

HOMELITE[®]

TECHNICAL SERVICE

BULLETIN

DEALER INFORMATION, TECHNICAL
ADVICE AND PRODUCT INFORMATION
CAN BE OBTAINED AT THIS NUMBER:

1-800-242-4672

NO. 192-001

SUBJECT: HOMELITE VISUAL COMPARISON TESTER
PART NUMBER 18774

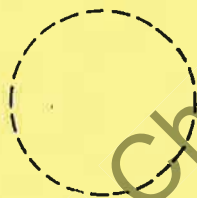
AFFECTS: ALL 2 CYCLE PRODUCTS

Many 2 cycle failures are caused by improperly mixed fuel. This Homelite Visual Comparison Tester will assist in evaluation of this type of failure.

Because fuel mix contains oil, and raw unmixed fuel does not, when the gasoline is evaporated, mixed fuel will leave a stain on the tester; raw unmixed fuel will leave no stain. Excessive oil will dry as a darker stain and insufficient oil will dry as a lighter stain than properly mixed fuel.

HOMELITE VISUAL COMPARISON TESTER

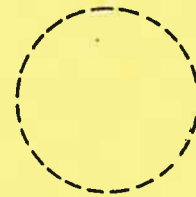
Place one or two drops of each sample in the corresponding circle. Visually compare results.



KNOWN MIX
32-1/EXACT MIX



SUSPECTED
SAMPLE



UNMIXED GAS
(NO ENGINE OIL)

Known mix - should be properly mixed Homelite 32:1 or Homelite Premium Exact Mix.

Suspect sample - take this sample from the CARBURETOR if possible, this fuel is the fuel last used before failure.

Unmixed gas - use unmixed raw gas.

Part Number 18774 can be ordered in any quantity, each pad contains 25 sheets.

Peter P. Knoell
Field Quality Assurance Mgr.

DATE 5/92

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DEALER INFORMATION, TECHNICAL
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1-800-242-4672

NO. 192-002

SUBJECT: SERVICE GEARBOX KIT A-04316

AFFECTS: ALL MODEL ST-285 TRIMMERS (NOT ST-285-BC)

The Service Kit A-04316 should be used when replacing a failed Gear Head on St-285 units.

The A-04316 kit supplies a heavier-duty Gear Head to assure reliability, plus an Instruction sheet to guide proper assembly. The new Gear Head is of reverse rotation (String Head will rotate Counter-Clockwise), but all parts needed for conversion, including left hand Retainer A-97910-A, are included.

| Service Gearbox Kit | Supersedes | Gear Head |
|---------------------|----------------------|-----------|
| A-04316 includes: | | A-98859 |
| A-04151 | Gear Head | 1 |
| A-97910-A | Spool Retainer | 1 |
| 98551-41 | Shaft Adapter | 1 |
| 00436-06 | Flanged Washer | 1 |
| 02949 | Cut-Off Blade | 1 |
| 82586 | Hex Soc. Cap Screw | 1 |
| 88049 | Screw (#10-24 x 1/2) | 4 |
| 18754 | Instruction Sheet | 1 |



Bob Donahay
Service/Field Quality Mgr
Forestry Products

DATE 5/92

INSTRUCTION SHEET FOR GEAR BOX KIT A-04316

CAUTION

Disconnect spark plug before starting any maintenance and adjustments.

1. Remove the stringhead and grass deflector from the gear box (retain parts).
2. Remove the locating screw and the two screws and washers holding gear box to drive shaft. Remove gear box.
3. Install the new gear box (supplied in kit) onto the drive shaft making sure that the flex shaft is engaged with the drive gear and that the gear box is fully seated on the drive shaft.

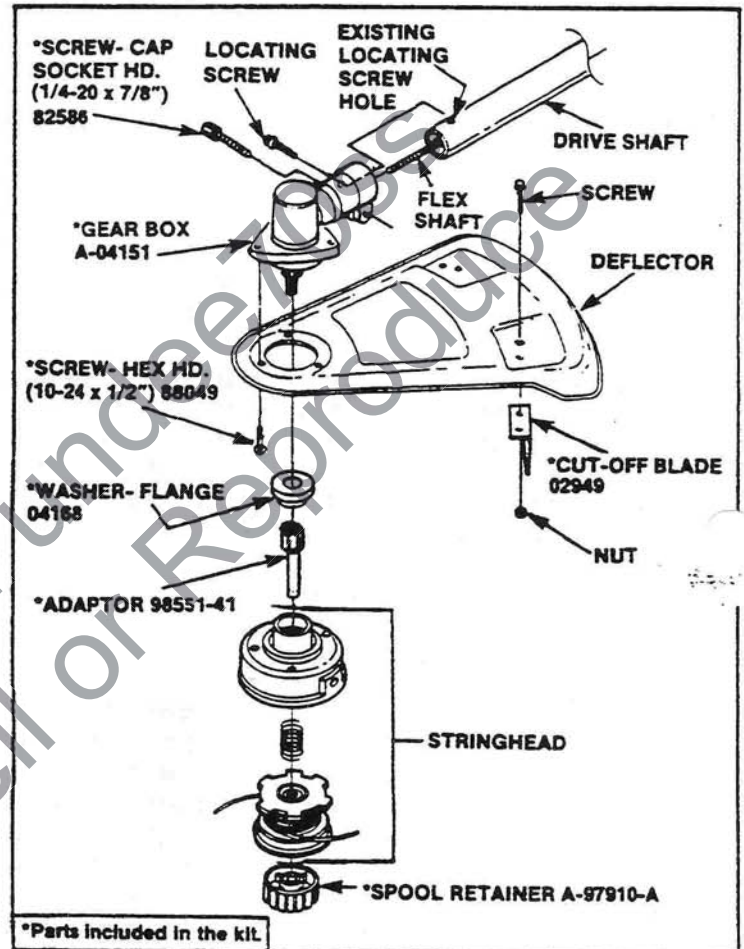
NOTE

Be sure top of gear box is aligned with top of engine housing.

4. Without moving the gear box, install the locating screw into the gear box and tighten just enough to mark the drive shaft. Remove the locating screw and the gear box. Drill a 1/4" hole into the drive shaft where the mark was made.
5. Install the new gear box onto the drive shaft. Secure gear box, using the 1/4-20 x 7/8" socket hd. screw and the locating screw (supplied in kit). Tighten fasteners securely.
6. Remove the cut-off blade from the right side of deflector and install the new blade (supplied in kit) on the left side.
7. Reinstall deflector using (3) 10-24 x 1/2" hex hd. screws.
8. Install flange washer (supplied in kit) onto gear box.
9. Install the adaptor (supplied in kit) onto the gear box shaft, turning the adaptor counterclockwise. Tighten securely.
10. Reinstall the stringhead to the adaptor. Secure stringhead with the spool retainer supplied in kit. Turn retainer counterclockwise to tighten securely.

NOTE

After installing the new gear box, the stringhead will now turn counterclockwise instead of clockwise as before.



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1-800-242-4672

NO. 192-003

SUBJECT:

NEW AUTOMATIC OILER SYSTEM

AFFECTS:

| | | |
|-------|-----------|---------------------|
| SAWS: | XL | UT 10694 & UT 10695 |
| | SUPER 2 | UT 10696 & UT 10697 |
| | 200 | UT 10690 & UT 10699 |
| | SUPER 2SL | UT 10701 |

The oil pump on the above listed saws is now part of the carburetor design which may require more running time on some units for oil to reach the bar and chain.

The following test procedure should be used to assure proper oiler performance:

The guide bar and chain must be installed on the powerhead before beginning testing.

OPERATING THE POWER HEAD WITHOUT FIRST INSTALLING GUIDE BAR AND CHAIN MAY RESULT IN DAMAGE TO THE POWERHEAD.

1. Fill chain oil tank to at least three-fourths full.
2. Run saw approximately 45 seconds at wide open throttle with carburetor choke lever at half-choke position.
3. Open choke with a tachometer set carburetor at 10.500 RPM and run saw approximately one minute at WOT.
4. Stop the engine and check that oiler is pumping oil to the bar and chain.
5. Recheck WOT and idle speeds before delivery of saw.

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Proceed with the break-in/prime steps, as follows, if the oil pump is not working properly after the above test.

1. With engine running at WOT, cycle carburetor choke between half-choke and open settings for 30 to 45 seconds.
2. With engine still at WOT and the choke open, loosen oil tank cap for a few seconds to allow tank internal pressure to stabilize, then retighten cap securely.
3. During an additional 25 to 30 seconds of WOT engine operation, loosen and retighten the oil tank cap again.
4. Stop the engine and check that oil is being pumped to the bar and chain.

If there is no evidence of proper oil pump performance after the above steps, remove the engine from the housing and inspect the oil delivery lines. If there is no problem with the routing of the pressure and/or oil lines, or with the connection, check the oil pump components.

1. If the spring or diaphragm/plunger assembly appear to be damaged or defective, replace the parts with Spring/Plunger Kit, Part Number 02773.
2. If those parts do not appear to be damaged or sub-standard, replace the Oil Pump Body, Part Number 02770.



Bob Donahey
Service/Field Quality, Mgr
Forestry Products

5-5
 OUILET OIL PUMP
 FITTING TO GUIDE
 BAR PAD FITTING.
 4 3/16" LONG.
70161

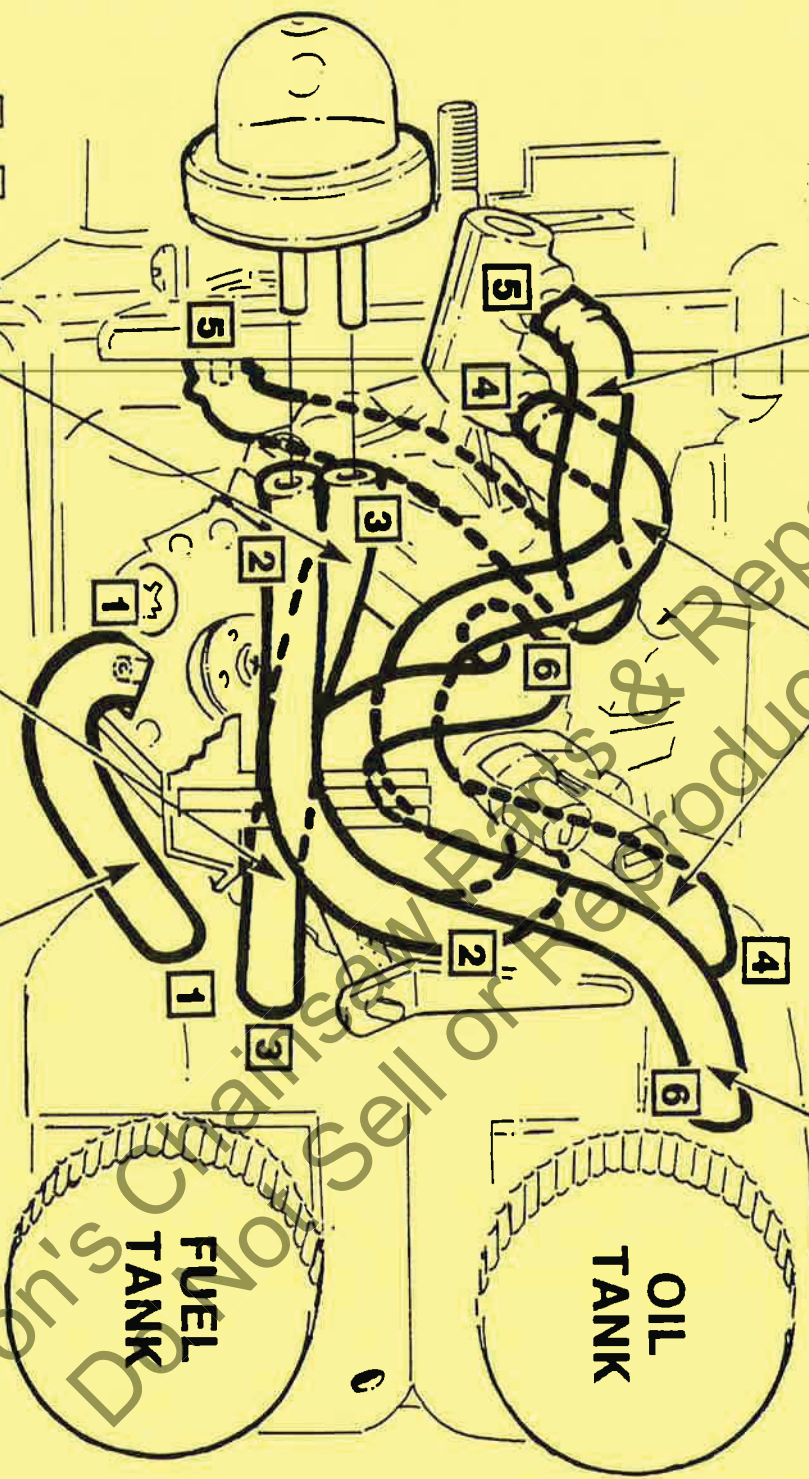
4-4
 INLET OIL PUMP LINE
 FROM OIL PICK UP
 TO INSIDE PUMP
 FITTING. 9" OVERALL
 LENGTH WITH 4 5/8"
 OUT OF TANK.
70310-36

6-6
 PRESSURE PULSE LINE
 FROM CARBURETOR
 "WHITE" FITTING TO
 DUCK BILL IN OIL TANK
 4 3/4" LONG.
70310-19

3-3
 PRIMER RETURN
 LINE FROM LONG
 LINE FROM LONG
 PRIMER FITTING TO
 UPPER FUEL TANK HOLE.
 7 1/2" LONG OVERALL.
 3 1/4" OUT OF TANK.
70310-30

2-2
 PRIMER INLET LINE
 FROM CARBURETOR FITTING
 UNDER ADJUSTING SCREWS
 TO SHORT PRIMER FITTING.
 3" LONG.
01439-12

1-1
 FUEL INLET LINE
 FROM PICK UP TO
 FITTING ON BOTTOM
 OF CARBURETOR.
 5 1/2" LONG OVERALL
 AND 1 3/4" OUT OF TANK.
70310-22



FUEL LINE CONNECTION
1-1 FUEL INLET
2-2 PRIMER INLET
3-3 PRIMER RETURN

OIL LINE CONNECTION
4-4 OIL PUMP INLET
5-5 OIL PUMP OUTLET
6-6 OIL TANK PRESSURE

ROUTE LINES AS
 SHOWN - DO NOT KINK.

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1-800-242-4672

NO. 192-004

SUBJECT: AUTOMATIC OIL PUMP ASSEMBLY (COMPLETE) A-96538-A

AFFECTS: MODEL 240 AND 245 SAWS

The Oil Pump Body has been modified to assure proper reliability of the Automatic Oiler System on the Model 240 units. The improved Pump Body is incorporated into the Oil Pump Assembly A-96538-A for servicing the Model 240 saw.

| | | |
|-----------|------------|-----------------------------|
| Oil Pump | Supersedes | Oil Pump Body |
| A-96538-A | | A-96537 Individual Parts |

Note 1: As noted, orders for individual pump parts for Model 240 units will supersede to the Oil Pump as parts are exhausted.

Note 2: In the future, the Model 245 Oil Pump Body will be made No Longer Supplied due to low usage. As the Model 240 and Model 245 Oil Pumps are identical, except for the Oil Line Fittings, the A-96538-A Oil Pump will supersede Model 245 parts as they are exhausted. Exchanging the Oil Line Pump will provide you with an interchangeable pump assembly.



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Forestry Products

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1-800-242-4672

NO. 192-005

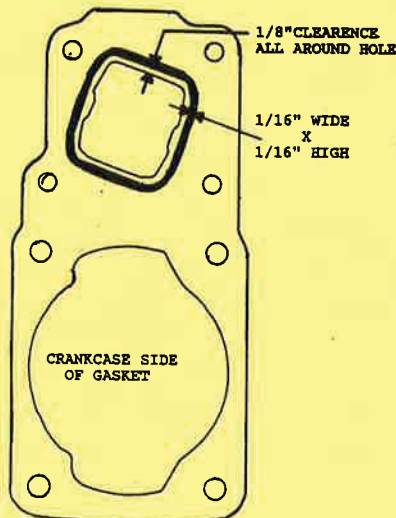
SUBJECT: AIR LEAK

AFFECTS: SXL AO

Premature piston and cylinder failures are occurring in the above unit due to an air leak between the carburetor chamber (A93926) and the crankcase (A65736). As a result of changing the material to eliminate asbestos in gasket part number 59771, effective with serial number MK1100001 a change in tolerance went undetected and created this air leak situation. This problem has been addressed on saws produced after serial number HM3260030 by applying silastic on the crankcase side of the illustrated gasket.

FIELD REPAIR INSTRUCTIONS

- * Use silastic only when using new gasket (Black)
Silastic not required on old gasket (Red)
- * Apply silastic to crankcase side of gasket as shown in illustration.
- * Silastic bead size critical - NO MORE THAN 1/16"
- * **CAUTION:** Do not allow excess silastic to ooze into crankcase intake port, or serious ENGINE DAMAGE could occur.



Bob Donahey

Bob Donahey
Service/Field Quality, Mgr
Forestry Products

DATE 5/92

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1-800-242-4672

NO. 192-006

SUBJECT:

- (1) NEW AUTOMATIC OIL PUMP SERVICE KIT A-00007
- (2) CLUTCH DRUM RETAINING LOCKNUT 81236

AFFECTS:

SUPER XL-AO SAWS

- (1) A new Oil Pump Kit A-00007 has been released to replace the current A-59809-B Oil Pump. The current pump will No Longer Be Supplied when inventory is exhausted.

The A-00007 kit includes a new style Pump and Worm Gear, with new mounting screws, and an Instruction Sheet to assure correct assembly. Please note the use of LOC-TITE and proper mounting screw TORQUE are critical to proper assembly of the new pump.

| New Pump Kit | Supersedes | Current Pump |
|-------------------|------------|--------------|
| A-00007 includes: | | A-59809-B |

| | |
|-----------------------|---|
| A-03640 Pump includes | 1 |
| 59704 O-Ring (2) | |
| 59926 Felt Seal (1) | |
| 00001 Worm Gear | 1 |
| 82248 Screw | 3 |
| 18765 Inst. Sheet | 1 |

- (2) Locknut 81236 has been released to secure the clutch drum on the crankshaft. This new locknut replaces the original nut and washer and will not to loosen allowing movement of the clutch drum.

| | | |
|---------------|----------|-----------------|
| 81236 Locknut | Replaces | 81124-A Jam Nut |
| | | 83018 Washer |



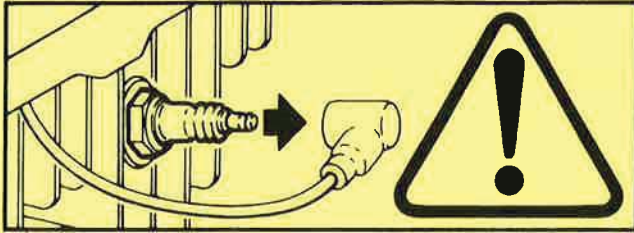
Bob Donahey
Service/Field Quality Mgr.
Forestry Products

DATE 5/92

INSTALLATION INSTRUCTIONS

OIL PUMP ASSEMBLY, A-00007

FOR SUPER XL CHAIN SAWS



DISCONNECT SPARK PLUG BEFORE PERFORMING MAINTENANCE, ADJUSTMENT, LUBRICATION AND STORAGE.

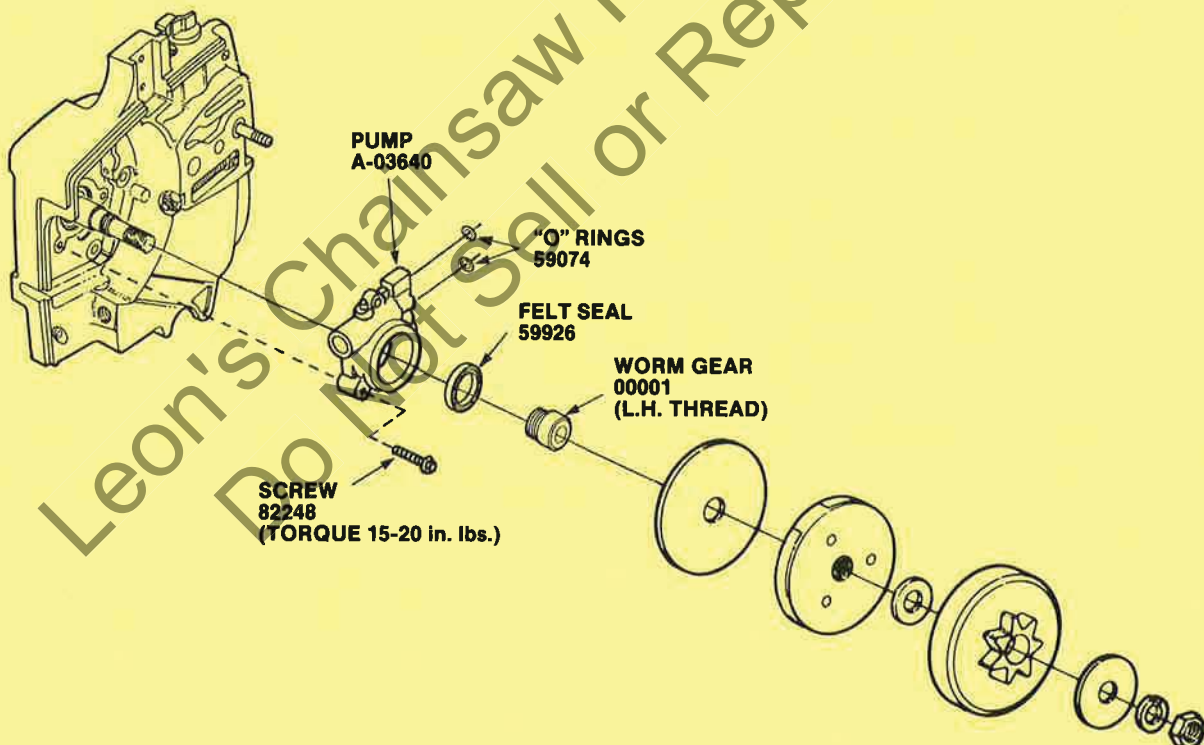
To install new pump assembly, first remove drivecase cover, (2) guide bar plates, guide bar and chain. Remove clutch assembly. Remove old pump assembly and discard.

New pump assembly consists of (1) pump, (3) hex-head screws, (1) worm gear (L.H. thread), (1) felt seal, and (2) "O" rings (see illustration).

Before installing new pump assembly, refer to illustration below. Make sure (2) "O" rings are in place before installation of pump. Felt seal may be pressed into place before or after pump is installed.

Pump is attached to chain saw body by (3) hex-head screws. Before installing screws, apply a drop of Loctite® Permanent Thread Locker No. 262 to each screw. Then install screws and **torque to 15-20 in. lbs.** Worm gear has left hand thread and is installed into pump and turned *counterclockwise* until seated (see illustration).

Reinstall clutch assembly, guide bar and chain, guide bar plates and drivecase cover.



HOMELITE TEXTRON

Homelite Division of Textron Inc.

HOMELITE[®]

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CAN BE OBTAINED AT THIS NUMBER:

1-800-242-4672

NO. 192-007

SUBJECT:

IGNITION CONVERSION KIT A-97026

AFFECTS:

MODEL 150 SAW WITH BREAKER POINT IGNITION

The A-97026 Ignition Conversion Kit is being shipped against dealer orders for the original Model 150 Ignition Coil, as the coil is no longer available.

The Conversion Kit supplies a new solid state ignition unit, plus an Instruction Sheet to assure proper installation.

| | | |
|-------------------------|------------|---------------|
| Ignition Conversion Kit | Supersedes | Ignition Coil |
|-------------------------|------------|---------------|

| | | |
|-------------------|--|-----------|
| A-97026 includes: | | A-68649-A |
|-------------------|--|-----------|

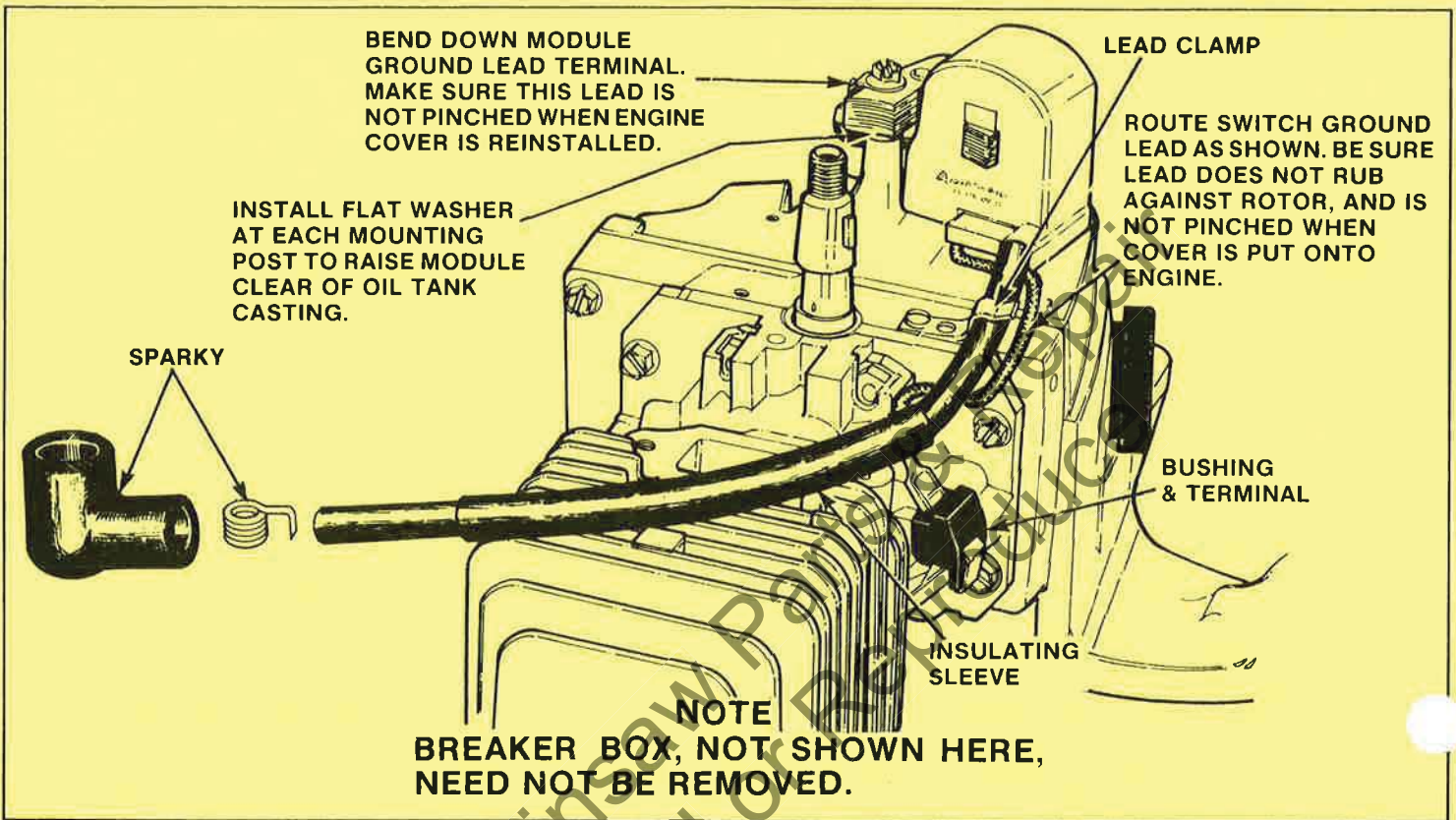
| | | |
|----------|---------------------|---|
| A96814-S | Coil with sparky | 1 |
| 84101 | Flat Washer (#8) | 2 |
| 82248 | Screw (#8-32 x 3/4) | 2 |
| 17707-A | Instruction Sheet | 1 |

Bob Donahey
 Bob Donahey
 Service/Field Quality Mgr.
 Forestry Products

DATE 5/92

INSTRUCTIONS

FOR CONVERTING MODEL 150 AO TO SOLID STATE IGNITION WITH PARTS FROM KIT #A-97026



A) KIT #A-97026 INCLUDES:

| | |
|---|---|
| Module (Not Supplied Separately) | 1 |
| 84101 Washer-Flat (Spacer) | 2 |
| 82248 Screw-Hex Hd. Mach. | 2 |
| 96907-A Sleeve-Insulating | 1 |
| A-33055 Sparky (Terminal & Cover) | 1 |

B) REMOVING OLD PARTS

NOTE

For clarity, the picture of the new installation shows the entire old ignition stripped from the unit. This can be done, but the following instructions tell how the conversion can be made without removal of the breaker box.

1. Remove the engine from the cover. Remove the rotor.
2. If you leave the breaker box in place, cut off the stop switch lead wire as close to the breaker box as possible.
3. Disconnect the siamese stop switch from the bushing and terminal.
4. Remove old coil and hi-tension lead, the condenser and the terminal block along with their fastening parts.

C) INSTALLING KIT #A-97026

1. Using #84101 flat washers as spacers between the mounting posts and the module, secure module to unit with two #82248 screws. Note that the short module ground lead must be secured under the head of the bottom screw.
2. Tuck the switch ground lead through the space between the mounting posts and under the module. Route the ground lead as illustrated above.
3. Bend down the terminal of the short module ground lead close to the metal coil core. This is necessary to fit inside the engine cover.
4. Connect the switch ground lead to the existing bushing and terminal.
5. Slide the 5-inch insulating sleeve (96907-A) onto the hi-tension lead and run it right up to the lead clamp. This sleeve insulates the lead from the cylinder.
6. Install the Sparky spring terminal and cover A-33055 on the hi-tension lead in the usual manner, and connect the lead to the spark plug.
7. After setting the rotor air gap to .015", reinstall the engine in its cover. Be sure the wires are not pinched by the cover.

NOTE

Check the length of the engine cover fastening screws. The screw at the module must not go past the casting boss or it will penetrate the module.

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1-800-242-4672

NO. 192-008

STARTER

SUBJECT:

ALL NON-CLUTCH STRING TRIMMERS

AFFECTS:

It has come to our attention that a few Non-Clutch Trimmers have had the starter lock up after only a short time. Units that may be affected include those built in December of 1991 (HM336XXXX - HM365XXXX) and January of 1992 (HN001XXXX - HN031XXXX). We have isolated the problem to housings that are marked (P.N. 01025A CAV.No.2) see Fig.# 1 for location of this information.

The problem occurs when the screw holding the retainer is loose. A loose retainer screw can result from excessive flash under the retainer around the hole or the torque on the screw not being set properly. The condition can allow the pulley to lift up and contact the pawls on the rotor. The starter spring then comes out of the can, jamming the pulley against the rotor.

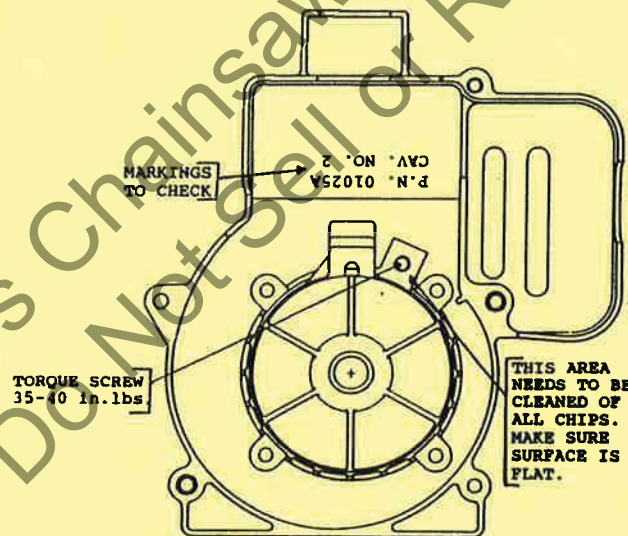


FIGURE #1

In order to properly repair the trimmer, remove all starter parts from the housing. Check the surface under the retainer. This surface needs to be cleaned of all flash/chips. Make sure the surface where the retainer fastens down is clean and flat. Retighten the retainer screw to a torque of 35 - 40 inch pounds.

Bob Donahey
Bob Donahey
Service/Field Quality Mgr.
Forestry Products

DATE 5/92

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1-800-242-4672

NO. 192-009

SUBJECT:

1. CURVED SHAFT TRIMMER ANTI WRAP SHIELD KIT
2. ~~ST-275, HLT-28, ST-285 GEAR HEADS~~
3. 25 CC AND 30 CC ENGINE CHANGES
4. NEW PRODUCT INFORMATION

AFFECTS:

25 CC AND 30 CC STRING TRIMMERS AND BRUSHCUTTERS

1. ANTI WRAP SHIELD KIT:

Occasionally long grass will wrap around the string trimmer shaft just above the stringhead. This situation can be solved with the new Homelite Anti-Wrap Grass Shield Kit, Part # A04191. The kit contains a special string housing, anti-wrap shield, hardware, instruction sheet and installs in minutes. This is a ideal accessory for curved shaft trimmers.

NOTE: The kit is not a warranty item.

2. GEARHEADS: ST-275, HLT-28, ST-285BC

Homelite has elected to use three separate gear heads in the production of the listed units.

A driveshaft and gearbox chart is attached for quick reference. It is important that the UT number be noted to assure that the proper components are used. This information is also available in Parts List 18740.

3. 25 CC AND 30 CC ENGINE CHANGES

Changes have been made to improve the reliability and performance of the 25 cc and 30 cc powerheads. Clutch and non-clutch string trimmers will have unique powerheads eliminating the need for certain adapter shafts.

Because of the close tolerances of the new powerheads, the crankshaft, crankcase and crankcase components will no longer be supplied as individual service parts. Piston and rod assemblies used in the new powerhead are not retrofittable.

DATE 7/92

HOMELITE **TEXTRON**

Homelite Division of Textron Inc


It is important that the UT number be noted to assure that the proper repair part is used. Refer to Parts Lists 18740 and 17968-D for repair parts for string trimmers and brushcutters. The UT numbers are listed on the front page of Parts List 18740 and on page 15 of Parts List 17968-D.

NOTE: Shortblocks are available for warranty repairs and can be obtained by contacting a Dealer Service Representative at 1-800-242-4672.

NEW PRODUCTS:

The model GST 18 UT 20593 is similar to a ST-175G (100° guard and loop handle) with a comfort strap.

The model GST-BC UT 15084-1 is similar to a ST285BC but has a solid shaft rather than a flex shaft.



Peter P. Knoell
Field Quality Assurance Mgr.





















DRIVE SHAFT AND GEAR BOX INFORMATION


1992 ST275 HLT28 ST285BC


UNITS AS MANUFACTURED

SERVICE

REV. 7/92

| MODEL | UT # | GEARHEAD | ADAPTERS | SPACERS | DRIVESHAFT | DRIVESHAFT HSG. W/DECALS | GEARHEAD | DRIVESHAFT HSG. WITH DECALS |
|----------|------------|---|---|--|----------------------|----------------------------------|------------------|--|
| ST 275 | UT 20594 |  |  04256 | NONE | FLEXSHAFT 04167 | 53.19" LONG - .530 FULL SLOT | A04151 NOTE 1 | A00090 |
| ST 275 | UT 20594-2 |  |  | NONE | FLEXSHAFT 98818 | 53.82" LONG - .530 FULL SLOT | A04316 | A00734 |
| ST 275 | UT 20594-1 |  |  | YES EARLY UNITS HAVE SPACER IN GEARHEAD | FLEXSHAFT 98818 | 53.19" LONG - .530 FULL SLOT | A04151 | A00090 NOTE: REMOVE SPACER FROM GEARHEAD |
| HLT 28 | UT 20595-1 |  |  04256 | NONE | FLEXSHAFT 04167 | 53.19" LONG - .530 FULL SLOT | A04151 NOTE 1 | A00666 |
| HLT 28 | UT 20595-2 |  |  | NONE | FLEXSHAFT 98818 | 53.82" LONG - .530 FULL SLOT | A04316 | A04379 |
| HLT 28 | UT 20595-A |  |  | NONE | FLEXSHAFT 98818 | 53.19" LONG - .530 FULL SLOT | A04151 | A04379 |
| ST 285BC | UT 20581-1 |  |  | NONE | SOLID SHAFT 98832 | 54" LONG - .530 FULL SLOT | A03888 | A00113-B |
| ST 285BC | UT 20581-2 |  |  04256 | NONE | FLEXSHAFT 04167 | 53.19" LONG - .530 FULL SLOT | A04151 NOTE 1 | A00113-B |
| ST 285BC | UT 20581-B |  |  | YES EARLY UNITS HAVE SPACER IN TUBE ADPT. | FLEXSHAFT 98818 | 53.82" LONG - .250 SHORT SLOT | A04151 | A00113-B NOTE: REMOVE SPACER IN TUBE ADAPTER |
| ST 285BC | UT 20581-C |  |  | NONE | FLEXSHAFT 98818 | 53.82" LONG - .530 FULL SLOT | A04151 | A04377 |

 SQUARE/FLEXSHAFTS

 SPLINE/SOLID SHAFTS/ADAPTERS

NOTE: FLEXSHAFT #98818 MUST BE USED WITH REPLACEMENT GEARHEAD

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CAN BE OBTAINED AT THIS NUMBER:

1-800-242-4672

NO. 192-010

SUBJECT:

SHORT BLOCK IDENTIFICATION

AFFECTS:

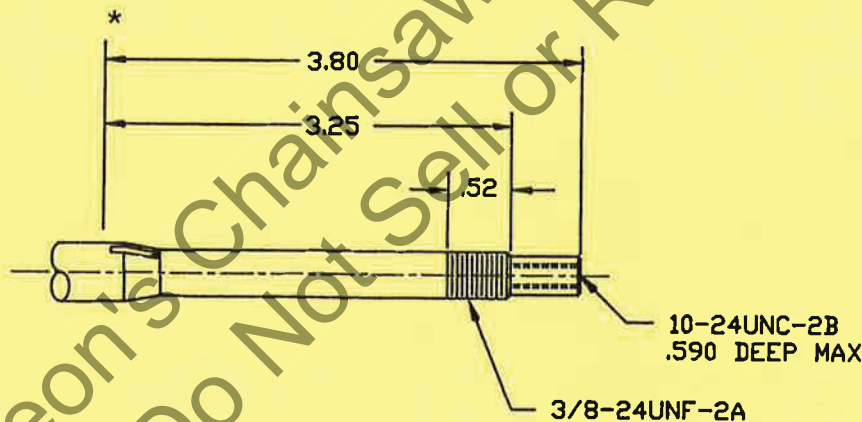
25 CC AND 30 CC PRODUCT

Homelite uses eight (8) unique short blocks for 25 cc and 30 cc products. Each one is specifically designed for a product's application and contains our Advanced Technology crankshaft.

This chart will help you identify and select the right short block to meet your customer's needs and application. Shown are the critical dimensions of the PTO.

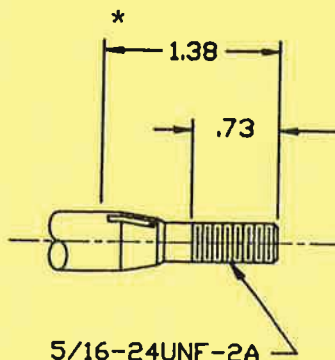
Trimmers with clutch

25cc A00408
30cc A00411



Trimmers without clutch, AP-125 and other units with adapter shafts

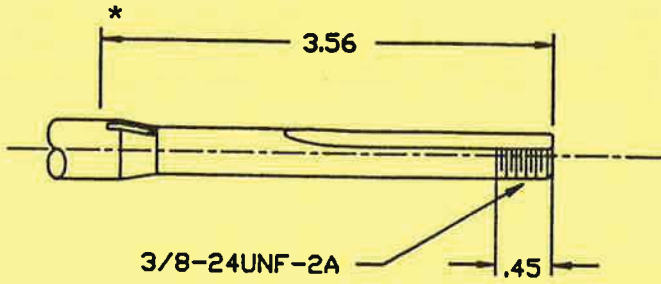
25cc A00410
30cc A00412



* NOTE: This point is
at the end of the
crankcase bearing
housing.

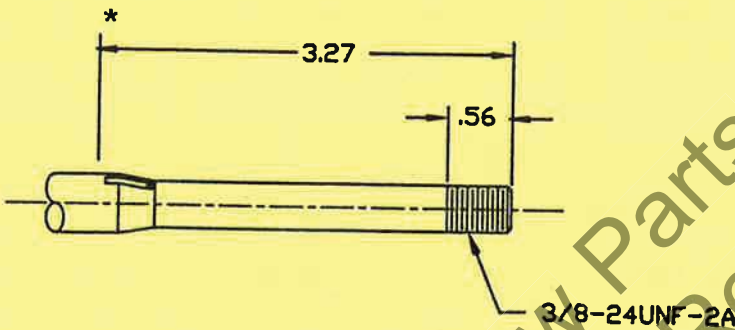
DATE 11/92

Back Pack and Hand Held Blowers



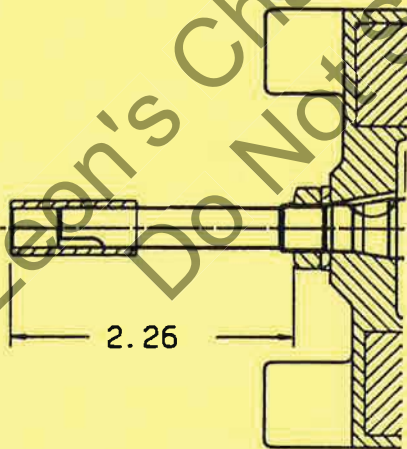
25cc A04305
30cc A01623A

Mini-Tiller



30cc A03710

MB-1000



30cc A01357
Includes Rotor

* Note: This point is at the end of the crankcase bearing housing.

Peter P. Knoell
Field Quality Assurance Mgr.

HOMELITE®

TECHNICAL SERVICE BULLETIN

DEALER INFORMATION, TECHNICAL
ADVICE AND PRODUCT INFORMATION
CAN BE OBTAINED AT THIS NUMBER:

1-800-242-4672

NO. 192-011

SUBJECT:

NEW HANDLE ASSEMBLY

AFFECTS:

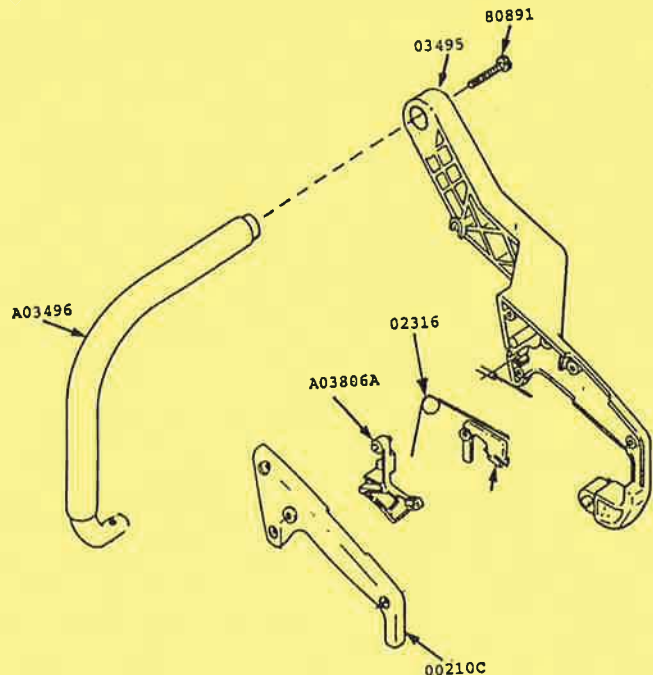
250 - 300 CHAIN SAWS

The assembly of the front and rear handles has been redesigned to strengthen the front handle on the above saws. The rear handle no longer has a long taper going into the center of the front handle. The new front handle (A03496) mates to the rear handle (03495) with a screw (80891) directly into the center of the front handle. This will allow the two pieces to fit together more tightly.

The swivel that was on the carburetor is now mounted on the trigger to further improve and simplify adjusting the throttle cable. This change will make the adjustment more convenient when servicing the handle assembly or the carburetor. The throttle return spring and the rear handle cover are also new.

Individual pieces of this new design cannot be interchanged with old handle assembly parts. The following breakdown and listing will give you the new part numbers:

| <u>PART NO.</u> | <u>DESCRIPTION</u> |
|-----------------|--------------------|
| A03496 | HANDLE BAR |
| 03495 | REAR HANDLE |
| 00210C | COVER, REAR HNDL |
| 80891 | SCREW |
| 02316 | THROTTLE SPRING |
| A03806A | TRIGGER |



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Forestry Products

If your unit has the old style front and rear handle assembly. You can still order service parts from your parts list (18511/18456 rev.1).

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NO. 192-012

SUBJECT:

CORRECTION TO PARTS LIST 18591

AFFECTS:

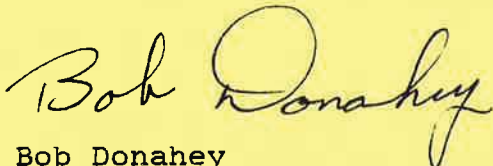
HBC-38

We have received several requests for a Tool Kit on the above unit. An HBC-38 Tool Kit P/N A02132 is now available for a service parts order.

The following corrections need to be made to your parts list (#18591).

| PAGE | ACTION | PART NO. | DESCRIPTION |
|------|-------------------------------------|----------|------------------------------------|
| 3 | ADD NEW ITEM NO. 77 | 70277 | BRG., WRIST PIN |
| 5 | CHANGE PART NO. 33 | 03393 | RING, GRASS SHIELD |
| 5 | CHANGE PART NO. 35 | 03155 | BLADE GUARD |
| 5 | ADD NEW ITEM NO. 63 | 02258 | NUT CUP (WHEN USING BLADE ONLY) |
| 7 | ADD TO WALBRO CARB WT 213/WT 226 | 03188 | CHOKE SHAFT AND- LEVER |

Please make note of the above changes for your records.
They will be incorporated on the next parts list produced.



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NO. 192-013

SUBJECT:

NEW CHOKE SHAFT AND LEVER

AFFECTS:

WALBRO CARBURETORS

We have released part numbers for the choke, shaft and lever assembly, to make it easier to service a Walbro carburetor if the lever on the choke shaft breaks or strips out.

Below is the list of units and the carburetors these shaft and lever assemblies will fit. Parts lists will be changed at the time they are reprinted.

| <u>UNITS</u> | <u>WALBRO CARB</u> | <u>SHAFT & LEVER P/N</u> |
|-------------------------|--------------------|------------------------------|
| ALL GAS STRING TRIMMERS | WT191/WT220 | 03176 |
| HAND HELD BLOWERS | WT212A | 03176 |
| BACKPACK BLOWERS | WT199A | 03176 |
| AP-125 UT-01704 | WT179 | 03176 |
| HBC 38 | WT213/WT266 | 03188 |
| E-200 EDGER | WT236 | 03200 |
| 30 CC TILLER | WTA18 | 03222 |
| AP-125 UT-01704A | WT244 | 03207 |

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1-800-242-4672

NO. 192-014

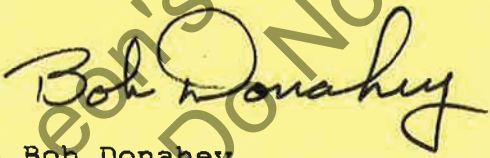
SUBJECT: CLUTCH HOUSING SHIELD KIT

AFFECTS: HBC-38

A new clutch housing shield is now available for the above unit. The purpose of this shield is to prevent the operator from coming in contact with the clutch housing.

When the HBC-38 is being used with the stringhead and the line is extended beyond the recommended eighteen inch cutting swath, the added load on the engine may increase the surface temperature of the clutch housing.

| PART NO. | DESCRIPTION |
|----------|---------------------------|
| A03638 | CLUTCH HOUSING SHIELD KIT |


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DATE 12/92