




TO: All Districts, Branches and Chain Saw Dealers

SUBJECT: All Fuel Filters

DATE: March, 1970

We have found that in some cases fuel filters are being stocked in the field in areas where they can collect dust and dirt.

We suggest that before you install any fuel filter you blow it clean with compressed air. This will prevent this foreign material from getting into the fuel system and carburetor.

  
Robert S. Townsend  
Service Manager

ls

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



BRANCH SERVICE MEMO NO. 758CS

DEALER SERVICE MEMO NO. 446

TO: All Districts, Branches and Chain Saw Dealers

SUBJECT: Handle Bar Stop Kit

DATE: March '70

Units Affected: XL-101, XL-102, XL-103 and XL-104

A handle bar limit stop is available for those customers that feel the present mounting system has "too loose a feeling".

Please order Part Number A-67706 Handle Bar Stop Kit. This kit includes complete installation instructions.

A handwritten signature in cursive script that reads "Robert S. Townsend".

Robert S. Townsend  
Service Manager

bjh

Leon's Chainsaw Parts & Repair  
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BRANCH SERVICE MEMO NO. 759 CS

DEALER SERVICE MEMO NO. 447

TO: All Districts, Branches and Chain Saw Dealers

SUBJECT: C. D. Magneto Systems

DATE: March '70

Our experience with the C. D. systems has been good especially when compared with other solid state types.

The present C. D. system has the advantage of separate components which can be removed and replaced individually. Sometimes the only way to find a faulty component is to interchange individual parts. We suggest, therefore, that each dealer establish a master set of components for test use.

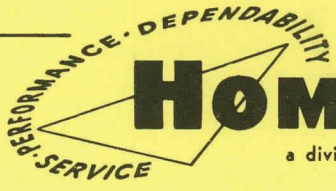
We have so far examined approximately 100 components which have been returned. Over half of these have proven to be OK when tested and run. In addition we have received some complete systems including the back plates that have only one faulty component - the other two are OK.

Effective immediately we will accept only individual faulty components for credit. Each component is to be individually tagged with dealer's name and address. Each component when returned to Port Chester will be checked to new specs both electrically and mechanically. Those components that check OK will be returned to and charged back to the individual that sent them in so that they may be used in future repairs if necessary.

A handwritten signature in cursive script that reads "Robert S. Townsend".

Robert S. Townsend  
Service Manager

bjh



BRANCH SERVICE MEMO NO. 760 CS

DEALER SERVICE MEMO NO. 448

TO: All Districts, Branches and Chain Saw Dealers

SUBJECT: Replacement Pins for Clutch Spanner

DATE: March 1970

We have received many requests for replacement pins for clutch spanners.

The following pins are available now:

Spanner Part No.

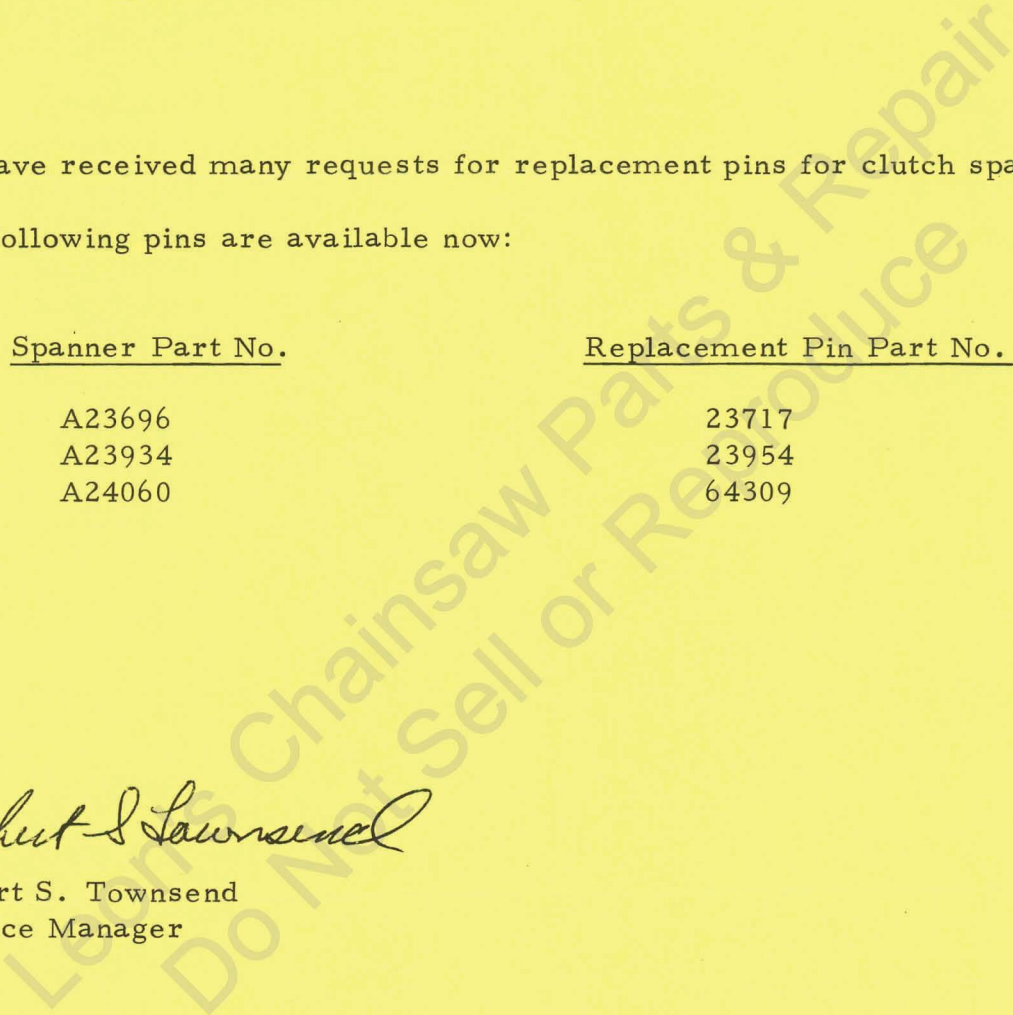
Replacement Pin Part No.

A23696  
A23934  
A24060

23717  
23954  
64309

Robert S. Townsend  
Service Manager

ls





TO: All Districts, Branches and Chain Saw Dealers

SUBJECT: #23855-3 Shop Service Manual

DATE: 4/70

## WHICH OF THESE QUALITY SERVICE TOOLS COST LEAST?

a. 6" needle nose pliers

b. micrometer (0"-1")

c.

d. 1 lb. plastic mallet

e.  $\frac{3}{8}$ " ratchet

f.  $\frac{5}{8}$  open end box wrench

CATALOG PRICES: a. \$3.66, b. \$16.22, c. \$2.50, d. \$4.35, e. \$7.10, f. \$2.68

TURN PICTURE UPSIDE-DOWN TO READ CATALOG LIST PRICE

If you picked tool C, congratulations. The new Homelite Shop Service Manual #23855-3 at the bargain price of \$2.50 is the least expensive and probably the most important tool of the group.

The point is that the Shop Service Manual is an exceptionally fine bargain considering the good use it can be put to in the shop--every dealer needs this manual as much as he needs pliers, wrenches, and all his other tools.

Jammed full of late service information---currently used service replacement assemblies for older units, new systems such as CD ignition, and late model chain saws as the E-Z series, the 88 pages of chain saw service data contained are alone worth the price of the manual.

As a bonus, this 120 page manual contains sections on 2-cycle Homelite Construction Equipment----32 pages covering pumps, generators, blowers, Multi-Purpose saws...

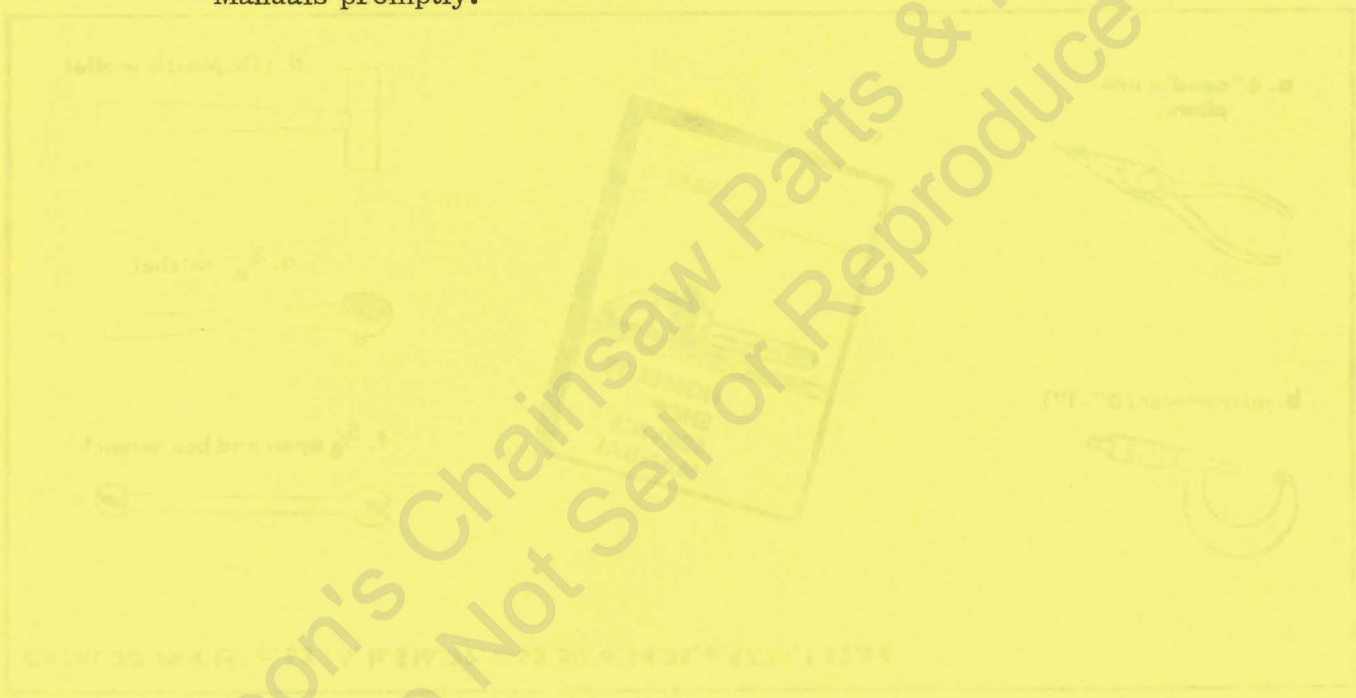
BRANCH SERVICE MEMO NO. 185  
DEALER SERVICE MEMO NO. 480

HOMELITE

You can make good use of a Manual in the office as well as the one in the shop. Also, if local 4H Clubs and schools have been pressing you for 2-cycle engine training material, donating copies of the Shop Service Manual with your name stamped on the covers is smart public relations aimed at a captive audience of potential customers.

#23855-3

Your District secured a supply of [REDACTED] Shop Manuals for initial supply. So if you place your order with the Branch office right now, you'll get the Manuals promptly.



*Robert S. Townsend*

Robert S. Townsend  
Service Manager





BRANCH SERVICE MEMO NO. 763CS

DEALER SERVICE MEMO NO. 451

TO: All Districts, Branches and Chain Saw Dealers

SUBJECT: E-Z and E-Z Automatic Oilers

DATE: April '70

We have received many requests for trouble shooting instructions on the E-Z model oiling system. Attached is your copy of P/N 24398 Test procedure.

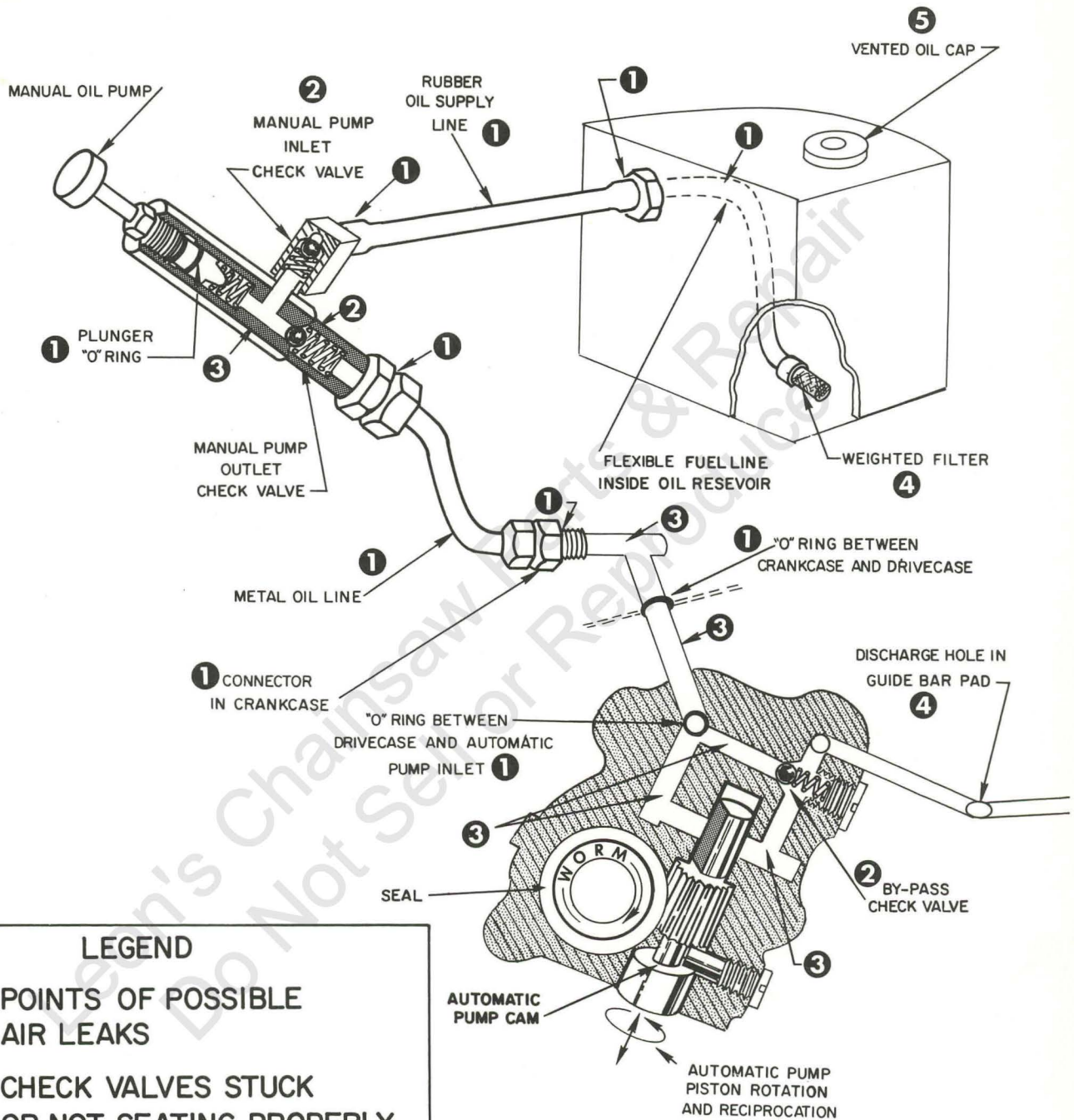
You note that the illustration is printed only on one side. This will allow you to "tack it on the wall" as a trouble shooting guide.

Robert S. Townsend  
Service Manager

bjh

Leon's Chainsaw Parts & Repair  
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# EZ & XL MINI TEST PROCEDURE FOR THE CHAIN OILER



## LEGEND

- ① POINTS OF POSSIBLE AIR LEAKS
- ② CHECK VALVES STUCK OR NOT SEATING PROPERLY
- ③ AIR LEAKS THROUGH CRACKS OR POROUS SPOTS IN CASTINGS
- ④ PLUGGED PASSAGES
- ⑤ PLUGGED VENT

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DIVISION

PORT CHESTER, N.Y. U.S.A.



## **DESCRIPTION OF PUMPING SYSTEM**

### **INLET**

Oil is supplied to the pump through a flexible hose fitted with a weighted filter which hangs inside the oil reservoir. The flexible hose is connected to a rubber hose which connects to the inlet check valve of the manual oil pump.

### **MANUAL OIL PUMP**

The manual pump is a thumb-operated positive displacement plunger type with an inlet check valve and an outlet check valve.

### **OUTLET**

An oil line runs from the manual pump outlet check valve to a transfer point at the crankcase/drivecase section of the engine. This transfer point is sealed by an "O" ring. When there is no automatic oil pump in the system, the discharge route continues from the transfer point to the discharge hole in the guide bar mounting pad through drilled connecting holes in the drivecase. But, when there is an automatic pump in the system, the route from transfer to discharge goes through the body of the automatic pump and back into the drivecase. "O" rings are used to seal the connecting holes at the points of entry to and exit from the automatic pump body.

### **AUTOMATIC PUMP WITH BY-PASS FOR MANUAL PUMP OPERATION**

The automatic chain oil pump is gear-driven off the crankshaft and is a rotating/reciprocating positive displacement type. The inlet and outlet valving is accomplished by a machined flat and the reciprocating action by a cam on the piston plunger. The automatic pump inlet is connected to the manual pump outlet. The automatic pump obtains oil by pulling open both manual pump check valves and drawing oil right through the manual pump.

## **HOW THE AUTOMATIC PUMP IS BY-PASSED FOR MANUAL PUMPING**

The output of the automatic pump is fixed by the pump's valving capacity and the speed of the engine to which it is geared. Sometimes it is desirable to use the manual oiler to add to the output of the automatic pump for cuts of long duration. This is made possible by a drilled connecting hole in the automatic pump body. This hole connects the inlet to the outlet, bypassing the automatic pump chamber.

In order to prevent the automatic pump from sucking air from the discharge hole back through the by-pass, a by-pass check valve is installed. When the manual pump is operated the flow of oil unseats the by-pass check valve and the oil is pumped through the by-pass route. At other times, the valve spring and automatic pump suction keep the check ball seated so that the automatic pump can draw in and discharge oil.

## CAUSES OF MANUAL AND AUTOMATIC PUMP TROUBLE

The most common reason for trouble is leakage of air a) through any of the various connections, b) through a hole or crack in an oil line, c) through a cracked or porous casting, d) around the "O" ring either at the crankcase/drivecase transfer point or at the drivecase/automatic pump body inlet transfer point, e) from the discharge hole through the by-pass because of a stuck or leaking by-pass check-valve, and f) around the "O" ring of the manual pump plunger or the seal of the automatic pump piston plunger.

Improper seating or sticking of the manual pump check valves is another trouble. The manual pump will not pump if either check valve is stuck. Bubbles or foam will show up at the discharge point when there is an air leak anywhere in the system. Because the two pumps are connected, a leak in the manual pump or supply system will affect automatic pumping even when the operator is not using the manual pump.

## TESTING

NOTE: Always remove chain and bar before working on saw  
These testing methods work for manual and automatic oiling systems. Two methods of testing may be employed. The first utilizes a pressure tester connected to the oil reservoir. The second uses the manual oil pump itself.

### METHOD WITH PRESSURE TESTER

#### A. HOOK-UP

- 1 Select a standard vented type oil reservoir cap to be made into a test cap. Select a hose fitting to connect the cap to the pressure tester. The tester should be similar to the Burco, shown in photographs 43 through 47 of the Pictorial Service Guide (#24329) for E-Z and E-Z Automatic Chain Saws or XL-Mini.
- 2 Select a tap drill for the diameter and thread size of the hose fitting. Drill through and tap the center of the test cap. Using a sealant such as Permatex Aviation No. 3 type gasket cement on the threads, install the hose fitting in the test cap.
- 3 Fill the oil reservoir with SAE-5 or SAE-10 weight oil for testing purposes. Install the test cap tightly in the oil filler hole and connect the pressure tester to the hose fitting.

#### B. TEST PROCEDURE (To determine whether system is open and whether it leaks)

- 1 Squeeze the tester bulb to pressurize the oil reservoir to approximately 12 pounds per square inch (,8 kg / sq cm).
- 2 Under test pressure, the oil should flow freely from the chain oiler discharge hole located in the guide bar mounting pad.
- 3 With the system still under pressure, plug the discharge hole with a pointed instrument such as a pick or awl. With the discharge plugged, the pressure should hold almost steady; if it drops rapidly, there is a leak.



- 4 Decrease the pressure a bit at a time. Note that the three check valves in the system will not seat until the pressure drops to approximately .7-2.5 psi (, 05 - , 18kg / sq. cm).

#### METHOD USING THE MANUAL OIL PUMP

- 1 Fill the oil reservoir with oil and operate the manual oil pump.
  - a) If oil is not pumped out of the discharge hole in the guide bar pad, either the inlet or the outlet check valve is inoperative, or there is an air leak on the inlet side of the system.
  - b) Look inside the oil reservoir. If there are bubbles in the oil, it is likely that the inlet valve is leaking. If there are no bubbles, the fault may be in the outlet valve or outlet supply connections.
- 2 To check outlet supply, plug the discharge with a pointed instrument and operate the manual pump.
  - a) If there are no leaks, the system will lock hydraulically under test pressure, and the thumb pressure required to operate the pump will increase.
  - b) If the pump can be operated with nearly normal thumb pressure, examine all connections and oil passages for an oil leak. The leak should be visible unless it is through the casting to the inside of the engine or reservoir.

#### CHECK VALVE TESTING (after completion of either of above methods)

##### A Automatic OIL PUMP

- 1 Remove the automatic oil pump.
- 2 Remove the rubber check ball from the by-pass check valve. Any marks or depressions on the surface of the ball are grounds for rejecting it.
- 3 Examine the valve seat in good light. If it is marked, scored or pitted, the by-pass valve may leak. This would cause the automatic pump to pump foam. If the valve is not in perfect condition, either replace the pump assembly or try to restore the surface of the valve seat as follows:
  - a) Insert a .1562" diameter (3.97 mm -- Homelite #25527) steel ball into the valve seat and gently tap the ball against the seat with a pin punch and light hammer as shown in the drawing.
  - b) Using a new rubber check ball and spring, reassemble the valve and retest the pump.

NOTE: If the outlet hole is allowed to become plugged with sawdust during saw operation, the automatic pump may blow the rubber check ball into the seat where it will become lodged. If this condition occurs, remove the ball and install a new one. If it happens again, and it is known that the outlet was not allowed to clog, change the pump.

## B INLET AND OUTLET CHECK VALVES

- 1 Remove and test each valve individually as follows:
- 2 Put the check ball end of the valve to your lips; you should be able to suck air through the valve but unable to blow through it.
- 3 Put the seat end of the check valve to your lips; you should be unable to suck air through this end; blowing through it, though possible, requires substantial effort.
- 4 If a pressure tester is available, connect it to the check ball end of the valve and immerse the valve in water; the valve should not leak (pass air bubbles) until the test pressure exceeds 5 psi (, 35kg/sq. cm.). Connect the tester to the other end and apply pressure; a stream of bubbles should signal the opening of the valve. A good valve will open under a pressure of 2.5 psi (,18 kg/sq/cm) or lower.

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TO: All District, Branches and Chain Saw Dealers

SUBJECT: Unit Identification

DATE: 6/70

The test procedures attached to Service Memo 763CS showed two chain saw models the "EZ and XL Mini". The EZ model designation needs no explanation. The XL-Mini does.

Homelite, as you know, is worldwide. It is sometimes advantageous to use a different model designation in the International Market.

The XL Mini's are good examples. These units are identical to the EZ and EZ Auto, only the name is different.

When you read the test procedures you will note that test values are also shown in the metric system.

We in Service, in order to expedite service information to you, will occasionally show both Domestic and International model designations (as well as metric units) on our Service Bulletins, Service literature and instructions.

We are sorry for the confusion this seems to have caused some of you.

Robert S. Townsend  
Service Manager

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BRANCH SERVICE MEMO NO. 764CS

DEALER SERVICE MEMO NO. 452

TO: All Districts and Branches and Chain Saw Dealers

SUBJECT: A59930-D and A65561-A Drivecases

DATE: 5/70

Units Affected: See Below

The quantities of the above drivecases being ordered would indicate that some confusion exists as to which drivecase should be used on what units.

The following will apply:

Part No. A59930-D Drivecase

Is used on: XL Automatic - Direct Drive, Super XL Automatic, XL500 Automatic

Supersedes: A59930-C Drivecase

Part No. A65561-A Drivecase. This drivecase is similar to A59930-D but has additional machining to accommodate planetary gear drive assembly.

Is used on: XL Automatic - Gear Drive

Supersedes: A65561 Drivecase

Please correct your records accordingly.

Lars Johnson  
Service Department

ls





TO: All District, Branch Managers and Chain Saw Dealers

SUBJECT: Oil Reservoir Cover 59649-4

DATE: 5/70

Units Affected: XL Automatic, Super XL Automatic, Super XL, XL-500, XL Automatic Gear Drive, Super XL 15 (Super XL 12 Automatic, XL 660, International Units) below S/N 2188611.

The changes made in the "XL 12" family have now made it impossible to secure the die casting to manufacture Part No. 59649-4. S/N 2188611 was built on June 6, 1966. The following information applies to units built prior to June 6, 1966 and S/N 2188611.

If Part No. 59649-4 is required it will be necessary to install a new drivecase, fuel tank cover, fuel line, fuel pick-up assembly. The new fuel tank cover will require new screws.

<u>Model</u>	<u>Drivecase</u>
XL Automatic, Super XL Automatic	
XL 500 (XL 660 International unit)	A59930-D
Super XL	A59951-C
Super XL 12 Automatic (International unit)	A67026-A
XL Auto Gear Drive	A65561-A
Super XL 15	A65562-A

With all these drivecases the following parts are required:

Fuel tank cover	63739-2
Fuel line	63745 (except A67026-A)
Fuel pick-up assembly	A59251
Self tapping round head screw #6 x 1/2	80513 (16 req.)

Drivecase A67026-A (Super XL 12 Automatic - Int. only) will require fuel line 63744.

Mark your parts records accordingly.

Robert S. Townsend  
Service Manager

kfr



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BRANCH SERVICE MEMO NO. 768

DEALER SERVICE MEMO NO. 456

TO: All Districts, Branches and Yard Trac Dealers

SUBJECT: "Blade Control" Decal

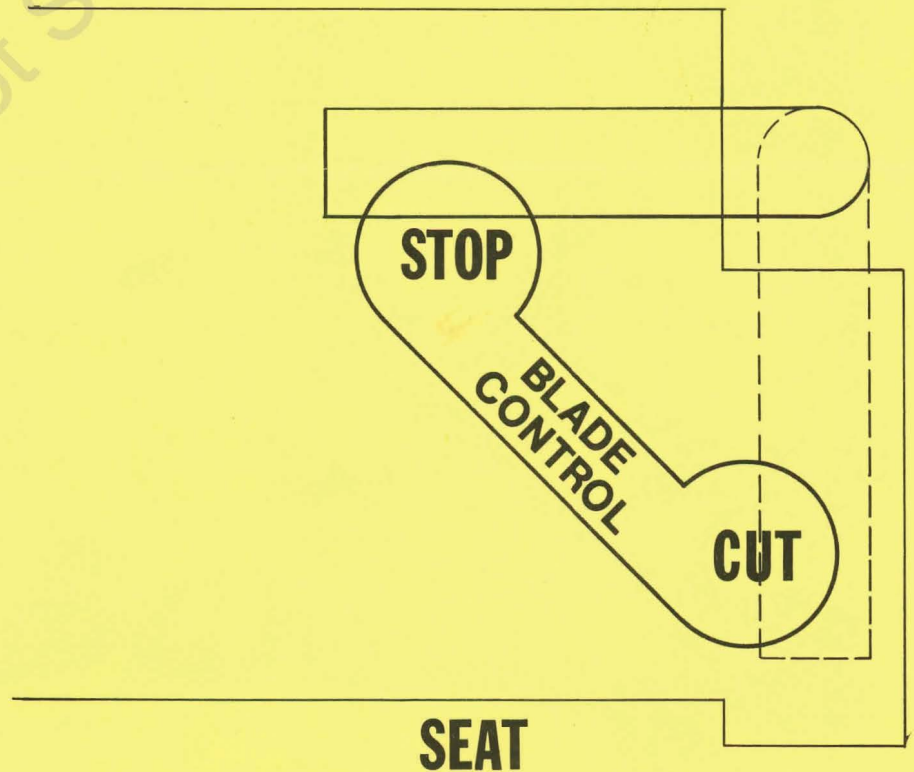
DATE: May 1970

Units Affected: 1970 Yard Trac

Several dealers have found 1970 Yard Tracs with the yellow "Blade Control" decals applied upside down on the belt guard. This is hazardous because the cutting position for the blade control handle is then called out as the "stop" position on the decal.

To correct this situation peel off the upside down decal and relocate or replace on the blade guard so the word "stop" is Forward close to the control panel and the word "cut" is to the right and rear (see drawing).

### CONTROL PANEL



Lars Johnson  
Service Department

las

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BRANCH SERVICE MEMO NO. 769

DEALER SERVICE MEMO NO. 457

TO: All Districts, Branches and C. E. Dealers

SUBJECT: Model 250 Engine

DATE: 7/70

Changes have been made in the Model 250 engine to increase the life of the connecting rod, connecting rod bearing and crankshaft. A larger connecting rod bearing and bearing surface on the rod and shaft have increased the load carrying capabilities of the parts.

New Part Numbers are as follows:

250A18-1 Serial # 3244594 and up use A-53194-3 Crankshaft  
250DP3-1 Serial # 3242588 and up use A-53194-5 Crankshaft  
250S2-1 Serial # 3222311 and up use A-53194-4 Crankshaft

The above must be used with A-53192 connecting rod and A-53197 connecting rod bearing (set of 23 rollers)

Old Parts:

The old style connecting rod A-74552-B and connecting rod bearing A-64678 are still available -- the individual crankshafts are not.

A Crankshaft Kit containing the New Style Crankshaft, connecting rod and bearing is available for replacement as follows:

MODEL 250A18-1 below Serial #3244594

A-53592 Crankshaft Kit supersedes A-54522-3 Crankshaft

MODEL 250DP3-1 below Serial #3242588

A-53593 Crankshaft Kit supersedes A-54522-5 Crankshaft

cont'd.

MODEL 250S2-1 below Serial #3222311

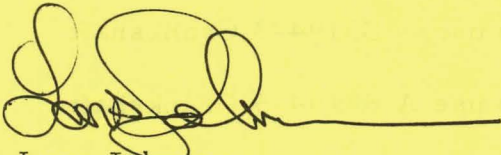
MODEL 250B-1 ALL

A-50570 Crankshaft Kit supersedes A-54522-4 Crankshaft

MODEL 250TP2-1 ALL

A-53194-1 Crankshaft is superseded by A-53194-4 Crankshaft

Once units below the designated serial numbers have been updated, individual crankshafts, connecting rods, and bearings can be used as required.



Lars Johnson  
Service Department

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Leon's Chainsaw Parts & Repair  
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TO: All District, Branches and Lawn Mower Dealers

SUBJECT: Part 66817-B 30" Blade

DATE: 7/70

Units Affected: All Model 730 Yard Tracs

Many districts have reported that the present 30" Blade Part No. 66817-A is bending when cutting thick moist spring grass.

A new 30" Blade Part No. 66817-B is now available and supersedes the Part No. 66817-A Blade.

The appearance of the new Blade is slightly different. The Blade material is now thicker and both edges have been folded down to support the full length of the Blade.

Our tests indicate that the Blade is more rigid and it does an excellent job of cutting spring grass.

Lars Johnson  
Service Department

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**HOMELITE**

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TO: All Districts, Branches and C. E. Dealers

SUBJECT: Part No. A-54725-B and C Rear Crankcase Half  
Part No. 71106 Sealing Gasket

DATE: 7/70

Units Affected: Model 250 Engine

During the engineering life testing of the Model 250 engine a revised rear crankcase half was tested. The crankcase was machined to eliminate the Sealing Gasket Part No. 71106 located behind the main bearing. After many hours of testing the change was made and first produced in production units as follows:

250S2-1	S/N 3222311
250TP2-1	S/N 3250649
250A18-1	S/N 3259457
250DP3-1	S/N 3249265

Service Parts

Because of the various rear crankcase half service assemblies that still exist in your stock please mark your stock as follows:

Part No. A-54725	Rear Half	Use Part No. 71106 Sealing Gasket
Part No. A-54725-A	Rear Half	Use Part No. 71106 Sealing Gasket
Part No. A-54725-B	Rear Half	Omit Part No. 71106 Sealing Gasket
Part No. A-54725-C	Rear Half	Omit Part No. 71106 Sealing Gasket

Lars Johnson  
Service Department

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TO: All Districts, Branches and Chain Saw Dealers

SUBJECT: "CD" Ignition - Loose Coil and Cores

DATE: 8/70

Units Affected: XL-114 and XL-104 "CD"

It has been reported that the generator coil and core #67277 has been coming loose and wearing against the rotor until it shorts out or breaks off.

The generator coil and core #67277 is presently mounted to the cylinder with two (2) #8 - 32 x 3/4" screws. These screws are too long and bottom in the mounting holes.

The coil and core should be mounted with two (2) #82177 #8 - 32 x 5/8" pan head powerlock screws and two (2) #83022 #8 internal tooth lockwashers.

Units in your stock must be corrected prior to delivery to customers and/or dealers. When screws are replaced the air gap must be reset. Use plastic shim Part No. 24306 to obtain a .012 air gap.

NOTE: Make the following corrections in the XL-104 "CD" Conversion Kit Instruction Sheet #24358 and the XL-113 - 114 - 122 Parts Book #24360, Rev. 1, page #3.

Change to read:	<u>Part No.</u>	<u>Qty.</u>
Item #55 Screw - Pan Hd. #8 - 32 x 3/4	82178	2
Item #56 Washer - lock #8	83022	6
Item #70 Screw - Pan Hd. #8 - 32 x 5/8	82177	2

Lars Johnson  
Service Department

ls



BRANCH SERVICE MEMO NO. 773

DEALER SERVICE MEMO NO. 461

TO: All Districts, Branches and Yard Trac Dealers  
SUBJECT: A66966-1 Belt Keeper

DATE: 8/70

Units Affected: 730-OS, 730-OL and 730-OLE Yard Trac

The belt keeper #A66966-1 on a limited number of the 1970 model 730 Yard Tracs has been found to have a defect at the 90° bend of the support. Normal vibration can fatigue the metal at this point. If the keeper breaks and falls into the cutting path of the mower it can be picked up by the cutting blade and thrown.

You are cautioned not to ship or deliver any units until the defective belt keeper is replaced.

Order sufficient belt keepers to replace those now on all units in stock or sold to customers.

Belt keepers will be charged to each dealer and credited as warranty claims are submitted so that we may maintain a record of all units that are repaired.

Due to the nature of this fault we suggest that all customers that have already taken delivery be notified through a copy of the attached letter to customer.

*Thomas W. Stever*  
Thomas W. Stever  
Ass't. Service Manager

1s  
Attach.





**HOMELITE**

a division of Textron Inc.

BRANCH SERVICE MEMO NO. 774CS

DEALER SERVICE MEMO NO. 462

TO: All Districts, Branches and Chain Saw Dealers

SUBJECT: Clutch Springs

DATE: 10/70

Units Affected: XL-400, XL-400FP

Please correct Parts List #24446, XL-400, page 6, Index # 18.

Clutch Spring part number should be #67053

All model XL-400 and XL-400FP units have been built with 67053 clutch springs.

Robert S. Townsend  
Service Manager

al

Leon's Chainsaw Parts & Repair  
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BRANCH SERVICE MEMO NO. 775CS

DEALER SERVICE MEMO NO. 463

TO: All District, Branches, and Chain Saw Dealers

SUBJECT: Replacement of Connector Bracket on Model XL400FP  
Chain Saw

DATE: 10/70

We have found that under some user conditions the handle bar connector bracket on the XL400FP breaks.

A stronger connector bracket A-68812 which includes two spirol pins is now available for field replacement should you experience this breakage in your area.

Attached are instructions for installing the new connector.

Robert S. Townsend  
Service Manager

ls  
Attach.



# INSTRUCTIONS FOR INSTALLING A-68812 CONNECTOR BRACKET ON XL-400 FP CHAIN SAWS

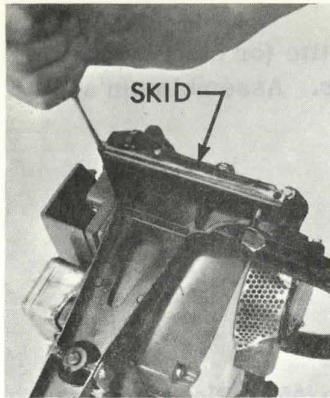


PHOTO 1

- 1 Remove handle bar from saw as follows: Remove "E" ring and push the pin through upper isolation mount. Remove the skid (photo #1) and unscrew handle bar from base.

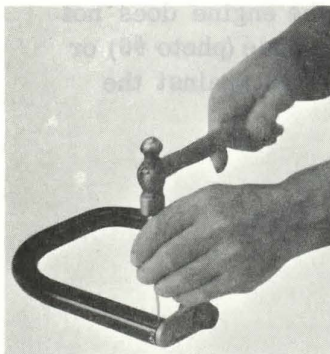


PHOTO 2

- 2 Using a drift pin (photo #2) slightly smaller than the 3/32" diameter holes in the handle bar, drive the two pins, one at a time, into the handle bar until they are clear of the inside wall of the handle bar.

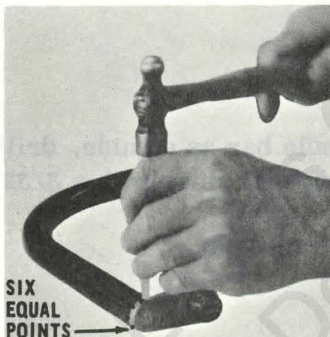


PHOTO 3

- 3 Lay the handle bar and bracket on a solid supporting surface (photo #3). Break the bonding between the handle bar and bracket by striking the edge of the bracket several times using a hammer and punch at six or more points equally spaced along the edge.



PHOTO 4

- 4 Lock the bracket in a vise and carefully twist the handle bar free of the bracket (photo #4).

- 5 Reassemble the handle bar to the saw. Assemble rubber mount into new connector bracket.

- 6 Clean surfaces to be fitted together thoroughly. Apply Loctite (or other bonding agent) to both pieces and fit the bracket into the handle bar. Assemble pin and "E" ring onto unit.



PHOTO 5



PHOTO 6

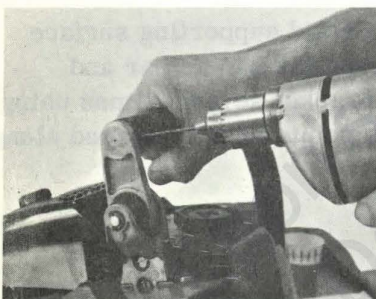


PHOTO 7



PHOTO 8

- 7 Refer to the triple exposure photo (#5). Place the saw on a flat surface and rotate the bracket front to rear to find the best condition of clearances. The best condition of clearances is when the engine does not bottom against the vibration mount base (photo #6) or the carburetor chamber does not rest against the vibration mount handle.
- 8 Secure bracket in best clearance condition.
- 9 Using the existing holes in the handle bar as a guide, drill into and through the new bracket on both sides with a 3/32" drill (2.3mm) (photo #7).  
NOTE: New holes can be drilled if desirable.
- 10 Place a spirol pin in the newly drilled hole and gently tap the pin into the hole until it is flush with the handle bar (photo #8). Repeat on other side.

NOTE: Photos 6, 7 & 8 show old style connector bracket due to unavailability of new style at the time of photography.





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BRANCH SERVICE MEMO NO. 776CS

DEALER SERVICE MEMO NO. 464

TO: All Districts, Branches and Chain Saw Dealers

SUBJECT: SOFTONE Muffler

DATE: 11/70

Units Affected: XL-400, XL-400FP

XL-400 series units are now being manufactured with the "bottom discharge" SOFTONE muffler.

Since parts list #24446 was printed prior to the introduction of this muffler, add the following to Page #3:

A-68741 Muffler Complete

Includes:	A-68460-1	Body, Muffler	1
	80864	Hex Screw (12-24 x 1")	1
	68478-1	Baffle, Muffler	1
	68481	Shoulder Screw	2
	A-68484-1	Cap, Muffler	1
	68480	Shoulder Screw	3

Robert S. Townsend  
Service Manager

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Leon's Chain Saw Parts & Repair  
Do Not Sell Our Products



TO: All Districts, Branches and Mower Dealers

SUBJECT: Battery Warranty

DATE: 12/70

We have heard that there have been some instances where Exide-Willard battery dealers or distributors have not been willing to make adjustments.

The manufacturer has again assured us that all 15,000 Exide-Willard dealers and distributors are authorized and have a procedure for handling batteries used by Original Equipment manufacturers.

Should you have difficulties please send me the name of the dealer or distributor who has refused this warranty service and we will take it up with the manufacturer and advise you how to handle the specific case.

Exide-Willard dealers and distributors are listed in the yellow pages under Batteries - Retail - Wholesale.

Robert S. Townsend  
Service Manager

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