

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** New carburetors for the Super 2, VI-Super 2 and VI-Super 2SL, Lot #8307 and above.**DATE:** 1-79

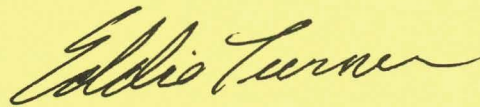
On the Super 2 chain saw only, the HDC-48-A carburetor has been superseded by the HDC-57. The HDC-48-A is still used on the XL and XL-2 and will be available from Service stock.

On the VI-Super 2 and VI-Super 2SL chain saws only, the HDC-49 carburetor has been superseded by the HDC-58. The HDC-49 is still used on the XL-2S and will be available from Service stock.

Here is a list to follow when ordering new carburetors.

<u>Carburetor</u>	<u>Part Number</u>	<u>Usage</u>
HDC-48-A	A-94053	XL, XL-2
HDC-49	A-94054	XL-2S
HDC-57	A-94649	Super 2
HDC-58	A-94650	VI-Super 2, VI-Super 2SL

Adjust your parts list accordingly.



Eddie Turner
Technical Service Assistant

Distribution:

TO: ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS

SUBJECT: New Throttle Handle Incorporating Pyramid Reeds and
New Manual Oil Pump Plunger.

DATE: 1-79

UNIT AFFECTED: XL-12 Serial #683450001 and above.

The XL-12 is now being built with pyramid reeds and the new manual oil pump plunger. The throttle handle will be the same as that now being used on the SXL-A0.

In order the service these new units refer to the SXL-A0 parts list #24228 Rev.1 for all carburetor related parts such as reeds, gaskets, etc. Refer to Branch Service Memo #1103 and Dealer Service Memo 790 to service the new throttle handle and new manual oil pump plunger.

Adjust your parts list accordingly.



Eddie Turner
Technical Service Assistant

Leon's Chainsaw Parts & Repair
Do Not Sell - Reproduction

Distribution:

TO: ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS

SUBJECT: Submersible Pump Stator Markings A-42444.

DATE: January '79

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

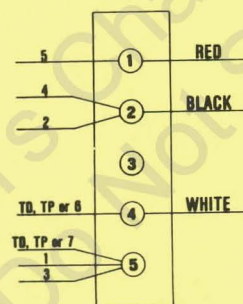
T-1
T-2
T-3
T-4
T-5
T-6
T-7

New Markings

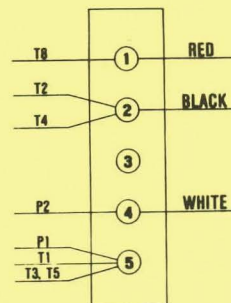
T-1
T-2
T-3, T-5
T-4
T-8
P-1
P-2

The SP150-1 pump wired for 120 volts should look like:

Old



New



Adjust your parts list accordingly.

Bill Borachok
Service Manager
Industrial & Construction Equipment

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** Breakerless Ignition - Solid State**DATE:** 1-79**UNIT USAGE:** SEZ-A0- Series - UT-10537, UT-10403-A, UT-10505-A,
and UT-10532-A.

Parts required to service subject breakerless Ignition System.

1. Module & Core #A-94111 (Wico) Includes Hi-Tension lead #65205.
2. Rotor #68701 (Wico-Same as SEZ-A0 Wico breaker point ignition).
3. Ground Lead #A-94625

NOTE: Original modules on units prior to lot #8200 used ground lead #A-63939.

IMPORTANT: DO NOT attempt to use module #A-94111 with SEZ-A0 Phelon rotor #65288-A. The module was designed for use with the Wico rotor only. The Phelon rotor magnets have an opposite charge and will have no output with this module. If you have been told otherwise, please disregard same.

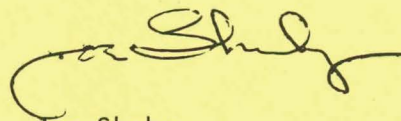
Branch Service Memo #1073 and Service Managers Newsletter #643 introduced the new SEZ-A0 breakerless magneto. We asked you at that time to return all failures for our analysis. As a result of these returns we have made further improvements that will make a more reliable system.

I would like to thank you for your cooperation in returning the failures so promptly for our analysis.

Now we would like to ask you to return only those module failures that have a date code stamped on the module, starting with #478 and all those above. Also, all those with a date code ending in nine (9). Modules after this date have the improvements initiated as a result of your previous returns.

Send the failed modules to: Homelite, 14401 Carowinds Blvd., P.O.Box 7047, Charlotte, N.C. 28217 - Attn: Eddie Turner.

Warranty paperwork should be processed thru your regular District channels.



Joe Shuhy
Forestry Product Service Manager

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** Back Plate Puller A-94147**DATE:** 1-79

UNITS AFFECTED: 900 Series Chain Saws - XL-98 and XL-98-A

Because there is an interference fit between the back plate and crankcase register diameters a back plate puller has been released for Service.

To use this tool, remove the rotor, the four screws holding the back plate, and the three screws that attach the module to the back plate. Remove the module. Loosen the two cylinder mounting nuts closest to the back plate.

Insert the three small screws on the puller into the three screw bosses that the module retaining screws came out of. Tighten the large screw against the crankshaft to free the back plate.

When reinstalling the back plate use an arbor press to press the back plate into the crankcase or pull it down by tightening the screws one at a time, only turning each screw 1/4 of a turn before going to the next screw. Do this until all screws are tight.

Adjust your parts list accordingly.



Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** Correction to instruction sheet #17185 contained in
liquid lever control #A-46351-1.**DATE:** January '79

UNITS AFFECTED: Submersible Pumps

On page 5 of sheet #17185 under SP200-1, SP200-2, SP300-1 wiring connections,
correct sentence "C" to read black wire instead of white wire.

Correct sentence "~~B~~" to read white instead of black wire.

E

Eddie Turner
Technical Service Assistant

Courtesy of *Handee* produce
Do Not Sell

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES AND DEALERS**SUBJECT:** CORRECTION TO B.S.M. #1110 CE**DATE:** 2-79

Second paragraph should read:

" Correct sentence "E" to read white instead of black wire."Gary Greer
Technical Service AssistantLeon's Chainsaw Parts & Repair
Do Not Sell or Reproduce

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** Stator #A-42917-A**DATE:** January '79**UNITS AFFECTED:** 170A15-1 and 170A15-1A

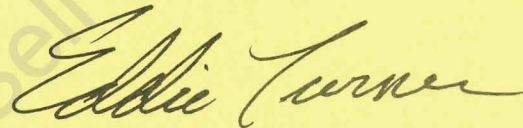
Stator #A-42917 has been superseded by A-42917-A.

The A-42917 had four wires for the 170A15-1. The A-42917-A has six wires for the 170A15-1A.

In order to use the A-42917-A on the 170A15-1, do the following:

1. Connect T1 and T3 together to make the #1 wire.
2. Connect T2 and T4 together to make the #2 wire.
3. Connect both wires to the AC side of the rectifier.

Adjust your wiring diagrams 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: A. TORX DRIVE SCREWS

DATE: 1-79

B. TORX DRIVE BITS

UNIT USAGE	SCREW #	RECESS SIZE	DRIVER NUMBER
1. XL-98-A - SXL - SXL-925 SEZ (Bear. Ret.)	70306	#25	24982-01 (1/4" shank) or 24982-02 (5/16" shank)
2. SEZ (Fuel Tank)	65321-A	"	"
3. 750 (Bear. Ret.)	70851	"	"
4. SEZ (Drivecase)	65157-A	"	"
5. 550 (Clutch Plate)	93126	#15	17115-01 (1/4" shank) or 17115-02 (5/16" shank)

We presently have five different part number screws that have a torx drive recess. These screws require a special torx driver bit or key for assembly.

Shown above, you will find unit usage, part number, recess size, driver bit number, and location of screws we are using.

We are using the torx drive system in our units because of its many advantages. It transmits driving torque more efficiently than any other system. Due to the vertical sides with ample wrench engagement, no force is required for end loading; therefore, cam out does not occur. It is burr and chip free and tool life exceeds all other systems.

You can order thru our service parts the two driver bit sizes shown above, to handle all the torx screws presently in our units.

Also, torx keysets (similar to hex allen type) usually consisting of (9) torx wrench sizes can be obtained from local distributors of the following sources. APEX - PROTO - MAGNA - SNAP ON - STANLEY

Adjust your parts list accordingly.

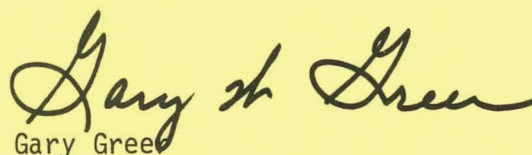


Joe Shuhy
Forestry Product Service Mgr.

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** 1. VOLTAMATIC TRANSFORMER LEAD LABELED INCORRECTLY
2. STATOR LEAD LABELED INCORRECTLY
3. MAX-POWER SWITCHES**DATE:** JAN. 79**UNITS AFFECTED:** ALL VOLTAMATIC GENERATORS (EXCLUDING 180A75-1)

We have received reports stating that the engines on subject units seem to load down and loose speed when there is no load applied to the generator. This condition can be caused by the following:

1. VOLTAMATIC TRANSFORMER LEADS LABELED INCORRECTLY - Using an ohmmeter, wire #1 should show continuity with #2. Wire #3 should show continuity with #6. There have been cases where transformers taken out of Service Parts were labeled incorrectly (numbers reversed on wires, etc.) If a transformer is found to be labeled incorrectly, wires should be relabeled in accordance with continuity test above.
2. STATOR LEADS LABELED INCORRECTLY - On subject units, wires #1 & 4 are the two ends to one stator winding and wires #5 & 6 are for the other stator winding. Using an ohmmeter, wire #1 should show continuity with #4. Wire #5 should show continuity with #6. In addition, the polarity of the two stator windings must be the same. If the continuity test shows nothing wrong and engine is loading abnormally, shut engine down and disconnect wires #5 & 6. After taping wires to avoid possible shock, start engine again. If the engine runs normally the polarity of the windings were not the same and wire #5 & 6 should be relabeled and reversed when reconnected.
3. DEFECTIVE MAX-POWER SWITCH - Using an ohmmeter, check for continuity between center terminals to the terminals on each side. There should be continuity between the center terminals and one set of outside terminals. Change switch to the other mode and continuity should switch to opposite set of terminals. Also check the switch to insure that it is wired accordingly to the wiring diagram.



Gary Green
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** KING COIL AND CONDENSER TESTER**DATE:** 2-79

We have been informed that the company that manufactures the King coil and condenser tester will no longer repair these units.

Many of our branches and dealers have testers of this type.

If service is needed for your King coil and condenser tester it may be sent to the address below.

Makuh Electro Laboratory
3315 Brook Park Road
Cleveland, Ohio 44134
Tel: 216-661-4505
Attn: Joe Makuh

We suggest you call before sending your unit.



Eddie Turner
Technical Service Assistant

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

Distribution:**TO:** ALL DISTRICT, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** CLUTCH CONVERSION KIT #A-94156**DATE:** 3-79

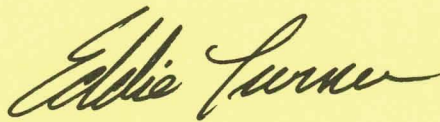
UNIT AFFECTED: 550 AND SXL-925

Service parts will now carry a conversion kit to convert any 550 or SXL-925 with a six (6) shoe clutch to the new three (3) shoe lined clutch.

Contents of kit #A-94156:

<u>Part Number</u>	<u>Description</u>	<u>Quantity Required</u>
63462	Thrust Washer	1
93650	Thrust Washer	1
64129-A	Inner Race	1
64124	Needle Bearing	1
A-94117	Hub & Drum	1
93811	Spider	1
A-94126	Clutch Shoe	3
93814-A	Clutch Spring	3
93628	Clutch Cover	1
93126	Torx Screws	3
*82253	Screws	3

* Pan head screws used only as an alternative to 93126. It is suggested you use only the 93126 when converting the SXL-925. Clutch cover screws can be secured with Loc-Tite.



Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** REPLACEMENT PARTS FOR HOMELITE 404 AND 1/2" PITCH
SAW CHAIN**DATE:** 3-79**NOTE:** REFERENCE TO SERVICE MANAGERS NEWSLETTER #631, BRANCH SERVICE
MEMO #1064CS, AND DEALER SERVICE MEMO #751.

We will no longer supply repair parts for chain 404 or 1/2" pitch,
that has a tie strap shaped like the one pictured below.



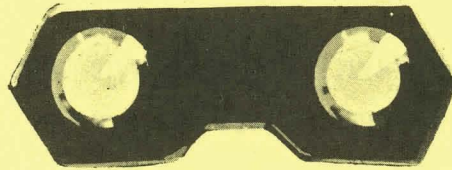
The following list of repair parts have been made "no longer supplied" when
exhausted.

	<u>404 Pitch</u>	<u>1/2" Pitch</u>
RH Cutter	K3-92001-A	M3-92001-A
LH Cutter	K3-92002-A	M3-92002-A
Drive Link	K3-92003-A	M3-92003-A
Tie Strap	K3-92004-A	M3-92004-A
Rivet	K3-92005-A	M3-92005-A
Preset Tie Strap	K3-92006-A	M3-92006-A
Repair Kit	K3-92007-A	M3-92007-A
Joining Kit	K3-92008-A	M3-92008-A

The parts above can be purchased locally from an Oregon dealer.

cont'd

We will still supply parts for 404 and 1/2" pitch chain that has a tie strap shaped like the one below.



The following list of repair parts are still supplied by Service Parts and will fit 404 and 1/2" chain with tie straps shaped like the one pictured above.

	<u>404 Pitch</u>	<u>1/2" Pitch</u>
RH Cutter	K3-92001-L*	M3-92001-B
LH Cutter	K3-92002-L*	M3-92002-B
Drive Link	K3-92003-G	M3-92003-B
Tie Strap	K3-92004-G	M3-92004-B
Rivet	K3-92005-G	M3-92005-B
Preset Tie Strap	K3-92006-G	M3-92006-B
Repair Kit	K3-92007-G	M3-92007-B
Joining Kit	K3-92008-G	M3-92008-B

* Use the following suffixes for your particular chain cutters. All other parts are interchangeable.

L-Chipper Chain (Round File)
G-Chisel Chain (Square File)
M-Chisel Chain (Round File)

If a repair kit has a suffix with a number in it such as K3-92008-6A, ignore the 6 and stock this part under #K3-92008-A.

A handwritten signature in cursive script that reads "Eddie Turner".

Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** PHELON ROTORS ON WICO IGNITION SYSTEMS**DATE:** 3-79

UNIT AFFECTED: SEZ-A0

In order to meet production we have used a limited number of Phelon rotors on Wico solid state ignition systems. If you find a unit with this combination and the ignition system has failed, you should not suspect the failure is due to an incorrect rotor until the module is checked.

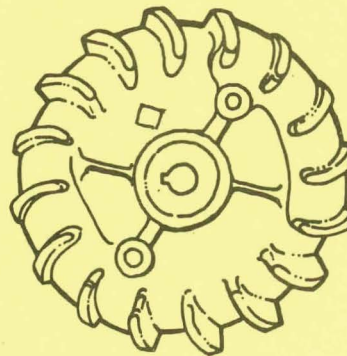
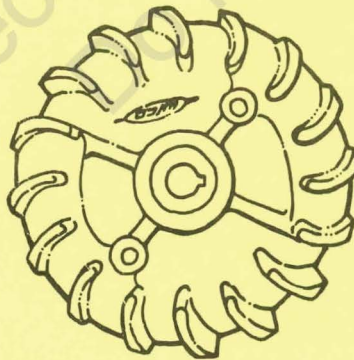
Phelon charged the magnets to make these rotors the same as the Wico rotor. These parts were used in production only.

If you have a Wico solid state ignition with a Phelon rotor that requires replacement, order a Wico rotor as a replacement.

To test a Phelon rotor to see if it is to be used with either a Phelon breaker ignition system or a Wico solid state ignition system, do the following.

1. Place a Phelon rotor next to a Wico rotor and align the keyways to face each other. See below.
2. If the poles of the magnets attract each other, the Phelon rotor is to be used with a Phelon ignition system only.
3. If the poles of the magnets repel each other, the Phelon rotor must be used on a Wico ignition system only.

No Phelon rotors with "Reversed Polarity" were sent to Service Parts.



Eddie Turner
Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** CORRECTION TO PARTS LIST #17046**DATE:** 3-79

UNITS AFFECTED: HR-18-R and HR-20R

On page 2, figure 2, the part number for the Robin replacement engine should be changed to read A-46693.

Correct your parts list accordingly.



Gary Greer
Technical Service Assistant

Courtesy of Andee70ss
Do Not Sell or Reproduce

Distribution:**TO:** ALL DISTRICTS, BRANCHES, SERVICE BRANCHES, AND DEALERS**SUBJECT:** SHORT BLOCKS**DATE:** 3-79

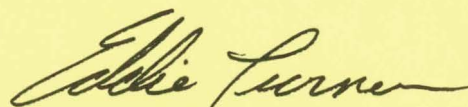
All short blocks for chain saws have been made "no longer supplied when exhausted".

The number of short blocks used versus units sold for 1978 does not warrant carrying these parts in stock.

All pieces for a complete rebuild of a unit can still be ordered, such as cylinder, crankcase, piston, rod, etc.

Below you will find a list of short blocks that have been discontinued.

A-12266-E	360-A0	Short Block
A-68624-C	150-A0	Short Block
A-69394-C	XL, XL-2	Short Block
A-70003-B	350-B	Short Block
A-70225	S-2, VIS-2	Short Block
A-70836	VIS2-SL	Short Block
A-70959-D	450-A0	Short Block
A-93747-A	150-A0	Short Block
A-93996-B	550-A0	Short Block
A-94745	XL, XL-2	Short Block
A-94746	VIS2-W	Short Block



Eddie Turner
Technical Service Assistant

Distribution:**TO:** ALL DISTRICT, ZONES, SERVICE CENTERS, AND DEALERS**SUBJECT:** CORRECTION TO PARTS LISTS #17045 AND 17046**DATE:** 3-79

UNITS AFFECTED: HR-18, HR-20, HR-18R, AND HR-20R

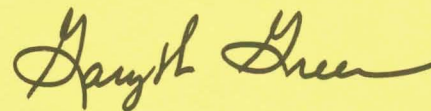
The following errors have been discovered in subject parts lists. Correct your parts lists as follows.

(1) #17045 - Figure #3:

<u>No.</u>	<u>Description</u>	<u>Part Number</u>	<u>Qty.</u>
2	Screw, Socket Head Cap (3/8-16 x 1")	82350	4
13	Screw, Socket Head Cap (3/8-16 x 1 1/4")	82351	6

(2) #17046 - Figure #4:

<u>No.</u>	<u>Description</u>	<u>Part Number</u>	<u>Qty.</u>
2	Screw, Socket Head Cap (3/8-16 x 1")	82350	4
14	Screw, Socket Head Cap (3/8-16 x 1 1/4")	82351	6



Gary Greer
Technical Service Assistant
Construction & Industrial Equipment

Distribution:**TO:** ALL DISTRICTS, ZONES, SERVICE CENTERS, AND DEALERS**SUBJECT:** CORRECTION TO PARTS LIST 24602 REV.1**DATE:** 3/79

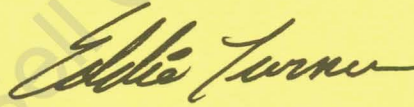
UNIT AFFECTED: C-72

On page five (5), item number forty (40) should be A-65990; not A-65991.

Refer to the list below when ordering parts.

<u>Part Number</u>	<u>Description</u>
A-65990	Drum & Hub - 7 Spline
63284	Sprocket (Rim) - 3/8" Pitch, 7 Tooth
63285	Sprocket (Rim) - 404 Pitch, 7 Tooth
A-65991	Drum & Hub - 6 Spline
65960	Sprocket (Rim) - 404 Pitch, 8 Tooth

Adjust your parts list accordingly.

Eddie Turner
Technical Service Assistant
Chain Saws

Distribution:

TO: ALL DISTRICTS, ZONES, SERVICE CENTERS, AND DEALERS

SUBJECT: SUBMERSIBLE PUMP STATOR MARKINGS A-46481

DATE: 3/79

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

5

4

UNMARKED

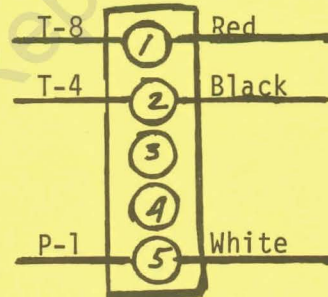
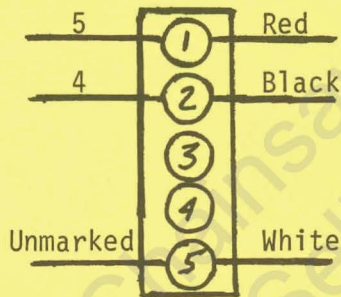
NEW MARKINGS

T-8

T-4

P-1

The SP300-1 pump wired for 240 volts should look like:



Adjust your parts lists and wiring diagrams for the SP300-1 accordingly. Do not change the wiring diagram for the SP300-1A.

Bill Borachok
Service Manager
Construction & Industrial Equipment

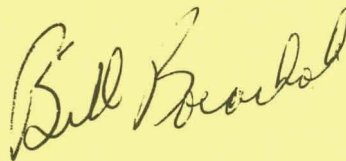
Distribution:**TO:** ALL SERVICE CENTER MANAGERS, DISTRICT SALES MANAGERS, AND SALESMEN**SUBJECT:** NEW CAST IRON LINED ENGINES FOR CONSTRUCTION EQUIPMENT **DATE:** 3/79

Homelite has begun building seven (7) products with Briggs & Stratton cast iron lined engines. The parts lists for these products have been mailed. These products are:

<u>Model</u>	<u>Description</u>	<u>Parts List Number</u>
111B1B	Blower	24161-B
111S2-1A	Pump	23942-A
121TP2-1A	Pump	24241-A
172A20-1B	Generator	17137-A
176A35-1B	Generator	17139-A
120TP3-1B	Pump	24144-1A
120S3-1A	Pump	24187-A

The cast iron lined engine should not be confused with Briggs & Strattons' I.C. engines. Homelite has used the I.C. engine for many years before Briggs put the title I.C. on the engine. The standard I.C. engine from Briggs does not have the cast iron cylinder liner.

The cast iron lined engines will supersede the aluminum bore engines for service when the service stock of aluminum engines is depleted. We will then only supply the cast iron lined engines for service were applicable.



Bill Borachok
Service Manager
Construction & Industrial Equipment



TECHNICAL SERVICE BULLETIN

NO. 179-001**AFFECTS:****SUBJECT:**

ALL SERVICING DEALERS

We would like to introduce you to our new technical bulletin. This bulletin will replace the present dealer service memo. Please note the new numbering system. Example: (179-001). In this new system the first number designates the product line, (1) is chain saw, (2) is construction equipment, etc. The next two numbers represent the year the bulletin is written. The balance of the number is the number of bulletins written for that year. If you handle both chain saws and construction equipment, you will notice the number sequence will be the same on both bulletins, the only difference will be the first digit.

We find that some dealers file these bulletins in numerical sequence, some dealers file them by the topic, and some by the model number that the bulletin refers to. We suggest that you file these where you can locate them as easily as possible when you must refer to them.

Bob Donahey

Bob Donahey
Manager Technical Service

ds

DATE April '79



TECHNICAL SERVICE BULLETIN

NO. 179-002**AFFECTS:** ALL CHAIN SAWS**SUBJECT:** REPLACEMENT PARTS FOR CARBURETORS

Because the movement of individual carburetor parts has been so low, the decision has been made to carry only carburetor repair kits for shop use. A good example of this is we sold only 108 throttle shafts for the HDC-48-A in 1978. Considering the amount of XL, XL-2 units sold in 1978, this does not warrant carrying this as an individual replacement part.

There will be more than just a repair kit for each carburetor. Most carburetors will have a general repair kit, a gasket and diaphragm set, and a check valve repair kit. This will give you three (3) part numbers instead of thirty-three (33) to work with.

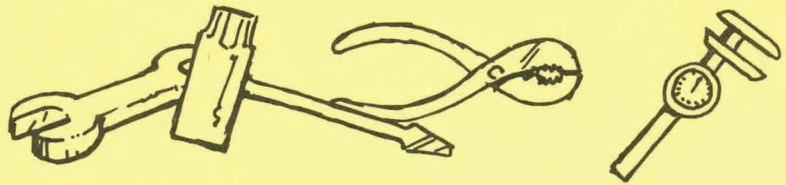
Other carburetors may have these kits plus any part that is necessary for general repair. For example; most Tillotson repair kits do not include a fuel inlet needle. Where this is the case, the fuel inlet needle will be supplied separately until it can be put into the kit.

This change will be gradual and will make ordering parts and repairing much easier. Once a carburetor replacement parts supply has been changed from individual parts to kits, the individual parts will be no longer supplied when exhausted.

Keep in mind that this change will be gradual and will take place as new carburetors come out. The changes will be reflected in the new parts lists. Please continue to order as in the past. The numbers will supersede as stock of the individual parts is depleted.

Eddie Turner
Technical Service Assistant

DATE April '79



TECHNICAL SERVICE BULLETIN

NO. 179-003

AFFECTS: VARIOUS UNITS

SUBJECT: HEX NUT #81192

Remove all nuts, part #81192 from stock and scrap them immediately. Fill out a warranty form for the amount scrapped.

We have found that it can take as much as 380 inch/lbs. to install some of these nuts. Then when the nut is removed, the part it was installed on is damaged. No more than 110 inch/lbs. should be used to install one of these nuts.

Do not use the nuts you have in stock. You could possibly ruin a crankshaft or another vital part. Use only those nuts taken out of packages marked Q.C. 4-2-79.

A handwritten signature in cursive script that reads "Eddie Turner".

Eddie Turner
Technical Service Assistant

DATE April '79



TECHNICAL SERVICE BULLETIN

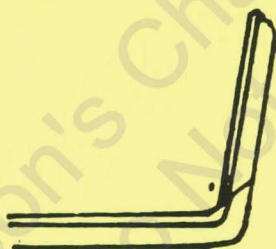
NO. 179-004

AFFECTS: ST-100

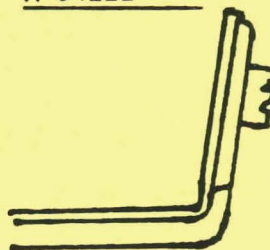
SUBJECT: 1. NEW GRASS SHIELD #94270 AND NEW STRING HEAD A-94233-A.
2. NEW MUFFLER BRACKET #A-95053.

1. String head A-94233 has been redesigned so when it is put on wrong, the retaining nut will not engage the threads on the shaft adapter. The new part number is A-94233-A. Grass shield #94270 has been redesigned to be used with the new string head. The old grass shield can be used if the retaining screw boss is cut off.
2. The muffler bracket has been redesigned to minimize breakage. The new bracket A-95053 must be used with a new screw #82374. Old screw #80882 cannot be used with the new bracket. If the old screw is used with the new bracket, it is possible that ground continuity may not be made from the muffler bracket to the tank. Therefore, the stop button will not kill the engine when depressed.

New Bracket
A-95053



Old Bracket
A-94222



Adjust your parts lists accordingly.

Eddie Turner
Technical Service Assistant

DATE April '79



TECHNICAL SERVICE BULLETIN

NO. 179-005

AFFECTS: 550

SUBJECT: LOOSE STARTER PAWL STUDS

After removing a rotor from a unit and reinstalling it, check the starter pawl studs to see if they are loose.

If they are loose, remove the studs and apply a small amount of Loc-Tite to the threads. Reinstall the studs and torque to 75-90 inch lbs.

The studs should be checked anytime the starter housing is removed, even if the rotor is not removed.

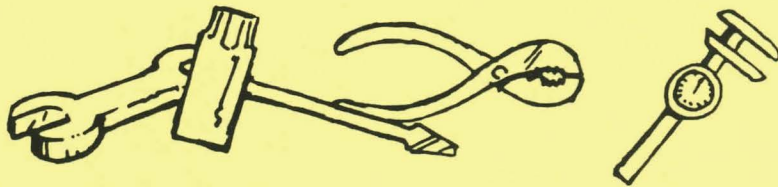
This is a good practice that should always be taken when repairing any unit, regardless of model.

A handwritten signature in cursive script that reads "Eddie Turner".

Eddie Turner
Technical Service Assistant

ds

DATE MAY '79



TECHNICAL SERVICE BULLETIN

NO. 179-006

AFFECTS: SEZ-A0 LOT #9002 AND ABOVE

SUBJECT: NEW AIR FILTER COVER BRACKET AND MOUNTING NUT

For better retention of the air filter cover a new bracket incorporating a stud with a larger thread size is now being used. This new stud requires a new mounting nut. The new bracket does not have threaded holes for mounting it to the throttle handle. Thread forming screws are supplied.

If a bracket has to be replaced on a unit prior to lot #9002, use kit #A-93138-A.

Parts for units prior to lot #9002:

A-65123	Bracket	Superseded by A-93138-A kit
A-65272	Nut	Still Available
80577	Mounting Screws	Still Available

Parts for units with lot #9002 and above:

A-93138-A Bracket Kit

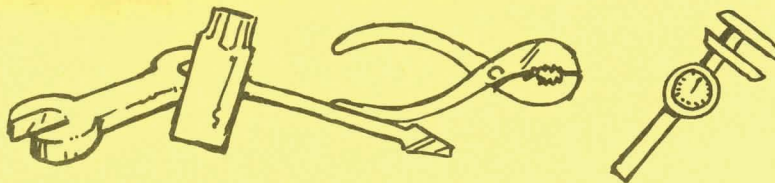
Includes: 2- 82327 Thread forming screws
1- A-65272-2 Nut (larger thread size)

Adjust your parts list accordingly.

Eddie Turner
Technical Service Assistant

ds

DATE June '79



TECHNICAL SERVICE BULLETIN

NO. 179-007

AFFECTS: SUPER-2

SUBJECT: CORRECTION TO PARTS LIST 24983-REV.1

Page four (4), insert located in the bottom right hand corner; change the adjusting pin part number to 69254-1A.

Page five (5), index #38; change the adjusting pin part number to 69254-1A.

Adjust your parts list accordingly.

A handwritten signature in cursive script that reads "Eddie Turner".

Eddie Turner
Technical Service Assistant

ds

DATE June '79

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



TECHNICAL SERVICE BULLETIN

NO. 179-008**AFFECTS:** ST-100 STRING TRIMMER**SUBJECT:** PROPER TORQUING OF CARBURETOR MOUNTING SCREWS, PART #82165

With the introduction of the new "softer" gasket, part number 93889, it is most important to maintain the proper torque on the screws that secure the carburetor to the housing.

This new softer gasket may take a "compression set" after it is initially torqued at the factory. If this occurs the mounting screws will lose their torque and a leak may develop around the gasket.

If a leak occurs in this area and the new softer gasket is being used, do the following:

1. Remove air filter cover and air filter.
2. Re-torque both carburetor screws to 30 inch pounds.
NOTE: The torque wrench reading must continually increase as the screw is tightened. If the torque reading levels out or reduces as the screw is tightened, the brass insert has pulled out; if so the carburetor housing (93885) must be replaced.
3. Remove the fuel line from the fuel inlet nipple. Pressurize at the fuel inlet nipple to 10 P.S.I. If a leak is indicated the cause of the leak must be determined.
4. Leaks may occur in the following areas:
 - a. The fuel nipple o'ring groove on the carburetor housing.
 1. This leak can be corrected by removing the excess plastic from underneath the o'ring on the carburetor housing.
 - b. The carburetor gasket.
 1. The insert may have pulled out in the carburetor housing.

cont...

DATE June '79

c. The carburetor inlet needle.

1. This leak should stop if fuel is drawn through the system.

IMPORTANT

This repair should be done with a reliable torque wrench calibrated from 0 to 100 inch pounds. Also, tighten each screw with one smooth motion. Do not use several short strokes.

To prevent this from occurring in the future a new housing with a "bead" around the sealing surface is now being used in production. This bead will greatly reduce the compression set the gasket will take therefore, keeping the torque of the carburetor screws well within specification.



Eddie Turner
Forestry Product
Service Manager

ds

Leon's Chainsaw Sales & Repair
Do Not Sell Or Reproduce



TECHNICAL SERVICE BULLETIN

NO. 179-009

AFFECTS: MODELS 450 AND 550 SAWS

SUBJECT: CHAIN OILER DUAL SYSTEM (AUTOMATIC AND MANUAL)

The automatic and manual oiler systems on these units are fully independent up to the point where they join in the common delivery passages in the crankcase (see sketch included). The independent design aids in the troubleshooting steps for these oilers, allowing them to be tested one against the other.

Basic troubleshooting of the oiler system proceed as follows:

I. AUTO OILER FAILS TO DELIVER OIL - MANUAL OILER PERFORMS SATISFACTORILY

1. Check that strainer of auto pump pick-up is clean and is properly positioned and that the line is not kinked or twisted. Connect a standard automotive type vacuum gage to the automatic pick-up line and run the unit at wide open throttle at no load, or better still, while cutting and observe the maximum vacuum developed. A good pump will develop 25 to 28 inches of (Mercury) vacuum (12 to 14 pounds per square inch suction). Use of heavy oils can substantially reduce pump output in cool or cold weather -- appropriate dilution with kerosene should be encouraged.
2. Remove pump cover and diaphragm and plunger.
 - A. Check cover for lead shot plug in outside wall near corner (will be found in older covers only). If ball is not sealing, or if cover wall is cracked, replace with latest cover #69224-2C.
 - B. Push on plunger (lightly) to check that it is contacting and lifting the ball check valve from its seat, that it does not bind in pump body, and that diaphragm is in good condition. The later oil pump body has a small internal o-ring that wipes the plunger. A film of oil is needed to limit drag. This drag is largely eliminated at running temperatures (200° F+). Check that plunger does not turn in diaphragm.
 - C. Check that pulse and vent holes are open to the diaphragm cavity.
 - D. Blow air through system from strainer end of pick-up. Air should exit through plunger bore of pump body.

DATE June 179

I. (Cont'd)

- E. Reinsert plunger into pump body. Pressurize pick-up line from strainer end. Check for leaks in line or between plunger and pump body bore.
3. Pressurize delivery side of auto pump (from manual oiler line fitting). Pressure should exit from guide bar pad. Plug hole in guide bar pad (with ice pick or other plug).
 - A. Check that ball check valve is sealing, and that pump body o-rings do not leak.
 - B. Insert a test plunger (modified per sketch), or similar tool, to lift the ball check valve to check for free flow through the delivery end of the pump body.
4. With test plunger holding the ball check valve lifted from its seat, blow air into strainer end of pick-up line. Air should exit from guide bar pad.

NOTE: If removal of pump body is necessary, plug outlet at guide bar pad, remove retaining ring from pump body, and force pump body out of bore with hydraulic pressure from the manual pump.

II. MANUAL OILER FAILS TO DELIVER OIL - AUTOMATIC OILER PERFORMS SATISFACTORILY

1. Check that strainer of manual pump pick-up is clean and is properly positioned, and that line is not kinked or twisted.
2. Remove manual pump outlet line from fitting at pump. Pressurize line and delivery system from loose end of line; air should exit at guide bar pad. If not, blockage is in line, crankcase fitting, or passage in crankcase prior to joining common delivery passage. This test will also detect leaks in this line and fittings themselves if outlet at guide bar is plugged (say with an ice pick). DO NOT EXERT EXCESSIVE FORCE OR DAMAGE OR FAILURE OF SEAL AT CRANKCASE CAN RESULT.
3. Pressurize pick-up line from strainer end to check for leaks in line, at fittings, and around pump plunger o-rings. Check function of inlet and outlet check valves.
4. Remove pump components and check condition of o-rings, pump tip, spring, etc., and that spring returns pump freely to full up/intake position. Slow plunger return can result from use of heavy oil.

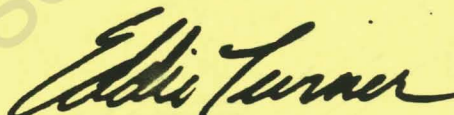
III. AUTOMATIC AND MANUAL OILER SYSTEMS FAIL TO DELIVER OIL

Actuate manual pump repeatedly.

1. If manual pump operates freely but does not deliver oil:
 - A. Check level of oil in tank, that proper oil is being used, that pick-up lines are properly positioned, and that strainers are not clogged.

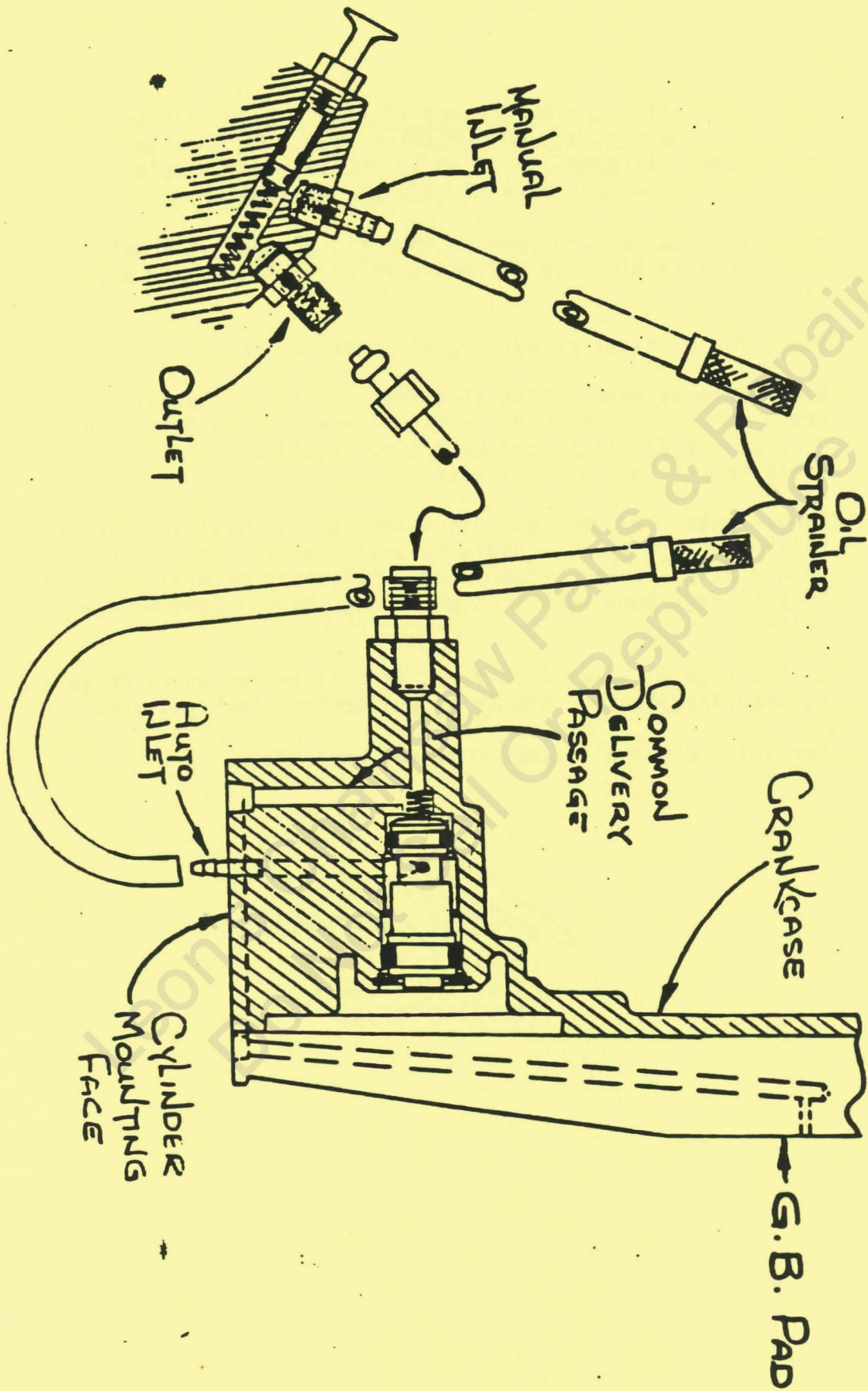
III. (Cont'd)

- B. Reinstall filler cap but do not tighten. Leave cap loose to allow tank to vent around threads of cap. Check output of both pumps. If pumping action is satisfactory, replace filter in cap to allow tank to vent when cap is tightened.
2. If manual pump builds pressure so that the plunger will not depress, there is probably blockage in some portion of the common delivery passage.
 - A. Check for blockage at opening at guide bar pad.
 - B. Remove manual pump outlet line from fitting at manual pump and check output of both pumps. Manual pump should deliver oil from outlet fittings, and auto pump should deliver oil from loose end of the delivery line.
 - C. Remove auto pump body and disconnect manual delivery line from fitting at crankcase. Apply reverse pressure to delivery passages (apply at guide bar pad opening). Blocking material may blow free through pump body bore or through manual pump delivery passage.
 - D. If blockage will not blow free, it will be necessary to separate cylinder/crankcase assembly to physically clean passages.
 - E. Carefully check all components and reassemble.



Eddie Turner
Forestry Product
Service Manager

ds
See sketch on back.





TECHNICAL SERVICE BULLETIN

NO. 179-010

AFFECTS: ST-100, XL-2, SUPER-2, VI-SUPER-2, SXL-AUTO,
XL-12, XLS1½-4A, SEZ-A0

SUBJECT: IDENTIFICATION MODULE AND CORES

With the similarity in shapes and sizes of the module and cores for the above mentioned units, the illustrations shown on the back of this page should aid in identifying the differences in these parts.

Because there has been some confusion when identifying these parts, it is possible that some parts have been packaged under the wrong part numbers.

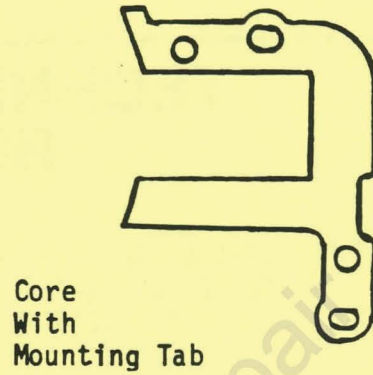
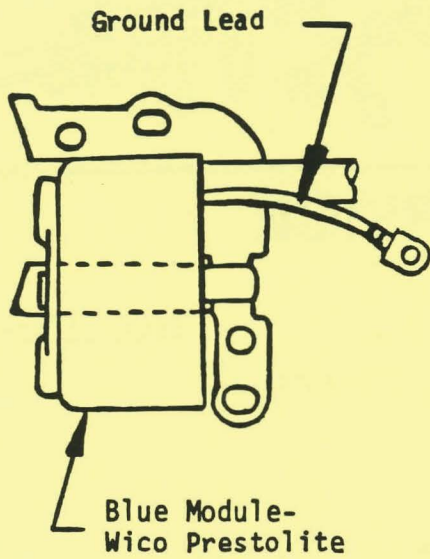
Please check your stock and verify that the proper parts are in their proper boxes, using the illustrations on the back.

Pete Romot
Technical Service Advisor

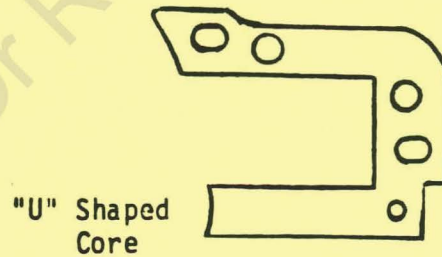
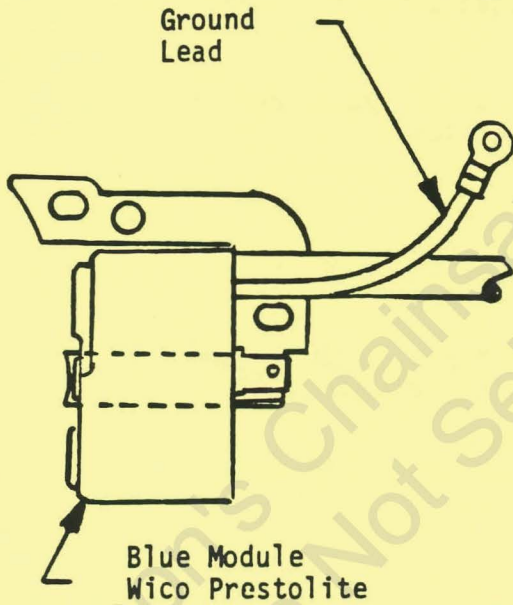
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DATE July '79

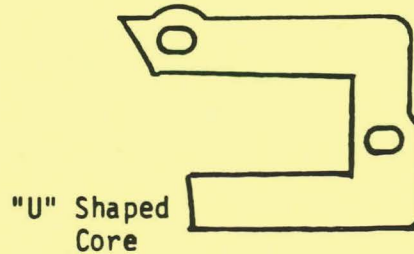
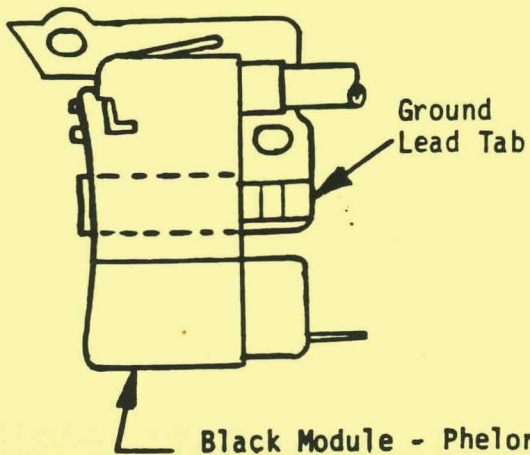
A-94111
SEZ-A0

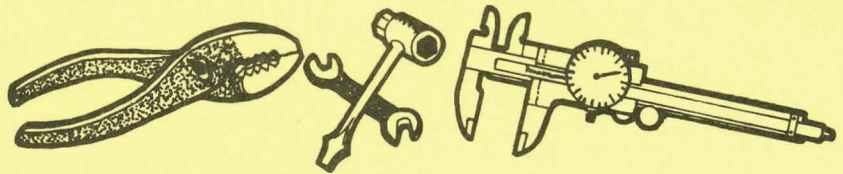


94605
XL-12, SXL-AUTO, XLS1½-4A



A-94711
ST-100, SUPER-2, VI-SUPER-2, XL-2





TECHNICAL SERVICE BULLETIN

NO. 179-011

AFFECTS: ST-100 ONLY

SUBJECT: FUEL LINE 70310-26

When replacing fuel line 70310-26 (item 23, page 3-illustrated parts list 17208), use rubber tubing 93157-99 which comes in a ten foot length and can be cut to size (6 1/2 inches).

Fuel line 93157 shows better long life characteristics. As soon as it is available in Service Parts, 6 1/2 inch lengths for fuel line 70310-26 will be superseded by a new part number.

A handwritten signature in cursive script that reads "Pete Romot".

Pete Romot
Technical Service Advisor

ds

DATE July '79



TECHNICAL SERVICE BULLETIN

NO. 179-012

AFFECTS: ST-100, XL-2, SUPER-2, VI-SUPER-2

SUBJECT: SOLID STATE IGNITION (PHELON)

The following parts are now available for servicing the new solid state ignition system.

A-94711 Module and Core
A-94721 Ground Lead

The spark plug cap A-33055 and high tension lead 69326 are existing parts and are interchangeable with the breaker point ignition system. For the solid state ignition, cut the high tension lead to 6½ inches.

All breaker point service parts are still available. For more parts information, refer to Super-2 illustrated parts list #24983 Rev.1.

All failed module and core parts are to be returned with the warranty paperwork to your District Service Center.

Pete Romot
Technical Service Advisor

ds

DATE July '79



TECHNICAL SERVICE BULLETIN

NO. 179-013

AFFECTS: SXL-AUTO, XL-12, XLS1½-4A

SUBJECT: SOLID STATE IGNITION SYSTEM (WICO)

The following parts are now available for servicing the new solid state ignition system.

94605	Module and Core
A-94850	Ground Lead
94326-1	Coil Mounting Plate

The magneto rotor 70639, high tension lead 58966, and the spark plug cap A-33055, are existing parts and are interchangeable with the breaker point ignition system. All breaker point service parts are still available.

Any failed module and core parts 94605 are to be returned with the warranty paperwork to your District Service Center.

A handwritten signature in cursive script that reads "Pete Romot".

Pete Romot
Technical Service Advisor

ds

DATE July '79



TECHNICAL SERVICE BULLETIN

NO. 179-014

AFFECTS: 550

SUBJECT: NEW AUTOMATIC OILER PICK-UP LINE A-95202

A new automatic oiler pick-up line A-95202 has been made available to service the 550. This line has a 1/4" outside diameter. This new line will supply a greater quantity of oil to the crankcase and pump.

In order to use this line the oil line hole in the oil tank must be enlarged to 15/64" diameter.

The smaller tube on this line should be connected to the crankcase fitting and the other end should be inserted into the tank. The existing oil filter can be used with this new line.

A handwritten signature in cursive script that reads "Eddie Turner".

Eddie Turner
Forestry Product
Service Manager

ds

DATE August '79



TECHNICAL SERVICE BULLETIN

NO. 179-015

AFFECTS: SOLID STATE IGNITION XL-2, SUPER-2,
VI-SUPER-2, ST-100
SUBJECT: I. INSTALLATION OF MAGNETO KEY 69250
II. INSTALLATION OF ROTOR A-94717

I. INSTALLATION OF MAGNETO KEY 69250

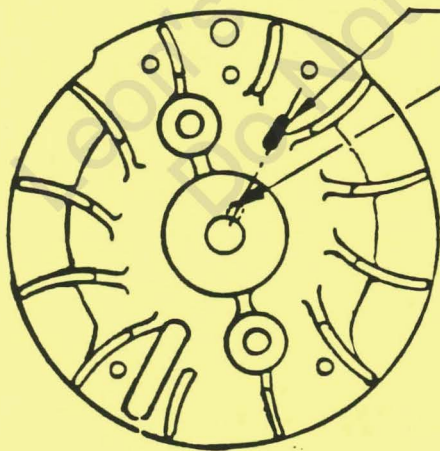
The proper method of positioning the magneto key in the crankshaft for a solid state ignition is illustrated below. This method can also be used with the breaker point crankshaft.



II. INSTALLATION OF ROTOR A-94717

Solid state ignition rotor A-94717 has a blind keyway on the rotor face.

To insure proper alignment of the rotor to the magneto key on the crankshaft, an alignment mark is used on the rotor. This mark is in line with the keyway in the rotor as shown in the illustration below.



Alignment mark in line
with keyway.

Blind Keyway

NOTE: STARTER PAWLS OMITTED
FOR CLARITY.

Pete Romot
Technical Service Advisor



TECHNICAL SERVICE BULLETIN

NO. 179-016

AFFECTS: ST-100, XL-2, SUPER-2, VI-SUPER-2

SUBJECT: Ground LEAD - SOLID STATE IGNITION

Technical Service Bulletin 179-012 stated that ground lead A-94721 was used with the solid state ignition for the above mentioned units. This ground lead is used with the solid state ignition on the XL-2, Super-2, and VI-Super-2 only.

Ground lead A-94715 is to be used for the ST-100 with solid state ignition.

Ground lead A-93936 is used for the ST-100 with breaker points.

Please correct your parts list accordingly.

A handwritten signature in cursive script that reads "Pete Romot".

Pete Romot
Technical Service Advisor

ds

DATE August '79



TECHNICAL SERVICE BULLETIN

NO. 179-017

AFFECTS: 360

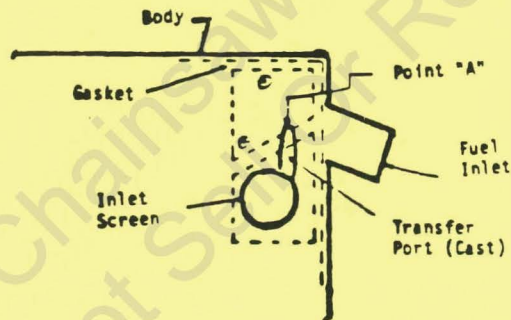
SUBJECT: CARBURETOR A-93866 - TRANSFER PORT TOO LONG

Some carburetors A-93866 (HDC-39) have been found that will flood when the unit is not running. These carburetors also cause erratic running and hard starting.

Suspected carburetors HDC-39, lot #5-78 and below should be pressure checked before being sold. These carburetors should be checked with and should hold 6 P.S.I. for 15 seconds.

A leaking carburetor may have a transfer port that is too long. The pump gasket 67368 will not adequately cover and seal it at point "A".

See illustration below.



NOTE:
BROKEN LINE IS
GASKET OUTLINE

Eddie Turner
Forestry Product
Service Manager

ds

DATE August '79



TECHNICAL SERVICE BULLETIN

NO. 179-018

AFFECTS: ST-100

SUBJECT: CARBURETOR A-93938 - RETURN

Please return all carburetors, part #A-93938 that have failed, regardless of reason, to your nearest service center.

Return the carburetor along with the warranty paperwork. Any warranty paperwork sent to the service center without the carburetor will be returned to you.

Please supply a serial number whenever possible. If it is a carburetor out of your stock, please indicate this on the warranty form.

Please do this until further notice.

Your cooperation is greatly appreciated.

Eddie Turner
Forestry Product
Service Manager

ds

DATE August '79



TECHNICAL SERVICE BULLETIN

NO. 179-019

AFFECTS: XL-12 AND SXL-A0

SUBJECT: ZAMA CARBURETOR

A new carburetor made by Zama is now being used on some XL-12's and SXL-A0's. This carburetor will be used in production only.

This new carburetor can be serviced with the kits listed below.

94954 Repair Kit
94952 Diaphragm & Gasket Kit

Repair Kit 94954 contains:

Valve Assy., Main Nozzle
Spring, Throttle Retaining
Valve, Needle
Spring, Metering Lever
Lever, Metering
Pin, Metering Lever
Screw, Pin
Needle, Low Speed
Needle, High Speed
Springs, Needle
Plug, Welch
Screen, Fuel
Diaphragm & Gasket Set

Kit 94952 contains:

Diaphragm, Pump
Gasket, Pump
Diaphragm, Main
Gasket, Main

If a Zama carburetor has to be replaced, use either a Walbro (SDC-62) #A-68407-A or a Tillotson (HS-179-B) #A-69647-A.

Eddie Turner
Forestry Product
Service Manager

ds

DATE August '79



TECHNICAL SERVICE BULLETIN

NO. 179-020

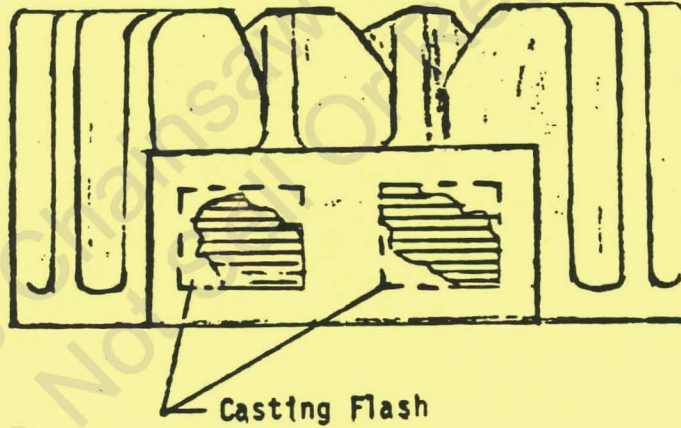
AFFECTS: SOLID STATE XL-2, SUPER-2, VI-SUPER-2, ST-100

SUBJECT: ROTOR A-94717 (NON-MACHINED)

Rotor A-94717 which is being supplied on the above mentioned units is a non-machined rotor. Excess metal (flash) from the die casting process may partially cover the magnets in the rotor. See illustration below.

This flash will not affect the operation of the rotor. The air gap between the rotor magnets and the module core remains the same. It should be set using a Homelite magneto air gap shim #24306 (.012 black plastic).

The machined rotor A-69297-A will also be supplied as a service part for the breaker point ignition systems.



Pete Romot
Pete Romot
Technical Service Advisor

gf

DATE 9-79



TECHNICAL SERVICE BULLETIN

NO. 179-021

AFFECTS: SXL-A0, XLS2-1A, SEZ-A0, DM-50, 360-A0, 550, S1050-A0,
S1130-G-A0, SXL-925

SUBJECT: SPARK PLUGS D65130-S (DJ-6J) & D63547-S (CJ-6) (BLISTER PACKED
ONLY) POSSIBLE PACKING ERROR

Please check your stock of the spark plugs mentioned above. There is a possibility you will find that the plugs in the package do not match the description on the Blister Pack.

For example, a package marked D65130-S (DJ-6J) may contain a CJ-6 plug.

If you have any packages like this please mark them correctly and return them to stock.

A handwritten signature in cursive script that reads "Eddie Turner".

Eddie Turner
Forestry Product
Service Manager

DATE: 9-17-79



TECHNICAL SERVICE BULLETIN

NO. 179-022

AFFECTS: EZ-250

SUBJECT: Guide Bar TR15503-50 "Tension-Rite"

In recent months the requests for EZ-250 guide bars has increased considerably. In order to meet this demand 100 guide bars have been produced.

These guide bars are available through your regional distribution center. Allow 3 to 4 weeks for delivery because this is not a regular stock item.

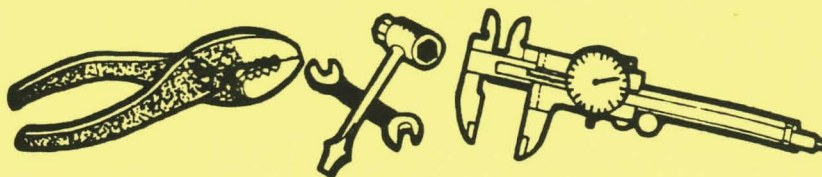
The TR15503-50 (15') guide bar is the only one available. The 19' bar is not available.

Guide bar pin 67944 is not available and will not be in the future.

Eddie Turner
Forestry Product
Service Manager

gf

DATE 10-79



TECHNICAL SERVICE BULLETIN

NO. 179-023

AFFECTS: XL, XL-2, SUPER-2, VI-SUPER-2, ST-100

SUBJECT: ROTOR NUT AND WASHER

When the present stock of the rotor lock nut and flat washer has been used, they will no longer be supplied as production or service items. These parts will be replaced by a hex nut, lockwasher, and a flat washer. See part numbers below:

OLD PART NUMBERS

81229 LOCK NUT (FLANGED)
69145 FLAT WASHER

REPLACED BY

81117 HEX NUT
83002 LOCKWASHER
84065 FLAT WASHER

Some units in the XL series were assembled with a rotor nut that did not use a washer. When replacing this nut use the new parts mentioned above.

NOTE: The lockwasher must always be assembled between the hex nut and flat washer. Also, the hex nut should always be torqued to 100-130 inch/pounds.

Adjust your parts list accordingly.

Pete Romot
Tech. Service Advisor

gf

DATE 9-28-79



TECHNICAL SERVICE BULLETIN

NO. 179-024

AFFECTS: ALL MODELS

SUBJECT: USE OF PARTS OTHER THAN GENUINE HOMELITE PARTS

This bulletin is to warn you of "side affects" that can occur when parts other than genuine Homelite parts are used.

Our service parts are engineered to the units specifications and are the same as the parts used in production.

For example: In the Northeastern United States some universal parts are being sold by a traveling vendor. One of these parts is an air filter for the XL, XL-2, or Super 2. These filters are heavier and will restrict the air flow through the carburetor. When put on units the units will run very rich. They can cut the top no load speed as much as 30%.

A handwritten signature in cursive script that reads "Eddie Turner".

Eddie Turner
Forestry Product
Service Manager

DATE 10-1-79



TECHNICAL SERVICE BULLETIN

NO. 179-025

AFFECTS: 150 - A0

SUBJECT: Breaker Box Installation

There have been reports from the field stating that when the breaker box cover A-94231 is snapped onto the breaker point box, there is a possibility of the unit not producing a spark.

This happens because the cover may be snapped down too far on the breaker box so that it contacts the point set spring.

To correct this condition, it may be necessary to push down on the point set spring slightly before the breaker box cover is installed.

After installing the cover, carefully lift it until it contacts the detent on the breaker box to insure proper clearance.

A handwritten signature in cursive script that reads "Pete Romot".

Pete Romot
Tech. Service Advisor



TECHNICAL SERVICE BULLETIN

NO. 179--026

AFFECTS: ALL MODELS

SUBJECT: GASOHOL

Do not use Gasohol in any equipment manufactured by Homelite.

Ethyl (grain) alcohol has the ability to attract water from the atmosphere. Water, because it is an electrolyte, will encourage corrosion of metal parts. Ethyl alcohol will also cause deterioration of rubber and plastic parts that are usually unaffected by gasoline.

All future owners manuals will have a statement warning against the use of Gasohol.

Eddie Turner
Forestry Product
Service Manager

gf

DATE 10-17-79



TECHNICAL SERVICE BULLETIN

NO. 179-027

AFFECTS: SUPER EZ-A0

SUBJECT: 1. CONDENSER 2. CRANKCASE

1. There are two (2) types of Phelon Condensers available as show below. One has a short lead, the other has a long lead. Please note the serial number of the saw when ordering service parts.



65286

Short lead-Phelon
(for units above S/N 81600198)



65208

Long Lead-Phelon
(for units below S/N 91600198)

2. We have discovered an error in our SEZ-A0 parts list. Part number A-69260 was given as the crankcase number. The correct # is A-65202-A. The A-69260 crankcase is for the Super- Mini-S and VI-Super-Mini. If you have an A-69260 on order for a SEZ-A0 cancel it and reorder A-65202. Our latest SEZ-A0 parts list 24522 Rev. 2 has corrected this error.

Eddie Turner

Eddie Turner
Forestry Product
Service Manager



TECHNICAL SERVICE BULLETIN

NO 179-028

AFFECTS: ST-100, XL-2, SUPER-2, VI-S2
SUBJECT: SOLID STATE GROUND LEADS (STOP SWITCH)

Wico has produced modules A-94711 with two (2) different size tabs for the stop switch lead. One tab measures $\frac{1}{4}$ " across and the other measures $\frac{3}{16}$ " across.

This will require 2 different stop switch lead wires. Refer to the list below and adjust your parts list accordingly.

XL-2, SUPER-2, VI-SUPER 2

TAB SIZE	CORRECT LEAD
$\frac{3}{16}$ "	A-95051
$\frac{1}{4}$ "	A-94721

ST-100

TAB SIZE	CORRECT LEAD
$\frac{3}{16}$ "	A-93936
$\frac{1}{4}$ "	A-94715

Eddie Turner

Forestry Product
Service Manager

gf

DATE 11-79



TECHNICAL SERVICE BULLETIN

NO. 179-029

AFFECTS: CHAIN SAWS USING HDC AND SDC SERIES CARBURETORS

SUBJECT: 64229 INLET NEEDLE

Inlet needle 64229 has been re-instated as a separate service part for Walbro HDC and SDC series carburetors.

The availability of the 64229 inlet needle now will be as both a separate service part and as part of the general carburetor repair kit.

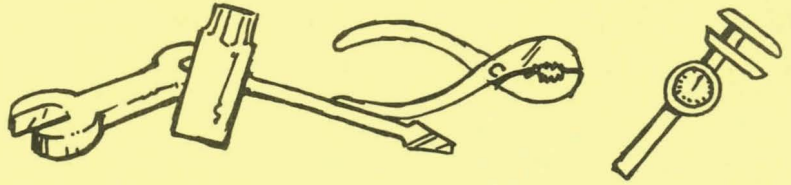
Please adjust your parts list accordingly.

Pete Romot
Technical Service Advisor

PR/gf

11-79

DATE _____



TECHNICAL SERVICE BULLETIN

NO. 279-001

AFFECTS:

SUBJECT:

ALL SERVICING DEALERS

We would like to introduce you to our new technical bulletin. This bulletin will replace the present dealer service memo. Please note the new numbering system. Example: (279-001). In this new system the first number designates the product line, (1) is chain saw, (2) is construction equipment, etc. The next two numbers represent the year the bulletin is written. The balance of the number is the number of bulletins written for that year. If you handle both chain saws and construction equipment, you will notice the number sequence will be the same on both bulletins, the only difference will be the first digit.

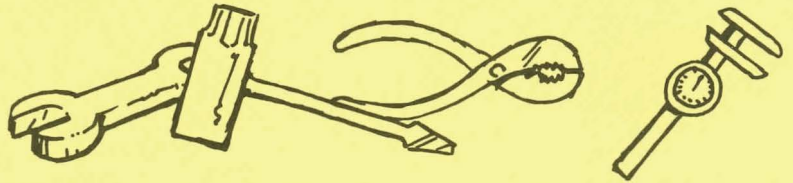
We find that some dealers file these bulletins in numerical sequence, some dealers file them by the topic, and some by the model number that the bulletin refers to. We suggest that you file these where you can locate them as easily as possible when you must refer to them.

Bob Donahey

Bob Donahey
Manager Technical Service

ds

DATE April '79



TECHNICAL SERVICE BULLETIN

NO. 279-002

AFFECTS: XL-98-A, DM-50

SUBJECT: BLOTTER SPACER FOR CARBIDE BLADES

When using a carbide blade, part number 64595-S, on subject units two blotter spacers, part number 24174 must be installed on each side of the blade.

This addition applies only to the carbide blade. The blotter spacers are attached to the other types of cutting wheels.

A handwritten signature in cursive script that reads "Gary H. Greer".

Gary Greer
Technical Service Assistant

Leon's Chainsaw Parts & Repair
Do Not Sell (Unauthorized Reproduction)

DATE April '79