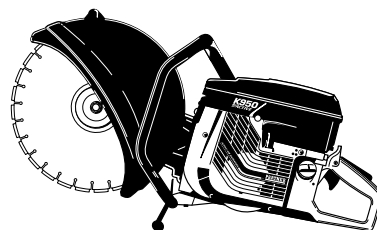


PARTNER



Workshop Manual

***Supplement
K 950 Active
K 1250 Active***

Workshop Manual

Petrol power cutters

Supplement for models K 950 Active and K 1250 Active

Contents

General recommendations	2
1. Starter unit	3
2. Ignition system	7
3. Fuel system	9
4. Centrifugal clutch	17
5. Cylinder and piston	21
6. Crankshaft and crankcase	25
7. Cutting equipment	33

**This supplement only considers the specific
work procedures for the above models.
For complete information on the service work we
recommend that the supplement is studied
together with the Workshop Manual.
(Order No. 108 07 07-06)**

PARTNER®

General recommendations

Keep this in mind:

- ⚠ Do not start the engine unless the clutch and clutch drum are fitted.
- ⚠ Do not touch hot parts, e.g. silencer and clutch, before they have cooled sufficiently to avoid burn injuries.
- ⚠ Avoid getting petrol or oil on the skin or in the mouth. Use protective cream on the hands. This reduces the risk of infection and makes it easier to wash off dirt. Prolonged exposure to engine oil can be hazardous to health.
- ⚠ Never start the engine indoors. The exhaust fumes are toxic!.
- ⚠ Wipe up spilled oil immediately from the floor to avoid slipping.
- ⚠ Do not use tools which are worn or have a poor fit, e.g. nuts and screws.
- + Always work on a clean work bench.
- + Always work in a logical way to make sure that all parts are correctly fitted and that screws and nuts are tightened.
- + In order to avoid damaging components it is important to use special tools where recommended.

Fire hazard

Handle petrol with respect since it is highly inflammable. Do not smoke, and make sure that there are no naked flames or sparks in the vicinity. Make sure that there is a functioning fire extinguisher in the vicinity. Do not try to extinguish a petrol fire with water. Use an anti-spill fuel can.

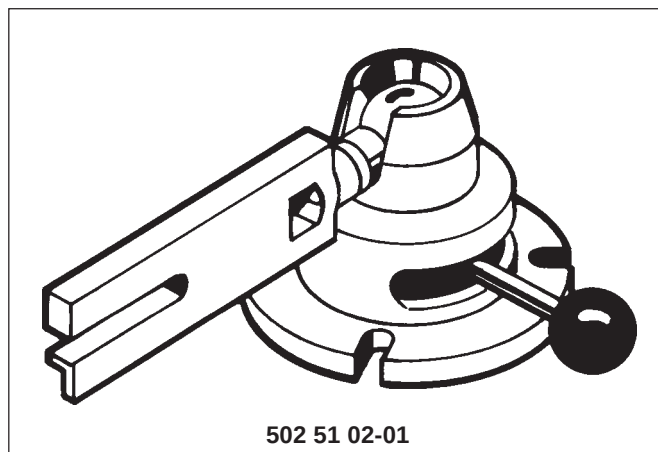
Toxic fumes

Read the instructions carefully when using cleaning liquids. Make sure that there is adequate ventilation when handling petrol and other viscous liquids. The engine exhaust fumes are toxic. Test run the engine outdoors.

Special tools

Some work procedures in this Workshop Manual require the use of special tools. In each section where this is appropriate the tool and part number are illustrated.

We recommend the use of special tools partly to avoid personal injury and partly to eliminate expensive damage to the components in question.



Sealing surfaces and gaskets

Make sure that all sealing surfaces are clean and free from the residue of old gaskets. Use a tool which will not damage the sealing surface when cleaning it. Scratches and irregularities are removed with a fine, float cut file.

Sealing rings

Always replace a sealing ring which has been dismantled. The sensitive sealing lip can be easily damaged and result in poor sealing capacity. The surface which the seal seals must also be completely undamaged. Lubricate the sealing lip with grease before it is fitted and make sure that it is not damaged, e.g. by the shoulder and splines on a shaft. Use tape or a conical sleeve as protection. It is important that the sealing ring is correctly turned to make it function as intended.

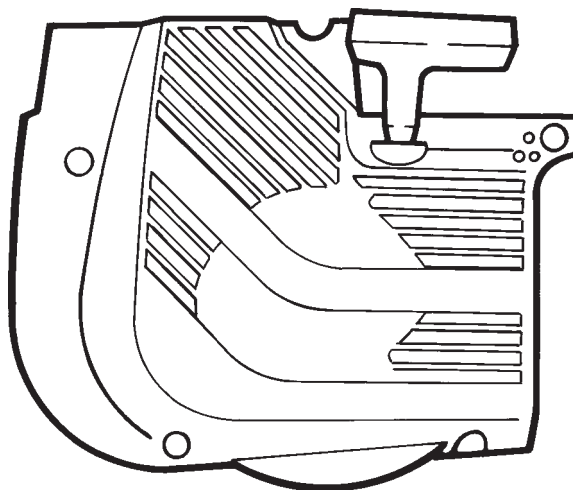


WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

Starter unit

1.



Contents

Dismantling of the starter unit	4
Dismantling	4
Assembly	5


WARNING!

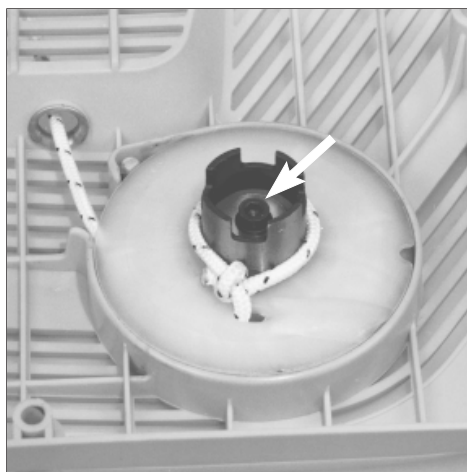
When working on the starter unit wear protective glasses to avoid eye injuries in the event that the return spring flies out.


Dismantling of starter unit

Mod. 950, 1250

Remove the screws which hold the starter unit, and lift off the starter unit.

The next stage in the dismantling work follows mod. 650/700.



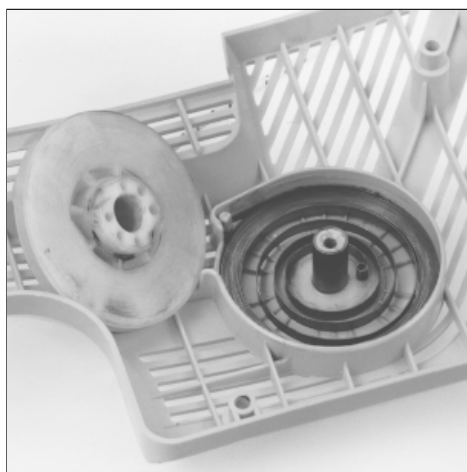
Replacement of starter cord without dismantling the pulley.

Same method as described for mod. 650/700.

Dismantling

Mod. 1250

Make sure that the return spring is completely released, and dismantle the pulley.


WARNING!

The return spring is *not* placed in a separate cassette but is placed directly in the starter unit cover.

Observe care during dismantling/assembly, the spring can fly out and cause personal injury.

Dismantling of starter unit

Mod. 950, 1250

Remove the screws which hold the starter unit, and lift off the starter unit.

NOTE!

The air filter and cylinder covers do not need to be dismantled.

The next stage in the dismantling work follows mod. 650/700.

Replacement of starter cord without dismantling the pulley.

Same method as described for mod. 650/700.

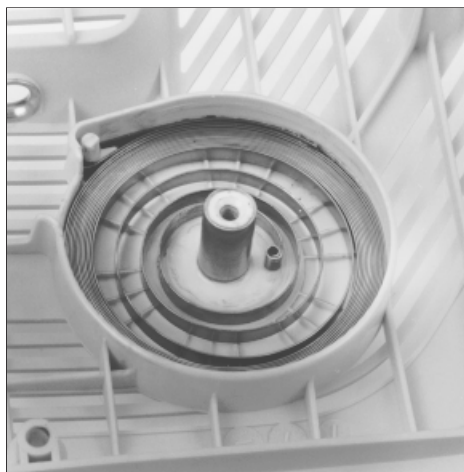
Dismantling

Mod. 1250

Make sure that the return spring is completely released.

Remove the screw and washer in the centre of the pulley.

Carefully lift off the pulley.



Assembly

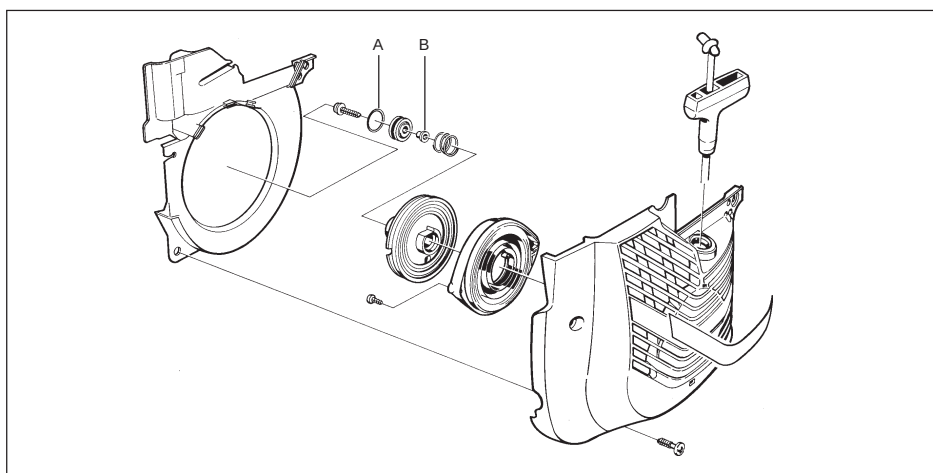
Mod. 950

Follow the instructions for mod. 650/700.

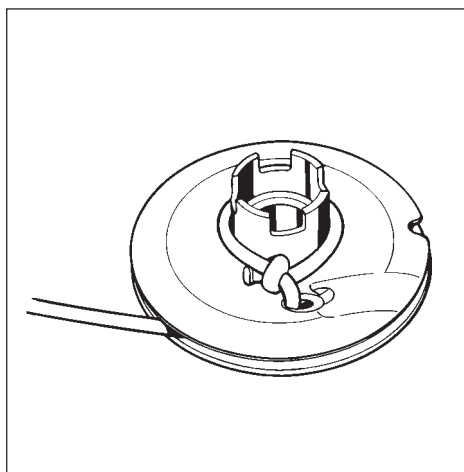
Assembly

Mod. 950

Follow the instructions for mod. 650/700.



Check when assembling the starter unit that the O-ring (A) is undamaged and that the metal sleeve (B) is turned in the right direction.



Mod. 1250

Press a new return spring down in the starter unit cover.

Lubricate the spring with a few drops of oil.

Anchor the cord in the pulley and wind it 3 turns *clockwise* round the pulley.

Push the pulley down onto the shaft journal.

Mod. 1250

Press down a new return spring in the starter unit cover.

NOTE!

Do not remove the lock round the spring, but push down the spring all round by using your thumbs.

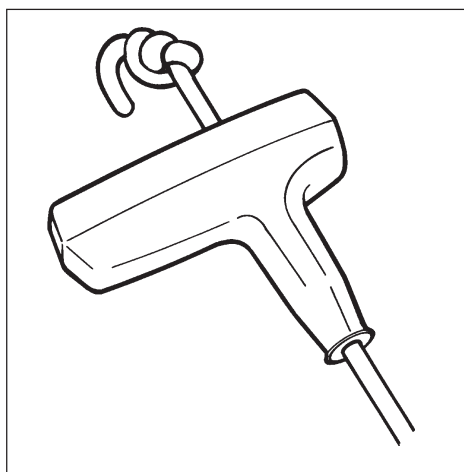
Lubricate the spring with a few drops of oil.

Anchor the starter cord round the hub of the pulley as shown in the diagram.

Wind the cord 3 turns *clockwise* round the cord wheel and push it down on the shaft journal in the starter unit housing.

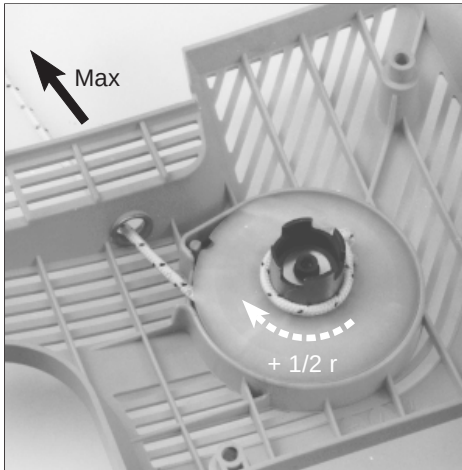
Make sure that the spring grips the cord wheel.

Lubricate the bearing with a few drops of oil.



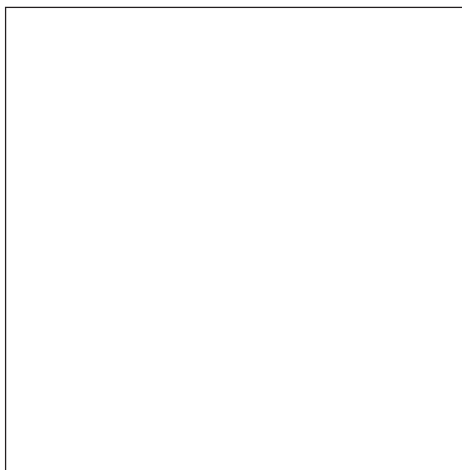
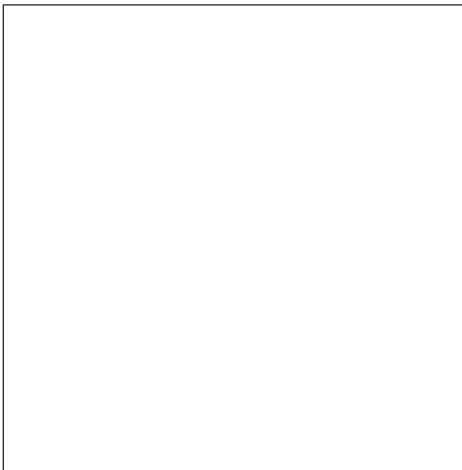
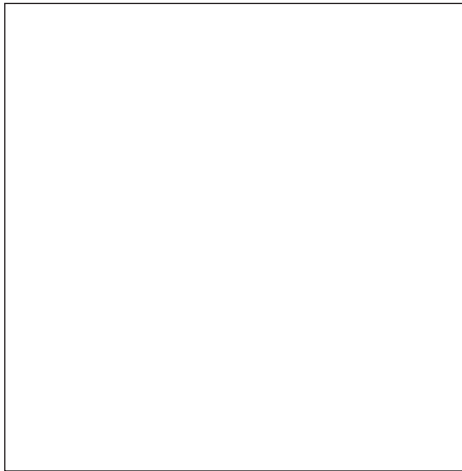
Anchor the starter cord in the starter handle with a double knot.

Enter the cord through the cord guide in the starter unit and anchor it in the starter handle with a double knot.



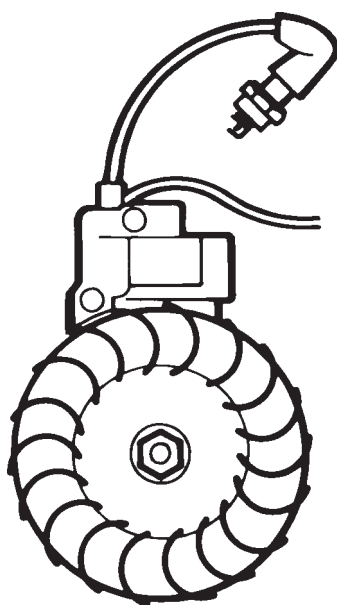
Lift up the cord in the first recess in the pulley which fits the cord guide, and turn the cord pulley 4 turns *clockwise*.
Check the tension of the spring.

Lift up the cord in the first recess in the cord pulley which fits the cord guide, and turn the cord pulley 4 turns clockwise.
Check the tension of the spring.
When the cord is fully pulled out it should be possible to turn the pulley *at least one half turn*.



Ignition system

2.



Contents

Dismantling, assembly	8
Pawls	8

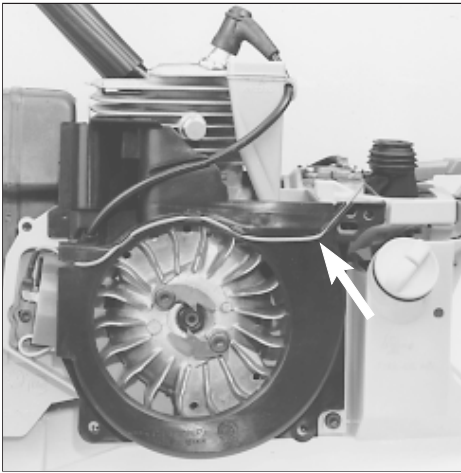
The engine is fitted with an electronic ignition system consisting of flywheel, ignition coil and trigger unit.

The ignition system has no moving parts. A defective component cannot be repaired but must be replaced with a new one.

The ignition spark in an electronic ignition system has a very short burn time and may therefore be experienced as weak, and sometimes be difficult to see during trouble shooting.

NOTE!

During all test running of the cutting saw the clutch and clutch cover must be fitted before the engine is started!



Dismantling, assembly

Mod. 950, 1250

Dismantle the starter unit, air filter cover, air filter and cylinder cover.

Remove the air conductor.

Note the position of the cables so that they can be replaced in the same way.

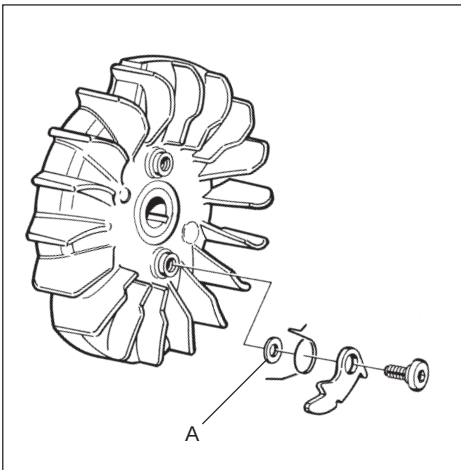
Assemble in the reverse order to dismantling.

Pawls

Mod. 950, 1250

The pawls are mounted on the flywheel with a contact screw.

Pay attention to the spacer washer (A) during dismantling and assembly.



Pawls

Mod. 950, 1250

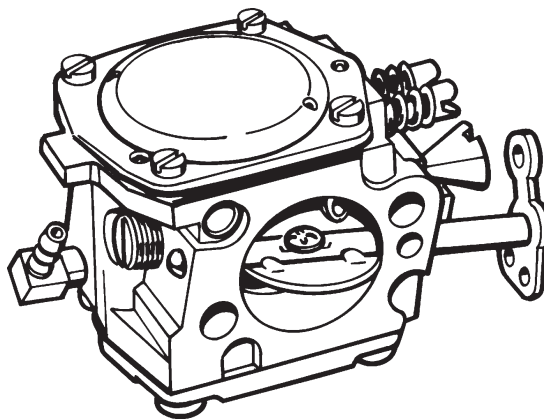
The pawls are mounted on the flywheel with contact screw and spacer washer (A).

It is important not to forget the washer during assembly.

Check that the pawls move freely.

Fuel system

3.



Contents

Air filter	10
Fuel filter	10
Carburettor	10
Dismantling and assembly of the carburettor	12
Fuel tank venting	13
Throttle control	13

In addition to the fuel tank and carburettor, the fuel system also includes the air filter, fuel filter and tank vent.

All these components interact to ensure that the engine will have the optimum mixture of fuel and air to make it as efficient as possible. Very small deviations in the carburettor setting, or fouling of

the air filter, have a great effect on the running and efficiency of the engine.

There are different makes of carburettors on our different models, but the function and repair techniques are basically the same.



WARNING!

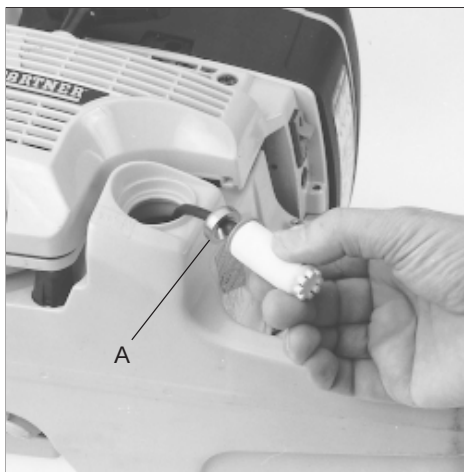
Do not clean the air filter in petrol. Health hazard!



Air filter

Mod. 950, 1250

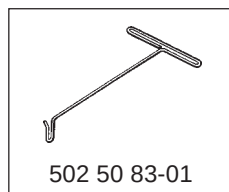
The air filter arrangement is dismantled/assembled and cleaned in the same way as for mod. 650, 700.



Fuel filter

Mod. 1250

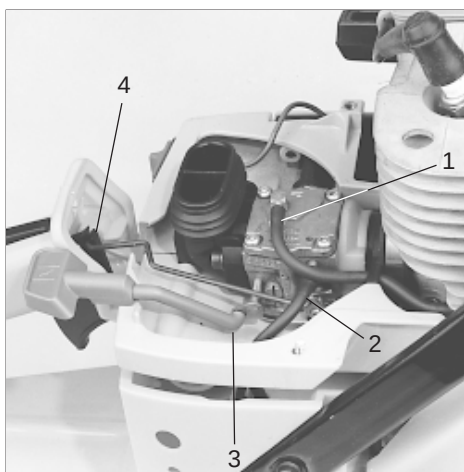
The easiest way to take the fuel filter out through the fuel tank refill hole is with tool 502 50 83-01.



Carburettor

Mod. 950

Blow clean the carburettor area with compressed air before the carburettor is removed.



Air filter

Mod. 950, 1250

The air filter arrangement has the same design as mod. 650, 700 and is dismantled/assembled and cleaned in the same way as for these models.

Mod. 1250

Fit the spacer piece on the filter housing first, before placing the air filter in position.

Fuel filter

Mod. 1250

The fuel filter is located on the hose in the fuel tank. It is accessible through the refill hole.

Remove the tank fuel cap completely.

Pull out the filter with tool 502 50 03-01.

Pull the metal ring (A) from the filter connection and then pull the filter off the hose to either clean it or replace it.

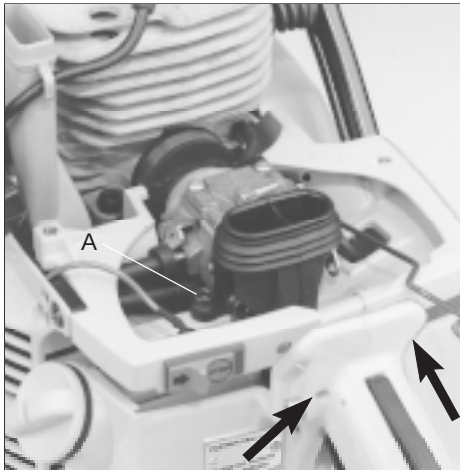
Carburettor

Mod. 950

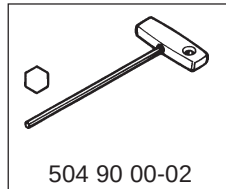
Dismantle all covers and air filter. Blow clean the carburettor area with compressed air.

Dismantle the following:

1. Impulse hose
2. Fuel hose
3. Choke lever
4. Throttle lever (from throttle control)



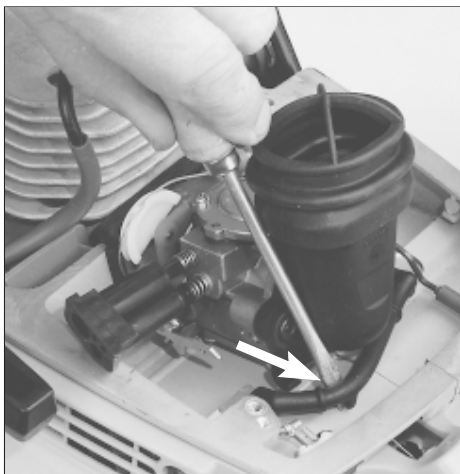
Dismantle the screw (A) and then the two carburettor screws.
Lift off the carburettor.



Remove the screw (A) and then the two carburettor screws. Insert key 504 90 00-02 through the hole in the crankcase and tank part.

Lift off the carburettor together with the air filter connection and throttle lever.

Fit in the reverse order to dismantling.



Mod. 1250

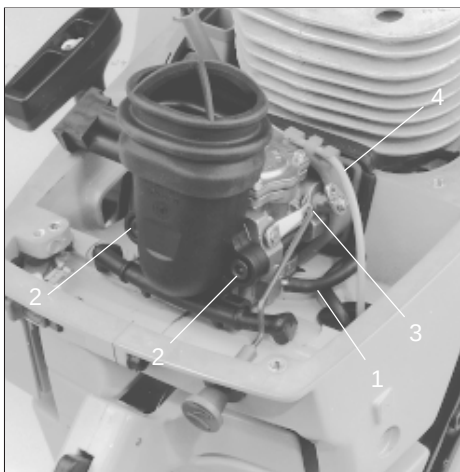
Press off the rubber support from the carburettor intake.

Mod. 1250

Press off the rubber support from the carburettor intake with a screwdriver.

NOTE!

Do not pull off the support from the crankcase since it is difficult to refit without separating the crankcase and tank part.



Dismantle the fuel hose.

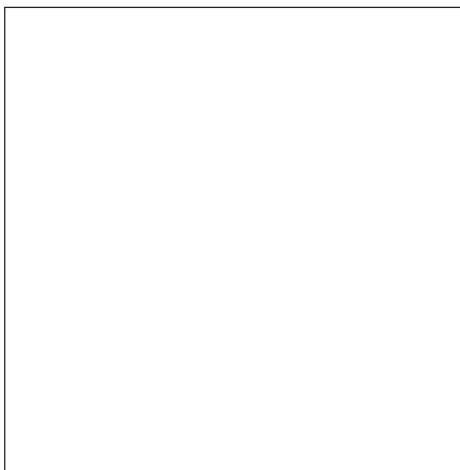
Unscrew the carburettor screws, remove the choke lever and hook off the throttle wire.

Fit in reverse order to dismantling.

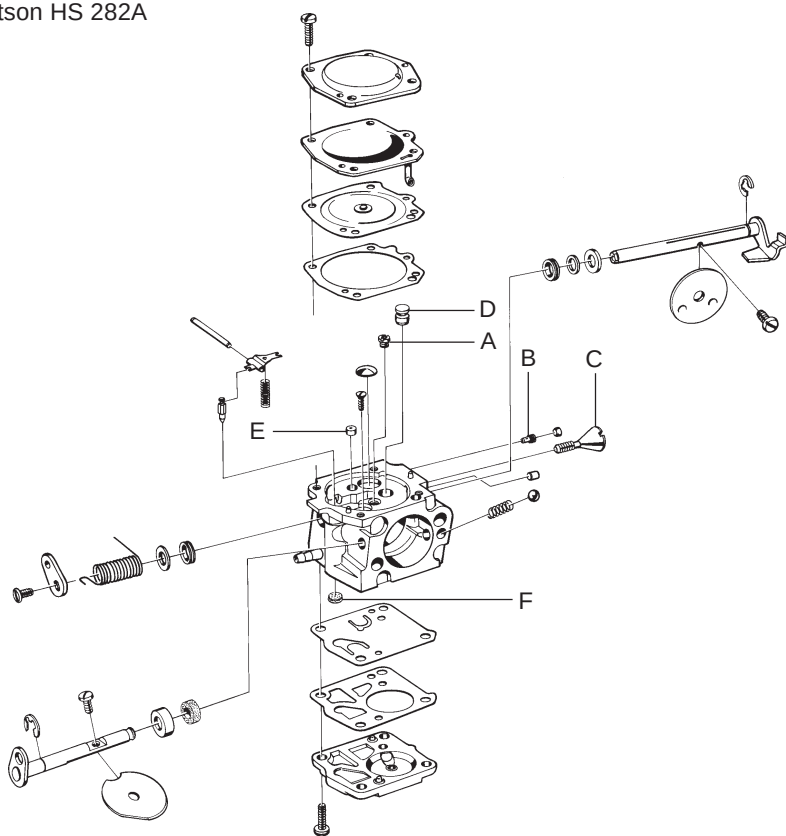
1. Dismantle the fuel hose.
2. Unscrew the carburettor screws.
3. Remove the choke lever from the lever on the carburettor.
4. Hook off the throttle wire

Lift off the carburettor together with the intake neck.

Fit in the reverse order to dismantling.



Tillotson HS 282A



Dismantling and assembly of the carburettor

Mod. 950

The carburettor is of Tillotson (HS 282A) manufacture, and has in principle the same design as the carburettor for mod. 650, 700.

The speed limiter, however, has been replaced by an electronic limit via the ignition system.

The adjustable jets have been re-placed by fixed jets.

A = Main jet (high speed)

B = Low speed jet (behind washer plug)

C = Idle screw

D = Main nozzle

E = Part throttle jet

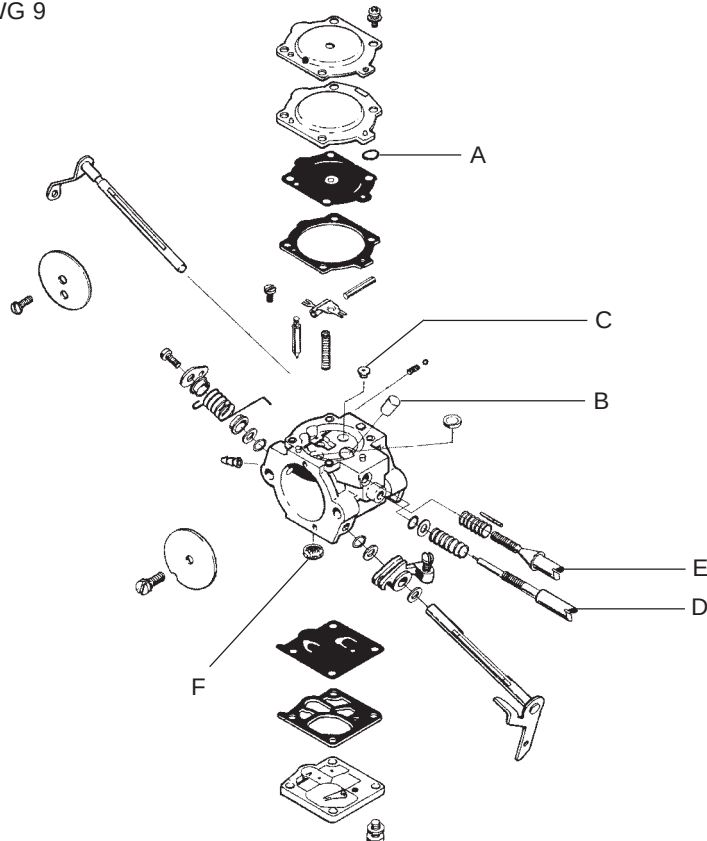
F = Fuel screen

The service method for this carburettor is the same as for mod. 650, 700.

The main jet (A) can be dismantled for cleaning or replacement.

To gain access to the low speed jet (B) the welch plug must be removed.

Walbro WG 9



Mod. 1250

The carburettor on this model is of Walbro manufacture.

The service method is the same as for the Tillotson carburettor. Note the small O-ring (A) placed on the compensation device.

This carburettor does not have a speed limiter either.

A = O-ring

B = Main nozzle

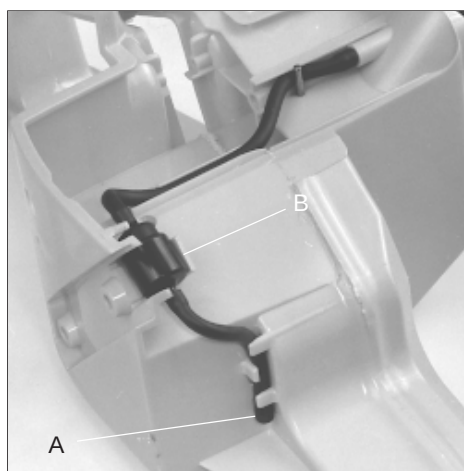
C = Main jet (high speed)

D = Low speed needle

E = Adjuster screw for idle speed

F = Fuel screen

The main jet (C) can be dismantled for cleaning or replacement.



Fuel tank venting

Mod. 950

The tank vent valve (B) is accessible when the tank part and crankcase have been separated. It cannot be repaired and must be replaced if it is defective.

Remember to clean the small metal filter (A) in the end of the hose.

Fuel tank venting

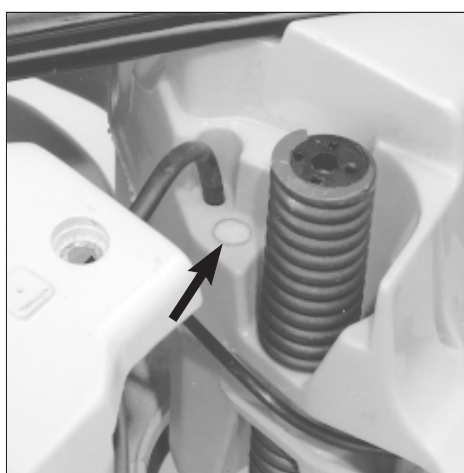
Mod. 950

The fuel tank venting is conducted via a non return valve of the same design as on the other machine models.

It is accessible when the tank unit and crankcase are separated.

Remember when servicing to clean the small metal filter (A) placed in the end of the hose.

The non return valve (B) cannot be repaired and must be replaced if it is defective.



Mod. 1250

Separate the tank unit and crankcase.
Bend off the filter plug.

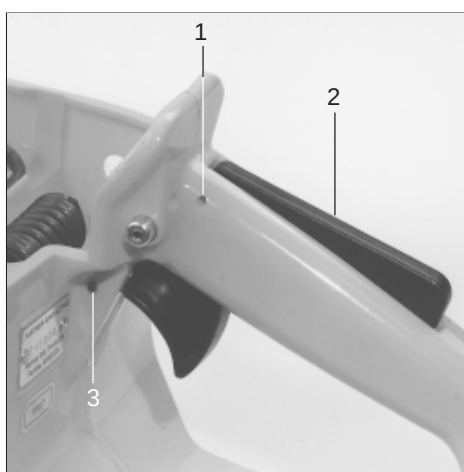
Mod. 1250

Separate the tank unit and crankcase just enough to gain access to the tank vent.
Bend off the filter plug by means of a sharp object.



Bend off the tank vent spout.
Fit new parts in the reverse order to dismantling.

Bend off the tank vent spout from the tank by means of a sharp object.
Fit new parts in the reverse order to dismantling.



Throttle control

Dismantling assembly

Mod. 950

Separate the tank unit and crankcase.
Press out the bearing pins (1) and (3) and dismantle the safety catch and throttle control.

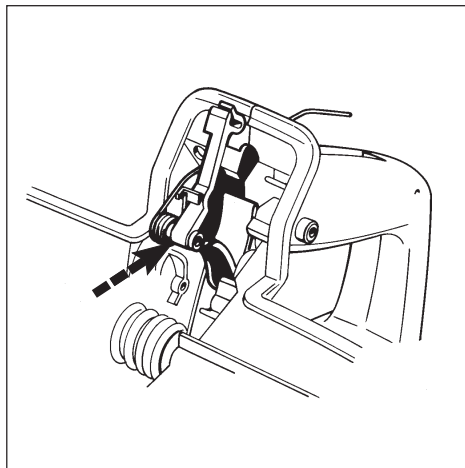
Throttle control

Dismantling, assembly

Mod. 950

Separate the tank unit and crankcase.
(Where appropriate see chapter on vibration damper.)

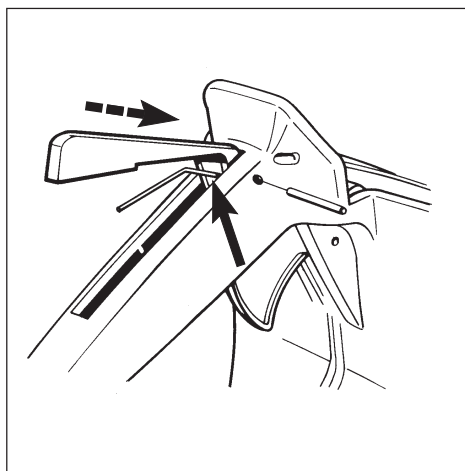
1. Press out the bearing pin (1) with an appropriate punch (Ø 2.5 mm) far enough so that the safety catch (2) can be removed.
2. Press out the bearing pin (3) far enough so that the throttle control can be removed, where appropriate by bending it with a screwdriver.



Fit the throttle control in the reverse order to dismantling.

Fit the throttle control in the reverse order to dismantling.

1. Place the spring on the throttle control and push in into the rear grip.
2. Press in the bearing pin and check that the throttle control moves easily.



Fit the safety catch.

The spring should be to the right of the catch (seen from behind).

Press in the bearing pin and check the function of the catch.

Fit the safety catch

3. Make sure that the throttle control spring is on the right-hand side of the catch (seen from behind) and that it goes into the recess.
4. Press down the catch throttle lock in the grip and press in the pin.

Check that the throttle lock functions properly.



Mod. 1250

Separate the tank unit and crankcase, and press off the three bearing pins.

Mod. 1250

Separate the tank unit and crankcase. (Where appropriate see chapter on vibration damper.)

Press off the three bearing pins with a suitable punch (Ø 2.5 mm).



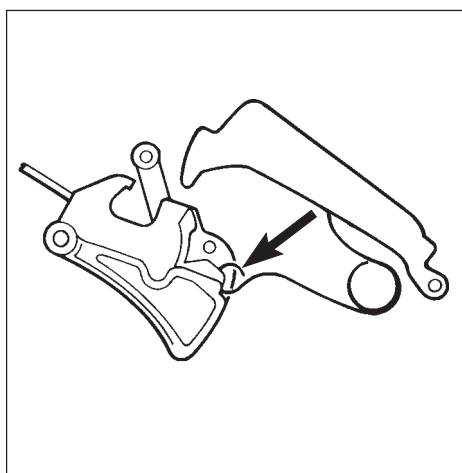
Press the safety catches forwards/downwards and lift them up at the back edge.

Press down the safety catch, and press it forwards (where appropriate with a small screwdriver) so that it can be lifted up at the back edge.



Pull the throttle control forwards and out of the rear grip.

Pull the throttle control forwards, out from the rear grip. To simplify dismantling, press with a small screwdriver on the lever which the throttle wire is attached to.

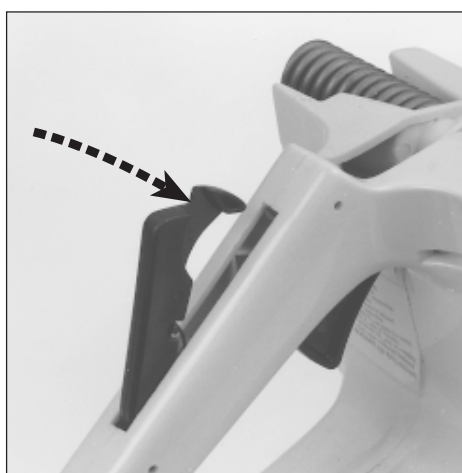


Inspect the different parts and replace those which are damaged or worn.

Inspect the different parts and replace damaged or worn parts with new ones.

TIP!

Bend the end of the spring to a closed loop. This simplifies fitting and prevents the spring from being pressed out from the recess at the hole where the spring should slide freely.



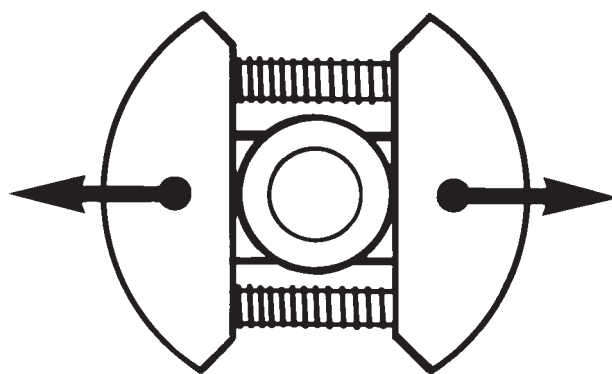
Fit the throttle control and safety catch in the reverse order to dismantling.

Check that the spring on the catch goes into the hole in the throttle control.

1. Push the throttle control with attached throttle wire into the rear grip.
2. Enter the back edge of the safety catch into the grip.
3. Check that the spring goes into the hole in the throttle control.
4. Press down the safety catch until it clicks into the throttle control.
5. Press in the three bearing pins and check that the throttle control and safety catch function as intended.

Centrifugal clutch

4.



Contents

Dismantling	18
Assembly	19

The centrifugal clutch has the purpose of transferring the power between the engine and the cutting equipment. As the name implies it works according to the centrifugal principle.

This principle implies that the clutch's friction shoes are thrown outwards towards the clutch drum at a specific engine speed. When the friction against the drum becomes sufficient it is driven round at the same speed as the engine.

There is a certain degree of slip between the clutch and the clutch drum during acceleration,

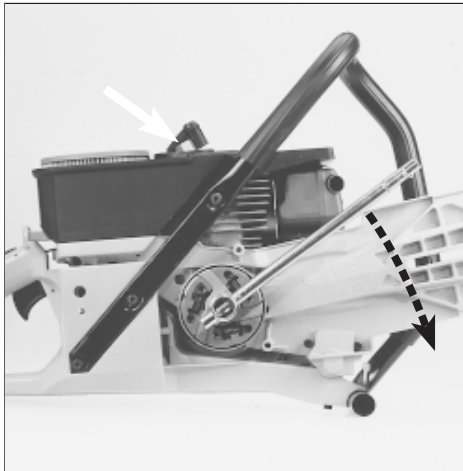
but also in the reverse case if the cutting equipment should stick. This avoids irregular load alternations on the crankshaft.

The engagement speed is carefully tested so that the engine can run at idling speed without the cutting equipment rotating.



WARNING!

Never start or test run the engine if the clutch cover is removed. The clutch can come loose and cause personal injury.



Dismantling

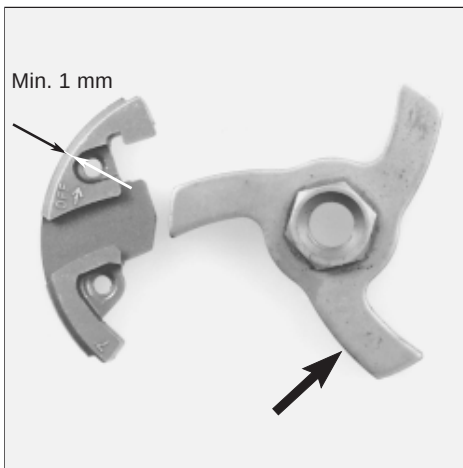
Mod. 950, 1250

Dismantle all the cutting equipment and unscrew the plug.

Fit piston stop No. 504 91 06-05 and dismantle the clutch clockwise.



Remove the clutch springs with a small screwdriver.



Clean and inspect the clutch parts for damage and wear.

Dismantling

Mod. 950, 1250

Dismantle the front and rear belt covers, cutter arm with cutter disc and drive belt.

Remove the air filter covers and air filter, and remove the plug.

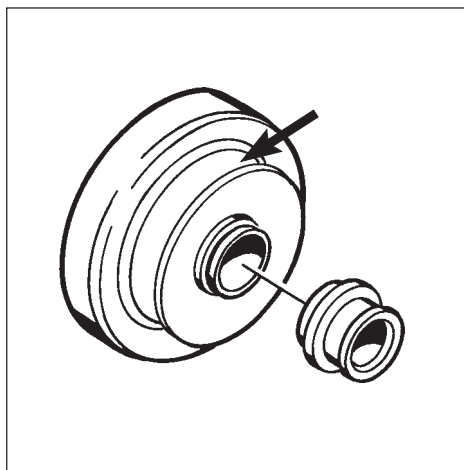
Fit the piston stop No. 504 91 06-05 in the plug hole and dismantle the clutch clockwise.

Remove the clutch springs with a small screwdriver.

Clean and inspect the clutch hub spokes and the clutch shoes for wear.

There must be at least 1 mm of material left at the most worn part of the clutch shoes.

All the shoes must be replaced at the same time.



Inspect the clutch drum for wear on the mating surfaces for the centrifugal clutch and drive belt.

Inspect the clutch drum for wear on the mating surfaces for the centrifugal clutch and drive belt.

The inner diameter of the clutch drum must not exceed 79.8 mm.

Replace worn parts.



Assembly

Mod. 950, 1250

Fit the clutch shoes.

Fit the springs from the back of the clutch.

Assembly

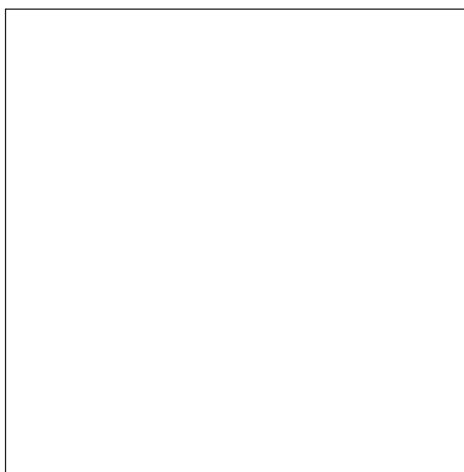
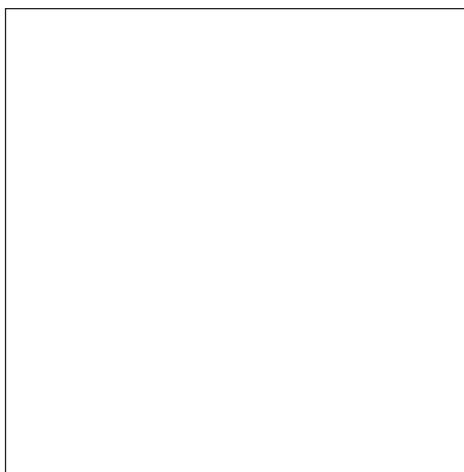
Mod. 950, 1250

Fit the clutch shoes on the hub.

Fit the springs from the back of the clutch by pressing them in place with your thumbs or with a screwdriver.

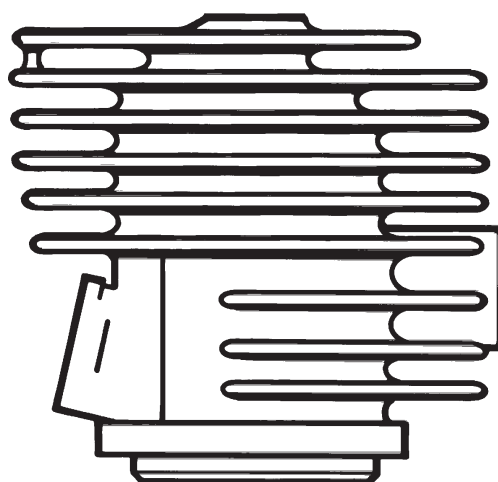
NOTE!

Remember the spacer sleeve behind the clutch drum when the clutch is refitted on the crankshaft.



Cylinder and piston

5.

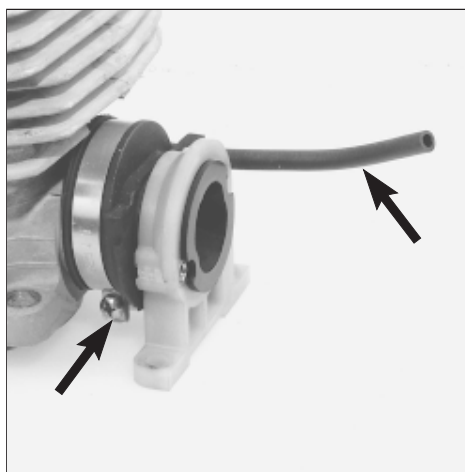
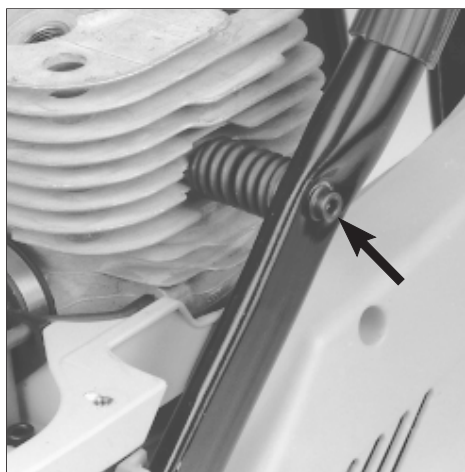


Contents

Dismantling, 950	22
Assembly, 950	23
Dismantling, 1250	23
Assembly, 1250	24

The cylinder and piston are two of the components which are exposed to the greatest tensions in the engine. They must, for example, withstand high revs, large heat variations, and high pressure. They must also be resistant to wear. Despite these severe working conditions it is relatively unusual for serious piston and cylinder malfunctions to occur. A contributory factor to this is the new lining materials in the cylinder bore, new types of lubricating oils, and refined technology during manufacturing.

During service work on these components cleanliness is of extreme importance. It is therefore recommended that the cylinder and the area around it are well cleaned before it is dismantled from the crankcase.

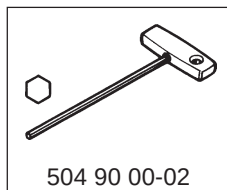


Dismantling

Mod. 950

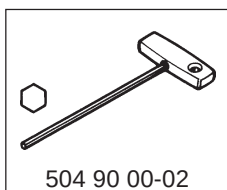
Dismantle all components so that the cylinder becomes accessible.

Dismantle the carburettor and screws that hold the spacing piece to the crankcase.



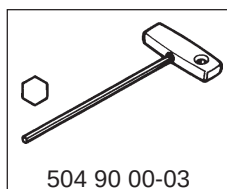
Remove the screw which holds the vibration damper to the grip.

Dismantle the damper from the cylinder.



Unscrew the cylinder screws and lift off the cylinder

Dismantle the intake pipe and impulse hose. If there are signs of cracking replace with new parts.



Dismantling

Mod. 950

Dismantle all components so that the cylinder becomes accessible.

Remove the start valve, blue centrifugal nozzle and muffler.

Note the nut in the nut recess on the crankcase at the lower muffler screws, and make sure it is not dropped.

Dismantle the carburettor and the two screws that hold the spacing piece to the crankcase.

Remove the screw which holds the vibration damper to the grip.

Insert key 504 90 00-02 in the centre of the vibration damper and unscrew the screw which holds the damper to the cylinder.

Unscrew the cylinder screws with key 504 90 00-03.

Lift the cylinder straight up and place a clean cloth in the crankcase opening to prevent dirt from dropping down into the crankcase.

Dismantle the intake pipe and impulse hose.

Inspect the parts and replace them if they show signs of cracking.

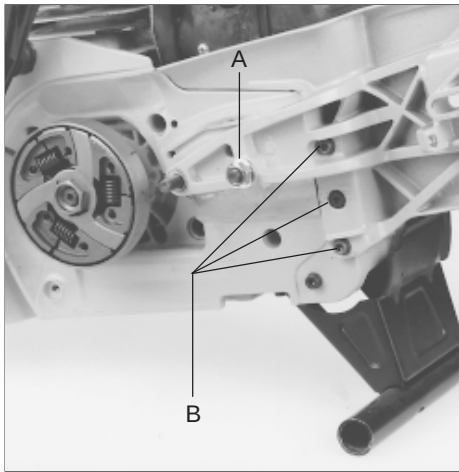


Assembly

Mod. 950

Follow the instructions in the Workshop Manual before the cylinder and piston are fitted.

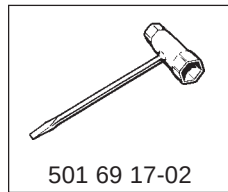
Fit the other parts in the reverse order to dismantling.



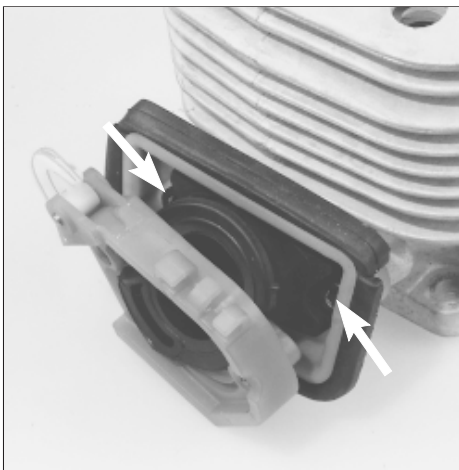
Dismantling

Mod. 1250

Dismantle all the necessary parts to gain access to the cylinder, including the cutting equipment.

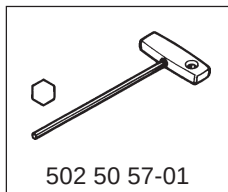


501 69 17-02



Unscrew the cylinder screws and lift off the cylinder.

Dismantle the spacing piece from the cylinder.



502 50 57-01



Inspect the spacing piece and intake pipe for signs of cracking and other damage. Check that the impulse channel is open.

Assembly

Mod. 950

Follow the instructions in the Workshop Manual for "Cleaning, inspection", "Assembly" and "Decompression valve" before fitting the piston and cylinder.

TIP!

Fit the intake pipe and impulse hose on the cylinder before fitting it on the crankcase.

Fit the other parts in the reverse order to dismantling.

Dismantling

Mod. 1250

Dismantle all the necessary parts to gain access to the cylinder.

Use the universal tool 501 69 17-02 to dismantle the start valve.

All the cutting equipment must be dismantled in order to be able to dismantle the muffler.

Dismantle the cutter arm attachment by removing the nut (A) and the screws (B).

Unscrew the cylinder screws with key No. 502 50 57-01 (3/16") and lift the cylinder at an angle forwards/upwards

Place a clean cloth in the crankcase opening to prevent dirt from dropping down into the crankcase.

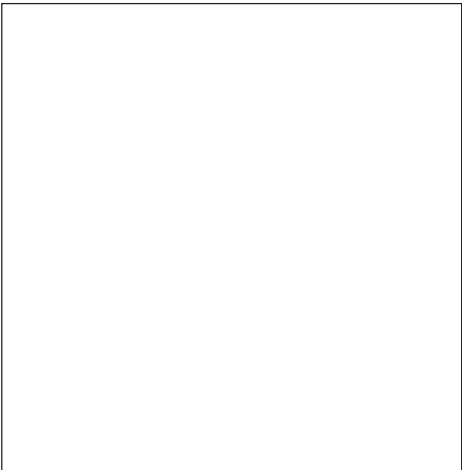
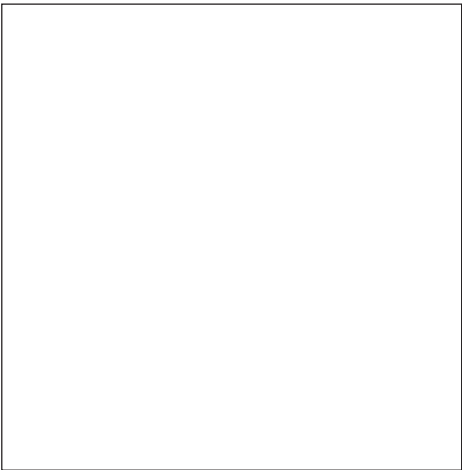
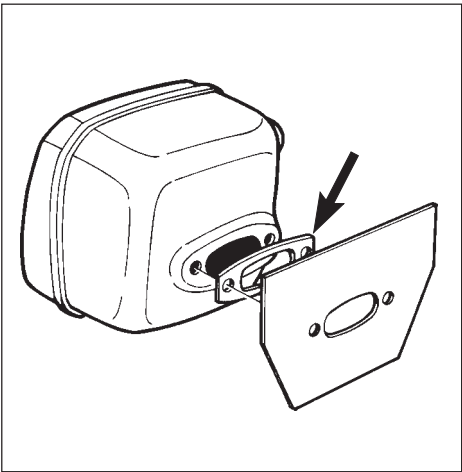
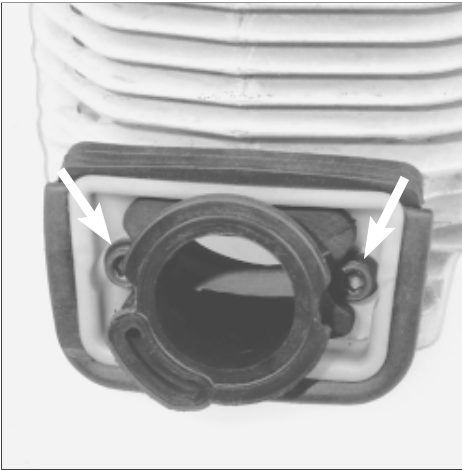
Work off the throttle wire guide and remove the screws that hold the spacing piece to the cylinder.

Inspect the spacing piece and intake pipe for signs of cracking and damage on the sealing surfaces to the cylinder and carburettor.

Check that the impulse channel is open. Replace damaged parts.

5

Cylinder and piston



Assembly

Mod. 1250

Follow the instructions in the Workshop Manual before fitting the piston and cylinder.

Fit the other parts in the reverse order to dismantling.

Assembly

Mod. 1250

Follow the instructions in the Workshop Manual for "Cleaning, inspection", "Assembly" and "Decompression valve" before fitting the piston cylinder.

NOTE!

Fit the spacing piece and throttle wire guide on the cylinder before fitting it on the crankcase.

Conduct "Compression test" according to the Workshop Manual.

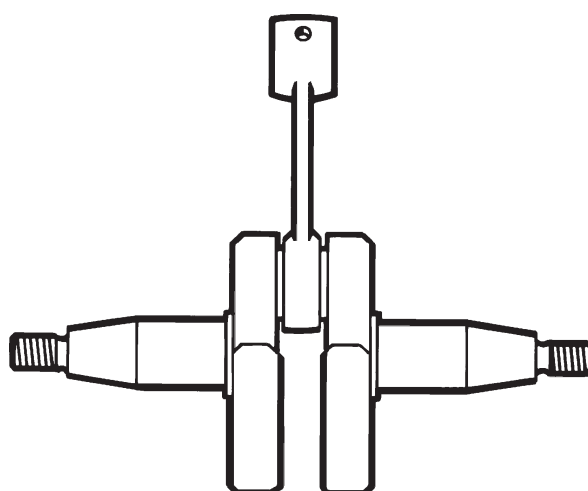
Fit the other parts in the reverse order to dismantling.

NOTE!

When the muffler is fitted the gasket should lie between the muffler and overheating plate.

Crankshaft and crankcase

6.



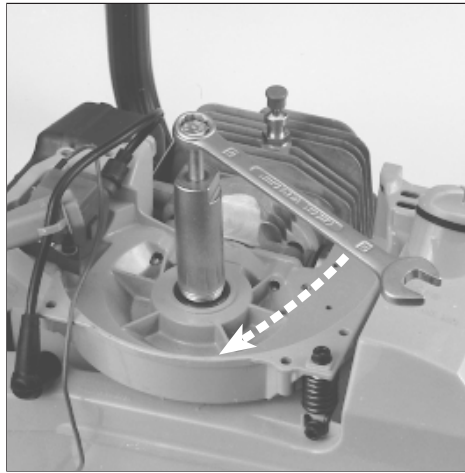
Contents

Replacement of sealing ring on flywheel side	26
Replacement of sealing ring on clutch side	26
Vibration damper	27
Dismantling, assembly	30

The purpose of the crankshaft in the engine is to convert the forward and return strokes of the piston to rotation. A stable construction is required to accomplish this in order to withstand high pressure, torsional and flexural stress, and also high rotation speeds. The connecting rod is also exposed to high acceleration and retardation speeds when it moves between the top and bottom dead centres. This sets special requirements on the bearings, which must withstand rapid load alternations. The bearing cage must also withstand high temperatures and friction. During servicing it is therefore important to check the cage for cracking, wear on the sides, and discolouring as a result of overheating.

The crankshaft is housed in the crankcase with heavy-duty ball bearings. In addition to acting as the bearing point for the crankshaft, the crankcase also functions as scavenging pump for the fuel/air mixture when this is induced from the carburettor and pressed up in the cylinder's combustion chamber. The crankcase must be completely tight in order not to interfere with the pump function. There must be no leakage at the crankshaft, between the crankcase halves, or between cylinder and crankcase.

For this reason always use new gaskets and seals during service work on the crankcase.

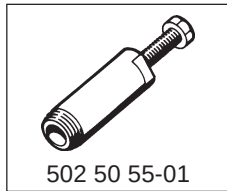


Replacement of seal on flywheel side

Mod. 950, 1250

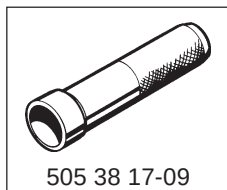
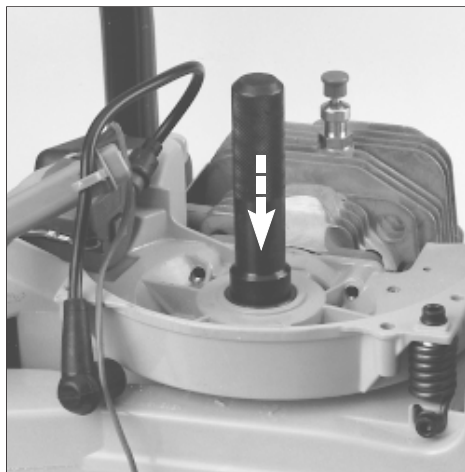
Remove all parts so that the seal becomes accessible.

Screw down the seal extractor and pull off the seal.



502 50 55-01

Lubricate the shaft with engine oil and fit a new seal.

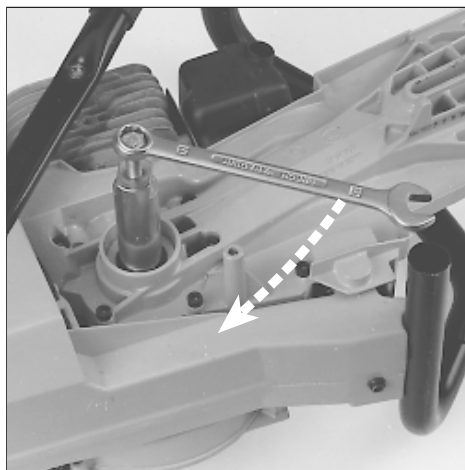


505 38 17-09

Replacement of seal on clutch side

Mod. 950

Pull off the seal with an extractor.



502 50 55-01

Replacement of seal on flywheel side

Mod. 950, 1250

Dismantle all parts on the flywheel side so that the seal becomes accessible.

Screw down the seal extractor as far as it goes in the seal, and pull off the seal.

Lubricate the shaft with engine oil and put a new seal in place with the plate cover facing outwards.

Press the seal in the crankcase with a suitable drift until it lies flush with crankcase.

Fit the other parts in the reverse order to dismantling.

Replacement of seal on clutch side

Mod. 950

Dismantle all parts on the clutch side so that the seal becomes accessible.

Screw in the seal extractor as far as it goes in the seal, and pull off the seal.



Lubricate the shaft with a few drops of oil and fit a new seal.

Fit the other parts in the reverse order to dismantling.



Lubricate the shaft with a few drops of oil and fit a new seal in place with the plate cover turned outwards.

Press the seal in the crankcase with a suitable drift until it is flush with the crankcase.

Check that the hole in the crankshaft for lubrication of the clutch bearing is not blocked. If so, clean with compressed air.

Fit the other parts in the reverse order to dismantling.

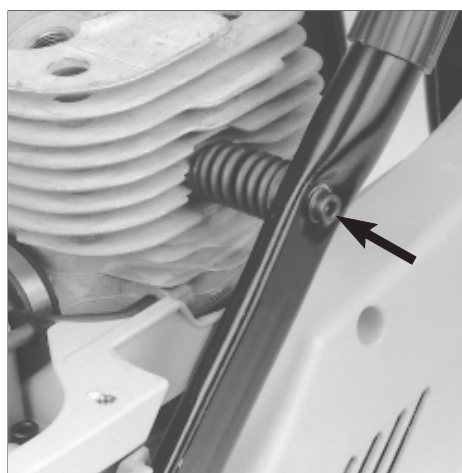
NOTE!

Remember the spacer sleeve between the clutch drum and crankcase.

Vibration damper

Mod. 950 – vibration damper at cylinder

1. Dismantle covers and air filter to simplify access.
2. Remove the screw which holds the vibration damper to the grip.
3. Insert key 504 90 00-02 in the centre of the vibration damper and unscrew the screw which holds the damper to the cylinder.

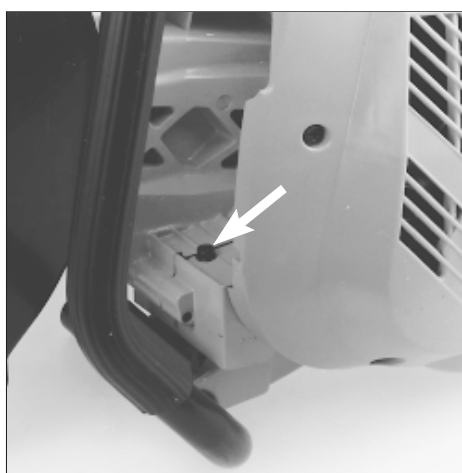
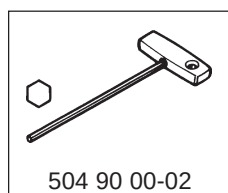


Vibration damper

Mod. 950 – vibration damper at cylinder

Remove the screw which holds the vibration damper to the grip.

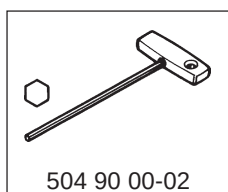
Dismantle the damper from the cylinder.



Mod. 950 – Front vibration damper

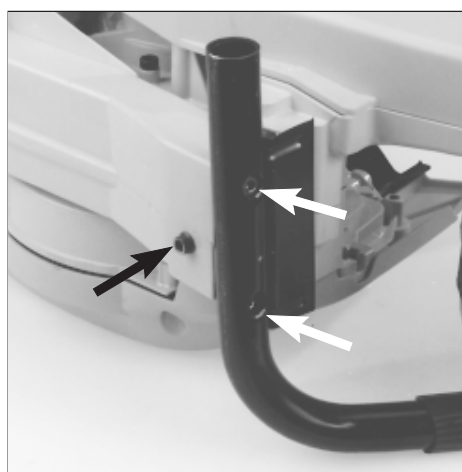
Dismantle covers, air filter and muffler.

Remove the screws which hold the damper to the grip and crankcase.



Mod. 950 – Front vibration damper

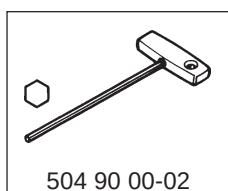
1. Dismantle covers, air filter and muffler.
2. Remove the screw which holds the vibration damper to the grip (at the cylinder).
3. Remove the screw which holds the damper to the crankcase.



Remove the screws which hold the grip to the tank unit, and the screw which holds the vibration damper.

Separate the tank unit and crankcase, and remove the vibration damper.

Fit in the reverse order to dismantling.

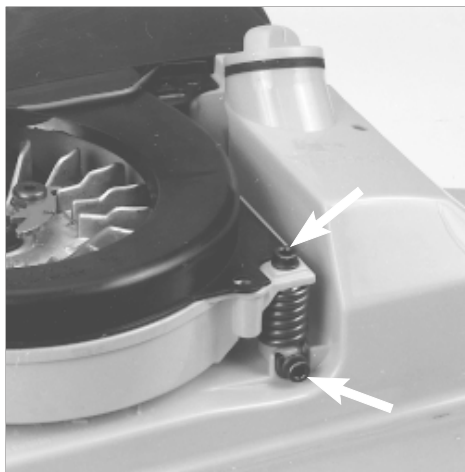


4. Remove the screws which hold the grip to the tank unit.
5. Remove the screw which holds the vibration damper.
6. Separate the tank unit and crankcase, and remove the vibration damper.

Fit a new vibration damper in the reverse order to dismantling.

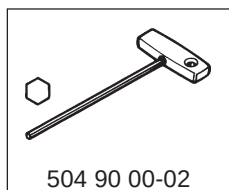
NOTE!

Make sure that the rubber stops are in position in the recess in the crankcase.



Mod. 950 – Rear, lower vibration damper

Remove the starter unit and the screws which hold the damper.

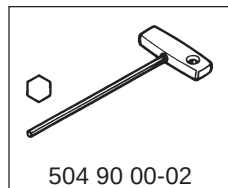


Mod. 950 – Rear, upper vibration damper

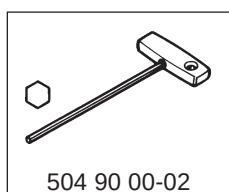
Unhook the throttle lever at the throttle control and remove the screw which holds the grip to the vibration damper on the cylinder.

Dismantle the rear, lower vibration damper.

Remove the screw which holds the vibration damper.

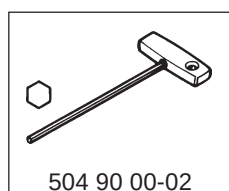


Dismantle the vibration damper from the tank unit.



Mod. 1250 – Vibration damper at cylinder

Remove the screws (A) and (B).



Mod. 950 – Rear, lower vibration damper

Remove the starter unit and the two screws which hold the damper.

Replace the vibration damper and fit in the reverse order to dismantling.

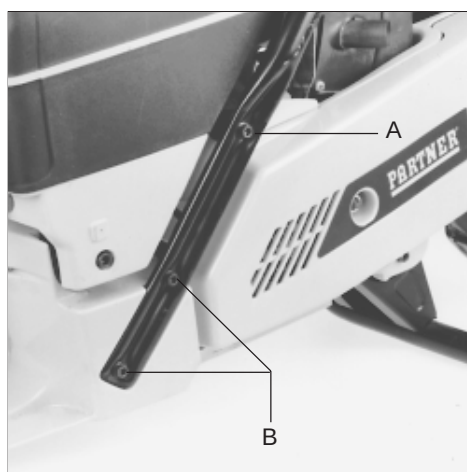
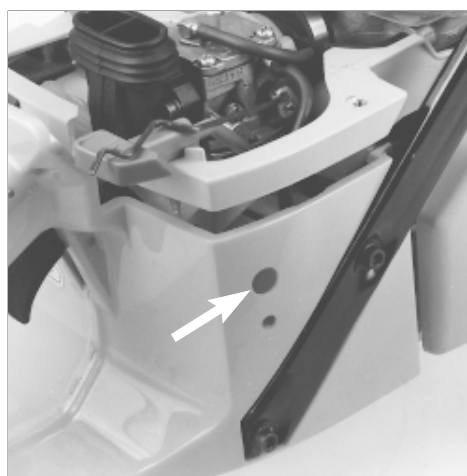
Mod. 950 – Rear, upper vibration damper

1. Remove covers and air filter, and unhook the throttle lever at the throttle control.
2. Remove the screw which holds the grip to the vibration damper on the cylinder.
3. Dismantle the starter unit and the rear, lower vibration damper.
4. Insert key No. 504 90 00-02 through the hole in the tank unit and remove the screw which holds the vibration damper.
5. Insert key 504 90 00-02 through the hole in the tank unit and through the vibration damper
6. Unscrew the screw and dismantle the vibration damper from the tank unit.

Fit in the reverse order to dismantling

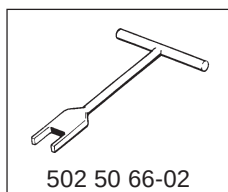
Mod. 1250 – Vibration damper at cylinder

1. Remove the screw (A) which holds the damper to the grip.
2. Remove the screws (B) which hold the grip to the tank unit.





Unscrew the vibration damper.



3. Turn the grip so that the vibration damper can be unscrewed with tool 502 50 66-02.

NOTE!

Make sure that the tool grips both the vibration damper's metal plates.

Fit new vibration damper in the reverse order to dismantling.

Mod. 1250 – Front vibration damper

1. Remove screws (A) and (B).



Mod. 1250 – Front vibration damper

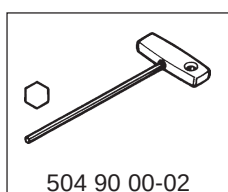
Remove the screws (A) and (B).



Separate crankcase and tank unit and remove the screw which holds the vibration damper.

2. Separate crankcase and tank unit sufficiently to allow the screw which holds the vibration damper to be removed.

Fit in the reverse order to dismantling.



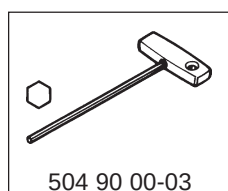
Mod. 1250 – Rear vibration damper

Dismantle the starter unit and the two screws which hold the rear, upper vibration dampers.

Remove also the screw which holds the vibration damper at the grip.

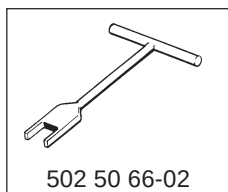
Mod. 1250 – Rear vibration damper

1. Dismantle the starter unit.
2. Remove the two screws which hold the rear, upper vibration dampers.
3. Remove also the screw which hold the vibration damper at the grip to simplify separation of the engine and tank unit.

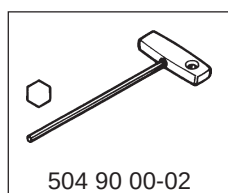




Remove the screw which holds the lower vibration damper and separate crankcase and tank unit so that the damper can be unscrewed with tool 502 50 66-02.



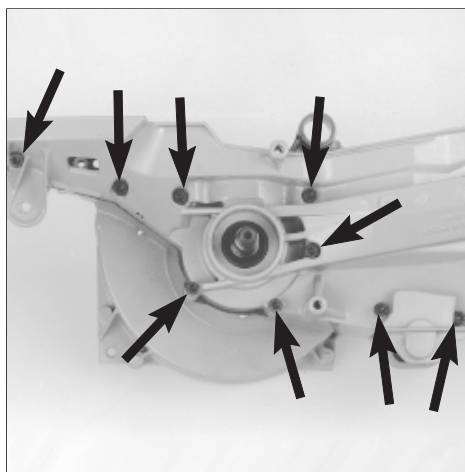
Dismantle the two upper vibration dampers.



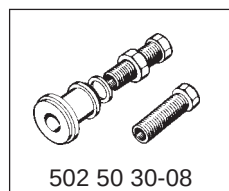
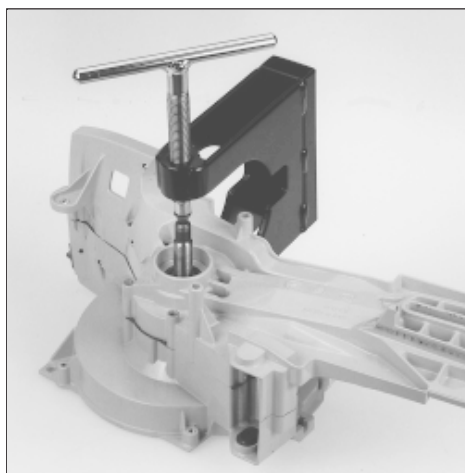
Dismantling, assembly

Mod. 950

Remove all screws which hold the crankcase halves together.



Separate and fit the crankcase halves in same way as described for mod. 500, 540 in the Workshop Manual.



4. Remove the screw which holds the lower vibration damper.

5. Separate crankcase and tank unit sufficiently to allow tool 502 50 66-02 to be placed over the vibration damper.

6. Unscrew the damper and replace it with a new one.

NOTE!

The tool should grip the damper's two metal plates.

7. Dismantle the two upper vibration dampers.

Insert key No. 504 90 00-02 in the damper and unscrew the screw.

Lift off the damper.

Fit in the reverse order to dismantling.

Dismantling, assembly

Mod. 950

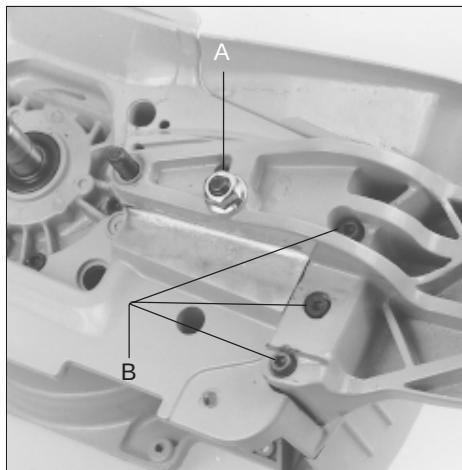
Dismantle all parts so that only the crankcase and crankshaft remain.

Remove all screws (9 items) which hold the two crankcase halves together.

Separate and assemble the crankcase halves in the same way as described for mod. 500, 540 in the Workshop Manual.

Inspect the crankshaft (see chapter "Inspection of crankshaft" in the Workshop Manual).

Use tool 502 50 30-08 to assemble.



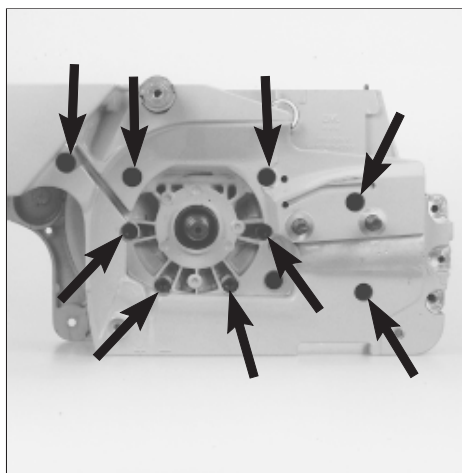
Mod. 1250

Dismantle the cutter arm.

Mod. 1250

Dismantle all parts so that only the crankcase with crankshaft remain.

Dismantle the cutter arm by removing the nut (A) and screws (B).



Remove all screws which hold the crankcase halves together.

Remove all screws (9 items) which hold the two crankcase halves together.



Separate and assemble the crankcase halves in the same way as described for mod. 500, 540 in the Workshop Manual.

Separate and assemble the crankcase halves in the same way as described for mod. 500, 540 in the Workshop Manual.

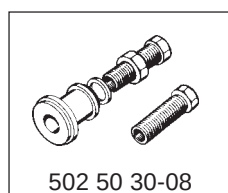
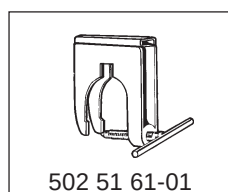
Inspect the crankshaft (see chapter "Inspection of the crankshaft" in the Workshop Manual).

NOTE!

Tool 502 51 61-01 cannot be used on the flywheel side. Heat instead the crankcase half with a hot air gun to approx. 110°C, and press off the crankshaft.

NOTE!

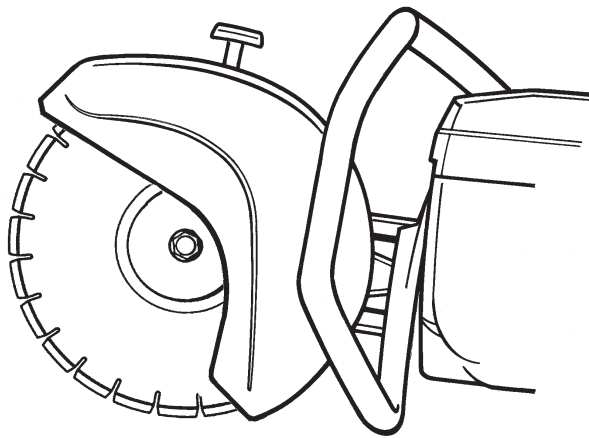
The tool 502 51 61-01 cannot be used on the flywheel side. Heat instead the crankcase half with a hot air gun to approx. 110°C, and press off the crankshaft.



Use tool 502 50 30-08 to assemble.

Cutting equipment

7.



Contents

Dismantling	34
Assembly	34

7

Cutting equipment

The cutter disc is driven by a V-belt which during its entire service-life is given the correct tension by means of a powerful compression spring, on the assumption that the belt tensioning screw is correctly set.

The belt is exposed to hard and irregular loading. The pulley also has a relatively small radius which sets special quality requirements on the belt. For this reason when changing the belt always use a Partner Genuine Belt, which is

carefully tested to comply with these special requirements.

During servicing and repairs to the cutter equipment it is also important to make a visual inspection of the disc guard with respect to cracking and wear, and to make sure that the locking mechanism functions in all positions.

Rectify all faults as soon as they are discovered in order not to compromise user safety.

Dismantling

Mod. 950, 1250

Dismantle the cutter disc, belt covers, drive belt, belt disc, support washers and spacer sleeve in the usual way.

Dismantling

Mod. 950, 1250

Dismantle the cutter disc, belt covers, drive belt, and pulley in the same way as for mod. 500, 540, 650, 700.

TIP!

If only the spacer sleeve and the inner support washer are to be dismantled this can be done by bending with two spanners placed between the spacer sleeve and the support washer.

Assembly

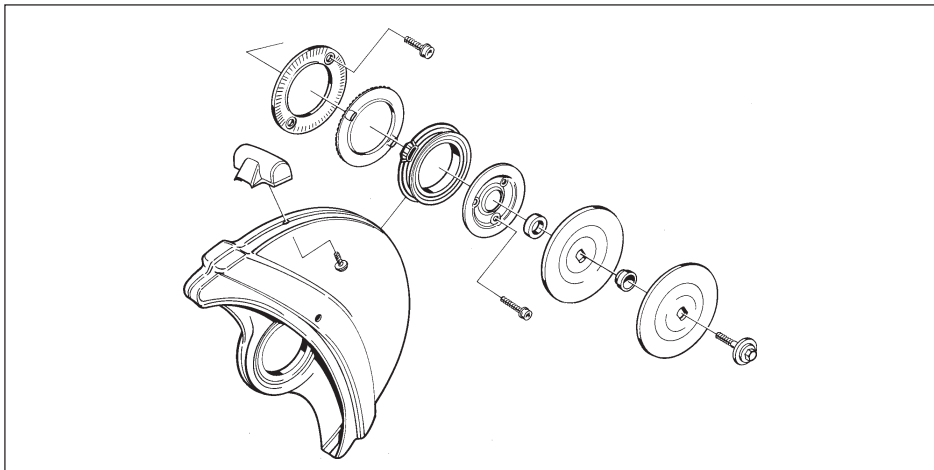
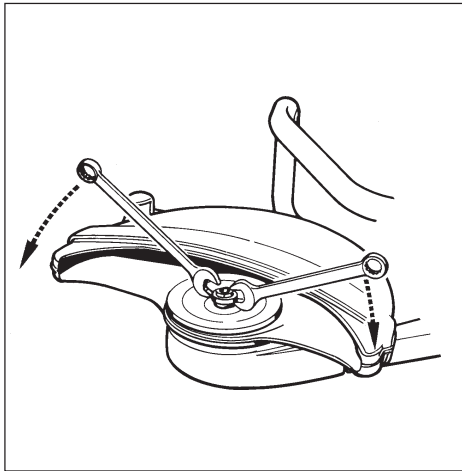
Mod. 950, 1250

Follow the instructions for mod. 500, 540, 650, and 700.

Note that the attachment of the burst protection to the cutter arm has a different design to the one shown in the illustration.

Fit the drive belt and the rear belt cover in the same way as for mod. 500, 540, 650, 700 but note that mod. 950, 1250 do not have a rubber bushing between belt cover and crankcase.

Fit the drive belt and the rear belt cover in the same way as for mod. 500, 540, 650, and 700, but note that mod. 950, 1250 do not have a rubber bushing between belt cover and crankcase.





Fit the cutter arm

Tension the drive belt and tighten the two screws.

Lift the cutter arm in place.

Fit the drive belt over the front pulley.

Push the front belt cover in place and screw down the attachment screws half way.

Tension the drive belt in the same way as for mod. 500, 540, 650, and 700, and then tighten the two screws.