

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Super EZ-AO Chain Saws**DATE:** 1-77**UNITS AFFECTED:** SEZ-AO-16" PT/ST - S/N 43130939 thru 43134558
CG SEZ-AO-16" PT/ST - S/N 40346179 thru 40347417**PARTS AFFECTED:** Drivecase Cover #65131-15 (Latest Revision)**PROBLEM:** Drivecase Cover Distorts Outer Guide Bar Shim #67299-A
Causing Chain To Strike Shim In Operation.

Recent Subject saws within the above Serial Numbers were shipped with a new Revised Drivecase Cover #65131-15 that includes the following:

- A. Cover in the clutch section is deeper to provide more clearance above clutch plate screw heads.
- B. Guide bar make up pad surface is 1/8" wider (1 1/4") and the step effect was eliminated. This larger pad is required to hold the wider Universal Shim #70398 flat against the bar for proper chain oil sealing.
- C. The back ledge of the Drivecase Cover is cut out 5/8" higher to clear a mounting boss that was added to the drivecase for the chain brake dowel pin.

The New Drivecase Covers can be identified by the above changes (A-B and C) and also by a date wheel that is cast inside the cover, under the part number.

Any casting that has a #6 in the center of the wheel and 9 or more dots in the wheel section, is the new type.

**NEW TYPE**

The New Wider Pad Drivecase Covers packed with the above Serial Number Saws are oversize on the pad and will overlap the flat portion of outer shim #67299-A that is required for the -D3 narrow guide bar.

This overlap will cause the shim to distort so that the chain will strike it in operation.

1. District and Field

Districts, Dealers and Branches will immediately re-work all saws they received within the above serial numbers.

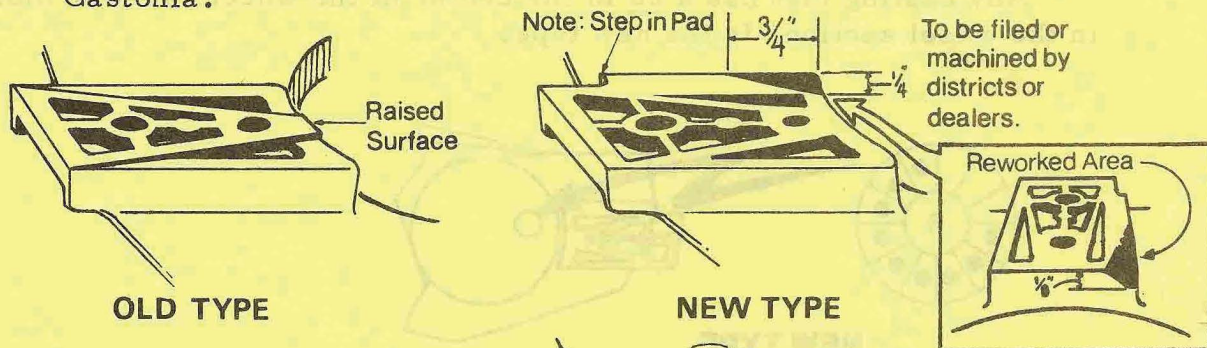
- a. The Drivecase Covers involved will be filed or machined by the Districts or Dealers to the dimensions shown by shaded area in sketch.

The shim should be tried on each re-worked Drivecase Cover to see it sets flat when mounting holes are lined up.

- b. Drivecase Covers #65131-15 received through Service Parts Stock will supersede #65131-10 in all usage. This New Cover will have the required clearance so that it can be used with either the narrow or wide guide bars with their respective shims.

Please mark your records accordingly.

- c. The only defective Drivecase Covers #65131-15 shipped to the Field are those with the above Serial Number Units.
- d. Drivecase Covers #65131-15 (with the wider pad) that are defective and were removed from above saws and not re-worked by Dealers will be returned to the Districts for re-work or return to Gastonia.



Joe Shuby
Joe Shuby
Service Manager-Forestry Equipment

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Revised Occupational Safety and Health Act (OSHA)
Standard 1910.309 (c) and 1926.400 (h).**DATE:** 2-77

A revision to the Occupational Safety and Health Act (OSHA) has been published which goes into effect February 22, 1977. This revision covers ground fault protection on construction sites and requires that employers use either ground-fault circuit interrupters or an assured equipment grounding conductor program to protect employees on construction sites. These requirements are in addition to all other regulations for equipment grounding.

According to the regulation "Receptacles on a two-wire, single-phase portable or vehicle mounted generator rated not more than 5KW, where the circuit conductors of the generator are insulated from the generator frame and all other grounded surfaces, need not be protected with ground-fault circuit interrupters."

On Homelite Generators up to 5KW, single-phase 120 volt, the contractor has three options:

1. Provide ground fault interrupters

Harvey Hubbell, Inc., Bridgeport, Conn. has available some plug-in types such as their Model 6FP115 and 6FP201 as well as units that can be wired in.

2. Provide an assured equipment grounding conductor program as specified in the regulation. (copy of regulation attached)

3. Remove the conductor ground as specified in the attached procedure. Removal of the conductor ground violates provisions of the National Electric Code but meets the provisions of O.S.H.A. This has been brought to O.S.H.A.'s attention and they are considering a solution.

We will continue to monitor the law changes and advise you as new developments occur.

Note: 180 cycle three phase and D.C. Generators are not covered by this regulation. 180A75-1 Generator requires conformance with (1) or (2) of Page 1.



Bill Borachok
Manager-Construction Equipment

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

Removal of Conductor Ground From Homelite Generators

1. When the conductor ground is removed, the mechanical third wire ground of each receptacle will remain grounded to the frame. The following instructions must be followed exactly when removing the conductor ground.

An ohmmeter must be used to check for continuity between the conductors at each receptacle and the generator frame after the ground is removed. Any reading other than infinity indicates that the ground was not properly removed. You will get a reading between the third wire mechanical ground and the frame.

Model 9A34-1A

Remove and discard wire #4 in the control box that goes from terminal #4 of the terminal strip to the terminal strip-mounting screw. Make continuity check,

Model 9A34-3

Remove and discard the wire that goes from the "W" terminal of the 30 amp 120 volt receptacle to the ground terminal in the control box. Make the continuity check as in paragraph #1.

Model 128A10-1A, 129A15-1A, 130A22-1A

Remove and discard the jumper lead between the conductor and the ground terminal of the receptacle. Make the continuity check as in paragraph #1.

Model 128A10-1B, 129A15-1B, 130A22-1B, 130A22-1C

Remove and discard the jumper lead between the conductor and the ground terminal of the receptacle. Leave the wire from the ground terminal to the resistor mounting screw in place. Make the continuity check as in paragraph #1.

Model 131A30-1A

Remove and discard the jumper lead between the conductor and the ground terminal of the receptacle. Make the continuity check as in paragraph #1.

Model 131A30-1B, 131A30-1C

Remove and discard the jumper lead between the conductor and the ground terminal of the receptacle. Leave the wire from the ground terminal to the resistor mounting screw in place. Make the continuity check as in paragraph #1.

Model 151A15-1A, 270A20-1B

Remove and discard the jumper wire from the conductor of the 20 amp three wire receptacle to the screw at the bottom of the control box. Make the continuity check as in paragraph #1.

Model 151A15-1B, 270A20-1C, 154A20-1

Remove and discard the jumper wire from the conductor of the 20 amp three wire receptacle to the screw at the bottom of the control box. Make the continuity such as in paragraph #1.

Model 152A27-1, 153A35-1A, 155A50-1A

Remove and discard wire #4 in the control box that goes from terminal #4 of the terminal strip to the terminal strip mounting screw. Make the continuity check as in paragraph #1.

Model 170A15-1, 172A20-1

Remove and discard the jumper lead from the white conductor side of the receptacle to the ground terminal of the receptacle. Leave the wire from the ground terminal of the receptacle to the ground lug in the control box in place.

Model 174A27-1, 176A35-1, 178A50-1

Remove and discard the wire that goes from the "W" terminal of the 30 amp 120 volt receptacle to the ground terminal in the control box. Make the continuity check as in paragraph #1.

250-5 (a), (b), and (c).	A.C. Circuits and Systems To Be Grounded.
250-7 -----	Circuits Not To Be Grounded.
250-42 (a), (b), (c), and (d).	Fixed Equipment Grounding, General.
250-43 (a), (b), (c), (d), (e), (f), (g), (h), and (i).	Fixed Equipment Grounding, Specific.
250-44 (a), (b), (c), (d), and (e).	Nonelectrical Equipment, Grounding.
250-45 (a), (b), (c), and (d).	Equipment Connected by Cord and Plug, Grounding.
430-142 (a), (b), (c), and (d).	Stationary Motor, Grounding.
430-143 -----	Portable Motors, Grounding.
250-50 (a) and (b).	Equipment Grounding Connections.
250-51 -----	Effective Grounding.
250-57 (a) and (b).	Fixed Equipment Method of Grounding.
422-16 -----	Appliance Grounding.
422-17 -----	Installation of Wall-mounted Ovens and Counter - mounted Cooking Units.

[¶7351.2]

(b) Every new electrical installation and all new utilization equipment installed after March 15, 1972, and every replacement, modification, or repair or rehabilitation, after March 15, 1972, of any part of any electrical installation or utilization equipment installed before March 15, 1972, shall be installed or made, and maintained, in accordance with the provisions of the 1971 National Electrical Code, NFPA 70-1971; ANSI C1-1971 (Rev. of C1-1968).

[¶7351.3]

(c) *Ground-fault protection*—(1) *General.* Notwithstanding the provisions of paragraphs (a) and (b) of this section, the requirement in section 210-7 of the 1971 National Electrical Code (NFPA 70-1971; ANSI C1-1971) that all 15- and 20-ampere receptacle outlets on single-phase circuits for construction sites have approved ground-fault circuit protection for personnel does not apply. In lieu thereof, the employer shall use either ground-fault circuit interrupters as specified in paragraph (c) (2) of this section or an assured equipment grounding conductor program as specified in paragraph (c) (3) of this section, to protect employees on construction sites. These requirements are in addition to any other requirements for equipment grounding conductors.

(2) *Ground-fault circuit interrupters.* All 120-volt, single-phase, 15- and 20-ampere receptacle outlets on construction sites, which are not a part of the permanent wiring of the building or structure and which are in use by employees, shall have approved ground-fault circuit interrupters for personnel protection. Receptacles on a two-wire, single-phase portable or vehicle-mounted generator rated not more than 5kW, where the circuit conductors of the generator are insulated from the generator frame and all other grounded surfaces, need not be protected with ground-fault circuit interrupters.

(3) *Assured equipment grounding conductor program.* The employer shall establish and implement an assured equipment grounding conductor program on construction sites covering all cord sets, receptacles which are not a part of the permanent wiring of the building or structure, and equipment connected by cord and plug, which are available for use or used by employees. This program shall comply with the following minimum requirements:

(i) A written description of the program, including the specific procedures adopted by the employer, shall be available at the jobsite for inspection and copying by the Assistant Secretary and any affected employee.

(ii) The employer shall designate one or more competent persons (as defined in 29 CFR 1926.32(f)) to implement the program.

(iii) Each cord set, attachment cap, plug and receptacle of cord sets, and any equipment connected by cord and plug, except cord sets and receptacles which are fixed and not exposed to damage, shall be visually inspected before each day's use for external defects, such as deformed or missing pins or insulation damage, and for indication of possible internal damage. Equipment found damaged or defective may not be used until repaired.

(iv) The following tests shall be performed on all cord sets, receptacles which are not a part of the permanent wiring of the building or structure, and cord-and plug-connected equipment required to be grounded:

(A) All equipment grounding conductors shall be tested for continuity and shall be electrically continuous.

(B) Each receptacle and attachment cap or plug shall be tested for correct attachment of the equipment grounding conductor. The equipment grounding conductor shall be connected to its proper terminal.

(v) All required tests shall be performed:

(A) Before first use;

(B) Before equipment is returned to service following any repairs;

(C) Before equipment is used after any incident which can be reasonably suspected to have caused damage (for example, when a cord set is run over); and

(D) At intervals not to exceed 3 months, except that cord sets and receptacles which are fixed and not exposed to damage shall be tested at intervals not exceeding 6 months.

(vi) The employer may not make available or permit the use by employees of any equipment which has not met the requirements of this paragraph (c) (3) of this section.

(vii) Tests performed as required in this paragraph shall be recorded. This test record shall identify each receptacle, cord set, and cord- and plug-connected equipment that passed the test, and shall indicate the last date it was tested or the interval for which it was tested. This record shall be kept by means of logs, color coding, or other effective means, and shall be maintained until replaced by a more current record. The record shall be made available on the jobsite for inspection by the Assistant Secretary and any affected employee.

[\$1910.309(c) added at 41 F.R. 55703, December 21, 1976; effective February 22, 1977.]

--NOTE: 29 CFR 1910.310 through 1910.331 were deleted at 37 F.R. 3431, Feb. 16, 1972, as corrected by 37 F.R. 6053, March 29, 1972.

Subpart T—Diving Operations

[¶7400.1]

[\$1910.401 added as an emergency temporary standard at 41 F.R. 24285, June 15, 1976, effective July 15, 1976; withdrawn at 41 F.R. 48742, November 5, 1976.]

[Subpart Z begins on page 3825.]

Subpart K—Electrical

[¶7722.7]

[¶7722.3]

§ 1926.400 General requirements.

(a) All electrical work, installation, and wire capacities shall be in accordance with the pertinent provisions of the National Electrical Code, NFPA 70-1971; ANSI C1-1971 (Rev. of C1-1968), unless otherwise provided by regulations of this part.

[¶7722.4]

(b) *Applicability.* These regulations apply only to electrical installations used on the jobsite, both temporary and permanent. For power distribution and transmission lines, see Subpart V of this part.

[¶7722.5]

(c) *Protection of employees.* (1) No employer shall permit an employee to work in such proximity to any part of an electric power circuit that he may contact the same in the course of his work unless the employee is protected against electric shock by deenergizing the circuit and grounding it or by guarding it by effective insulation or other means. In work areas where the exact location of underground electric power lines is unknown, workmen using jack-hammers, bars, or other hand tools which may contact a line shall be provided with insulated protective gloves.

(2) Before work is begun the employer shall ascertain by inquiry or direct observation, or by instruments, whether any part of an electric power circuit, exposed or concealed, is so located that the performance of the work may bring any person, tool, or machine into physical or electrical contact therewith. The employer shall post and maintain proper warning signs where such a circuit exists. He shall advise his employees of the location of such lines, the hazards involved and the protective measures to be taken.

[¶7722.6]

(d) *Passageways and open spaces.* Suitable barriers or other means shall be provided to ensure that workspace for electrical equipment will not be used as a passageway during periods when energized parts of electrical equipment are exposed.

(e) *Workspace around equipment.* Sufficient space shall be provided and maintained in the area of electrical equipment to permit ready and safe operation and maintenance of such equipment. When parts are exposed, the minimum clearance for the workspace shall be not less than 6¼ feet high, nor less than a radius of 3 feet wide, and there shall be clearance sufficient to permit at least a 90° opening of all doors or hinged panels. All working clearances shall be maintained in accordance with Article 110-16, National Electrical Code, NFPA 70-1971; ANSI C1-1971 (Rev. of C1-1968).

[¶7722.8]

(f) *Load ratings.* In existing installations no changes in circuit protection shall be made to increase the load in excess of the load rating of the circuit wiring, as specified in National Electric Code, NFPA 70-1971; ANSI C1-1971 (Rev. of C1-1968), Article 310.

[¶7722.9]

(g) *Lockout and tagging of circuits.* (1) Equipment or circuits that are deenergized shall be rendered inoperative and have tags attached at all points where such equipment or circuits can be energized.

(2) Controls that are to be deactivated during the course of work on energized or deenergized equipment or circuits shall be tagged.

(3) Tags shall be placed to identify plainly the equipment or circuits being worked on.

[¶7723]

(h) *Ground-fault protection.*—(1) *General.* Notwithstanding any other provision of this part, the requirement in section 210-7 of the 1971 National Electrical Code (NFPA 70-1971; ANSI C1-1971) that all 15- and 20-ampere receptacle outlets on single-phase circuits for construction sites have approved ground-fault circuit protection for personnel does not apply. In lieu thereof, the employer shall use either ground-fault circuit interrupters as specified in paragraph (h) (2) of this section or an assured equipment grounding conductor program as specified in paragraph (h) (3) of this sec-

tion, to protect employees on construction sites. These requirements are in addition to any other requirements for equipment grounding conductors.

(2) *Ground-fault circuit interrupters.* All 120-volt, single-phase, 15- and 20-ampere receptacle outlets on construction sites, which are not a part of the permanent wiring of the building or structure and which are in use by employees, shall have approved ground-fault circuit interrupters for personnel protection. Receptacles on a two-wire, single-phase portable or vehicle-mounted generator rated not more than 5kW, where the circuit conductors of the generator are insulated from the generator frame and all other grounded surfaces, need not be protected with ground-fault circuit interrupters.

(3) *Assured equipment grounding conductor program.* The employer shall establish and implement an assured equipment grounding conductor program on construction sites covering all cord sets, receptacles which are not a part of the permanent wiring of the building or structure, and equipment connected by cord and plug which are available for use or used by employees. This program shall comply with the following minimum requirements:

(i) A written description of the program, including the specific procedures adopted by the employer, shall be available at the jobsite for inspection and copying by the Assistant Secretary and any affected employee.

(ii) The employer shall designate one or more competent persons (as defined in § 1926.32(f)) to implement the program.

(iii) Each cord set, attachment cap, plug and receptacle of cord sets, and any equipment connected by cord and plug, except cord sets and receptacles which are fixed and not exposed to damage, shall be visually inspected before each day's use for external defects, such as deformed or missing pins or insulation damage, and for indication of possible internal damage. Equipment found damaged or defective may not be used until repaired.

(iv) The following tests shall be performed on all cord sets, receptacles which are not a part of the permanent wiring

of the building or structure, and cord- and plug-connected equipment required to be grounded:

(A) All equipment grounding conductors shall be tested for continuity and shall be electrically continuous.

(B) Each receptacle and attachment cap or plug shall be tested for correct attachment of the equipment grounding conductor. The equipment grounding conductor shall be connected to its proper terminal.

(v) All required tests shall be performed:

(A) Before first use;

(B) Before equipment is returned to service following any repairs;

(C) Before equipment is used after any incident which can be reasonably suspected to have caused damage (for example, when a cord set is run over); and

(D) At intervals not to exceed 3 months, except that cord sets and receptacles which are fixed and not exposed to damage shall be tested at intervals not exceeding 6 months.

(vi) The employer may not make available or permit the use by employees of any equipment which has not met the requirements of this paragraph (h) (3) of this section.

(vii) Tests performed as required in this paragraph shall be recorded. This test record shall identify each receptacle, cord set, and cord- and plug-connected equipment that passed the test, and shall indicate the last date it was tested or the interval for which it was tested. This record shall be kept by means of logs, color coding, or other effective means, and shall be maintained until replaced by a more current record. The record shall be made available on the jobsite for inspection by the Assistant Secretary and any affected employee.

Effective date: These amendments of Parts 1910 and 1926 become effective on February 22, 1977.

[§1926.400(h) added at 41 F.R. 55703, December 21, 1976.]

Distribution:**TO:** All District, Service, Branch and Parts Managers.**SUBJECT:** 111B1 Blowers**DATE:** 2-77

It has been brought to our attention that in order to sell blowers to the telephone companies for man-hole ventilation, the output of the blower must be certified. Homelite has had their blower output certified to AT&T specifications EL2723PL2709 by an independent testing laboratory.

The output of the blower with (1) 90° bend is 1010.6 cubic feet per minute and with (2) 90° bends is 866.99 cubic feet per minute.

This information will be displayed on a decal attached to the blower. These decals will be available to attach to blowers that are already in the field and require them. The part number for the decal is #43934.



Bill Borachok
Manager-Construction Equipment

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Line Oil Pick-Up**DATE:** 3/77

Units affected: All Chain Saws

Field reports indicate some automatic oilers are pumping too much oil or the oil tank empties before the fuel tank.

The cause of this complaint could be one or more of the following reasons:

- 1) Oil tank is not filled when fuel tank is filled
- 2) Excessive use of the manual oiler on those units equipped with manual oilers
- 3) Constant high RPM operation such as is encountered when limbing
- 4) Oil pick-up line too short thereby not draining the oil tank
- 5) Oil pick-up line not installed correctly or it has deteriorated to where it is losing its prime not draining the oil tank
- 6) Oil pick-up line deteriorating, becoming stiff, thereby not seeking the bottom of the oil tank to drain the oil tank in some positions
- 7) Chain saw is equipped with a high output automatic oiler kit such as the model 360 with A-70304 high lift cam

Inspect the above before suspecting the automatic oil pump assembly is pumping too much oil.

Thomas W. Stever

Thomas W. Stever
Manager - Technical Services

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Screw # 80173-1**DATE:** 4-77

USAGE: 450 chain saw

A new stronger grade screw # 80173-1 will supersede # 80173 in all Service usage.

All 450 chain saw spiked bumper plates should be fastened using this new stronger screw.

The old screw # 80173 had a tendency to stretch and loosen the spike in operation. This loosening contributed to the crankcase breakage at the lower bumper spike mount.

As 450 chain saws come in for service, the old # 80173 screw should be replaced with the new stronger 80173-1 and torqued to 95" lbs. to prevent this breakage from occurring.

Please mark your records accordingly.



Joe Shuhy
Service Manager - Forestry Equipment

Note: Spike bumper kit # A-12480-A & A-12481-A supersede A-12480 & A-12481. These new kits include the new stronger screw # 80173-1.

Rework all kits # A-12480 & A-12481 in District and Dealer stock by replacing screw # 80173 with 80173-1 and stocking them as A-12480-A and A-12481-A.

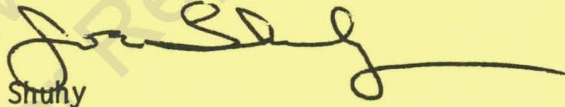
Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Sprocket # 70353 (.404 Pitch - 8 tooth)**DATE:** 4-77

USAGE: 3100G, Wiz 55, Super Wiz 55, Super Wiz 66, Super Wiz 80
Super 77, XP1020, XP-1130, XP-1130 EW, XP-1130 EI,
XP-1130 EWI, Super 1130 Auto, XP-1000W, XP1000

A .404 pitch 8 - tooth sprocket # 70353 is available for the above units.

Some dealers have use for this sprocket when they find the ½" pitch chain in short supply.

Please mark your records accordingly.


Joe ShuflyService Manager-
Forestry Equipment

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

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: Wire Tie # 50729 - Ignition Module

DATE: 4-77

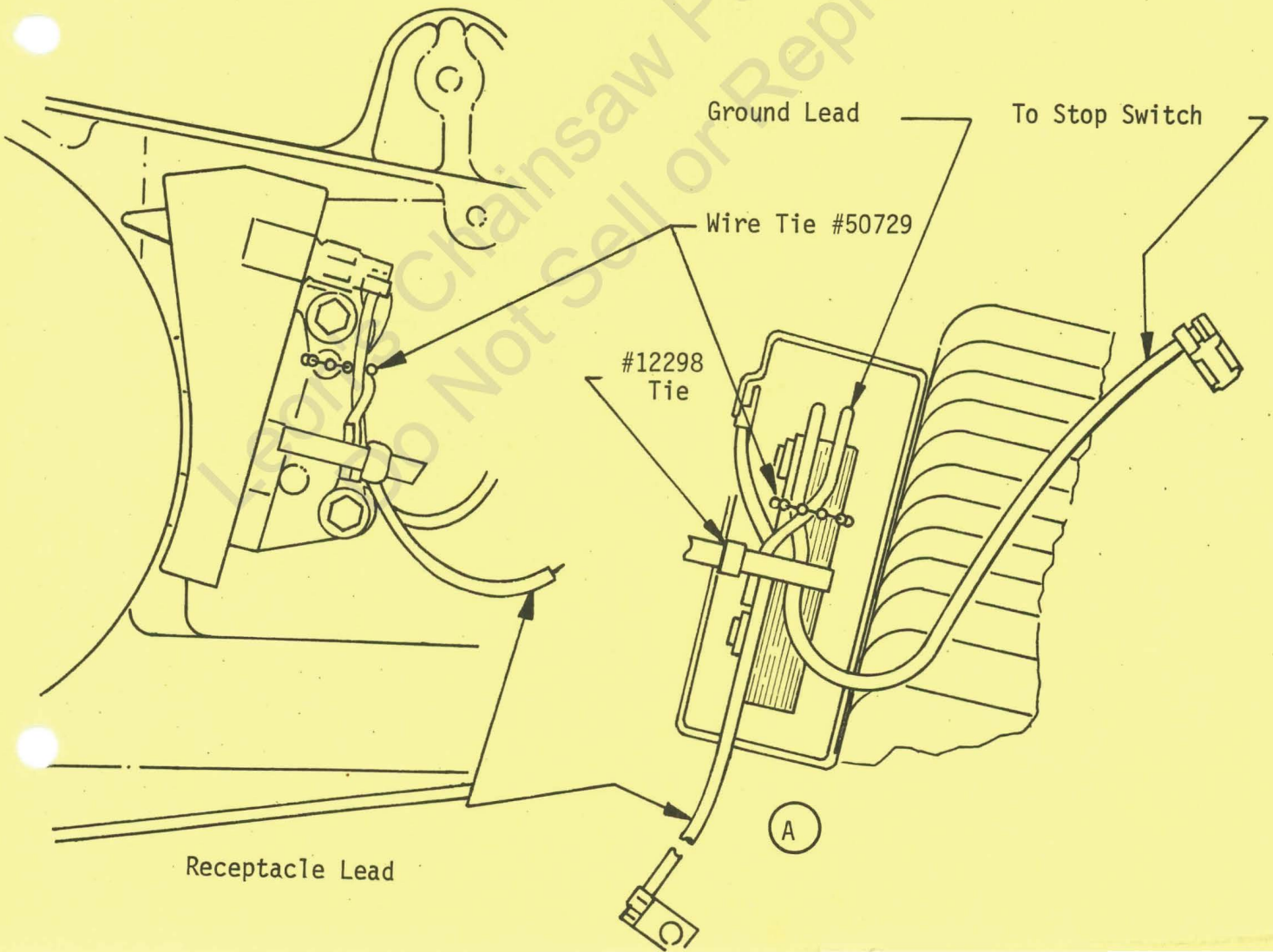
Units Affected: 350, 360, 450, 650, S650

To prevent the ground lead breaking, we added an additional wire tie # 50729 (beaded nylon) to the ignition module. This wire tie is added above the existing nylon band tie to prevent movement of the ground leads and stop switch lead.

The installation of the new wire tie is shown in the sketch below.

Order a supply of these wire ties to install on existing saws when they come in for service.

Tom W. Stever
Tom W. Stever
Manager - Technical Services



Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** New Walbro HDC Carburetor and Circuit Plate with Captive Inlet Control Lever **DATE:** 4-77

Units Affected: XL, XL2, Super 2, VI Super 2, 150 Auto, Super EZ Auto, and 360 Auto.

To reduce the likelihood of an inlet needle sticking on the seat, the inlet control lever has been designed to pivot on the fulcrum pin, thereby lifting the inlet needle off its seat.

The inlet control lever is now part of the circuit plate assembly.

New Part Numbers are as follows and will supersede old numbers when exhausted:

<u>Old Numbers</u>	<u>Description</u>	<u>New Numbers</u>
<u>XL, XL 2</u>		
A-70653 (HDC-35)	carburetor	A-70653-A (Walbro HDC-42)
69433	circuit plate	93194
70656	repair kit	93195
67383	lever	no longer required
<u>Super 2</u>		
A-70330 (HDC-27)	carburetor	A-70330-A (Walbro HDC-40)
70331	circuit plate	93196
70343	repair kit	93197
67383	lever	no longer required
<u>VI Super 2</u>		
A-70797 (HDC-37)	carburetor	A-70797-A (Walbro HDC-41)
70331	circuit plate	93196
70840	repair kit	93198
67383	lever	no longer required

Old NumbersDescriptionNew Numbers150 Auto

A-69957 (HDC-20)
67382
69960
67383

carburetor
circuit plate
repair kit
lever

A-69957-A (Walbro HDC-45)
93199
93200
no longer required

Super EZ Auto

A-68415 (HDC-4)
67382
67384
67383

carburetor
circuit plate
repair kit
lever

A-68415-A (Walbro HDC-44)
93199
93203
no longer required

360 Auto

A-70745 (HDC-33)
70750
70202
67383

carburetor
circuit plate
repair kit
lever

A-70745-A (Walbro HDC-46)
93204
93205
no longer required

Thomas W. Stever

Thomas W. Stever
Manager - Technical Services

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

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: 1. Intake Manifold 70715
2. Air Deflector 12161-1B

DATE: 4-77

Units Affected: 350 Series

1. Intake manifold 70715 replaces intake manifold 12046-1 and intake manifold 12046.

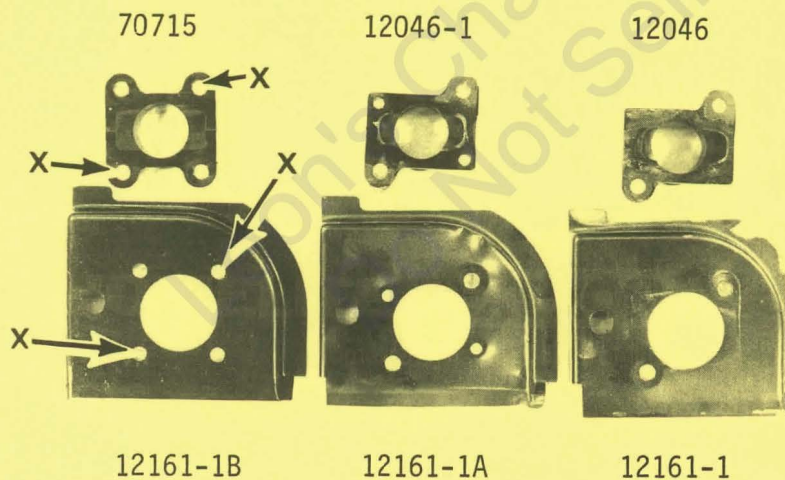
When intake manifold 70715 is used as a replacement for 12046-1 or 12046 it is necessary to enlarge the two mounting holes marked X with a 7/32" (5.6 mm) drill. Fill the two unused holes with silastic.

Use gasket 12047 when intake manifold 70715 is used as a replacement for 12046.

Use gasket 70714 when intake manifold 70715 is used as a replacement for 12046-1.

2. Air deflector 12161-1B replaces air deflector 12161-1A and 12161-1.

When air deflector 12161-1B is used as a replacement for 12161-1A or 12161-1, it is necessary to enlarge the two mounting holes marked X with a 7/32" (5.6 mm) drill. Fill the two unused holes with silastic.



View From Cylinder Out
(Parts Viewed From Underside)

Tom Stever *J.S.*

Thomas W. Stever
Manager - Technical Services

Front of Saw

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** A-65200-1A and A-65200-1 Drivecase**DATE:** 4-77

Usage: Super EZ Auto Series

Ref: Branch Service Memo # 911CS
Dealer Service Memo # 599

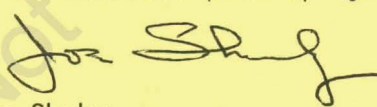
The field has reported they are finding some of the subject drivecases either drilled incorrectly or packed under incorrect part number.

This is causing difficulty since a good part of the build up is completed when the error is discovered requiring additional work.

Drivecase A-65200-1A or A-65200-1 (single pick-up system), does not have a connecting hole between the two holes on the pump mtg. pad of the drivecase that line up with the "O" ring holes of the oil pump.

Drivecase # A-69807-A (Dual pick up system) does have a connecting hole between the same two holes. Also it has an extra hole for the second oil line in the back rim (Hole "C"- fig. 4 - Instruction Sheet # 24883) included as an attachment.

Before you assemble either of the above drivecases, check to see they are drilled correctly. If you find A-65200-1A or A-65200-1 drilled with a connecting hole and the additional oil line hole you can restock it as A-69807-A and use it for the dual pick up system.



Joe Shuhy
Service Manager -
Forestry Equipment

INSTALLATION INSTRUCTIONS

OIL TANK COVER ASSEMBLY A-69832

and

AUTOMATIC OIL PUMP ASSEMBLY A-65212-B

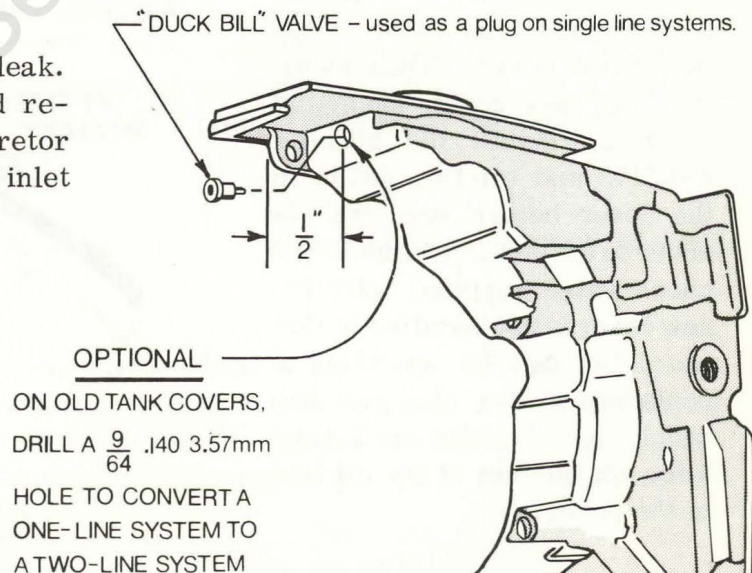
The Service Department has replaced the various former oil tank cover and automatic oil pumps supplied for EZ, Super EZ, XL-Mini, and Super XL-Mini chain saws, with one new assembly for all models. However, these new EZ/MINI "UNIVERSAL" assemblies must be modified slightly to adapt to the oil system existing in the model to be repaired. The plugs and fittings necessary for modification are supplied with the new assemblies and installed as explained below.

NOTE: As will also be explained, it is possible to convert EZ and early Super EZ models from a single oil line system to one having separate pick-ups and lines for the manual and automatic pumps. But in doing this, you must be sure to install the proper drive case (drilled for two oil line connections), new oil tank cover, automatic oil pick-up line and new automatic pump. (NOTE: Old cover can be drilled for the oil pick-up line.)

OLD SINGLE-LINE SYSTEM:

A. TO INSTALL NEW TYPE OIL TANK COVER OR NEW TYPE AUTOMATIC OIL PUMP IN SINGLE OIL LINE AUTOMATIC/MANUAL SYSTEM MODELS:

1. If the existing tank cover and oil pick-up line are in good condition, they may be used as is. If the oil tank cover is to be changed, use the new assembly A-69832 as follows:
 - a) Install the duck-bill check valve (supplied "loose" with cover assembly A-69832) in the hole as shown in Figure 1.
 - b) Secure cover to tank.
 - c) Check that tanks do not leak. Then install on engine and re-connect fuel line to carburetor and oil line to manual pump inlet check valve.



SINGLE-LINE SYSTEM:

2. If the new automatic pump A-65212-B is being installed, plug hole "A", shown in Figure 2 with the aluminum plug supplied with the pump assembly. In this modification the tube fitting that also comes with the pump will not be used. Complete your reassembly of the saw, and check the flow from both the manual and automatic pumps.

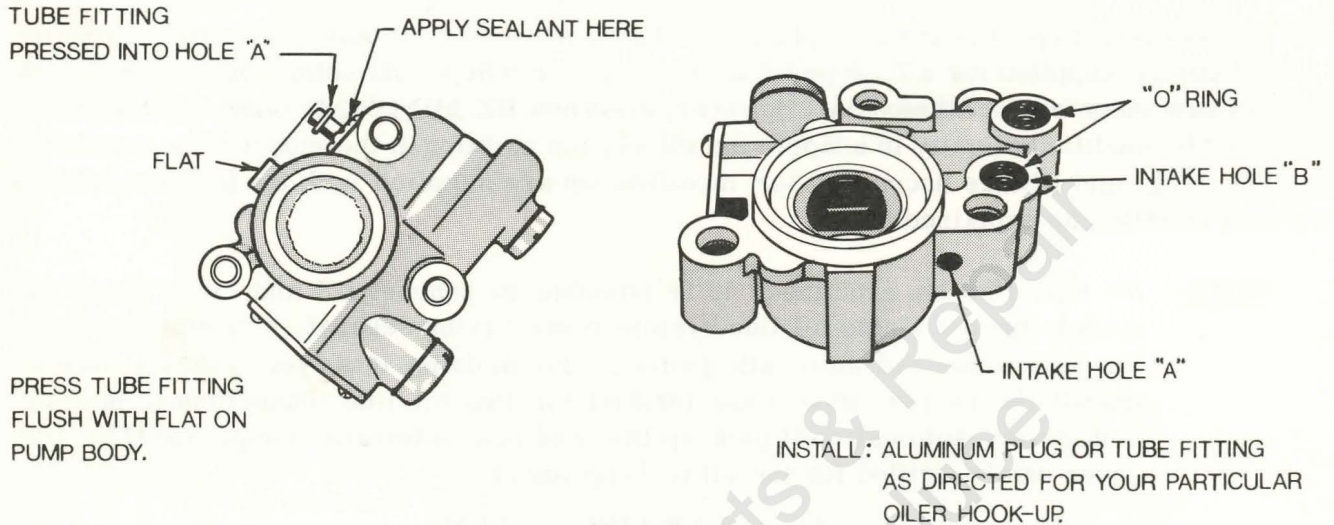


Figure 2

NEW TWO-LINE SYSTEM:

- B. TO INSTALL NEW TYPE TANK COVER AND AUTOMATIC PUMP ASSEMBLIES IN TWO-LINE CONSTRUCTION MODELS (SUPER EZ FROM SN 42042785).

1. These Super EZ models from SN 42042785 have a separate pick-up and oil line in the existing oil tank cover. When installing the new cover assembly A-69832, install the pick-up A-65172 and oil line 69755 in the cover before securing the cover to the tank. The duck-bill check valve supplied with the new cover is not installed in this case, but can be saved as a replacement for the fuel cap check valve. Refer to Figure 3 for positioning of the oil line in the cover.

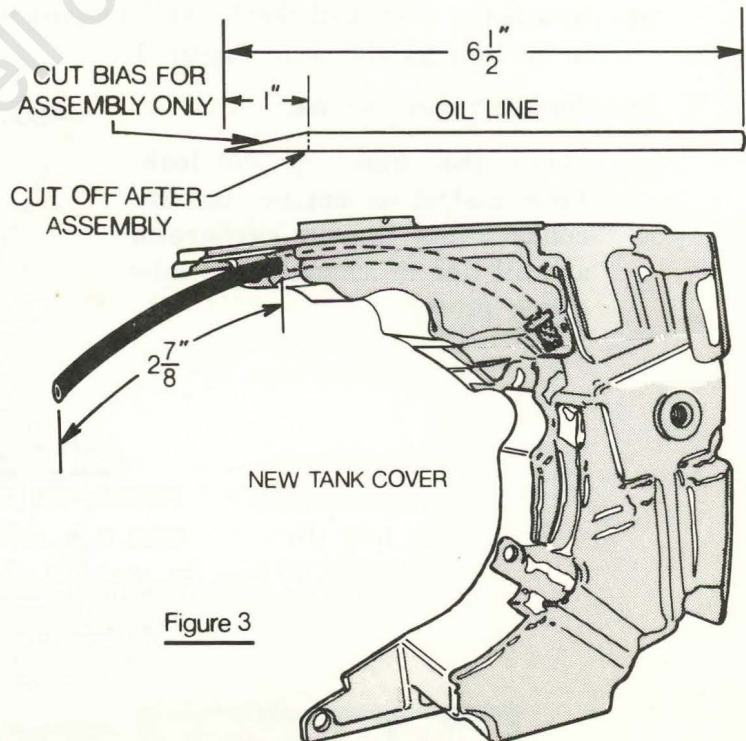


Figure 3

2. When assembling the tank to the saw, put the oil line through hole "C", (figure 4) in the rim of the drive case.

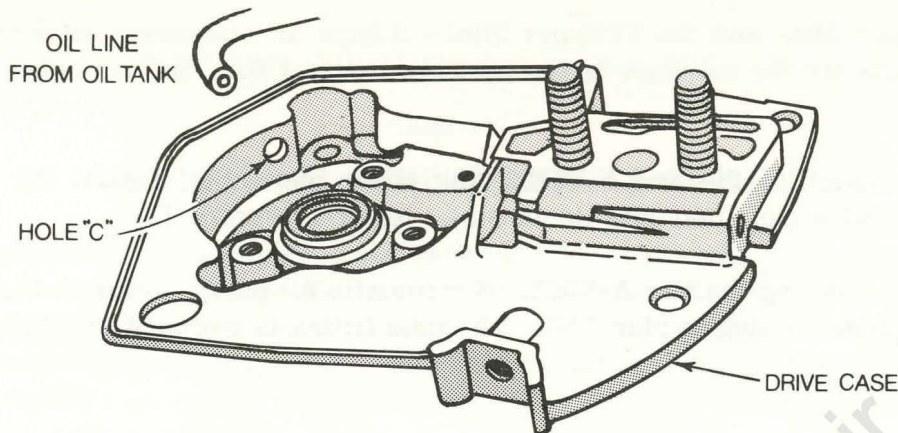


Figure 4

3. The new automatic pump A-65212-B must be modified for independent pumping as follows:
 - a) Install the tube fitting (supplied loose) in intake hole "A" called out in figure 2. Seal with 3-M Cement—this is the suction side of the pump.
 - b) Remove the O-ring from intake hole "B" called out in figure 2, and plug this hole with the aluminum plug supplied with the pump assembly. Reinstall the O-ring.
 4. Complete the reassembly of the saw and test operate both oil systems.
- C. TO UPGRADE ANY SINGLE-LINE EZ, MINI, OR SUPER EZ TO A TWO-LINE SYSTEM.
1. This conversion requires the optional use of the new tank cover A-69832 modified by addition of the oil line 69755 and pick-up A-65172 as in paragraph B. 1) and a new automatic pump A-65212-B modified as in paragraph B. 3), or if the tank is undamaged, you can drill a 9/64" (.140") hole 1/2" in from the gasket surface see Figure 1.

CAUTION: If drilling oil tank cover, be sure to deburr sharp edges of drilled hole and clean out tank thoroughly.

2. Replace the existing drive case with an A-69807 drive case. An A-69807 drive case can be identified quickly by noting whether there is a hole for the automatic pump oil supply line (fig. 4, hole "C"). If the hole is present, the drive case has been cross-drilled so that the manual pump output will go to the chain directly rather than first through the automatic pump.

WARNING NOTE: After the field modification to a two-line system has been in practice for awhile, always check to see whether the saw has a one-line or two-line system (regardless of name plate model number or serial number) and make your oiler repairs accordingly.

D. TO INSTALL NEW TYPE TANK COVER AND AUTOMATIC PUMP ASSEMBLIES IN VI SUPER MINI SERIES.

The VI Super Mini and the VI Super Mini - 3 have an automatic oiler only. All oil system parts are the same as in the parts list except for the tank cover and new oil pump.

1. When installing the new A-69832 tank cover assembly, install the "Duck Bill" check valve (supplied with the cover). Refer to Figure 1.
2. When installing the new A-65212-B automatic oil pump, refer to Figure 2. Use the aluminum plug to plug "A". The tube fitting is not used for this application.

FORESTRY PRODUCTS DIVISION
P.O. BOX 7047
14401 CAROWINDS BOULEVARD
CHARLOTTE, NORTH CAROLINA 28217

HOMELITE **TEXTRON**

Homelite Division of Textron Inc.

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: Detent Kit # A-70332 (For holding carb. adjustment needles) **DATE:** 4-77

Usage: 150 chain saw

The subject kit is available to service older units built without the detent and clamp.

The installation of the kit will prevent the adjustment needles from rotating due to vibration. This rotation can cause unintentional change in carburetor adjustment.

Please mark your records accordingly.



Joe Shuhy
Service Manager - Forestry Equipment

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

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Clutch Ass'y A-70756 (3/4" wide)**DATE:** 5-77

USAGE: S-650 Chain Saw

The subject clutch ass'y is available for use in long bar applications.

This clutch is also recommended in those special cutting applications where the 5/8" wide clutch wears prematurely.

The 3/4" wide clutch does not require a hub and drum change.

Please mark your records accordingly.



Joe Shuhy
Service Manager -
Forestry Equipment

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

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Guide Bar GW-37003-A1**DATE:** 5-77

USAGE: Wiz - Gear Drive - Super 1050 and 2100

A quantity of 450 of the subject bars were shipped to the field that were stamped with the incorrect part number.

The bar carton is stamped correctly with GW-37003-A1. However the bar is stamped incorrectly with GW-37001-A3.

Other than the incorrect stamping, it is a standard bar for use with .063 gauge chain on the above units.



Joe Shuhy
Service Manager -
Forestry Equipment

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

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Rotor Removal Homelite Generators**DATE:** 3-77

In removing the rotors from Homelite generators, P.N. S-394 jackscrew is used with an armature pin - P.N. 22272 cut to the right size. Use the chart below to find the proper length to cut the pin.

<u>Generator Model</u>	<u>Cut Pin to This Length</u>
170A15-1	4 7/8"
172A20-1	5 7/8"
174A27-1	4 1/2"
176A35-1	5 3/8"
178A50-1	7 1/4"
180A75-1	8 5/8"
9A34-1	7 7/8"
9HY-1C	9 5/8"
9HY30-1	9 5/8"
190HY50-1	9 5/8"
185HY35-1	9 5/8"
119HY35-2C	9 5/8"
129A15-1, 1A, 1B	5.0
130A22-1, 1A, 1B, 1C	6.0
131A30-1, 1A, 1B	7 1/8"
112A15-1	6.0
113A25-1	6 1/2"
118A35-2	7 1/2"
118A35-1	7 1/2"
116A50-2	8 3/4"
9A115-1A	7 3/4"
9A115/230-1A	7 3/4"
119A35-1	7 1/2"
119A35-2	7 1/2"
119A35-1L	7 1/2"
119A35-2L	7 1/2"
128A10-1, 1A, 1B	5.0

Bill Borachok

Bill Borachok

Service Manager - Industrial & Construction Equip.

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Tubing, Rubber # 93112 - series (for improved tear strength where fuel deterioration is not a problem)**DATE:** 5-77Units Affected: All units except XL, XL2, Super 2, VI Super 2
150 and EZ Family

Ref: S.M.N. # 475 - B.S.M. # 965 - D.S.M. # 653

To improve tear strength of the rubber tubing, a new hydrin compound is released for the Pro-Market chain saws.

New part numbers are as follows and will supersede old numbers.

<u>Old Number</u>	<u>Description</u>	<u>Length</u>	<u>New Number</u>
70310-01	Tubing, Rubber	¼"	93112-01
70310-16	"	4"	93112-16
70310-19	"	4 ¾"	93112-19
70310-22	"	5 ½"	93112-22
70310-37	"	9 ¼"	93112-37
70310-42	"	10 ½"	93112-42
70310-48	"	12"	93112-48
70310-49	"	12 ¼"	93112-49
70310-99	"	10 ft.	93112-99

Tubing, Rubber # 93112 series is a thick wall (.050/.060 wall x .198/.218 O.D.) Hydrin compound. It is the same size as the 70310 series which is a nitrile compound.

Only the above 70310 series numbers are being superseded since they are peculiar to the pro saws. Other 70310 series numbers wherever specified are still active.

205101 ON OMEN 101972 101972
100 ON OMEN 101972 101972

Nitrile compound will not degrade in stale fuel, however, hydrin compound has better tear strength. It is for these reasons we have both compounds.

Tubing, Rubber # 93112 series is to the above size specification and has no identifying stripe. It is all black.

Tubing, Rubber # 70310 series is to the above size specification and has a white stripe running through it, lengthwise for identification.

Remember, use # 70310 series wherever "stale" fuel may come in contact with the line and cause it to deteriorate.

The tank hole size specification for the thick wall rubber tubing is (.170/.180 dia.) to effectively seal on the O.D. and not restrict flow. Holes must be deburred on both inside and outside edges to prevent leakage, abrasion or cutting of tubing.

Whenever a clamping effect is desired to clamp the rubber tubing to the fitting, use "O" Ring # 59074.

Please mark your records accordingly.

Joe Shuhy  
Service Manager - Forestry Equipment

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

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Sprockets - Bars - Chains**DATE:** 5-77

USAGE: XL, XL-2 & Super 2 Series Saw

We now have (3) generations of chain, sprocket and bar combinations for the subject saws.

These various pitches require clarification as far as the replacement parts are concerned.

We have prepared a pictorial guide that is attached, to aid you in identification of various sprocket configuration and the chain required for each.

By modification (following chart) all subject units can be reworked to use any of the combinations involved.

First Generation - $\frac{1}{4}$ " pitch - Original XL-2 release

Chain - 25-C50 (measures $\frac{1}{2}$ " between any (3) rivets) may or may not be stamped "25" on drive tang.

Bar- GW-12504-50
PT-12251

Sprocket & Drum - A-69587 (9 tooth)
Sprocket (Bar Nose) - A-69682-A (12 tooth)

Easily recognized by 9 tooth clutch sprocket, 12 tooth bar sprocket and chain that measures $\frac{1}{2}$ " between any three rivets.

Use $\frac{1}{4}$ " pitch chain 25-C50 only.

Second Generation - 37 Series

Chain - 37-N50 (non chrome cutters)
37-C50 (chrome cutters for longer life and stay sharp)

Bar - HT-10001-A4
PT-12371-B4
PT-14371-A4

Sprocket & Drum - A-70221 (6 tooth wide profile)
Sprocket (Bar nose) - A-70239-A (9 tooth - wide profile)

Easily recognized by 6 tooth clutch sprocket and 9 tooth bar sprocket with the wide profile tooth. Also chain is stamped "37" on drive tang.

Use 37-N50 or 37-C50 chain only.

Third Generation - 375 Series

Chain - 375-C50

Bar - Any HT or GW (For XL-2 Series)

PT-12371-D4

PT-14371-D4

Sprocket & Drum - A-70221-A (6 tooth narrow profile)

Sprocket (Bar Nose) A-70239-B (9 tooth narrow profile)

Easily recognized by 6 tooth clutch sprocket and 9 tooth bar sprocket with the narrow profile tooth. Tie Strap is stamped 375.

Use 37-N50, 37-C50 or 375-C50 chain.

All blister packed chain for this series saws ("D" prefix on catalog number) is the 37 only and can be used on all configurations other than First Generation $\frac{1}{4}$ " pitch.

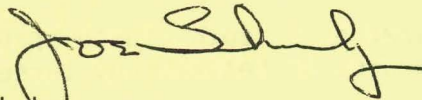
All Third Generation saws built with, or saws in the field modified with A-70221-A clutch sprocket and A-70239-B nose sprocket can use either 37 or 375 chain.

All bars with a "-D4" suffix to bar number have the new A-70239-B nose sprocket and can be used with either 37 or 375 chain providing the A-70221-A clutch sprocket is on the engine.

Example: PT-12371-D4

Units with HT or GW series bars (no bar nose sprocket) require clutch sprocket on engine for chain pitch used, as shown on the attached pictorial guide.

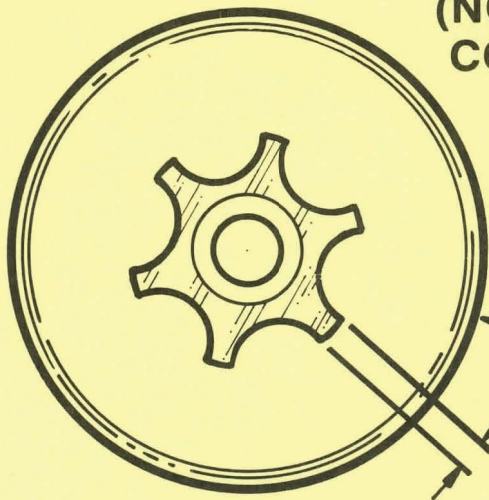
Please mark your records accordingly.



Joe Shuh
Service Manager -
Forestry Equipment

SPROCKET AND CHAIN MATCH-UP SHEET

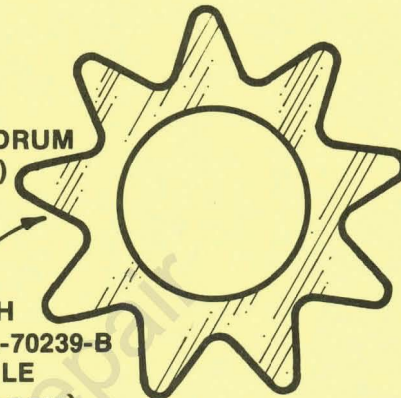
(NOTE THE TOOTH CONFIGURATION)



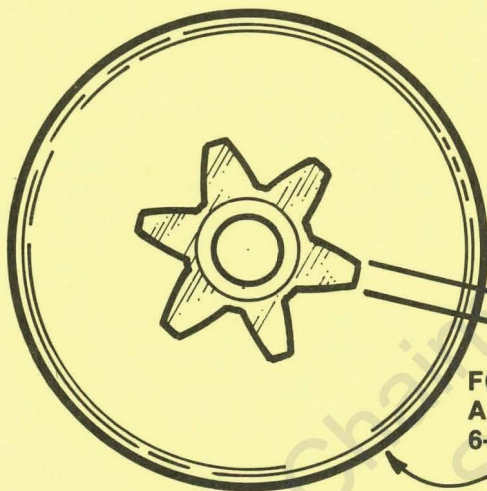
FOR .375 and 37 CHAIN
A-70221-A SPROCKET AND DRUM
6-TOOTH (NARROW TOOTH)

SPROCKET TOOTH
BAR NOSE KIT A-70239-B
(NARROW PROFILE
SPROCKET TOOTH)

Latest (3rd GENERATION)



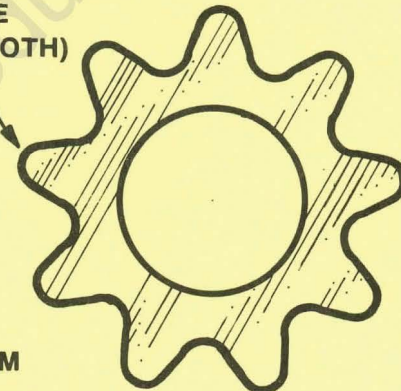
9-TOOTH



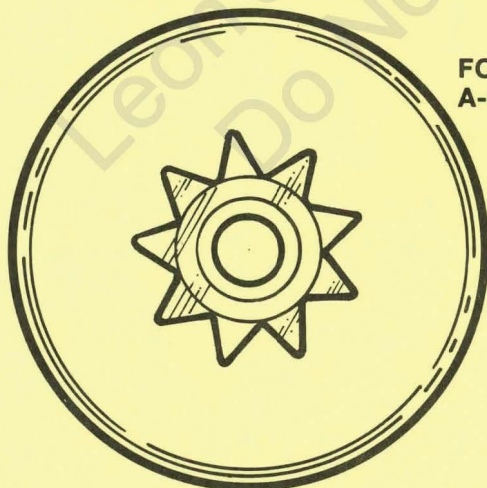
FOR 37 CHAIN ONLY
A-70221 SPROCKET AND DRUM
6-TOOTH (WIDE TOOTH)

BAR NOSE KIT A-70239-A
(WIDE PROFILE
SPROCKET TOOTH)

2nd GENERATION



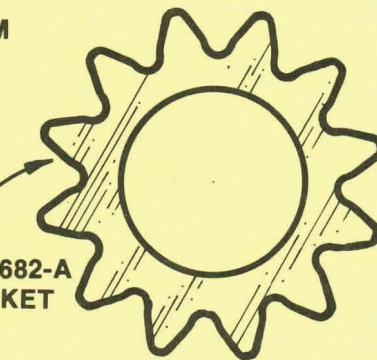
9-TOOTH



FOR 1/4" (.250 PITCH ONLY)
A-69587 SPROCKET AND DRUM
9-TOOTH

BAR NOSE KIT A-69682-A
12-TOOTH SPROCKET

1st GENERATION



Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Incorrect Part Number in Parts List**DATE:** June 77

Units Affected: S 1050 and S 1130G

The Parts List for the above units contains an error as follows:

Parts List number 24685

For: S 1050 and S 1130G Saws

Page 3

Item 4: Seal -- shows as part number 58303-A
Correct Part Number for seal is 58308-B.

In order to prevent receiving the incorrect part on future orders, please correct all your records.

Joe Shuhy
Service Manager
Forestry EquipmentLeon's Chainsaw Parts & Repair
Do Not Sell or Reproduce

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** HDC Walbro Carburetor with Captive Inlet Control Lever-
Reference Branch Service Memo # 1004CS **DATE:** 6/77**UNITS AFFECTED:** XL, XL2, Super 2, VI Super 2, 150 Auto, Super EZ Auto,
and 360 Auto

Following is a list of units with the dates and lot numbers indicating when the improved carburetors were installed.

<u>UNIT</u>	<u>CARBURETOR</u>	<u>COMMENCING WITH LOT #</u>	<u>EFFECTIVE DATE</u>
XL & XL2	A-70653-A (HDC-42)	7091	4-1-77
Super 2	A-70330-A (HDC-40)	7091	4-1-77
VI Super 2	A-70797-A (HDC-41)	7112	4-22-77
150 Auto	A-69957-A (HDC-45)	7091	4-1-77
Super EZ Auto	A-68415-A (HDC-44)	7091	4-1-77
360 Auto	A-70745-A (HDC-46)	7098	4-8-77

*Thomas W. Stever*Thomas W. Stever
Manager - Technical Services

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Carburetor Reference Guide for Chain Saws**DATE:** 6-77

USAGE: As Shown Below

For your convenience, we have prepared this comprehensive carburetor reference guide. It will serve as a cross reference for Homelite & carburetor model part numbers and will aid in easy carburetor identification for the popular model chain saws. It shows the repair kit # and gasket set # specified for each model carburetor.

The alternate part number carburetors are shown for the various model saws that have one.

The guide, as prepared, includes the order in which the carburetors were superseded, the last carburetor shown for a particular model being the latest carburetor.

Please revise your records and parts lists accordingly and use this guide as a handy reference.

Carb. #	Vendor #	Repair Kit	Gasket Set	Units
A-12160	HDC-16	12279-A	67369-A	350HG, 350SL - Sup. by A-70168
A-12977	HDC-21	12279-A	67369-A	350, 350B - sup. by A-70168
A-70168	HDC-23	70202	70203	350, 350HG, 350SL, 350B sup. by A-70745
A-70745	HDC-33	70202	70203	350/360 - sup. by A-70745-A
A-70745-A	HDC-46	93205	70203	350/360
A-12368	SDC-54	12925	67019	450 (.028 jet) sup. by A-12368-A
A-12368-A	SDC-54	12925	67019	450 (Phase 2 .029 jet) sup. by A-70792
A-70792	SDC-54A	12925	67019	450 (Phase 3) sup. by A-70792-A
A-70792-A	SDC-54B	12925	67019	450 (Phase 3)
A-70757	SDC-63	70809	67019	450 (Phase 4) sup. by A-70757-A
A-70757-A	SDC-63A	70809	67019	450 (Phase 4)
A-12717	WB-2	12846-A	12837	650, Super 650
A-58102	HL-117C	68661	68656	SWiz 55, SWiz 66, SWiz 80
A-59427-A	HL-141D	68662	68657	C-52, C-72
A-63585-A	HL-222B	68664	68657	1050 Auto, 1130G Auto
A-69276	HL261AX/HL294A	68663	68657	S1050A, S1130G A- sup. by A-70611 kit
A-70602	SDC-60	70679	70678	S1050 Auto, S1130G Auto
A-67130	HL-273A	68663	68657	2100, 2100S, S2100 Auto, 3100G
A-65962	SDC-8	67020	67019	XL-12, SXL Auto- sup. by A-68407
A-68407	SDC-29	67020	67019	XL-12, SXL Auto - sup. by A-68407-A
A-68407-A	SDC 48/62	67020	67019	XL-12, SXL Auto
A-68363	HS-96-A	67869	67866	XL-12, SXL Auto - sup. by A-69647
A-69647	HS142-A/179A	67869	67866	XL-12, SXL Auto - sup. by A-69647-A
A-69647-A	HS-179B	67869	67866	XL-12, SXL Auto
A-65015	HDC-1	67384	67369-A	EZ-Auto - sup. by A-68415
A-65223	HDC-2	67384	67369-A	EZ - sup. by A-68415
A-68415	HDC-4	67384	67369-A	EZ, EZ-A0, SEZ - sup. by A-68415-A
A-68415-A	HDC-44	93203	67369-A	EZ, EZ-A0, SEZ
A-68536	HDC-3	68634	67369-A	150 Auto - sup. by A-69957
A-69957	HDC-20	69960	67369-A	150 Auto - sup. by A-69957-A
A-69957-A	HDC-45	93200	67369-A	150 Auto
A-70155	HK-3A	70098	70096	150 Auto - sup. by A-70155-A
A-70155-A	HK-3B	70098	70096	150 Auto
A-69319	HDC-15	69434	67369-A	XL, XL-2 - sup. by A-70621
A-70621	HDC-28	70656	67369-A	XL, XL-2 - sup. by A-70653
A-70653	HDC28A/35	70656	67369-A	XL, XL-2 - sup. by A-70653-A
A-70653-A	HDC-42	93195	67369-A	XL, XL2
A-70154	HK-2A	70098	70096	XL, XL2 - sup. by A-70551
A-70551	HK-2B	70764	70096	XL, XL2
A-70330	HDC-27	70343	67369-A	Super 2 - sup. by A-70330-A
A-70479	HDC-27A	69434	67369-A	Super 2 - sup. by A-70927
A-70330-A	HDC-40	93197	67369-A	Super 2
A-70927	HK16A	93025	93024	Super 2
A-70797	HDC-37	70840	67369-A	VI Super 2, -2SL- sup. by A-70797-A
A-70797-A	HDC-41	93198	67369-A	VI-Super 2, -2SL

Carb. #	Vendor #	Repair Kit	Gasket Set	Units
A-68402	SDC-31	69634	67019	XL-123, VI-123, VI-125
A-69484	HS-132A	67870	67866	XL-123, VI-123, VI-125
A-68194	SDC-28	68350	64232	XL-400, XL-400FP
A-67887	HS-92A	65896	65895	XL921,XL923,XL924 - sup. by A-67887-A
A-67887-A	HS-92B	67870	67866	XL921,XL923,XL924- sup. by A-67887-B
A-67887-B	HS-92C	67870	67866	XL921,XL923,XL924- sup. by A-67887-C
A-67887-C	HS-92D	67870	67866	XL921,XL923,XL924- sup. by A-68251-A
A-68251	HS-103A	67870	67866	XL-924W - sup. by A-68251-A
A-68251-A	HS-103B	67870	67866	XL921,3,4,4W,VI944,VI955 sup by A-68251B
A-68251-B	HS-103C	67870	67866	" " " " " " " " " " sup by A-69684
A-69684	HS-103D	67870	67866	" " " " " " " " " " sup by A-69812
*A-69745	HS-151A	69790	67866	" " " " " " " " SXL925 sup by A-69812
*A-69812	HS-151A	69790	67866	" " " " " " " " " " sup by A-69812A
*A-69812-A	HS-151B	69790	67866	XL921,3,4,4W,VI944,VI955,SXL925

* HS-151A or HS-151B should be serviced with governor valve # 70334 only and not 69794 as shown in the parts list.

Any saw with this model carburetor that is found to be overspeeding, or suspected of overspeed should automatically have the existing governor valve replaced with # 70334.

This will reduce top no load speed to approximately 11,500 max. and prevent seizures and rod breakage.

Should even a lower top no load speed be acceptable or desirable for certain saw operators (10,500 RP.M. max.) use gov. valve # A-65801.



Joe Shuhy
Service Manager -
Forestry Equipment

Leon's Chainsaw Parts & Repairs
Do Not Sell

Distribution:

TO: All Districts, Branches, Service Branches and Dealers
SUBJECT: Forward Hand Guards

DATE: 6-77

Tippy says we now have forward hand guards available as accessory kits. These guards put a protective barrier between operators hand and the saw chain.



<u>PART NUMBER</u>	<u>MODEL</u>
A-12243-1	450
A-12258	350-360
A-68954	XL-123
A-70909	150
A-70796	XL2 (Super 2)
A-70910	VI Super 2, SXL-A0, SEZ A0, SXL Mini A0
A-70944	XL-12, SXL-925

Tippy says saws using guide bars equipped with the "Safe-T-Tip" is your best bet for kick-back protection.

A handwritten signature in black ink that reads "FRANK LEHMAN". The signature is stylized and written in a cursive-like font.

Frank Lehman
Field Service Training Manager

HOMELITE **TEXTRON****BRANCH SERVICE MEMO NO.**

Homelite Division of Textron Inc.

DEALER SERVICE MEMO NO. 707**Distribution:****TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Service Carburetor A-42208 XL98-A**DATE:** 6-77

Some service carburetors (A-42208) have been shipped that have suspected ineffective high speed limiting systems. Please check your stock of carburetors and return on warranty any that have a code of 706, 707, 713, 714, 715, 716 or 717. The code number is located on the side of the carburetor with the fuel line inlet fitting. The model number of the carburetor HS 135 A appears first then the three code numbers.

Example: HS 135 A 713 (See illustration below)

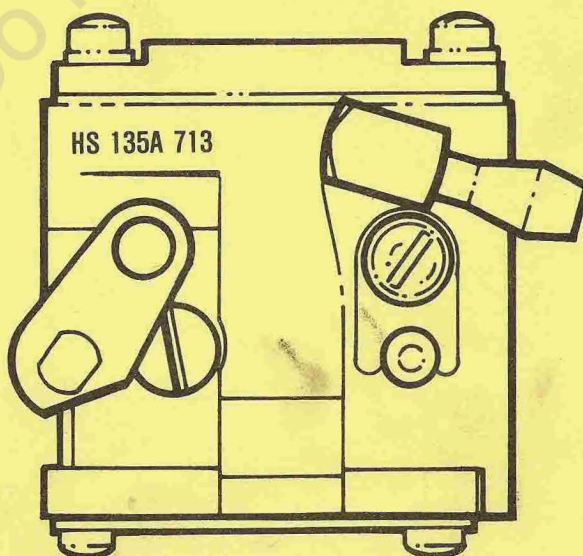
The returned carburetors must be accompanied by a completed warranty claim. The carburetor and completed warranty claim are to be processed through your normal warranty channels. See attached sample warranty claim and fill in your claim using it as a guide. You must write the word "RECALL" in the upper right hand corner in bold letters.

Reorder replacement carburetors if required, for your stock, through your normal channels.

Your cooperation in this matter is greatly appreciated.

Bill Borachok

Bill Borachok
Service Manager
Industrial & Construction Equipment



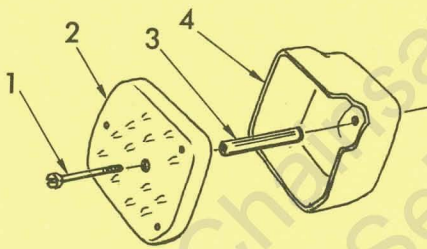
Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Muffler A-93686**DATE:** July 1977

Units Affected: XL, XL2, Super 2, VI Super 2

Initially the muffler cap was welded to the muffler body and the assembly attached to the cylinder by means of a socket head screw.

New muffler A-93686 utilizes a through bolt and spacer to retain the muffler cap and muffler body to the cylinder.

Illustration of the muffler A-93686 and part numbers are listed below.



- | | |
|------------|-----------------------------------|
| 1) 82320 | screw mach. pan hd. 10-24 x 1.750 |
| 2) 69097-1 | cap |
| 3) 93656 | spacer |
| 4) 69096-1 | body |

Torque on the muffler fastening screw is 60-70 in/lb , 69 Kg|cm - 81 Kg|cm.

Thomas W. Stever
Manager - Technical Services

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Fuel Tank Gasket # 65642**DATE:** July 1977

USAGE: XL-12, SXL-A0 Fuel Tanks

Fuel tank gasket # 65642 is available for sealing the subject fuel tanks.

Some dealers prefer a gasket to the 3-M cement # 22788 presently used.

When using the gasket, it is advisable to use some form of sealer, such as permatex Form A Gasket # 3, Part # 24199.

This sealer will prevent fuel weeping alongside gasket due to existing machining marks on casting sealing surface.



Joe Shuhy
Service Manager -
Forestry Equipment

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

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Cylinder Shield and Bracket Kit # A-93128**DATE:** August 1977

Engineering has developed an improved Cylinder Shield which incorporates a new Cylinder Shield-to-Cylinder Mounting Bracket. The new components significantly increase the reliability and life of the Cylinder Shield and Back Plate.

The current 360 saws, beginning with Lot # 7199, incorporates these improvements.

For existing units in those areas where Back Plate life is considered unsatisfactory, the components required to update the unit are included in Kit #A-93128; the Kit is available from Service Stock.

Thomas W. Stever

Thomas W. Stever
Manager - Technical Services

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

*See 726***Distribution:****TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Isolator # A-70421**DATE:** August 1977

USAGE: 450 Chain Saw

We have been informed of early isolator failures on the model 450 chain saw. Our investigation has revealed that some isolators may have reached the field in units or through service parts that do not meet our rigid torsional specification.

Also we find some of the failures are due to isolators that are assembled in a "Pre-Torque" condition. This could occur either during unit build or field repair by the mechanic.

We have taken steps to instruct our assemblers of the proper assembly procedure and to purge our service parts stock of all non conforming isolators.

All isolators that meet specification will be identified by us in one of the following ways:

- A. A red dot on the rubber section of the isolator rib, on those that we have reinspected and conform to specification.
- B. A molded "7" on the corner radius of the large end of isolator.
- C. Isolators shipped under new part # A-70421-A, when available.

All isolators A-70421 presently in dealer or district stock that are not identified as noted above should be examined before assembly.

1. Visually check to see there are no splits, tears or loose bonds.
2. Apply a good grade of "anti-seize" compound to isolator thread before assembly and screw isolator into tank or throttle handle.
3. Assemble isolator screw # 88022 into outside flange portion of isolator.
4. Using socket and ratchet on screw head, twist rubber portion of isolator $\frac{1}{2}$ turn.

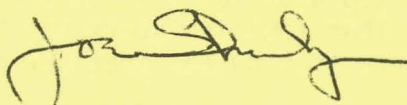
Isolators that do not break bond, crack or break through rubber section are satisfactory for use in saws.

This is only a temporary field test to detect non conforming isolators that may have erroneously been shipped to the field. Our normal testing is much more severe and is used on a statistical basis.

For longer isolator life, always follow the assembly procedure outlined on page 31 of the 450 owners manual.

1. Apply "anti-seize" compound to male thread of isolator.
2. Tighten isolator in tank or throttle handle "finger-tight" only.
3. Hold isolator outer flange when tightening mounting screw to keep it from twisting and avoiding assembly of isolator in a "pre-torqued" condition. This "pre-torque" will drastically reduce fatigue life of isolator.

All isolators found to be defective in above inspection should be covered under warranty.



Joe Shuh
Service Manager -
Forestry Equipment

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

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Rod, Connecting # A-68498-A**DATE:** September 1977

USAGE: XL-123, VI-123 and VI-125

A quantity of the subject rods were shipped to the field with the lower end bore size ground too small. These rods will lock up in assembly.


The suspect rods have a stamped date code (7-H-12) on the parts box, but there may be others involved.

The rods should have a bore size of .7062/.7067 and are actually to the rough bore size of .684/.689.

Districts and dealers equipped to measure the bore size should so do and reject rods that are not to specification.

If accurate measurements cannot be made return all rods of the subject part number on warranty.

Districts, Service Branches and Dealers should process the warranty claim with the connecting rods in the normal manner.



Joe Shuhy
Service Manager
Forestry Equipment

Special Note To:

Districts and Service Branches

Accumulate rods and ship to:

Homelite
Little Mountain Rd.
Gastonia, NC 28052
Att: Vern Harruff - Mgr. Q.C.

R.D.C.'s

Return rods on an N.C.B.I. charging account # 99-136 to the above address.

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Screw # 82201 ($\frac{1}{4}$ -20 x 13/16)**DATE:** September 1977**USAGE:** 2100 & 3100 Chain Saws

We will no longer supply screw # 82201 that fastens the drivecase or gearcase to the crankcase of the subject saws.

This screw is no longer readily available.

Screw # 80573, with loctite, should be used for all usage where # 82201 is specified.

Please mark all your records accordingly.



Joe Shuhy
Service Manager -
Forestry Equipment

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

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: Kit, Handle Bar Bracket # A-70307-A Supersedes A-70307

DATE: 9-77

USAGE: SEZ-A0 Series and Super XL Mini Auto

The handle bar bracket has been redesigned to accept a shock mount to improve the vibration characteristics of the Super EZ Auto series. This change is the result of many requests for such improvement from our dealers.

The new bracket found in Kit # A-70307-A will be assembled with the previously used shock mount and shoulder screws, less the grommets formerly used.

The kit has an instruction sheet that shows the proper assembly procedure for the parts included.


Kit # A-70307-A
includes

- (1) Bracket, Handle Bar
- (2) 64613-A - Screw, Shoulder
- (1) 65111 - Mount, Shock
- (1) Instruction Sheet

NOTE:

Plate, handle bar bracket # 65032 will be used with Kit # A-70307-A.

Please mark your records and parts lists accordingly.


Joe Shuhy
Service Manager -
Forestry Equipment

HOMELITE TEXTRON

Homelite Division of Textron Inc.

BRANCH SERVICE MEMO NO. 1027CS

DEALER SERVICE MEMO NO. 715

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: XL 10" and XL 12" Chain Saws- Mineral Reinforced Nylon Housing

DATE: 10-77

We have introduced new XL 10" and XL 12" chain saws. These new saws are built with "MINERAL REINFORCED NYLON" engine and starter housings.

The saws can be readily identified by a black handle bar that is assembled into female type sockets on the engine and starter housings and fastened with two screws at each mounting. They will have a new UT number as shown.

<u>Model</u>	<u>Magnesium Hsg. Unit</u>	<u>New Mineral Reinforced Nylon Housing Unit</u>
XL - /.375	UT-10444	UT-10507
XL - /.375/12" HT	UT-10456	UT-10506

The use of these new housings will require several other changes in the units which include the following:

1. Screw (New) thread forming
2. Ground Contact - (New) Assembled to body of stop switch, to ground switch to engine.
3. Stop Switch - (New) Switch has a longer threaded body to accommodate the thicker housing and added ground contact.
4. Ground Lead - (New) Used to attach stop switch to coil lamination to form a ground.
5. Handle Bar - (New) Black handle bar with ends suitable for assembly in female socket.
6. Washer - (New) Washer has a larger I.D. to accept new thread forming screw.

The following parts will be used to service the respective units.

<u>Part Name</u>	<u>Quan.</u>	<u>Mag. Hsg. Unit</u>	<u>Torque</u>	<u>Mineral Reinforced Nylon Unit</u>	<u>Torque</u>
Housing, Rewind Starter	(1)	A-69540		70344-1	
Housing, Engine	(1)	A-69944-B		A-93896	
Screw (Starter Hsg. to Eng. Hsg.)	(4)	80704	45/55" lbs	70771	35/45" lbs
Screw (Pulley to Starter Hsg.)	(1)	80704	45/55" lbs	70771	25/35" lbs

<u>Part Name</u>	<u>Quan.</u>	<u>Mag. Hsg. Unit</u>	<u>Torque</u>	<u>Mineral Reinforced Nylon</u>	<u>Torque</u>
Switch, Stop	(1)	A-63938		93653	
Contact, Ground	(1)	none		70845	
Lead, Ground	(1)	none		A-93717	
Handle Bar	(1)	A-70219-A		70801	
Washer	(1)	63606		94062	
Screw (Handle Bar Assembly)	(2)	82239		80523	(4 req'd)
(Handle Cover)	(1)	82239		82312	20/30" lbs
Washer (Used under washer 94062 if req'd to elim. bind)	(1)			65144	

The special thread forming screws # 70771 must be torqued carefully to obtain good clamping force without stripping the thread. Note that the torque values shown above are lower for the new hsg. than they are for the former housings. Do not over torque the starter post screw which may create a pulley bind.

To repair stripped threads in the new housings use 12-24 heli-coils (Kit A-23723 or Insert 56604) and screw # 80867 torqued to 30" lbs. max.

Note that the ground contact # 70845 is assembled over the threaded portion of the switch, angle portion facing down before the switch is assembled to the engine housing. The eyelet end of the ground lead is fastened under the coil lamination screw closest to the switch.

The push on terminals on the stop switch and ground leads are purposely of different sizes to avoid the possibility of incorrect assembly.

The first 500 units were built with UT-10444 (assigned to magnesium housing saws) shown on the name plate, but can be identified by a dash 5 (-5) after each UT number on the carton only.

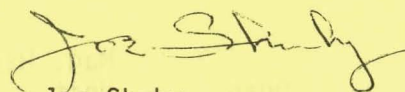
All saws with new type housings produced after these initial 500 will have the new UT number shown on the name plate.

The 500 saws built with the old UT-10444 that have new housings have the following serial numbers.

S/N 772500001 thru 772500021
 772510001 thru 772510342
 772520001 thru 772520124

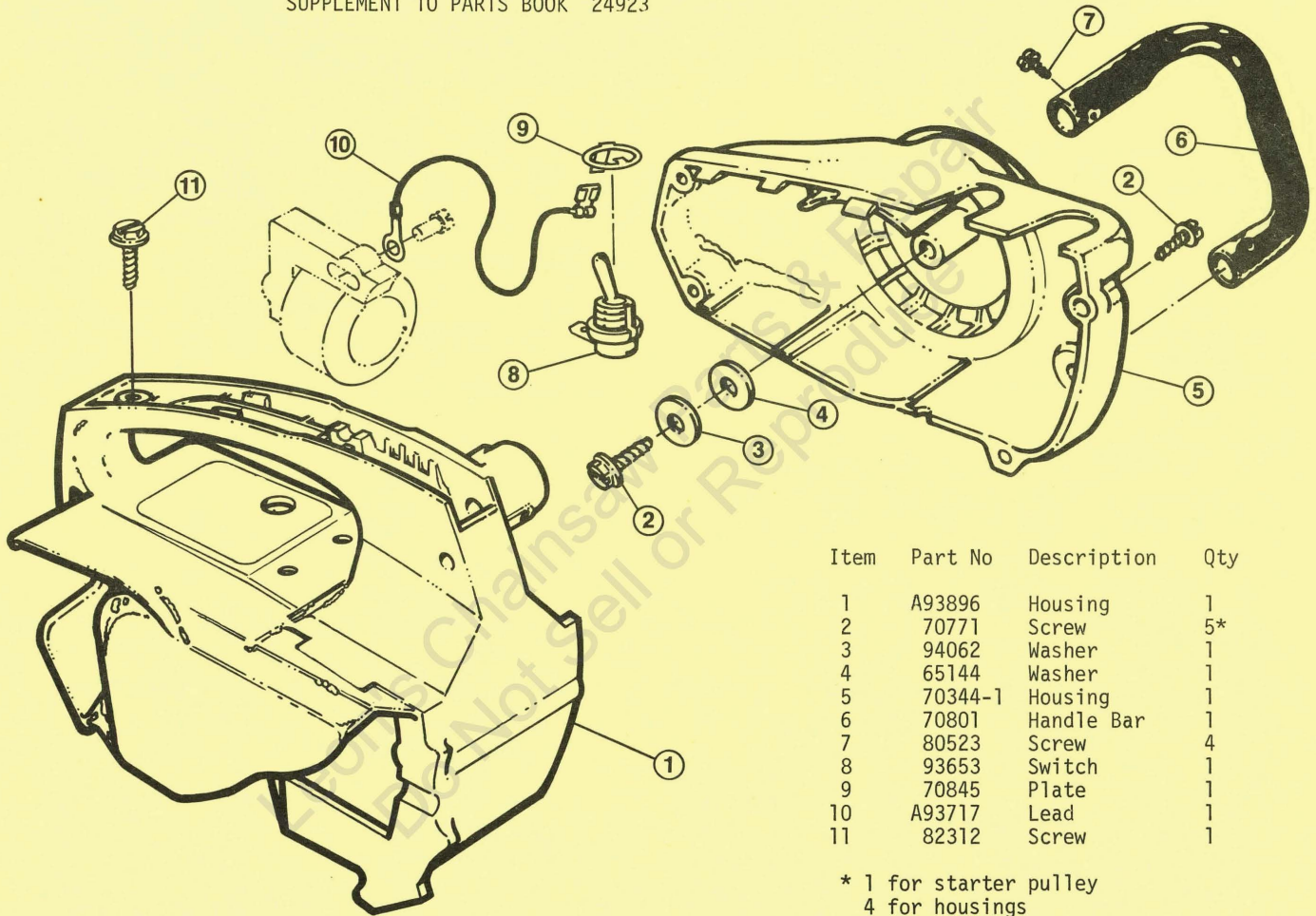
When servicing these saws, use the parts shown under " Mineral Reinforced Nylon Units ", and as illustrated in this bulletin.

Please revise your records and parts lists accordingly.



Joe Shuhy
 Service Manager
 Forestry Equipment

SUPPLEMENT TO PARTS BOOK 24923



Item	Part No	Description	Qty
1	A93896	Housing	1
2	70771	Screw	5*
3	94062	Washer	1
4	65144	Washer	1
5	70344-1	Housing	1
6	70801	Handle Bar	1
7	80523	Screw	4
8	93653	Switch	1
9	70845	Plate	1
10	A93717	Lead	1
11	82312	Screw	1

* 1 for starter pulley
4 for housings

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:**

1. Muffler # A-12411-1C
2. Tubing, Rubber # 93112
3. Crankshaft Axial Float (End Play)
4. Anti Seize Compound
5. Filter # 70964 (To cover auto. oil pump vent)

DATE: October '77

MODELS AFFECTED: 450 Series Chain Saws (550 Test Saws)

1. Muffler # A-12411-1C

The 450 chain saw muffler must be tightened properly to obtain the clamping force that is necessary to keep it tight. This will prolong the life of the muffler, including the neck joint between the two chambers.

We are also increasing the torque specification on the two ($\frac{1}{4}$ -20 x 5/8") screws # 82302 that fasten the muffler to the cylinder flange, from 100" lbs. to 150" lbs. (dry). Also, after the saw has been run for a short time, such as run in or tune up, the screws should again be retightened to 150" lbs. This is important and will help to maintain clamping force.

The two muffler bracket screws # 88020 that were torqued to 50/60" lbs. are superseded by 88050 that is a new grade 8 screw and should be torqued to 70/80" lbs. (dry). The grade 8 screws can be recognized by the grade marks on the screw head that consists of six line marks as shown. This is a standard S.A.E. marking.

Also we have removed the screwdriver slot from these grade 8 screws so that a wrench or socket must be used, which is required to obtain the torque specification.

S.A.E.
Grade 8

2. Tubing, Rubber # 93112- Series
(Hydrin - .198/.218 O.D. - All Black)
 - a. Tubing, Rubber # 93112-37 (Auto oiler)
Supersedes # 70309-37
 - b. Tubing, Rubber # 93112-45 (Manual oiler)
Supersedes # 70309-45

The # 93112 series tubing has a larger O.D. than the # 70309 series and will make a more effective seal where the line goes through the tank wall.

It is available as # 93112-99 in 10' lengths for those who wish to reduce inventory and cut their own lines to length.

Other part number tubings that are available in 10' lengths are the following:

<u>Part #</u>	<u>Size O.D.</u>	<u>Mat.</u>	<u>Ident.</u>
70308-99	.365/.385	Nitrile	Green Stripe
70309-99	.165/.195	Hydrin	All Black
70310-99	.198/.218	Nitrile	White Stripe
93112-99	.198/.218	Hydrin	All Black
93157-99	.240/.260	Hydrin	All Black

The suffix of any of the above numbers denotes the length of the line. The length can be determined by multiplying the the suffix by $\frac{1}{4}$ ".

Example:

93112-37 (37 x .250 = 9 $\frac{1}{4}$ " long)
 93112-45 (45 x .250 = 11 $\frac{1}{4}$ " long)

It is good practice to cut the lines about 1" longer than the finished line, to allow for a taper to make installation easier. The 1" is then trimmed off square after installation.

Other Ref. "Tubing, Rubber"

Branch Service Memo # 965 & 1012CS
 Dealer Service Memo # 653 & 700

3. Crankshaft Assembly - Axial Float (End Play)

The maximum float with new components for the model 450 is .037 and will usually vary between .009 and .026 in most units.

When a unit is reassembled during repair, the crankshaft should be checked for axial float. If insufficient, tap both ends of the crankshaft with a rawhide mallet (with crankcase screws slightly snugged up) to force the main bearings out toward the retaining rings and recheck float.

Should the .037 maximum float be exceeded by 1/32" to 1/16" additional, it would be an indication that one or both of the main bearings are incorrectly assembled. The number ends of cage or thrust side (thick side) must be assembled next to the rings, away from the crankshaft throw.

Check to insure that back plate mounting surface of C'case and cylinder is flush (no step). Such a step can be corrected by striking the clutch end of the crankshaft with a mallet, forcing retaining rings to align castings.


4. Isolators - Anti Seize Compound

The anti seize compound referred to in B.S.M. # 1023 CS and DSM # 711 include such types as -Fel Pro-C5A - & snap on tool corp- Never Seez - NS-160.

5. Filter # 70964 (To cover auto oil pump vent hole)

Install filter under clamp so that vent hole in oiler boss is completely covered. Installing filter "corner" first and packing filter over vent hole and around oiler, will assure a good seal. Whenever a pump diaphragm is removed, always observe to see if any sawdust is present in the cavity under the diaphragm. This would indicate the filter is not in place over the vent hole and requires correction.

Please mark your records and parts lists accordingly.


Joe Shuhy
Service Manager
Forestry Equipment

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

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: Chain Saw Unit Identification

DATE: Oct. '77

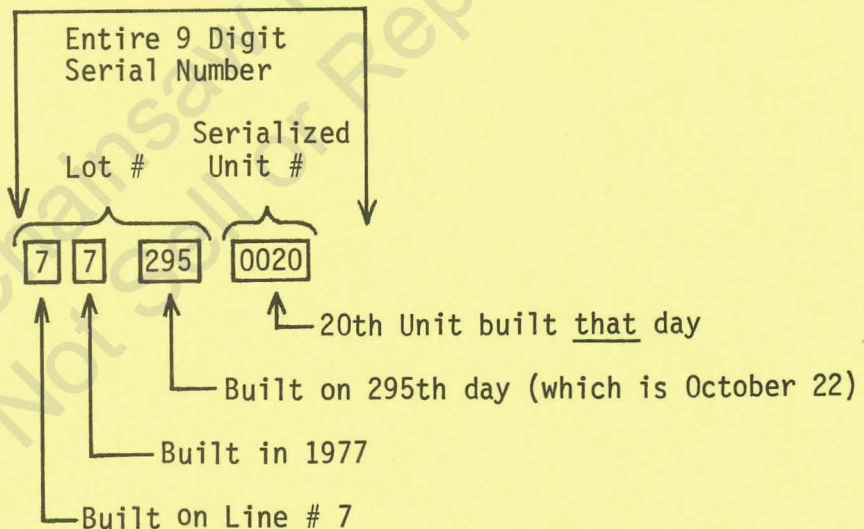
All chain saws currently produced by Homelite will again have a unit identification and serial number on the name plate and carton.

This is the result of the many requests we received to provide a specific unit serial number to prove ownership.

I. Serial Number Identification

The serial number contains nine digits. The first five digits specify the lot number. The last four describe just one serially-numbered unit.

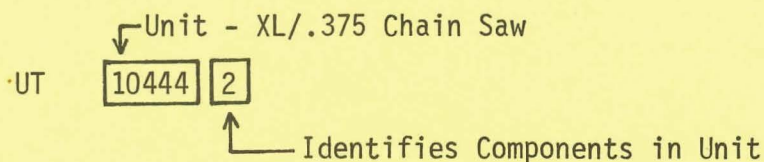
Example:



II. Unit Identification by UT Number

Five digits are always required to describe the unit built according to the specification of the UT number. Sometimes a sixth digit will be added to describe certain components included in a particular unit.

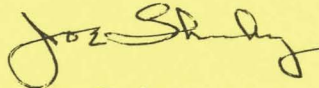
Example:



It is absolutely necessary to provide the entire unit identification number (UT as well as serial number) when referring to a service problem or filling out the warranty form, so that all the pertinent information is available.

A new owners registration card # 17123-A, revised to include the serial number supersedes # 17123.

Please revise your records accordingly.



Joe Shuhy
Service Manager
Forestry Equipment

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

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** 1. Handle Bar and Mounting Bracket
2. Fastener Changes**DATE:** October '77

UNITS AFFECTED: 360-A0

The following changes have been made to increase the life of the handle bar and mounting bracket. The handle bar mounting bracket has been strengthened and stress concentrations reduced. In addition the front mounting hole counterbore on the handle bar has been reduced.

<u>Part Number</u>	<u>Description</u>	<u>Superseded By</u>
A12107	Handle Bar	A12107-A
12059-2	Bracket	12059-2A
88022	Screw	88051

The current grade 5 hex sems and certain socket head cap screws have been replaced with grade 8 screws to improve the quality and reliability of these fasteners.

<u>Part Number</u>	<u>Superseded By</u>	<u>Description</u>
82194	88045	8-32 x 1.25 Hex Sems
82246	88053	10-24 x .100 Hex Sems
82257	82262	10-24 x .875 Socket Head
88020	88050	10-24 x .625 Hex Sems
88022	88051	10-24 x .750 Hex Sems
88023	88054	10-24 x 1.25 Hex Sems
88024	88049	10-24 x .50 Hex Sems
88025	88056	10-24 x 1.75 Hex Sems
88026	88041	8-32 x .375 Hex Sems
88027	88042	8-32 x .50 Hex Sems
88031	88048	10-24 x .375 Hex Sems
88032	88052	10-24 x .875 Hex Sems
88035	88055	10-24 x 1.375 Hex Sems

Please revise your records and parts lists accordingly.


Eddie Turner
Service Assistant

Distribution:

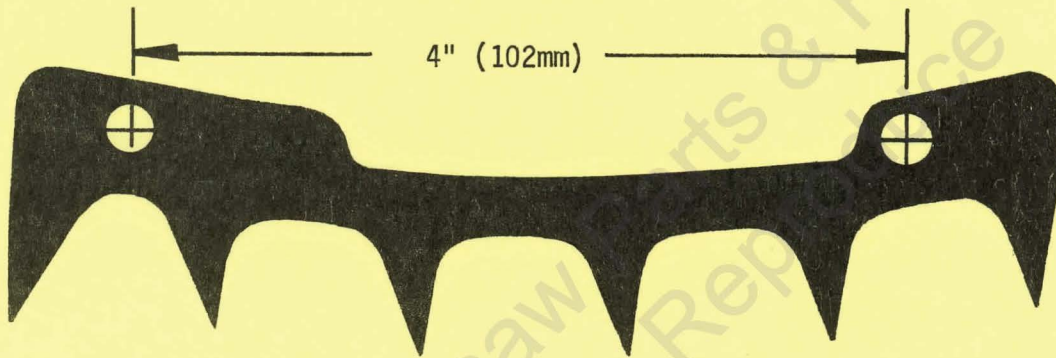
TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: Error in Packaging

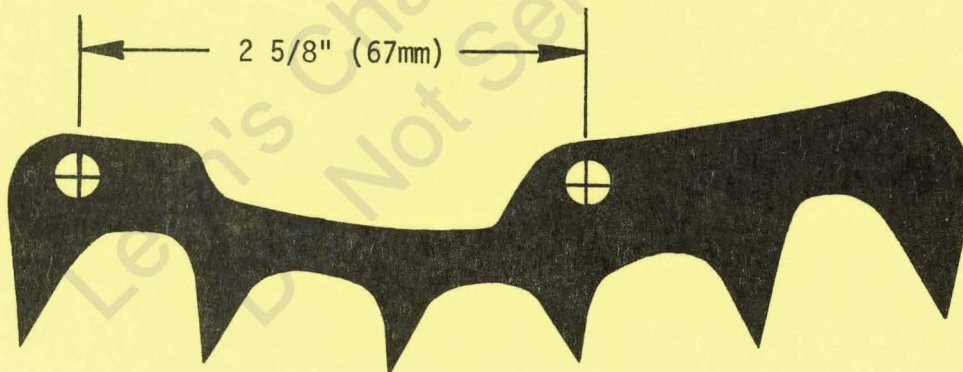
DATE: Oct '77

AFFECTS: XL-12 and SXL-A0 Spiked Bumper

The Spiked Bumper of part number A-59043 should look like this:



In error we have packaged Spike Bumpers which look like this:



The part with the mounting holes close together is actually from A-65181 which fits model SEZ and SMini series of saws. (The screws in the packages can be used on either XL-12, SXLA0 or SEZ and SMini).

Please check your stock and correct as necessary.

Eddie Turner
Service Assistant

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: 1. Trigger Latch Kit
2. Crankshaft Needle Bearings

DATE: October '77

USAGE: 150-A0 Commencing with Lot # 7227

The throttle latch and trigger have been revised to conform to C.S.M.A. and C.S.A. specifications. The trigger will have to be partially depressed before the throttle latch can be engaged.

1. A kit part # 93044 is available for servicing units prior to Lot # 7227. The new triggers and latches are not individually interchangeable with the old parts and must be used as a kit.

2. Needle bearings part # 12530 are interchangeable with bearings part # 68513 and should be used anytime bearings # 68513 cannot be obtained.

Please revise your parts lists accordingly.



Eddie Turner
Service Assistant

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Clutches for 150-A0, SEZ-A0, 350-A0 and 360-A0**DATE:** November '77

There has been some confusion when ordering clutches for the 150-A0, SEZ-A0, 350-A0 and the 360-A0. Here is a reference list to follow when ordering.

<u>Part #</u>	<u>Superseded By</u>	<u>Unit</u>
68362-3 68362-3A	68362-1A	150-A0, SEZ-A0
68362-1	A69953	150-A0, SEZ-A0
68362-4	No Changes	350-A0, 360-A0

Note: When replacing a clutch on a unit where the clutch cover is missing or damaged, always order kit # A69953.

Kit # A69953 consists of:

- 1 - 68362 -1A - Clutch
- 1 - 69915 - Cover
- 2 - 80361-2 - Screws

Please revise your parts lists accordingly.



Eddie Turner
Service Assistant

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** .375 Chain and Repair Parts**DATE:** November '77

In order to minimize the "stretch" in the .375 chain, the thickness of the drive link has been increased from .050 to .058. The increased thickness improves the bearing surface between the drive link and the rivet.

Identification

The driving tang of the drive link has been coined or stamped to reduce the thickness to .050 to fit the guide bar slot. The difference in the thickness is noticeable by a shoulder running the length of the drive link.

Interchangeability

Because of the increased thickness of the drive link, the rivet length is also increased. The old rivets and pre-set tie straps cannot be used with the new drive link. The result would be tight joints which could damage the chain and sprockets. The new parts can be used to repair the older chain.

Superseding parts are as follows:

<u>Description</u>	<u>Catalog Number</u>	<u>Homelite Number</u>
Repair Kit	375-C50-7	(G1-92007-A)
Superseded by	375-C50-7C	(G1-92007-C)
Joining Kit	375-C50-8	(G1-92008-A)
Superseded by	375-C50-8C	(G1-92008-C)
Pre-Set Tie Strap	375-C50-6	(G1-92006-A)
Superseded by	375-C50-6C	(G1-92006-C)
Rivet	375-C50-5	(G1-92005-A)
Superseded by	375-C50-5C	(G1-92005-C)
Drive Link	375-C50-3	(G1-92003-A)
Superseded by	375-C50-3C	(G1-92003-C)

Order and stock the new parts as soon as possible.

Thomas W. Stever

Thomas W. Stever
Manager - Technical Service

Distribution:**TO:** Districts, Branches, Service Branches and Dealers**SUBJECT:** New XL Pressure Feed Chain Oil System**DATE:** Oct. '77**UNITS AFFECTED:** XL Above Serial Number 772760001

A new oiling system has been incorporated into the XL saw. This system uses pressure from the crankcase only. No diaphragm is necessary. The oil is pumped directly from the tank to the guide bar pad. See Figure 1.

Parts Required to Service
Pressure Feed Chain Oil System

1	A70898	Oil Tank
1	A68593	Oil Filter
1	93703	Plug, Oil Metering Orifice
1	70309-34	Tubing, Rubber
1	70309-08	Tubing, Rubber
1	69659-1	Fitting for Check Valve
1	69451	Check Valve

Parts Required to Service
Diaphragm Pump System

3	80571	Screws
1	69224-1C	Cover
1	69447	Spring
1	69244	Gasket
1	A12356-A	Plunger
1	69343	Pump Body
1	60051	Ball- Check Valve
1	68570	Spring
1	70204	Fitting
2	69833	Fitting
1	70161	Oil Line
1	A70898	Oil Tank

Includes:

A68593	Filter
70309-24	Line
A69358	Line
A70893	Cap, Oil

Note: Orifice part number 93703 is only a metering valve. It is not a check valve, the orifice can be cleaned with an appropriately small diameter straight pin or sewing needle. Orifice is $\frac{.024}{.026}$ in diameter. See Figure 2.

If it becomes necessary to replace the cylinder and crankcase on a unit with the new oil system order part # A69421-B. Enclosed with the parts will be an instruction sheet part # 17147 explaining how to convert back to the diaphragm pump system.

When installing a new oil tank part # A70898 on the new system it will be necessary to make a few minor modifications. Cut the pressure line from 3 inches to 2 inches. Remove the oil pick up line from the tank and replace

it with part # 70309-34 or an appropriate line cut to 8½". Replace oil filter and metering orifice on oil pick up line.

Please revise your parts lists accordingly.

Eddie Turner

Eddie Turner
Service Assistant

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

Figure 1—Diagram of the New XL Pressure Feed Chain Oil System.

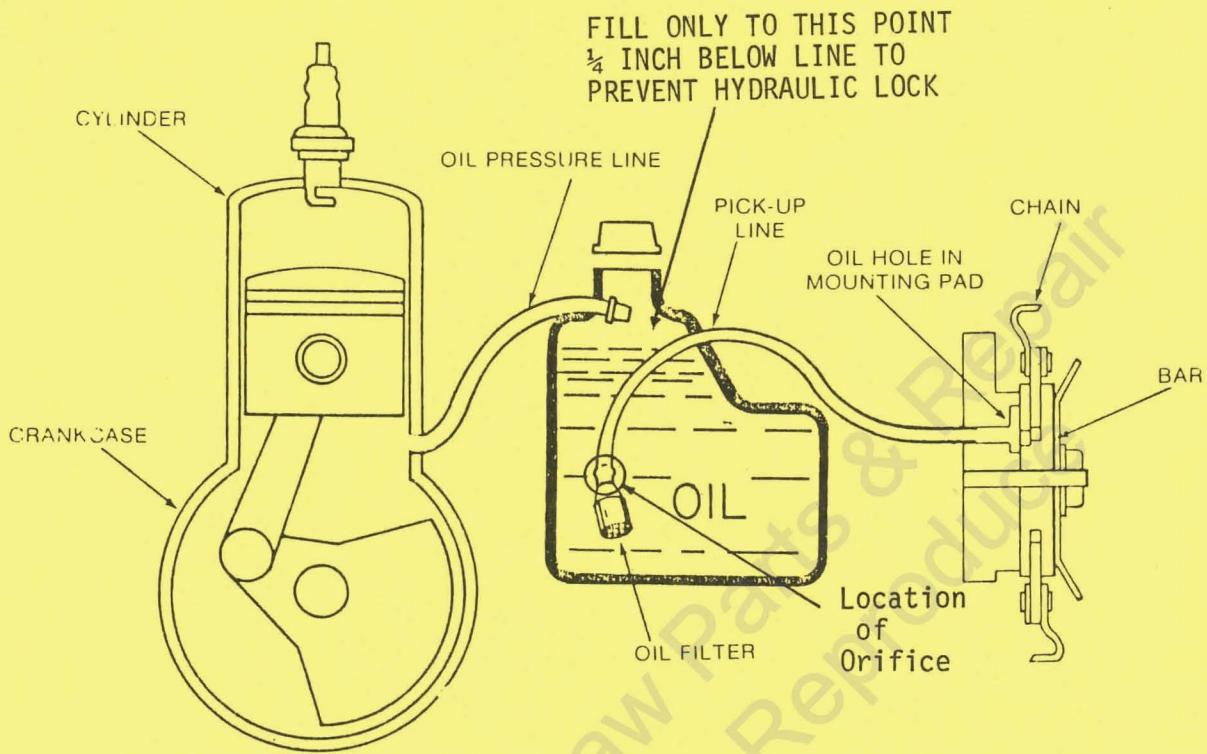
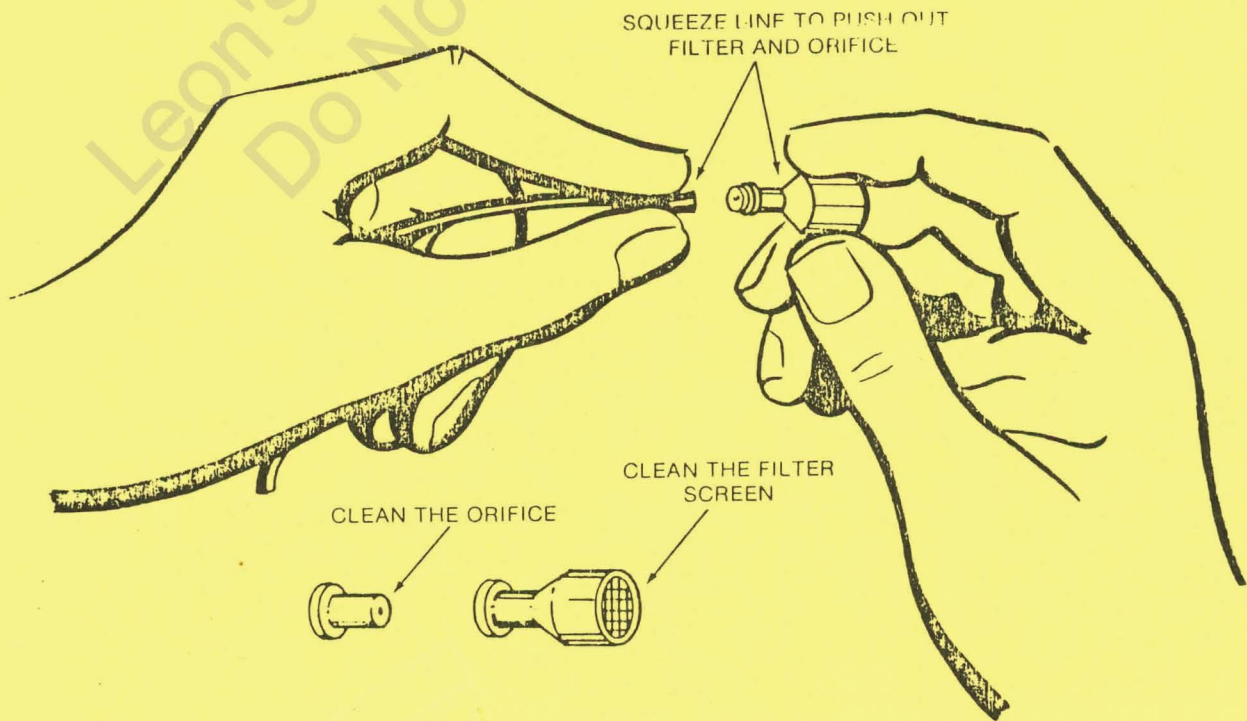


Figure 2—Cleaning the Chain Oil Pick-up Line Filter and Orifice



Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Oil Tank A-70583
Oil Finder A-68593
Oil Finder A-64293**DATE:** Nov. '77

USAGE: XL-2S - VI S2/SL

Oil finder A-68593 is specified for use in the above model saws.

In some instances it was necessary to build saws using oil finder A-64293 instead. This was true of many saws in Lot # 7271.

Whenever servicing the above model saws, use the same part number finder that originally came with the saw, A-68593 or A-64293.

Whenever replacing the oil pick up line or finder, always check to see that the finder is in the bottom of the tank and not hung up in the narrow section of the tank.

Please revise your parts lists accordingly.



Joe Shuhy
Service Manager
Forestry Equipment

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

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: I. Bumper Plate Assembly
II. Isolators
III. Cylinder, Crankcase and Fuel Tank Kit
IV. Drivecase Cover
V. Short Block
VI. Rotor Studs

DATE: 12-77

USAGE: 450 Chain Saws (550 Test Saws)

I. Bumper Plate Assembly

We have field reports of some instances where the drivecase or drivecase covers have cracked when the bumper spike screws are tightened during assembly.

To prevent this from occurring will require a design change in the mounting area and the type of fasteners now being used.

All units in our stock have been reworked to include the change. All new units in field inventory either district or dealer stock that will be used with a spiked bumper should also be reworked wherever possible.

The changes and rework required are as follows:

- A. Counterbore the two mounting holes for the bumper spike on the sprocket side of the drivecase and drivecase cover. Use a $\frac{1}{2}$ " diameter counterbore to provide a flat assembly surface for the new button head screw. Depth of counterbore should be such that it will just barely remove the cast countersink and approximately $\frac{1}{8}$ " thickness will remain from the bottom of the counterbore to the bumper spike mounting surface. See sketch attached.
- B. Replace the two flat head screws # 80173-1 with two button head screws # 80963 (12-24 x $\frac{1}{2}$ ").
- C. Add the two lock washers # 70901 under nuts # 81068.
- D. Replace the two lock nuts # 81204 with hex nuts # 81068.

E. Torque to 75-90 inch pounds.

NOTE: Do not attempt to mount the spiked bumper upside down or it will eventually wear a hole in the gas tank. The largest spike should be at the bottom.

NOTE: If screw # 80963 is not available, screw # 80821 may be reworked by grinding the head height to 9/64" maximum to provide clearance between screw head and chain.

When ordering bumper spike kits, order part # A-12480-B. This kit contains fasteners for units with the counterbore and fasteners for units that have not been counterbored so either type can be serviced.

PARTS NECESSARY FOR BUMPER SPIKE CHANGE

<u>Part #</u>	<u>Description</u>	<u>Replaced by Part #</u>	<u>Description</u>
80173-1	Flat Head Screws	80963	Button Head Screw
81204	Lock Nuts	81068	Hex Nuts
		70901	Lock Washers
A-12480-A	Bumper Spike Kit	A-12480-B	Bumper Spike Kit

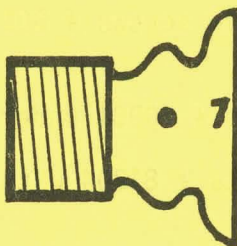
II. Isolators

Isolators A-70421-A supersedes A-70421 effective with Lot # 7265.

Isolator A-70421-A has a new elastomer compound that will provide longer life.

The new isolators can be identified by a red dot on the center rib or a molded "7" on the larger rubber radius. See Sketch.

Dealers must send all isolators under part # A70421 to their respective districts using a warranty claim to do so.



III. Cylinder , Crankcase and Fuel Tank Kit # A-70961-A

In order to strengthen the crankcase, a new stronger cylinder and crankcase # A-70960-A has been released. The new cylinder and crankcase cannot be

used with the old fuel tank due to insufficient clearance between the tank and the crankcase. When it is necessary to replace a cylinder and crankcase on an older unit, prior to Lot # 7024, order kit # A-70961-A. This kit includes cylinder and crankcase A-70960-A and the new fuel and oil tank # A-12395-3A. Part # A-70055-B is no longer available, Kit # A-70961-A must be used.

These changes will be necessary to your parts list.

<u>Old Part #</u>	<u>Description</u>	<u>Superseded By</u>	
A-70055-B	Cyl. & C'Case	A-70961-A Includes: A-70960-A A-12395-3A	Kit Cyl. & C'Case Tank

IV. Drivecase Cover

The drivecase cover # A-70707 has also been strengthened and superseded to A-12334-1.

V. Short Block

A new short block is available for service under part # A-70959-B.

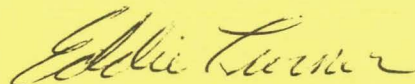
VI. Rotor Studs

The stud bosses in the rotor have been increased in size. The studs have been lengthened and enlarged from 10-32 to 12-24. Here is a list of parts that have been changed, commencing with Lot # 7157.

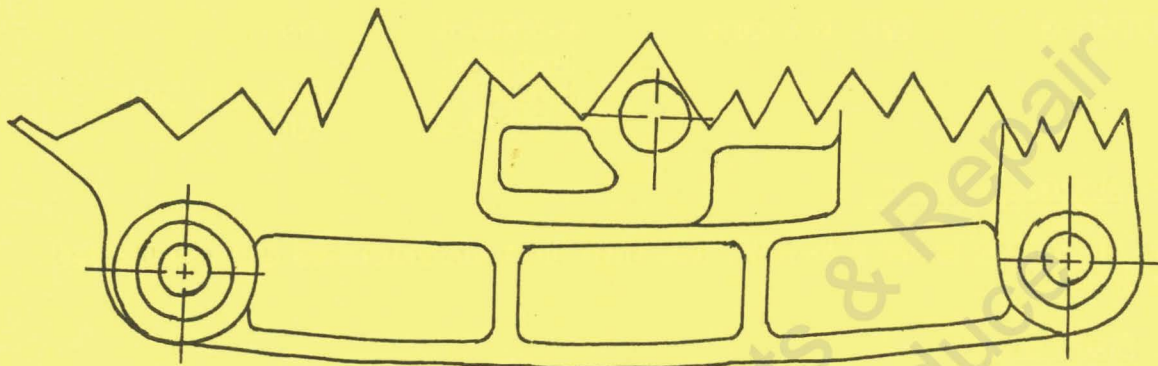
<u>Part #</u>	<u>Description</u>	<u>New Part #</u>
12101-A	Rotor	70924
63877-B	Stud	93079
65110-A	Washer	83056
65375	Spring	65375
64442-A	Pawl	64442-A
A-12439-A	Rotor Assembly	Includes all of the above numbers.

The older rotors # 12101-A can be reworked to take the bigger studs. Simply drill and tap to 12-24. Only sound rotors without damage or cracks of any kind may be reworked.

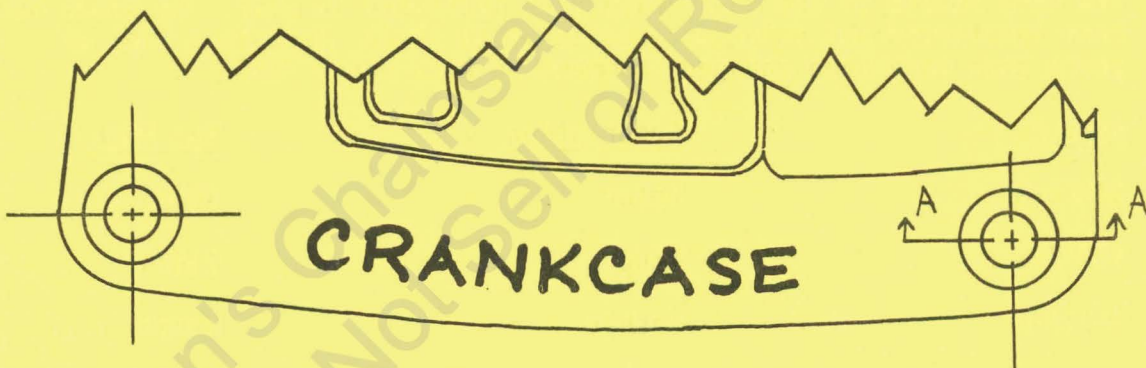
Please revise your parts lists accordingly.



Eddie Turner
Service Assistant

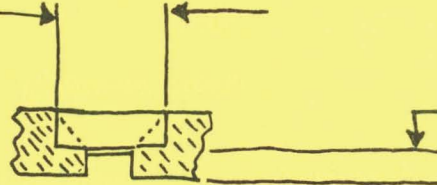


DRIVECASE COVER



CRANKCASE

$\frac{1}{2}$ " DIAMETER
COUNTER BORE



$\frac{1}{8}$ " TYPICAL
(THICKNESS
REMAINING)

SECTION A-A
TYPICAL 4 PLACES

Distribution:

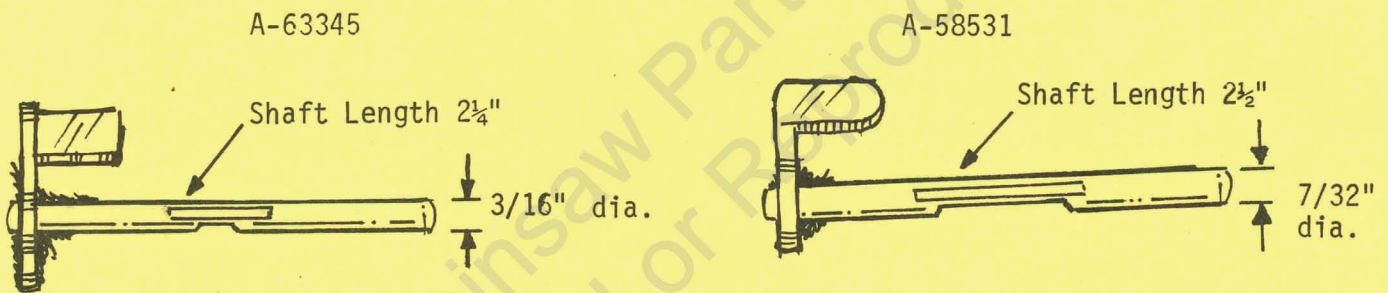
TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: Shafts and Levers Part # A-58531 and A-63345

DATE: 12-77

Please check stock on all shafts and throttle (w/lever) part #'s A-58531 and A-63345. We have reports from the field that these parts may be packaged wrong. There may be shafts part # A-63345 in a package marked A-58531. Packages marked QC-11-11-77 need not be checked.

Here are samples of the two shafts and levers.



Please put the proper part # on these shafts and return them to stock. Adjust your inventory cards accordingly.

Eddie Turner

Eddie Turner
Service Assistant

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Carburetor Mounting Kit**DATE:** 11-77

UNITS AFFECTED: 350-A0 and 360-A0 Commencing with Lot # 7280

The carburetor mounting design has been improved to provide a better seal between the carburetor and connector.

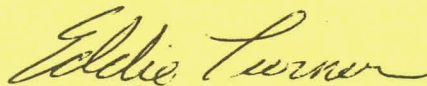
Parts that have been changed:

<u>Part #</u>	<u>Description</u>	<u>Superseded By</u>
A 70246-A Kit includes:	Kit	* A 70246-B Kit includes:
12048-B	Connector	12048-C
12062-1B	Flange	Available only in kit
A 70923 Kit includes:	Bushing and Gasket	A 70923-A
70743	Gasket	70743-A

* New kit part # A 70246-B includes the bushing and gasket. If the bushing alone is needed order part # A 70923-A.

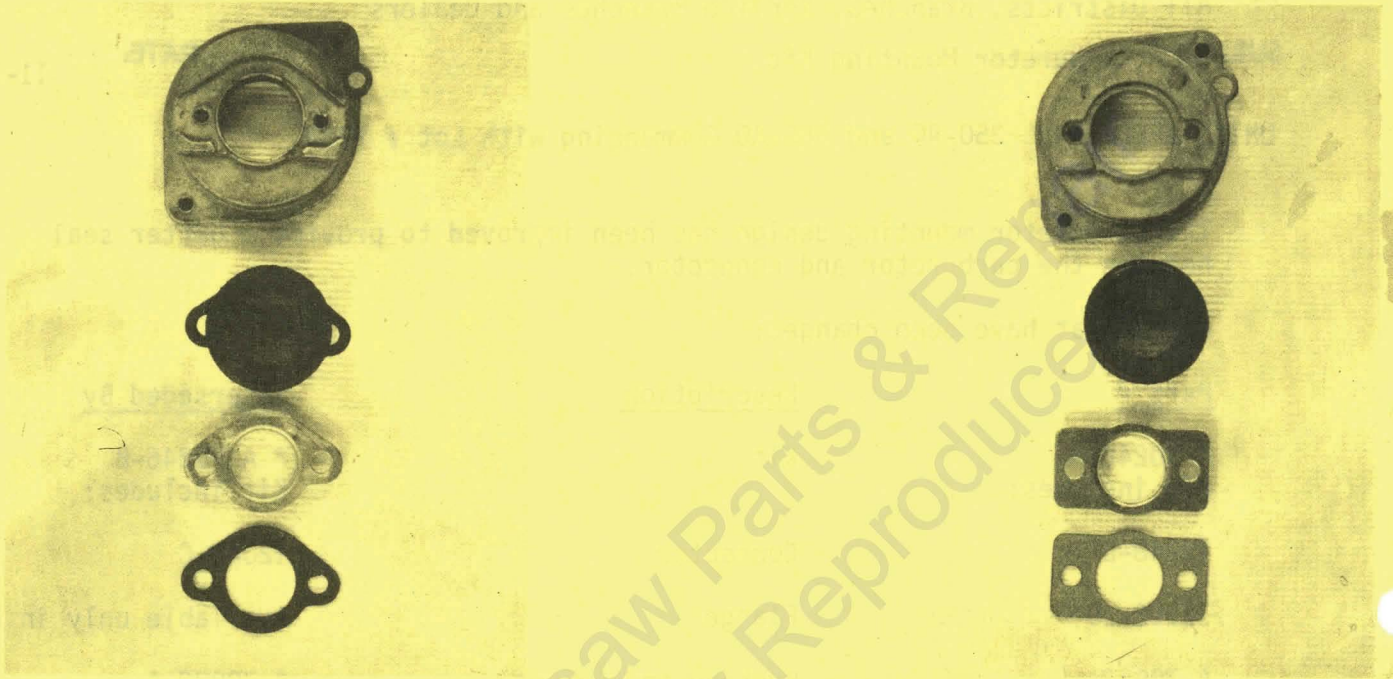
When servicing units prior to Lot number 7280 it will be necessary to use kit # A 70246-B. The new parts are not individually interchangeable with the old parts.

Please revise your parts lists accordingly.

Eddie Turner
Service Assistant

Old Kits # A 70246-A
and # A 70923

New Kit # A 70246-B



Distribution:

TO: All Districts, Branches, Service Branches and Dealers
SUBJECT: Ignition Point Cleaning

DATE: 11-77

The purpose of this memo is to establish procedures for the cleaning of ignition breaker points after assembly to the engine.

I. Materials Needed

A. Cleaning Tab

1. Tabs should be packed with each new point set.
2. Any clean, lint free piece of paper may be used.

B. Contact Cleaner (3 choices)

1. CRC-5-56

CRC Chemicals U.S.A.
885 Louis Drive
Warminster, PA 18974

2. LPS

LPS Research Laboratories Inc.
2050 Cotner Ave.
Los Angeles, CA 90025

or:

4647 Hugh Howell Hwy.
Tucker, GA 30084

3. Contact Cleaner

Radio Shack, Lafayette or other
electronic supply houses

Note: First check with your closest automotive supply house for these cleaners.

II. Procedure

- A. Adjust point opening per individual unit specification.
- B. Dip cleaning tab, Homelite part # 24458, approximately $\frac{1}{2}$ " into a container of appropriate cleaning fluid (first page). Shake any excess fluid off the tab.
- C. Place saturated tab between contacts and rotate crankshaft until contacts close on the tab.
- D. Pull tabs through contacts.
- E. Repeat if contacts have been contaminated due to any readjusting.

NOTE: After you have set the points snap them a couple of times. This will let the points "Bed" to their normal running position. Recheck gap setting.

Eddie Turner

Eddie Turner
Service Assistant

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

Distribution:

TO: All Districts, Branches, Service Branches and Dealers

SUBJECT: I. Housing, Rewind Starter- Units above S/N 772500000 **DATE:** 12-77
II. Pressure Feed Oil System - Units above S/N 772760001
that were built with this system

USAGE: XL Chain Saws - UT # 10506 - UT-10507

I. Housing, Rewind Starter # A-94241

XL Decal #69887 not included,
order separately if required

Housing, Rewind Starter # A-94241 supersedes # 70344-1. This new housing includes a metal bushing to prevent the rope from fraying or premature housing wear. This wear became evident with operators that tend to pull the starter rope horizontally rather than vertically.

II. Pressure Feed Oil System for Chain Lubrication

The new pressure feed oil system incorporated into the XL chain saw was covered by Newsletter # 597 and B.S.M. # 1035 CS and D.S.M. # 723.

We would like to pass on additional information regarding the operation and servicing of units with the new system. Not all XL saws built above S/N 772760001 include the new system, so this memo will only apply to units that do not include the oil pump cover when observed from the clutch side.

This new pressure feed oil system is more temperature and & viscosity sensitive than the positive pump type. The chain oil must be thinned below 32° F using 1 part kerosene to 4 parts of oil.

When running a saw to determine if the oiler is functioning, it may require up to a minute at full throttle or under load, when oil is under 32° F, for the system to prime. At 60° F it should prime within 15 seconds.

The oil in this system will flow at the guide bar pad rather than pump in spurts. However, the flow of a properly operating system is adequate to lubricate the saw chain.

Sequence of Trouble Shooting if Oil is not Supplied to Guide Bar

- A. Remove filler cap from oil tank. If cap was not tight it may not have sealed pressure in tank and was cause of non oiling.
- B. Check valve must be attached to and tight up against the pressure line in top of tank, with no gap existing between back of valve and line.
- C. Tank must be filled with oil to a level slightly below the lip of the check valve. Oil pick up must be in bottom of tank, submerged in oil.
- D. Using a test cap with a carburetor pressure checker attached to it, pressurize the tank to 4-5 P.S.I.

Oil must flow freely at guide bar lubricating hole when pressurized. If oil does not flow, the line has some restriction in it that must be corrected.

- E. Start and run saw with the pressure gauge attached to the oil cap.

Pressure build up in tank at wide open throttle no load or under cutting load should be $2\frac{1}{2}$ -6 P.S.I.

When saw returns to idle or is stopped, the tank pressure should relieve slowly after about 5 seconds. This may be observed by the drop on the pressure gauge.

- F. If pressure does not build up in oil tank, proceed as follows:

1. Remove test cap from oil tank.
2. Tip unit slightly to left until oil in tank covers the duck bill check valve.
3. Run unit at wide open throttle and observe if pressure is coming through front lip of valve that will be evident by the bubbles in the oil.

This will indicate the pressure line is open and functioning. Also note that only slight bubbling is evident at the seam between the back of check valve and the pulse line.

4. If pressure is indicated by bubbles and build up of pressure does not occur with cap on tank, it would indicate the tank is not pressure tight for some reason and the leak must be found and corrected.

NOTES

1. Chain oil must be thinned when below 32° F. Any SAE 30 motor oil or Homelite bar and chain oil should be diluted with 1 part kerosene to 4 parts of oil. If thinned oil is allowed to stand for any length of time in extremely cold weather, it will separate. Reshake to mix thoroughly.

Owners manual # 24904 will be revised accordingly.

2. Check the metering orifice plug # 93703-A that is assembled in the neck of the oil finder. Pass a .031 drill (1/32") through hole in the metering orifice. Some of the earlier saws with this system were built with # 93703 orifice that had a .025 diameter hole. These should be replaced with # 93703-A or redrilled with a .031 diameter drill. This larger diameter hole is required for adequate oil flow in cold weather operation.
3. Rubber tubing # 70309-34 that connects oil tank pick up to guide bar pad must be assembled so that 4 to 4 1/8" is outside of tank. Also, it must be properly dressed, under the throttle stop of the carburetor without any kinks or sharp bends that would restrict flow. Do not allow the line to be pinched between the throttle lever and the stop.
4. Connector- pulse line #69659-1 is made of a porous bronze material, with a drilled thru hole. It has two functions, it connects the check valve to the pressure line forming the passage for the crankcase pressure pulse into the oil tank. It also allows the pressure to bleed off through the seam between the check valve and line, when the saw is at idle or stopped. This prevents oil flow when engine is stopped.

A connector that is too porous will bleed off too rapidly and will not maintain the 2½ P.S.I. pressure required for adequate oil flow.

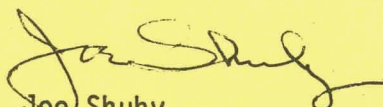
This type connector must be replaced or it can be rolled 4 or 5 revolutions between steel plates to close up the pores slightly.

A connector that is not porous enough will not relieve tank pressure and continue to flow oil to the guide bar pad even after the unit is stopped, until the pressure is totally relieved.

A connector that is too porous can lead to hydraulic lock, if the oil level in the tank is filled over the check valve.

This type must be replaced with a new connector. An ideal connector is one that will hold the tank pressure for about 5 seconds before bleed off.

Please revise your records accordingly.


Joe Shuhy
Service Manager -
Forestry Equipment

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Gear and Drum Assembly - Clutch Spider**DATE:** 12-77**USAGE:** S-Wiz 55, 66 & 80 - Lot 6065

There have been reports from the field stating that when a new gear and drum is put on an older unit and the old spider is reassembled to the unit the gear and drum will "freeze-up".

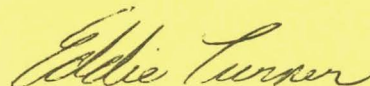
The gear and drum has been improved to prevent separation of the drive gear from the clutch drum. The length of the register where the hub is silver soldered to the clutch drum has been increased. The new part #'s for the new gear and drums are A-64286-A and A-64287-A.

In order to prevent this freeze-up from occurring the projecting hub on the spider has been reduced from 1" to .930/.940. This will keep the projecting hub from resting on the drum.

Therefore, if a new gear and drum (Part # A-64286-A or A-64287-A) is to be replaced on an older unit, you must also replace the old spider (part # 58546-3 or # 58547-2). Use the new spider part 58546-3A or # 58547-2A.

<u>Old Part #</u>	<u>Description</u>	<u>New Part #</u>	<u>Usage</u>
A-64286	Gear & Drum	A-64286-A	S-Wiz 55-66
A-64287	Gear & Drum	A-64287-A	S-Wiz 80
58546-3	Spider	58546-3A	S-Wiz 55-66
58547-2	Spider	58547-2A	S-Wiz 80

Adjust your parts list accordingly.



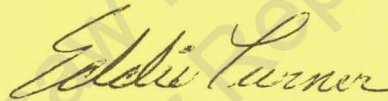
Eddie Turner
Service Assistant

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Correction to PCS-30 Manual and Parts List # 24864 Rev 1**DATE:** 12-77

On the illustrated parts list (page 10) of this manual there are two parts marked # 9. One part is a fuel line and the other is the throttle lever control. The fuel line is marked with the correct item #.

The lever control (near engine) is marked # 9 and # 20. Cross out the # 9 that points to the lever control. It will then be marked # 20 which is correct.

Adjust your parts list accordingly.



Eddie Turner
Service Assistant

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

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Ignition Point Gap Setting**DATE:** 12-77**UNITS AFFECTED:** All Units

When replacing the points in an XL-12 or SXL-A0 with the Wico ignition system, use part # A-58914-A point set.

Point set part # A-58914-A should be gapped at .020. Do this with the A-58914-A point set until further notice. This .020 setting pertains only to the Wico ignition system.

Also point gap on the 150-A0 should be .020. This includes point set A-68646 (for large post) and A-69483 (for small post).

For all other units that have a .015 gap specification the points should be set at .017. This .017 setting will allow for initial seating of the points which occurs in the first few minutes of operation. If a .015 gauge and a .020 gauge are the only ones obtainable the points should be set with the .015 first. This setting should be open enough so the .015 gauge will slide in easily but it should also be closed enough so that the .020 gauge cannot enter.

Please adjust your records accordingly.



Eddie Turner
Service Assistant

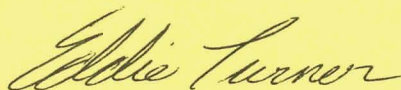
Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Oversize Starter Ropes**DATE:** 12-77

We have reports from the field that a number of replacement ropes have been packaged incorrectly. These packages contain rope that is the next larger size than the rope specified for that particular part #. The length of these ropes are correct, it is the diameter that is incorrect.

Here is a list of rope that Homelite supplies and manufacturing specifications for each.

<u>Rope</u>	<u>Usage</u>	<u>Suppliers #</u>	<u>Length</u>	<u>Diameter</u>
12972	360-A0	4	40"	1/8"
65118	EZ Series	4	46"	1/8"
68528	150-A0	4	42"	1/8"
69311-A	XL, XL2, S2, VIS2	4	34"	1/8"
68848		4	250' Reel	1/8"
63869	XL100, XL400 series	4½	45"	9/64"
68282		4½	250' Reel	9/64"
55898	S-Wiz 55,66,80	5	58"	5/32"
58806	450A0,900 series, XL12, SXL-A0, S-650, C-series	5	48"	5/32"
57084-1		5	250' Reel	5/32"

When a rope is taken out of stock measure the diameter to see if it is oversize. If it is oversize wherever possible put the rope back into stock under an appropriate part #. Be sure to measure the length as well as the diameter. If it is not possible to place the rope under another part #, warranty the rope.



Eddie Turner
Service Assistant

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Reference to Service Managers Newsletter # 592 and
Branch Service Memo # 1030 CS.**DATE:** 12- 77

USAGE: 360- A0

When installing new handle bar # A-12107-A use screw # 82257. Screw # 88022 has been superseded to 88051 but not in this location. In this particular location you must use screw part # 82257. The washer on screw # 88051 is too large for the counterbore on the new handle bar # A-12107-A.

All other locations where screw # 88022 is called for use 88051. The only difference in these two screws is the grade. The 88022 is grade 5 and the 88051 is grade 8.

Please revise your parts lists accordingly.



Eddie Turner
Service Assistant

Leon's Chain Saw Parts Repair
Do Not Sell For Repair

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Kohler Service Schools**DATE:** 12-77

The Kohler Company has invited each of you to attend their service schools in your area. The enclosed list shows the date and location of each school. To make arrangements to attend contact the Kohler central distributor indicated on the enclosed list.

Bill Borachok

Bill Borachok
Service Manager
Industrial & Construction Equipment

January

1			
	2	Holiday	
	3	Travel	
	4	Gardner, Inc. 1150 Chesapeake Ave. Columbus, Ohio	Fort Wayne
	5	Gardner, Inc.	Indianapolis
	6	Gardner, Inc.	Louisville
7			
8			
	9	Auto Elec. Corp. 3250 Millbranch Road Memphis, Tennessee	Nashville
	10	Auto Elec. Corp.	Memphis
	11	Auto Elec. Corp.	Little Rock
	12	The Grayson Co. 100 Fannin St. Shreveport, Louisiana	Shreveport
	13	Grayson Co.	Baton Rouge
14			
15			
	16	Auto Elec. & Carb. 2625 Fourth Avenue Birmingham, Alabama	Mobile
	17	Auto Elec. & Carb	Birmingham
	18	Auto Elec. & Carb	Huntsville
	19	Sedco, Inc. 3637 Clearview Parkway, N.W. Atlanta, Georgia	Atlanta
	20	Travel	
21			
22			
	23	Spencer Engines, Inc. 1114 West Cass Street Tampa, Florida	Tampa
	24	Spencer Engines, Inc.	Miami
	25	Spencer Engines, Inc.	Orlando
	26	Spencer Engines, Inc.	Jacksonville
	27	Travel	
28			
29			
	30	Auto Elec. Assoc. 700 West 28th Street Charlotte, North Carolina	Columbia
	31	Auto Elec. Assoc.	Charlotte

February

1	RBI Corp. 959 Myers St. Richmond, Virginia	Roanoke
2	RBI Corp.	Norfolk
3	RBI Corp.	Richmond
4		
5		
6	C. V. Foster Equipment Co. 2502 Harford Road Baltimore, Maryland	Baltimore
7	Pitt Auto Elec. 2900 Stayton St. Pittsburgh, Pennsylvania	Harrisburg
8	Pitt Auto Elec.	Syracuse
9	Pitt Auto Elec.	Buffalo
10	Pitt Auto Elec.	Pittsburgh
11		
12		
13	The Durham Co. 7 Elkins Road East Brunswick, NJ	East Brunswick
14	Durham Co.	
15	Durham Co.	
16	Durham Co.	
17	Durham Co.	
18		
19		
20	W. J. Connell Co. 210 Needham Street Newton Upper Falls, Ma.	Newton Upper Falls,
21	W. J. Connell Co.	
22	W. J. Connell Co.	
23	W. J. Connell Co.	
24	Travel	
25		
26		
27	Suntester Equip. 2081 Chartier Avenue Dorval, Quebec	Montreal
28	Travel	

<u>School Date</u>	<u>Kohler Central Distributor</u>	<u>School Location</u>
December	1 Generator Equipment Company 3409 West Jefferson Blvd. Los Angeles, California	Los Angeles
	2 Travel	
3		
4		
	5 Charlie C. Jones Batt. & Elec. 2440 W. McDowell Road Phoenix, Arizona	Phoenix
	6 Travel	
	7 Tri-State Equipment Company 410 South Cotton Street El Paso, Texas	El Paso
	8 Spitzer Electrical 1023 Third St., N.W. Albuquerque, New Mexico	Albuquerque
	9 Waukesha-Pearce Industries 12320 South Main Street Houston, Texas	Lubbock, Texas
10		
11		
	12 Waukesha-Pearce	San Antonio
	13 Waukesha-Pearce	Houston
	14 Waukesha-Pearce	Dallas
	15 MICO, Inc. 7450 E. 46th Place Tulsa, Oklahoma	Oklahoma City
	16 MICO, Inc.	Tulsa
17		
18		
	19 Medart Engines & Parts 15500 West 109th St. Lenexa, Kansas	Kansas City
	20 Medart Engines & Parts 3100 Washington Avenue St. Louis, Missouri	St. Louis, Missouri
	21 Travel	
	22 Travel	
	23	
24		
25	Christmas	
	26	
	27	
	28	
	29	
	30	
31		

March	1	Sunterster Equipment 915 Oxford Street Toronto, Ontario	Toronto
	2	Travel	
	3	Gardner, Inc.	Hudson, OH
4			
5			
	6	Gardner, Inc.	Columbus, OH
	7	Gardner, Inc.	Mason, OH
	8	Gardner, Inc.	Findlay, OH
	9	Gardner, Inc.	Detroit, MI
	10	Gardner, Inc.	Saginaw, MI
11			
12			
		<u>Location "A"</u>	<u>Location "B"</u>
	13	Gardner, Inc. Grand Rapids, MI	Small Engine Clinic 98019 Kam Highway Aiea, Hawaii
	14	Midwest Engine Warehouse 515 Romans Road Elmhurst, Illinois	
	15	Midwest Engine Warehouse	
	16	Midwest Engine Warehouse	Alaska Generator & Eng. 100 E. International Airport Road Anchorage, Alaska
	17	Midwest Engine Warehouse	
18			
19			
	20	Wisconsin Magneto 4727 N. Teutonia Ave. Milwaukee, Wi.	Milwaukee
	21	Wisconsin Magneto	Madison
	22	Wisconsin Magneto	Appleton
	23	Wisconsin Magneto	Wausau
	24	Wisconsin Magneto	Eau Claire
25			
26			
	27	Original Equipment 905 Second Avenue, North Billings, Montana	Billings
	28	Automotive Jobbers Supply 125 South Walnut Spokane, Washington	Spokane
	29		
	30	Coast Dieselec Ltd. 1920 Main Street Vancouver, British Columbia	Vancouver
	31		

		<u>Location "A"</u>	<u>Location "B"</u>
April	3	Carl A. Anderson, Inc.	Power Elec. & Equip.
	1	3380 Highway #49	336 41st Avenue N.E.
	2	St. Paul, Minnesota	Calgary, Alberta
	4	Carl A. Anderson	Power Elec.
	5	Carl A. Anderson	Yetman's Ltd.
	6	Carl A. Anderson	949 Jarvis Ave.
	6		Winnipeg, Manitoba
	6		Yetman's Ltd.
	11	Travel	
	12	W. N. White & Co.	
		2-213-215 Bedford Highway	
		Halifax, Nova Scotia, Canada	

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

Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Owners Manuals, Parts Lists and Other Service Information**DATE:** 12-77

We receive numerous requests for service information such as owners manuals parts lists and service instructions. To assist you in ordering these, attached is a list of part numbers.

These publications can be provided by the Homelite facility supplying you with service parts.

Thomas W. Stever
Thomas W. Stever
Manager - Technical Service

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

MODEL	OWNERS MANUAL	PARTS LIST	MODEL	OWNERS MANUAL	PARTS LIST
XL	24904	24923	XLS2-1A	24841	24842
XL 2	17154	24752	111S2-1	23942	23942
S-2	17154	24983	121TP2-1	24241	24241
VIS-2 .375ST	17073	17068	120S3-1	24187	24187
150 A0	24533-C	24535	120TP3-1A	24144-1	24144-1
SEZA0	23754-C	24522-A	9TP3-1A	24146 24003	24145
SXL-MINI-A0	23754-C	24522-A	9TP3-1B	24146	24909
XL-12 -15, S XL-12	23754-C	23817-A	160TP4-1	24938	24946
SXLAO	23754-C	24228	111DP2-1	24735	24735
C-72	23684-C	24602	111DP3-1	24191	24191
SXL 925	23754-C	24831	56DP3-1	24949	24948
VI955-E	23754-C	24652	115P2 1/2-1A	24555-1B	24555-1B
350 A0	24821	24820	AP 215-1	17043	17043
350 B	24821 24950 24977	24925	AP 220-1	17043	17043
360 A0	17079	17080	AP 315-1	17043	17043
450	24901	24897	Pumps	24003	
650	24839	24836	9 Models	24146	24909 Rev. 1
S650	24839 17049	17069	AP 320-1	17043	17043
SWIZ 55,66,80	23684-B	24438-A	EP 215	17100	17109
S 1050 A0	23684-B	24685	EP 220-1	17100	17109
S 1130 G	23684-B	24685	SP 150-1	24892-A	17023
S 2100 A0	23684-B	24690	SP 200-1	24892-A	17022
XL 98 A	24774-A	24760	SP 200-2	24892-A	17022
XLBC-4	24180-A	24190-A	SP 300-1	24892-A	17021
111B-1	24161	24161	129A15-1C	17132	
XLS1 1/2-4	23827	23828-B	129A15-1B	24789-A	24789-A
110SU1 1/2-1A	23871-A	23871-A	130A22-1D	17132	
111S1 1/2-1	23871-A	23871-A	130A22-1C	24789-A	24789-A
			131A30-1D	17132	
			131A30-1B	24789-A	24789-A
			151A15-1A & 1B	24505	24723
			152A27-1A	24505	24723

MODEL	OWNERS MANUAL	PARTS LIST	MODEL	OWNERS MANUAL	PARTS LIST
153A35-1A	24505	24723	VS 50-7	17017	17033
154A20	24886 24505	24887	VS 50-10	" "	17033
155A50-1A	24505	24723	VS 60-21	" "	17033
170A15-1A	17011	24954	VS 60-14	" "	17033
172A20-1	24952	24955	VS 60-10	" "	17033
174A27-1	24952	24956	VS 60-7	" "	17033
176A35-1	24952	24957	VH 1 1/16	" "	17034
178A50-1	24952	24958	VH 2 1/8	" "	17037
180A75-1	24952	24959	VH 1 3/8	" "	17035
119HY35-2C	24805	24917	VH 1 11/16	" "	17036
185HY35-1	24953-A	24960-A	HD-65F	24617	24483-1
190HY50-1	24953-A	24960-A	HD-85F	24617	24483-1
9A34-1A	24146	24693	HD-125F	24617	24392-1
9A34-3A	17135 24146	24962	HD-125P	24813	24922
9HY30-1	24146 24953-A	24961	HD-225P	24617	24392
9HY-1C	24146 24805	24712	HV-125P	24701	24777
HR-18	17044	17044	132A40-1	17119	17177
HR-20	17044	17044			
PCA 20	24865	24865			
PCS 30	24864	24864			
VCH 178-1	24942	24940			
VCH 250-1	24942	24941			
VFS 75-1, -2	17017	17029			
VFS 100-1,-2	17017	17029			
VFS 200-1,-2	17017	17031			
VFS 300-1,-2	17017	17031			
VS 50-5	17017	17033			

Distribution:**TO:** Districts, Branches, Service Branches and Dealers**SUBJECT:** New Couplings and Spider for Electric Motor Driven Pumps**DATE:** 12-77**USAGE:** DP3-1A, ETP3-1, ES1½-1, ES2-1, ES3-1, 56DP3-1

This memo introduces new couplings and a new spider that are less expensive than those previously supplied. After the old couplings and sleeves are used up they will be no longer supplied. It will be necessary to use one spider and two couplings to replace the old couplings and sleeves. Here is a list of the new couplings and spider.

<u>Part #</u>	<u>Description</u>	<u>Size</u>
43458	Spider	
43452	End Coupling	5/8"
43453	" "	7/8"
43454	" "	3/4"
43455	" "	1"
43456	" "	1 1/8"
43457	" "	.747

The above list is also on the EP215-1 and EP220-1 illustrated parts list part # 17109.

The following is a list of electric motor driven pumps that will require the new spider and couplings.

<u>Old Part #</u>	<u>Description</u>	<u>New Part #</u>
	<u>DP3-1</u>	
62264	Spider	43458
62294	End Coupling 7/8"	43453
62294	" " 7/8"	43453

ETP3-1

<u>Old Part #</u>	<u>Description</u>	<u>New Part #</u>
62264	Spider	43458
62294	End Coupling 7/8"	43453
62263	" " 1 1/8"	43456

ES1½-1 & ES2-1

	<u>Kit</u>	<u>A54191-A</u>
62264	Spider	43458
62294	End Coupling 7/8"	43453
54190	" " 3/4"	43454
62263	" " 1 1/8"	43456 (not in kit)

ES3-1

62264	Spider	43458
62294	End Coupling 7/8"	43453
62263	" " 1 1/8"	43456

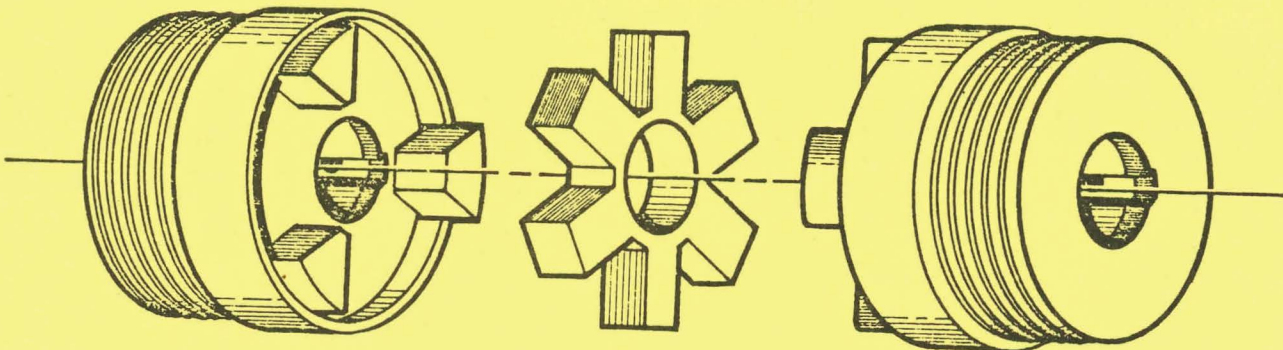
56DP3-1

42500	Spider	43458
42533	End Coupling 5/8"	43452
42534	" " 7/8"	43453

Please mark your parts list accordingly.

Eddie Turner

Eddie Turner
Service Assistant



Distribution:**TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** 1. Fuel Filler Cap A-69500-A
2. Fuel Cap and Oil Cap Filter 69454**DATE:** 12-77

1. The opening for the filter in the fuel cap A-69500-A has been dimensioned so that the filter can be replaced.

Caution: The filter must be a press fit. Installation of the filter with a loose fit, which could happen with an older fuel cap A-69500, could result in the filter being forced out by fuel tank pressure.

2. Filter 69454 has been reinstated for servicing fuel cap A-69500-A and oil cap A-12222.

Thomas W. Stever

Thomas W. Stever
Manager - Technical Service

Leon's Chainsaw Parts & Repair
Do Not Sell

HOMELITE **TEXTRON**

Homelite Division of Textron Inc.

BRANCH SERVICE MEMO NO. _____**DEALER SERVICE MEMO NO.** 739**Distribution:****TO:** All Districts, Branches, Service Branches and Dealers**SUBJECT:** Screwdriver for Adjusting Carburetors**DATE:** 12-77

Have you ever experienced trouble in keeping the screwdriver on the adjusting needle when you are trying to adjust the carburetor? Thanks to Jim Anderson, of our San Francisco Service Branch, this need not be a problem anymore.

Here is Jim's idea. Get a screwdriver about 6 to 7 inches long with a shank diameter of not more than $\frac{3}{16}$ of an inch. Slip a piece of $\frac{1}{4}$ " O.D. copper tubing about 1" to $1\frac{1}{4}$ " long over the shank of the screwdriver. Let the copper tube project out over the tip of the screwdriver about $\frac{1}{8}$ ". Mash the top end of the tube against the shank and solder.

Notes:

You may have to grind the sides of the taper on the screwdriver so the tube will slip over the shank.

Mark the side of the tube so the number of rotations of the adjusting needle can be counted.

This tool is particularly helpful when adjusting a 150-A0.

Eddie Turner

Eddie Turner
Service Assistant

