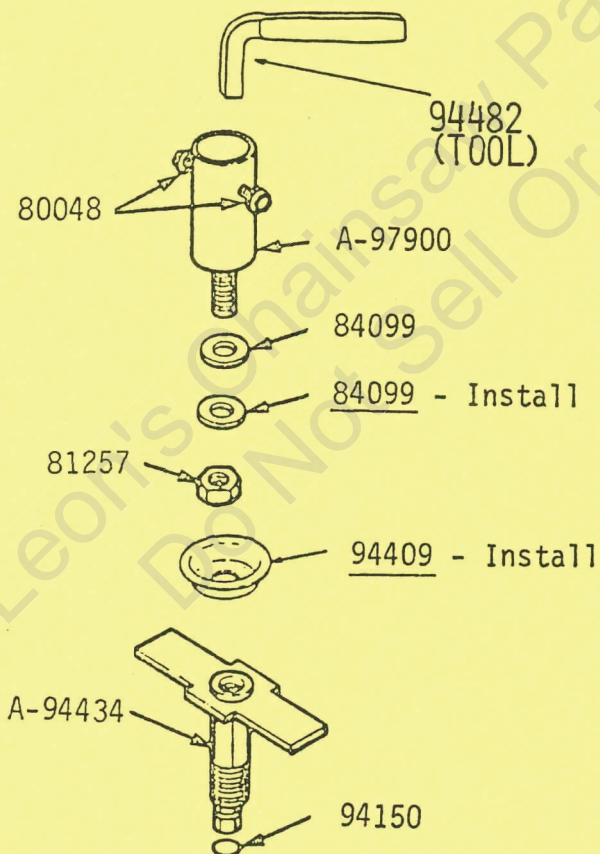


SUBJECT: CORRECTION TO TECHNICAL SERVICE BULLETIN 184-014**AFFECTS:** ST-160, ST-180 STRING TRIMMERS

On Technical Service Bulletin 184-014, the illustration of assembly shows the wrong sequence. Please follow the revised illustration below when assembling the shield (94409) and second flat washer (84099).

Use shaft holder tool (94482) to aid in the removal and installation of the drive connector and jam nut. Turn the drive connector and jam nut clockwise (left hand thread) to remove.

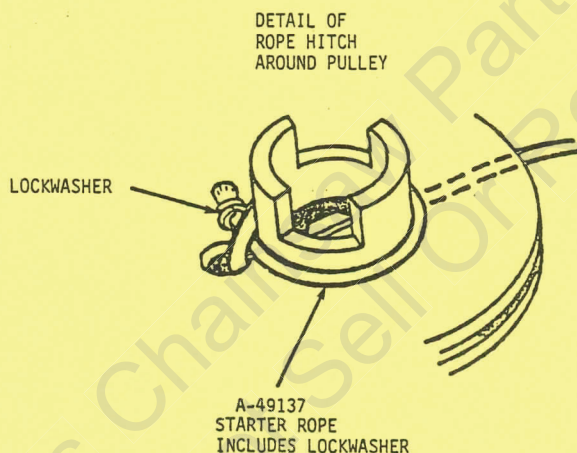
*Peery Gibson*

Peery Gibson
Service Manager
Forestry Products

SUBJECT: 1) Starter Rope A-49137
2) Parts List (17435-A) Correction

AFFECTS: 1) 410-A0 Chain Saw
DM-40 Multi-Purpose Saw
2) ST-200 String Trimmer

- 1) Starter rope p/n 97500 used in the Model 410 chain saw has been superseded to p/n A-49137 which is also used on the Model DM-40 multi-purpose saw. This starter rope (A-49137) incorporates a lockwasher (83060) crimped onto the pulley end to keep the THROAT SEIZING HITCH from slipping. Refer to the diagram below when installing starter rope on the subject model saws, noting the location of the lockwasher.



- 2) ST-200 parts list #17435-A
Page 3, item:
#15 Rod, Choke should be 94428
Page 2, item:
#30 Baffle, Muffler should be removed
(The baffle #48161 was never used in production on the ST-200 and was listed in error. When installing a complete muffler kit (A-97621) on the unit, discard the baffle (48161) prior to assembly).
When using the A-97627 muffler kit on the models ST-160 and ST-180, the baffle (48161) should be installed.

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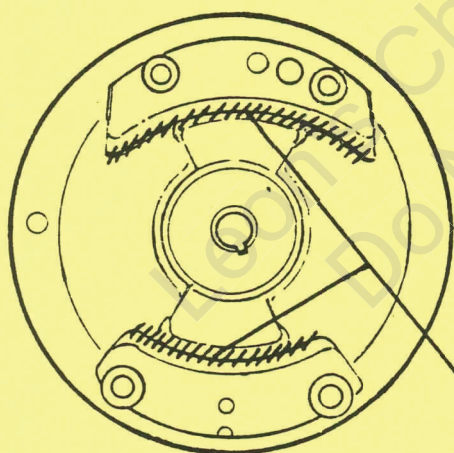
SUBJECT: 1) PHELON ROTOR 95218-AS FOR WICO IGNITION
2) CORRECTION TO PARTS LIST 17505 REV. 3

AFFECTS: 1) EZ, EZ-AO, SUPER EZ-AO CHAIN SAWS
2) 330 CHAIN SAW

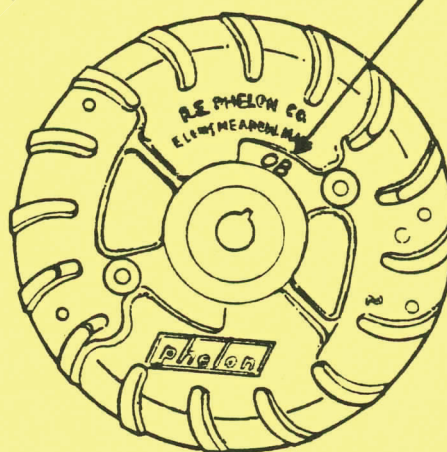
- 1) Wico (Prestolite) ignition rotor p/n 68701 has been superseded by a Phelon (Repco) ignition rotor p/n 95218-AS. The magnetic polarity of this Phelon rotor (denoted by the letter "B" on the top side) allows it to be used with either the Wico solid state ignition module A-94111-S or the older Wico breaker point ignition systems.

When using this Phelon rotor (95218-AS) on the Wico breaker point ignition system, it may be necessary to file off any excess flashing on the underside of the rotor (see diagram) to prevent possible interference with the point box cover. The breaker box and cover should be inspected for warpage and replaced as needed.

Older model EZ and Super EZ-AO chain saws with Phelon breaker point ignitions will still require Phelon rotor 65288-A.

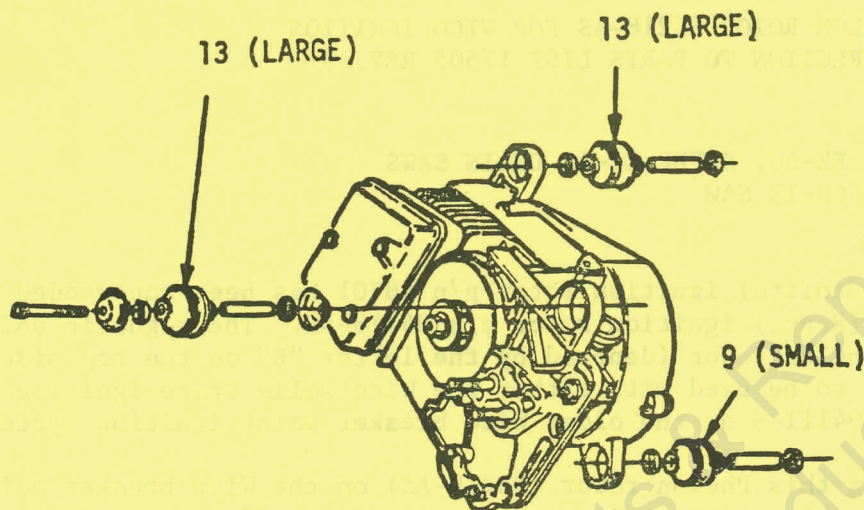


If necessary,
file off excess
flashing in these
two areas



Letter "B"
location

- 2) The isolator item numbers shown in the model 330 parts list (Figure 2) are incorrect. Adjust your parts list according to the illustration below.



Peery Gibson

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Service Manager
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SUBJECT: 1) PHELON IGNITION MODULES WITH EXTERNAL GROUND LEAD WIRE
2) CORRECTION TO TECHNICAL SERVICE BULLETIN 185-002 (1/85)

AFFECTS: 1) ST-80, 100, 120, 160, 160A, 180, 200, 210 2) ST-200 String Trimmer
XL, XL-2, Super 2, VI-Super 2
240, 245
330
SXL-925, XL-98A
HB280, 480, 680
P-100

- 1) Phelon ignition modules with the ground tab welded to the core are being superseded by ignition modules with an external ground lead wire. During assembly on the subject models (except the model 330 chain saw) this ground wire should be routed under the high tension lead and installed under the head of the top module mounting screw (see Figure 1). For the model 330 only, route the ground wire over the high tension lead (see Figure 2).

Following is a list of the new module part numbers:

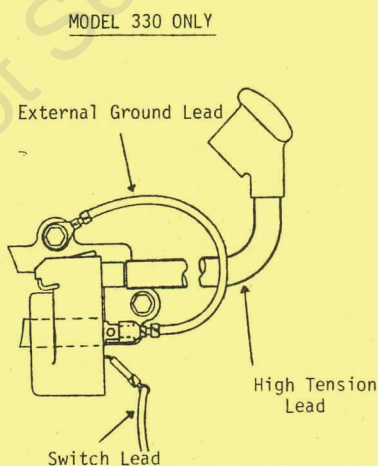
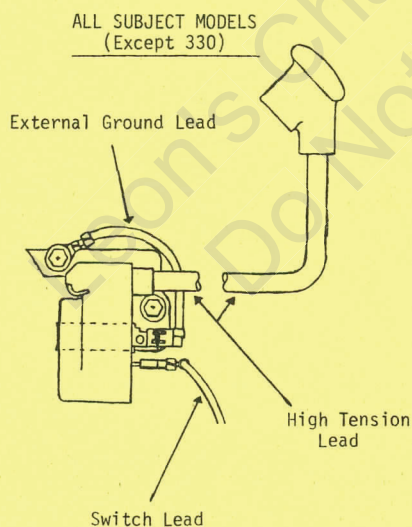
Old Part Number

New Part Number

94711
A-94361
A-96798

Superseded by
Superseded by
Superseded by

94711-A
A-94361-A
A-96798-A



- 2) Section two of Service Bulletin 185-002, refers to a muffler kit part number A-97627. The part number should read A-97621.

Peery Gibson
Peery Gibson

Service Manager - Forestry Products

HOMELITE TEXTRON

Homelite Division of Textron Inc.

DATE 2/85

SUBJECT: 1) FIXED RIM SPROCKET & DRUM (A-95343) NO LONGER SUPPLIED
2) REPLACING SHARP-MATIC SAW CHAIN WITH RAKER III SAW CHAIN

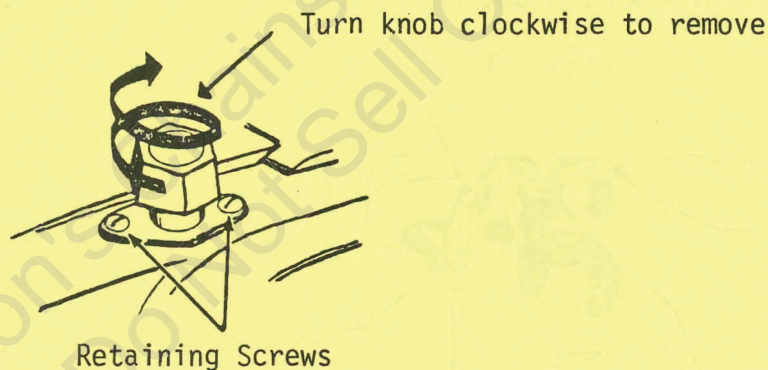
AFFECTS: MODEL 190 CHAIN SAW

- 1) Due to low usage and problems in obtaining the rim sprocket and drum from the vendor, the model 190 fixed rim sprocket (A-95343) is being superseded by the standard spur sprocket and drum (A-95653-A).
- 2) In conjunction with the above sprocket and drum change, Homelite recommends converting the model 190 chain saws to DR37ME50-59 (p/n D-92436) Raker III saw chain. When converting to Raker III chain, the Sharp-matic sharpening device **MUST BE DEACTIVATED**.

Follow the instructions below when deactivating the Sharp-matic sharpener.

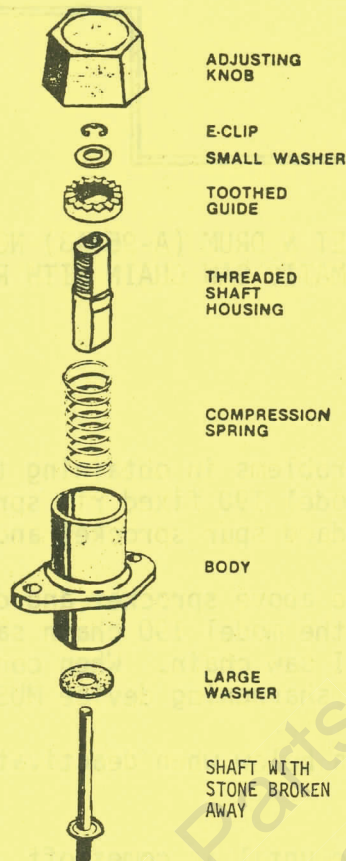
- a. Turn knob clockwise until it comes off.
- b. Remove two retaining screws and sharpener assembly.

(Figure 1)



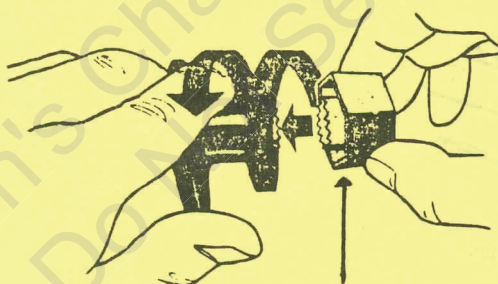
- c. Remove the E-clip retainer
- d. Slide the stone and shaft assembly out of the sharpener body.
- e. Using a hammer, break the stone away from the shaft.
- f. Reassemble the now deactivated sharpener according to the order of assembly shown (Figure 2).

(Figure 2)



- g. To reassemble knob, press teeth of knob against toothed guide while turning knob counterclockwise.

Figure 3



- h. Turn knob counterclockwise until tight.
i. Reinstall deactivated sharpener assembly onto unit.

Other parts associated with the Sharp-matic sharpener assembly will continue to be supplied until present inventories are depleted.

Peery Gibson

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Service Manager
Forestry Products

SUBJECT: CARBURETOR WARRANTY**AFFECTS:** ALL TWO CYCLE ENGINE HOMELITE AND JACOBSEN

We have had some inquiries regarding what is and what is not carburetor warranty. Any defect in material or workmanship constitutes a warranty situation. The warranty period is one (1) year from date of purchase for non-commercial applications.

All carburetors are flow tested before assembly and again when the unit is run after assembly to assure a high quality level.

The following are examples of repairs that are acceptable as warranty:

- Passages within carburetor improperly machined, non-machined or containing machining chips;
- Carburetors assembled with the wrong lever, controls or incorrectly set levers.

The following are examples of repairs not acceptable as warranty;

- Carburetor gummed up because customer stored unit with fuel in it or used stale gas;
- Sawdust, dirt, wood fibers in the passages or screen;
- Replacement of gaskets and diaphragms due to deterioration through the use of gasohol;
- Deterioration of gasket and rubber parts due to storage of the unit or carburetor in the dealer's inventory for more than one (1) season;
- Stuck inlet needle valves;
- Damage due to improper dealer disassembly or assembly;
- Corrosion of the carburetor;
- Worn inlet needle tip or shaft;
- Replacement of carburetor because adjusting needles have been screwed in too tight ruining the seat;
- Customer has attempted own repair of carburetor;

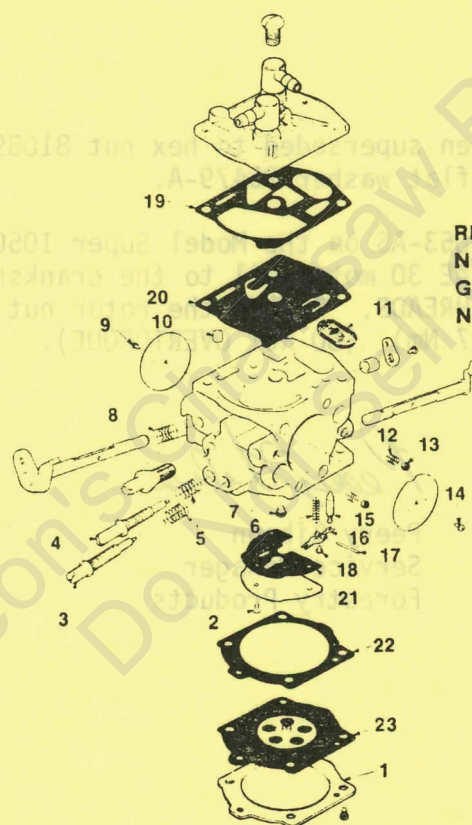
Under our warranty policy, you may be requested to return the carburetor for inspection. It will be returned to you and no credit issued if no defect is found.

NO. 185-007

SUBJECT: 1) CARBURETOR A-97102 4) GUIDE BAR NUT 81089-2
2) SHORT BAT GROUNDING SWITCH A-97837 & FLAT WASHER 95479-A
3) BUMPER SPIKE ASSEMBLY 5) PROPER ROTOR INSTALLATION

AFFECTS: 1 thru 3) 410
4) 450, 550, Super 650, 750, 410, DM-40, DM-50
5) Super 1050-A0

- 1) 410 chain saws(beginning with Lot # E074) were manufactured with carburetor A-97102 (Walbro WS-22). This carburetor (also used on the DM-40 saw) incorporates an internal air bleed circuit for improved idling and acceleration. Refer to the illustration below when ordering repair parts for this carburetor.

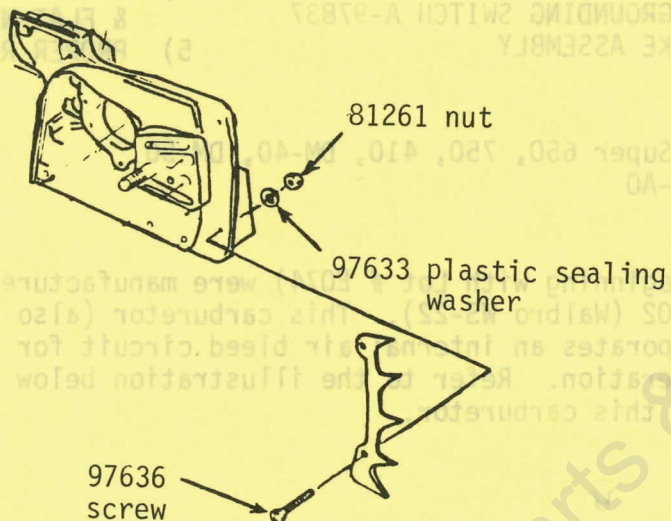


**CARBURETOR
(WS-22) Walbro
A-97102**

REPAIR KIT (1-23)	97132
NOZZLE CHECK VALVE (7)	97131
GASKET/DIAPHRAGM KIT (19-23)	97133
NEEDLE- Inlet (15)	64229

- 2) A short bat grounding switch (p/n A-97837) is available for the Model 410 chain saw. This shorter switch is less susceptible to unintentional shut-off when wearing gloves or damage caused by tree branches.

- 3) When assembling the bumper spike to the Model 410 chain saw, the plastic sealing washer should be installed onto the screw between the crankcase and the nut. When the nut is tightened, the plastic washer collapses and fills the pocket in the crankcase for improved spike retention. See diagram.



- 4) Guide bar flange nut 12860 has been superseded to hex nut 81089-2. This hex nut should be used with flat washer 95479-A.
- 5) Prior to installation of rotor 64053-AS on the Model Super 1050-A0 chain saw, apply a thin film of SAE 30 motor oil to the crankshaft taper. DO NOT APPLY OIL TO THE THREADS. Torque the rotor nut to 190 - 210 inch pounds (21,5 - 23,7 Nm) (DO NOT OVERTORQUE).

Peery Gibson

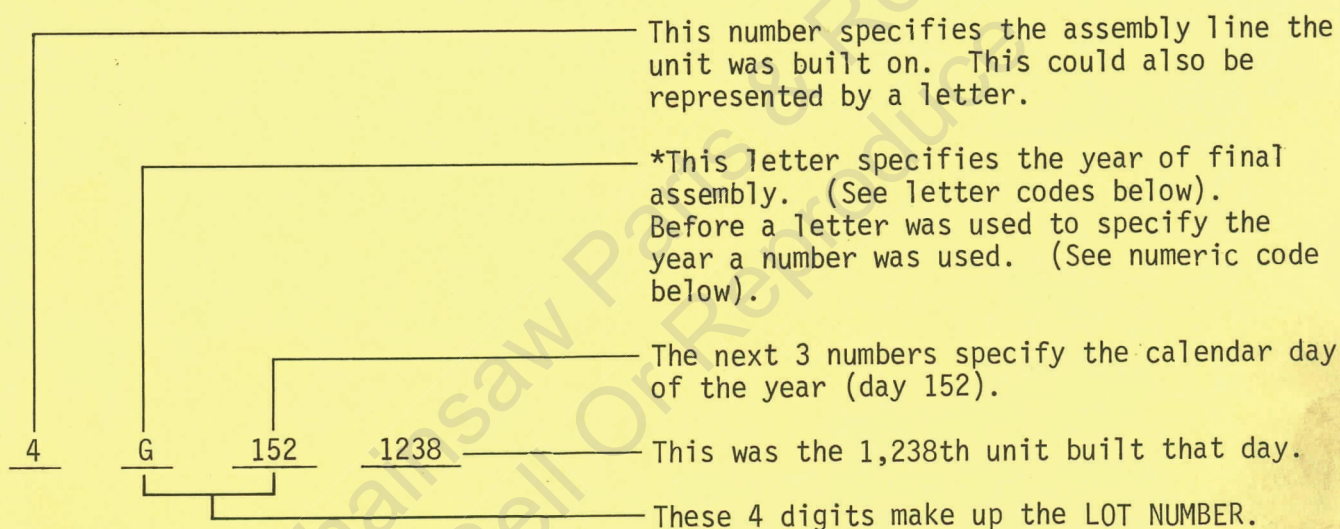
Peery Gibson
Service Manager
Forestry Products

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SUBJECT: SERIAL NUMBERS**AFFECTS:** ALL MODELS

The following information should answer most of your questions regarding serial numbers and how to read them.

EXAMPLE:



*

LETTER CODE

C-1981	L-1990	U-1999
D-1982	M-1991	V-2000
E-1983	N-1992	W-2001
F-1984	O-1993	X-2002
G-1985	P-1994	Y-2003
H-1986	Q-1995	Z-2004
I-1987	R-1996	
J-1988	S-1997	
K-1989	T-1998	

PREVIOUS NUMERIC CODE

2-1972	7-1977
3-1973	8-1978
4-1974	9-1979
5-1975	0-1980
6-1976	1-1981

Prior to the 9 digit serial number now being used, an 8 digit number was used. The 8 digit number reads the same as the 9 digit number except the assembly line designation was not used.

Peery Gibson
Service Manager
Forestry Products

SUBJECT: 1) JOINING AND REPAIR KITS FOR CURRENT HOMELITE SAW CHAINS
2) REPLACEMENT TIP FOR METAL GREASE GUN DA52713-A

AFFECTS: ALL CHAIN SAWS

Joining Kits (Raker III)

<u>Saw Chain Series</u>	<u>Part Number</u>	<u>Description</u>
37ME-50	H1-92008-J	R37ME50-8J
32ME-50	D1-92008-D	32ME50-8D
38ME-50, 38LE-50	J1-92008-L	38ME50-8L

Joining Kits (Non-Raker III)

25C-50	C1-92008-A	25C50-8
37M-50	H1-92008-G	R37M50-8CN
32M-50	D1-92008-C	32M50-8C
38M-50, 38L-50	J1-92008-K	38M50-8K
40M-63	K3-92008-R	40M63-8R

Repair Kits (Raker III and Non-Raker III)

25C-50	C1-92007-A	25C50-7
37M-50, 37ME-50	H1-92007-G	R37M50-7CN
32M-50, 32ME-50	D1-92007-C	32M50-7
38M-50, 38ME-50, 38L-50,	J1-92007-K	38M50-7K
38LE-50		
40M-63	K3-92007-R	40M63-7K

Raker III Joining Kit Consists of:

- 6 tie straps
- 6 preset tie straps
- 2 tie straps (Raker III)
- 2 preset tie straps (Raker III)

Non-Raker III Joining Kit Consists of:

- 8 tie straps
- 8 preset tie straps

All Repair Kits Consist of:

- 1 drive link
- 2 tie straps
- 2 preset tie straps

- 2) A replacement tip is available for the heavy duty metal grease gun (DA-52713-A). The part number is 63023.

Peery Gibson

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Service Manager
Forestry Products

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SUBJECT: CORRECT FUEL/OIL MIX RATIOS**AFFECTS:** HK-24, HK-33

There has been some confusion regarding what fuel/oil mixture ratios should be used in the subject model trimmer/brushcutters.

The Homelite owners manual (p/n 17834) refers, on page 10, to the use of Homelite 2 cycle engine oil mixed at the ratios given on the can - 16:1 or 32:1 - depending upon which engine oil is purchased. If other brands of engine oil are used, they should be mixed at a 16:1 ratio only.

The Kawasaki operator's handbook should be removed and discarded during set-up and service. Refer only to the instructions given in the Homelite owners manual (p/n 17834).

When the trimmer/brushcutter is sold, the customer should receive only the Homelite owners manual.

Instruct the customer to disregard the fuel mixing instructions on the fuel cap and follow the instructions in the Homelite owners manual. Future shipments will have plain fuel caps without markings.



Peery Gibson
Service Manager
Forestry Products

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SUBJECT: NEW RECOIL STARTER SYSTEM WITH DOUBLE WRAP PULLEY

AFFECTS: ST-100 Starting with Lot # G-049
ST-160A Starting with Lot # G-002
ST-200 Starting with Lot # G-070
XL Starting with Lot # G-051
240, 245 Starting with Lot # G-080
P-100 Starting with Lot # G-060
ST-160, 180 (service)
XL-2, VI Super 2, XL-2S (service)
ST-80 (service)

A new recoil starter system has been introduced for all of the subject units listed above. Improvements incorporated into the new system will eliminate problems sometimes associated with the previous starter system.

The heart of this new starter system is a double wrap pulley using #3½ starter rope. This pulley design allows use of a longer (46") starter rope.

To insure proper rope retraction with the double wrap pulley, a change in the rope hole location in the starter housing was required. The rope hole was moved to assure alignment with the centerline of the wider, double wrap pulley groove. As a result, the previous starter housings should not be used with the double wrap pulley starter components. The previous starter housings will be superseded, when exhausted, by a complete, assembled double wrap pulley and starter housing kit.


For optimum efficiency, all of the components associated with the new starter system must be used in conjunction with one another. MIXING OLDER STARTER COMPONENTS WITH NEW STARTER COMPONENTS WILL RESULT IN LESS THAN DESIRABLE STARTER PERFORMANCE.

The part numbers for the double wrap starter system are:

pulley, starter	97768
spring, recoil	A-97908
rope, starter #3½, 46"	97899
rope, starter #3½, 250' reel	98052
housing, starter w/bushing	
ST-80, 100	A-93799-D
ST-160A	A-98025
ST-160, 180, 200, P-100	A-94477-C
XL (Plastic)	A-95630-A
XL, XL-2 (Magnesium)	A-98040
VI Super 2, XL-2S	A-98036
240, 245	A-95210-B

Previous non-double wrap starter housings, when exhausted, will be superseded by the following starter housing kits. These kits will be fully assembled and any applicable model number decals will be packed loose in the kits (except the model XL)

	<u>OLD</u>		<u>NEW</u>
ST-80, 100	A-93799-C	starter housing superseded by	A-98000 kit
ST-160, 180, 200, P-100	A-94477-B	starter housing superseded by	A-97999 kit
XL (Plastic)	A-95630	starter housing superseded by	A-95684-A kit
XL, XL-2 (magnesium)	A-69540-A	starter housing superseded by	A-98041 kit
VI Super 2, XL-2S	A-70663-A	starter housing superseded by	A-98039 kit
240, 245	A-95210-A	starter housing superseded by	A-98005 kit



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Service Manager
Forestry Products

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SUBJECT: 1) WARRANTY OF GASOHOL RELATED FAILURES
2) WARRANTY OF CHAIN SAW CARRY CASES

AFFECTS: ALL MODELS

- 1) Gasohol related failures such as fuel tanks with holes, pits, and corrosion starting on the inside, fuel line deterioration, carburetor corrosion (including deterioration of gaskets, diaphragms, check valves), and corrosion of internal engine components are NOT WARRANTED by Homelite.

Gasohol is a mixture of gasoline and alcohol - ethyl (grain) alcohol, methyl (wood) alcohol, butanol or combinations thereof. Alcohol has the ability to attract water from the atmosphere. Water because it is an electrolyte, encourages corrosion of metal parts. Alcohol will also cause swelling and deterioration of rubber and plastic parts that are normally unaffected by gasoline.

In cases where holes and pits develop in a fuel tank, gasohol should be the suspected cause. Inspection of the interior of the fuel tank will most often reveal a light brown or white powdery residue. Small pits and craters will be seen on the surfaces inside the tank. The fuel line may be swollen, or deteriorated. The carburetor should also be cleaned and inspected and a new fuel line and filter installed. The above type of failure is usually storage related and will occur over a period of time.

In October of 1979 service bulletin 179-026 was issued alerting dealers not to use or recommend gasohol in any equipment manufactured by Homelite. At that time, Homelite began including a statement in owners manuals warning against the use of gasohol:

3. Disapproved Fuel Ingredients:

- a) GASOHOL. Alcohol draws moisture. Then "per-oxides" and acids form in the fuel and the engine parts.
- 2) Several warranty claims have been received recently for complete chain saw carry cases where the only defect is either a broken handle or a broken latch. Both of these parts were made available in 1980 (see service bulletin 180-025). The part numbers are:

Latch 96054
Handle 96161

In the future, please replace only the latch or handle under warranty, not the complete carry case. Warranty claims received for carry cases with broken handles or latches will be rejected and returned to the dealer.

Since all defective carry cases are being recalled for inspection by the warranty department, simply replacing the defective parts under warranty will save you, the dealer, unnecessary shipping costs.

Peery Gibson

Peery Gibson
Service Manager
Forestry Products

ph

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SUBJECT: PRODUCT IMPROVEMENTS FOR 1985**AFFECTS:** ST-200

Following is a list of improvements made to the Model ST-200 string trimmer for 1985. Implementation of these improvements occurred over a two month period. Lot numbers are given for reference.

- 1) Carburetor and manifold spacer (starting with Lot # F333) - The fixed jet, governed carburetor has been replaced by a fully adjustable, governed carburetor A-97979. This new carburetor provides for optimum high speed adjustment, improved idling, and incorporates an accelerator circuit to improve acceleration response. Due to the accelerator feature, best performance is achieved by using the manifold spacer 97571 and carburetor gasket 93505-B.

OLD PARTS

A-97601 (HDC-69B)	Carburetor
* 97136	Repair Kit
* 94701	Gasket/Diaphragm Kit
94454-A	Carburetor Spacer
93505-A	Carburetor Gasket

NEW PARTS

A-97979 (HDC-73)
98001
94701
97571
93505-B

*Parts still available.

- 2) Engine housing (right), choke button, choke rod (starting with Lot # F333) - The carburetor adjustment cavity has been enlarged in the right engine housing allowing better access to the carburetor mixture screws. Choke action has been improved by hooking the choke rod into a thru hole in the end of the button. This will keep the rod level when the button is pulled out. As a result of these improvements, the right engine housing will be supplied in a kit which includes the new choke button and rod. This kit will retrofit trimmers made after Lot # F060 only.

OLD PARTS

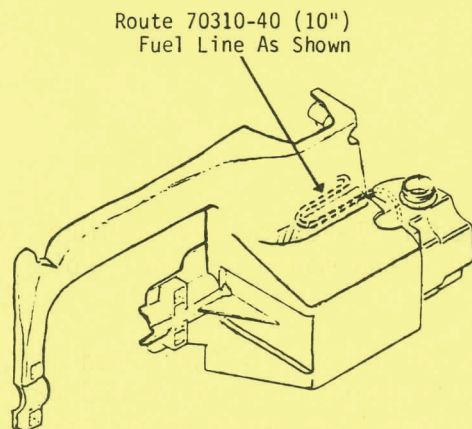
97569	Engine Housing (right)
* 94451	Choke Button
* 94428	Choke Rod
* 94448	Engine Housing (right)

NEW PARTS

A-97997 kit
includes:
97995
97996

*Parts still available for units built prior to Lot # F060.

- 3) Fuel tank and fuel line (starting with Lot # F339) - To allow for complete drainage of the fuel tank during operation, the fuel line has been lengthened to 10 inches (25cm) and rerouted. This fuel line 70310-40 now exits the tank near the fuel filler hole resulting in the fuel filter being located at the front of the tank rather than the rear of the tank. Route fuel line as shown in diagram below.



OLD PARTS

A-94462-C

* 70310-30
96639

Fuel Tank Assembly
includes:
Rubber Tubing
Fuel Filter

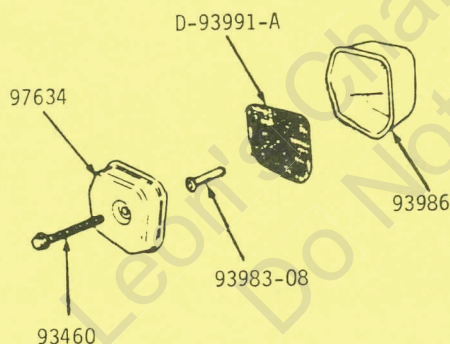
NEW PARTS

A-94462-D

70310-40
96639

*Parts still available.

- 4) Fuel cap (starting with Lot # G031) - Fuel cap A-94495 with umbrella check valve 94531-1 has been superseded by the 240/245 style cap with duck bill check valve 69451. The part number of the new fuel cap is A-96957-A.
- 5) Muffler assembly (starting with Lot # G014) - The short spacer 93989 and long spacer 93990 have been replaced by a single, longer spacer 93983-08. This spacer required enlarging the center hole in the spark screen to facilitate assembly. The part number of the new complete muffler assembly is A-97963 (see diagram below).



OLD PARTS

A-97621

D-93991

* 93990
* 93989

Muffler Kit
Spark Screen
Spacer (long)
Spacer (short)

NEW PARTS

A-97963

D-93991-A
93983-08
not req.

*Parts still available.

- 6) A complete 3 inch (76mm) diameter string head assembly is available for ST-100, ST-120 and ST-200 trimmers built prior to 1984 and all ST-80 trimmers.

A-97994

String head assembly
includes:

A-97582

Slider and spring kit

A-95360-1A

String head

DA-97728

Spool/String with weld not tube

A-94929

Retainer

Peery Gibson

Peery Gibson
Service Manager
Forestry Products

NO. 185-014

SUBJECT: 1) STEEL DRIVESHAFT HOUSING A-96205-1
2) PACKAGING ERROR - DRIVESHAFT HOUSINGS

AFFECTS: ST-200, ST-210

- 1) A steel driveshaft housing (A-96205-1) is available to service ALL model ST-200 trimmers and ST-210 brushcutters. This shaft housing will differ slightly from the production housing.

The production steel shaft housing has a $1\frac{1}{4}$ " long key bump at the engine end which aligns with a notch in the engine housing (see Figure 1). This shaft housing, however, will only fit units made after Lot #F060 (1984) which were produced with engine housings 97569 and 97570.

Service parts will supply a steel shaft housing (A-96205-1) without the key bump which will allow it to fit ALL ST-200 and ST-210 units. (see Figure 2)

NOTE: THE PRODUCTION STEEL SHAFT HOUSING WILL NOT BE SUPPLIED BY SERVICE PARTS.

FIGURE 1

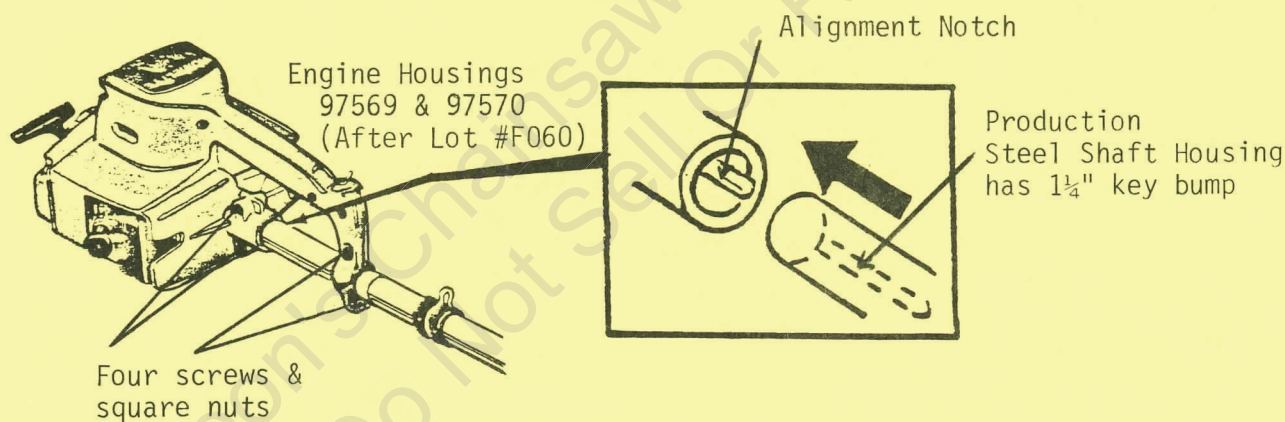
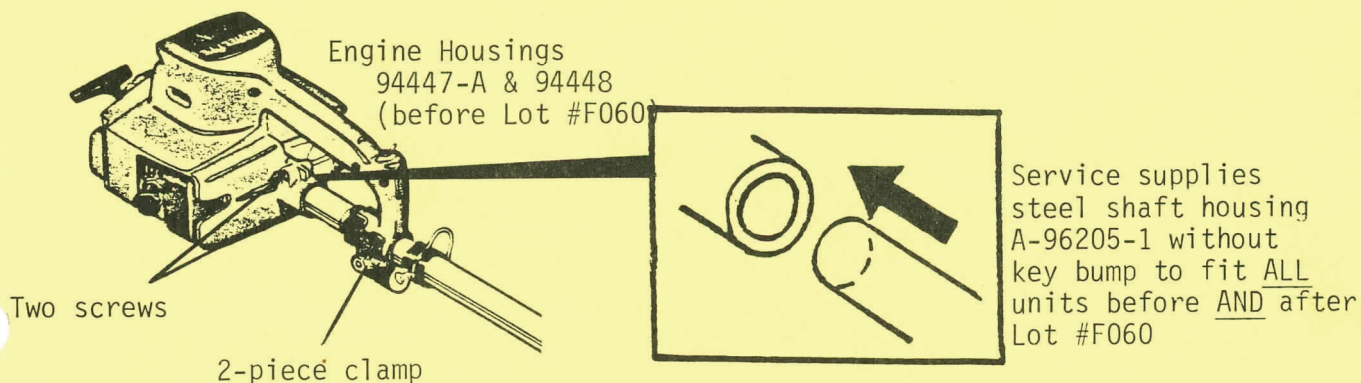


FIGURE 2



- 2) A small quantity of packages marked A-96205-A contain the production steel shaft housings with the $1\frac{1}{4}$ " key bump. Please identify the housings in your stock and take note that they will only fit trimmers produced AFTER LOT #F060 (1984).

Driveshaft housing A-96205-A is superseded by A-96205-1. Refer to item #1 on the front page of this bulletin.

Peery Gibson

Peery Gibson
Service Manager
Forestry Products

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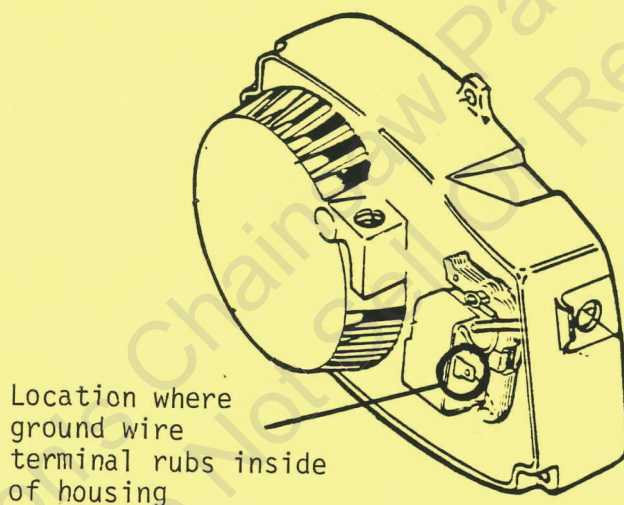
SUBJECT: STOP SWITCH LEAD WIRE TERMINAL GROUNDING OUT SOLID STATE IGNITION MODULE

AFFECTS: SXL-A0, XL-12, DM-20

When servicing any of the subject units which have "no spark", the stop switch lead wire terminal should be inspected for possible grounding out against the inside of the starter housing.

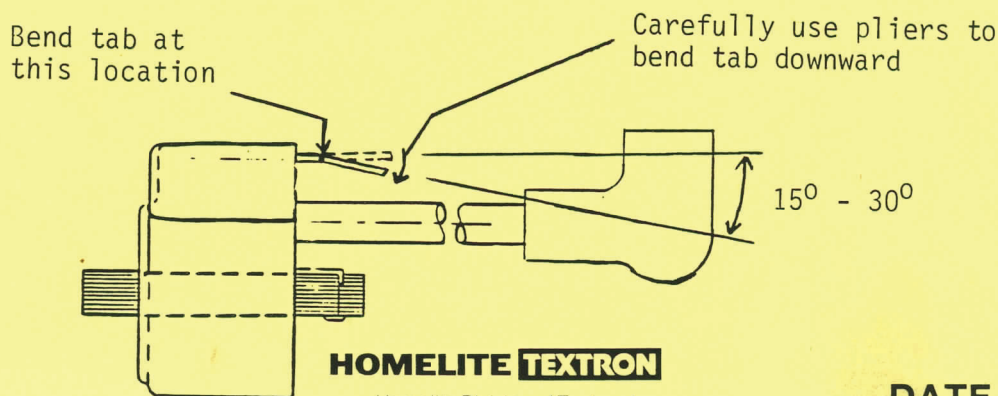
Remove the starter housing and inspect the inside surface for a small area where the paint is rubbed off (see Figure 1). This indicates the ground tab (for the stop switch wire) coming out of the module is angled improperly and is allowing the switch lead wire to rub and ground out against the starter housing.

FIGURE 1



The ground tab can be bent slightly downward by carefully using a pair of pliers (see Figure 2). The tab should be angled between 15° and 30° to prevent the switch lead wire from contacting the starter housing.

FIGURE 2





TECHNICAL SERVICE BULLETIN

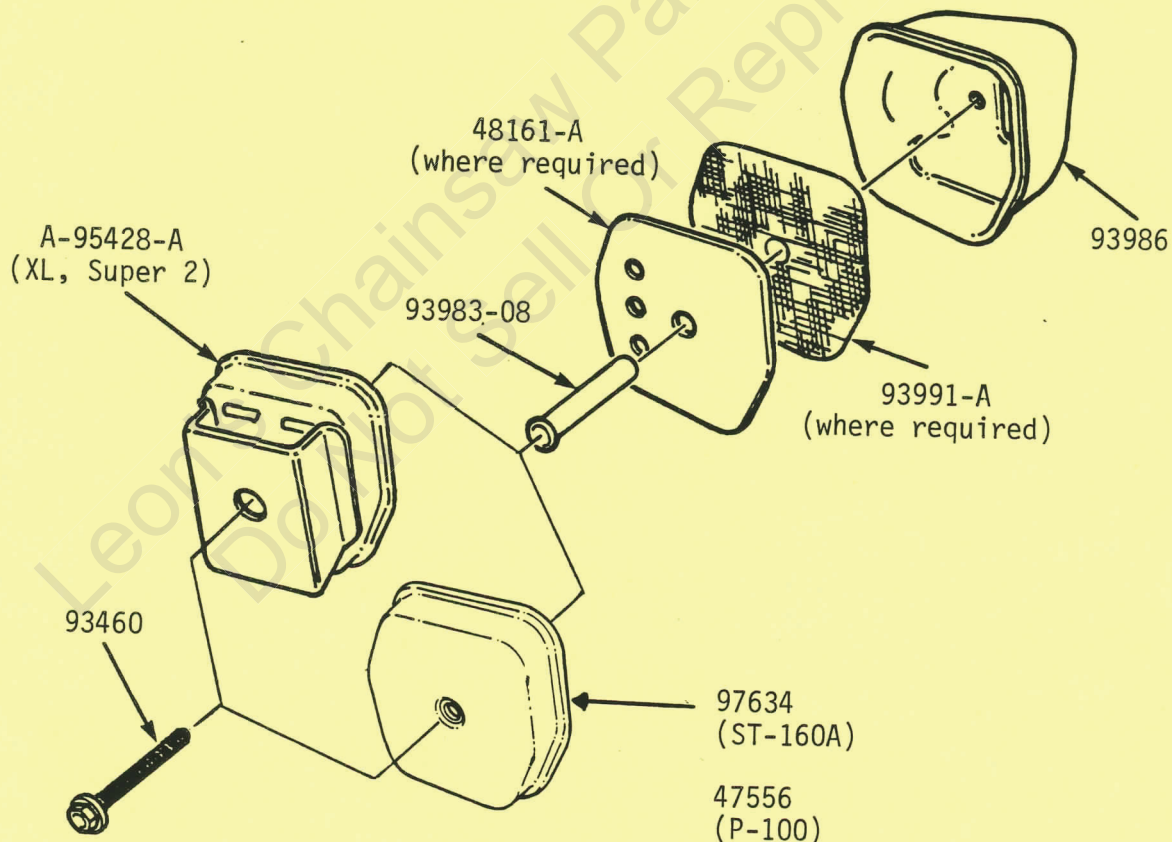
NO. 185-016

SUBJECT: MUFFLER ASSEMBLY

AFFECTS: ST-160A Starting with Lot #G-051
XL, Super 2 Starting with Lot #G-029
P-100 Starting with Lot #G-024

The muffler assemblies have been revised on the subject model units. Both the short and long spacers have been replaced with a single, longer spacer P/N 93983-08. This single spacer required enlarging the center hole in the spark screen (where required) and baffle (where required) to facilitate assembly.

Refer to the illustration below when ordering parts for the revised muffler assemblies.



Peery Gibson
Peery Gibson
Service Manager
Forestry Products

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HOMELITE TEXTRON

Homelite Division of Textron Inc.

DATE 9/85

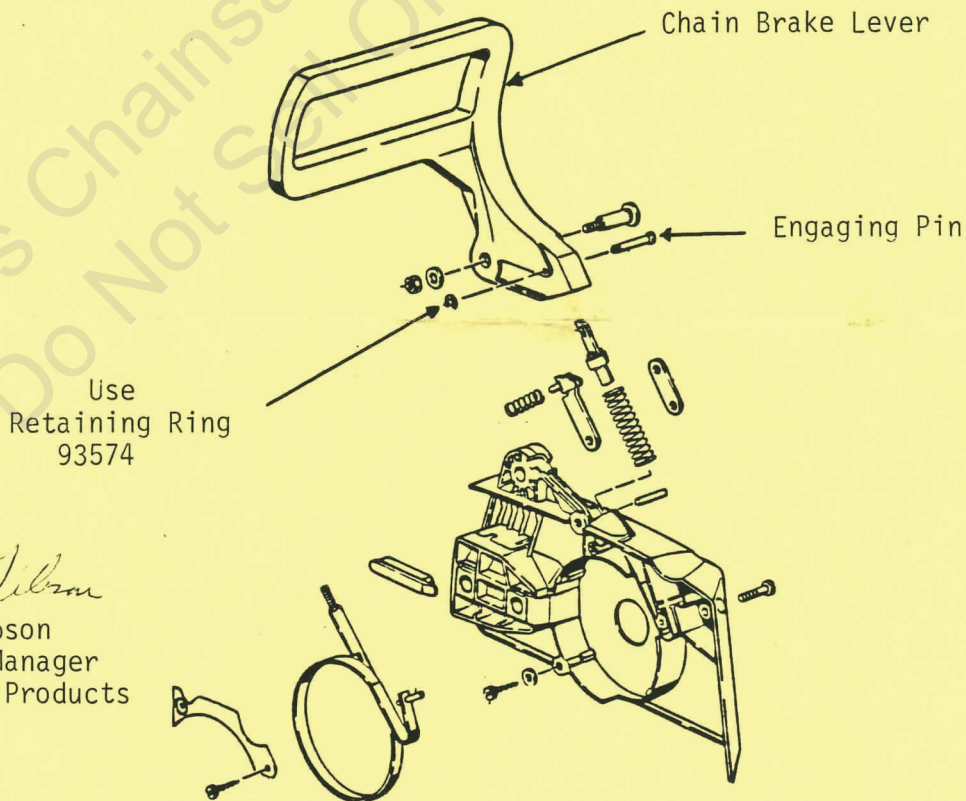
SUBJECT: RETAINING RING FOR CHAIN BRAKE ENGAGING PIN**AFFECTS:** 290 (UT-10661 ONLY)
340 (UT-10660 ONLY)

The retaining ring which holds the engaging pin in the chain brake lever should be replaced with P/N 93574 retaining ring (see illustration below) on ALL subject units.

Units which have already been sold should be inspected for a possible loose or missing retaining ring. Should the retaining ring come off and the engaging pin vibrate out of the chain brake lever, the chain brake assembly would be rendered inoperative.

NOTE:

All 290 and 340 units shipped after 9/16/85 will already have the 93574 retaining ring installed.



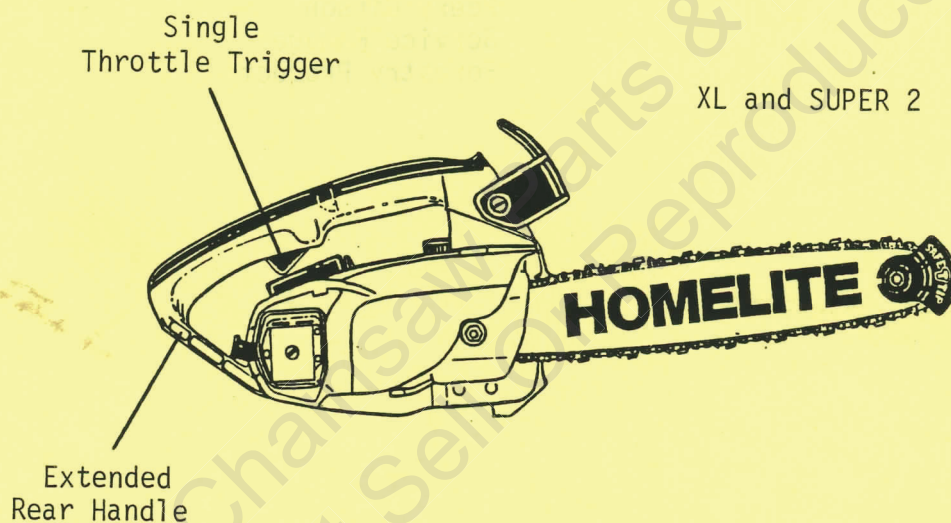
Peery Gibson
Peery Gibson
Service Manager
Forestry Products
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SUBJECT: 1) NEW NYLON ENGINE AND STARTER HOUSINGS
2) DOUBLE WRAP PULLEY STARTER SYSTEM

AFFECTS: 1) XL STARTING WITH LOT #G225
SUPER 2 STARTING WITH LOT #G212
2) SUPER 2 STARTING WITH LOT #G212

- 1) The models XL and Super 2 chainsaws now utilize the identical nylon engine and starter housings. The engine housing has an extended rear handle with a single throttle trigger (see figure 1).

FIGURE 1



Since many of the trigger and handle components are not interchangeable, service will supply an engine housing consisting of the following parts:

A-98086 Engine Housing includes:

1	A-94721	Switch Lead
1	70834	Plate, Indicating
1	A-98088	Throttle Rod
1	69249	Spring, Throttle Rod
1	70619	Trigger
1	69107	Lever, Throttle
1	70835	Plate, Instruction
1	98021	Cover, Handle
1	72084-A1	Nut
1	82312	Screw, Thread Rolling
1	96417	Strap, Ground

The previous XL and Super 2 housings will still be available to service older units.

2) See Reverse.

(CONTINUED)

- 2) The double wrap starter pulley system (refer to Technical Service Bulletin 185-011 - 4/85) has now been incorporated into the Model Super 2 effective with the nylon starter housing. The part numbers shown below apply to both the new XL and Super 2 starter assemblies.

A-98085	Starter Housing w/ Bushing
97768	Pulley, Starter
A-97908	Spring, Recoil
97899	Rope, Starter #3 1/2, 46"
98052	Rope, Starter #3 1/2, 250' reel

Peery Gibson

Peery Gibson
Service Manager
Forestry Products

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



TECHNICAL SERVICE BULLETIN

NO. 185-019

SUBJECT: NARROW PROFILE REPLACEABLE SPROCKET NOSE (SP) GUIDE BAR

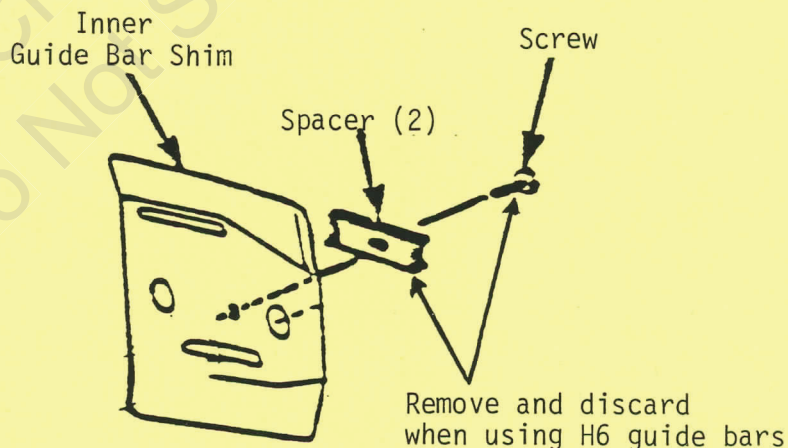
AFFECTS: 290, 340 CHAIN SAWS

Effective immediately, ALL Model 290 and 340 saws will be shipped with narrow profile SP Series guide bars. The part numbers are shown below.

<u>LENGTH</u>	<u>PART #</u>	<u>SAW CHAIN</u>
16"	SP-16381-H6	J1-92059-M (38LE50-59)
18"	SP-18381-H6	J1-92064-M (38LE50-64)
20"	SP-20381-H6	J1-92070-M (38LE50-70)
	DA-70776-A	Saf-T-Tip
	A-98619	Replacement Sprocket Nose Assembly
	includes:	
	69875	Rivet (3)

IMPORTANT NOTE:

When replacing the G5 series guide bar with an H6 series guide bar, the two spacer plates and retaining screw (80513) MUST be removed and discarded (see diagram below).



Peery Gibson

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Service Manager
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DATE 11/85

NO. 185-020**SUBJECT:** REPLACEMENT IGNITION COMPONENTS**AFFECTS:** 290, 340 CHAIN SAWS

Two types of ignition systems have been used on the subject model saws. Some of the early production units (290 UT-10661, 340 UT-10660) used a SEMS ignition system (blue module and black coil) while later and current production units (290 UT-10661, 10661-A and 340 UT-10660, 10660-A) use a Prufrex ignition system (blue module and blue coil).

Due to the wiring connections, the components from one system are not compatible with the other.

Service will only supply the Prufrex ignition system. If an ignition component fails on a saw having the SEMS ignition, the entire ignition system (module and coil) will have to be replaced with the Prufrex ignition system. Part numbers for the Prufrex ignition are shown below.

Module & Core	98365
Ignition Coil	98366

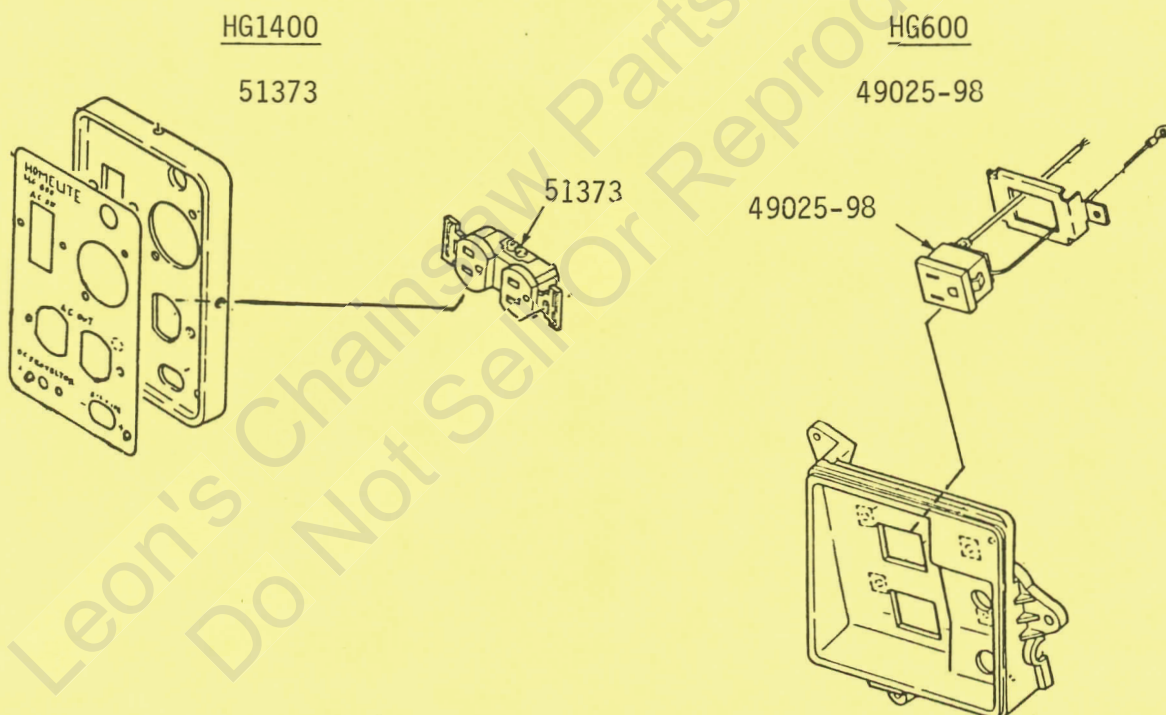


Peery Gibson
Service Manager
Forestry Products

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SUBJECT: HG600 and HG1400**AFFECTS:** 120 Volt Receptacle

In the illustrated parts list you were told to purchase the 120 volt receptacles locally. Some areas of the country are finding it difficult to purchase the proper receptacle. In order that we may better serve our customers, we are making the receptacles for the HG1400 and HG600 available from our inventory. Place your orders under the following part numbers.



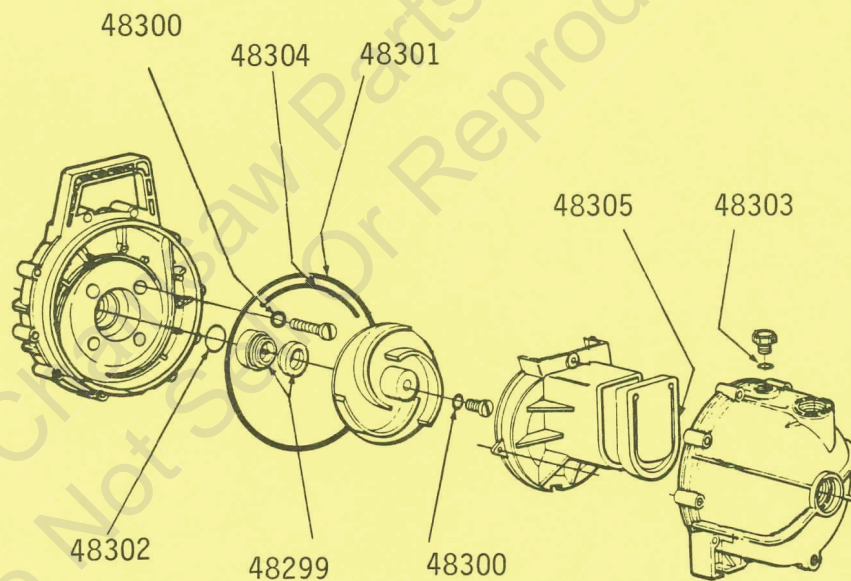
Rick Mason
Service Manager
Construction Equipment

SUBJECT: OVERHAUL KITS FOR AP PUMPS**AFFECTS:** VITON KIT # A-48298

Listed below is the parts breakdown and part numbers which make up the Viton overhaul kit. There is no listing of these components in our literature. Please file this with your AP pump information for future reference.

Viton Gasket
Decal

48327



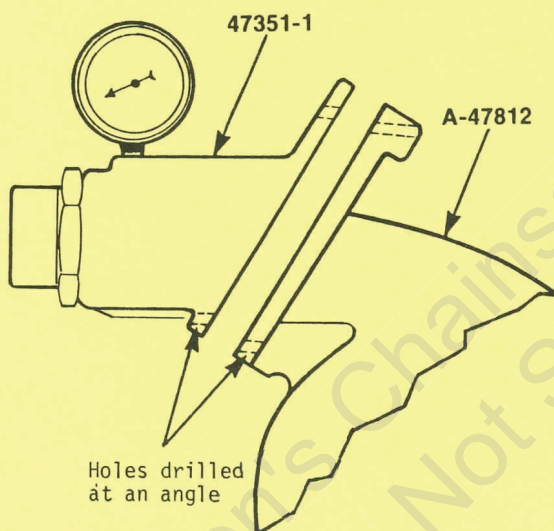
Rick Mason

Rick Mason
Service Manager
Construction Equipment

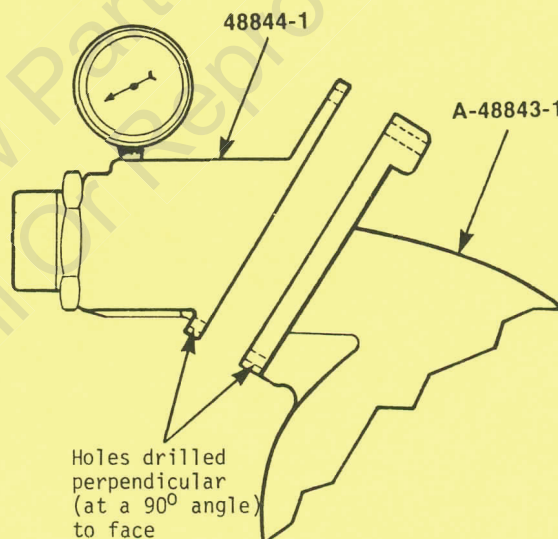
ph

SUBJECT: NEW PUMP BODY AND VALVE BODY**AFFECTS:** FP250 PRESSURE PUMP

A new pump and valve body are now being used on the FP250. The bolt holes in the new design are drilled perpendicular (at a 90° angle) to the face where the flapper valve seats. This aids in assembly and prevents the flapper valve from moving when the valve body is assembled and torqued. Both old and new style parts are available.

OLD

Part numbers are in parts list # 17398 and are used prior to Lot # F152

NEW

Part numbers are in parts list # 17398 Rev. 1 and are used after Lot # F152

Rick Mason
Service Manager
Construction Equipment

NO. 285-004**SUBJECT:** NEW CURVED HEAD SCREW #54178**AFFECTS:** GENERATOR CARRYING HANDLES, 174A27, 175A42, 176A35, 177D38, 178A50, 180A75 and 190HY50

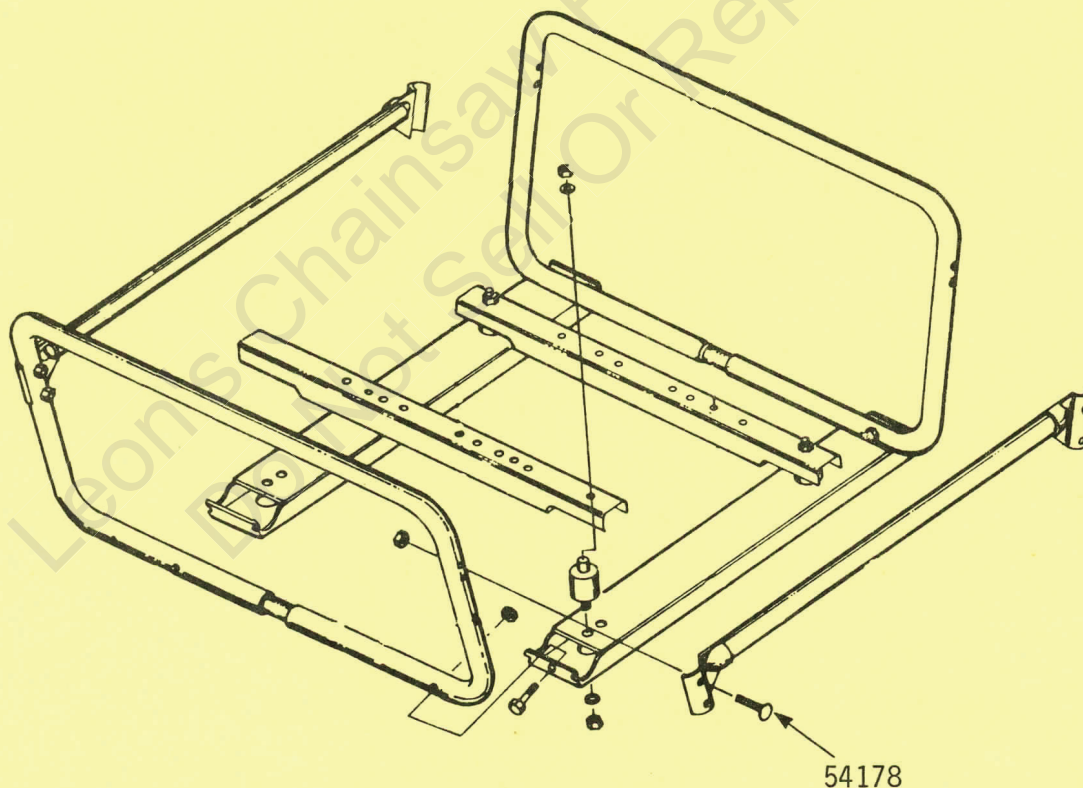
A new curved head screw will be used on the carrying handles for the above generators. The new screw part number 54178 is 1½ inch long. The extra ¼ of an inch will aid in assembly.

Old Number

43078, 1¼ inch long

New Number

54178, 1½ inch long

*Rick Mason*

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Service Manager
Construction Equipment

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HOMELITE TEXTRON

Homelite Division of Textron Inc.

DATE 8/85

SUBJECT: CIRCUIT PROTECTOR KIT #A-49288**AFFECTS:** GENERATORS 174A27, 176A35, 178A50, 180A75 and 190HY50-1A

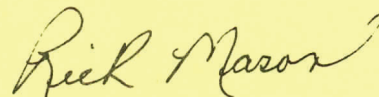
We have designed an electrical lead which is internally fused to protect the components of the idle control board. This will protect the system if it is improperly wired, also if the electrical lead or electro magnet shorts out.

The new style control board is more sensitive and reliable than the old style. This sensitive board is not capable of handling a high current surge within the idle control system. This is the reason for installing the circuit protector wire. For example: If the electro magnet leads short out without the circuit protector wire, the idle control board will be damaged. With the protector wire installed, the internal fuse will blow and the control board will be protected. It is important to remember when the protector wire blows there is a problem in the system.

The idle control board has no affect on the output of the generator. It is a complete system by itself and it only controls the speed of the engine. If you have a blown protector wire, use the following procedures:

- (1) Check for damaged, shorted, or improperly installed wires.
- (2) Shorted electro magnet. Check the resistance of the electro magnet leads and check the resistance. It should be 230 to 260 OHMS.
- (3) If the above checks are O.K., the problem is in the idle control board. You will need to replace the board.

It is important to use only this circuit protector wire in this system (#A-49288). If this specially desinged protector wire is not used, it is possible the idle control board will be damaged.



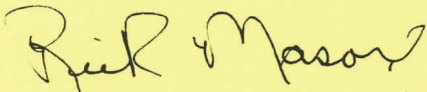
Rick Mason
Service Manager
Construction Equipment

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NO. 285-006**SUBJECT:** USING THE DIAMOND CUTTING WHEELS**AFFECTS:** DM20, DM40, DM50 and XL98A

The new diamond wheels are shipped with a washer part number 48782-A. This washer is to be used on DM20, DM40 and DM50 under the bolt that tightens the blade to the shaft. If your unit is equipped with P/N 48782-A washer, then the one that you receive with the diamond wheel should be kept as a spare.

When using the diamond wheel on the XL98A, you must use a new outer washer part number 69970-4. These washers are necessary for proper compression on the wheel. The diamond wheel is thinner than the other wheels in our stock.

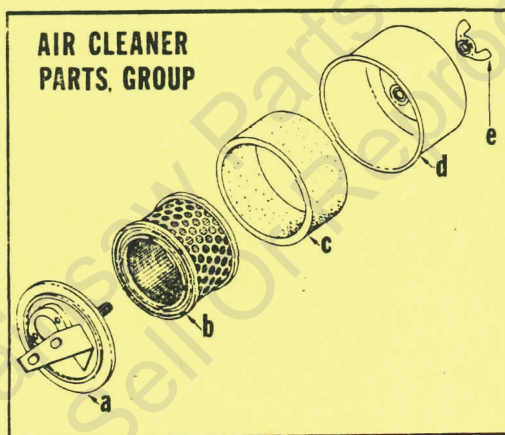


Rick Mason
Service Manager
Construction Equipment

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SUBJECT: AIR FILTER SERVICE PARTS**AFFECTS:** PCS 30

Due to the slow movement of the air filter components on the PCS 30, these parts will no longer be supplied by Homelite. The air filter parts are available through your local Kohler distributor. The Kohler engine used on the PCS 30 is model number K-91T and the specification number is 31919C. Listed below is a description of the Homelite part numbers with the corresponding Kohler part numbers.



	<u>HOMELITE</u>	<u>KOHLER</u>
(A) BASE	42742	231857
(B) AIR FILTER	42740	231847
(C) PRECLEANER	42741	231869
(D) COVER	A-42738	231855
(E) WING NUT	42743	X-276-7

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