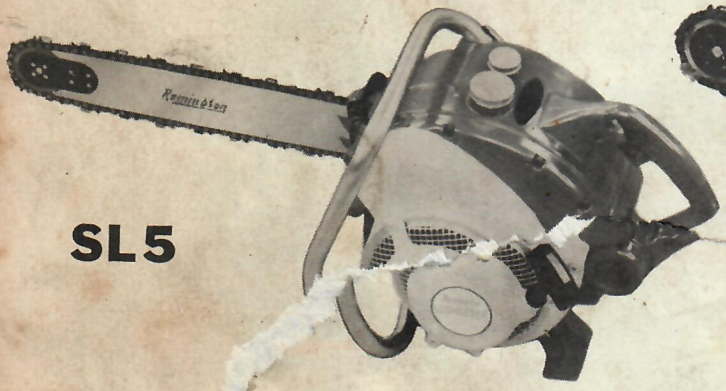
Chain Saws for Fos/1182
16247

Remington

CHAIN SAWS

GL7RP &
SL5RP

GL7



SL5

GL7R &
SLEB.

OPERATION & MAINTENANCE WITH PARTS LIST

REMINGTON ARMS COMPANY, INC.
PARK FOREST, ILLINOIS

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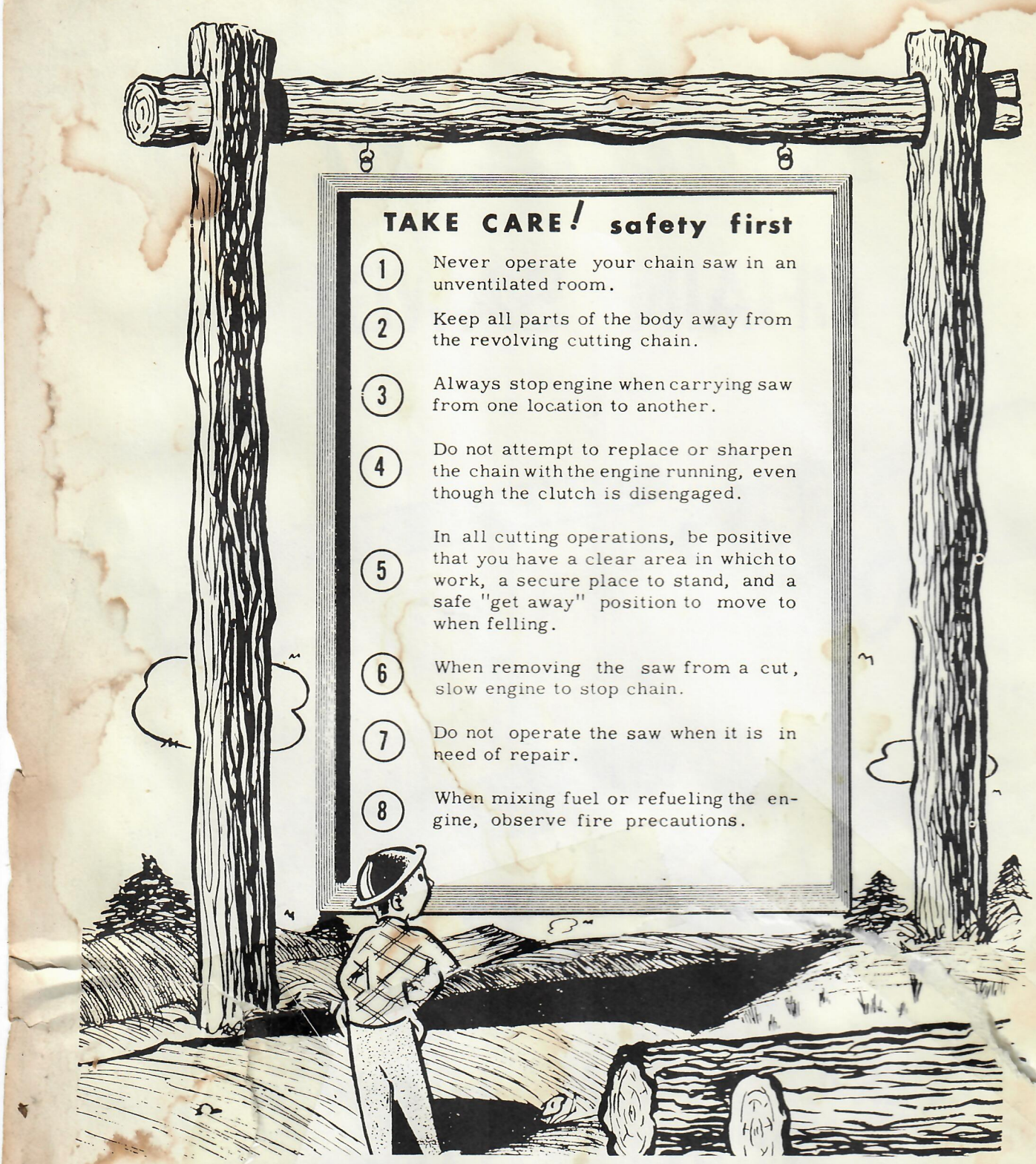


TAKE CARE! safety first

1. Never operate your chain saw in an unventilated room.
2. Keep all parts of the body away from the revolving cutting chain.
3. Always stop engine when carrying saw from one location to another.
4. Do not attempt to replace or sharpen the chain with the engine running, even though the clutch is disengaged.
5. In all cutting operations, be positive that you have a clear area in which to work, a secure place to stand, and a safe "get away" position to move to when felling.
6. When removing the saw from a cut, slow engine to stop chain.
7. Do not operate the saw when it is in need of repair.
8. When mixing fuel or refueling the engine, observe fire precautions.

GUARANTEE

Remington Arms Company, Inc. guarantees this chain saw for one year and the sawchain on it for 60 days against original manufacturing defects in material and workmanship. Such guarantee does not cover service that may be necessary as a result of normal wear, abuse, accident or unauthorized repair.

This guarantee is extended by the Manufacturer to the Recommended Service Station, and the original purchaser of the saw. No other person or persons are authorized to carry out the expressed obligations of the Manufacturer. No other guarantee is expressed or to be implied.

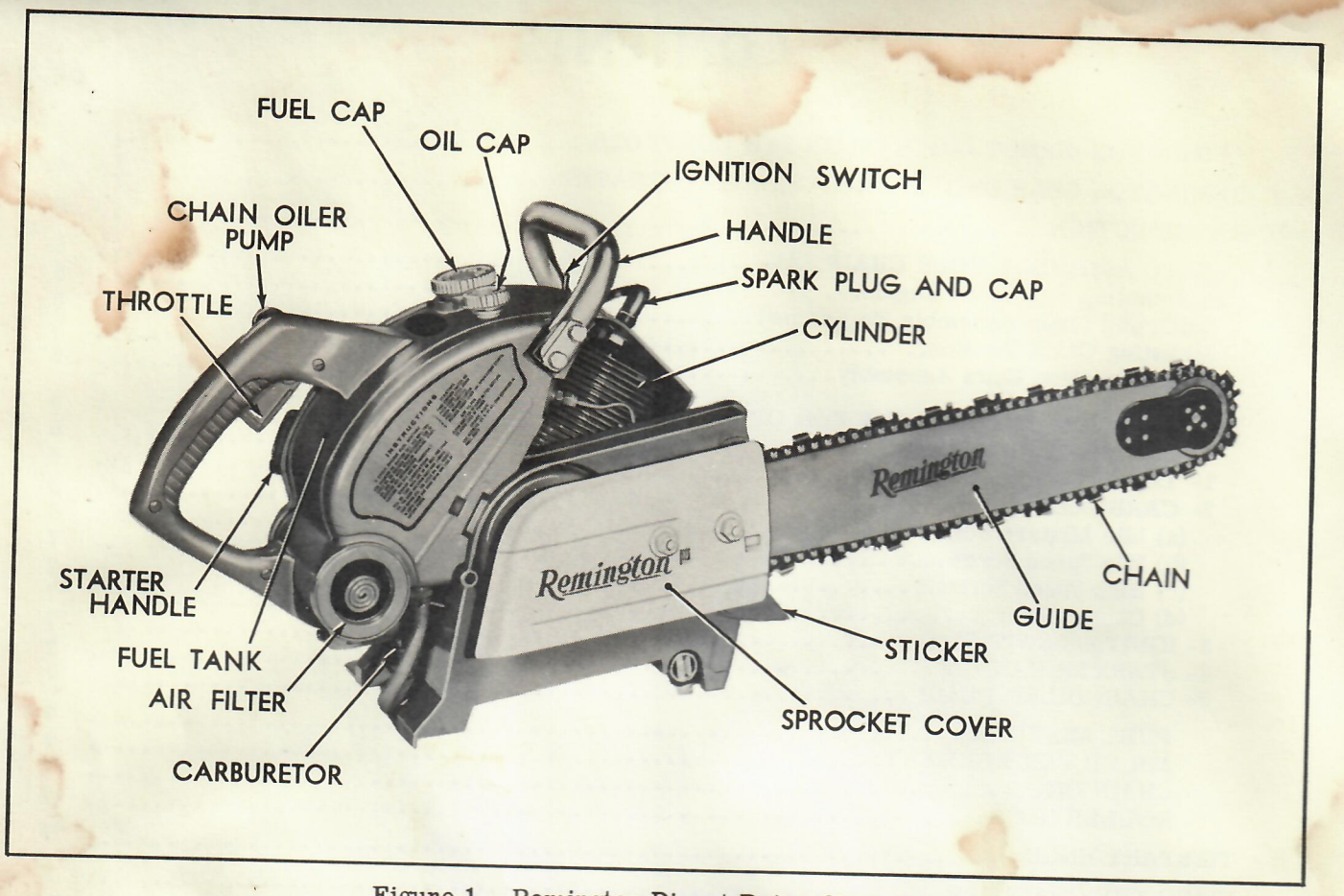


Figure 1. Remington Direct Drive Chain Saw

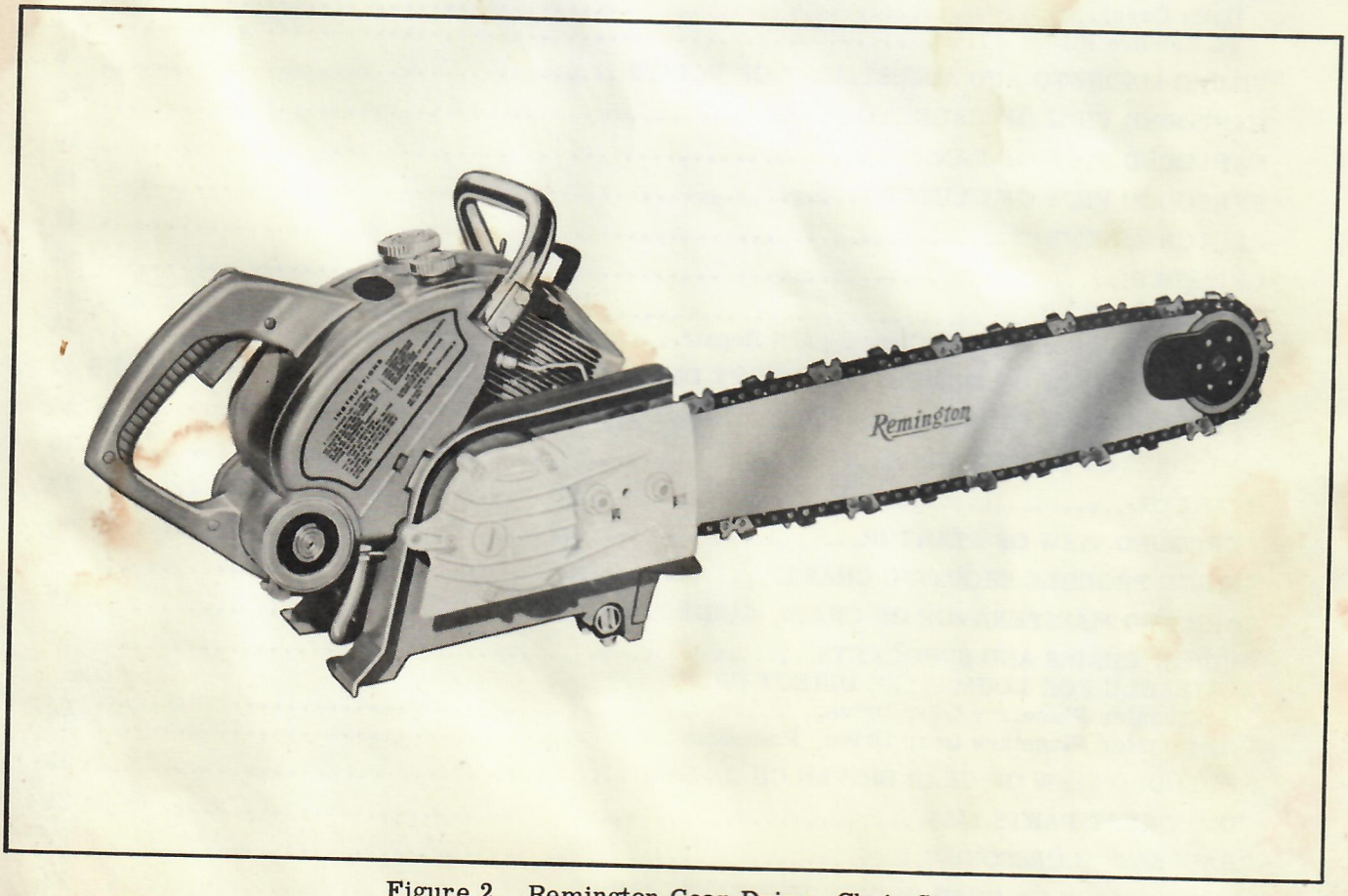


Figure 2. Remington Gear Driven Chain Saw

INTRODUCTION

As a new owner of a Remington Chain Saw, you can be assured that it will give you smooth, trouble-free operation providing you follow a few simple instructions regarding care in operation and preventative maintenance. Before operating the saw - read the Instruction Manual to become acquainted with all operating controls and their functions.

HOW TO ASSEMBLE YOUR CHAIN SAW

Your Chain Saw is shipped as three separate packages - Engine, Guide and Chain. The Engine package also contains the handle assembly, either the wraparound or standard type. The following paragraphs explain and illustrate the correct assembly of the Chain Saw.

HANDLE ASSEMBLY TO ENGINE

1. Slip the long screws through the long retainer so the formed portion fits around the handle tubing. (See figure 3).
2. Slip the long rubber pad over the screws and position next to the retainer.
3. Place this assembly through the bottom holes in the handle.
4. Place the other long rubber pad over the screws in the inside of the handle.
5. Slip the lockwashers over the short screws. Add the short retainer so the formed portion will fit around the tubing.
6. Slip the short rubber pad over the screw next to the retainer.
7. Place this assembly through the top of the handle.
8. Place the other short rubber pad over the screws on the inside of the handle.
9. Fit the handle into place on the lower and upper pockets of the crankcase, slipping the screws into the holes provided. Use lock nuts on the lower assembly.
10. Tighten all screws securely.

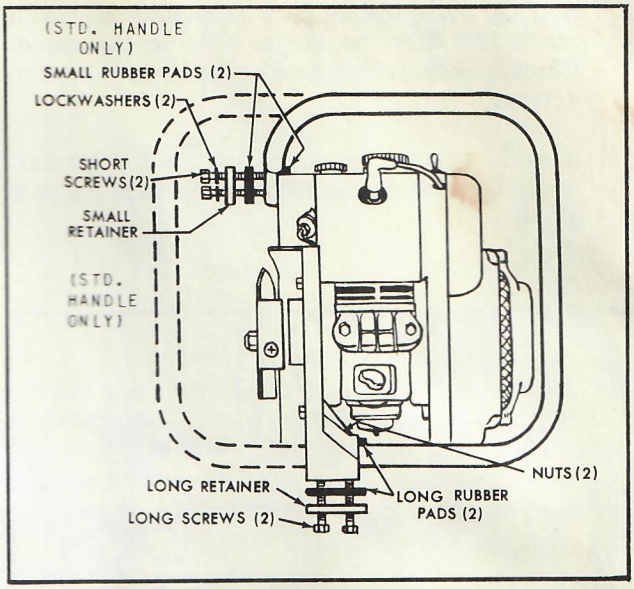


Figure 3. Assembling Handle to Engine

GUIDE AND CHAIN ASSEMBLY TO ENGINE

1. Remove the two nuts and washers shown in Figure 4. Then remove sprocket cover.

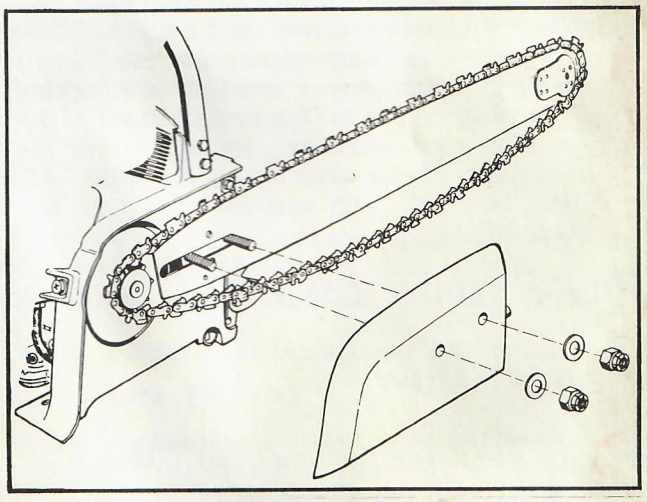


Figure 4. Removing Sprocket Cover

2. Mount guide on the two screws as shown.
3. Connect the ends of the chain with the connecting pin provided. (See Instruction sheet packed in chain package.)
4. Mount the chain over the sprocket and into the guide groove. Be sure the chain is placed so that cutting edges are away from the engine when viewed on the top of the guide.
5. Replace the sprocket cover on the two screws

making sure the knob of the chain adjusting block fits into the round hole in the guide. Block position can be changed using screwdriver.

6. Replace the two washers and nuts. Partially tighten but not so tight as to lock guide in place.

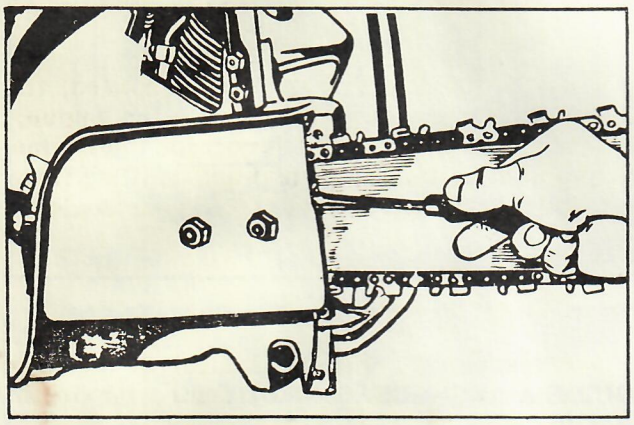


Figure 5. Adjusting Chain Tension

7. Adjust chain tension by turning chain adjusting screw with screwdriver (See Figure 5). Tighten adjusting screw until snug. Tighten the two sprocket cover nuts and check chain tension. For proper method of checking chain tension, see the Instruction sheet packed in the chain package. Readjust if necessary and recheck often during break-in period. This will help assure long chain and guide life.

GEAR REDUCTION UNITS

1. Remove the two nuts and washers from clamping screws.

2. Loosen the reduction transmission held by pilot pins gradually and remove transmission. Do not pry off forcibly.

3. Daub a little lubricant (#18347 Remington gear grease) on the oil seal and in the bearing on the clutch drum shaft.

4. Mount the guide and transmission on the two screws and align with the two pilot pins at the same time. Be sure of parallel alignment when assembling to avoid damage to oil seal in the clutch drum. The knob of the chain adjusting block must fit in the hole in the guide. Block position can be changed using screwdriver.

5. Replace the two washers and nuts. Partially tighten but not so tight as to lock guide in place.

6. Adjust screw until guide is fully retracted (See Figure 5). Place the chain over the sprocket and into the guide groove. Be sure the chain is placed so that the cutting edges are away from the engine when viewed on top of the guide. Connect the chain with the connecting pin provided in the chain package according to the instruction sheet packed in the chain package.

7. Before installing 2-1/2" diameter roller nose guide on a GL7R, shim #49941 must be placed against the mounting pad. The guide can then be mounted against the shim. It is essential the shim be utilized to provide proper alignment of the transmission.

8. Adjust chain tension by turning chain adjusting screw with screwdriver (See Figure 5). Tighten the two sprocket cover nuts and check chain tension. See the instruction sheet packed in the chain package. Reset if necessary and recheck often during break-in period. It is important to keep chain snug on guide at all times to get maximum life of chain, guide and sprocket.

9. Fill the reduction transmission with #26462 Oil (or EP90 Lube available at any Service Station) to plug level with the engine standing level.

10. Check oil level daily.

PINCHLESS GUIDE ONLY (See Figure 19).

11. Slip two screws through the sticker with point away from engine. Slip the spacer over the two screws. Insert this assembly on guide from outside. Add two nuts and tighten.

12. Slip two screws through holes in guard from outside. Attach to guide from inside. Add two nuts and tighten.

PREPARATION OF CHAIN SAW FOR OPERATION

CONTROLS (see figure 1).

It is important that the operator becomes familiar with the controls and procedures necessary for the successful operation of his Chainsaw.

1. THROTTLE. Pistol grip operation.

2. CARBURETOR. This engine uses a diaphragm type carburetor which has been factory adjusted to provide maximum torque @ 5000 RPM although a slight readjustment may be required due to climatic changes.

(a) IDLE MIXTURE SCREW. The adjustment screw is located on the main body of the carburetor, to the operator's left side when facing the engine.

(b) IDLE SPEED SCREW. Located on the throttle shaft. This screw increases or decreases the RPM of the engine, depending also on the adjustment of the idle mixture screw.
(c) HIGH SPEED MIXTURE SCREW. Located on the main body of the carburetor to the operator's right side when facing the engine.
(d) CHOKE LEVER. Located near fuel line. Push down fully for maximum fuel delivery when starting cold engine.

3. IGNITION SWITCH. Move switch to "ON" position to start engine.

4. STARTER HANDLE. The starter is the automatic rewind type. Grasp starter handle and pull out firmly and with a rapid and smooth movement until engine starts. Choke as needed. Choke lever is to be pushed "down" for choke and "up" for running.

5. CHAIN OILER PUMP. Depress lever with thumb, once for each cut. This will provide sufficient lubrication. Oiler functions on return stroke of lever by spring pressure. The lever will return to the "UP" position rapidly when the tank is empty. If lever fails to return to "UP" position, a clogged oil passage is indicated. To clear channel, pull lever up several times to develop maximum pressure.

FUEL MIXTURE

IMPORTANT

Logmaster engines are lubricated by the oil mixed with the gasoline. Damage may occur if the recommended gas-oil mixture is not followed. Use only non-detergent oil #30 SAE and regular gasoline. Be sure to mix thoroughly in a clean can.

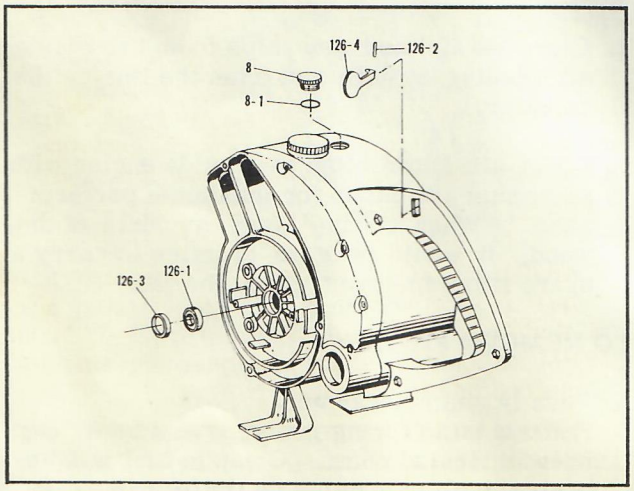


Figure 6. Gas Tank Assembly

FUEL MIXING CHART

16 TO 1 MIXTURE

Gasoline	Oil
1 gal.	1/2 pt.
2 gal.	1 pt.
2-1/2 gal.	1-1/4 pt.
5 gal.	2-1/2 pt.

When the fuel mixture has been prepared, fill the fuel tank. Avoid spilling fuel on the engine. This is a fire hazard unless you wipe the engine clean and dry. Use the spiral non-spilling flexible spout fuel can available from your dealer.

AIR FILTER ELEMENT

Saturate the Air Filter Element in fuel mix before operating the saw to insure maximum filtering efficiency.

CHAIN OIL

Fill oil tank with SAE 30 Oil or 2 cycle engine oil. When cutting sappy wood it is advisable to mix half and half with kerosene.

ROLLER NOSE

Lubricate roller nose (when supplied) on guide by injecting #18347 lubricant with #48758 grease gun into the oil hole in the side plate.

TO START ENGINE

If you have followed the steps above, you are now ready to start the engine.

1. Switch ignition to "ON" position.
2. Push choke lever down.
3. Squeeze throttle.
4. Hold engine handle with right hand, place foot on foot stand. Pull starter handle out slowly until compression is felt, then pull sharply. Repeat until engine fires.
5. When engine starts, release throttle, let engine idle and return lever to "up" or "running" position.

FINAL CARBURETOR ADJUSTMENT

Your carburetor has been factory adjusted, however, due to variations in weather and altitude, minor adjustments may be necessary.

Carburetor adjustments should be made when engine is thoroughly warmed up.

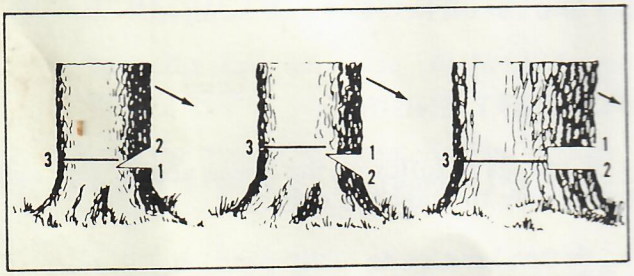
If chain creeps while engine is idling or if engine will not idle, close the throttle and readjust Idle Speed Regulating Screw so engine idle speed does not cause chain to move. Then slowly readjust Idle Mixture Screw to obtain smooth and even engine idle. Enrich the mixture slightly above this setting to provide sufficient fuel for quick acceleration if necessary. Finally, with the saw operating at wide open throttle, slowly turn High Speed Adjusting Screw to obtain even cutting speed. Proper setting will be approximately one (1) to one and one-half (1-1/2) turns open.

SOME SUGGESTIONS ON THE USE OF A POWER SAW

FELLING WITH THE CHAIN SAW

Before beginning operations take a few minutes to size up the job carefully. Decide before hand just where the tree should be dropped for most efficient pick up.

UNDERCUTS--Undercuts are made on the side toward which the tree must fall. The undercut provides a hinge point on which to tip the tree off the stump in the right direction. Various undercuts are used in different parts of the country--illustrated are a few types--all of which may be made with a Power Saw.



The cuts are numbered in the proper order for cutting. The horizontal cuts (1 and 2) are made first to a depth of approximately 1/4 the diameter of the tree, except for larger leaning trees which require a deeper undercut. The usual practice is to saw out the notch at a 45 degree angle.

THE BACKCUT--The backcut (3) is made about 2 inches higher than the bottom of the undercut. The cut should be kept parallel with the undercut. If all cutting is done properly, the tree will begin falling when only an inch or two of holding wood is left.

WHEN THE TREE FALLS--As a precautionary measure, chain saw handlers should move themselves and their saw to a safe place when a tree begins to fall. Do not depend on a tree to fall the same as one felled under similar conditions --each tree has its own characteristics.

OPERATING THE SAW--THE STICKER MUST BE PLACED AND HELD AGAINST THE LOG BEFORE BEGINNING TO CUT. The guide must be kept in the middle of the cut so that the cutters returning in the upper groove do not cut into the sides of the kerf. Feed the saw into the timber--the rate of feed will depend on the type and size of timber. When making a deep cut, the saw slot should be spread with a wedge to prevent pinching of guide and chain. For safer, easier, and faster cutting--keep the chain sharp.

PREVENTIVE MAINTENANCE -- Applied to this saw, means inspection, tightening, adjusting, lubricating, and sharpening, so mechanical breakdowns, or accidents are prevented before they can happen and thus keep the earning capacity of the saw at its maximum.

During operation of the saw, the operator should be constantly on the alert for any new or unfamiliar change not observed in the normal operating saw. These "warnings" may be excessive roughness, new sounds, or odors. An immediate check of these changes may prevent costly repairs, or serious accidents.

MAINTENANCE

After each day of use, the chain saw should be made ready for the next day's operation.

1. Take off chain and guide. Clean all parts, sharpen chain and lubricate. The roller on the guide must be lubricated daily. This is done by injecting Remington No. 18347 Lubricant with the No. 48758 Grease Gun into the hole provided.

2. Clean all dirt and saw chips from the engine air cooling system and from the fins on the cylinder.

3. Clean air filter often to provide engine with maximum air intake for maximum performance. When cutting large amounts of dry wood, it would be good practice to carry a spare filter to save time on the job.

TO REMOVE FILTER:

A. Push in and release hook.
B. Remove cap, spring grommet and hook.
C. Remove the element. Clean in fuel mix because the oil remaining on the filter will im-

prove the filtering action.

D. Reassemble, making sure that cap and spring are in the original position and the overlap on the element is not over the manifold opening.

NOTE: A clogged filter will cause a rich fuel mixture.

TIMING MAGNETO AND ADJUSTMENT OF POINTS

(See Figures 7 & 8)

The engine was properly timed when it left the factory. After use it may be necessary to retime the engine.

1. Take the fan housing assembly off by removing the three sem screws.

2. Remove the fan assembly by loosening the fan retaining nut. This nut acts as a puller; unscrewing it forces the fan from the crankshaft.

3. Pull fan assembly from shaft.

4. Remove the wave washer.

5. Remove two screws and the breaker point cover.

6. Remove the spark plug connector and the spark plug. Examine the plug, clean and replace if necessary. Check spark plug gap using a feeler gauge and set gap from .020 to .025 inches.

7. Examine the contact points in the magneto. If points are dirty, clean with a piece of hard paper passing it between the points. If points are badly pitted, replace. Check the gap between the points with a feeler gauge setting openings at .020" with cam at high point position.

8. To set magneto to engine timing, rotate the crankshaft until piston is at TDC, (Top Dead Center). Screw the #35807 Magneto Timing Indicator (which can be purchased from your dealer) into the spark plug hole until it just touches the piston at TDC.

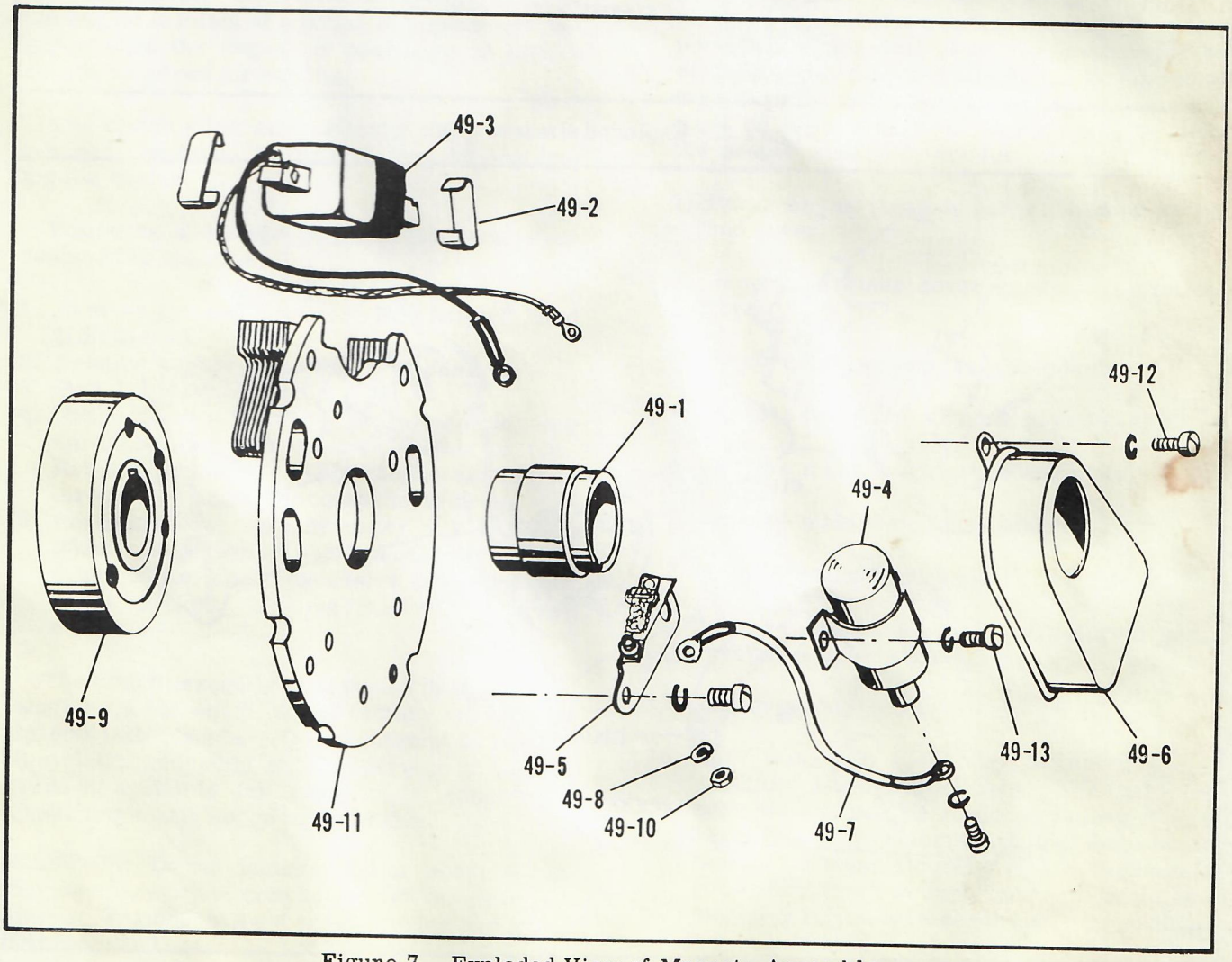


Figure 7. Exploded View of Magneto Assembly

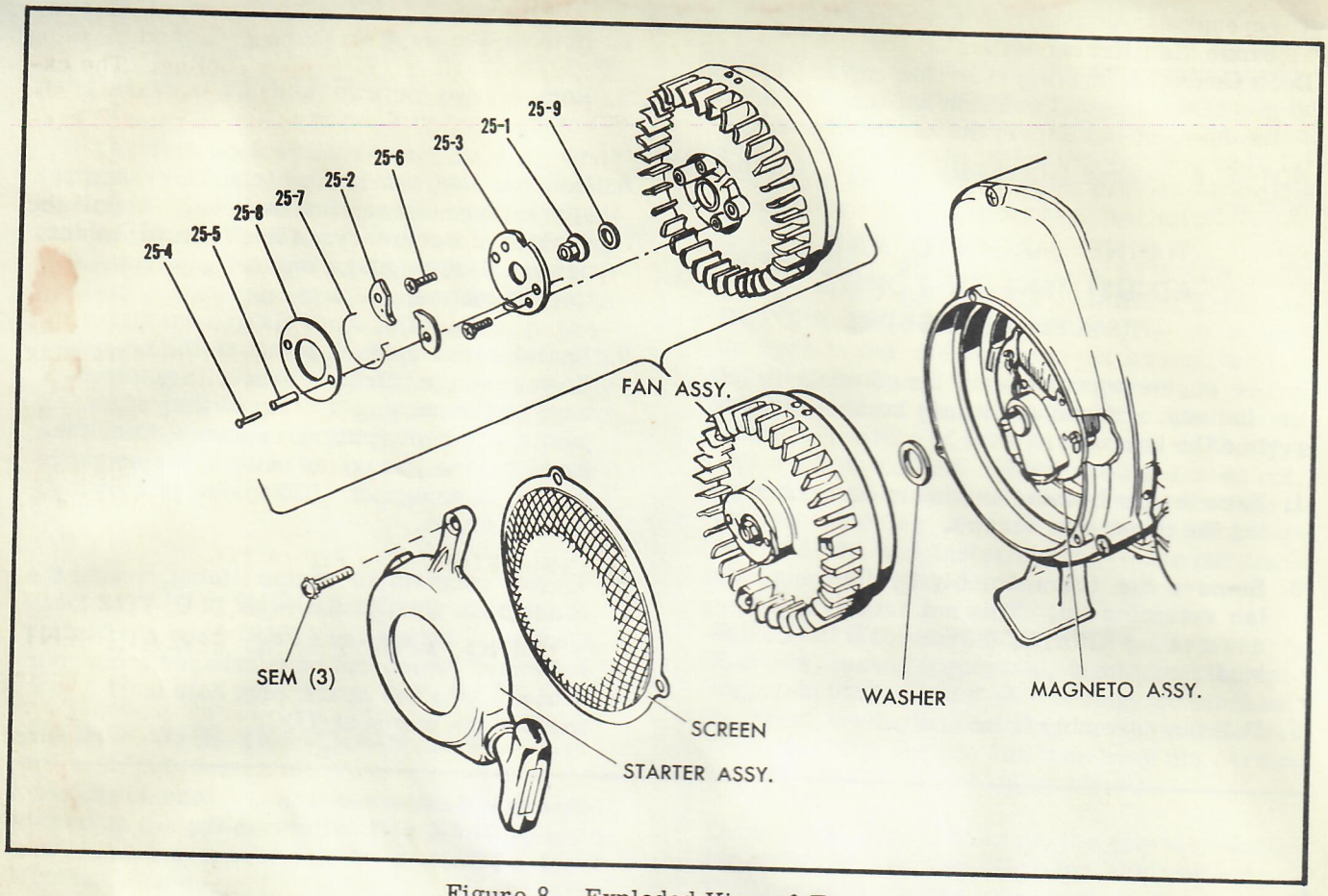


Figure 8. Exploded View of Fan

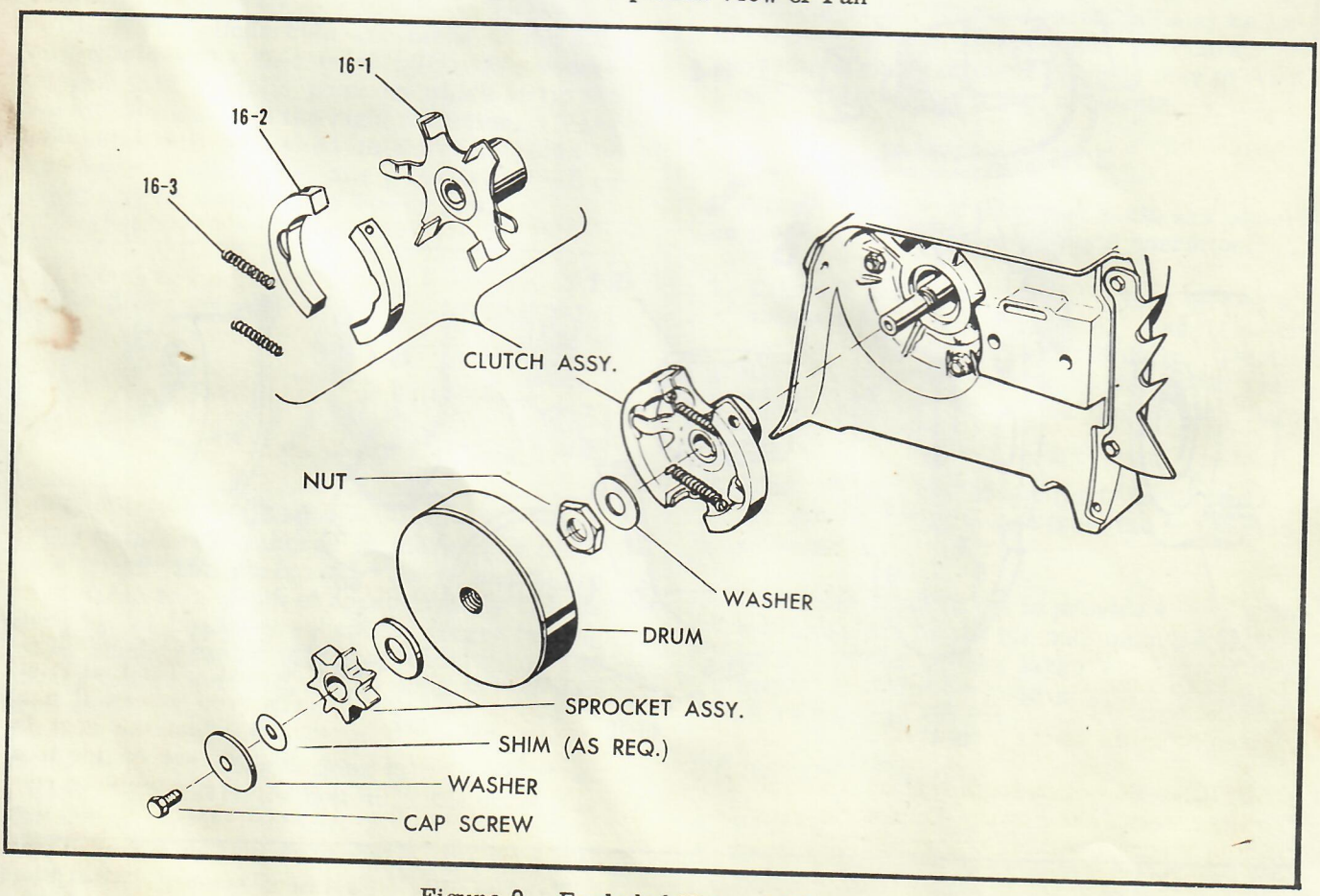


Figure 9. Exploded View of Clutch

Turn engine crankshaft in reverse rotation approximately 45 degrees BTDC (Before Top Dead Center).

Push down on timing indicator handle and turn so that pin will stay out of slots. Turn engine crankshaft in proper rotation back to the point where the piston just touches the end of the extended indicator. This will place the crankshaft approximately 30 degrees before TDC.

At this position the contact points should just begin to open. This position can be checked by using a breaker light. If the points are not at this setting, loosen the magneto plate retaining screws. Rotate the plate until the proper setting is obtained then secure plate by tightening magneto retaining screws. Recheck point gap following any adjustment of the point plates. (See Figure 7).

CLUTCH AND SPROCKET ASSEMBLY (See Figure 9).

The clutch is automatic and requires little, or no maintenance. The clutch is disengaged when the engine is idling at normal idle speed and engages when the engine is operating at higher speeds required for cutting.

The clutch slips automatically if the chain is jammed, or binds in the cut, thereby protecting the engine.

Following are steps required to remove or replace the sprocket.

1. Remove the cap screw. This has left hand (LH) thread.
2. Remove washer and shim or shims.
3. Pull drum from spindle.
4. Unscrew sprocket from drum by tightening sprocket in bench vise with drum on top. Remove drum with 1-1/4" socket turning as directed by arrow stamped inside drum.
5. Reassemble in reverse order. WARNING: When reassembling new sprocket on clutch drum do not apply excessive pressure with 1-1/4" socket. A snug fit is all that is required.

The clutch assembly is fastened to the crankshaft by a nut which, at the factory, is torqued to 600 inch pounds. Do not attempt to remove the clutch assembly unless there is an impact wrench available for reassembly capable of tightening to the above torque value.

CAUTION: Do not damage seal or woodruff key during assembly of clutch. Do not run gear reduction engines without transmission and guide bar installed.

CYLINDER (See Figure 10)

Daily check of the cylinder fins and cleaning is necessary to insure proper cooling. The exhaust ports should be cleaned periodically. After every 100 to 150 hours of use remove carbon. This may be done as follows:

1. Remove two screws and washers. Pull the muffler assembly and gasket from the motor.
2. Move piston to bottom dead center by pulling starter rope. Scrape the carbon from the ports being careful not to damage the cylinder or port edges when using the scrapping tool. Remove all carbon deposits.
3. Clean out sawdust and dirt from fins using brush and compressed air.
4. Using a new gasket, place muffler in position and secure with two screws and lockwashers.

CARBURETOR (See Figure 11).

HOW TO DISASSEMBLE FOR CLEANING AND PARTS REPLACEMENT

Do not attempt any major carburetor repair if in doubt as to the true cause of improper engine operation. See your recommended Service Dealer. Before disassembling, it is important that the outside of the carburetor be cleaned of all dirt and sawdust. To correctly disassemble the carburetor the following steps must be fully observed. Use a screwdriver of the proper size and type for this specific job.

1. Remove nylon strainer cover retaining screw and cover.
2. Remove strainer cover gasket and strainer screw.
3. Remove screws and fuel pump body.
4. Remove fuel pump diaphragm and gasket.
5. Remove main diaphragm cover plate.
6. Remove main diaphragm gasket.
7. Remove main diaphragm.
8. Remove inlet control lever fulcrum pin, lever and tension spring.
9. Remove inlet needle.
10. With thin wall 5/16" hex socket wrench, carefully remove inlet seat. The fuel inlet seat should not be removed unless it has been definitely determined that the seat is faulty; constant flooding of the engine is a good indication. In such case, complete replacement of the inlet needle and seat assembly is indicated.
11. Remove idle adjustment screw. When reinstalling these adjustment screws, lubri-

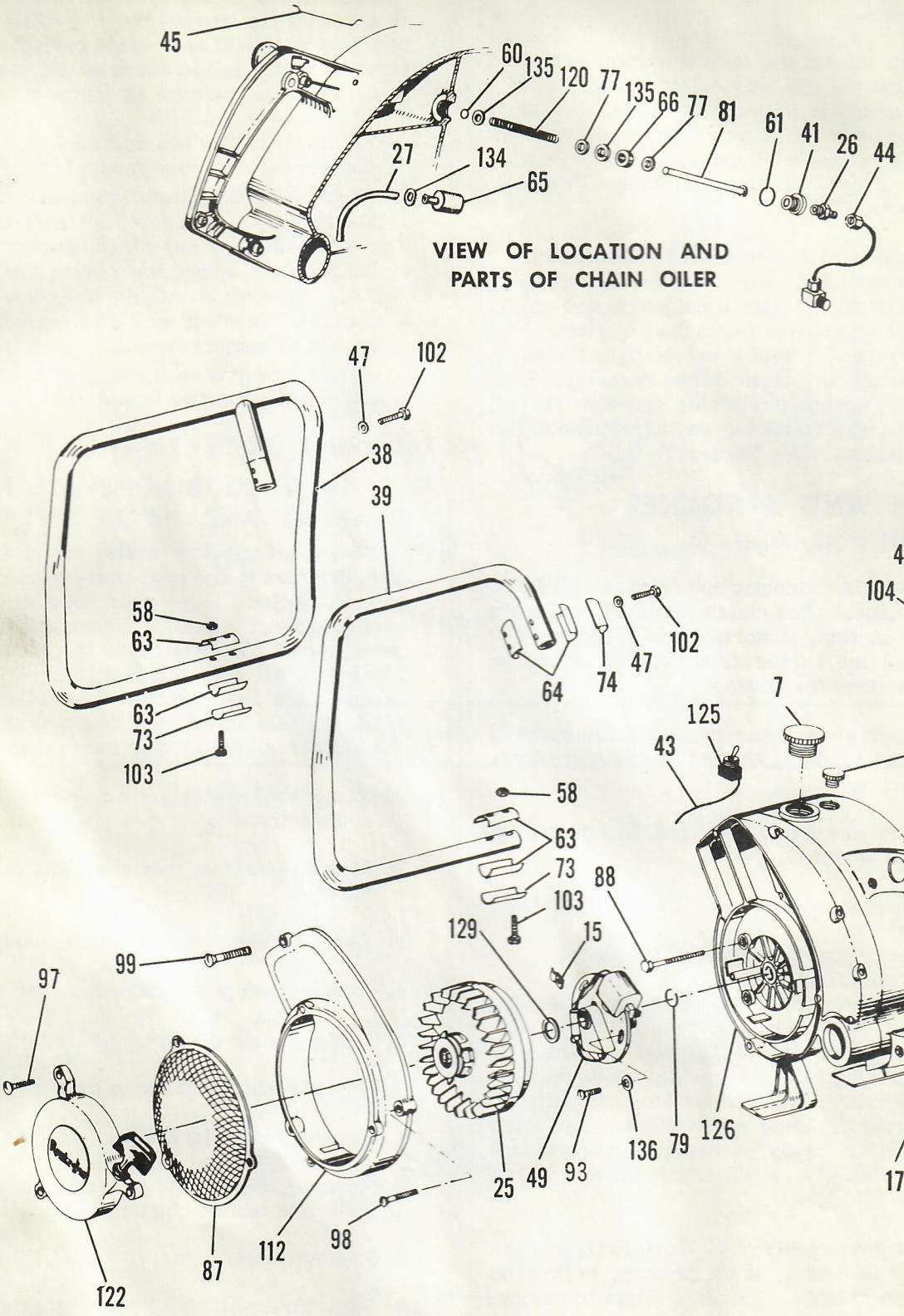
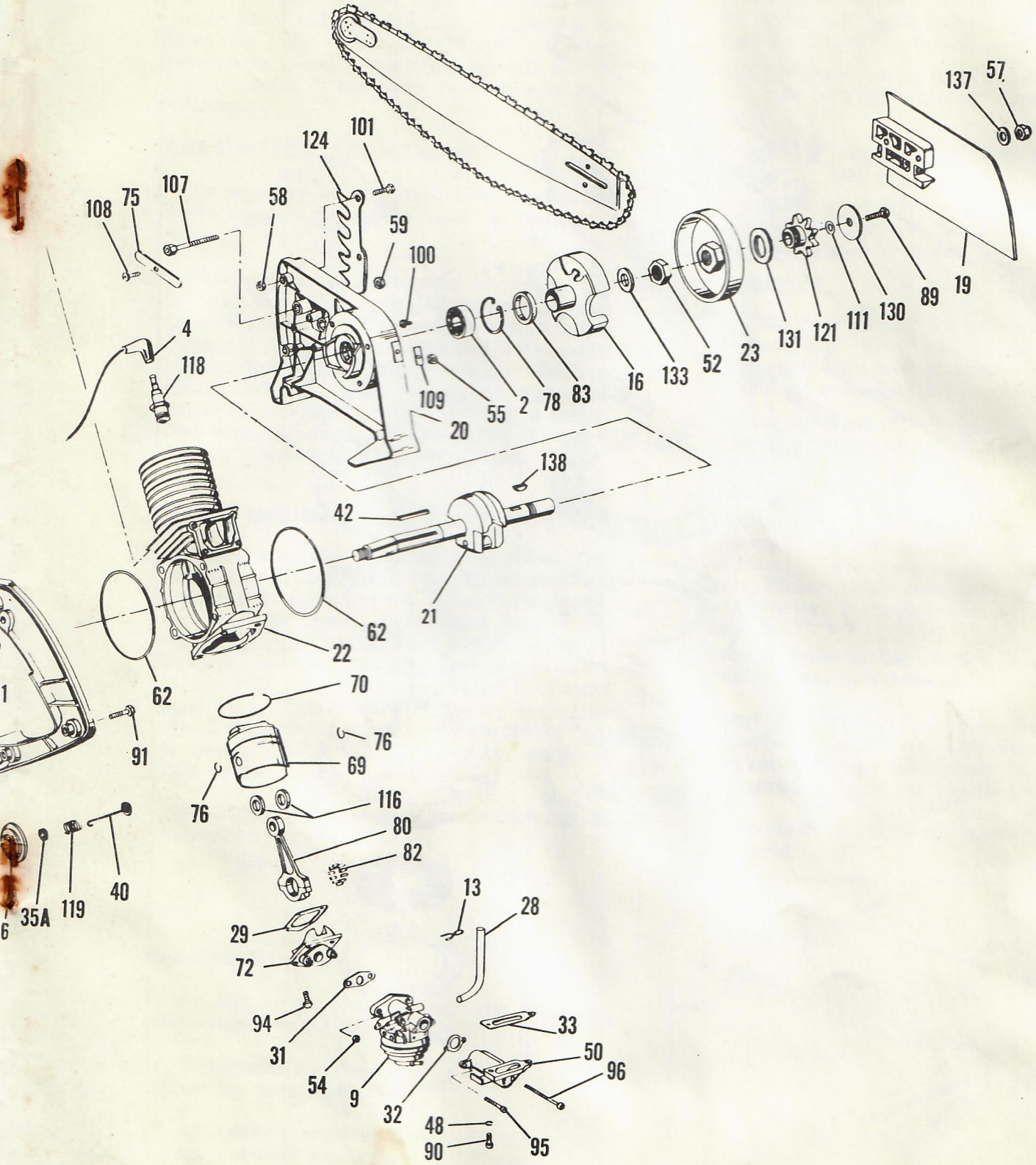


Figure 10. Exploded View of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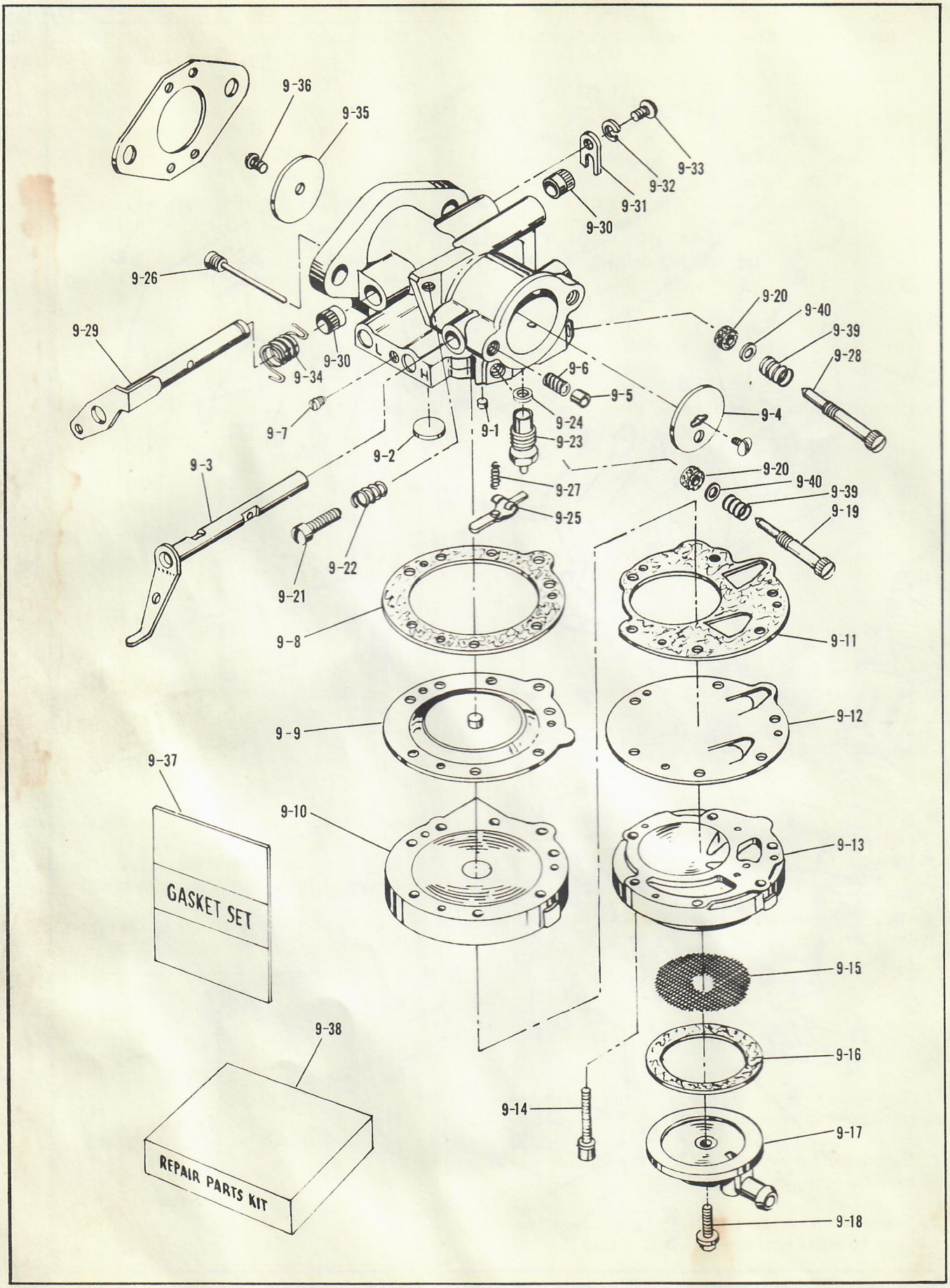

Figure 11. Exploded View of Carburetor

cate the "O" rings with Fiske 475-10DS lubricant, (Moly-Kote or a comparable product).

12. Remove main adjustment screw.

Before reassembling the carburetor (in reverse order as outlined above), wash all component parts and blow dry. The channels in the metering body should be cleaned by blowing through the idle and main adjusting orifices. All fuel passages in the three castings should be cleaned.

CARBURETOR ADJUSTMENT

To properly adjust carburetor for the best performance, the engine must be thoroughly warm.

Carefully close, by turning clockwise, both the Idle and High Speed Adjustment Screws. Open High Speed Adjustment screw counterclockwise approximately one and one-quarter (1-1/4) turn. Open Idle adjustment screw three quarters (3/4). Back Idle Speed Regulating Screw off its contact with Throttle Stop Lever, then turn it inward about one (1) full turn to slightly open Throttle Butterfly valve.

START ENGINE

Choke carburetor, put ignition switch to "ON" position, squeeze throttle trigger and give firm quick pull on starting cord. When engine fires, decrease the choke slightly and release the throttle trigger. Do not race engine, gradually decrease the choke to full open position as engine warms. Then make several test cuts and if necessary, slightly increase opening of the High Speed Adjustment Screw. The carburetor adjustments should be made when the engine is thoroughly warmed up.

CAUTION: Use chain oiler before each cut and thereafter as required.

STARTER

DISASSEMBLY:

To replace rope or spring, the following steps should be followed:

1. Remove the 3 screws holding the starter assembly to shroud.
2. Place the starter assembly in a vise or secure to solid surface with a C clamp.
3. Remove the 2 screws holding the drum to the cover and remove drum.
4. Hold the cover in the housing and pry the spring with a screwdriver at the roll pin from the spring anchor plate to release the spring tension.
5. While still holding the cover, insert the screwdriver in the cover opening and under the spring held at the housing recess and lift spring to clear the anchor.
6. Lift cover and spring from housing. Spring may now be removed from cover if necessary.
7. Remove pulley, rope and handle from housing.
8. Pry plate out of handle with screwdriver. Remove the 2 screws, washer and separate the rope, plate and insert.

ASSEMBLY:

1. Slip the rope through the hole in the pulley, tie knot, pull down tight so that it does not rub, apply thin coat of shellac to knot and wrap rope around pulley, clockwise.
2. Slip the other end of the rope through the hole in the housing and replace pulley in the housing.
3. To replace rubber handle, thread rope through handle. (See figure 13). Place end of rope at top and center and away from slot in insert. Form figure "S" around screw holes. Insert two screws and two washers in screw holes. Place plate in insert and tighten screws.
4. Secure inside anchor form of rewind spring holding cover over housing.
5. Insert screwdriver in outside anchor form and wind spring counter clockwise not more than two complete revolutions, and anchor. Tap spring fully into housing recess.
6. Assemble drum and screw starter assembly to shroud.

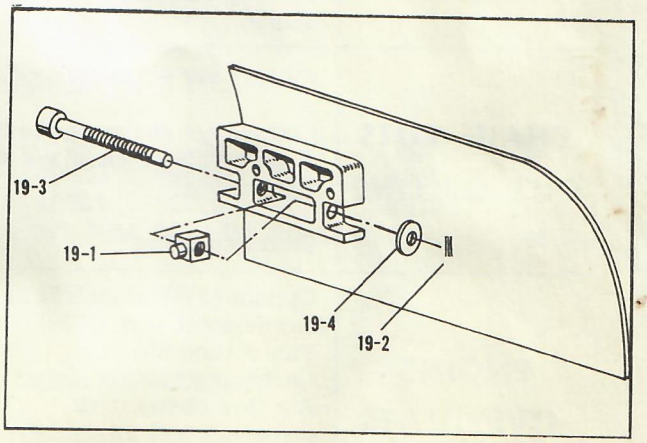

Figure 12. Exploded View of Sprocket Assembly Cover

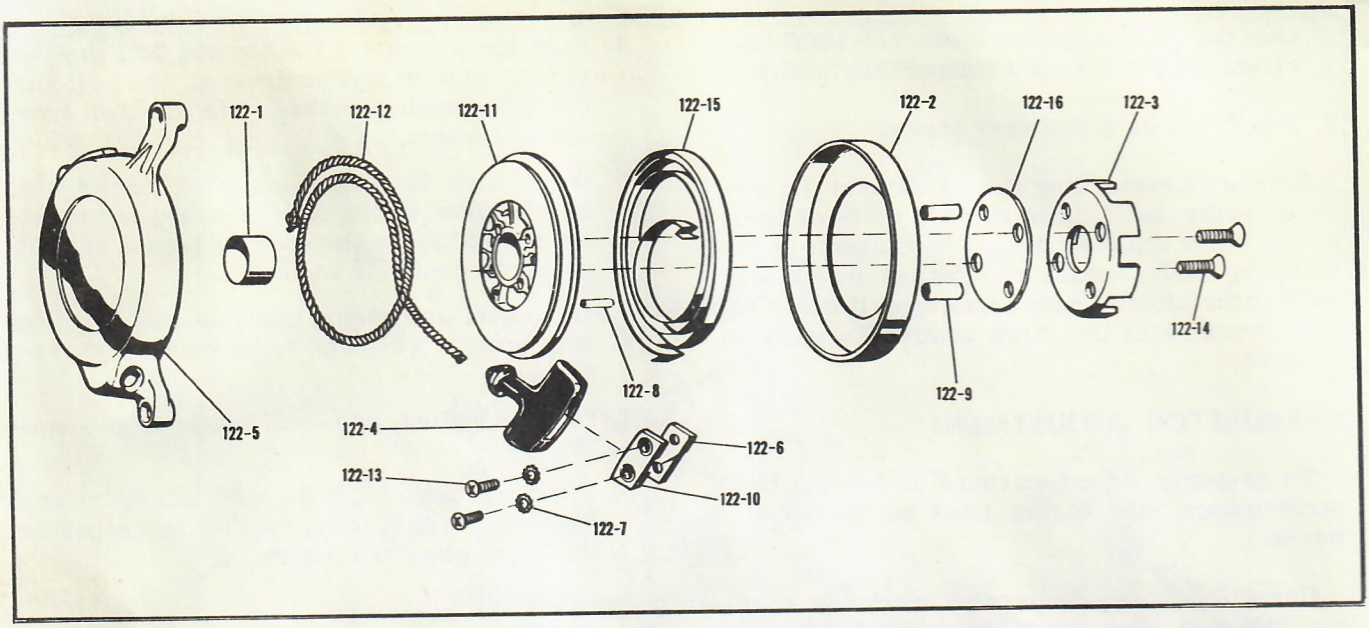

Figure 13. Exploded View of Starter.

TROUBLE	PROBABLE CAUSE	REMEDY
ENGINE FAILS TO START	No fuel.	Refill fuel tank with correct mixture.
	Water or dirt in fuel.	Drain and clean fuel tank, lines and carburetor.
	Fuel strainer dirty.	Clean strainer.
	Spark plug defective or wet.	Remove spark plug for inspection, dry and clean or replace.
	Engine flooded.	Crank engine several times with spark plug out. Replace and start engine.
	Foreign material in reed plate.	Remove plate and clean.
	Defective ignition system.	Inspect ignition wiring for loose or damaged wires and replace or adjust points.
ENGINE LACKS POWER	Defective or fouled spark plug	Remove and inspect. Replace or clean as required.
	Excessive carbon deposits in exhaust ports.	Inspect exhaust ports for carbon and clean.
	Carburetor or linkage out of adjustment.	Readjust carburetor and repair linkage.
	Incorrect fuel mix. Excess oil.	Drain and replace with correct fuel mix.
	Worn or sticking piston rings.	Remove and replace.
	Muffler clogged.	Remove and clean.
	Air filter clogged.	Remove and clean.
	Pick-up Assembly disconnected	Drain tank. Remove pick-up assembly and secure fittings.
CHAIN CUTS OUT OF LINE	Cutters not equally gaged.	Check the gages of the individual cutters; correct as necessary.
	Cutters not sharpened to the same height or chain not sharp.	Resharpen the chain.
	Worn guide.	Reverse the guide. Top is placed on bottom.
	Damaged guide.	Replace or repair.
ENGINE OVERHEATS	Cylinder fins clogged with sawdust and dirt.	Clean all surfaces.
	Fan screen clogged.	Remove all material from screen.
	Carburetor set too lean.	Readjust carburetor.
	Air flow obstructed.	Clean fan.
	Incorrect fuel mix.	Drain and replace with correct fuel.
	Cylinder ports or muffler clogged.	Inspect and clean if needed.
	Improper timing.	Re-time engine.

CARE AND MAINTENANCE OF CHAIN, GUIDE AND SPROCKET

IMPORTANT: The chain must be sharpened to the original tooth form for best cutting efficiency. This is easily done if the proper file guide and depth gage is used. Figures 14 and 15 show correct angle and position.

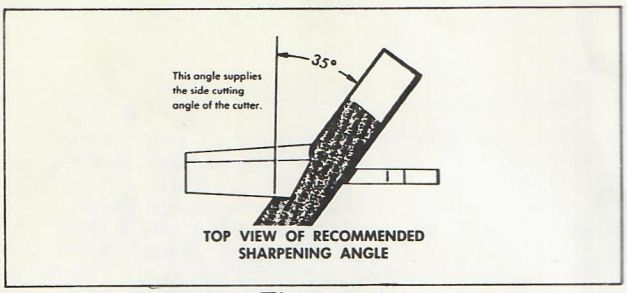

Figure 14

To check cutter height use a straight edge as shown in Figure 16. The gage height may also be checked in this manner using a feeler gage.

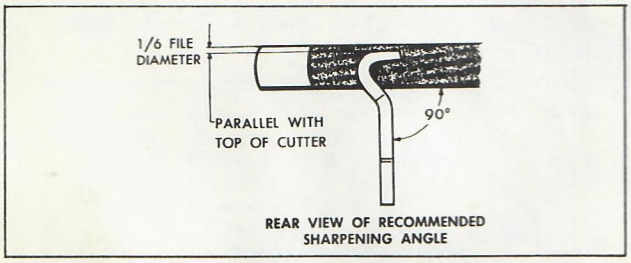

Figure 15

For detailed instructions on sharpening chain, refer to chain instruction folder included in each chain package.

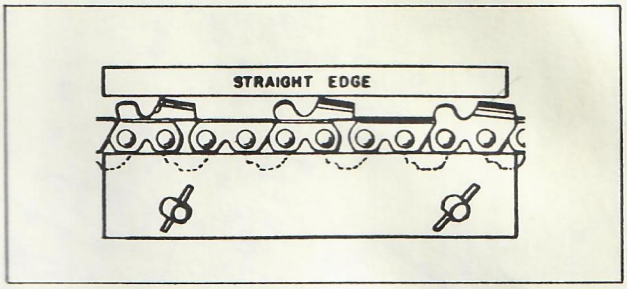

Figure 16

A uniform gage clearance can best be maintained by using the proper depth gage as illustrated in Figure 17.

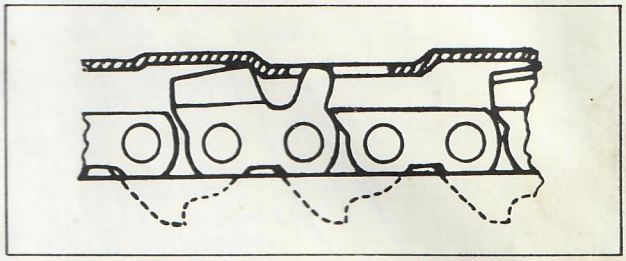

Figure 17

INSPECT YOUR GUIDE AND SPROCKET REGULARLY

Improper chain tension and maintenance is clearly reflected in the condition of the guide and sprocket. To keep guide and roller nose wear to a minimum, lubricate as stated in page 7 of this manual. Be sure the sprocket is in good condition when installing new chain.

GUIDES, CHAINS AND SPROCKETS AVAILABLE FOR LOGMASTERS DIRECT DRIVE

Guild Size	18"	24"	30"	Sprocket
Roller Nose Guide No.	48777	48709	48778	
7/16" Side Planer	60273	60274	60275	49570A
7/16" Oregon Chain	61C3-57M	61C3-72M	61C3-88M	49570A

PLANETARY GEAR DRIVE

Cutting Capacity	18"	24"	30"	36"	42"	Sprocket
3-1/2" Dia. Roller Nose Guide No.	49435	49436	49437	49438	49439	
.077 Tang 9/16" Pitch Side Planer Chain	40780	40781	40782	41795	40783	49463
.077 Tang 9/16" Pitch Oregon Chain	6C-44M	6C-56M	6C-68M	6C-80M	6C-88M	49586
2-1/2" Dia. 9/16" Pitch Roller Nose Guide No.	48777	48709	48778			
.058 Tang 9/16" Pitch Side Planer Chain	49942	49943	49944			

PLANETARY GEAR DRIVE, PINCHLESS

Guide No.	60335	Sprocket
9/16" Side Planer Chain	40771C	49463

TAILSTOCK HANDLES #48877 3-1/2" DIA. GUIDES

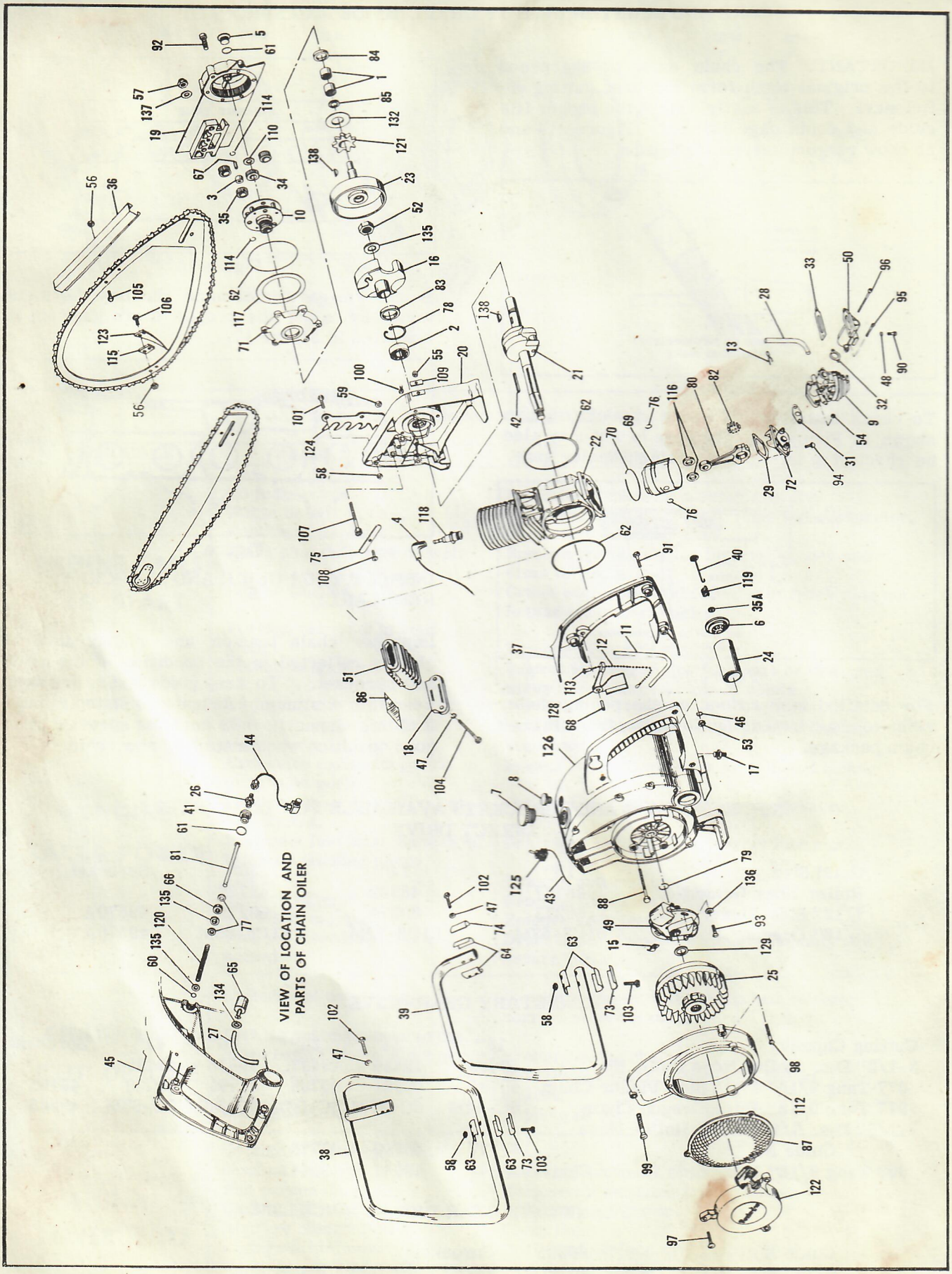

Figure 18. Exploded View of Gear Driven Chain Saw

COMPONENT PARTS LIST

Remington

MODEL	ASSY. NO.
SL5	60500
SL5R	60501
SL5RP	60502
GL7	60400
GL7R	60401
GL7RP	60402

ALWAYS ORDER COMPONENTS
BY PART NUMBER AND NAME

Ref. No.	Part No.	Description	No. Req'd
1	49466	Bearing, Needle for transmission	2
2	20030A	Bearing, Ball for SL5, SL5R, SL5RP, GL7R, GL7RP	1
	23430	Bearing, Ball for GL7	1
3	44837	Bearing, Needle for transmission	3
4	48119A	Cable, Spark Plug	1
5	5212	Cap, Oil for transmission	1
6	48908A	Cap, Air Cleaner	1
7	49015	Cap, Fuel for SL5, SL5R, SL5RP	1
	60205	Cap, Fuel for GL7, GL7R, GL7RP	1
8	49313	Cap, Assy., Oil includes: (See Fig. 6)	
	-1 20385	O-Ring	1
9	49946	Carburetor Assy. for GL7, GL7R, GL7RP includes: (See Fig. 14)	
	-1 49133	Body Channel Cup Plug	1
	-2 104982	Body Channel Welch Plug	1
	-3 49595	Choke Shaft & Lever	1
	-4 42816	Choke Shutter	1
	-5 20939	Choke Friction Pin	1
	-6 43151	Choke Friction Spring	1
	-7 43147	Diaphragm Drain Screw	1
	-8 49137	Diaphragm Gasket	1
	-9 49136	Diaphragm	1
	-10 49138	Diaphragm Cover	1
	-11 49140	Fuel Pump Gasket	1
	-12 49141	Fuel Pump Diaphragm	1
	-13 49142	Fuel Pump Body	1
	-14 101088B	Fuel Pump Body Screw & Lockwasher	6
	-15 49143	Fuel Strainer Screen	1
	-16 49144	Fuel Strainer Cover Gasket	1
	-17 49145	Fuel Strainer Cover	1
	-18 49146	Fuel Str. Cover Retaining Screw	1
	-19 49986	Idle Adjustment Screw	1
	-20 49949	Idle & Main Adjusting Screws' Packing	2
	-21 20951	Idle Speed Regulating Screw	1
	-22 20952	Idle Speed Regulating Screw Spring	1
	-23 60215	Inlet Needle Seat & Gasket	1
	-24 43649	Inlet Seat Gasket	1
	-25 49150	Inlet Control Lever	1
	-26 49151	Inlet Control Lever Pinion Screw	1
	-27 49152	Inlet Tension Spring	1
	-28 49985	Main Adjusting Screw	1
	-29 49824	Throttle Shaft & Lever	1
	-30 4407H	Throttle Shaft & Bushing	2
	-31 4389H	Throttle Shaft Clip	1
	-32 38472	Throttle Shaft Clip Lockwasher	1
	-33 42790	Throttle Shaft Clip Retaining Screw	1
	-34 49156	Throttle Shaft Return Spring	1
	-35 20958	Throttle Shutter	1
	-36 49135	Throttle Shutter Screw & Lockwasher	2
	-37 49158	Gasket & Packing Set	1
	-38 60223	Repair Parts Kit	1
	-39 43150	Idle & Main Adjusting Screws' Spring	2
	-40 49984	Idle & Main Adjusting Brass Washer	2
	49947	Carburetor Assy. for SL5, SL5R, SL5RP, Same as 49946 - EXCEPT REMOVE	
	-23 60215	Inlet Needle Seat & Gasket	1
	-38 60223	Repair Parts Kit	1
		ADD:	
	-23 49149	Inlet Needle Seat & Gasket	1
	-38 49989	Repair Parts Kit	1
10	49452	Carrier Assy., Transmission	1
11	49585	Casing, Throttle	1
12	60323	Cable Assy., Throttle for GL7, GL7R, GL7RP	1
	49574	Chain Assy., Throttle for SL5, SL5R, SL5RP	1
13	49132	Clamp, Fuel Line	2
15	17837A	Clip, Magneto	1
16	48835	Clutch Assy. except GL7 includes (See Fig. 9)	
	-1 48836	Hub & Plate Assy.	1
	-2 38171	Shoe	2
	-3 60294	Spring	2
	49921	Clutch Assy. for GL7 includes (See Fig. 9)	
	-1 49922	Hub & Plate Assy.	1
	-2 38171	Shoe	2
	-3 60294	Spring	2
17	49101	Connector, Fuel Line	1
18	49497	Cover, Muffler for SL5, SL5R, SL5RP	1
	60210	Cover, Muffler for GL7, GL7R, GL7RP	1
19	49239	Cover Assy., Sprocket for SL5, GL7 (See Fig. 12)	1
	60360	Cover Assy., Sprocket for SL5R, GL7R (See Fig. 18)	1
	60361	Cover Assy., Sprocket for SL5RP, GL7RP (See Fig. 18)	1
		Cover Assy. Sprockets include:	
	-1 36921	Adjusting Block	1
	-2 44279	Pin	1
	-3 49226	Screw	1
	-4 49238	Washer	1
20	49404	Crankcase Cover Assy. for SL5, GL7	1
	60370	Crankcase Cover Assy. for SL5R, GL7R	1
	60371	Crankcase Cover Assy. for SL5RP, GL7RP	1
21	49581	Crankshaft Assy. for SL5	1
	49747	Crankshaft Assy. for GL7	1
	49948	Crankshaft Assy. for SL5R, SL5RP	1
	49477	Crankshaft Assy. for GL7R, GL7RP	1
22	35254	Cylinder for SL5, SL5R, SL5RP	1
	40929G	Cylinder Assy. for GL7, GL7R, GL7RP	1
23	48165	Drum, Clutch for SL5, GL7	1
	49469	Drum, Clutch, Transmission includes	1
	-1 3939H	Bearing, Needle	1
	-2 49569	Oil Seal	1
24	60320	Element, Air Cleaner	1

Ref. No.	Part No.	Description	No. Req'd
25	49299	Fan Assy. Includes: (See Fig. 8)	
	-1 48112A	Nut	1
	-2 48972	Pawl	2
	-3 48694	Plate	1
	-4 48975	Rivet	2
	-5 48995	Roll Pin	2
	-6 100669	Screw	2
	-7 48105	Spring	1
	-8 60297	Washer	1
	-9 103272	Washer	1
26	60296	Fitting, Oil	1
27	42256D	Fuel Tube, Pick Up	1
28	48970E	Fuel Line	1
29	40893	Gasket, Reed Plate	1
31	49124	Gasket, Carburetor	1
32	49411	Gasket, Manifold	1
33	49412	Gasket, Air Cleaner	1
34	49474	Gear, Spur, Transmission	1
35	49476	Gear, Planet, Transmission	3
35A	42019	Grommet	1
36	49526	Guard, Pinchless Guide	1
37	49408	Handle, Cover	1
38	49425	Handle, Wrap Around	1
39	49426	Handle, Standard	1
40	48624	Hook, Air Cleaner	1
41	49413	Housing, Oiler	1
42	41356A	Key, Fan and Magneto	1
43	41612E	Lead Wire	1
44	49265A	Line Assv., Oil	1
45	60321	Link, Oil Pump	1
46	103204	Lockwasher, Handle Cover	3
47	22794	Lockwasher, Muffler for GL7, GL7R, GL7RP	2
	103221	Lockwasher, .255 x .077 Muffler for SL5, SL5R, SL5RP (2) Handle (2)	
48	103265	Lockwasher, .190-.381 x .022	2
49	43047	Magneto Assy. includes: (See Fig. 7)	
	-1 43881	Cam	1
	-2 32481	Clamp	2
	-3 42797	Coil	1
	-4 43879	Condenser	1
	-5 42796	Contact Assy.	1
	-6 42401	Cover	1
	-7 41317	Lead Assy.	1
	-8 103217	Lockwasher	1
	-9 43062	Magnet Assy.	1
	-10 103003	Nut	1
	-11 42400	Plate	1
	-12 101101	Screw	2
	-13 101102	Screw	4
50	49364	Manifold	1
51	49496	Muffler Body for SL5, SL5R, SL5RP	1
	49498A	Muffler Body for GL7, GL7R, GL7RP	1
52	49333	Nut, L.H., Clutch	1
53	103006	Nut, Hex #10-24	3
54	103120B	Nut, Carburetor, .250 - 28	2
55	118343	Nut, Hex., Crankcase Cover	1
56	118343	Nut, Hex., Guard, Pinchless	2
	118344	Nut, Hex. Sticker, Pinchless	2
57	118315	Nut, Hex. .375-24	2
58	118332	Nut, Hex. Sticker (2) Shroud (1) Handle (2)	
59	49873	Nut, Hex. Spinlock, .3125	4
60	38601	O-Ring	1
61	45998	O-Ring, Direct Drive (1) Gear Reduction (2)	
62	21916	O-Ring for Direct Drive	2
	21916	O-Ring for Gear Reduction	3
63	49539	Pad, Handle, Long, Bottom	2
64	49539A	Pad, Handle, Short, Top, for Standard Handle	2
65	49125	Pick-up, Fuel	1
66	49416	Packing, Oil Pump	1
67	49458	Pin, Transmission	3
68	105212	Pin, Trigger, .187 x .62	1
69	35263B	Piston for SL5, SL5R, SL5RP	1
	42831	Piston for GL7, GL7R, G17RP	1
70	35259	Piston Ring for SL5, SL5R, SL5RP	3
	42450	Piston Ring for GL7, GL7R, GL7RP	2
71	49461	Plate, Retaining, Transmission	1
72	49559	Plate Assy., Reed includes	
	-1 41367	Limiter, Reed	1
	-2 49558	Plate Assy. Reed	1
	-3 40885A	Reed	1
	-4 100124B	Screw 10-24 x .375	2
73	49538	Retainer, Bottom Long	1
74	49538A	Retainer, Top Short, for Standard Handle	1
75	49866	Retainer, Mounting Bolt	1
76	24856	Ring, Piston Pin Retaining for SL5, SL5R, SL5RP	2
	43499	Ring, Piston Pin Retaining for GL7, GL7R, GL7RP	2
77	30482	Ring, "E", Oil Pump	2
78	35435	Ring Snap	1
79	48134	Ring, Snap, Crankshaft	1
80	42824A	Rod Assy. for SL5, SL5R, SL5RP	1
	42824	Rod Assy. for GL7, GL7R, GL7RP	1
81	49414	Rod, Oiler	1
82	21918A	Roller Set (28 to a set)	1
83	48135	Seal, Oil	1
84	49462	Seal, Oil, Transmission	1
85	49467	Seal, Oil, Transmission	1
86	49495	Screen, Muffler	1
87	48833	Screen Assy.	1
88	36445A	Screw, Hex. Hd. .312-24 x 3.62	4
89	49109A	Screw, .250-28 x .56 for SL5, GL7	1
90	53682	Screw, Truss-Hd. #10-24 x .50	2
91	101129	Screw, Fil-Hd. #10-24 x .875	3
92	101132B	Screw, Sem #10-24 x 1.25, Transmission	6
93	101167B	Screw, Magneto Retaining	2
94	101167B	Screw, Reed Plate Retaining	4
95	101374B	Screw, Fil-Hd. #10-32 x .38	1
96	101387B	Screw, Fil-Hd. #10-32 x 2.50	1
97	101671B	Screw, Oval-Hd., .250-20 x 1.125	3
98	101675B	Screw, Oval-Hd. .250-20 x 2.00 Lower Right, Shroud	1
	101677B	Screw, Oval-Hd. .250-20 x 2.50 Lower Left, Shroud	1
99	101678B	Screw, Oval-Hd. .250-20 x 2.75, Shroud	1
100	101920	Screw, Oval-Hd. .250-28 x 1.00	1
101	102003	Screw, Hex-Hd. .250-20 x .875	2
102	102006	Screw, Hex-Hd. .250-20 x 1.50	2
103	102007	Screw, Hex-Hd. .250-20 x 1.75	2
104	60246	Screw, Hex-Hd. .250-20 x 3.25	2
105	102201	Screw, Hex-Hd. .250-28 x .62 for Pinchless	2
106	102239	Screw, Hex-Hd. .250-28 x 1.00 for Pinchless	2
107	102250	Screw, Hex-Hd. .375-24 x 2.50	2
108	41057A	Screw, #10-24 x .625 Mounting Bolt Retainer	1
109	54331	Shim(s) Fuel Tank	As req'd
110	49459	Shims, Transmission	2
111	49305	Shim(s), Crankshaft for SL5, GL7	As req'd
112	42022B	Shroud	1
113	49577	Sleeve, Trigger for SL5, SL5R, SL5RP	1
	60318	Set Screw, Trigger for GL7, GL7R, GL7RP	1
114	22357	Snap Ring, Transmission	6
115	60331	Spacer, Pinchless	1
116	49016	Spacer, Piston for SL5, SL5R, SL5RP	2
	42829	Spacer, Piston for GL7, GL7R, GL7RP	2
117	60295	Spacer, Transmission	1
118	25671	Spark Plug	1

Ref. No.	Part No.	Description	No. Req'd
119	49287	Spring, Air Cleaner	1
120	60313	Spring, Oil Pump	1
121	49570A	Sprocket, Direct Drive	1
	49463	Sprocket, Gear Reduction	1
122	60340	Starter Assy. includes: (See Fig. 13)	1
	-1 60324	Bushing	1
	-2 48103	Cover	1
	-3 48971	Drum	1
	-4 41592	Handle	1
	-5 49193	Housing Assy.	1
	-6 41811	Insert	1
	-7 103285	Lockwasher	1
	-8 41630	Pin	2
	-9 48676	Pin	1
	-10 41812	Plate	2
	-11 60293	Pulley	1
	-12 41616C	Rope	1
	-13 100625	Screw	1
	-14 100668	Screw	2
	-15 41349	Spring	2
	-16 49950	Shield	1
123	60332	Sticker, Pinchless	1
124	49778	Sticker	1
125	40711A	Switch, Toggle	1
126	60288	Tank Assy. Fuel includes: (See Fig. 6)	
	-1 48644	Bearing	1
	-2 48907	Pin	1
	-3 48529	Seal	1
	-4 49409	Trigger, Oil	1
128	49401	Trigger, Throttle	1
129	41594	Washer, Wave, 1.13-.751-.120-20	1
130	49298	Washer, Sprocket, .250-1.60x.0897 for SL5, GL7	1
131	49337	Washer, Sprocket, 1.01-1.50 x .110 for SL5, GL7	1
132	49481	Washer, Sprocket 2.25-1.015x1.00 Transmission	1
133	49913	Washer, Clutch for GL7	1
134	49951	Washer, Pick-up .250-.500 x .065	1
135	103605	Washer, Oil Pump .203 - .438 x .031	1
	103638	Washer, Pump Packing .203 -.500 x .049	1
136	103607	Washer, .265 - .500 x .064	2
137	103648	Washer, .390 - .875 x .065	2
138	104368	Woodruff Key except GL7, SL5 (1), Gear Reduction (2)	
	49914	Woodruff Key for GL7	1

TRANSMISSION REDUCTION 3.56 : 1

ASSEMBLY NO. 60350 SL5R, GL7R
60351 Pinchless SL5RP, GL7RP

Ref. No.	Part No.	Description	No. Req'd
1	49466	Bearing Needle	2
3	44837	Bearing, Needle	3
5	5212	Cap, Oil	1
10	49452	Carrier, Assy.	1
19	60360	Cover Assy. Sprocket for SL5R, GL7R	1
	60361	Cover Assy. Sprocket for SL5RP, GL7RP	1
23	49469	Drum & Shaft Assy. includes	
	-1 3939H	Bearing, Needle	1
	-2 49569	Oil Seal	1
34	49474	Gear, Sun	1
35	49476	Gear, Planet	3
61	45998	O-Ring	1
62	21916	O-Ring	1
67	49458	Pin, Gear	3
71	49461	Plate	1
84	49462	Seal, Oil	1
85	49467	Seal, Oil	1
92	101132B	Screw, Sem #10-24 x 1.250	6
110	49459	Shim	2
114	22357	Snap Ring	6
117	60295	Spacer	1
121	49463	Sprocket	1
132	49481	Washer, Sprocket	1
138	104368	Woodruff Key	1

CHAIN SAW ACCESSORIES

18347	Lubricant
26462	Transmission Oil
48520	Roller Nose, 2.50D
48530	Roller Nose, 3.50D
48758	Grease Gun

ROUND CUTTER FILES

#35219	8" x 7/32"
#40542	8" x 1/4"
#41727	8" x 3/16"

FILE GUIDES

48880
43340

DEPTH GAGE SHARPENING GUIDES

#48535 - .025" to .035" Depth
#48536 - .035" to .045" Depth

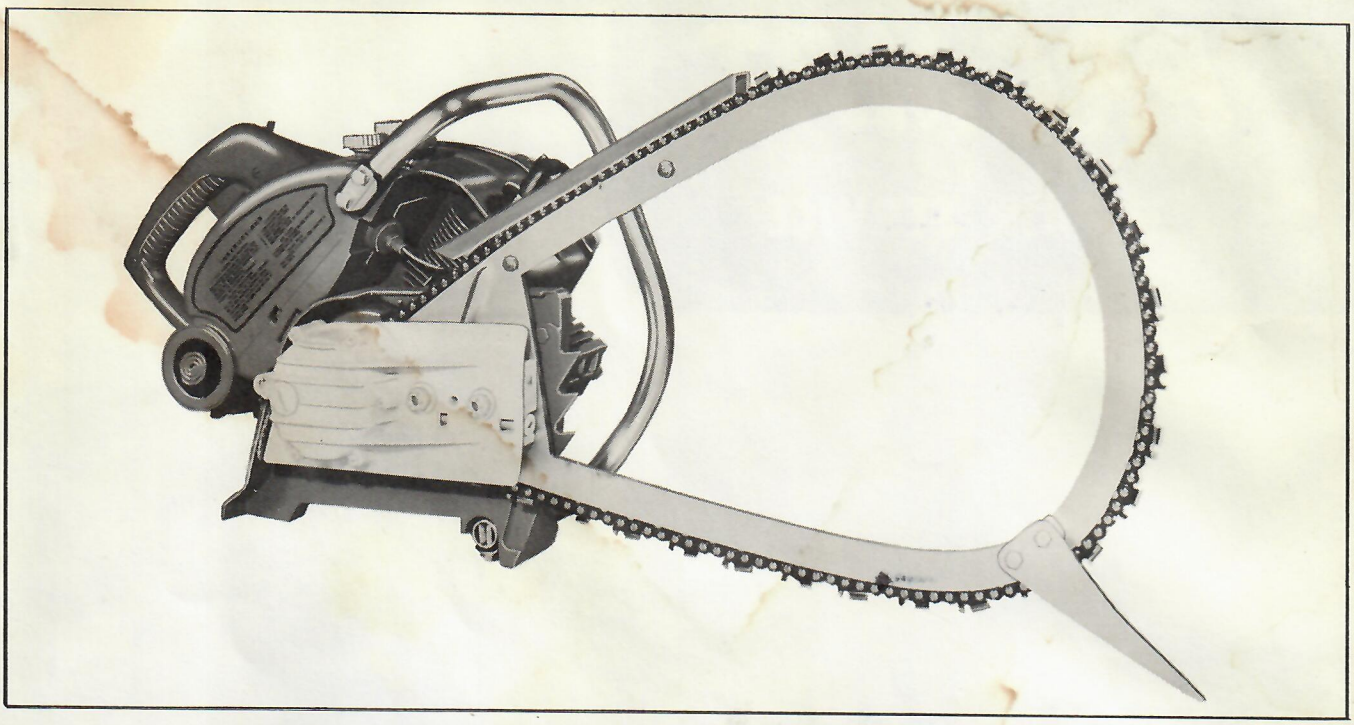

Figure 19. Remington Gear Driven Pinchless Chain Saw

KEEP YOUR TIMBER GREEN!

Be Alert and Fire Conscious

KEEP YOUR FORESTS GROWING!

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