

Crankcase Kit, P/N 85809, for the 3.3 cubic inch engine does not require the use of cast iron piston rings in its piston assemblies.

2. Use the four new Sealing Washers, P/N 62842, with the four screws (P/N 62105) used for joining the two halves of the crankcase assembly.

Before reinstallation of the fuel tank assembly, remove the following parts:

- (a) Two round head screws (105249) from the bottom of the airbox which secure the DSP bracket (64721), the bracket, spring (69687) and the DSP lever assembly (69811).
 - (b) Remove the trigger pin, trigger and trigger spring. These three parts are to be reinstalled.
 - (c) Remove the control button (67209) and stop switch wire assembly (65873).
3. Using the new stop switch parts from the kit, install the Button, P/N 62951, Base, P/N 62950A, Contact, P/N 62451, Wire Assembly, P/N 62973A, and attach these parts with Screw, P/N 103672 (see Figure 3). When installed, reinstall the trigger, trigger spring and trigger pin removed. Note (b) above. Plug the two holes in the bottom of the airbox using Rivets, P/N 105788.
 4. Before installing the shroud on this engine, grind or cut out a section above the spark plug opening, for the compression release valve and the button, as illustrated on Figure 1. The drawing on page 3 may be cut from this sheet and used as a template for modifying the shroud. After removing the section shown, smooth up the cut edges with a file to remove all roughness.

Valve Operation

Push the button in to open the valve and release compression. The valve will close automatically when the engine starts. If however, the engine fires but does not continue to run, push the button in again before pulling the starter rope. Always be sure that the button is pushed in before starting the engine.

