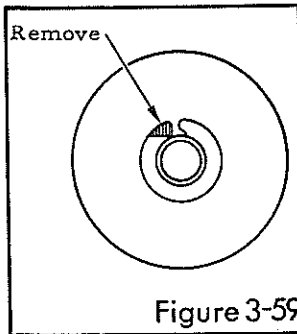


The new drum can be used with either an old or a new spring and an old or new fan housing. No rework of the new drum is required.

The old drum can be used with a new housing or, after filing off a section as shown in Figure 3-59, with a new spring. Do not file into the drum bushing or distort the bushing in any way.



STARTER SPRING

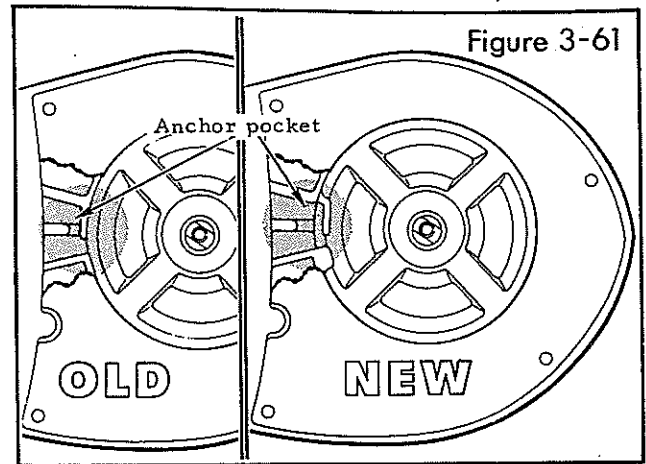
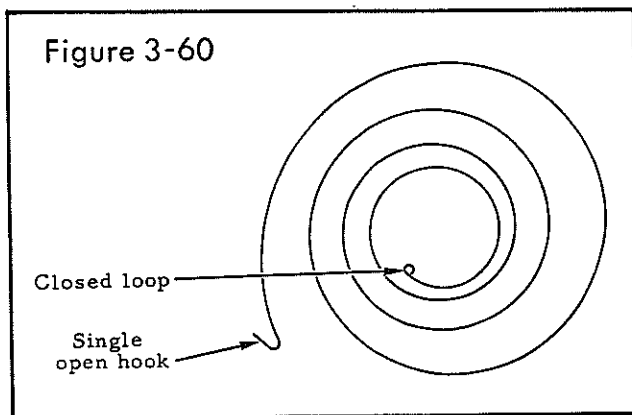
The new starter spring differs from the old spring in having a single open hook at the outer end and a closed loop at the inner end (Figure 3-60).

The new spring can be used with the old drum if the old drum has been reworked as shown in Figure 3-59. It can also be used with an old fan housing if Spring Shield, P/N 68617, is placed between the spring and drum. The shield is designed to hold the spring flat in the housing and prevent the outer hook of the spring from working out of the pocket in the housing.

FAN HOUSING

The spring anchor pocket in the fan housing has been redesigned as shown in Figure 3-61.

The new fan housing can be used with either an old or new spring and an old or new drum.

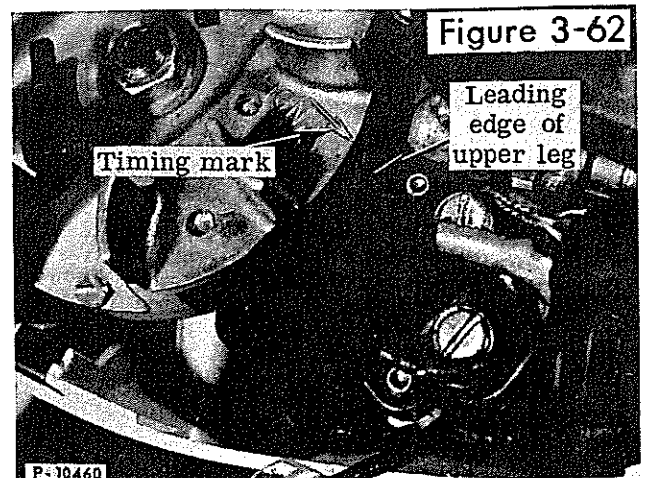


BREAKER POINTS

HOW TO CHECK THE SETTING OF THE BREAKER POINTS

It is possible to check breaker point setting by removing the fan housing and using the timing mark on the flywheel.

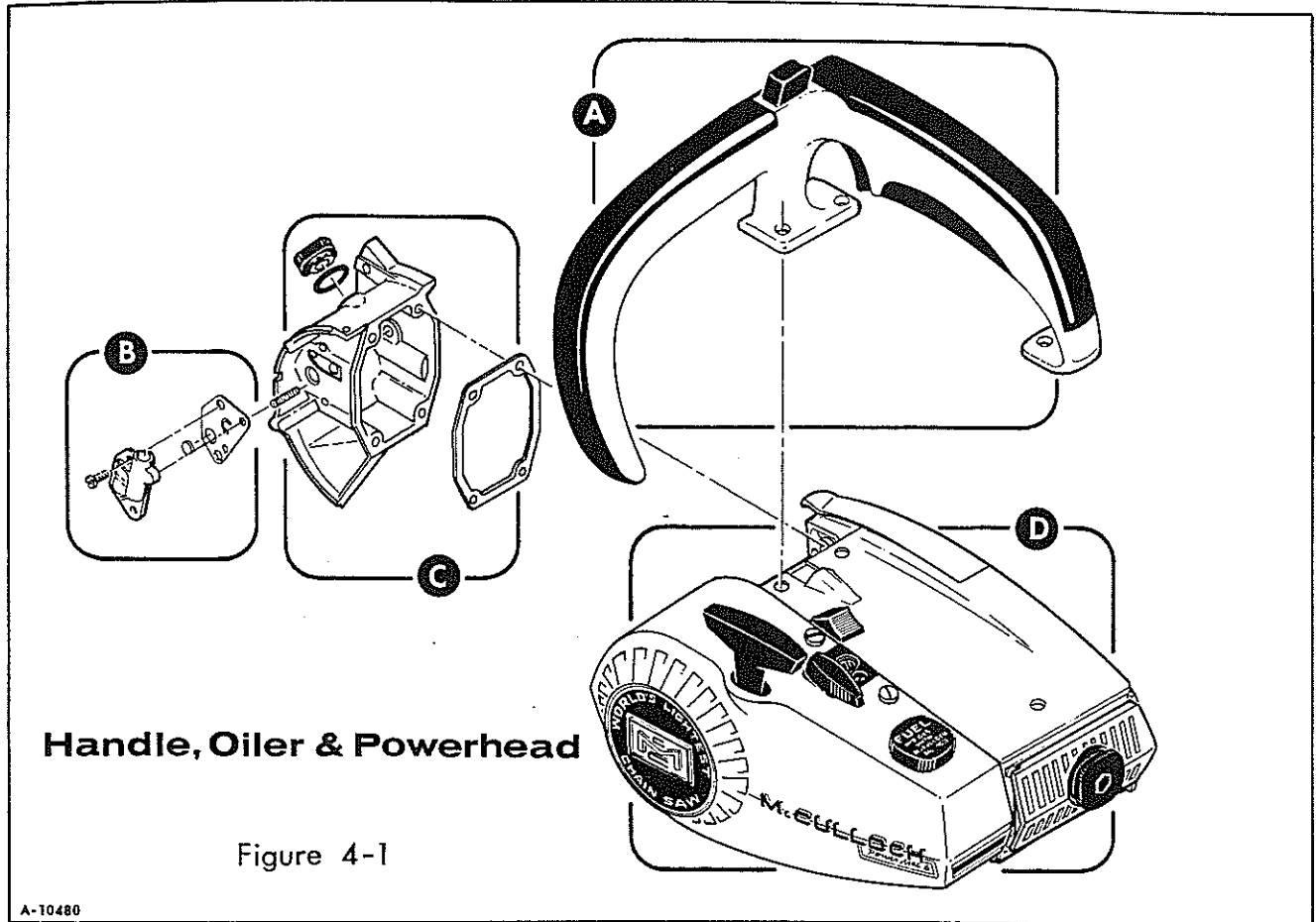
1. Use the Merc-O-Tronic tester or a timing light. Turn the Merc-O-Tronic tester selector switch to the number three position, short the small red and black leads together and adjust the meter set knob for scale 2 and 3 until the meter pointer lines up with the set line on the number three scale.
2. Disconnect the primary wire from the engine and connect it to one of the leads from the Merc-O-Tronic tester or the timing light. Ground the other lead from the tester or timing light on the engine.
3. Turn the flywheel counter-clockwise until the pointer on the tester moves to the left or just until the timing light goes out. When this happens the timing mark on the flywheel should line up with the leading edge of the upper leg of the lamination (Figure 3-62).



4. On those engines whose flywheel does not have a timing mark, the leading edge of the first magnet in the rim of the flywheel should be just emerging from beneath the trailing edge of the upper leg of the lamination (Figure 3-23) when the points open.

5. If the conditions in paragraph 3 or 4 are not met, follow the instructions beginning on page 21 for how to set the breaker points.

Section Four - Handle, Oil Tank and Powerhead



Handle, Oiler & Powerhead

Figure 4-1

This section covers servicing of the basic assemblies (Figure 4-1) of the saw: (A) the handle, (B) manual oiler pump, (C) oil tank and (D) powerhead.

Servicing of the automatic oiler is covered on page 40.

HANDLE ASSEMBLY

The handle assemble includes the throttle control and manual oiler button.

REMOVAL

1. Remove the air filter cover and air filter. Remove the rear handle attaching screw (1, Figure 4-2). Be careful of the attaching nut (2) as this is a special nut and should not be lost.
2. Remove the two forward attaching screws (3). On saws equipped with a handle strap, disconnect the strap from the lower end of the handle.
3. Disconnect the throttle rod (4) from the handle trigger and lift off the handle.

SERVICING THE HANDLE ASSEMBLY

1. The manual oiler push rod (5, Figure 4-2) will only require servicing if it is damaged or if the cavity in the handle in which it operates is plugged and requires cleaning. The push rod can be pulled out of the top of the handle. The new rod is pushed down through the handle.
2. The throttle trigger (6) and/or spring (7) will only require service if one or the other is damaged. Break the plastic trigger into pieces with pliers or cutters and push the rollpin (8) out the side of the handle until the spring is freed. Hold the new trigger and spring in position and push the rollpin back into place. Make sure the throttle trigger operates freely and without binding.

INSTALLATION

1. Connect the throttle rod to the trigger and reinstall the manual oiler push rod while placing the handle assembly in position on the upper shroud. If it is difficult to insert the push rod through the cap of the

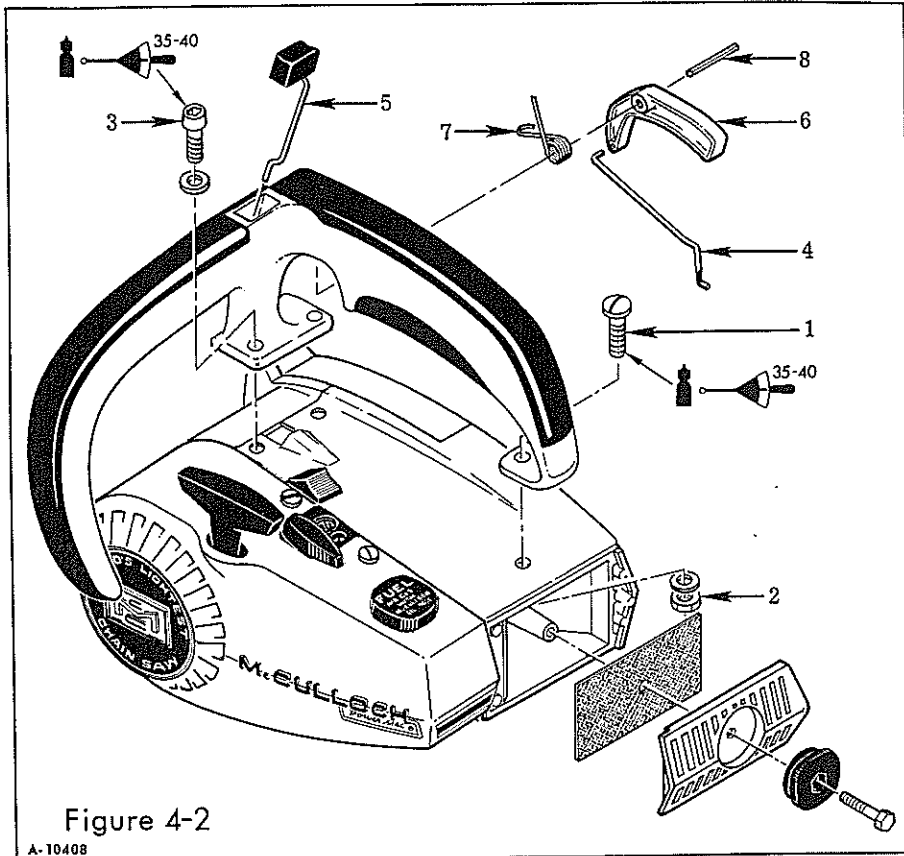


Figure 4-2

A-10408

oiler pump, remove the fan housing and flywheel so you can reach the pump.

2. Coat each of the handle attaching screws (1 and 3, Figure 4-2) with a drop of Loctite. Install the handle with the screws. Make sure you use the special nut (2) on the rear screw. Tighten all screws to a torque value of 35 to 40 inch pounds.
3. Make sure the manual oiler push rod and throttle rod work freely and easily.

HANDLE STRAP

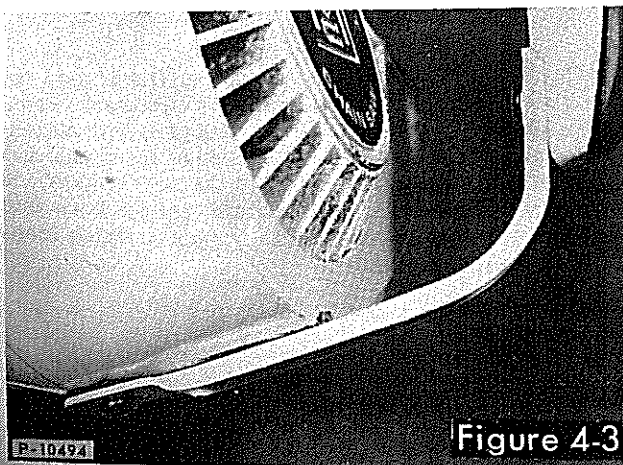


Figure 4-3

E-10492

Some saws have a handle strap (Figure 4-3) installed between the bottom of the lower shroud and the left end of the handle. This is a kit and is available for installation on all Power Mac 6 saws.

Should the nut in the nut pocket inside the left end of the handle become loose, it will be necessary to remove the lower end of the rubber side grip and reinstall the nut in the pocket.

MANUAL OILER PUMP

The manual oiler pump is located just forward of the flywheel. Remove the fan housing and flywheel in order to service the manual oiler pump. The oiler pump cap, plunger, "O" ring and spring can be serviced without removing the oiler pump.

REMOVAL & DISASSEMBLY

1. Remove the two screws (1, Figure 4-4) attaching

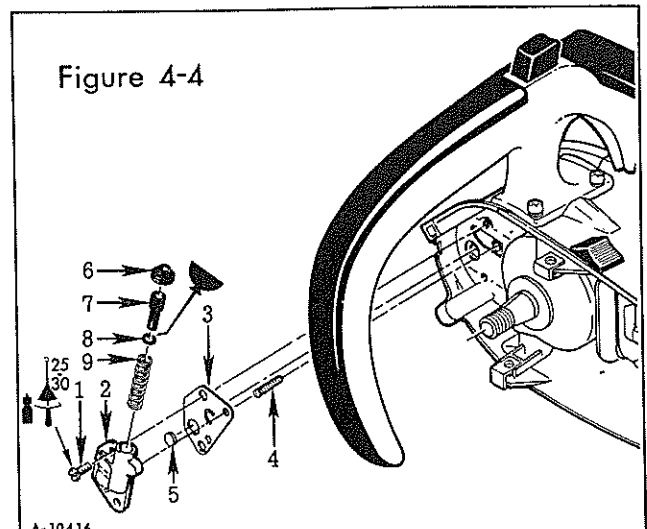


Figure 4-4

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