



TO: All Districts, Branches & Chain Saw Dealers

SUBJECT: Muffler Caps with Shield

DATE: 1/72

Units Affected: XL-123 starting with Serial No. 11601140

A new quieter diffuser muffler cap with a shield to direct exhaust gases downward is now available for the above listed unit.

A-68953 diffuser type muffler kit supersedes A-67888-C reed muffler and A-67446-1A Body Muffler

Includes:

A-68951-1 Cap, Muffler supersedes A-67527-1B Cap

A-64130-2 Body, Muffler supersedes A-64130 Body

68472 Baffle, Muffler

68470-1 Cap, Diffuser type without shield

Bill Patella
Ass't. Service Manager

al



TO: All Districts, Branches & Chain Saw Dealers

SUBJECT: Handle Bars

DATE: 1/72

Units Affected: XL-700, XL-800, XL-850, XL-870, XL-870CD,
 XL-875, XL-901, XL-903, XL-904, XL-913M,
 XL-914, XL-921, XL-923, XL-924, EZ, XL-Mini

The following handle bars are superseded in accordance with our program of standardization:

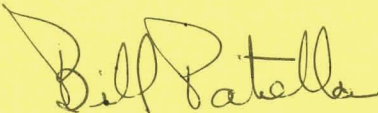
- A-65860-3 in place of A-65860-1
- A-63958-1 in place of A-63485-2
- A-63958-1A in place of A-63485-2A
- A-65163-2 in place of A-65159-1 (EZ)
- A-65163-2 in place of A-65163-1 (XL-Mini)

The following handle bars are required to service the following units:

<u>Unit Usage</u>	<u>Handle Bar</u>	<u>Type</u>	<u>Remarks</u>
XL-700, XL-800, XL-850	A-63659	3/4 wrap-around (buffed)	XL-850 below S/N 2353392
XL-700, XL-800, XL-850	A-63659-A	3/4 wrap-around	XL-850 above S/N 2353392
XL-700, XL-800, XL-850	A-63958-1	Flush Cut	XL-850 below S/N 2353392
XL-700, XL-800, XL-850	A-63958-1A	Flush Cut	XL-850 above S/N 2353392
XL-875	A-64385-3	Full wrap-around	XL-875 below S/N 2791619 - This bar does not take any rubber components
All XL-901, 903, 904 XL-921, XL-870CD, XL-875	A-65814-2	Full wrap-around	This bar uses all rubber components for mounting to unit

Cont'd.

<u>Unit Usage</u>	<u>Handle Bar</u>	<u>Type</u>	<u>Remarks</u>
XL-901, 903, 904, XL-914, 921, 924, XL-923	A-65860-3	Flush Cut	XL-923 below S/N 3436419
XL-901, 903, 904, 921, 923, 924	A-65900	3/4 wrap around (Buffed)	This bar takes all the rubber vibration parts.
XL-870, 875CD, 924W, XL-923, 924	A-67626-3	Full wrap-around	This bar is mounted without any rubber components
XL-913FP, XL-923FP	A-67660-1B	Flush Cut	For anti-vibration type unit
XL-923 superseded by A-69034-1	A-68762-2	Flush Cut	XL-923 above S/N 3436419
XL-923, 923ST, 923RM	A-69034-1		



Bill Patella
Ass't. Service Manager

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



TO: All Districts, Branches & Chain Saw
Dealers

SUBJECT: Model XL-400 AO Chain Saw

DATE: 1/6/72

All subject models above S/N 12952103 have a rubber sleeve on a modified throttle trigger. As it is presently constructed, the sleeve can be moved (twisted or rotated) by the operator's finger in such a manner that it can "jam" or prevent the trigger from returning to idle position.

We feel that this presents a potential safety hazard to the operator and therefore must be replaced. DO NOT sell, rent, loan or use any XL400AO with rubber boot on trigger until you replace trigger and boot assembly with a standard non-covered trigger Part No. 58859.

Because of the above you are to notify all customers that have purchased XL400AO's above S/N 12952103 to return units to you for modification.

Your Homelite district or branch will ship you enough triggers Part No. 58859 to cover units you have purchased above S/N 12952103. These parts will be invoiced in the usual manner. When you change the trigger make out a warranty claim for trigger and labor to receive credit. Make absolutely sure that you show model, serial number, customer's name (your own name if reworking stock units) and date. This warranty claim then becomes a permanent record showing that you have performed modification should any question arise at a later date.

It is your responsibility to inform your customers that modification is required. Homelite has no way of knowing to whom you have sold units.

Robert S. Townsend
National Service Manager

o't



TO: All Districts, Branches & Chain Saw Dealers

SUBJECT: Special Socket Wrench

DATE: 1/72

We have had many requests for a special inexpensive wrench to remove the compression relief valve from the Model XL-400 series cylinders.

We have designed such a wrench which is now available from stock. Order Part No. 24584 - dealer cost is only \$.50.

With this wrench it is no longer necessary to remove the carburetor chamber when removing the compression release valve.

Robert S. Townsend
Robert S. Townsend
National Service Manager

al



TO: All Districts, Branches & Chain Saw Dealers

SUBJECT: Chain Oil Adjustment Valve

DATE: 1/72

Unit Affected: Model 150 Automatic Chain Saw

Beginning with Serial #13350722 the Model 150 chain saw will no longer be produced with a chain oil adjustment valve. The valve (needle), "O" ring and the required machining has been removed from the production oil tank.

New Parts

A-68609-1 Oil Tank (without valve)

NOTE: There is no provision for adding the valve to this tank.

Service Note

A-68609 Oil Tank (with valve) and A-68609-1 Oil Tank (without valve) are interchangeable.

Service will supply both tanks because some owners with the valve may object to a replacement oil tank without the valve. All parts old and new are available for service.

Lars Johnson
Service Department

al



BRANCH SERVICE MEMO NO. 810LG

DEALER SERVICE MEMO NO. 498

TO: All Districts, Branches & Lawn & Garden Dealers

SUBJECT: Change in Battery Part Numbers

DATE: 2/72

The following battery part numbers have been changed to agree with parts as supplied through Service.

LM-16056-55 use LM-16073-60

LM-16072-25 use LM-16073-58

LM-16072-26 use LM-16073-59

Please change your records where required.

Robert S. Townsend
National Service Manager

al



TO: All Districts, Branches & Construction Equipment Dealers

SUBJECT: A-50765 Governor Bushing Kit

DATE: 2/72

Units Affected: XL-98 and XL-88 Multi-Purpose Saws

A governor bushing kit is now available for the XL-98 and XL-88 Multi-Purpose saws.

This kit is designed to salvage worn throttle handle assemblies.

A handwritten signature in cursive script that reads "Bill Patella".

Bill Patella
Ass't. Service Manager

al



TO: All Districts, Branches & Lawn & Garden Equipment Dealers

SUBJECT: T-10, T-12, T-15 Tractor Headlights

DATE: 2/72

Continuing life test has revealed that there is a possibility the area where the headlights are fastened may develop a crack after 60 hours of operation. This is due to an improperly formed stamping die which produced a sharp corner rather than a radius.

While tooling is being corrected these models will be assembled with specially formed reinforcement washers.

To prevent cracks from developing in units already produced, these special washers must be installed. We will ship each district, at no charge, enough kits (two washers and installation instructions) to up-date all machines produced prior to January 22nd (S/N 20220001) you have received.

It should only take about 10 minutes to install both washers and will prevent customer complaints later on.

Robert S. Townsend
National Service Manager

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TO: All Districts, Branches & Chain Saw Dealers

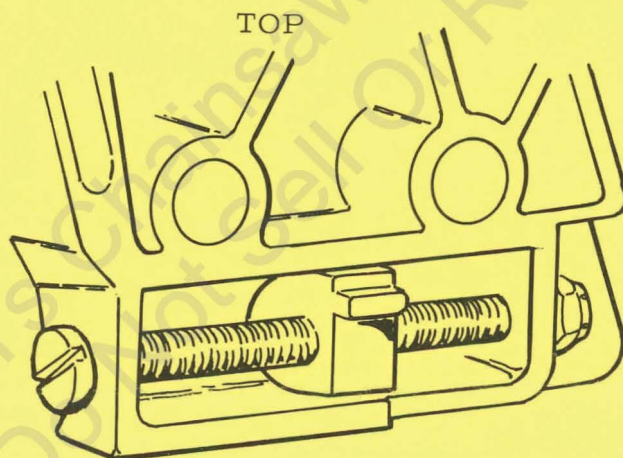
SUBJECT: Guide Bar Adjusting Pin

DATE: 2/72

Units Affected: Model 150 Automatic, Serial No. 20071001 through 20240001

There is a possibility that the guide bar adjusting pin in the drivecase cover may be assembled up-side down. The diagram below shows an inside view of the drivecase cover showing the adjusting pin in the correct position.

Note that the adjusting pin is assembled with the engaging pin above the center line of the adjusting screw.



Guide bar adjusting pin
in the correct position

Lars Johnson
Service Department

al



TO: All Districts, Branches & Chain Saw Dealers

SUBJECT: New Cylinders with Increased Skirt Diameters

DATE: 3/72

Units Affected: All EZ and XL Mini Series

This change increases the wall section in the cylinder skirt thereby increasing the skirt strength. The following crankcase and drivecase changes are required in order to clear the larger cylinder skirt diameter. New style crankcase or drivecase will accept old style cylinder.

EZ-10, Chipper

- A-65202-A Crankcase supersedes A-65202
- A-50689-A Drivecase supersedes A-50689
- A-65036-1 Cylinder prior to S/N 13141393
- A-65036-3 Cylinder after S/N 13141393

EZ and XL Mini

- A-65202-A Crankcase supersedes A-65202
- A-65201-A Drivecase supersedes A-65201
- A-65180-1 Cylinder prior to S/N 13141393 EZ
- A-65180-2 Cylinder after S/N 13141393 EZ
- A-65180-1 Cylinder prior to S/N 12870158 XL-Mini
- A-65180-2 Cylinder after S/N 12870158 XL-Mini

EZ-Auto, XL-Mini Auto and FP

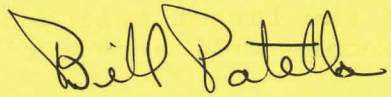
- A-65202-A Crankcase supersedes A-65202
- A-65200-A Drivecase supersedes A-65200
- A-65036-1 Cylinder prior to S/N 13141393 EZ-Auto
- A-65036-3 Cylinder after S/N 13141393 EZ-Auto
- A-65036-1 Cylinder prior to S/N 12870158 XL-Mini Auto & FP
- A-65036-3 Cylinder after S/N 12870158 XL-Mini Auto & FP

Super EZ Auto, Super XL Mini and FP

- A-65202-A Crankcase supersedes A-65202
- A-65200-A Drivecase supersedes A-65200
- A-67874-1 Cylinder prior to S/N 20060264 Super EZ Auto
- A-67874-3 Cylinder after S/N 20060264 Super EZ Auto
- A-67874-1 Cylinder prior to S/N 12870158 Super XL Mini & FP
- A-67874-3 Cylinder after S/N 12870158 Super XL Mini & FP

EZ-250 Auto

A-65202-A	Crankcase	supersedes A-65202
A-68489-A	Drivecase	supersedes A-68489
A-67874-1	Cylinder prior to S/N 20060301	
A-67874-3	Cylinder after S/N 20060301	



Bill Patella
Ass't. Service Manager

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Leon's Chainsaw Parts & Repair
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TO: Districts, Branches & Chain Saw Dealers

SUBJECT: Improved Starting and Handling Comfort

DATE: 3/72

Units Affected: XL-400 Auto & XL-400 Auto F.P.

The addition of rubber covered handle bar and throttle handle has added to the ease and comfort of using the above saws. Starting has also been improved. A throttle lock actuated decompression lever enables the operator to keep the decompression valve open until the throttle lock is pushed to release the trigger.

XL-400 Auto's produced after Serial No. 12952103 are the new style and have the following new parts:

A-69031-1	Handle Bar, Rubber Covered
68802-1	Handle Bar Clamp
68747-2	Handle Bar Bracket
68803-1	Handle Bar Shim
A-69013	Decompression Valve
A-68403-B	Throttle Handle Assembly (Supersedes A-68403)
	<u>Includes:</u> (one of each)
	68819 Rubber Throttle Handle Grip
	68818 Rubber Throttle Cover Grip
A-69022	Throttle Handle Cover
	<u>Includes:</u> Includes: (one of each)
	A-68890-A Cover
	A-69289 Throttle Lock Kit

New Tool

Part No. 24584 Wrench, compression relief valve fits both the old and new valves.

XL-400 Auto between Serial No. 11960330 and 12952103 were produced with rubber handle bar and throttle handle but without the new decompression valve and throttle lock pin. Use A-68890-A Throttle handle cover for these units.

To convert to new style compression release, replace the throttle handle cover with A-69022 cover and replace the decompression valve with A-69013 valve.

XL-400 Auto below Serial No. 11960330

A kit is available to improve the starting characteristics of these older units.

A-69018

Compression Kit

Includes:

A-69013 Valve

A-69016 Throttle Handle Cover

XL-400 Auto F.P.

The F.P. (Floating Power) units in the field can be converted to the new style compression release by replacing the decompression valve with A-69013 valve, throttle trigger retainer with A-68158-A which includes:

A-68368-A Retainer

Includes:

59064-1 Bushing

A-69289 Throttle Lock Kit

Service Note;

In all cases the new compression release valve A-69013 must be used with the new throttle lock and throttle handle cover for the specific unit.

The old and new valves are not interchangeable. Both valves will be supplied in service.



Lars Johnson
Service Department

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BRANCH SERVICE MEMO NO. 816CS

DEALER SERVICE MEMO NO. 504

TO: All Districts, Branches & Chain Saw Dealers

SUBJECT: "S" Clutch

DATE: 4/72

Units Affected: EZ, EZ-AO, SEZ-AO, EZ-250AO, XL-Mini-AOFP,
Super Mini FP, EZ-10, Chipper

For improved performance, the single piece clutch replaces the three shoe clutch on all EZ, XL-Mini series units starting with:

EZ - S/N 20100083

EZ-250 Auto - S/N 20060301

Super EZ Auto - S/N 20060265

This clutch will require A-23696-A Spanner Wrench

68362-1 Clutch replaced	65024-1 Inner Thrust Washer	1
	65217 Clutch Spring	3
	65892 Clutch Shoe	3
	65146-1 Clutch Plate	1

Bill Patella
Ass't. Service Manager

al



BRANCH SERVICE MEMO NO. 817LG

DEALER SERVICE MEMO NO. 505

TO: All Districts, Branches & Lawn & Garden Dealers

SUBJECT: Special Gear Oil - Worm Gears LM-01749-46

DATE: 3/72

The worm gears used in the R-3 and R-5 roto tillers and S-8 snow blower must be lubricated only with a special worm gear oil. These gears operate at high temperatures and will fail quickly if SAE 90 type gear oils are used.

Homelite has gear oil available in one quart containers under #LM-01749-46. This gear oil is equivalent to worm gear oil available through Allis-Chalmers and Simplicity dealers. Either of these worm gear oils may also be used safely in Homelite units.

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

Robert S. Townsend
National Service Manager

al



TO: All Districts, Branches & Construction Equipment Dealers

SUBJECT: Carburetor Conversion Kit

DATE: 3/72

The R-1 Rammer is presently being manufactured with a new style air cleaner and carburetor. To convert older unit to new style air filter assembly, a conversion kit A-45446 is available.

A-45446 Carburetor Air Cleaner Conversion Kit includes:

45447	Web type filter	88101	Screw	2
45448	Jet HO66, main	88301	Washer	2
45449	Clamp	88402	Washer	2
45450	Bracket	A-45451	Filter	
			Includes	
		45452	Filter Element	

A-45446 Carburetor Air Cleaner Conversion Kit supersedes

A-45391 Air Filter Complete

A-45453	Carburetor	Supersedes	A-45384	Carburetor
88307	Washer	Supersedes	88300	Washer
88301	Washer	Supersedes	88302 and 45111	Washer

Still available for the A-45384 older style carburetor

- 45386 Main Jet #58
- 45393 Intermediate Ring
- 45394 Air Filter
- 45395 Foam Rubber Filter

If new style carburetor used with old style air filter system main carburetor jet #45386 must be installed.

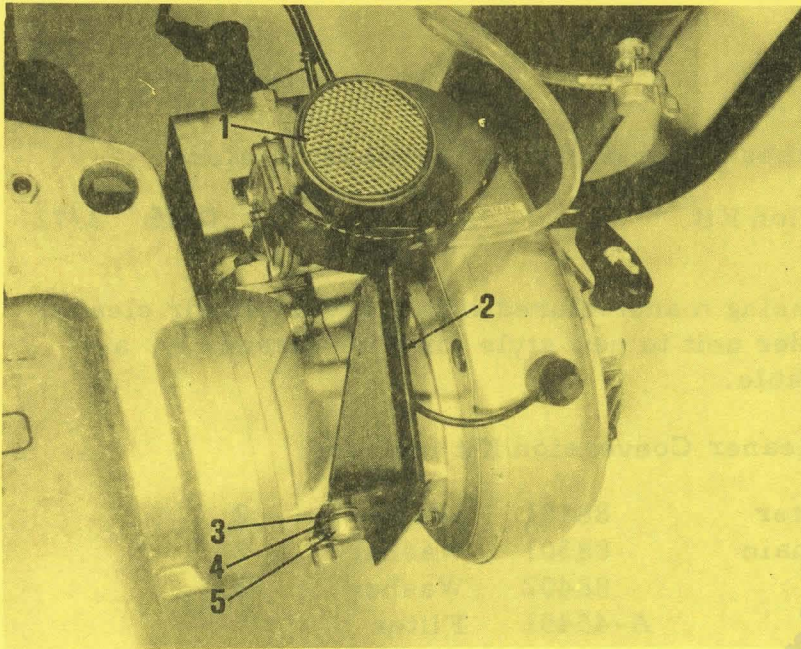
Only difference between new and old carburetor is the main jet.

If old style carburetor used with new style air filter system, main carburetor jet #45448 must be installed.

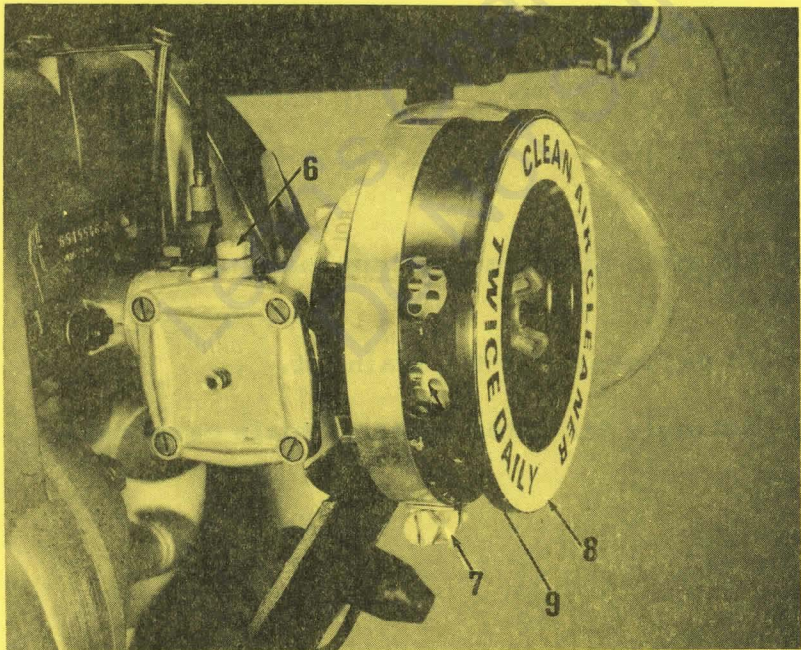
Bill Patella
Ass't. Service Manager

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(Over)



Key	Description	Part No.	Qty.
1	WEB TYPE FILTER	45447	1
2	BRACKET	45450	1
3	WASHER-flat	88402	2
4	WASHER-lock	88301	2
5	SCREW-soc hd.	88101	2
6	JET HO66-main	45448	1
7	CLAMP	45449	1
8	FILTER	A-45451	1
	Includes:		
9	ELEMENT-filter	45452	1





TO: All Districts, Branches & Construction Equipment Dealers

SUBJECT: A-74571 Stator Assembly

DATE: 3/72

Units Affected: 35A and 35S

Because of the high cost and low usage A-74571 stator assembly for the 35 engine is no longer available from service parts.

You may assemble this piece by using the following parts:

1	74509	Grommet
1	74510	Coil
1	74511	Stator replacement plate
1	A-74518	Points
1	74513	Condenser
1	74514	Clamp condenser
1	30261	Screw
1	80544	Screw
1	74526	Felt
1	A-74519	Stop Lead
1	74523	Stop Lead grommet
1	74680	Set screw
1	A-30285	High tension lead
1	A-33055	Terminal High Tension Lead

Bill Patella
Ass't. Service Manager

al



BRANCH SERVICE MEMO NO. 820LG

DEALER SERVICE MEMO NO. 508

TO: All District & Branches & Lawn & Garden Dealers

SUBJECT: Transmission Drive Pulley

DATE: 4/72

On page 10 of the Model S-8 snow thrower parts list a transmission drive pulley Part No. LM-01742-40 was not shown.

Please add this part number and description to page 10 for future reference.

A handwritten signature in cursive script that reads 'Bill Patella'.

Bill Patella
Ass't. Service Manager

al

Courtesy of undeerboss
Do Not Sell Or Reproduce



TO: All Districts, Branches & Lawn & Garden Dealers

SUBJECT: LM-16030 - 66 Axle and Differential Assembly

DATE: 5/72

The LM-16030-66 axle and differential assembly for Models T-10, 12, 15 is available from Service Parts.

Mark your parts list accordingly.

Bill Patella, Service Manager
Lawn & Garden Equipment

al

Courtesy of undee7035
Do Not Sell Or Reproduce



TO: Districts, Branches & Lawn and Garden Dealers

SUBJECT: Vacuum Collector Field Rework

DATE: 7/72

Due to some interference when PTO vacuum collector is installed on hydrostatic units, the backside idler pulley (LM-01083-86) is relocated.

The following steps will be required to rework units prior to Serial No. 0058.

1. Remove cover assembly (LM-16056-59) and V-belt (LM-01650-48) from vacuum collector.
2. Disassemble lever pivot assembly and remove backside idle pulley (LM-01083-86). Discard capscrew (LM-09193-63).
3. Locate and drill (1) .406 dia. hole in bracket (LM-16060-80).
4. Reassemble lever pivot assembly using capscrew (LM-09193-61), lockwasher and nut supplied in kit.
5. Install backside idler (LM-01083-86) in new hole using capscrew (LM-09193-61), lockwasher and nut provided in kit. Install belt stop (LM-16059-62) with this assembly. Final adjustment to be made after belt is installed.
6. Remove v-idler (LM-01010-96) from clutch arm and discard capscrew, reassemble with capscrew (LM-09193-61), lockwasher, nut and additional belt stop (LM-16059-62) supplied with kit.
7. Reinstall belt and place lever in engaged position. Make belt stop adjustments. Tighten all hardware securely. Replace cover assembly (LM-16056-59).

Rework kits are available at your Homelite district office. Template for relocating hole in rework kit.

A handwritten signature in black ink that reads "Bill Patella".

Bill Patella, Service Manager
Lawn & Garden Equipment

al



TO: Districts, Branches & Lawn and Garden Dealers

SUBJECT: New Drive Belt Guide for RM5, RM5E, RM7E

DATE: 7/72

Unit Affected: 1972 Models Only

New belt guide LM-16084-85 supersedes LM-81611-58. On RM units where drive belt does not come to a complete stop when clutch pedal is depressed, this new guide measuring 5 1/2" long is to be installed.

Adjust belt stop to within 1/16" - 1/8" from belt with idler pulley pressed against belt. After positioning belt stop, hold head of cap screw while tightening nut to prevent stop from moving.

Bill Patella, Service Manager
Lawn & Garden Equipment

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TO: Districts, Branches & Lawn and Garden Dealers

SUBJECT: Energette Battery Troubleshooting

DATE: 7/72

12 Volt Battery

If engine won't crank and is free to rotate:

- I Check start switch, wiring and all connections.
- II Check LM-01724-31 charger as it may be defective. Plug charger into 115 volt. Connect DC voltmeter negative (-) lead to exposed pin of charger plug. Connect positive (+) meter lead to charger pin socket.
 - a) If voltage is 7.5 volts, or needle deflects in reverse direction, charger is defective. Replace charger.
- III Check LM-01724-15 Energette open circuit voltage. Connect DC voltmeter positive (+) meter lead to exposed pin of energette plug. Connect negative (-) meter lead to the pin socket of the Energette plug.
 - a) If voltage is 12 volts or more, charge Energette for 24 hours and return to service.
 - b) A percentage of defective Energetts can be identified by measuring on-charge voltage 15 minutes after plug in to a known good charger. If on-charge voltage is below 5 volts, replace Energette. If greater than 5 volts, proceed with step C.

On-charge voltage is measured by separating Energette plug and charger plug to expose pins without breaking the electrical circuit. Connect DC voltmeter positive (+) lead to exposed pin of Energette plug. Connect negative (-) meter lead to the exposed pin of the charger plug.

- c) If as-received open circuit voltage is below 12 volts, charge Energette for 48 hours and if the open circuit voltage is 12.8 or more volts after 48 hours, return to service. If after 48 hours of charge the open circuit voltage is below 12.8 volts, replace Energette.

Cont'd.

- IV "Jump Starting" with the Energette connected can permanently damage the Energette if the jumper leads are inadvertently connected or touched in reverse polarity.

Permanent damage to Energette can also result if Energette and starting motor connector plugs are separated and a second battery is inadvertently plugged into the Energette rather than motor connector plug.

Use of unauthorized charges can cause permanent damage to Energette.

14 Volt Battery

If engine won't crank and is free to rotate:

- I Check start switch, wiring and all connections.
- II Check LM-01700-46 charger as it may be defective. Plug charger into 115 volts. Connect DC voltmeter negative (-) lead to exposed pin of charger plug. Connect positive (+) meter lead to charger pin socket.
 - a) If voltage is 9.5 volts or more, charger is good.
 - b) If voltage is less than 9.5 volts, or needle deflects in reverse direction, charger is defective. Replace charger.
- III Check LM-01088-52 Energette open circuit voltage. Connect DC voltmeter positive (+) meter lead to exposed pin of Energette plug. Connect negative (-) lead to the pin socket of the Energette plug.
 - a) If voltage is 14 volts or more, charge Energette for 24 hours and return to service.
 - b) A percentage of defective Energetts can be identified by measuring on-charge voltage 15 minutes after plug in to a known good charger. If on-charge voltage is below 5 volts, replace Energette. If greater than 5 volts, proceed with step C.

On-charge voltage is measured by separating Energette plug and charger plug to expose pins without breaking the electrical circuit. Connect DC voltmeter positive (+) lead to exposed pin of Energette plug. Connect negative (-) meter lead to the exposed pin of the charger plug.

- c) If as-received open circuit voltage is below 14 volts, charge Energette for 48 hours and if the open circuit voltage is 15.0 or more volts after 48 hours of charge, return to service. If after 48 hours of charge the open circuit voltage is below 15.0 volts, replace Energette.

Cont'd.

- IV "Jump Starting" with the Energette connected can permanently damage the Energette if the jumper leads are inadvertently connected or touched in reverse polarity.

Permanent damage to Energette can also result if Energette and starting motor connector plugs are separated and a second battery is inadvertently plugged into the Energette rather than motor connector plug.

Use of unauthorized chargers can cause permanent damage to Energette.

Energette Charging Instructions

1. If Energette has not been used for an extended period of time (brand new in the carton, off-season storage, etc.), charge it for 48 hours or more to restore full charge.
2. Charge Energette 24 hours once a month during the cutting season.
3. Charge Energette 48 hours or more before and after off-season storage.
4. Store Energette in a cool place. Storage temperatures of 100° F. or more accelerate self-discharge and should be avoided. If storage is for long periods, charge Energette for 48 hours or more every 6 months.
5. The Energette has built-in protection against overcharge and will not be damaged if left on charge for extended periods. Charging longer than 72 hours should be unnecessary.
6. Charging is most effectively performed near room temperature (75°F.). Charging at sub-zero temperatures is not detrimental but requires more time. Charging at elevated temperatures can be harmful.



Bill Patella, Service Manager
Lawn & Garden Equipment

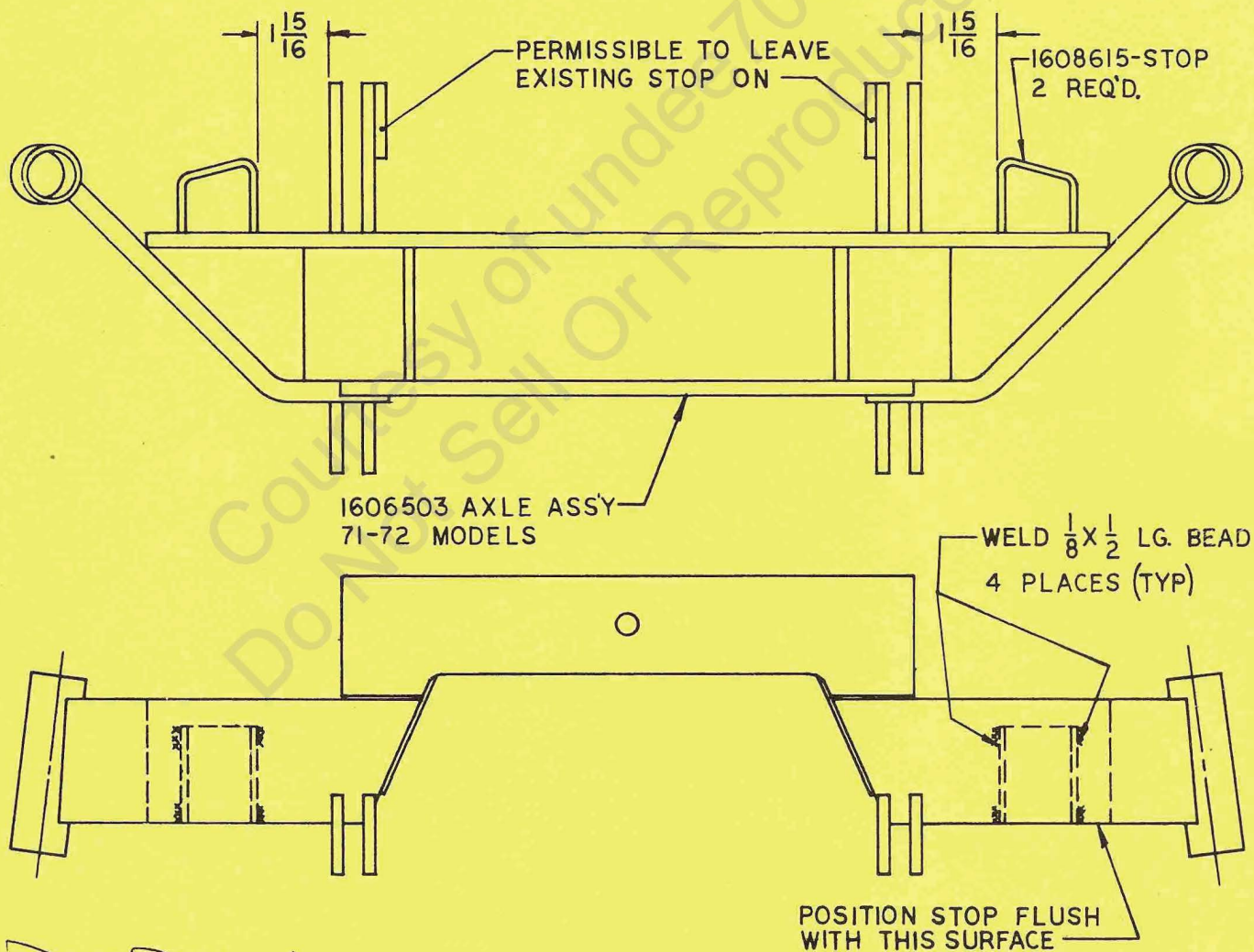


TO: Districts, Branches & Lawn & Garden Dealers

SUBJECT: Front Spindle Stop on T-10, T-12, T-15

DATE: 9/72

Occasionally we have tractors in the field where oversteering will cause the front spindle to ride past its stop. This possibility has been eliminated in the 1973 models by the addition of new stops. These two new stops #LM-16086-15 are available for the 1972 tractors with this steering condition. The illustration shows the welding location on front axle assembly #LM-16065-03.



Bill Patella

Bill Patella, Service Manager
Lawn & Garden Equipment

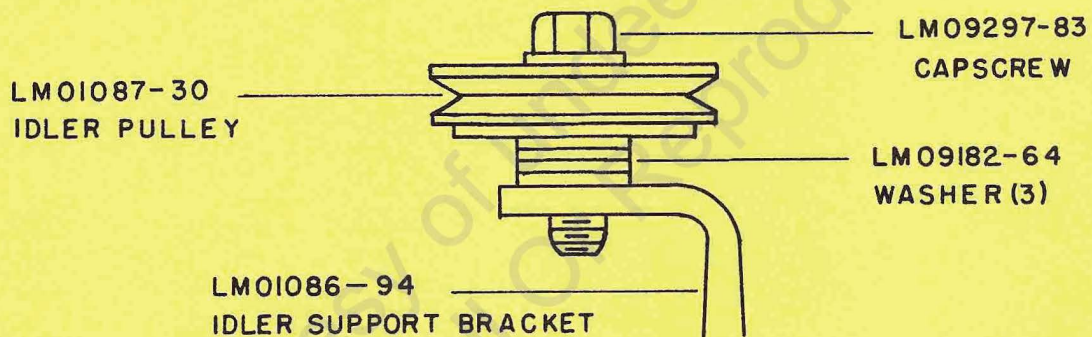


TO: All Districts, Branches and Lawn & Garden Dealers

SUBJECT: Belt Drive on M-21S Mower

DATE: 10/72

The belt on M-21S mower can jump off the idler pulley LM-01087-30 if engine "back fires" in starting or stopping. When the idler pulley is raised $3/16$ " , the exit angle of the belt is reduced enough to hold the belt if engine happens to "back fire". To raise the idler pulley $3/16$ " use one cap screw LM-09297-83 and three washers LM-09182-64.



Bill Patella

Bill Patella, Service Manager
Lawn & Garden Equipment

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TO: All Districts, Branches and Lawn & Garden Dealers

SUBJECT: PTO Belt Adjustments 32" and 36" 1972 T-7 and
T-8 Mowers

DATE: 10/72

Check mower level adjustment. The forward end of the center blade should be 1/4" higher than the trailing ends of the side blades with PTO lever in engaged position. If the mower is too low in front, disengage PTO and shorten the two adjusting rods by turning the two rod yokes further on the rod.

On the front PTO group adjust the L shaped belt stop LM-01621-15 so that the rear edge of the stop is 1/4" from the PTO yoke assembly LM-16065-30.

Check the lower pulley LM-01561-11 on the engine crankshaft. The pulley hub should be 3/16" from end of shaft. To adjust pulley, loosen the set screw and adjust pulley up or down on the shaft. Retighten set screw securely.

Engage mower drive and adjust the two wire belt stops LM-16015-21 on the mower to within 1/8" of the tensioned belt.

Bill Patella

Bill Patella, Service Manager
Lawn & Garden Equipment

al



BRANCH SERVICE MEMO NO. 828LG

DEALER SERVICE MEMO NO. 516

TO: All Districts, Branches and Lawn & Garden Dealers

SUBJECT: T-16 Hydrostatic Control Quadrant Adjustment

DATE: 10/72

Move the control lever to the far forward position and observe the position of the quadrant Part No. LM-01714-29 in the stop clamp Part No. LM-01714-32. The quadrant should remain in the narrow upper portion of the clamp slot. If the quadrant drops below the narrow slot, the control handle can be deflected outward enough for the ball to drop out. To correct the problem the forward end of the quadrant must be moved up.

To adjust the position of the quadrant, first remove the right hand panel Part No. LM-16064-48 from the tractor to obtain access to the nuts holding the quadrant. Use a long open end wrench to hold the nuts on the inside of the dash and loosen the quadrant bolts from the outside. The rear quadrant bolt can be reached more easily from the top of the dash.

With a hammer tap the forward end of the quadrant up and retighten the two bolts. Move the control lever through the full operating range to make sure there is no excess bending. It may be necessary to adjust the rear of the quadrant to assure that the steel ball lines up with the quadrant groove in the reverse direction.

A handwritten signature in cursive script that reads 'Bill Patella'.

Bill Patella, Service Manager
Lawn & Garden Equipment

al



BRANCH SERVICE MEMO NO. 829LG

DEALER SERVICE MEMO NO. 517

TO: All Districts, Branches and Lawn & Garden Dealers

SUBJECT: Fuel Tank Outlet Breakage Removal of Fuel Tank
T-10, T-12, T-15

DATE: 10/72

When removing fuel tank Part No. LM-16066-53 from T-10, T-12 and T-15 tractors use caution in lifting tank off of tank support Part No. LM-16080-89 or you may break the outlet fitting. Tank should be lifted gently and moved to one side until the fitting clears the small opening in the tank support.

Tank support LM-16070-07 has been superseded by LM-16080-89 which has a larger fitting clearance.

Bill Patella

Bill Patella, Service Manager
Lawn & Garden Equipment

al



BRANCH SERVICE MEMO NO. 830LG

DEALER SERVICE MEMO NO. 518

TO: All Districts, Branches and Lawn & Garden Dealers

SUBJECT: To Position Transmission Interlock for 1972 T-7
and T-8

DATE: 10/72

Remove seat and seat support from tractor.

Loosen special hex nuts which clamp switch LM-16068-10 to switch support LM-16066-34. Be sure there are two nuts.

Shift transmission into neutral.

Slide switch in slotted hole until its plunger is centered on pivot arm. Tighten special hex nuts to fasten switch firmly to switch support.

Loosen bolts clamping switch support to side plate. Move switch support towards the pivot arm until the switch clicks. Allow 1/16" further depression of plunger. Tighten support on side plate.

Apply grease to striking surface of pivot arm. Oil pivot pin.

Replace seat and seat support.

Bill Patella

Bill Patella, Service Manager
Lawn & Garden Equipment

al



BRANCH SERVICE MEMO NO. 831LG

DEALER SERVICE MEMO NO. 519

TO: All Districts, Branches & Lawn and Garden Dealers

SUBJECT: Fuel Hose T-10, T-12, T-15 (1972 Models)

DATE: 10/72

Two of LM-16081-93 11" fuel lines supersede LM-16066-82 19.5" line and LM-16027-27 line.

One of the LM-16081-93 lines runs from the tank to the fuel filter, behind the air filter and the second LM-16081-93 runs from the fuel filter to the carburetor. The re-routing was done to prevent vapor lock.

Reposition carburetor inlet fitting horizontal to ground and pointing away from the engine.

Bill Patella, Service Manager
Lawn & Garden Equipment

al



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BRANCH SERVICE MEMO NO. 833LG

DEALER SERVICE MEMO NO. 521

TO: All Districts, Branches & Lawn and Garden Dealers

SUBJECT: Grass Bag Burning on 19" Mower

DATE: 11/72

If the bag is manually lifted to clear an object such as a tree, it can contact the muffler and burn the bag.

The new bag guard LM-16086-42 will prevent this.

LM-16086-42 bag guard supersedes LM-01088-18.

Bill Borachok, Service Manager
Lawn & Garden Equipment

al

Courtesy of undec70ss
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TO: All Districts, Branches & Lawn and Garden Dealers

SUBJECT: 19" Mower Housing for 1972 Model

DATE: 11/72

When LM-01088 housing is exhausted, LM-01751-91 housing supersedes LM-01088-31.

In replacing the mower housing on a 1972 Model M-19 walk behind, using the newer LM-01751-91 housing, the following additional parts are necessary for servicing the housing.

1	LM-01760-59	Rear axle pivot assembly (w/stone guard)
1	LM-01760-70	Lift bracket assembly
1	LM-01751-77	Height adjuster
1	LM-16085-55	Rubber washer
2	LM-01087-11	Shoulder bolt
2	LM-01560-65	Washer
2	LM-09234-28	Nut
1	LM-01086-99	Nut
1	LM-01716-44	Baffle
1	LM-09287-05	Nut

Bill Borachok, Service Manager
Lawn & Garden Equipment

al



TO: All Districts, Branches & Lawn and Garden Dealers

SUBJECT: 21" Mower Housing for 1972 Model

DATE: 11/72

When LM-01700-13 housing is exhausted, LM-01760-69 21" housing supersedes LM-01700-13.

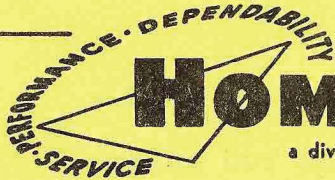
In replacing the mower housing on a 1972 model M-21 walk behind, using the newer LM-01760-69 housing, the following additional parts will be necessary for servicing the housing.

1	LM-01716-44	Baffle
1	LM-09287-05	Nut
1	LM-01086-99	Nut

Bill Borachok

Bill Borachok, Service Manager
Lawn & Garden Equipment

al



TO: All Districts, Branches & Lawn and Garden Dealers

SUBJECT: Shuttle Drive Adjustments T-16S

DATE: 11/72

CAUTION: Before servicing or adjusting machine, remove spark plug wire and place it in the grounding terminal, shut off the engine and wait for all movement to stop.

If the tractor lacks full power in either forward or reverse, creeps (moves slowly forward or backward) when the Shuttle Drive Control Lever is in neutral, or grinds when shifted into gear, the shuttle drive may need adjusting. Proceed as follows:

1. Put the control lever in the "NEUTRAL" position.
2. Raise the seat deck by following instructions under "Raising the Seat Deck".
3. Center the notch of the brake detent on the pin of the brake lever assembly.
4. Put the control lever in the "REVERSE" position.
5. Loosen the locknut and adjust the brake pad assembly to provide .090" clearance between the brake pad and pulley breaking surface. Tighten locknut securely.
6. Return the control lever to the "NEUTRAL" position.
7. Loosen the set collar on the rod guide assembly and slide the rod guide assembly forward until all slack is removed from the forward drive belt. Tighten the set screw on the set collar.
8. Put the control lever in the "FORWARD" position.
9. Insert a .20" gauge between the set collar and the rod guide assembly. Loosen the set screw and adjust the set collar to gauge dimension. Tighten the set screw securely.
10. Return the control lever to the "NEUTRAL" position.
11. Adjust the brake band by removing quick pin from the pivot pin, and remove the pivot from the brake lever. Turn the pivot clockwise to take up slack, and secure the pivot pin to the brake lever with the quick pin. Adjust the brake band until no forward movement occurs when pressure is applied to the rear of the band.

Cont'd.

12. Adjust the clutch brake as follows:

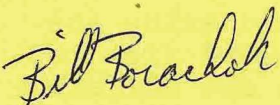
Obtain a .50" clearance between jam nuts and rod guide.
Tighten jam nuts securely.

13. Adjust Parking Brake as follows:

Loosen jam nut on parking brake lever rod end and adjust the parking brake by turning the lever clockwise to tighten and counterclockwise to loosen. Engage parking brake. If proper adjustment has been made, tighten the jam nut securely.

With the parking brake engaged, measure the distance from the brake band to the jam nuts on the clutch brake linkage rod. Obtain a .25" clearance between brake band and jam nuts. After final adjustment, be sure to tighten nuts securely.

14. Loosen the mounting bolts and adjust the front belt guard to obtain about .10" clearance between edge of pulley and belt guard. Be sure the belt guard mounting bar does not rub against the pulley hub once adjustment has been obtained. Tighten the bolts.
15. Adjust belt retainer on the idler pulley for .12" to .19" clearance between inner surface of the retainer and the backside of the "V" belt.
16. Adjust rear pulley belt guard to approximately .10" clearance between pulley and belt guard.
17. If the unit clutches, brakes and declutches without binding or chattering, adjustments are correct.



Bill Borachok, Service Manager
Lawn & Garden Equipment

al



TO: All Districts, Branches & Lawn and Garden Dealers

SUBJECT: Shuttle Drive Adjustments T-16S

DATE: 12/72

CAUTION: Before servicing or adjusting machine, shut off the engine and wait for all movement to stop, remove spark plug wire and place it in the grounding terminal.

If the tractor lacks full power in either forward or reverse, creeps (moves slowly forward or backward) when the Shuttle Drive Control Lever is in neutral, or grinds when shifted into gear, the shuttle drive may need adjusting. Proceed as follows:

1. Put the control lever in the "NEUTRAL" position.
2. Raise the seat deck by following instructions under "Raising the Seat Deck".
3. Center the notch of the brake detent on the pin of the brake lever assembly.
4. Put the control lever in the "REVERSE" position.
5. Loosen the locknut and adjust the brake pad assembly to provide .090" clearance between the brake pad and pulley breaking surface. Tighten locknut securely.
6. Return the control lever to the "NEUTRAL" position.
7. Loosen the set collar on the rod guide assembly and slide the rod guide assembly forward until all slack is removed from the forward drive belt. Tighten the set screw on the set collar.
8. Put the control lever in the "FORWARD" position.
9. Insert a .20" gauge between the set collar and the rod guide assembly. Loosen the set screw and adjust the set collar to gauge dimension. Tighten the set screw securely.
10. Return the control lever to the "NEUTRAL" position.
11. Adjust the brake band by removing quick pin from the pivot pin, and remove the pivot from the brake lever. Turn the pivot clockwise to take up slack, and secure the pivot pin to the brake lever with the quick pin. Adjust the brake band until no forward movement occurs when pressure is applied to the rear of the band.

Cont'd.

(Over)

12. Adjust the clutch brake as follows:

Obtain a .50" clearance between jam nuts and rod guide.
Tighten jam nuts securely.

13. Adjust Parking Brake as follows:

Loosen jam nut on parking brake lever rod end and adjust the parking brake by turning the lever clockwise to tighten and counterclockwise to loosen. Engage parking brake. If proper adjustment has been made, tighten the jam nut securely.

With the parking brake engaged, measure the distance from the brake band to the jam nuts on the clutch brake linkage rod. Obtain a .25" clearance between brake band and jam nuts. After final adjustment, be sure to tighten nuts securely.

14. Loosen the mounting bolts and adjust the front belt guard to obtain about .10" clearance between edge of pulley and belt guard. Be sure the belt guard mounting bar does not rub against the pulley hub once adjustment has been obtained. Tighten the bolts.

15. Adjust belt retainer on the idler pulley for .12" to .19" clearance between inner surface of the retainer and the backside of the "V" belt.

16. Adjust rear pulley belt guard to approximately .10" clearance between pulley and belt guard.

17. If the unit clutches, brakes and declutches without binding or chattering, adjustments are correct.

Bill Borachok

Bill Borachok, Service Manager
Lawn & Garden Equipment

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P.S. Please destroy BSM 836LG - dated 11/72.



BRANCH SERVICE MEMO NO. 837LG

DEALER SERVICE MEMO NO. 525

TO: All Districts, Branches & Lawn and Garden Dealers

SUBJECT: Headlight Replacement Bulb for T-10,12,15,16

DATE: 11/72

Headlight replacement bulb #LM-01221-64 is now available for the above units.

This bulb is part of the LM-01221-75 lamp assembly.

Bill Borachok

Bill Borachok, Service Manager
Lawn & Garden Equipment

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Courtesy of undee705
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BRANCH SERVICE MEMO NO. 838CS

DEALER SERVICE MEMO NO. 526

TO: All Districts, Branches & Chain Saw Dealers

SUBJECT: Cap Screw #69357

DATE: 11/72

Unit Affected: VI-944 Chain Saw

The illustrated parts list for the VI-944 - VI-955 does not show or list the cap screw used to retain isolator #69176-A in the handle bar bracket #68964-1A.

Correct your parts list to show cap screw #69357 between items #3 and 4, page 9, of the VI-944 - VI-955 parts book.

Thomas W. Stever

Thomas W. Stever, Service Manager
Forestry Equipment

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BRANCH SERVICE MEMO NO. 839LG

DEALER SERVICE MEMO NO. 527

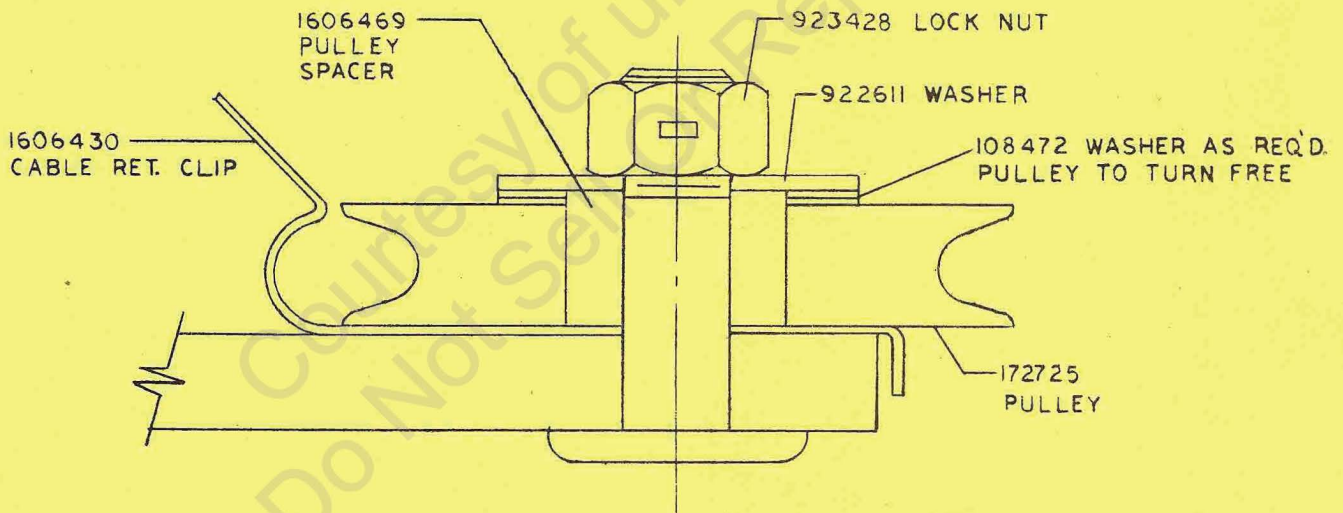
TO: All Districts, Branches & Lawn and Garden Dealers

SUBJECT: Lift Cable Breakage on T-10, T-12, T-15 and
42" and 48" Mower Attachments

DATE: 11/72

We occasionally have cable (LM-16064-73) breakage when the cable slips between the retaining clip LM-16064-30 and the support bracket. By eliminating one washer LM-09226-11 between the clip and support bracket the cable can't become jammed between the two.

The assembly must be shimmed with washer or washers LM-01084-72 as shown to prevent pulley from binding.



Bill Borachok

Bill Borachok, Service Manager
Lawn & Garden Equipment

al



TO: All Districts, Branches & Lawn and Garden Dealers

SUBJECT: Accessory Conversion Kits T-7 and T-8

DATE: 11/72

To adapt a 1972 - 1973 32-ST snow thrower or a 42-FB front blade to a 1971 - 1972 T-7 or T-8 use one LM-01068-12 front lift rod.

To adapt a 1972 - 1973 30-RT tiller to a 1971 - 1972 T-7 and T-8 use lift kit LM-16003-23. This kit consists of:

1	LM-01704-41	Front lift arm assembly
1	LM-01704-38	Rear lift arm assembly
2	LM-09204-15	Cap screw
2	LM-09169-65	Lock washer
2	LM-09169-50	Nut

To adapt a 1972 - 1973 26-RV 26" revitalizer to a 1971 - 1972 T-7 or T-8 use one LM-01704-47 Lift Rod Assembly.

To adapt a 1971 - 1972 30" tiller, 26" revitalizer, 42" front blade, 32" snow thrower to a 1972 - 1973 T-7 or T-8 use Lift Kit LM-16003-25. This kit consists of:

1	LM-01762-02	Rod
2	LM-09192-62	Nut
1	LM-01520-50	Guide
1	LM-07150-26	Screw
1	LM-09233-62	Nut
1	LM-09184-30	Washer

Bill Borachok, Service Manager
Lawn & Garden Equipment

al



BRANCH SERVICE MEMO NO. 841 LG

DEALER SERVICE MEMO NO. 529

TO: All Districts, Branches & Lawn & Garden Dealers

SUBJECT: T-10 dual range conversion kit LM16084-32

DATE: 11/72

This conversion kit will eliminate belt adjustment problems or belts failing to release which cause excessive noise on 1972 model T-10 tractors.

Order kit LM16084-32 to convert 1972 T-10 to 1973 design.

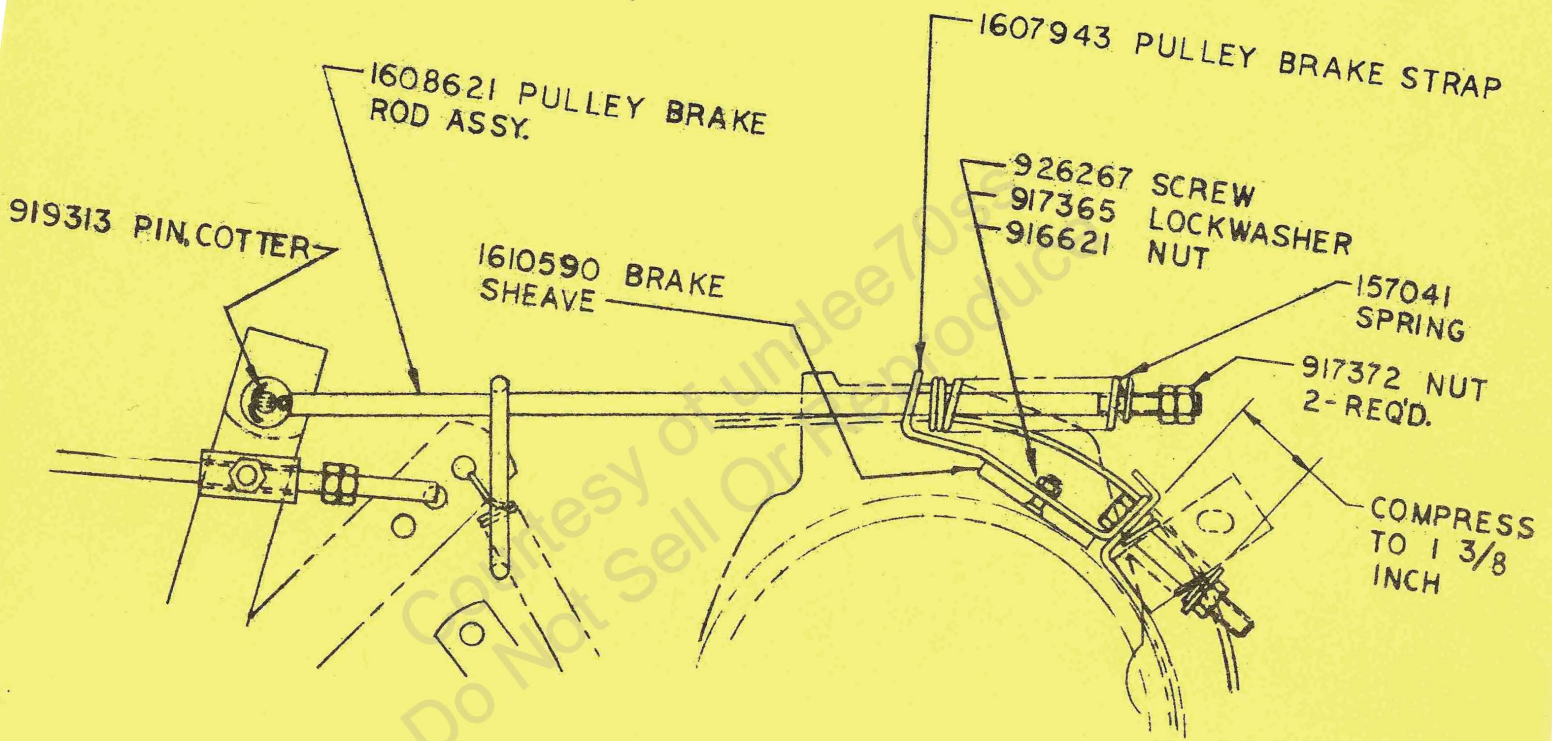
LM16084-32 kit consists of the following parts:

2	LM16079-67	V-belt
1	LM09166-21	Nut
1	LM16079-43	Pulley Brake Strap
1	LM01570-41	Spring
1	LM16105-90	Sheave Brake
2	LM09173-72	Nut
1	LM09262-67	Screw
1	LM09193-13	Pin
1	LM09173-65	Lockwasher
1	LM16086-21	Rod Assembly

This conversion can be covered under warranty where necessary.

Bill Patella, Service Manager
Lawn & Garden Equipment

pk





TO: All Districts, Branches, and Chain Saw Dealers

SUBJECT: Procedure for Disassembly and Reassembly of
Model 110 Electric Chain Saw

DATE: 11/72

DISCONNECT UNIT FROM ELECTRICAL SUPPLY

The following step-by-step procedure for disassembly and reassembly of the Model 110 Electric Chain Saw is intended to serve as a guide to you in repairing this saw. Notes are inserted where special information would be useful to you.

Several elements in this saw are formed from polycarbonate material. Thread-forming screws are used with these elements. Screws of this type must be started gently, by hand, to insure engagement with existing threads; otherwise they will form new threads. They should be tightened with a hand screwdriver only. A power-operated screwdriver should not be used.

When cleaning polycarbonate elements, use only soap and water or household cleaner such as liquid detergent, etc. Do not use chlorine bleach or any cleaner containing chlorine bleach. Do not use carbon tetrachloride or any cleaner containing carbon tetrachloride.

A. DISASSEMBLY

1. Remove clutch cover, chain and guide bar.
2. Empty oil tank.
3. Remove clutch.

NOTE: Use spanner wrench or hammer and punch to start thread disengagement. Left hand thread.

4. Remove drum and sprocket assembly, sleeve bearing and washer.
5. Remove end cover, felt wick and radiator.
6. Lift out brush holders with brushes and springs.

Cont'd.

7. Remove handle cover.

NOTE: After removal of screws, pull handle cover away from motor housing along axis of cord.

8. Lift out oiler button, pump rod and switch.
9. Separate motor housing from bearing plate and gear housing.

NOTE: Remove three screws from rear of motor housing along indentations in motor housing. Remove one screw from front of bearing plate.

10. Remove armature and field from motor housing.
11. Lift oil pump assembly and pump gasket away from gear housing.

NOTE: Remove three screws.

12. Remove tube and oil filter assembly from gear housing.
13. Separate bearing plate from gear housing.

NOTE: Remove six screws.

14. Remove gear and spindle assembly, gasket, washer and shim (or shims) from gear housing.
15. Separate handle from motor housing.
16. Remove bearings from bearing plate, gear housing and motor housing.
17. Remove "O" Ring from gear housing.

B. REASSEMBLY

1. Insure that stud is screwed into position in gear housing.
2. Insert "O" Ring into oil channel of gear housing.

NOTE: Dab of grease will hold "O" Ring in place. "O" Ring must be in place or oil will leak from oil channel in bar pad when oil tank is filled. If saw leaks oil while not operating, check this "O" Ring.

3. Place shim (or shims) and washer on gear shaft, coat shaft lightly with grease and insert gear into gear housing. Pack solidly with grease.

4. Place gasket on gear housing.

NOTE: Light coating of grease on gear housing will hold gasket in place. Always use new gasket.

5. Mate bearing plate and gear housing. Tighten six screws.

NOTE: Check gear shaft for free rotation. If it binds, smaller shim may be necessary. Alternatively, loosening and retightening the six screws may allow free shaft rotation.

6. Place pump gasket on oil pump mounting of bearing plate. Always use new gasket.

7. Mount tube and oil filter assembly on oil pump assembly, then mount this unit in gear housing. Three holes must be aligned to insure that pump outlet slips into "O" Ring. Tighten three screws.

8. Place fiber washer on each end of armature shaft, lubricate shaft and washer face.

9. Mount field in motor housing.

NOTE: Tape wire to field coil adjacent stack, or use bent soldering lug under field mounting screw as wire clip.

10. Mount field, place armature in motor housing.

NOTE: Inspect armature stacking for wear due to poor alignment within field, resulting from distortion of motor housing caused by overheating. Look for bubble or ring in housing around back bearing. Distorted motor housing must be replaced.

11. Mate bearing plate to motor housing.

NOTE: Tighten one short screw.

12. Mate gear housing to bearing plate and motor housing.

NOTE: Tighten three long screws; then retighten all three. Armature and fan should turn freely.

13. Insert and connect switch.

NOTE: Wires should lie flat (not crossed) so that pad on handle cover will hold them firmly.

14. Insert and engage pump rod and oiler button.

NOTE: Oil pump may be primed, if necessary, by placing a few drops of oil in channel recess in bar pad, then depressing oiler button several times to displace air.

15. Replace handle cover.

NOTE: Sharp tap with mallet will drive handle cover edge into groove between motor housing and bearing. Tighten screws. Check cord guard, switch and oiler for proper placement.

16. Replace brush holders with brushes and springs.

NOTE: Rest brush against fin in motor housing, adjacent boss and push brush holder into place. When properly in place, brush holder should not slide or rock.

17. Replace radiator, felt wick and cover.

NOTE: Oil felt wick. Be sure radiator is seated properly within motor housing.

18. Replace washer, bearing and drum and sprocket assembly.

NOTE: Sleeve bearing is original equipment; replacement bearing is roller type. If chain is replaced, replace drum and sprocket assembly also.

19. Install clutch.

NOTE: Use spanner wrench or tap gently with hammer and punch to tighten. Left hand thread. Drum and sprocket assembly should spin freely.

20. Fill oil tank.

21. Run test panel check without guide bar and chain. Should draw not more than 6.25 amps after initial surge.

22. Install guide bar, chain and clutch cover.

23. Check for proper operation.

Thomas W. Stever

Thomas W. Stever, Service Manager
Forestry Equipment

pk

Leon's Chainsaw Parts & Repair
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BRANCH SERVICE MEMO NO. 843 LG

DEALER SERVICE MEMO NO. 531

TO: All Districts, Branches and Lawn & Garden Dealers

SUBJECT: Drag Rod Assembly for T10, T12, T15 and T16

DATE: 12/72

Effective serial numbers	T10	S/N 28301201
	T16H	S/N 28501138
	T16S	S/N 32101204

LM16086-32 drag rod assembly with ball joint supersedes LM16063-47.

LM16086-32 drag rod assembly consists of:

1	LM09169-66	Lockwasher
1	LM09192-62	Jam nut
1	LM01642-72	Ball joint

One additional jam nut LM09192-62 and lockwasher LM09169-66 will be required.

Bill Borachok, Service Manager
Lawn & Garden Equipment

pk



BRANCH SERVICE MEMO NO. 844 LG

DEALER SERVICE MEMO NO. 532

TO: All Districts, Branches and
Lawn & Garden Dealers

SUBJECT: Mower Lift Hook,
42" and 48" attachments

DATE: 12/72

Due to some reports of breakage under severe conditions, LM 16064-93 Mower Lift Hook is superseded by LM 01732-67.

When replacing LM 16064-93 with LM 01732-67 the following additional parts are required. These parts are existing parts in your stock and are used for bolting the mower lift cable to the mower lift hook.

1	LM09077-31	Cap Screw
1	LM09234-28	Lock Nut
1	LM09249-40	Plain Washer

Use existing hardware for bolting new mower lift hook to mower deck in the same hole as the old mower lift hook.

Bill Borachok, Service Manager
Lawn & Garden Equipment

las



BRANCH SERVICE MEMO NO. 845 CS

DEALER SERVICE MEMO NO. 533

TO: All Districts, Branches and Chain Saw Dealers
SUBJECT: XL 2 Chain Saw Operation above 5000 feet altitude (1524 meters) DATE: 12/72

The Homelite XL 2 has a fixed Main Jet Circuit Plate #69433 satisfactory for operation up to 5000 feet (1524 meters).

For altitudes above 5000 feet (1524 meters) there is a high altitude Main Jet Circuit Plate #A-69588 available.

For altitudes between 5000 feet (1524 meters) and 7000 feet (2133.6 meters) the standard Main Jet Circuit Plate #69433 may be used for occasional use. For extended use at these altitudes the chain saw will be slightly rich making the cutting speed slow.

Use of the high altitude Main Jet Circuit Plate #A-69588 in chain saws operating below 5000 feet (1524 meters) will cause an engine failure due to lean carburetion.

Mark your illustrated parts lists showing the high altitude Main Jet Circuit Plate #A-69588.

Thomas W. Stever

Thomas W. Stever, Service Manager
Forestry Equipment

las