

**Sears**

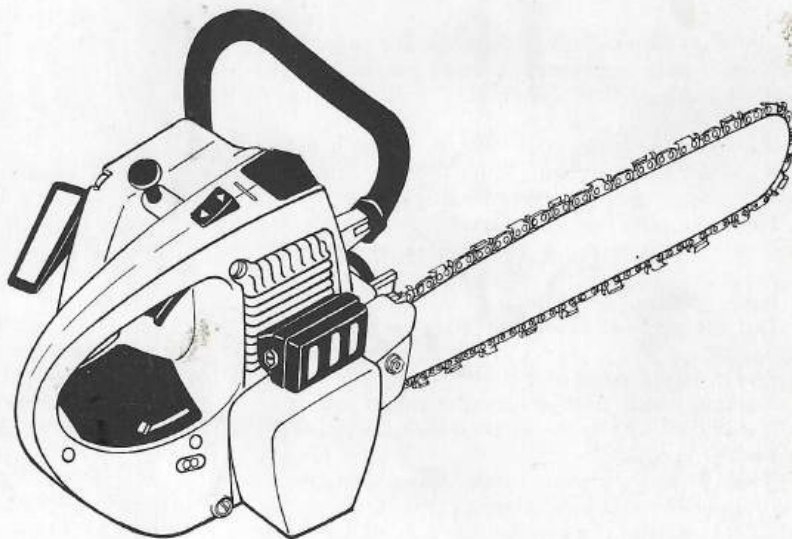
**owners manual**

# **LITTLE BEAVER GASOLINE CHAIN SAW**

**MODEL NO.  
917.351620**

**CAUTION:**  
Read Rules for  
Safe Operation  
and Instructions  
Carefully

- Assembly
- Operating
- Maintenance
- Repair Parts



**SEARS, ROEBUCK AND CO. U.S.A.**

## GUARANTEE

During the first ninety days, we will repair the Chain Saw, free of charge, if defective in material or workmanship.

If the Saw is used for commercial or rental purposes, the guarantee applies for thirty days.

This guarantee service is available by simply returning the Saw to any Sears store throughout the United States.

SEARS, ROEBUCK AND CO.

## IMPORTANT rules for safe operation

1. Do not allow children to operate SAW. Do not allow adults to operate it without proper instruction.
2. Operator should become fully familiar with all the different sections of this Owners Manual before attempting to operate the SAW. Know the controls.
3. Never allow your hands, any other part of your body, or clothing near the moving chain.
4. Keep children, adults and pets a safe distance away when starting or operating the SAW.
5. Do not wear loose fitting clothes. Use eye, ear, head and feet protection. Wear heavy gloves when handling the chain.
6. Handle gasoline with care -- it is highly flammable.
  - A. Use approved gasoline and oil container.
  - B. Never remove fuel container cap or add gasoline to a running or hot engine or fill fuel tank indoors. Turn engine off and let SAW cool before refueling.
  - C. Do not smoke while operating or refueling engine.
  - D. Never start or run the SAW indoors as the exhaust from the engine contains carbon-monoxide which is a tasteless, odorless, deadly poison.
  - E. Fuel SAW in a clear area. Move away from fueling area before starting the SAW.
  - F. Avoid spilling gasoline or oil. Wipe SAW clean of any spilled fuel or oil.
  - G. See page 5 for proper fuel oil mix.
7. Keep SAW clean of sawdust and any other foreign matter. Area on and around fuel and oil caps must be clean before removing caps. Clean air filter regularly.
8. Grip both handles of the SAW firmly when operating. Be sure of your footing and that your weight is evenly distributed on both feet.
9. Be sure the chain stops when the throttle is released.
10. Shut off the SAW, disconnect spark plug and let SAW cool before touching the chain or making many adjustments or repairs. The only exception to this rule is adjustment of the carburetor. Refer to section on "Carburetor".
11. Careless carburetor adjustment can seriously damage both carburetor and engine.
12. Always stop engine when cutting is delayed or when transporting the SAW from one cutting location to another.
13. Before felling (cutting down a tree), practice making cuts on small, fallen logs. Refer to section on "Felling Trees".
14. When bucking (cutting a log into desired lengths), always take an uphill position.
15. Keep all nuts, bolts and screws tight to be sure SAW is in safe working condition.
16. Take fire fighting equipment with you when operating the SAW in dry areas.
17. SAW must be stopped and inspected for damage after chain striking a foreign object and the damage must be repaired before restarting and operating the SAW. Keep SAW in good, safe operating condition.
18. Never store SAW with fuel in the tank inside a building where fumes may reach an open flame or spark. For long periods of storage, the fuel tank should be drained and the fuel discarded in a safe place. Allow engine to cool before storing in any enclosure.

# SAFETY

## Pays Off





# reference drawing for assembly and instructions

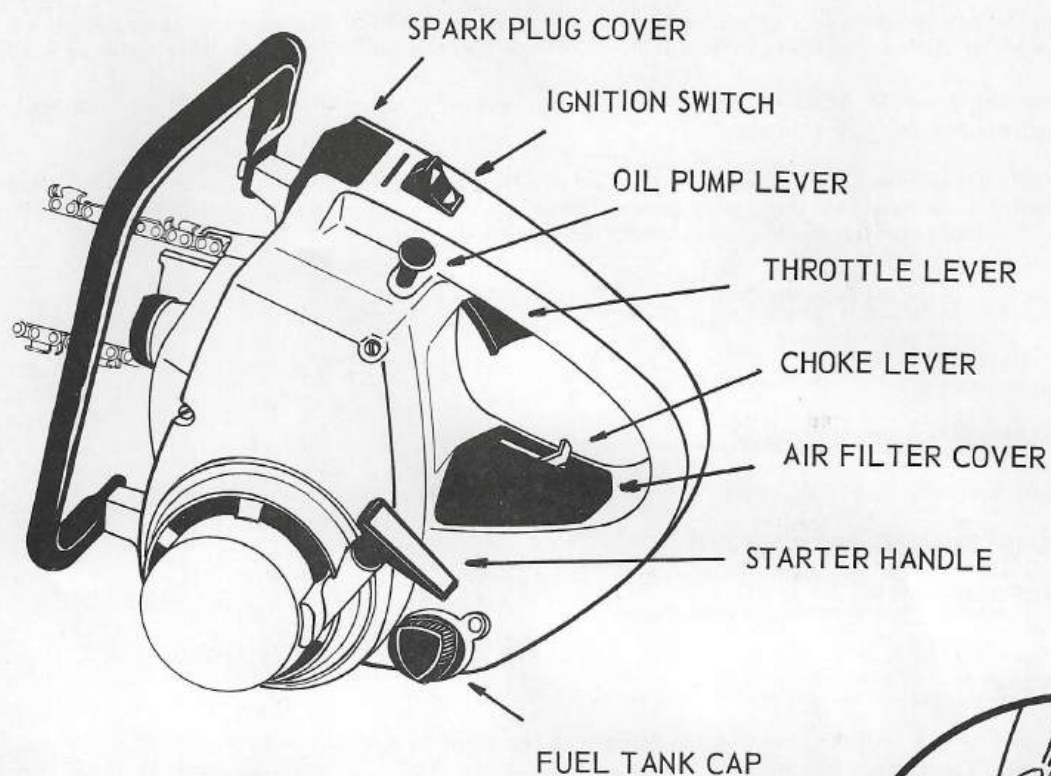


FIG. 1

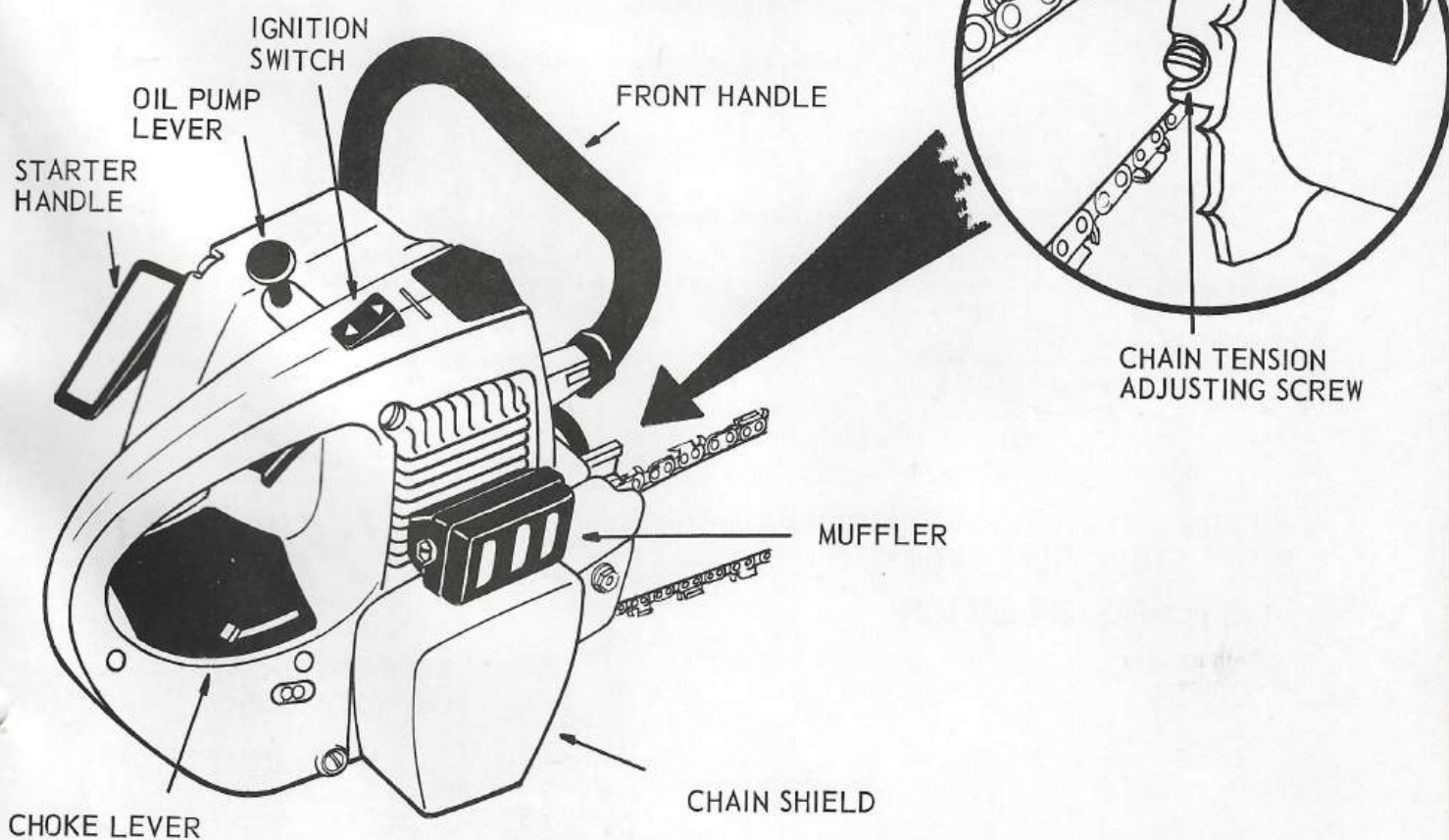


FIG. 2

# introduction

This Product has been designed, engineered and manufactured to give you the best possible dependability and performance.

Should you experience any problem you cannot easily remedy, please contact your nearest Sears, Roebuck and Co. Store. They have well qualified, competent trained technicians and the proper tools to service or repair this unit.

It is important that the operator ALWAYS OBSERVES THE "RULES FOR SAFE OPERATION" as well as other instructions contained in this Saw Manual.

We have provided this Manual to help you operate your Saw with utmost efficiency. We urge you to study this Manual so you will understand your new Saw thoroughly before operating it. We suggest that you take care of your Manual so that it will be available for future reference should you need it.

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## assembly

A letter in parentheses in the following instructions refers to an arrow in the adjoining Figure (illustration), except when otherwise stated. Throughout this Manual the use of the terms R.H. (Right Hand), or L.H. (Left Hand), must be understood to avoid confusion when following instructions. Right and Left indicate the right and left hand sides of the Saw when in operating position.



STUDY RULES FOR  
SAFE OPERATION...



STUDY YOUR MANUAL -  
PLAN YOUR WORK...



# assembly (cont.)

## installation of bar and chain

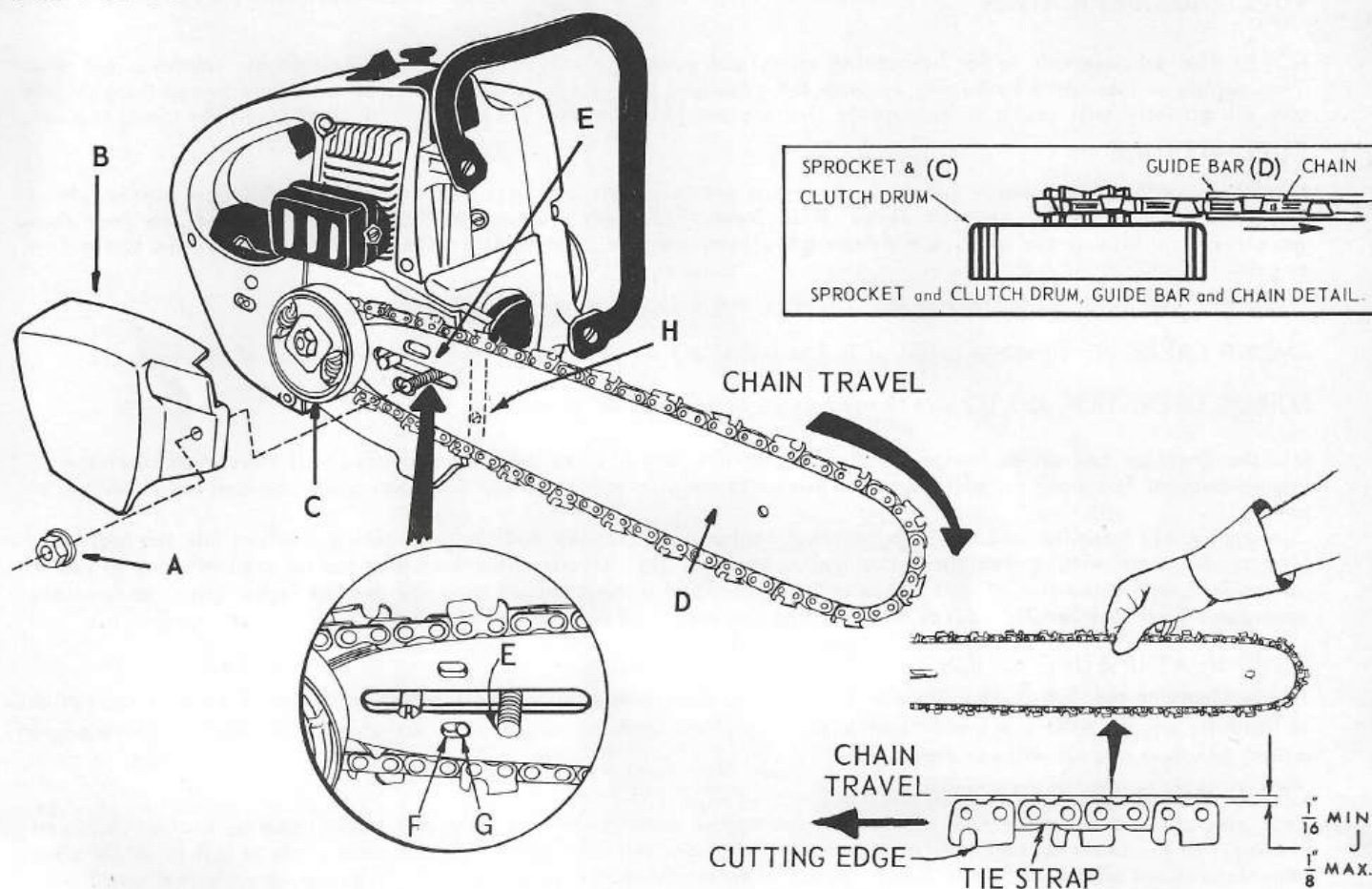


FIG. 3

1. Remove saw chain from carton and presoak the chain by immersing it in light oil, at least 15 minutes and preferably overnight. If this cannot be done, squirt a generous amount of oil on chain and guide bar. This will help lubricate the chain and rivets.
2. Remove the guide bar nut (A).
3. Hold the chain in the approximate mounting position and check the teeth. The teeth should face in the direction of chain travel, which is away from the sprocket (C), along the top edge of the bar (D). Install chain over the chain sprocket (C), directly behind the clutch.
4. Insert slot of guide bar (D), over the stud (E). Hold tip of guide bar out at an angle away from the saw and loop the chain over the tip of the guide bar. Put the drive links of the chain in the groove of the guide bar. It may be necessary to slide the guide bar toward the sprocket.
5. **IMPORTANT:** Place hole (F), in guide bar (D), over pin (G), of chain tightener block. Turn the chain tension adjusting screw (H), as far as necessary to engage pin (G). **NOTE: BE SURE DRIVE LINKS OF CHAIN ARE PROPERLY POSITIONED ON SPROCKET.** Chain should move around bar freely when pulled by hand. If not, the chain links are not properly positioned on sprocket.
6. Install chain shield (B), and guide bar nut (A), finger tight.

### CHAIN TENSION

7. You are now ready to adjust the chain tension using a screw driver or the tool furnished with your saw. To adjust tension, hold tip of bar up and turn chain tension adjusting screw (H), until bottoms of all tie straps and cutters of chain just make contact with the bottom rails of guide bar (refer to dimensions in above drawing J). Continue to hold tip of bar up while tightening guide bar nut (A) securely. Correct chain tension is very important. Chain should move around bar freely when pulled by hand. It's normal for a new chain to stretch as it heats up during the break-in period. Keep a close check on chain tension during this period and readjust as required to maintain the dimensions as shown above (J). Now the chain and bar is ready for cutting. But, after each few cuts you will find the new chain loose and again in need of tensioning. However, this stretching of chain will slow up and virtually cease after the first half-hour or so of cutting. It is a good practice to check chain tension every time the gas tank is filled.

## OPERATING INSTRUCTIONS

### FUEL AND LUBRICATION

**NOTE:** The oil reservoir is for lubricating chain and guide bar only and does not lubricate the engine in any way. Your engine is lubricated by mixing oil with the gasoline. Use of the wrong type of oil or failure to mix the gasoline and oil properly will result in damage to the engine. There is NO oil in the crankcase, as in four cycle engines.

#### FUEL MIXTURE

Use "regular", clean, fresh gasoline. Premium grade gasoline is not necessary. DO NOT use winter blend gasoline in summertime or vice versa. With fresh gasoline, starting will be easier. Do not use lead-free gasolines in this chain saw. Lead-free gasolines have a detrimental effect on the life of the chain saw engine.

Use S.A.E. #30 motor oil for service MS. DO NOT use multi-viscosity (10W-30).

**ENGINE BREAK-IN.** First one gallon of fuel mixed. Mix 3/4 pint (12 ozs.) of oil to each gallon of gasoline.

**NORMAL OPERATION.** Mix 1/2 pint (8 ozs.) of oil to each gallon of gasoline.

Mix the gasoline and oil in the proportions specified above. Less oil than specified will cause overheating and, engine damage. Too much oil will cause the engine to run unevenly, may foul the spark plug, and can result in loss of power.

Thoroughly mix gasoline and oil in a separate container and shake well before pouring the fuel into the fuel tank. Use a container with a flexible spout and a strainer. Do not mix more fuel than can be used in a day or two of operation. Large quantities of fuel stored over long periods of time collect moisture and the higher gasoline fractions evaporate. Such fuel usually causes hard starting and poor operation of the engine.

#### COLD WEATHER OPERATION

At low temperatures, S.A.E. No. 30 motor oil does not flow readily nor freely mix with gasoline. For your convenience in handling and to assure a proper fuel mixture, oil and gasoline should be mixed at room temperature. Once properly mixed, gasoline and oil will not separate.

#### CHAIN AND GUIDE BAR LUBRICATION

Your saw chain and bar must be adequately lubricated when running or they will be damaged by friction and overheating. Fill the chain oil tank with clean oil every time you fill the fuel tank. Use a good grade of S.A.E. 30 oil when temperatures are above 40°F, and S.A.E. 10 oil when temperatures go below 40°F. In below zero weather use S.A.E. 10 cutting it if necessary, with a small amount of kerosene to insure normal flow. NEVER use reclaimed or dirty oils.

### IGNITION SWITCH POSITIONS

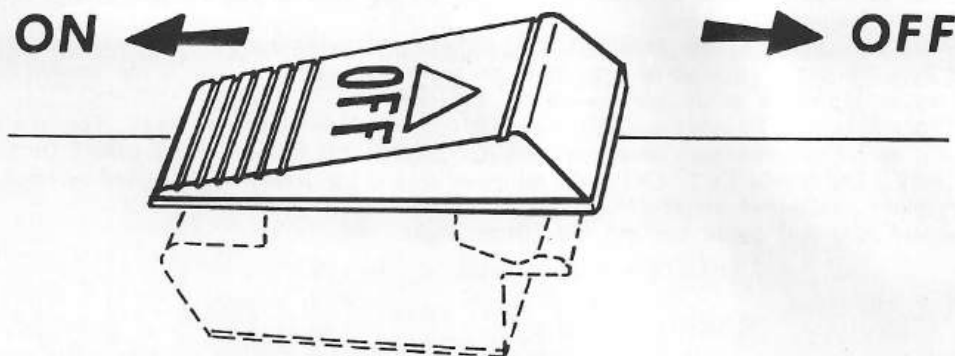


FIG. 4



## OPERATING INSTRUCTIONS — Continued

### STARTING THE ENGINE

1. Fill the fuel tank with the correct fuel mixture.
2. Fill the chain oil tank with the correct grade of oil.
3. Make sure the guide bar nut is tightened securely and that the chain is correctly tensioned.

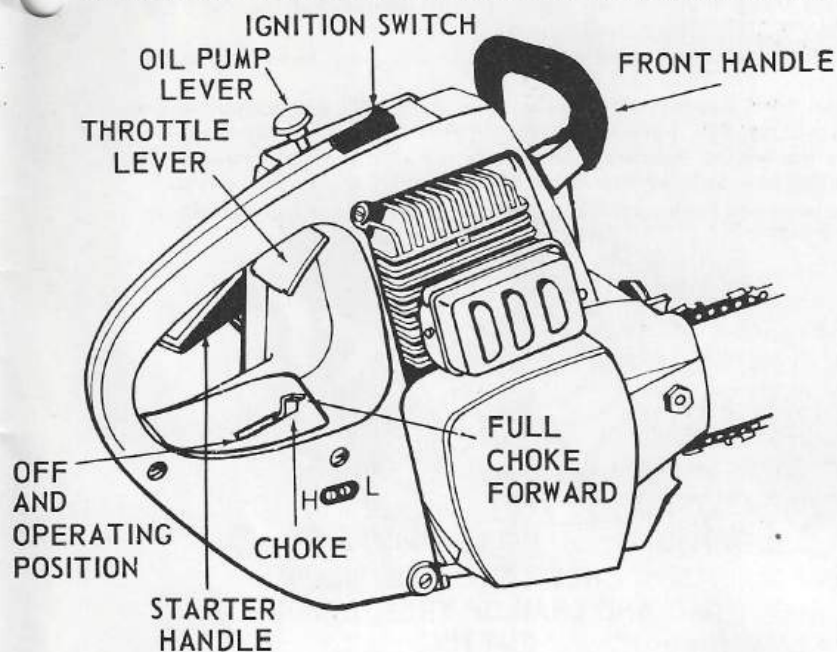


FIG. 5

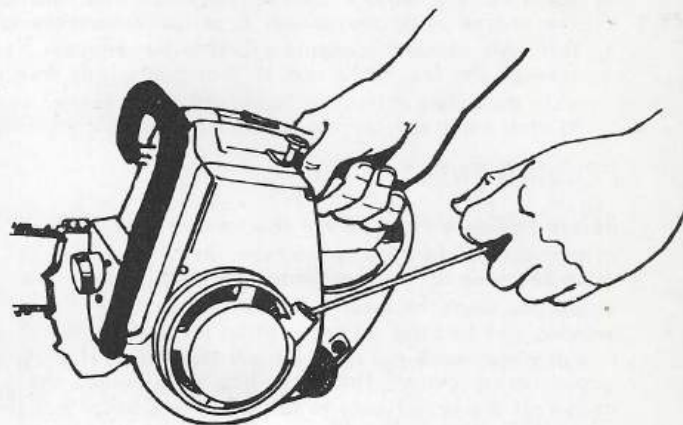


FIG. 6

4. When starting engine, it is important to know how to use the starter. Pull starter handle slowly until resistance of compression is felt. Allow starter cord to recoil, and again pull out slowly until starter clutch engages. Then pull with a rapid movement until cord is pulled out approximately 2 feet. Hold starter handle, while allowing cord to recoil, and repeat as necessary. When starter is pulled too slowly, engine will not start. NOTE: Do not pull cord to extreme end, since this will cause cord and spring to break.
5. Place ignition in rear or on position. NOTE: Identifying lines on casting when switch is in rear position or on position.
6. Push choke to forward position for full choke.
7. Figure 6 illustrates the best method for starting the saw. With the right hand, grasp the rear handle of the saw, squeeze the trigger (throttle lever) with your index finger. With the left hand, firmly grasp the starter handle. Pull starter handle rapidly to start saw. Usually 4 or 5 rapid pulls are necessary before saw will fire, then push choke back to mid position and pull again. When engine starts move choke to off position (rear).
8. Release trigger (throttle) to engine idle. NOTE: Chain should not be engaged at idle speed.
9. Once the engine is warmed up, choking is not necessary to restart the engine. Choking a warm engine, or over choking a cold engine will cause flooding. Should the engine flood, continue cranking with the choke in the rear position, holding the trigger (throttle lever) open, until the engine starts. In hot weather, if hot engine will not start after refueling or after it has been shut off, choking may be necessary in the event of vapor lock. Starting engine immediately after refueling will help prevent vapor lock. Heat build up in the carburetor after shutting off the engine causes this condition.

### HOW TO STOP THE ENGINE

1. Push ignition switch forward to shut off ignition. Refer to figure 4.

### STORAGE

If saw is to be idle for a long period of time, drain fuel completely from tank. Remove the spark plug. Pour about a teaspoonful of clean oil through the spark plug hole into the combustion chamber. Pull the starter handle slowly at least twice. This will coat the interior of the combustion chamber with oil. Replace the spark plug. Drain oil from oil tank. Remove the chain and bar. Soak chain in oil and oil the bar groove. Store saw in a dry area protected from bad weather.



## USING THE SAW

1. Breaking in a new engine and chain are very important. Run your engine for its first few minutes at 1/3 throttle. Increase speed to about 1/2 throttle and run for a few minutes longer. During this period, press oil pump lever, refer to Fig. 5, often to thoroughly lubricate chain and guide bar groove.
2. Cut a few limbs or small logs at first. Make several small, easy cuts and get the feel of your saw. Check your chain tension frequently and make frequent use of oil pump lever during the first half hour of cutting. **NEVER BREAK IN YOUR ENGINE OR CHAIN UNDER A HEAVY CUTTING LOAD.**
3. Your saw is designed to give you easy cutting. It is **NOT** necessary or recommended to use great force to make a cut.
4. When cutting, before starting the chain into the log or tree, open throttle fully. The chain will cut fastest when the engine is at top speed. It is not necessary to rock the saw back and forth. Remember, do not bear down as this will cause the engine speed to be reduced. Keep the engine speed up, and allow the chain to cut its own way through the log. Hold saw so that chain runs free in the cut. Life of saw engine, chain and bar will be considerably extended if throttle is closed at instant of completion of each cut. Never hold throttle open allowing engine to race when not cutting, except just before starting a cut.

## FELLING TREES

Before felling a tree, survey the tree and decide how to proceed to the best advantage. At this point, observe the lean of the tree, wind direction, and decide where you want the tree to fall for the most efficient bucking and limbing. In preparation for the cut, clear a sufficient working area around the tree. If only larger timber covers the ground to be cleared, the trees that are less likely to fall on or into other trees should be cut first. Should a tree lean so much toward the standing timber that it cannot be felled away from it, then it must be by-passed until an area has been cleared beyond and it can then be felled in the direction which it leans without striking the standing timber. If trees are allowed to fall into or close to standing trees it only creates a safety hazard when cutting remaining trees. You will soon learn to judge the timber at a glance and experience will teach you how to make a better cut. New operators should always practice cutting in small timber before they attempt to cut large trees. Proper order of cutting is shown below.



**CHECK THE WIND, SHAPE  
AND LEAN OF TREE, BEFORE  
CUTTING ...**

**WATCH OUT FOR DEAD LIMBS AND BARK  
WHICH MIGHT FALL WHILE YOU ARE  
CUTTING.**

**CLEAN WOOD OUT OF UNDERCUT SO THE  
TREE WILL FALL TRUE.**

**PRESS OIL PUMP LEVER EVERY TEN TO FIFTEEN SECONDS OR AS NEEDED TO KEEP THE CHAIN  
AND BAR GROOVE LUBRICATED.**

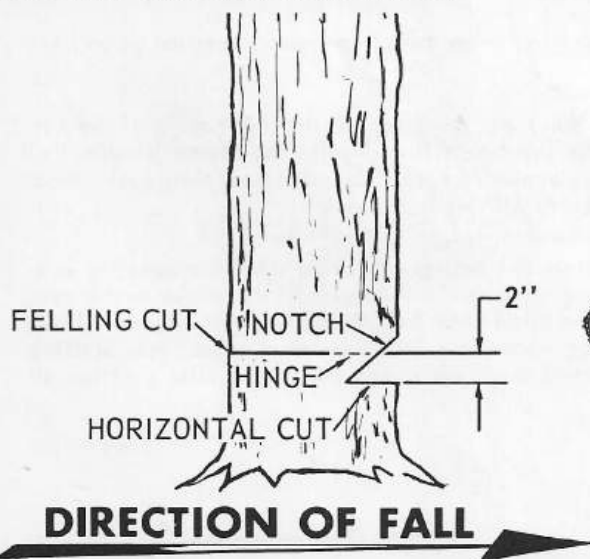


FIG. 7

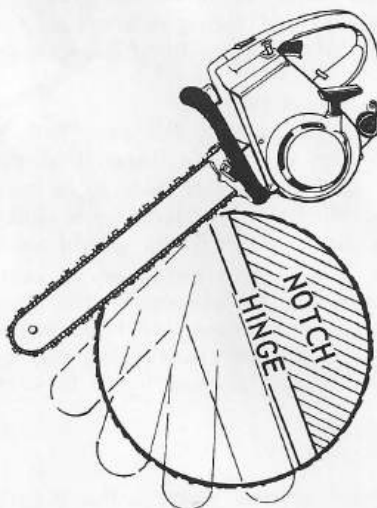


FIG. 8

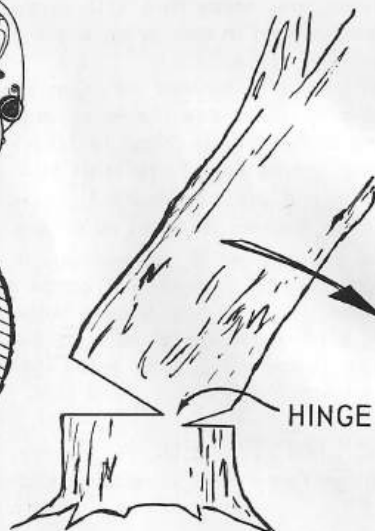


FIG. 9

First notch the tree on the side in direction of fall. See Fig. 7. This consists of two cuts: a horizontal cut to a depth of about 1/3 the diameter of the tree, and another cut at an angle above the horizontal cut. The final felling cut is made on the opposite side of the tree two inches above the horizontal cut of the notch. Do not cut through to the notch. Always leave a section of wood parallel to the notch to act as a hinge, to assure tree falling in desired direction. See Fig's. 8 and 9 above.



## USING THE SAW -- Continued

### FELLING TREES -- Continued

**CAUTION:** Care must be used, that when making the final cut, the guide bar does not go into the notch. This could bend guide bar when the tree starts falling and it could be dangerous for the operator.

As a safety measure, the operator should retreat to a predetermined safe place when the tree begins to fall. This move should be made with the engine stopped. **DO NOT DEPEND ON A TREE TO FALL SIMILAR TO ONE FELLED UNDER SIMILAR CONDITIONS.** Each tree has its own characteristics and will fall accordingly.

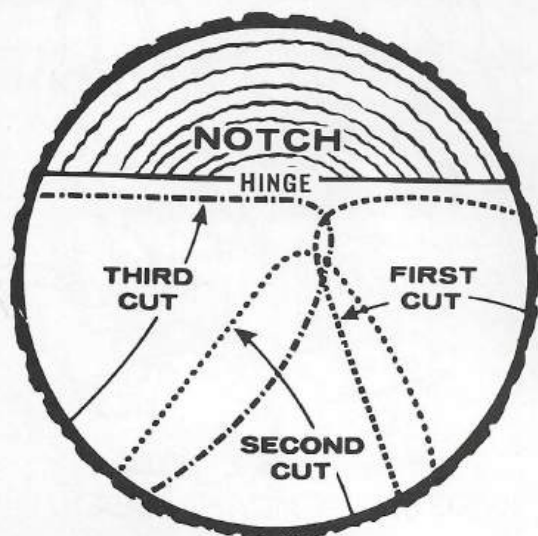


FIG. 10

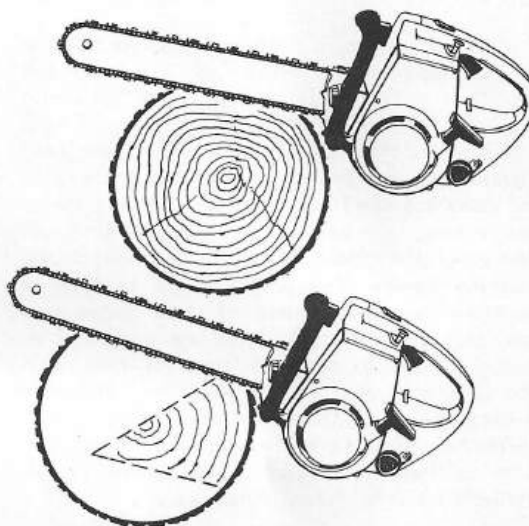


FIG. 11

Fig. 10 above shows the proper way of felling a tree larger in diameter than the bar length.

Another use of your chain saw is "topping of standing trees", however, an inexperienced operator should never attempt topping, which is relatively dangerous under any conditions.

Never carry the saw when climbing a tree to top it or when pruning. Use a rope to haul the saw up after you have climbed the tree.

### BUCKING

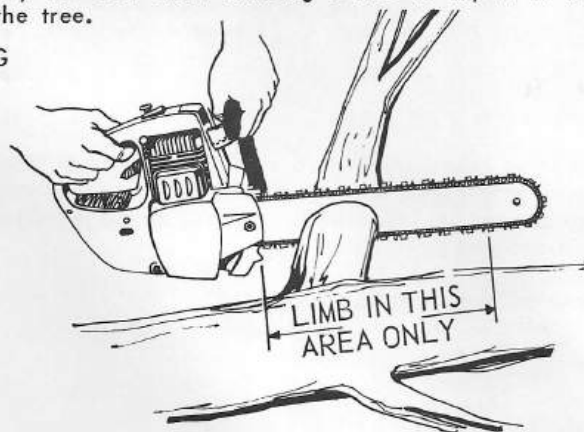


FIG. 12

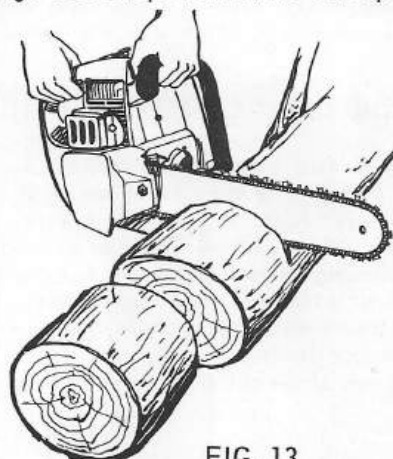


FIG. 13

Stand to the left of the saw--NOT in back of it. Pivot the guide bar through the wood. Stop before chain hits the ground and with chain running, quickly shift the pivot position on the log. Refer to Fig's. 11 and 13. Be sure to oil chain and guide bar frequently.

If the log is suspended at both ends, it may sag and pinch the chain. Avoid this by watching the cut at all times and if you see the cut closing, pull the saw out quickly or insert a wedge (magnesium, plastic, or wood) into the cut before it closes. Use the latter method if log cannot be rolled over to complete the cut from the other side or if there is not enough space under log for undercutting. Undercutting is not recommended for inexperienced operators.

**IMPORTANT:** When the operator undercuts he must have a firm grip on the saw and firm footing, so the saw blade cannot be kicked back and injure operator. Avoid running the chain into the ground and avoid striking rocks, nails, etc. Dirt and sand are extremely abrasive and quickly damage the chain.

**ALWAYS TAKE  
AN UPHILL  
POSITION...**





## USING THE SAW -- Continued

### HOW TO REMOVE A PINCHED SAW

If the saw gets pinched in a cut, try pulling the saw straight back out of the cut. Never attempt to pry the saw loose as this can cause damage to chain, bar or saw. If the saw cannot be pulled back out of the cut, drive magnesium or plastic wedges in the cut to open it enough to pull saw out. If this cannot be done, an ax or another saw will be necessary to chip or cut the chain saw free.

### CARE OF CHAIN

Keeping the chain sharp is the most important factor in chain saw operations. Never cut for extended periods of time with a dull chain. Check for chain sharpness and tension after each refueling. Chain must be sharpened after 3 or 4 tanks of fuel are used or more frequently if chain has run in dirt or sand. A chain that does not cut freely induces a heavy strain on the entire saw, in addition, cutting with a dull chain wears out the chain and guide bar faster and wastes engine power. The proper chain tension is also important in the success of your chain saw operations. Using the correct chain tension (refer to page 4) will result in more efficient cutting, will reduce the drag and wear on the guide bar, and also prevents excess heating. Keep the chain flexible and well lubricated. After several initial cuts have been made with a new or recently sharpened chain, tension should be readjusted if necessary.



...HANDS OFF THE MOVING BLADE!

Completely immersing the chain in oil or a combination of oil and kerosene over night will lubricate the rivets and all meeting metal surfaces. This will increase the life of your chain and guide bar and will increase their cutting efficiency.

### COLD WEATHER CUTTING PROBLEMS

Cutters dull fast in cold weather because moisture in the wood freezes, making it harder. The frozen wood offers greater resistance to the cutters. Each time they contact the wood there is an impact which causes the cutting edge to dull. A sharp cutter will slice into the wood, but a dull cutter hits the wood and sets up a shock load on all of the chain parts.

### HOW TO EXTEND CHAIN LIFE IN COLD WEATHER

1. When cutting in zero weather, use S.A.E. 10 oil, cutting it, if necessary, with a small amount of kerosene for chain lubrication. With this mixture twice as much oil should be used during cutting. Premix oil in a separate container.
2. Keep the cutters sharp. Sharpen chain every hour or more often. A light sharpening will do the job. Clean out the bar groove and oil hole often. Turn bar over often to equalize wear.
3. Follow the sharpening instructions in this book.
4. Keep bar properly repaired with square rails, correct groove width and depth.
5. Never use force to make a dull chain cut.
6. Make sure chain oiler is working.
7. Keep the bar and chain out of snow when they are hot.

## MAINTENANCE

### GENERAL MAINTENANCE

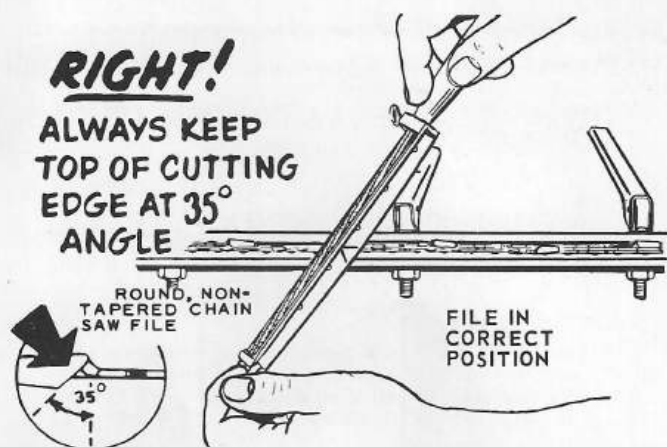
A good preventive maintenance program of regular inspection and care will increase the life and improve the performance of your saw. At the end of each working day, check for loose nuts, screws, and wires. Tighten all loose parts and replace those damaged. Do NOT abuse the saw by dropping, rolling, or permitting heavy tools to pile on top of it. Protect your saw from bad weather.

**MOST IMPORTANT**, keep the entire saw clean and the chain sharp. Do NOT allow the cylinder fins, air filter, muffler, tank or cover to become plugged with dirt, sawdust, or other foreign matter. Keep the air, fuel and oil filters clean at all times. Never put dirty fuel or used oil into your saw.

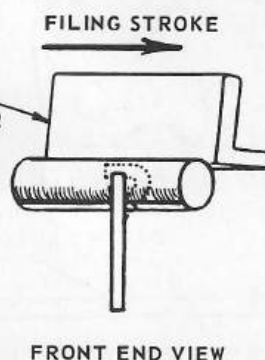
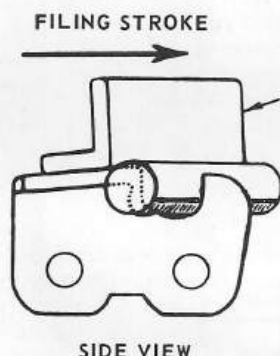
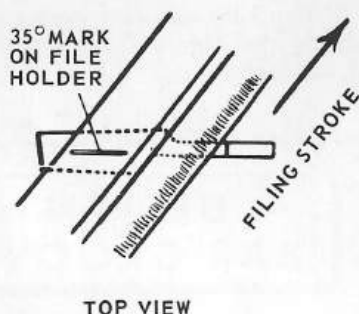


# MAINTENANCE -- Continued

## HOW TO SHARPEN YOUR CHAIN



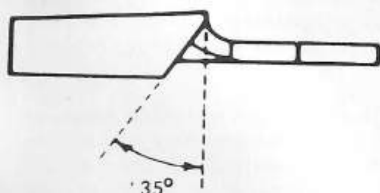
Improper filing can ruin your chain faster than anything else. Follow these instructions, maintaining the original angles, and your chain will have a long, serviceable life. Use a chain filing vise if one is available. If not, you can file the chain while it is on the guide bar but first, tension the chain up snugly. File all cutters on one side of the chain, then the opposite side.



1. Press flat side of file holder firmly against top of cutter, holding it at a right angle to the side of the cutter.
2. Line up the filing angle mark on the file holder so it is parallel with the chain. Keep the guide line in this position and you will file your chain close to the 35° angle recommended.

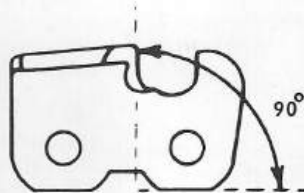
3. Use a few firm, long, even strokes, filing away from yourself to put a keen edge on each tooth.
4. Rotate your file in the holder occasionally to get maximum life from the file.
5. After sharpening the cutters, lower the depth gauges to the recommended setting with a flat file.

### MAINTAIN THESE ANGLES



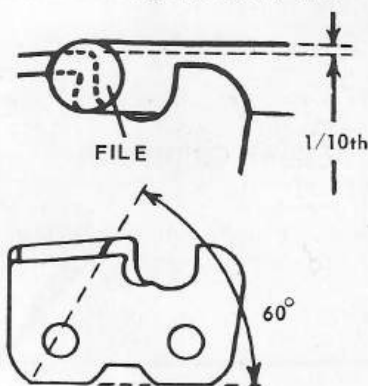
#### TOP PLATE FILING ANGLE

The Top Plate Filing Angle should be 35°. It is important to hold the file in one position perpendicular to the side of the cutter and at a 35° angle, as shown in the above sketch. If the filing angle is less than 35° it means that the side plate is blunt and will not cut fast. If the filing angle is more than 35° it means that the side plate will be feathered and will dull fast.



#### SIDE PLATE ANGLE

The Side Plate should be 90° to the bottom of the cutter. Use firm, long, even, straight strokes, applying pressure on the stroke away from you when filing. If this cutting angle is negative (slopes back), cutting will be slow because cutters will tend to ride out of the cut. More pressure will then be required to cut with the chain.



#### TOP PLATE CUTTING ANGLE

The Top Plate Cutting Angle should be 60°. It is formed by the position in which you hold the file and it determines whether the cutter is blunt, sharp or has a feather edge. If you hold it too high, you will get a blunt edge. Remember to keep your file well up against the cutter top plate. About 1/10th of file diameter should show above the top of the cutter.

## MAINTENANCE -- Continued

### DEPTH GAUGE SETTING

Correct depth gauge settings are just as important to efficient cutting and long chain life as correct cutter filing. If you file the depth gauges too low, cutters will bite into the wood and your chain will grab, jerk, hang-up and over-load the engine. If you file them too high, cutters will not be able to bite into the wood and your chain will not cut to capacity. Every time you file the chain, check the depth gauges and file them if necessary.

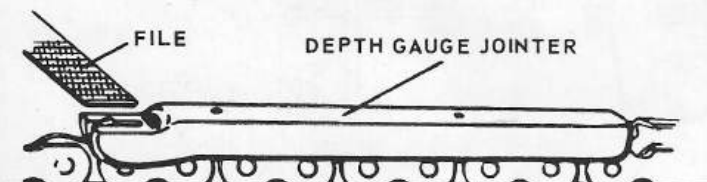
**IMPORTANT: KEEP THE DEPTH GAUGES UNIFORM.**

Recommended Depth Gauge Setting -- .025"

DEPTH GAUGE SETTING



### HOW TO LOWER DEPTH GAUGES



Use a depth gauge jointer as shown, placing it on top of chain so depth gauge projects through slot. With a flat file, file down top of depth gauge level with top of jointer. Round off the front edge to retain original shape.

After sharpening your chain, readjust chain tension, refer to page 4.

### DEBURR GUIDE BAR

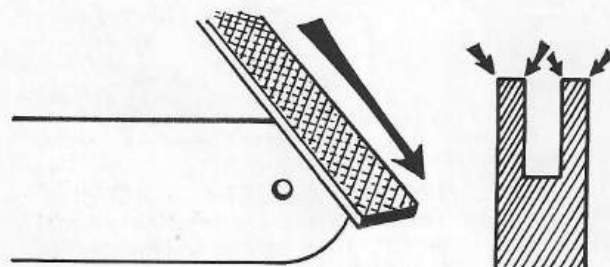


FIG. 14

Remove any burrs that may form on the side plates. It is best to do this whenever necessary using a flat file as shown. File away from the slot between the side plates. Wipe the filings from inside and outside of the guide bar before remounting the chain.

### GUIDE BAR

Correct guide bar maintenance is important too!

### THERE ARE THREE MAJOR FORMS OF GUIDE BAR WEAR.



The Guide Bar should be turned over on the saw occasionally to distribute the wear evenly over both edges of the guide bar. This will increase the life of the Guide Bar considerably.



### DEEPEN BAR GROOVE--

1. Bar grooves must be deepened by a chain saw service expert or in a bar repair shop.
2. Minimum bar groove depth should be 1/4".
3. When groove is too shallow, drive links drive on bottom of bar groove channel, do not allow tie straps to ride on bar rails.

### SPARK PLUG

Remove spark plug cover.

The spark plug should be cleaned and regapped after every 20 hours use or when dirty. A dirty plug causes starting trouble, and poor operation. Clean the plug and set at .025. When in doubt about plug, replace with Champion DJ6J.

**NOTE:** To remove spark plug grasp rubber grommet (rubber cup over plug) with hand and turn grommet to the left or counter clockwise and pull grommet off plug. Before replacing plug wire, always tighten cap on spark plug securely.



## MAINTENANCE -- Continued

### GUIDE BAR -- Continued

#### TO CLOSE BAR GROOVES--

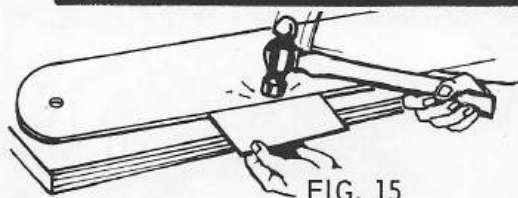


FIG. 15

1. Place a groove gauge (a piece of steel about 6" long and the same thickness as the drive links) in the groove and lay bar on an anvil with the thin rail up.
2. Use a 3-lb. hammer and close this thin rail snugly down on the groove gauge.
3. After each section is closed, drive the groove gauge forward its entire length and repeat the operation until the groove is to proper gauge throughout the bar.



#### JOINTING BAR RAILS--

Jointing is the process of making the two rails level with each other and square so as to provide proper bearing surfaces for the chain. Jointing is done best in a properly equipped saw shop where nose radius grinding equipment is available. However, it is possible to do this work in the field by working with a flat file held in a cross cut saw jointing gauge and used in the same manner.

When burred edges appear on guide bar, remove guide bar from saw. Lay guide bar flat and file burred edges on both sides of bar smooth or even with surface of Guide Bar. Use a flat mill file.

### CARBURETOR

There are only three adjustments on the Carburetor.

As a starting point, these should be set as follows:

ADJUSTMENT	APPROXIMATE SETTING
"A" - Main adjustment Screw	Turn completely in, finger tight. Then back out $\frac{3}{4}$ turn.
"B" - Idle Adjustment Screw	Turn completely in, finger tight. Then back out $\frac{3}{4}$ turn.
"C" - Idle Speed Regulating Screw	Back out screw. Then turn until screw just touches throttle lever "D" and continue $\frac{3}{4}$ turn more.

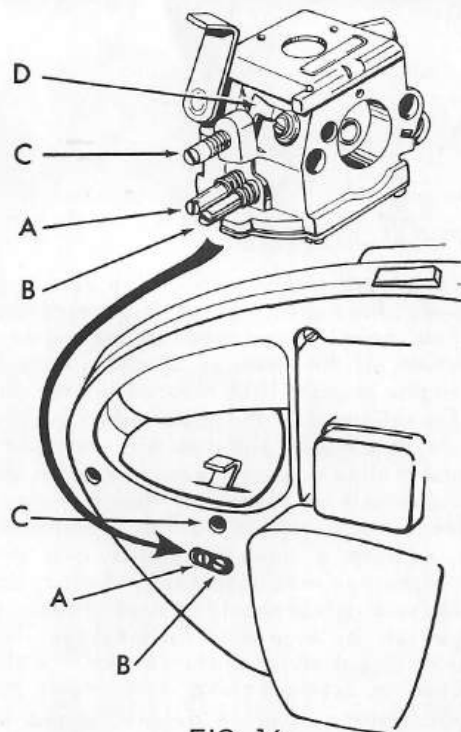


FIG. 16

The carburetor of your chain saw was adjusted at the factory for maximum performance under average cutting conditions. If saw lacks power, before deciding that the carburetor requires adjustment, clean the carburetor air filter, sharpen chain, and clean exhaust ports and muffler screen, if saw has been operated 8 hours or more. If it becomes necessary to readjust the carburetor, follow these instructions carefully, for careless adjustment can seriously damage both carburetor and engine.

1. After making above settings, warm up engine by making a cut or two. Release throttle to let engine idle. If engine stops, turn Idle Speed Regulating Screw in (clockwise),  $\frac{1}{16}$  turn at a time until engine idles fast but chain does not turn.
2. Now set for smooth idle. Turn Idle Adjustment Screw  $\frac{1}{16}$  turn at a time clockwise until engine idles smoothly. If chain turns, turn Idle Speed Regulating Screw counter-clockwise until chain stops.
3. Now check for acceleration by squeezing throttle quickly. If engine does not accelerate, or hesitates on accelerating open Main Adjustment Screw counter-clockwise  $\frac{1}{16}$  turn at a time until engine accelerates rapidly.

WHEN CLOSING SCREWS NEVER TIGHTEN MORE THAT FINGER TIGHT -- FORCING WILL CAUSE SERIOUS DAMAGE.



## REMOVING THE FLYWHEEL

1. Remove front handle by removing (2) screws.
2. Remove starter housing by removing (3) screws.
3. Remove huglock nut from end of crankshaft by turning counter-clockwise. **DO NOT USE HUGLOCK NUT FOR FLYWHEEL DRIVER.**
4. Use flywheel driver to loosen flywheel from taper on crankshaft.

(NOTE: A flywheel driver can be made by purchasing a 5/16 - 24 UNF Hex Head Machine Screw & 5/16 - 24 UNF Hex Nut.) Turn nut onto crankshaft 3 turns or half the thickness of the nut. Screw the bolt into the nut until it bottoms on the crankshaft.

5. Grasp the flywheel firmly and raise the saw 2 or 3 inches above the bench and hit the flywheel driver with a hammer. The flywheel will loosen from the crankshaft. Repeat as necessary.

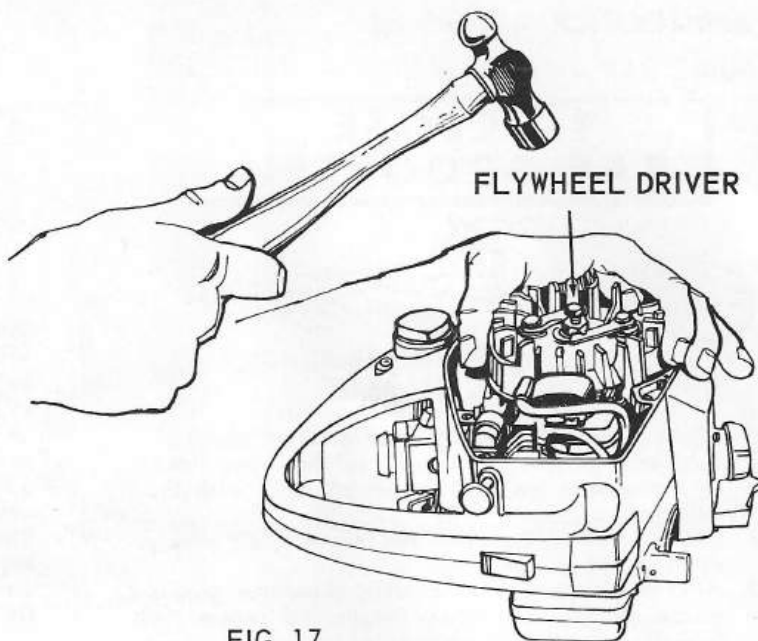


FIG. 17

## CENTRIFUGAL CLUTCH

The saw has a centrifugal clutch. With the engine idling properly, the clutch will not be engaged and the chain will not move. As you speed up the engine, the clutch engages. If the chain is caught in a pinch or bind, the engine speed will be reduced and the clutch will slip. Do not speed up the engine when the clutch is bound, as the clutch slippage will wear out the clutch. If clutch slips excessively replace clutch shoes. When the clutch will not disengage when the engine is idling, replace clutch springs. To replace clutch shoes or springs, position a screw driver (A) into starter housing air openings and into fins of flywheel as shown in figure 18 (screwdriver should be next to heavy section of flywheel (B) to prevent fin breakage). Place wrench on Hex Hub of clutch and turn clutch in a clockwise direction to unscrew clutch from engine shaft. Remove clutch drum and replace clutch on engine shaft or put in a vise to hold. Remove clutch springs with a needle nose pliers. By unhooking end of spring from hole in clutch shoes. Replace worn shoes or springs. There is a needle bearing in the clutch drum, and this bearing should be coated with a thin coat of grease (Lithium) once each season, or whenever bearing appears to need additional lubrication.

**WARNING:** Avoid too much grease as it may get on clutch shoes causing them to slip.

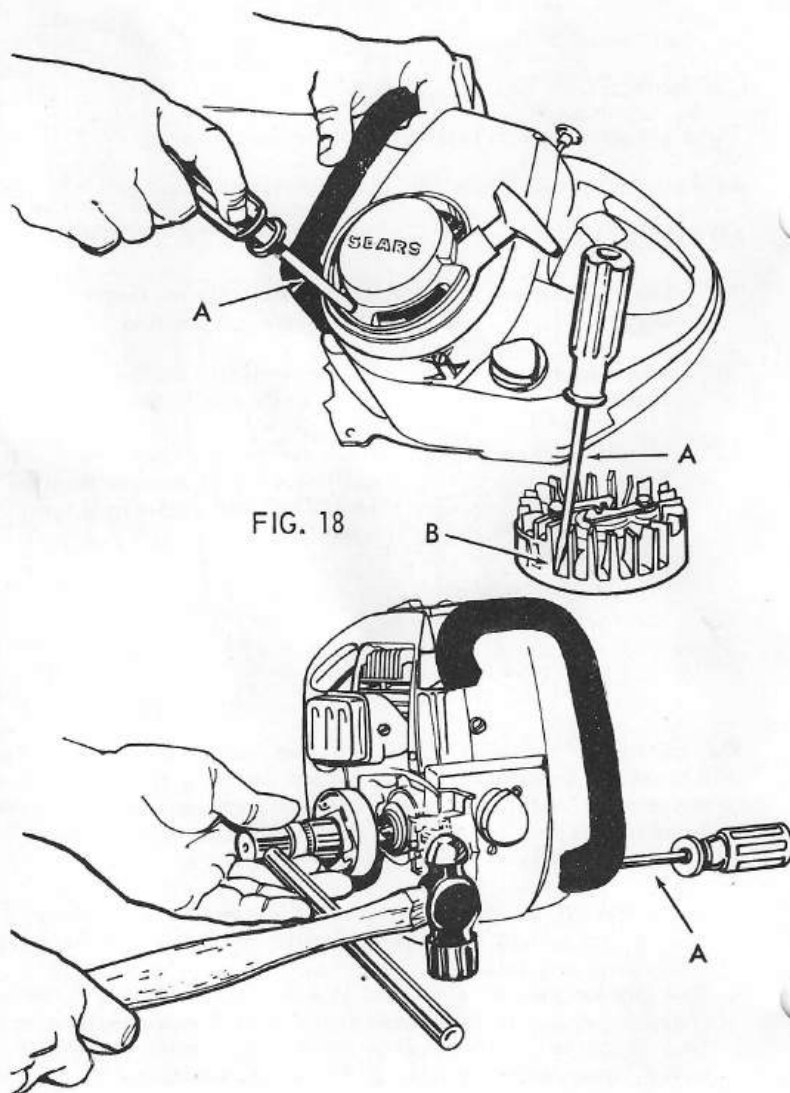


FIG. 18



## REPLACE STARTER ROPE

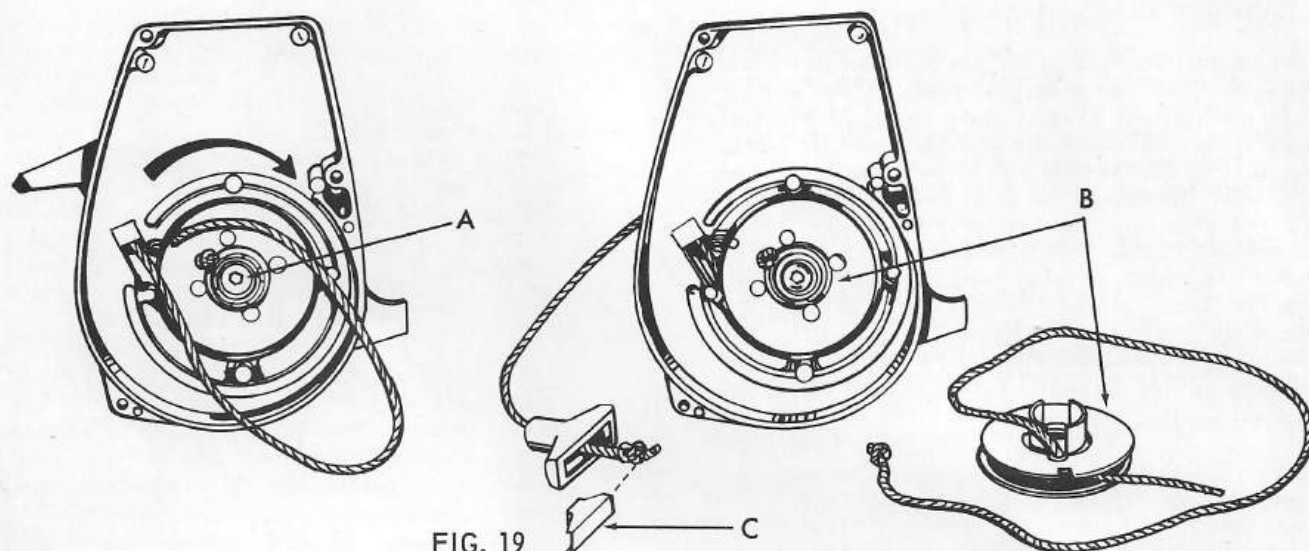


FIG. 19

1. Remove (2) screws to take front handle off.
2. Remove (3) screws holding starter housing to saw.
3. Untie knot at starter pulley and pull out rope.
4. Remove E ring (A) and washer from center post of starter.
5. Lift out starter pulley (B) tie knot on one end of new Rope, and thread loose end of Rope into pulley as shown.
6. Reinstall pulley to center post of starter and replace washer and "E" ring.

7. Thread loose end of rope thru grommet of starter housing. Assemble starter handle and washer as shown and tie knot in end of rope.
8. Assemble handle insert (C) so that washer and knot are inside insert, then push insert into starter handle.
9. Position rope in notch in starter pulley and turn pulley clockwise (7) turns. Hold starter pulley (B) and grasp starter handle and pull rope to take up slack. Allow rope to recoil into starter.
10. Reassemble starter and front handle to saw. Tighten all screws securely.

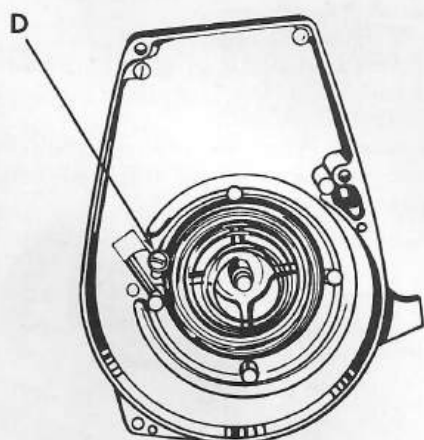


FIG. 20

## REPLACE STARTER SPRING

1. Use steps 1 thru 1st sentence of step 5 under "Replace Starter Rope".
2. Remove screw (D) and washer holding spring into housing and lift out old spring.
3. Insert new spring and install screw and washer to hold in position.
4. Use remainder of step 5 thru step 9 under "Replace Starter Rope".
5. Reassemble starter and front handle to saw. Tighten all screws securely.

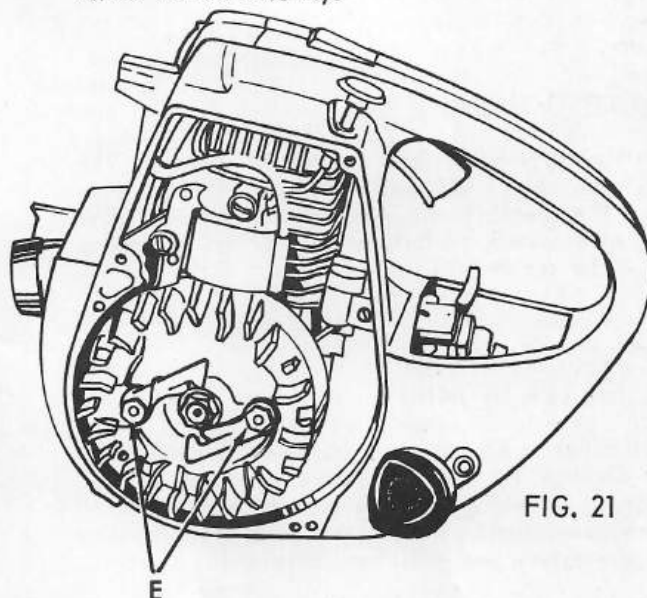


FIG. 21

## REPLACE STARTER PAWLS AND SPRINGS

1. Remove front handle and starter from saw.
2. Unscrew pivot posts (E), holding damaged pawls or springs and replace damaged parts and reassemble with new parts.
3. Reassemble starter and front handle to saw. Tighten all screws securely.



## MAINTENANCE—Continued

### CLEANING EXHAUST PORTS

If the exhaust ports, Fig. 22, are not cleaned periodically there will be a loss of power in the engine. Clean muffler and exhaust ports every 25 hours of engine use. To clean the cylinder exhaust ports, refer to Fig. 22, remove two screws holding muffler to cylinder. Remove spark plug. Pull the starter rope so that piston is at the bottom of the stroke, below the exhaust holes. With a hardwood stick, (NOTE: Do not use metal scraping tool), scrape the carbon from the two cylinder exhaust ports so they are completely open and remove carbon from the surrounding exhaust chamber. Blow out the loosened carbon by pulling the starter handle several times. Replace the muffler.

NOTE: The muffler must be assembled with openings pointed forward. Tighten screws securely.

### CLEANING CYLINDER FINS

Refer to Fig. 23. Check the flow of air over the cylinder. If restricted by debris, remove the starter cover (A) and clean the cylinder fins (B). It is advisable to remove the rewind starter housing (A), occasionally to remove saw dust from the fins of the engine. Compressed air can also be used to clean the engine fins if the saw dust has not accumulated too much. If saw dust blocks the air from flowing over the engine fins, the engine will overheat causing loss of power and possible damage to engine.

### MAGNETO TIMING

The timing is preset and cannot be changed. The only adjustments are point setting and spark plug gap. The breaker point gap should be adjusted at .015 when points are fully open. The spark plug gap should be set at .025.

### OIL FILTER IN TANK

If oil filter in oil reservoir becomes clogged it can be cleaned by pouring clean gasoline into oil reservoir. Then shake saw thoroughly to wash off any accumulation on filter in reservoir. Pour gasoline out of reservoir and refill with clean oil.

### CLEANING SPARK ARRESTOR MUFFLER

Clean screen in spark arrestor muffler (C) every 20 hours. Remove the two screws holding screen retainer and screen to muffler. Clean screen with a wire brush and replace screen and screen retainer. Tighten screws securely. Replace screen whenever any breaks in the mesh are noticed.

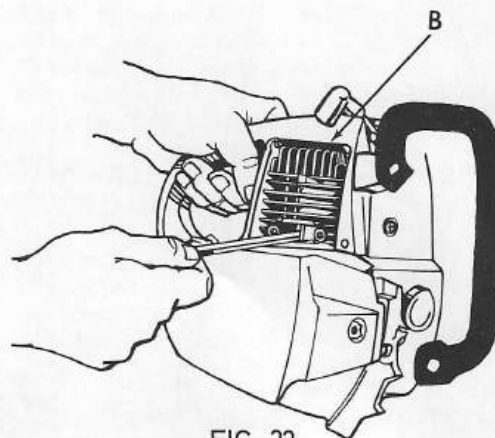


FIG. 22

### AIR FILTER

Clean air filter twice daily. The carburetor is equipped with an air filter for the purpose of keeping dirt out of the engine to avoid damaging it. Do not operate your saw with the filter removed.

To remove the air filter cover,

Insert a screwdriver under the rear edge of the cover and "pop" it out of the housing. Carefully remove it by sliding it off the choke lever.

To remove the air filter, place a screwdriver in front of the filter and push it toward the rear of the saw to "pop" it out of the carburetor.

Remove air filter from housing.

CLEAN FILTERS THOROUGHLY IN CLEAN GASOLINE THAT DOES NOT HAVE OIL IN IT AND SHAKE DRY BEFORE REPLACING.

NOTE: Be sure to "pop" air filter, with tab (D) in up position, onto carburetor to keep dirt from getting into engine. Reinstall air filter cover.

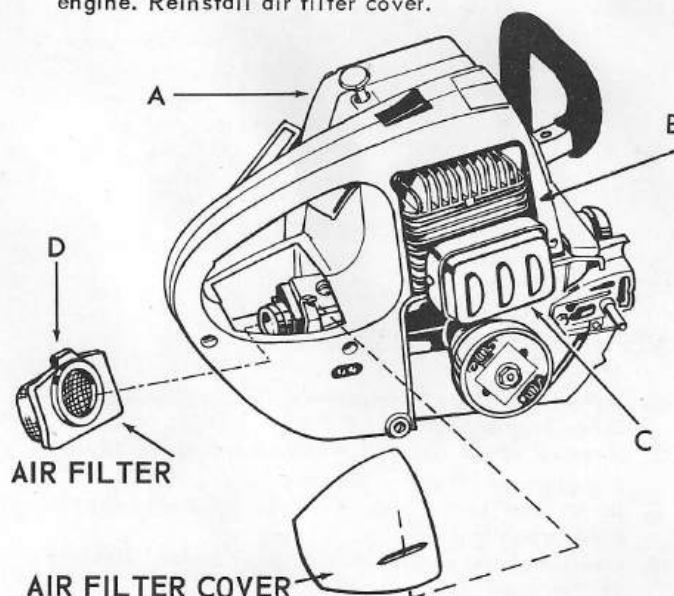


FIG. 23



## TROUBLE SHOOTING

### SHOULD ENGINE FAIL TO START

1. Check to make sure ignition switch is in "ON" position. See page 5.
2. Check for fuel in tank.
3. Check for spark: Remove spark plug and with magneto wire attached, hold the base of the plug against the engine. Crank the engine. A spark should jump across the plug points. If it doesn't, clean plug or replace with new one. Check for flooding. When spark plug is removed check if plug is wet or if gap is closed by liquid fuel, the plug should be dried.
4. Be sure to hold throttle open.
5. Check flow of fuel to carburetor: Remove hose from carburetor. Fuel should flow in a small continuous stream with fuel cap removed. If not, clean fuel line and filter inside tank.
6. Check magneto: a bad magneto may be determined by a weak spark or no spark. A good magneto should jump an open gap of 1/8" - 1/4" with a good blue spark, by hand cranking. Make sure that the plug is good as explained above. Then if no spark occurs at the plug points, test the condenser, coil and ignition points. If found faulty, replace.
7. Check for grounded wire from magneto to ignition switch.
8. Check carburetor main and idle speed adjustments, see page 12.
9. If engine is flooded, crank engine with the throttle lever open with the choke backward or "OFF" position, until engine starts. Refer to page 6, step 9.

### ENGINE LACKS POWER

1. Clean carburetor air filter, page 15.
2. Clean port holes, muffler, and screen, page 15.
3. Sharpen chain, see pages 10 and 11.
4. Adjust carburetor, see page 12.
5. Compression below 80 lbs.

### ENGINE WILL NOT IDLE

1. Check carburetor speed setting. Idle speed regulating screw and idle adjustment screw.
2. Leaking carburetor diaphragm.
3. Leaking seals on crankshaft.
4. Leaking carburetor inlet seat gasket.
5. Dirty nozzle check valve or outlet screen.

### ENGINE WILL NOT ACCELERATE

1. Check carburetor air filter, page 15.
2. Check carburetor adjustment, page 12.
3. Check spark plug, see page 11.
4. Clean port holes.
5. Weak magneto.
6. Clean spark arrestor screen and muffler.

### ENGINE BACKFIRES OR MISFIRES

1. Defective pyramid reed assembly.
2. Fouled spark plug: Clean and set or replace, page 11.
3. Intermittent shorting in the magneto assembly: Check for loose wires or loose assemblies.
4. Ignition switch shorting. Check and replace if necessary.
5. Dirty or burned breaker point: Clean and replace if necessary.
6. Weak condenser: Replace.
7. NOTE: Two cycle engines, when idling or running under light loads, may appear to miss. This in no way affect the operation of the engine.

### SHOULD ENGINE OVERHEAT

Check the flow of air over the cylinder. If restricted be debris, remove the air shroud and clean the cylinder fins. Be sure to use the correct fuel mixture. A lean fuel mixture, (carburetor main adjustment screw turned in too much), will tend to cause engine to overheat. Adjust carburetor, see page 12. It is advisable to remove the starter occasionally to remove the dust from the fins of the engine. Compressed air can also be used to clean the engine fins if the saw dust has not accumulated too much. If compressed air is available, use it often to clean fins and air shroud. If saw dust blocks the air from flowing over the engine fins, the engine will overheat causing it to lose power and to wear rapidly.

### CARBURETOR FLOODS

1. Leaking inlet needle seat.
2. Leaking gasket.
3. Hole in diaphragm.
4. Adjust carburetor.

## TROUBLE SHOOTING -- Continued

### CUT IS SLANTED (NOT STRAIGHT)

1. Saw not held properly by operator.
2. Bent guide bar.
3. Cutter top length or angles not uniform usually long on one side of chain.
4. Depth gauges not uniform height, see page 11.
5. Bar rails worn and spread - usually one rail is low caused by dull chain, inadequate oil or cutters not properly sharpened. Turn guide bar over to equalize wear.

### CHAIN CUTS UNSATISFACTORILY OR DULLS QUICKLY

1. Cutters dull.
2. All cutters not same length due to improper sharpening, see pages 10 and 11.
3. Chain not tensioned properly on guide bar, see page 4.
4. Abrasive wear on some or all cutters due to running chain in dirt or sand, striking stones, metal, etc.
5. Depth gauges too high, page 11.

### CHAIN OPERATES ROUGHLY - CHATTERS OR GRABS

1. Cutter not sharpened properly.
2. Chain not properly tensioned on guide bar, see page 4.
3. Sprocket worn out.
4. Excessive wear in rivet bearings due to inadequate oil, operating saw with dull chain, running chain in dirt or sand.
5. Cutters on one side of chain damaged by abrasion, striking rocks, metal, etc.

DO NOT OPERATE  
A SAW IN NEED  
OF REPAIR..OR  
ADJUSTMENT..



### CHAIN BREAKAGE

1. Operating saw with loose chain.
2. Tight joints due to burrs on bottom of links caused by excessive friction (dull chain, inadequate oil).
3. Chatter. See Above.

### CHAIN WILL NOT TURN WHEN ENGINE IS SPEEDED UP

1. Chain is too tight. Loosen chain.
2. Rails on guide bar pinched or joined too tightly, refer to "Guide Bar", pages 11 and 12.
3. Clutch is not working properly. Refer to page 13.
4. Chain drive links damaged.

### CHAIN TURNS WHEN ENGINE IS IDLING

1. The engine is idling too fast. Refer to "Carburetor Adjustments", page 12.
2. Clutch springs may be broken, unhooked, or weak.

### CHAIN JUMPS OFF

1. Chain too loose, adjust tension, see page 4.
2. Worn guide bar, replace or recondition, pages 11 and 12.
3. Check for broken chain side link.
4. Worn sprocket.

### GUIDE BAR CHIPPED ON EDGES

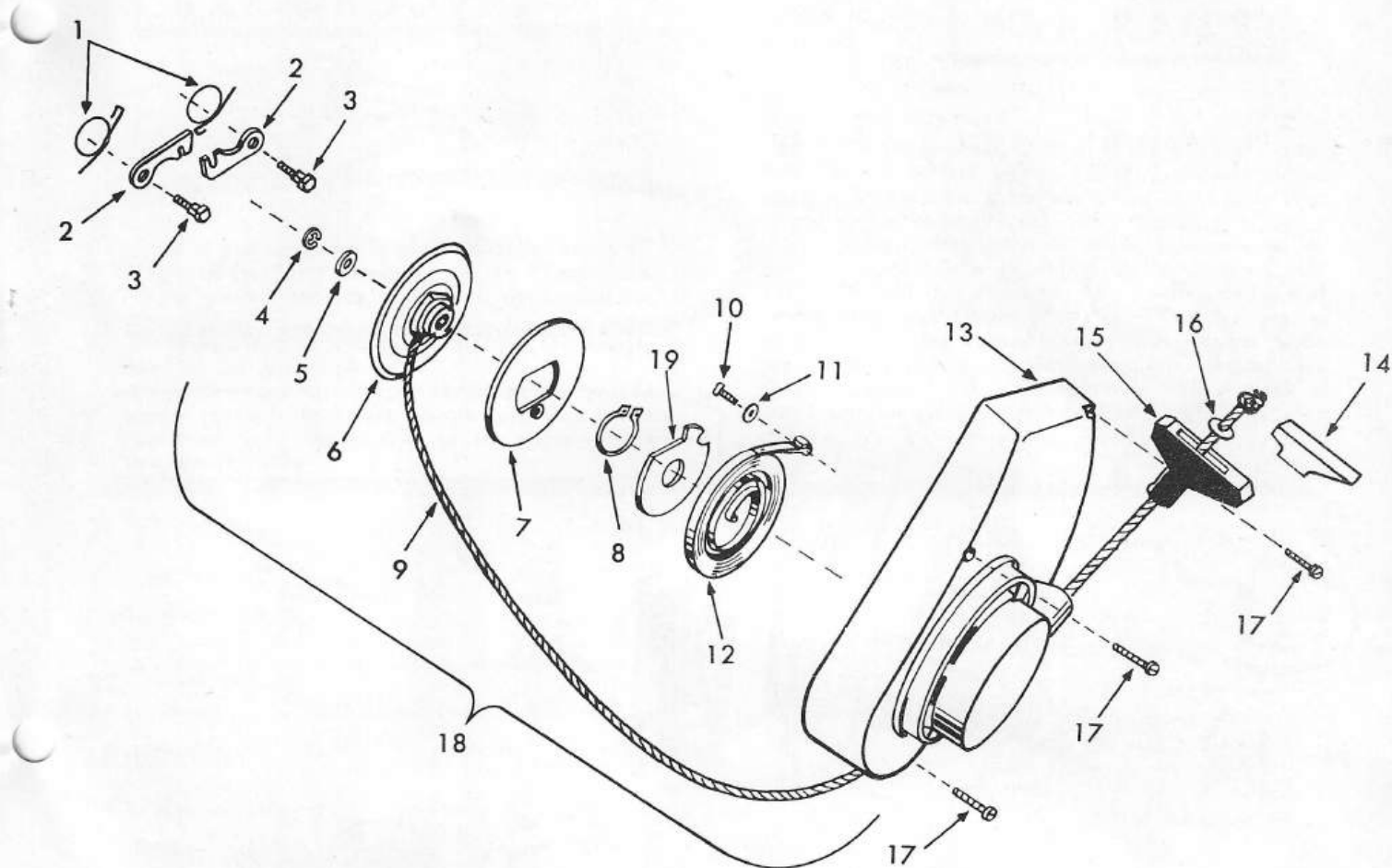
Dull or improperly sharpened chain requiring excessive pressure on chain and bar to make it cut. This causes bar to wear with sharp outer rail edges, which then break off. Sharpen chain and recondition guide bar, Refer to pages 10, 11 and 12.

IN THE  
WOODS -



WATCH OUT, FIRES ARE  
A DANGER...





KEY NO.	PART NO.	DESCRIPTION
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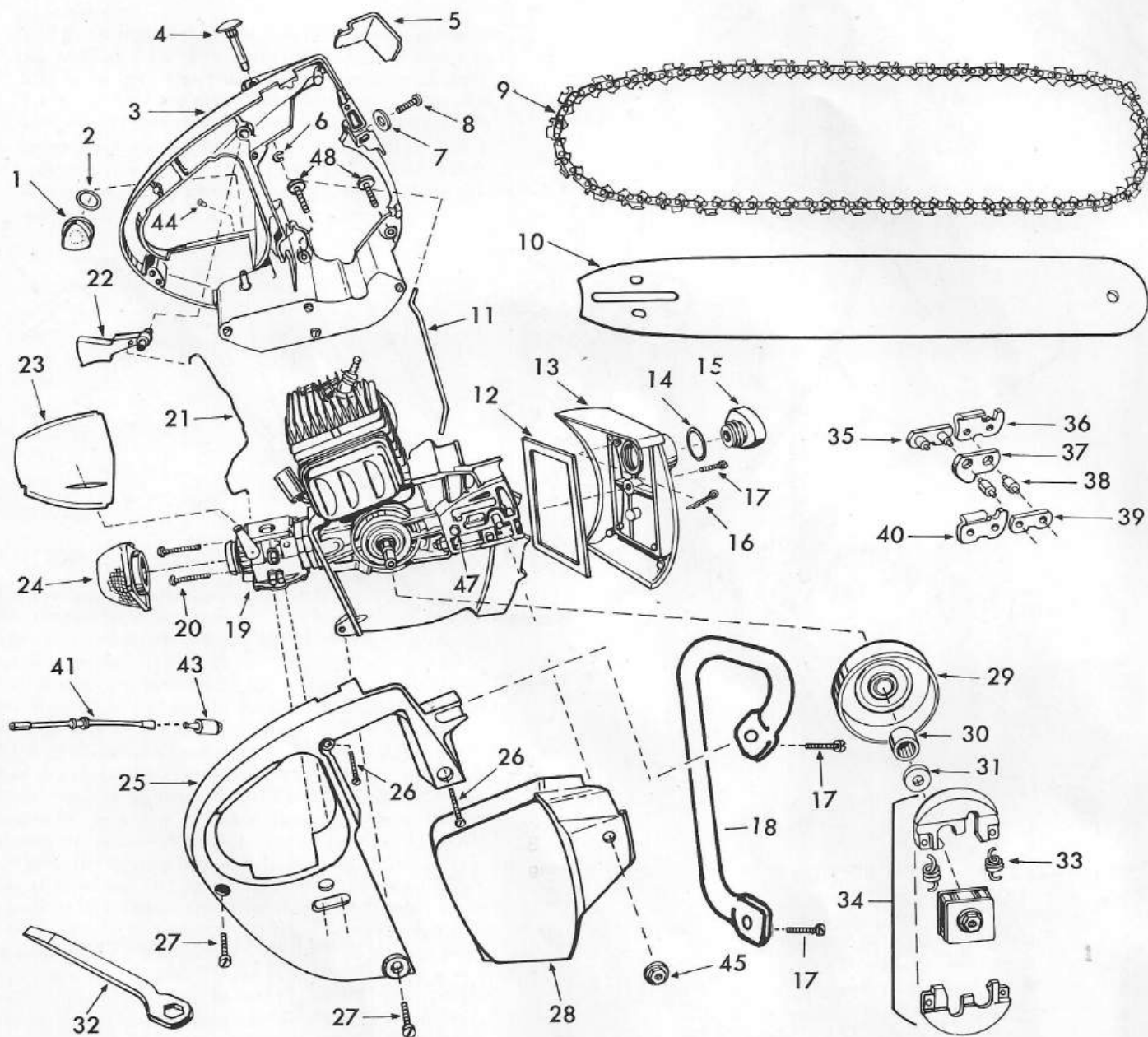
1	9072H	Torsion Spring
2	9088H	Starter Pawl
3	729R	Pivot Post
4	9052H	E-Ring
5	1555P	Washer 1/4 x 9/16 x 16 Ga.
6	647A31	Pulley Half Assembly
7	9634H	Pulley Half
8	5004P	Retainer Ring
9	560R	Starter Rope

KEY NO.	PART NO.	DESCRIPTION
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10	5527P	Slotted Pan Hd. Self Tap Screw #6 - 32 x 1/4 Type 23
11	1576P	Washer 5/32 x 3/8 x 18 Ga.
12	9986H	Starter Spring
13	647H17	Starter Housing
14	9593H	Starter Handle Insert
15	9636H	Starter Handle
16	1565P	Washer 3/8 x 11/64 x 18 Ga.
17	5548P	Slotted Fil-Hd. Screw, Self Tapping #8 - 32 x 1-1/8 Type 1
18	648A37	Starter Assembly (Inc. All Items on This Page Except Key No. 17)
19	1364R	Spacer

# repair parts

CHAIN SAW  
MODEL NO.  
917.351620





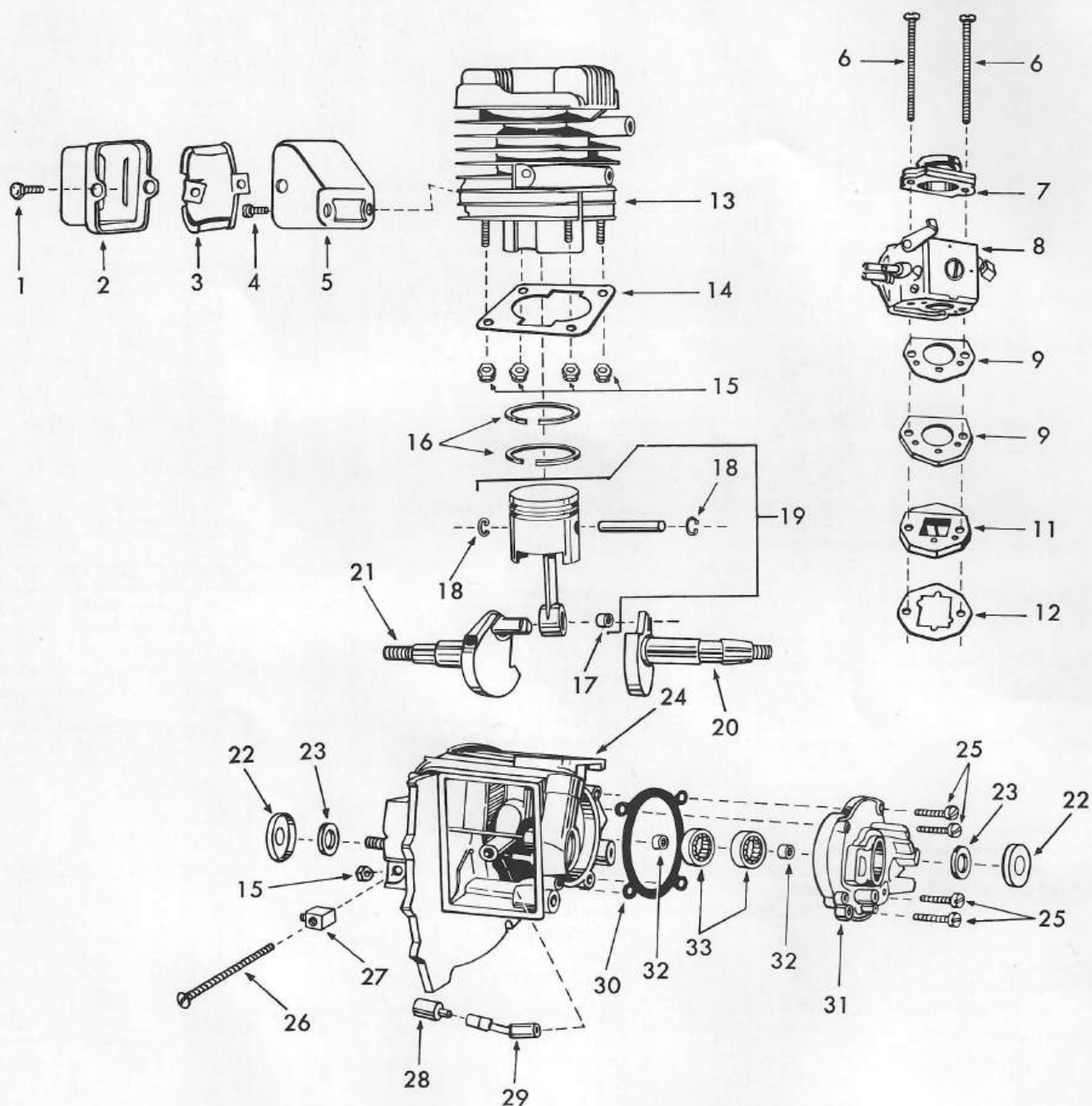
# repair parts

CHAIN SAW  
MODEL NO.  
917.351620

KEY NO.	PART NO.	DESCRIPTION
1	9808H	Fuel Tank Cap
2	6168H	Fuel Cap "O" Ring
3	647A29	Fuel Tank & Cover Assembly (Inc. Key No's. 1, 3, 8, 16 and 41)
4	9971H	Oil Pump Button
5	9802H	Spark Plug Cover
6	5010P	Crescent Ring
7	1565P	Washer 3/8 x 11/64 x 18 Ga.
8	5529P	Slotted Fil. Hd. Mach. Screw Self Tap #8 - 32 x 3/4 Type 1
9	648A24	Chain 1/4" Pitch for 12" Bar
10	648A12	Guide Bar 12"
11	9972H	Plunger Rod
12	9947H	Gasket
13	1491R	Oil Tank Cover
14	7713H	Oil Cap "O" Ring
15	9120H	Oil Tank Cap
16	2501P	Cotter Pin
17	3214P	Slotted Fil. Hd. Mach. Screw #10 - 24 x 3/4 Heat Treated
18	1497R	Front Handle
19	724R	Carburetor
20	3215P	Slotted Fil. Hd. Mach. Screw #10 - 24 x 2 1/4 Heat Treated
21	723R	Throttle Link
22	9809H	Throttle Lever
23	731R	Air Filter Cover
24	730R	Air Filter
25	1587R	Cylinder Frame & Handle
26	5544P	Slotted Fil. Hd. Mach. Screw Self Tap #8 - 32 x 1 Type 1
27	5530P	Slotted Fil. Hd. Mach. Screw Self Tap #8 - 32 x 1/2 Type 1
28	9789H	Chain Shield
29	647A21	Clutch Drum and Bearing Assembly (Inc. Key No. 30)
30	9064H	Needle Bearing
31	1372R	Clutch Spacer
32	9981H	Wrench
33	746R	Clutch Springs (Set of Two)
34	727R	Clutch
35	17307	Preset Tie Strap
36	14752	L. H. Cutter
37	14754	Drive Link
38	11857	Rivet
39	14756	Tie Strap
40	14753	R.H. Cutter
41	2147R	Fuel Line
43	1493R	Fuel Filter
44	830R	Check Valve
45	9968H	Guide Bar - Nut 1/4 - 28 UNF - 2B
47	9939M	Roll Pin 1/4 x 5/8
48	3181P	Slotted Pan Flex Hd. Mach. Screw #10 - 24 x 3/4
----	1504R	Owners Manual

# repair parts

CHAIN SAW  
MODEL NO.  
917.351620





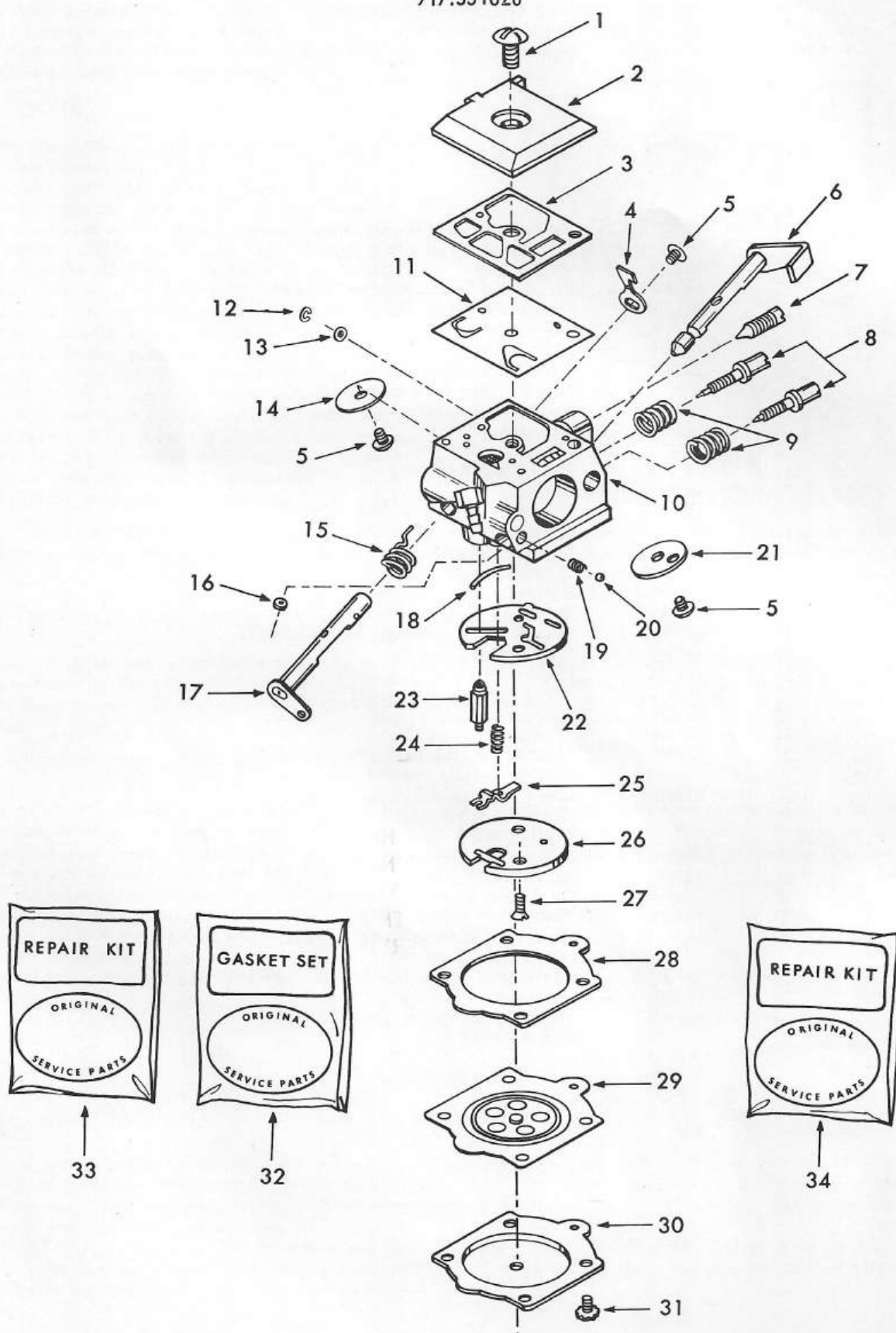
# repair parts

CHAIN SAW  
MODEL NO.  
917.351620

KEY NO.	PART NO.	DESCRIPTION
1	5534P	Slotted Indented Hex Hd. Mach. Screw Self Tap #10 - 24 x 3/8 Type 1
2	9834H	Muffler Cap
3	648A11	Screen and Screen Holder Assembly
4	3213P	Slotted Pan Flex. Hd. Mach. Screw #10 - 24 x 1/2
5	9830H	Muffler Base
6	3215P	Slotted Fil. Hd. Mach. Screw #10 - 24 x 2 1/4 Heat Treated
7	720R	Air Cleaner Adapter
8	724R	Carburetor
9	722R	Gasket
11	647A36	Reed Plate Assembly
12	9991H1	Gasket
13	647A20	*Cylinder Assembly
14	9980H	*Gasket
15	9060H	*Huglock Nut #10 - 24 UNC
16	647A23	*Piston Rings
17	9941H	Bearing
18	9611H	Retaining Ring
19	647A13	*Piston and Connecting Rod Assembly
20	1822R	*Crankshaft - Fan End
21	1823R	Crankshaft - P.T.O. End
22	9587H	*Crankshaft Seal Retainer
23	9624H	*Crankshaft Seals
24	647A46	*Crankcase Assembly
25	3248P	*Slotted Fil. Hd. Mach. Screw #10 - 24 x 5/8 Heat Treated
26	3216P	Chain Tension Adjustment Screw (Slotted Pan Hd. Mach. Screw #10 - 24 x 2 1/8 Heat Treated)
27	9091H	Chain Tightener Block
28	2276R	Oil Filter
29	2164R	Oil Pickup Hose
30	9946H	*Gasket
31	647A28	*Bearing Car fer Assembly (Inc. (Key no's. 32 and 33)
32	557R	*Bearing
33	9945H	*Bearing
----	647A26	Short Block - Engine (Inc. All Items with Asterick *)

# repair parts

CHAIN SAW  
MODEL NO.  
917.351620





# repair parts

CHAIN SAW  
MODEL NO.  
917.351620

KEY NO.	PART NO	DESCRIPTION
1	1201R	FUEL PUMP COVER SCREW
2	1185R	FUEL PUMP COVER
3	*1193R	GASKET
4	1190R	THROTTLE STOP
5	**1199R	VALVE SCREW
6	1188R	CHOKE ASSEMBLY
7	1200R	IDLE ADJUSTMENT SCREW
8	**1208R	NEEDLE
9	**1206R	SPRING
10	1182R	BODY ASSEMBLY
11	**1197R	FUEL PUMP DIAPHRAM
12	**1183R	RING, SCREEN RETAINING
13	**1211R	SCREEN, CHECK VALVE
14	1187R	VALVE, THROTTLE
15	1205R	THROTTLE RETURN SPRING
16	1209R	LIMITING JET
17	1186R	THROTTLE ASSEMBLY
18	1216R	ROD-METERING
19	**1204R	SPRING CHOKE FRICTION
20	**1192R	BALL CHOKE FRICTION
21	1189R	VALVE, CHOKE
22	*1195R	CIRCUIT GASKET
23	**1191R	VALVE INLET NEEDLE
24	**1207R	METERING LEVER SPRING
25	**1213R	METERING LEVER
26	1212R	CIRCUIT PLATE ASSEMBLY
27	1202R	CIRCUIT PLATE SCREW
28	*1194R	METERING DIAPHRAM GASKET
29	1198R	METERING DIAPHRAM ASSEMBLY
30	1184R	COVER, METERING DIAPHRAM
31	1203R	SCREW, METERING COVER
32	*1196R	GASKET ASSORTMENT
33	**1214R	REPAIR KIT-SERVICE
34	1215R	REPAIR KIT-CHECK VALVE ASSEMBLY

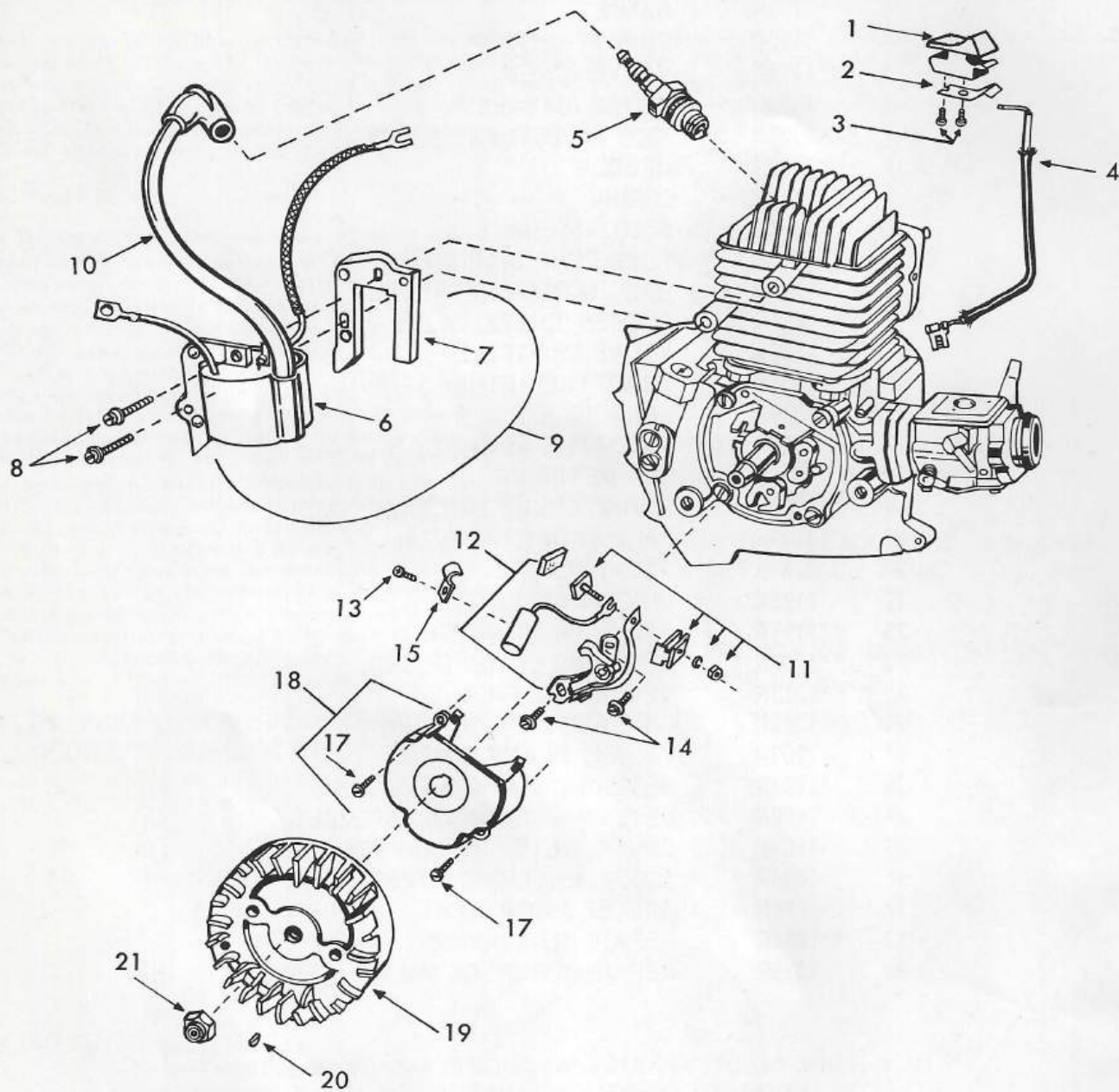
(\*) ASTERISK DENOTES PARTS CONTAINED IN GASKET ASSORTMENT

(\*\*) ASTERISKS DENOTES PARTS CONTAINED IN REPAIR KIT SERVICE

HARDWARE ITEMS PURCHASED LOCALLY.

# repair parts

CHAIN SAW  
MODEL NO.  
917.351620





# repair parts

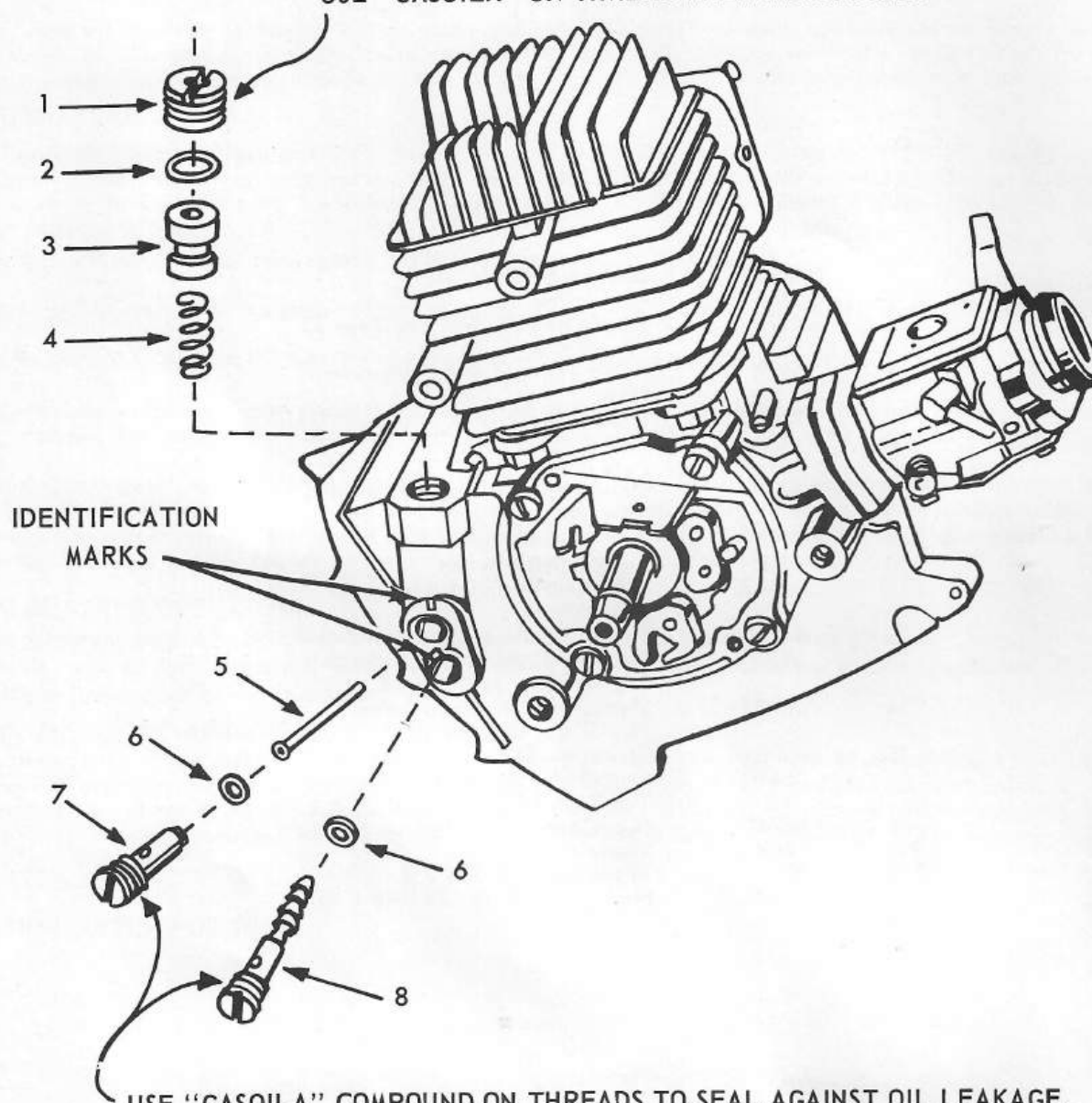
CHAIN SAW  
MODEL NO.  
917.351620

KEY NO.	PART NO.	DESCRIPTION
1	1682R	Shorting Switch
2	9967H	Leaf Spring
3	5527P	Slotted Pan Hd. Self Tap Type 23 #6 - 32 x 1/4
4	569R	Primary Ground Switch Shorting Wire
5	734R	Spark Plug
6	742R	Coil Group
7	743R	Core Group
8	8989H	Slotted Pan Hd. Mach. Screw #8 - 32 x 3/4 (Special)
9	741R	Coil and Core Group
10	744R	Lead - High Tension
11	643A20	Stud, Nut, Washer and Insulator Assembly
12	647A25	Points, Condenser and Cam Felt
13	5529P	Slotted Fil. Hd. Mach. Screw Self Tap #8 - 32 x 5/16 Type 1
14	8990H	Slotted Pan Hd. Mach. Screw #6 - 32 x 5/16 (Special)
15	9589H	Condenser Clamp
17	5543P	Slotted Fil. Hd. Mach. Screw Self Tap Type 1 #6 - 32 x 3/8
18	647A22	Dust Cover and Screws
19	740R	Magneto Flywheel
20	9087H	Woodruff Key 3/32 x 3/8
21	9070H	Huglock Nut 5/16 - 24 UNF - 2B

# repair parts

CHAIN SAW  
MODEL NO.  
917. 351620

USE "GASOILA" ON THREAD WHEN INSTALLING.



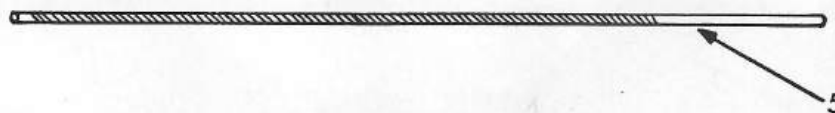
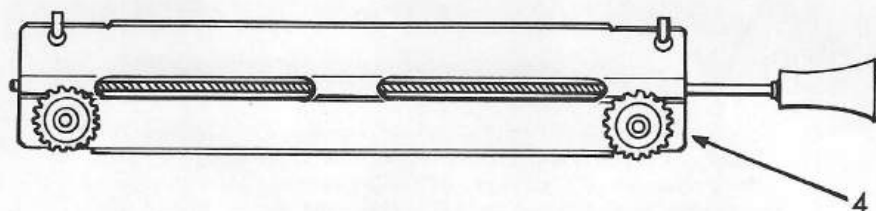
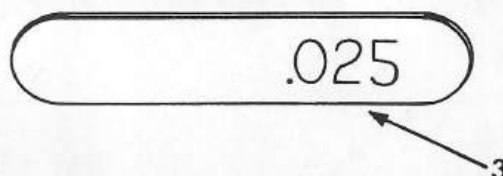
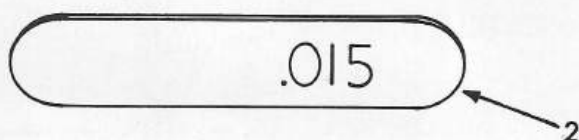
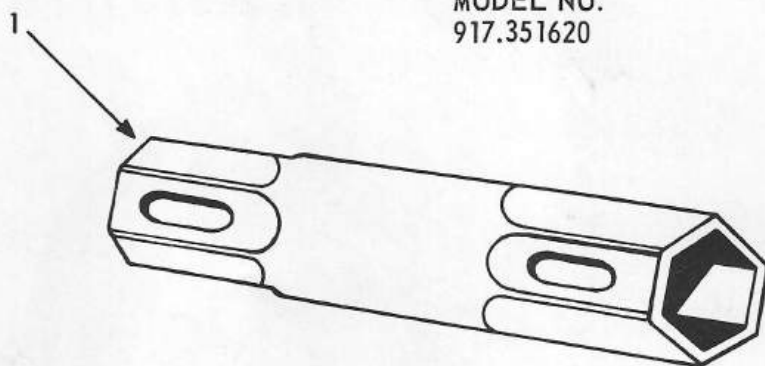
USE "GASOILA" COMPOUND ON THREADS TO SEAL AGAINST OIL LEAKAGE.  
ALIGN SCREW DRIVER SLOT IN CHECK VALVES WITH MARK ON CRANKCASE AS SHOWN.

KEY NO.	PART NO.	DESCRIPTION
1	9949H	OIL PUMP RETAINER
2	9283H	"O" RING
3	9936H	OIL PUMP PLUNGER
4	717R	PLUNGER SPRING
5	9982H	OIL LINE
6	718R	"O" RING
7	715R	OUTLET CHECK VALVE
8	716R	INLET CHECK VALVE



# maintenance kit

CHAIN SAW  
MODEL NO.  
917.351620



KEY NO.	PART NO.	DESCRIPTION
1	1230R	SPARK PLUG WRENCH
2	761R	POINT GAP GAUGE (.015)
3	1338R	SPARK PLUG GAP GAUGE (.025).
4	14196	FILE HOLDER WITH 1/8" FILE
5	14012A	1/8" FILE.

# notes

Sears, Roebuck and Co. reserves the right to make any changes in design or improvements without imposing any obligation to install the same upon its items heretofore manufactured.



BECOME FULLY FAMILIAR WITH THE RULES FOR SAFETY AND INSTRUCTIONS IN THIS MANUAL. YOUR SEARS CHAIN SAW WILL PROVIDE MANY LEISURE HOURS.



# notes

647x3

# Sears

# owners manual

## LITTLE BEAVER GASOLINE CHAIN SAW

**MODEL NO.  
917.351620**

The Model Number will be found on the side of the Cylinder Frame and Handle. Always mention the Model Number when requesting service or repair parts for your GASOLINE CHAIN SAW.

All parts listed herein may be ordered through SEARS, ROEBUCK AND CO. When ordering parts by mail, selling prices will be furnished on request or parts will be shipped at prevailing prices and will be billed accordingly.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION AS SHOWN IN THIS LIST.

1. The PART NUMBER
2. The PART DESCRIPTION
3. The MODEL NUMBER  
917.351620
4. The NAME OF ITEM—  
Gasoline Chain Saw

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