



Distribution: 5

TO: Homelite Branches and Chain Saw Dealers

SUBJECT: Idler Gear Post

DATE: 1/5/66

Units Affected: XP-1100

The revisions listed below are introduced to strengthen the idler gear post mounting in XP-1100 Chain Saws.

Units above Serial No. 1980073 are built to these new specifications.

1) Idler Gear Post:

Part No. 59259-1A will be supplied instead of Part No. 59259-1. The three clearance holes are opened up from .250 inch to .258 inch and the pilot pin on the bottom has been lengthened 1/32".

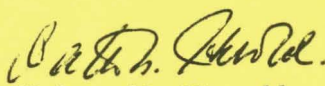
2) Screws:

Three 1/4-20 Shoulder Screws, Part No. 63407-1, are used (with *Loctite) and tightened to 120-140 inch pounds to fasten the post to the gear case.

3) Gear Case:

A-63398-A Gear Case supersedes A-63398. The new case is tapped 1/4-20 and the 1/2" register hole is made deep enough to accept the longer pilot. Existing Gear Cases may be retapped 1/4-20 to use the Part No. 63407-1 Screws. If you use a new idler post in such a retapped old gear case, make sure that the pilot does not "bottom" in its register.

*Use Loctite Activator on plated screws (almost all our screws are plated) to insure full curing and holding strength of the Loctite itself.


Walter N. Herold
Service Manager

mr

DEALER SERVICE MEMO NO. 301

Distribution: 5

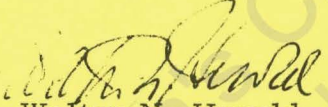
TO: All Branches and Chain Saw Dealers

SUBJECT: Noise Suppressor A-63080
Do Not Use on XL-500

DATE: 1/24/66

The Exhaust Silencer, Part No. A-63080, announced in Service Memo #565-CS, (DSM #279, dated 9/1/65) should not be used on the XL-500 because of an increase in Muffler and Exhaust bridge temperature.

Use the silencer only on the 1 3/4" and 1 13/16" bore XL Chain Saws.


Walter N. Herold
Service Manager

mr



BRANCH SERVICE MEMO NO. 594CS

DEALER SERVICE MEMO NO. 303

Distribution: 5

TO: All Branches and Chain Saw Dealers

SUBJECT: New Method of Fastening Oil Reservoir Covers

DATE: 3/11/66

Units Affected: XL-AO, Super XL, XL-500

Oil reservoir cover gasket Part No. 59710 has been eliminated and the oil reservoir cover Part No. 59649 is now permanently cemented to and supplied as part of the drivecase assemblies.

A-59930-B Drive Case Assembly supersedes A-59930-A

A-59951-B Drive Case Assembly supersedes A-59951-A

Oil reservoir covers with the nine mounting holes and cover gaskets will remain in Service Parts stock to service units below Serial No. 2087726.

Walter N. Herold
Service Manager

mr



BRANCH SERVICE MEMO NO. 596

DEALER SERVICE MEMO NO. 305

Distribution: 5

TO: All Branches and Dealers

SUBJECT: Piston Pin Retainers

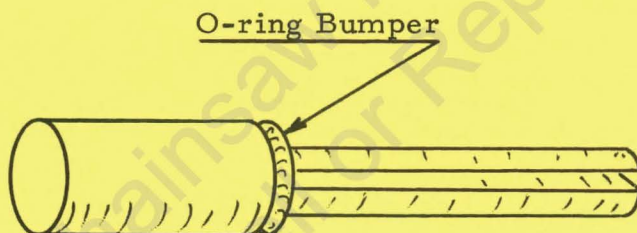
DATE: 3/16/66

Units Affected: XL Series, C Series, XP Series

The method of retaining the piston pin on the exhaust side of the pistons for the units listed above has been changed.

A permanently installed Spirol Pin takes the place of the Snap ring on the exhaust side only. One snap ring (for the side opposite the exhaust) will still be supplied as part of each Piston and Pin Assembly.

New piston pin removers have been designed:



These tools are slotted to "straddle" the Spirol Pin.

For 3/8" diameter pins order #A-23949

For 7/16" diameter pins order #A-23951

For 1/2" diameter pins order #A-23950

Piston pins are installed with the closed end toward the Spirol pin side.

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

Walter N. Herold
Service Manager

mr



Distribution: 5

TO: All Branches and Dealers

SUBJECT: Connecting Rod, Crankshafts, Crankcases

DATE: 3/31/66

Units Affected: All XL Engines (except XL-700 and XL-800)

XL engines above Serial No. 2071277 use a new Connecting Rod with a larger lower end and 31 needle rollers.

Associated Crankshafts have correspondingly larger crankpins; Crankcases are machined with increased clearance to "swing" the new assemblies. The new crankcases will service older units and will be the only ones supplied in the future.

Here are the part numbers; Please adjust your records accordingly:

Crankcase A-59801-C supersedes A-59801-B (for all XL-500's)

Crankcase A-58799-C supersedes A-58799-B (for all other XL's)

Needle Rollers A-63496 (set of 31)

Connecting Rod A-63477 (use with 31 needles and new shaft)

Crankshaft 63473 (XL-500's with 31 needles)

Crankshaft 63497-1 (XLS1 1/2 Pumps with 31 needles)

Crankshaft 63498 (XLAO, XLAO Gear, Super XL)

Crankshaft 63497 (all others - Generators, Brushcutters, Circular Saws, XL-12, XL-15 and Super XL-12 with 31 needles)

Units below Serial No. 2071277 can be converted to use the new rod and shafts, but the proper new crankcase must be used. Old connecting rods and crankshafts will remain in stock to service existing units.

Walter N. Herold
Service Manager

mr



TO: Homelite Branches and Chain Saw Dealers

SUBJECT: Ignition Coil Adjustment

DATE: 5/6/66

Units Affected: XL-700 and XL-800

As you may already have noticed the air gap (the space between the rotor magnet and the coil pole piece) on the XL-700 and XL-800 chain saws is adjustable.

If it is necessary to adjust this gap -- for instance if a coil is replaced -- use a Plastic Shim, Part No. 23987, between the magnets and the pole piece, and tighten the four pole piece screws to approximately 25 inch lbs. torque; then remove the shim.

The resulting gap will be about .005" to .007" which is a good distance for the magneto to deliver full output and yet large enough so that the pole piece will not rub on the rotor.

Shims, Part No. 23987, are now going into stock. They are only \$.05 each.

Walter N. Herold
Service Manager

mr



TO: All Branches and Chain Saw Dealers

SUBJECT: Oil Filter and Flexible Oil Pick-Up Line

DATE: 5/31/66

Units Affected: XL-800

Starting with Serial No. 2180511, XL-800 saws are assembled with the shorter Oil Pick-Up Line, Part No. 63605 and the Bell Shaped Oil Filter Part No. A58828. These parts are already used in the XL-700.

The oil filter is larger in diameter than the oil fitting hole; it must be assembled to the flexible sleeve through the oil filler hole.

With the old set-up there was the danger that the oil pick-up line kinked or wound up around itself during assembly. The new shorter tube and the new method of assembly will prevent this.

Please change your parts list for the XL-700 and XL-800 as follows:

On page 2, figure 2 and on page 3

Cross out #103 and write in #98

Cross out #104 and write in #97

Cross out the * in front of A-58828 (#97) and 63605 (#98).

Whenever you have the opportunity, change to the new set-up in XL-800's below Serial No. 2180511.

Walter N. Herold
Service Manager

mr

Distribution: 5

TO: Homelite Branches and Dealers

SUBJECT: Ball Bearing Installation

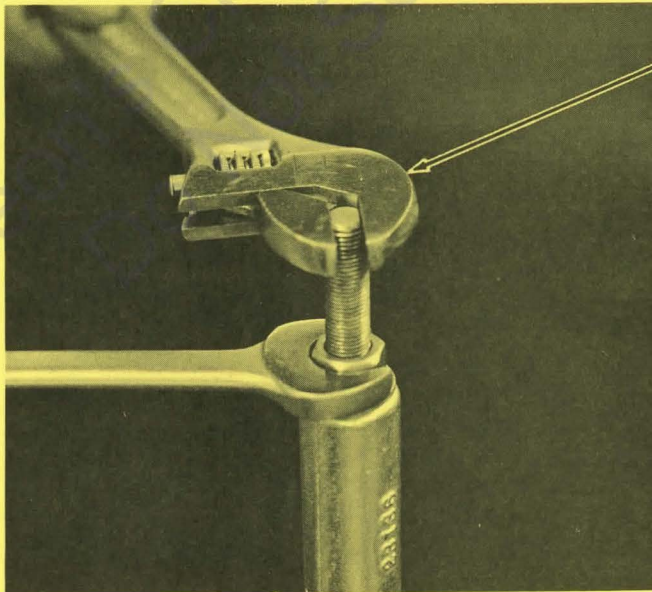
DATE: 6/7/66

During the installation of ball bearings on shafts, but especially when pulling a shaft with bearing into its housing, it is possible to damage the balls in the bearing unless proper care is exercised:

THE BEARING MUST NOT BE ALLOWED
TO ROTATE WHILE IT IS UNDER PRELOAD
TENSION FROM THE PULLER.

If the bearing is allowed to rotate under preload, the edges of the raceways may "dig" into the balls and may generate shallow grooves on the surface of the balls. These grooves or indentations will make the bearing rough turning and noisy.

To prevent this damage, keep the jackscrew from turning while you turn the jack nut. If the jackscrew you use does not have flats or a hex head on the end, grind or file two flats so that a wrench can be used on the end of the jackscrew as shown in the picture below.



Use this wrench to keep assembly from turning.

Walter N. Herold

Walter N. Herold *WNH*
Service Manager



BRANCH SERVICE MEMO NO. 604CS

DEALER SERVICE MEMO NO. 310

Distribution: 5

TO: Homelite Branches and Chain Saw Dealers

SUBJECT: Dowel Pins added to Crankcase/Drivecase

DATE: June 14, 1966

Units Affected: All XL Chain Saws except XL700 and XL800

Service Parts now supplies

Crankcase A58799-D for XL's except XL500

Crankcase A59801-D for the XL500 only

and

Drivecase A58925-A for XL-12, Super XL-12, XL-15

Drivecase A59930-B for XLAO, XLAO Gear, XL500

Drivecase A59951-B for Super XL and Super XL-15

The drivecases incorporate two clearance holes and the crankcases have two press-fit holes for dowel pins to lock the two assemblies in perfect register.

The dowel pins (two are required) are Part No. 63621. We don't assemble these pins in the spare parts cases to permit use of these crankcases with old drivecases which are not yet drilled. The pins should be pressed into the crankcase so that .165" to .180" (4, 19 to 4, 57 mm or just under 3/16") sticks out.

Walter N. Herold
Walter N. Herold *WH*
Service Manager

nap



Distribution: 5

TO: All Branches and Chain Saw Dealers

SUBJECT: New "Red Dot" Fuel Tank Cap

DATE: 7/7/66

Units Affected: XL-500, XL-660**, XL-700, XL-800, XL-850

A new type fuel cap has been developed for the high powered XL series chain saws. The new cap works similar to the cap on late model automobile radiators which use a slightly pressurized cooling system. These radiator caps are designed to prevent the escape of coolant -- our new fuel cap prevents the loss of fuel, and it works in any cutting position. A "duck bill" valve in the cap allows air to get into the tank to replace fuel as it is used up. However, when pressure tends to rise inside the tank due to heating and expansion of the fuel the new cap seals positively against this pressure.

Naturally, with the fuel now under slight pressure (especially when the tank is full or nearly full and the engine is warm) care must be used in removing the cap. Follow these instructions:

When the tank is full and the engine is warm* don't remove the cap at all -- wait until the engine has cooled or until some of the fuel has been used up.

At all other times, loosen the cap 1/2 turn only and wait approximately 30 seconds to relieve pressure. When the cap is loosened in this fashion a specially machined groove in the threaded part of the cap is exposed to the atmosphere and allows proper venting to take place.

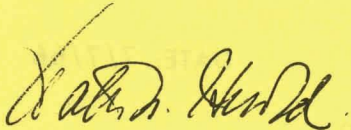
Here, now, are the part numbers:

New Fuel Cap (with the Red Dot)	A64140
Decal with Instructions	64144

The new cap will be factory installed on all XL-850's and on future production of XL-700's and XL-800's. The Service Parts cap will be shipped including the 64144 decal. This decal must be applied to the tank (on XL-700's and 800's) and to the air shroud (on XL-500's and XL-660's) when the new cap is put on these earlier saws.

Cont'd.

Do not use the Red Dot cap on other units because only the carburetors in the units listed are calibrated to work in conjunction with the new cap.



Walter N. Herold
Service Manager

nap

* To start a hot engine which has been standing for a few minutes it may be necessary to use the choke to overcome any vapor which may have formed in the carburetor.

** XL-660 is our Export Version of the XL-500 Chain Saw.

Leon's Chainsaw Parts & Repair
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BRANCH SERVICE MEMO NO. 607CS

DEALER SERVICE MEMO NO. 313

TO: All Branches and Chain Saw Dealers

SUBJECT: Breakerless Ignition System Testing

DATE: 8/17/66

Here is your copy of the test instructions for the new Wico breakerless ignition system used in the XL-850 chain saw.

If you need another copy, please write to Homelite, Port Chester, Attn. Technical Publications.

A handwritten signature in black ink, appearing to read "Walter N. Herold".

Walter N. Herold
Service Manager

edh

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

BREAKERLESS MAGNETO TEST PROCEDURES

Instruments Required:

Volt - ohmmeter

Ignition Coil and Condenser Tester

1. Connect the spark plug lead to a test spark plug and crank the engine to check for magneto output. If there is no output, remove the fan housing.
2. Visual Inspection
 - a. Inspect the rotor for physical damage.
 - b. Inspect the stator for broken or frayed wires.
 - c. Check for a short between the coil core and the knife terminals connecting the coil primary lead to the lead from the switch box. All leads should be dressed as shown in Figure 1. All soldered connections should be sound.

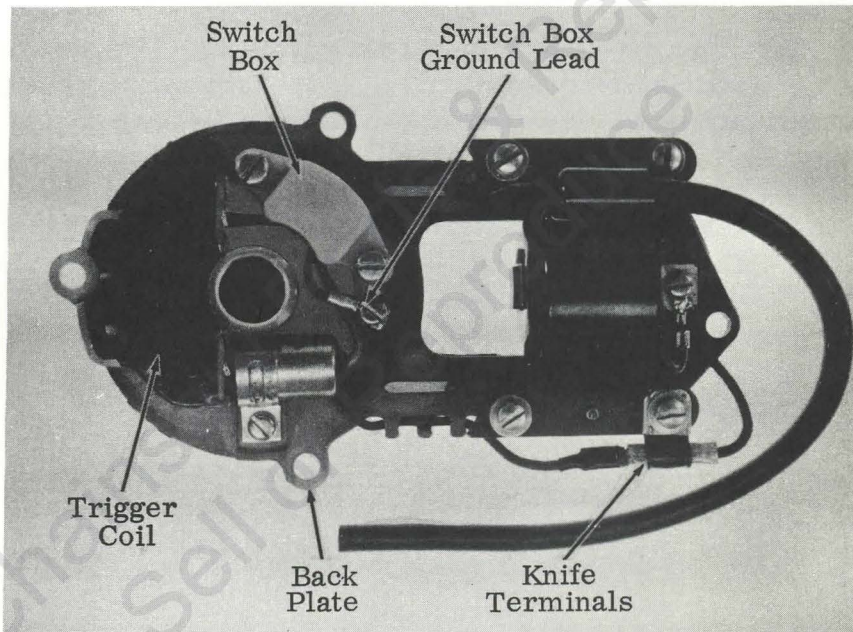


Figure 1

3. Ignition Coil Testing
 - a. Disconnect the knife terminals connecting the coil primary lead to the switch box lead.
 - b. With the primary lead disconnected, test the coil as described in the test instrument instructions.

Tester Readings

For The Graham Model 51

Maximum Secondary	10,000
Maximum Primary	1.7
Coil Index	65
Minimum Coil Test	20
Maximum Gap Index	65

For The Merc-o-Tronic

Operating Amperage	1.3
Primary Resistance	
Minimum	.6
Maximum	.7
Secondary Continuity	
Minimum	50
Maximum	60

- c. If the ignition coil is faulty, replace it.

4. If the coil tests satisfactorily, remove the rotor.
5. Switch Box Testing (Figure 2)
 - a. The coil primary lead must remain disconnected from the switch box lead (Step 3) and must be above ground (not touching any part of the back plate) during all testing.
 - b. Remove the condenser mounting screw and hold the condenser above ground with a piece of insulating material.
 - c. Disconnect the switch box ground lead by removing the small screw in the center of the back plate, to the lower right of the switch box.
 - d. Perform the following tests with an ohmmeter by connecting:

<u>Positive Meter Lead to</u>	<u>Negative Meter Lead to</u>	<u>Meter Reading</u>
Switch box knife terminal	Switch box ground lead	1 megohm - infinity
Switch box ground lead	Switch box knife terminal	5 - 25 ohms

CAUTION

Some ohmmeters may be wired to give indications opposite to those listed in the test instructions; simply reverse the lead connections at the meter, then follow the procedure.

- e. Replace the switch box and condenser assembly if the switch box does not test within these limits. Use a hot small-tipped soldering iron to separate the switch lead from the trigger coil.
- f. When installing a new switch box, use "Loctite" on the two mounting screws. To connect the switch lead to the trigger coil, strip 3/32" inch of insulation from the end of the lead. Tin the lead with 60/40 rosin core solder, then solder into the connector grommet on the trigger coil.

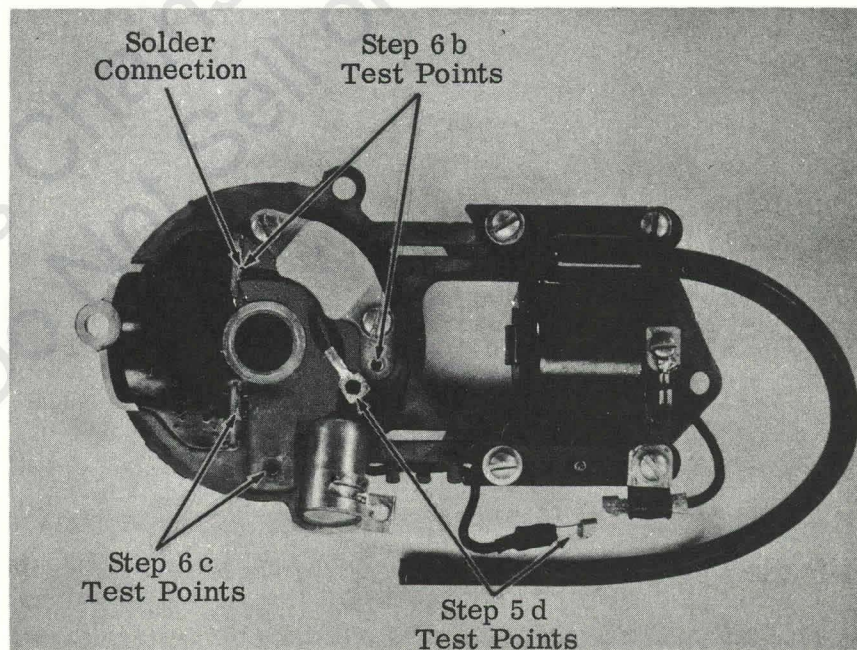


Figure 2

6. Trigger Coil Testing (Figure 2)
 - a. Two different types of trigger coils are in use with the breakerless magneto, but both are tested by the same procedures. Magnetos with 700 turn trigger coils are

identified by a dot of paint on the convex surface of the switch box. A second dot of paint is located between the two core mounting bosses on the switch box side of the back plate. Magnetos with 600 turn trigger coils do not have any markings.

- b. It is not necessary to disconnect the switch box lead from the trigger coil for testing. Use an ohmmeter as follows for both types of trigger coils:

<u>Positive Meter Lead to</u>	<u>Negative Meter Lead to</u>	<u>Meter Reading</u>
Switch box-trigger, coil connection	Ground (back plate)	0 - 100 ohms
Ground (back plate)	Switch box-trigger, coil connection	120 - 160 ohms

NOTE

As in Step 5, it may be necessary to reverse the leads at the ohmmeter to obtain the correct reading.

- c. Connect the ohmmeter between ground (back plate) and the unused solder point on the trigger coil just below the condenser base.

<u>Coil Type</u>	<u>Meter Reading</u>
700 Turn	22 - 24 ohms
600 Turn	14 - 16 ohms

- d. If the trigger coil is faulty, replace the back plate.

7. Condenser Testing

During all tests, the condenser must be insulated from the backplate and the switch box ground lead must remain disconnected and above ground.

- Push a straight pin through the condenser lead to provide a contact point since there is no terminal.
- Use the standard condenser test procedure to check for series resistance, short, and capacitance (.16 - .20 mfd).
- If the condenser is faulty, replace the switch box and condenser assembly.

8. Re-assembly Inspection

- Examine the back plate for sharp edges, especially where the switch box-coil primary lead passes through the wire channel hooks, and file smooth if necessary.
- Be sure that the "D" washer holding the plastic lead clamp to the core is positioned so that it will not cut the clamp.
- All leads should be dressed as shown in Figure 1, with the switch box-coil primary lead knife terminals positioned parallel to the coil core. The switch box lead knife terminal should be partially covered with insulating sleeving.
- Remove any foreign matter from the area between the trigger coil and the switch box and the condenser base.
- Tighten all screws.
- If there is any doubt about the condition of the rotor or the strength of its magnets, replace it with a new one. Be sure to remove the "keeper" plates covering the two magnet groups before installing the rotor.



TO: All Branches and Dealers

SUBJECT: XL Starter Mechanism

DATE: 8/23/66

As you all know, Homelite has a program of product improvement which is based on the experience of our own field test engineers as well as on information we receive from branches, dealers and customers.

The latest one of these improvements concerns the XL Starter. We have eliminated the rope slot in the starter pulley and made it practically impossible to pull the rope out by its roots. This will go a long way toward eliminating complaints; to pull the rope out now, you actually have to break it and that takes more than 600 lbs. pull.

Elimination of the slot also improves the strength of the pulley against being wedged apart. Furthermore, the people who may have complained that the spring "won't catch" will be much better off! Springs that won't catch are deformed springs. And the way they are deformed is usually by being expanded, by being "beaten out of shape" by the nose of the pulley cam when the pulley unwinds too rapidly -- which happens when the rope is pulled out. For this same reason we recommend that you don't let the rope snap back but follow it back by hand.

There are other ways to deform a spring -- but that's a matter of assembly. If a spring is assembled with too much prewind (it should never be more than four turns -- nor less than two) the spring may be deformed, usually at the outer loop or hook:

An XL spring can stand a total of about ten and one-half turns before it is fully wound. Homelite starting rope fills the pulley slot in about five turns. If you limit prewind to four turns you never overstress the anchor of the spring. "Black Market" rope, which is often thinner, changes this picture: more turns of thin rope fit onto the pulley, and there is also a greater danger that the rope lies in the pulley slot as shown here which increases the splitting forces on the pulley.



The answer, of course, is to use Homelite rope, properly knotted and with the knot secured by dipping it into cement.

One last caution has to do with proper assembly of the pulley in the housing. It is possible to catch the inner spring hook on the wrong part of the cam. If that happens, the inner hook may be flattened by the pressure from the surrounding turns of the spring -- the spring will slip, won't catch, and the rope will fail to retract.

The correct way to assemble the pulley to the housing is like this:

Note the location of the hook on the spring and then position the pulley so that the nose of the cam is close to the hook as shown.



If the pulley does not slide easily into place, do not turn the pulley. If you do, you might catch the hook on that portion of the cam which we have shaded in the sketch and cause the difficulties mentioned above. Instead, orient the housing so that the spring hook faces down and tap the entire assembly on the bench while pushing gently "in" on the pulley with the thumbs. The weight of the spring itself will deflect the inner loop enough so that the pulley will seat. Now set your prewind by turning the pulley clockwise only (as seen from the inside) to keep the spring hooked to the nose of the cam. Also make sure that the knot of the rope extends through into the hole on the cam-side of the pulley and avoid any "hump" or "bunching" of the rope in the pulley above the knot.

The new pulley without the slot will carry part number 58759-1 and will go into production on XL-700, 800 and 850 saws immediately. Pulley number 58759-A will continue to be supplied for the smaller XL's for a while, but as soon as supplies allow, we will use the new pulley there too.

Walter N. Herold
Service Manager

edh



TO: All Branches and Dealers

SUBJECT: XL Starter Mechanism

DATE: 3/14/67

In the original Service Memo #608 (DSM314) we told you of the importance of getting each recoil spring hooked correctly onto the spring lock of the starter pulley.

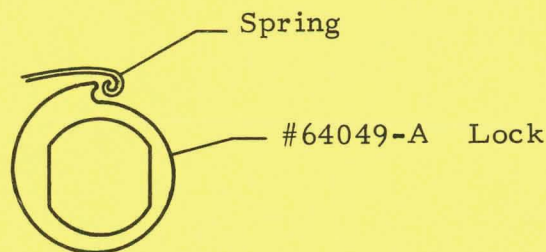
Now this job is made easy through the introduction of a separate spring lock for all XL's:

Instead of being cast as part of the magnesium pulley, the spring lock is made of sintered steel and registered around a washer on the pulley post before the pulley is installed - so that you can see what you are doing.

There are three new parts involved. As a group, they are completely interchangeable with the existing equipment. After you use up existing stock, use the new parts only:

New, separate, Steel Spring Lock	Part No. 64049-A
Register Washer (fits on post under lock)	Part No. 64400
Pulley <u>with</u> Cup (pressed in place)	Part No. A64446

To Assemble:



1. Slide washer #64400 onto the post.
2. Assemble the spring lock with its "hooked" nose right close to the inner loop on the spring as shown.
3. Then slide the starter pulley on the post and turn it clockwise only to engage the flats.

DO NOT TURN THE PULLEY COUNTERCLOCKWISE. By turning clockwise only you make sure that the spring stays hooked to the spring lock.

Walter N. Herold
Walter N. Herold
Service Manager

edh



TO: All Branches and Chain Saw Dealers

SUBJECT: "Sharpen Up on Chain Saws"

DATE: 9/21/66

Enclosed is a reprint from "Service Corner", a Champion Spark Plug publication.

This booklet has four pages which Homelite and Champion felt would be of interest to Homelite dealers.

We have a small quantity of these booklets on hand. If you would like additional copies send a post card with your name and address and the number of booklets you want to Homelite, Port Chester, New York--attention Service Department.

Robert S. Townsend
Ass't. Service Manager

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Leon's Chain Saw Parts & Repair
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BRANCH SERVICE MEMO NO. 613 CS

DEALER SERVICE MEMO NO. 318

TO: All Branches and Chain Saw Dealers

SUBJECT: Starter Screen

DATE: 10/17/66

Units Affected: XL-700 and XL-800

Starter Screen, Part No. 64137 which is original equipment on the XL-850 is now specified for the XL-700 and XL-800 saws also.

The new screen improves sawdust rejection and, therefore, supersedes Part No. 63318.

Please mark your parts lists accordingly. *

Walter N. Herold
Service Manager

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* One added change, which is still in process, will eventually change the part number of the new screen to 64137-A, however all 64137 screens should be used up first.



TO: All Branches and Chain Saw Dealers

SUBJECT: Gasket Added

DATE: 10/17/66


Units affected: XP and C Saws with overrunning clutch type starters

A gasket, Part No. 64015 has now been added between the starter pulley and the starter clutch bearing to seal the two disassembly holes.

This gasket should be added to older units whenever the starter is serviced.

Please add to the applicable parts lists:

Gasket Part No. 64015.


Walter N. Herold
Service Manager

edh



TO: All Branches and Chain Saw Dealers

SUBJECT: XL Clutches

DATE: 10/18/66

Units Affected: All XL Chain Saws and XL Brushcutter

As supplies permit, the new style three shoe clutch, first introduced in the XL850, will be used for the other XL units also.

Two "weights" are available to match power ranges. Two clutch backplates (spiders) are needed, one for "inboard" sprockets and the other one for "outboard" mounted sprockets. A new clutch cover retains the springs and shoes. On the XL800 and XL850 the cover is held in place with three screws, on the other units the cover is held between a shoulder on the crankshaft and the clutch backplate without screws.

Here are the part numbers:

<u>For Units</u>	<u>Backplate (spider)</u>	<u>Shoes (3)</u>	<u>Springs (3)</u>	<u>Cover</u>	<u>Screws (3)</u>
XL800 & 850	63053-2	63957	63977*	63051-1	80985
XL700	63053-1	63957	63977*	63051-1	not required
All Others	63053-1	63052	63034	63051-1	not required

Three pronged Clutch Removing Tool A23934 is now in stock. Do not try to hammer clutches off - you might break the backplate; all these clutches use left hand thread; an "off" arrow is provided.

Walter N. Herold

Walter N. Herold
Service Manager

yt

*63977 Springs are dipped in blue paint so that they can be kept separate from the lighter springs, Part No. 63034. Corresponding springs and shoes must be used together as listed.



TO: All Branches and Chain Saw Dealers

SUBJECT: Gear Case Venting

DATE: 10/22/66

Units Affected: All XP Gear Drive Saws

Starting with Serial No. 2188219, XP1130 saws are built with a new gear case venting system. The new system limits oil consumption by venting through the sprocket shaft instead of through the fixed hole used earlier.

At the same time, we have also eliminated the chain oil vent and cotter pin and are now using the new Chain Oil Filler Cap, Part No. A63717 which includes the "Duck Bill Vent".

When a new sprocket shaft is installed in an old gear case, we recommend that you plug or seal the old gear oil vent hole.

When a new gear case is installed, use the new sprocket shaft and the vented oil filler cap for the chain oil reservoir.

Please change your parts records as follows:

Gear Case	A63398-B*	supersedes	A63398-A
Sprocket Shaft	59277-A	supersedes	59277

*Use with A63717 Oil Filler Cap.

Walter N. Herold

Walter N. Herold
Service Manager

edh



TO: All Branches and Chain Saw Dealers

SUBJECT: Change in Fuel Pick-up System

DATE: 10/22/66

Units Affected: XL Series chain saws only

The large felt in the XL fuel tanks has been replaced by a one-piece flexible fuel line with weighted pick-up.

The new system may be installed in older saws by changing the fuel tank cover;-- but we will also continue to carry a few of the old parts in Service Parts stock.

Here are the new part numbers:

Fuel Line Part No. 63744

and Cover Part No. 63740-1 use for XL-12,
XL-15, Super XL-12

Fuel Line Part No. 63745

and Cover Part No. 63739-1 use for XL-AO,
XL-AO Gear, XL-500
Super XL, Super XL-15

Use Fuel Pick-up Part No. A59251 for either set.

Please mark your parts lists accordingly.

Walter N. Herold
Service Manager

edh



TO: All Branches and Chain Saw Dealers

SUBJECT: Reeds, Seat and Retainer

DATE: 10/21/66

Units Affected: XL700, XL800 and XL850

Four Reed Springs, a gasket and eight #4-40 screws have been eliminated by the design of a new reed block and retainer for the above listed saws.

Part No. A63907 describes the new seat and elbow assembly with a plastic reed seat with molded locating pins. A one piece retainer keeps the reeds in place and serves as gasket and spacer as well.

Reeds for this new assembly are .004" thick stainless steel (reeds for the die cast seat had to be .005" thick to stand up as well).

Here are the new part numbers (these numbers are already listed in your XL850 parts book):

Seat and Elbow Assembly	A63907
Reed (.004") for above	63166* (4 req.)
Retainer	63370 (1 req.)

Walter N. Herold
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Walter N. Herold
Service Manager

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*Do not use the .004" reeds on the metal seat, continue to use 63667 (.005") instead.



BRANCH SERVICE MEMO NO. 612CS

DEALER SERVICE MEMO NO. 325

TO: All Branches and Chain Saw Dealers

SUBJECT: Throttle Control Cable

DATE: 11/11/66

UNITS AFFECTED: XLBC, XLBCA

Throttle control cable 59415-A and throttle control cable casing 59414-A will replace part numbers 59415 and 59414 respectively.

This change was made to improve the adjustment of the handles and was first used on XLBC-A, S/N 2107119.

The new cable and casing must be used together when used on units below S/N 2107119.

When present stock of 59414 and 59415 is exhausted we will supply only 59414-A and 59415-A. Please adjust your parts records accordingly.

Robert S. Townsend

Robert S. Townsend
Ass't. Service Manager

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TO: All Branches and Chain Saw Dealers

SUBJECT: I Fuel Tank & Crankcase Assembly - XL700, 800 and 850 DATE: 12/20/66
II Handle Bar - for above
III Automatic Oiler Housing - All XL Automatics

Units Affected: XL Chain Saws

This memo covers several product changes which are related to each other.

- I We are now shipping A63682-C Fuel Tanks from Service for the XL700, 800, XL800-AM and XL850. The A 63682-C includes the following changes:
- A waffle design reinforcement on the bottom of the casting for added strength.
 - The handle bar mounting pads have been redesigned so that the handle bar (instead of the bottom of the tank) contacts the ground first. (See paragraph II)
 - The guide bar adjusting screw recess has been made deeper so the adjusting pin cannot puncture the fuel tank even if the guide bar is mounted on top of the pin in error.

II Handle Bar

The new tank needs a new handle bar, Part No. A63485-2A. Service Parts is now shipping automatically one A63485-2A Handle Bar with every new tank and will continue to do so through the first of the year. As of January 2, 1967 the automatic shipments will stop and you will have to order your own handle bars.

Handle Bar A63485-2 is used with fuel tanks on earlier units below S/N 2353392 -- unless the tank has already been changed.

- III Automatic Oiler Housing (all XL Automatics, not just the XL800 and 850) Automatic Oiler Housings are now drilled for #8 mounting screws instead of #6 screws as before. New fuel tanks or drivecases are drilled and tapped for #8 screws. The oiler housing locates on a machined ring, therefore, you

may use #6 screws to fasten a new pump housing to an old tank or drivecase or, if you wish, drill out the three mounting holes with a #29 (.136) drill 3/8" deep and tap with #8-32 UNC-2 thread.

CAUTION -- Do not drill through

Old oiler housings may be opened up by drilling the three clearance holes with a #16 (.177) or #15 (.180) drill. Fasten the housing with three Part No. 80248 hex. screws #8-32 x 3/4".

Walter N. Herold
Walter N. Herold
Service Manager

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