{3}{4}$ turn clockwise .
- After the final setting of the idle fuel mixture, the idle speed may have to be readjusted. Idle speed should be about 2200 RPM.

2. Idle Fuel Adjusting Procedure

- Turn idle fuel needle valve clockwise  carefully until the needle reaches the end of travel. Turn out screw counterclockwise  one full turn.
- Start engine and let it warm up. Return it to idle speed.
- Slowly turn valve clockwise  about $\frac{1}{8}$ th turn and accelerate the engine. When the engine begins to falter on acceleration, turn the needle counterclockwise  until the engine will accelerate without hesitation.

3. High speed adjustments are not required.

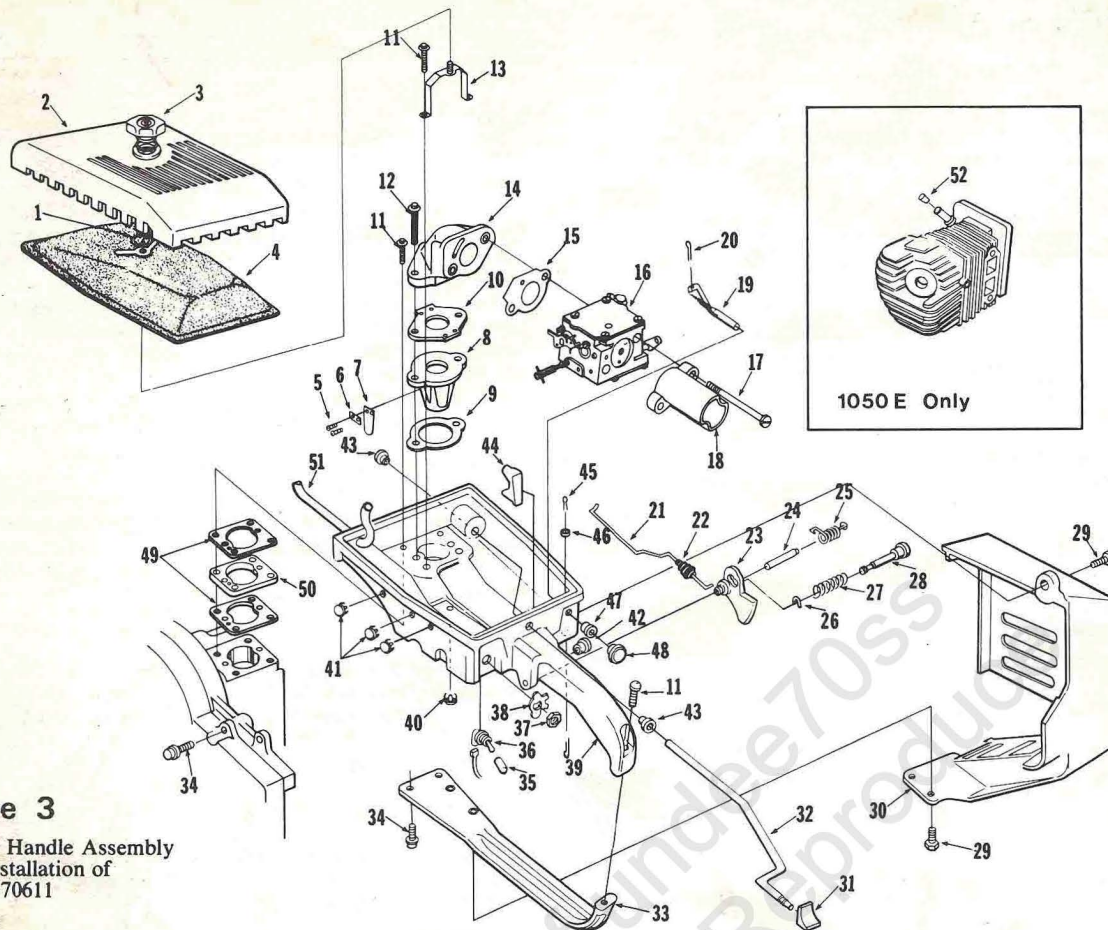


Figure 3

Throttle Handle Assembly
After Installation of
Kit #A-70611

No.	Description	Part No.	Qty.	No.	Description	Part No.	Qty.
1	RING — Retaining	58319-A	1	30	SHIELD — Muffler	63733-2A	1
2	COVER — Air filter	59230-1	1	31	BUTTON — Oil rod	58357	1
3	NUT — Cover	A-70326	1	32	ROD — Oil pump	58356-B	1
4	FILTER ELEMENT — Air	A69306	1	33	BRACE — Throttle handle	58185-A1	1
5	SCREW — Pan hd, 4-40 x 3/16	80658	8	34	SCREW — Hex hd, 12-24 x 3/4	80867	3
6	CLAMP — Reed	59629	4	35	SLEEVE — Grounding switch	69092	1
7	REED — Valve	59628	4	36	SWITCH — Toggle	A-57650-3	1
8	SEAT — Reed valve	59627-2	1		Includes:		
9	GASKET — Spacer-adaptor	55946-1	1	37	NUT	72084-A1	1
10	GASKET — Carburetor	63655-A	1	38	PLATE ("RUN-STOP")	72085-A	1
11	SCREW — Hex hd, 12-24 x 1	80864	5	39	HANDLE — Throttle		
12	SCREW — Hex hd, 1/4-20 x 1-1/2	80882	2		(carb. chamber)	A-63665	1
13	BRACKET & STUD	A-70405	1		Includes:		
14	MANIFOLD — Intake	A-70387-1	1	40	PLUG — Button w/59765		
15	GASKET — Carburetor	59722	1		"O" ring	A-69514	1
16	CARBURETOR (SDC-60)	A-70602	1	41	PLUG — Button w/59765		
17	SCREW — Hex mach.,				"O" ring	A-64744	3
	10-32 x 2.25	80481	2	42	BUSHING — Nylon	59064	1
18	TUBE — Spitback	70389	1	43	BUSHING — Nylon	58929	2
19	ROD — Choke	A-70404	1	44	STOP — Oil pump rod	58930	1
20	PIN — Cotter	86324	1	45	PIN — Cotter	86301	1
21	ROD — Throttle	70396	1	46	FELT	63290	1
22	BOOT — Throttle rod	58348	1	47	GROMMET	58362	1
23	TRIGGER — Throttle	58181-A	1	48	BUTTON — Rod	57289-1	1
24	SHAFT — Throttle trigger	58353	1	49	GASKET — Spacer	58343	2
25	SPRING — Throttle trigger	58352-A	1	50	SPACER	58391	1
26	RING — Retaining	58409	1	51	TUBING — Rubber (fuel line)	70308-24	1
27	SPRING — Throttle latch	58405	1	52	PLUG — Cylinder tube		
28	PIN — Throttle latch	58404	1		(S 1050E only)	70681	1
29	SCREW — Hex hd, 12-24 x 5/8	80676	3				

HOMELITE TEXTRON

Homelite Division of Textron Inc.

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** I. New Sprocket and Drum #A-94304
II. New Air Filter Cover**DATE:** 11-78

UNIT AFFECTED: 360 Family

- I. A new sprocket and drum #A-94304 has been released for the 360-A0 with the 3-shoe lined clutch. This will be an alternative to the hub and drum that uses a rim type sprocket. The hub and drum #A-94302 is still available.
- II. The "Quarter-Turn" air filter cover fastening system has been replaced by a stud and nut system.

<u>Old Part</u>	<u>Replaced By</u>	<u>New Part</u>
12033-3 Cover	"	12033-3A Cover
12117-1 Plate	"	A-93240 Bracket (with stud)
12110 Bushing	"	Not Required
A-12112 Nut	"	A-67639-2 Nut 58319-A Retaining Ring (Hold nut to cover)

Number A-94055 conversion kit contains all the above parts to allow converting older units.

Adjust your parts list accordingly.

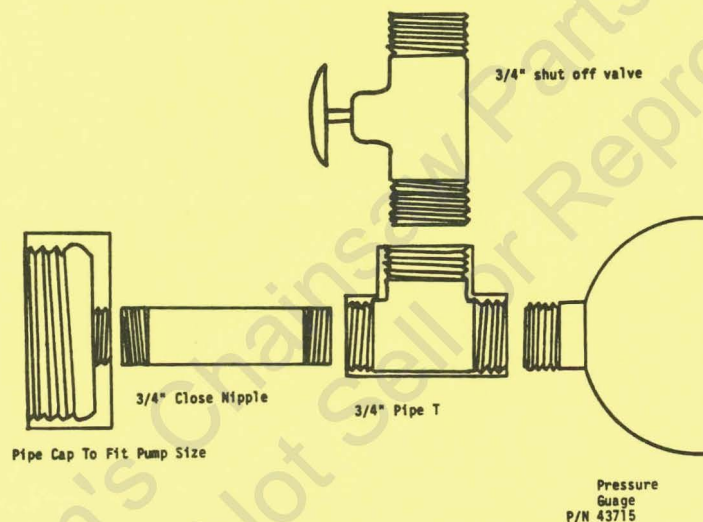


Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Pump Testing**DATE:** 11-78

Most of us are aware that after we repair a pump we can check the pump vacuum using a vacuum gauge as an indicator of whether the pump will perform. It is also a good idea to check the shut off head to further insure that the pumps performance will meet specification after a repair. To check shut off head we must make a testing device that will allow us to run the pump to purge all the air out of the pump; then close off the discharge. A pressure gauge on the device will allow us to read shut off pressure which can then be converted to head in feet of water.

A sketch of a pump testing device is shown below:



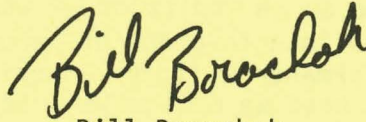
Using a 55 gallon drum of water, set the pump up on a stand with a short section of suction hose in the barrel. Screw the pipe cap to fit your pump onto the discharge of your pump. Screw the rest of your testing device into the cap. Screw a short section of garden hose onto the shut off valve for return of the water to the barrel. Start the pump and allow it to pump until all the air is purged from the pump. Close the shut off valve and read the pressure on the gauge. Open the shut off valve and stop the pump.

Convert the pump pressure to feet of head by multiplying your pressure reading by 2.309.

$$\begin{aligned} 1 \text{ PSI} &= 2.309 \text{ feet of water} \\ 20 \text{ PSI} &= 20 \times 2.309 = 46.18 \text{ feet of water} \end{aligned}$$

If your total head does not come within 15-20% of the pump's total head from the specification sheet, further work is indicated. This pump test method can be used on all pumps including submersible pumps.

A further test for submersible pumps after repair is to remove the small square plug from the motor cover and pressurize the motor housing with 15-20 PSI air pressure. Submerge the pump in water and look for air leaks. Any air leakout indicates a potential water leak and must be repaired prior to return of the pump to service.



Bill Borachok
Service Manager
Industrial & Construction Equipment

Leon's Chainsaw Parts & Repair
Do Not Sell or Reproduce

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Ignition System**DATE:** 11-78

USAGE: 150-A0 Ref: B.S.M. #1075

The old ignition system is reinstated into the 150-A0's now being built. The reason for this is the vendor simply cannot supply us with enough new ignition parts at this time.

Old ignition parts should be used to service old ignition systems. Do not try to convert an old system to the new system using conversion kit #A-69533-A because the kits are not yet available. Order the new individual parts only when servicing the new system. At this time, only 150-A0's that are built under UT #10545 will contain the new ignition system.

To service all 150-A0's that do not have this UT #10545, refer to the latest 150-A0 parts list #23535 revision 1. Old breaker box assembly #A-69533 has been reinstated into Service Parts to service the older units.

Below are two lists of parts to refer to when servicing the 150-A0 ignition system.

150-A0 UT-10545 (New System)

93849	-	Seal
A-94231	-	Cover
82256	-	Screw, Plastite
A-94631	-	Points
93612	-	Breaker Box
A-93626	-	Switch Lead
68618-A	-	Felt Seal
84025-1	-	Flat Washer

150-A0 All Other UT Numbers (Old System)

A-69533 - Breaker Box Assembly

Includes:

- 69445 - Seal, Post
- 69973 - Seal
- 82215 - Screw, Plastite
- 68591-A - Terminal-Ground
- A-69483 - Points
- A-68592 - Cover Breaker Box

Includes:

- 68618-A - Felt Seal

Adjust your parts list accordingly.



Eddie Turner
Technical Service Assistant

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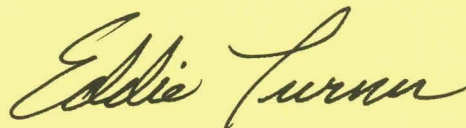
Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** I. New Air Filter Fastening System - 450-A0
II. Replacement Cylinder for 2000-A0, 2000 EAO, Super 2000**DATE:** 12-78

I. The "Quarter Turn" air filter cover fastening system has been replaced by a stud and nut system.

<u>Old Part</u>	<u>Replaced By</u>	<u>New Part</u>
A-70057-A Cover	"	A-70057-B Cover
A-70025 Plate	"	A-93297 Bracket (w/stud)
12110 Bushing	"	Not Required
A-12112 Nut	"	A-67639-2 Nut
		58319-A Retaining Ring (Holds nut to cover)
A-12358 Filter	"	94106 Filter

II. Cylinder #A-69734 which all records now show as being no longer supplied will be reinstated temporarily for service use. This cylinder will service the 2000 A0, 2000 EAO, and the Super 2000. This cylinder includes gasket #67022. A-69734 will become no longer supplied again when this stock is exhausted.

Adjust your parts lists accordingly.



Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Engine 160TP4 Trash Pump**DATE:** 12-78

A-43442 engine supersedes A-46158 and A-42562-A engine for the 160TP4-1, 1A pump. When using the A-43442 engine on 160TP4-1 pumps, impeller kit A-47145 is required. The A-46158 and A-42562-A engine had a 1" diameter crankshaft and the A-43442 engine has a 1 1/4" diameter crankshaft.

The new impeller kit consists of:

43439-2	Impeller
46150	Seal
43893	Shim (.010)
43894	Shim (.015)
43895	Shim (.032)
46151	Nut,Hex

Adjust your parts lists accordingly.

Bill Borachok
Bill Borachok
Service Manager
Construction & Industrial Equipment

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** New Clutch with 3/4" wide Clutch Shoes**DATE:** 12-78

USAGE: S-1050-A0, Lot #8299 and above

All S-1050-A0's built prior to lot #8299 should have a clutch with 5/8" wide clutch shoes. All S-1050-A0's built with lot #8299 and above will have a new clutch with 3/4" wide clutch shoes.

Parts list for 5/8" wide clutch.

<u>Part Number</u>	<u>Description</u>	<u>Quantity Required</u>
58546-2A	Spider	1
69754-1A	Shoe	6
67441	Springs	2
56238-A	Cover	1
64027	Flat Washer	1
81192	Nut	1
56132	Thrust Washer	1

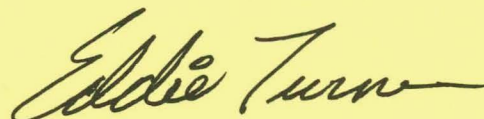
Parts list for 3/4" wide clutch.

<u>Part Number</u>	<u>Description</u>	<u>Quantity Required</u>
93288-2	Spider	1
93281-1	Shoes	6
93289	Springs	2
94743	Thrust Washer	1
80361-2	Screws	2
*A-24921-A	Cover	1
12021	Washers	2

*A-24921-A Includes (2) 12021.

When the service supply of 58546-2A spider (5/8" clutch) is exhausted, it will be superseded by conversion kit #A-94744. This kit will be used to convert a 5/8" clutch to a 3/4" clutch. This kit contains all of the parts listed under the 3/4" clutch.

Adjust your parts lists accordingly.

Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** I. Replacement Clutch
II. Replacement Carburetor**DATE:** 12-78

UNITS AFFECTED: XL-101, XL-102, XL-103, XL-104

The clutch for the XL-101 is no longer available. If an XL-101 has worn clutch shoes or springs you must replace the entire clutch. The clutch plate #63754-1 (was 63669-1) is the only part still available for the XL-101 and will be supplied until exhausted.

I. When it is necessary to replace the entire clutch on an XL-101, XL-102, XL-103, and XL-104, order the parts listed below.


<u>Quantity</u>	<u>Part Number</u>	<u>Description</u>
1	A-69459-A	Clutch *
1	64124	Bearing
1	65985-B	Race
1	A-68465	Sprocket
1	63671	Cover
1	63860	Washer

* Clutch #A-69459-A includes:

<u>Quantity</u>	<u>Part Number</u>	<u>Description</u>
1	65760-2A	Clutch Plate
3	69458	Springs
3	63977	Shoes

II. Carburetor part #A-64196-A is no longer available. Carburetor part #A-68116 can be used for the XL-101, XL-102, XL-103, and XL-104.

Adjust your parts lists accordingly.



Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** New Oil Tank Venting System**DATE:** 12-78

UNIT AFFECTED: SEZ-A0 serial #282770396 and above

The vented oil cap has been replaced by a non-vented oil cap. The oil tank will now be vented by a drilled hole in the fuel and oil tank cover. This hole is located next to the hole for the oil line and a cotter pin will be inserted into it. This system is similar to that of the XL-12 and SXL-A0.

Service will carry only the vented oil cap in stock. When the current supply of non-vented tanks are used up, only vented tanks will be available. The vented caps carried in Service Parts can be used on other vented or non-vented tanks.

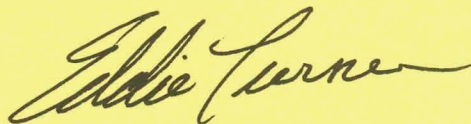
Below is a list of parts to use when ordering parts.

A-69832	Fuel and Oil Tank Cover
86301	Cotter Pin
A-65284-B	Oil Cap (Vented)

Oil Cap Includes:

69834	Gasket
69451	Check Valve

Adjust your parts lists accordingly.



Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Manual Oil Pump Plunger (NEW)**DATE:** 12-78

UNIT AFFECTED: SXL-AO Serial #483060247 and above

The manual oil pump plunger has been redesigned. The plunger and button are now one piece. This new plunger requires only one O-Ring.

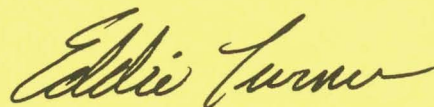
The new plunger is held in by a pin. This pin is inserted through the right side of the throttle handle and into a slot located in the plunger. The pin is held in place by the Throttle Handle Cover. Therefore, in order to remove the plunger, the throttle handle cover must be removed and the pin taken out.

Throttle handle #A-67840 (old style) will be superseded by A-93926 (new style). When replacing an old throttle handle with a new one, it will be necessary to order a new plunger and pin.

The old oil plunger and related parts are still available.

<u>Old Part Number</u>	<u>Superseded By</u>	<u>New Part Number</u>	<u>Description</u>
A-67840	"	A-93926	Throttle Handle
		94142	Pin
A-57834-10	"	A-93783	Plunger
74388		74388	O-Ring
59074		O-Ring	Not Required
59293		59293	Spring
57289-1		Button	Not Required
A-59213-1		A-59213-1	Throttle Handle Cover

Adjust your parts lists accordingly.



Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** New Flexible Lines**DATE:** 12-78

UNIT AFFECTED: 450-A0

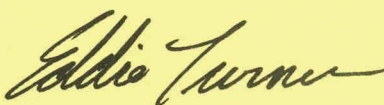
This memo is to update you as to what part numbers to use when ordering flexible lines for the 450-A0 and what length these lines should be.

The length of a line can be determined by its "Dash Number". One equals 1/4 inch. Example: Fuel line #70310-01 would be 1/4 inch long and fuel line #93112-42 would be 10 1/2 inches long.

Use the list below to order flexible lines for the 450.

<u>Old Part Number</u>	<u>Superseded By</u>	<u>New Part</u>	<u>Description</u>
70309-19	"	93157-13	Pulse Line
70309-45	"	93112-45	Manual Oiler Line
70309-37	"	93112-37	Auto Oiler Line
70310-42	"	93112-45	Fuel Line

Make the above adjustments to your 450 parts list #24897.



Eddie Turner
Technical Service Assistant