

Instruction Book
and
Spare Parts List

for

TELES
LITTLE TIGER
One-Man
CHAIN SAW

Petrol-engine Model 80 J

and

Electric-motor Model ET

TELES SMITH LTD.
8 SOUTH WHARF, PADDINGTON, LONDON, W.2

Telephone: AMBassador 2856

Cables: Teles, London

Telegrams: Teles, Noryphone, London

Works: Undline Street, London, S. W. 17

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SPARES

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TECHNICAL DATA OF PETROL-ENGINE MODEL 80 J.

ENGINE : J.A.P. 80

Bore :	46 mm.
Stroke :	48 mm.
Capacity :	79.7 c.c.
Sparking Plug :	Champion XL 10-14 mm.
Sparking Plug Point-Gap :	.015-.020"
Ignition Timing :	25° B.T.D.C.
Contact-Breaker Point-Gap :	.018"
Lubrication :	Castrol XL (Winter); Castrol XXL (Summer) 20 parts petrol to 1 part oil

GEARBOX :

Lubrication : SHELL RETINAX Grease. Keep $\frac{1}{2}$ Full.

SAW - CHAIN :

When not in use, keep in a bath of Castrol XL oil.

Adjustment : $\frac{1}{2}$ " clearance between chain base and guide

OIL - TANK :

Lubrication : Keep full, Castrol XL

OIL - PUMP :

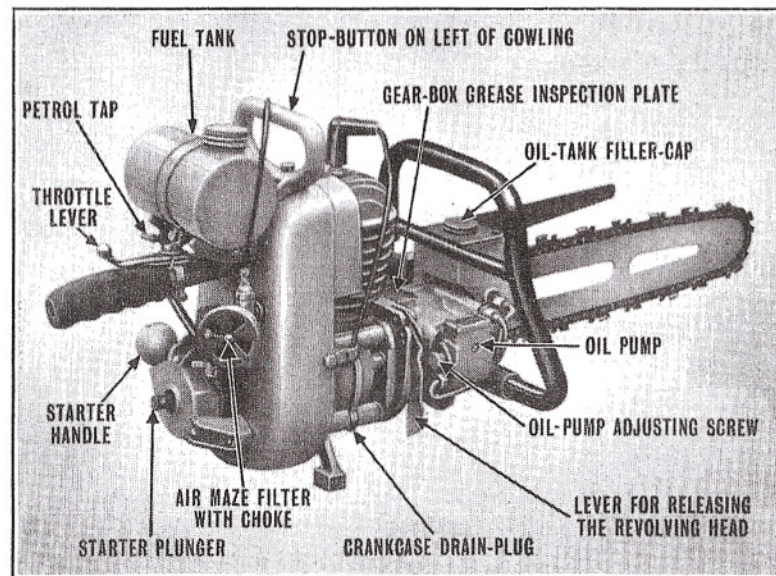
Adjustment : Adjusted before leaving the Works. But should it be required, adjust screw in for less oil and out for an extra supply.

Other moving and bright parts should be lubricated regularly.

Instructions for Operating the TeLeS Little Tiger One-Man Chain Saw

LUBRICATION OF THE ENGINE

Correct lubrication of the engine is of the utmost importance. Petroil lubrication is used in the engine of the TeLeS LITTLE TIGER Chain Saw. This is a very simple method by which oil is mixed with the petrol in the proportion of one part of oil to 20 parts of petrol. It is advisable to use only Castrol XL (Winter) and Castrol XXL (Summer)—which is obtainable from any garage. (Inferior or steam engine oils should **not** be used.) The petrol and oil should be put into a can or drum and mixed thoroughly by shaking before being poured into the fuel tank. **Do not** pour the oil and petrol separately into the fuel tank, as it is impossible to mix them thoroughly this way. It is advisable to use a funnel with a fine mesh sieve when filling the tank to ensure that no dirt gets into it. The capacity of the fuel tank is one pint. Should fuel remain in the tank after a previous day's work, shake well before starting the engine. It is most important to the running and life of the engine that the mixture is always mixed correctly.



LUBRICATION OF THE GEARBOX

The gearbox should be lubricated with suitable grease, such as Shell Retinax. The initial filling is made by us at the time of assembly in our works. A small inspection plate is fitted on the top of the gearbox to enable further grease to be added when necessary, but should on no account be filled above $\frac{1}{3}$ full.

LUBRICATION OF THE CHAIN

Fill the tank on the gearbox with Castrol XL. When this is done see that the oil runs freely through the pipe on to the chain. This should be done daily, as the pipe is liable to get choked with sawdust.

Great care must be taken of the saw chain when not in use. It is **most advisable** that the chain should be laid in a suitable tin or tray and covered with oil, and allowed to soak until required. This procedure will prevent the chain from rusting and give lubrication to the rivets, thus lengthening the life of the chain. When the chain is again required for work, it should be taken from the oil tray and hung up to allow surplus oil to drain back into the tray.

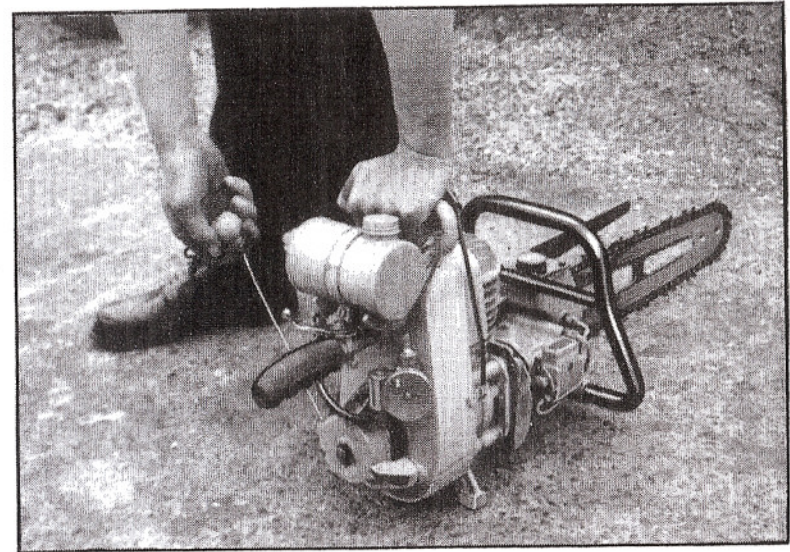
STARTING THE ENGINE

From cold : Fill the tank with the correct mixture (i.e. 20 parts of petrol to one part of oil), then fill oil tank on the gearbox and keep filled whilst the machine is in use. Turn petrol tap to the on position which is down, and leave to stand to allow carburettor to fill. Close air maze strangler and open throttle lever about $\frac{1}{3}$. Now press in plunger on the recoil starter, at the same time pulling the starter handle until you feel the plunger located, place your left hand on the top of the machine to steady same and pull up the starter. It may be necessary to pull the engine over two or three times in cold weather.

When it starts, allow the starting wire to return back into the housing without releasing the handle. Open the air maze strangler and let the engine warm before using.

NEVER RACE THE ENGINE WHEN NOT WORKING, and only have the throttle open enough to cover the job in hand.

From hot : Procedure as above, but it is not necessary to close the air maze strangler.



If the engine fails to start, remove sparking plug and the drain plug in base of crankcase. Clean the sparking plug and drain out surplus oil from crankcase, replace drain plug, check sparking plug for spark, if this is all right replace and pull over again when the engine should start.

Do not let the engine idle for long periods, rather stop it and start again when ready for use.

To stop engine : Press the stop button on the side of the cowling. If the machine is not going to be used for a period, i.e. overnight or longer, stop engine by turning off fuel and let engine run until the carburettor is dry.

IMPORTANT { After the first day of running examine machine carefully, tighten up any nuts, bolts, etc., which may have become loose due to vibration. This is only necessary until the nuts and washers have settled in position.

CARBURETTOR

If the engine is difficult to start, check the following points :— Remove the float chamber top cover. If the float chamber is empty, check for stoppage in the fuel pipe, and clear if necessary. Next remove float chamber from the body, taking care not to damage the gasket, remove and clean the filter therein.

It is possible for the fuel jet to become choked. Check this by removing the centre piece and jet cover at the base of body, when the centre piece and jet will be seen, clear by unscrewing and blowing through. NEVER USE WIRE. Replace all the above, and renew any damaged gaskets. Should the carburettor flood, remove float chamber top cover and fuel pipe union then push fuel control needle carefully down through the float, making a note of the setting, i.e. top or bottom slot. Check fuel control needle for wear and replace if badly pitted, clean by blowing through. If the above is in good condition, check float for leakage, if punctured repair or replace.

Care should be taken to avoid all sharp bends in the control wire, otherwise the inner cable will not work freely, it should also be lubricated regularly.

It is essential that air leaks are avoided between carburettor and inlet pipe, and new gaskets be fitted when the original one is disturbed. The air maze filter should be kept clean and occasionally washed in clean petrol.

IGNITION

Checking the Magneto for Spark

It is recommended that if there is an indication of the magneto causing trouble, a test be made before attempting to repair.

If the engine refuses to start, the magneto can be checked by holding the H.T. lead $\frac{1}{16}$ " away from a point on the frame of the engine. When the engine is cranked over in the usual way, a properly performing magneto should jump this gap.

If the engine misses at high speed, first check the spark plug. With the plug in good condition and properly adjusted the magneto should fire a spark without missing while the H.T. lead is held $\frac{1}{16}$ " away from the spark plug terminal.

The only adjustable part on the magneto is the breaker plate, which provides adjustment for the breaker points.

Removal of Flywheel from Engine

Remove the starting dog screws, also the nut from the crankshaft, then draw off the flywheel, with flywheel puller supplied.

Adjustment of the Breaker Points

To adjust these points, remove starting dog and magneto dust cover, rotate the engine until the points are fully open and measure the gap with a feeler gauge—the gap should be .018".

If points need adjusting, loosen the screw which locks the breaker plate, and move the latter to give the proper point setting, by turning the eccentric headed screw. Then lock the plate securely again by tightening the breaker plate screw.

The breaker point setting should only be adjusted in the manner described, and at no time should the fixed contact be loosened or the breaker arm bent to provide adjustment.

When replacing points they must always be replaced in pairs.

Removal of Condenser

To remove condenser, disconnect the lead to the breaker arm spring, and remove the screw holding the condenser clamp. Slide the condenser from under the clamp riveted to the back plate. Make sure all connections are clean and tight when replacing the condenser.

Replacement of Coil

To remove the coil, the coil and the coil core must be removed from the back plate, by removing nuts holding the coil core. Before removing the core, disconnect the earth lead and the lead attached to the breaker arm spring. The coil is held on the core by a wedge. If the coil is to be replaced, considerable force may be necessary to remove the coil from the core.

DECARBONISING ENGINE

Remove cylinder and exhaust pipe. With a suitable tool, carefully scrape away carbon deposit from the internal surfaces of the engine, making sure that the two recesses in the top of the piston are cleaned. Re-assemble the engine, clean sparking plug and adjust the point to .018"-.020".

Decarbonise engine approximately every 250 hours' operation in addition to the aforesaid. Remove the cylinder—it should be pulled off or pushed on straight so that the piston rings cannot catch in any of the ports and break. All carbon deposit from the ports and cylinder should be removed, in particular the exhaust port should be kept clean, but on no account must the shape or size of this port be altered by filing. Inspect the piston—if the rings are stuck in the grooves they must be freed. It is, however, not easy to free gummed rings without breaking them, and we strongly recommend that spare rings should be to hand before attempting to remove gummed rings.

After removing the rings, the grooves in the piston should be cleaned, and this is best done with a piece of broken piston ring. When cleaning the grooves, care must be taken to avoid damaging the stop pins which fit under the ends of the piston rings. Be certain, when fitting old ring, that they are placed in the same groove from which they were removed, and that they are fitted the same way up as before. When refitting the cylinder barrel, observe that the recesses in the ends of the piston rings are engaging the stop pins, for if they are not, attempts to force the cylinder over the piston will result in ring breakage.

It is important that air leaks should be avoided. If the original gaskets have been damaged, new gaskets should always be fitted at the inlet pipe joint and cylinder base joint.

After reassembling the engine and before starting, pour a few drops of thin oil into the sparking plug hole and rotate the crankshaft by hand, to ensure that the engine is free and has been correctly assembled.

CLUTCH

Check occasionally the shoes for wear, and replace when worn down to the rivet, also check spring and locating pins.

To check the above, remove the sawdust cover and clutch dust plate. You may now remove the shoe assembly for inspection, making sure to replace them as they were. Clean all parts before reassembly in petrol, making sure that the shoes are free from grease or oil.

FITTING AND ADJUSTING THE CHIPPER AND THREE-LINK SCRAPER CHAINS

Remove the saw-guide retaining-nut and bolt, and screw in the chain adjusting screw, clockwise. Place the chain over the drive sprocket, and lay the chain along the guide, then join chain ends with special joining rivet supplied. Replace saw-guide retaining-nut and bolt finger tight, then screw out chain adjusting screw anticlockwise until you are able to lift the chain $\frac{1}{2}$ " with two fingers. Tighten saw-guide retaining-nut.

SAW GUIDE

It is important that the saw guide be kept clean and well lubricated so as to prevent it becoming rusty.

The saw guide is reversible. The bottom groove takes the heavier pressure, and is therefore subject to greater wear than the upper groove. After the machine has been in use for some time it is advisable to reverse the guide, so that the upper groove becomes the lower.

CARE OF THE CHIPPER CHAIN

To obtain the best results, great care should be taken in filing the cutter links. When the chain leaves the Works, the links are sharpened at the correct angles, and should not in any circumstances be altered. It is important to keep the chain very sharp to ensure the best results from the machine.

The easiest way to sharpen the cutter links, is to take the chain off the machine and grip it, section by section, in a vice.

Always use a $\frac{1}{4}$ " round file, and ensure that the link is sharpened at an 18° angle. (See Figure 1.)

Always take the same amount off each link and rotate occasionally to obtain maximum wear.

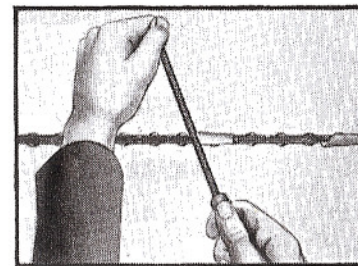


Figure 1

DEPTH-GAUGE

The depth-gauge, which forms part of the cutter link should be kept at a uniform height. The height is set during manufacture at a clearance of .025" and should not be altered. The greater the clearance, the deeper the chain will bite into the timber. It is not advisable to alter the clearance, for it is liable to overload the power unit of the machine. If for any reason the gauge has to be altered, this can be done by filing with a second-cut mill-saw file. The front edge should be rounded off afterwards. To check the depth gauges for the recommended clearances, place a straight edge along the tops of the cutter links and check with a feeler gauge. (See Figure 2.) Special care should be taken of the saw chain, and it should be cleaned in paraffin at the end of each day's work. After all the dirt has been washed off, it should be left to soak in a tray of good lubricating oil until the oil has penetrated into the rivet bearings.



Figure 2

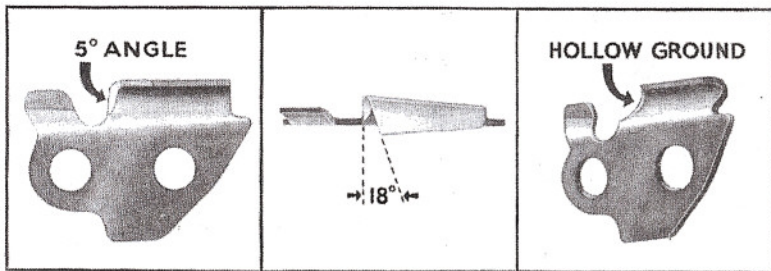


Figure 3

Figure 4

Figure 5

FOUR RULES TO FOLLOW

1. Always file the front of the cutting edge at 5° back angle (See Figure 3): **do not hook the links out**. 2. Always file links across the gullet at an angle of 18°; great care should be taken to file both left and right cutters evenly. (See Figure 4.) 3. Keep the hollow ground form by using a ¼" round file; if the file is held too high the cutting edge will be made blunt. (See Figure 5.) 4. Sharpen the teeth little and often to obtain best results.

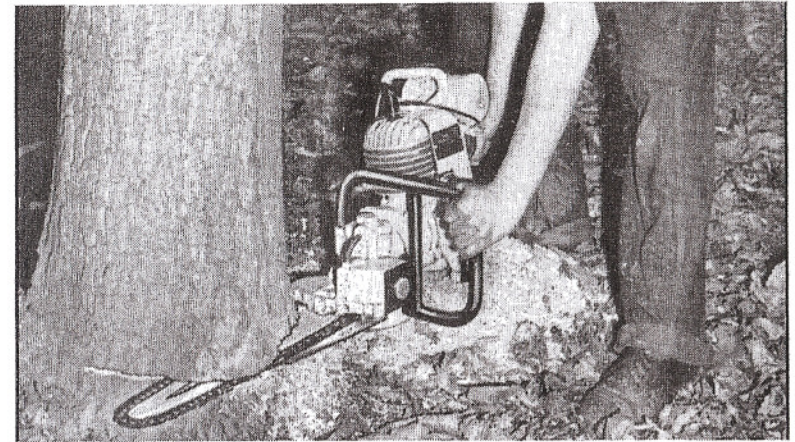
CARE OF THE THREE-LINK SCRAPER CHAIN

Special care should be taken of the saw chain, and it should be cleaned in paraffin at the end of each day's work. After all the dirt has been washed off, it should be left to soak in a bath of good lubricating oil until it has penetrated into the rivets.

When the links become dull, these can be sharpened with a small second-cut file, but it is important that the links should be filed on the front edge or gullet only; **they should not be filed on the top edge**. The easiest way to dress the links is take the chain off the machine and grip it, section by section in a vice. The cutter links should be filed at the following angles: For general purpose or hard woods 18°; soft woods 30°.

REPLACING CHAIN LINKS AND RIVETS

File or grind off the heads of the rivets on the two connecting links holding the cutter which is to be replaced. Ease off the two connecting links on both sides and remove the cutter link and rivets. Select the correct cutter and place in position with four new rivets, replace the connecting links and crowd over the heads of the rivets with a hammer on both sides.



INSTRUCTIONS FOR FELLING

Prepare the tree as for hand felling, the sink must be cut in the usual way. Set the blade or guide to the angle required, start the machine and it is ready for work.

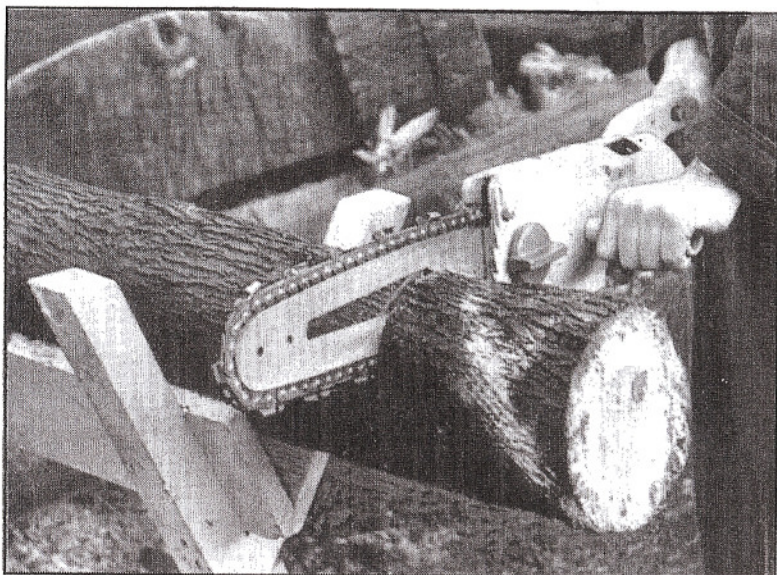
The use of wedges and rope is advised on bad trees to prevent the saw pinching or binding in the cut. When felling, place the machine with the engine end hard against the tree, and pivoting on the nose, press the saw into the timber, continue to do this until the cut is completed. When making the felling cut be sure to line the cut up with the horizontal cut of the sink, or a little above, for if you undercut the tree it may tend to lay back and pinch.

INSTRUCTIONS FOR TRIMMING A FALLEN TREE

This is another job which can be done with the TeLeS TIGER. Depending on the size of the tree, it is advisable to stand on the tree, making sure of a good footing. Make the cut at a slightly downwards angle, keeping the machine close to the tree.

INSTRUCTIONS FOR CROSS-CUTTING TIMBER

Start the engine, open the throttle according to the size of the work in hand. Place the machine on the log with the engine firmly against it. With the right hand, lever the engine upwards, and with the left hand on the front handle bar, allow gradual pressure as required. When cutting very soft timbers it may be necessary to hold the saw back. Always make certain the machine is being fed down vertically to prevent the saw binding, and wedge the cut when necessary. Do not let the engine race after the cut has been completed.



Instructions for Operating the TeLeS Little Tiger Electric Chain Saw

POWER SUPPLY : Plug into 15-amp 3-pin power point ; in no circumstance use a lighting point or lamp-holder.

WIRING CONNECTIONS : The 3-core cable supplied must be connected to a 3-pin plug, as follows :—green wire to largest pin 'E' (earth) ; red wire to pin 'L' ; and black wire to pin 'N' . Extension cable and waterproofed, unbreakable rubber plugs and sockets can be supplied on request.

(Never connect the 110-volt machine direct to mains supply, nor connect the 200/250-volt machine to a transformer or portable generating set.)

SAW-CHAIN : Check that tension is correct. By using thumb and finger, it should be possible to lift the chain $\frac{1}{2}$ " clear of the saw-guide. To adjust the saw-guide, loosen the thumbscrew locking-handle and, using long screw-driver, re-set the adjusting screw. Tighten locking-handle. To remove saw-chain, withdraw locking-handle completely. Instructions for the care and sharpening of saw-chains are given on pages 8, 9 and 10.

LUBRICATION : Oil should be applied frequently to the saw-chain and the saw-guide. The gear box should be filled after every 250 hours' work with Shell Alvania I grease. All other bearings should not require attention.

OPERATING THE SAW : It is most important that the trailing cable be kept away from the saw-chain ; the safest method is for the operator to place the cable over his shoulder.

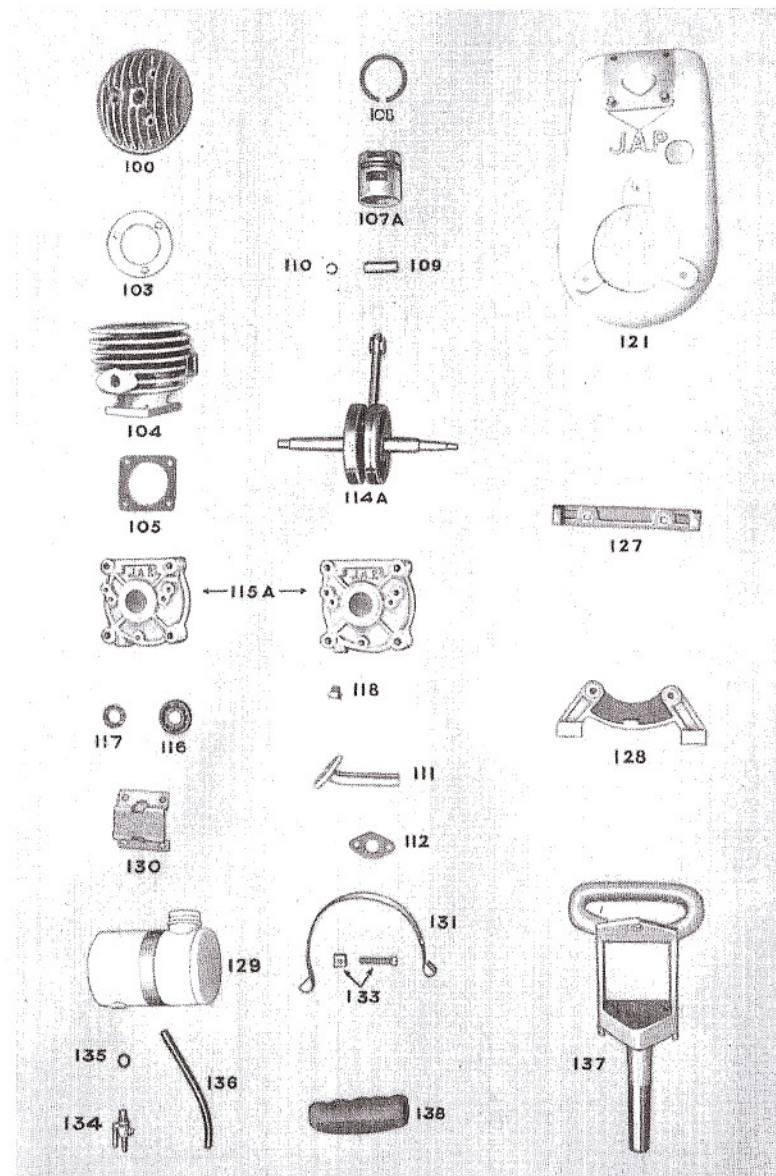
CUTTING LOGS : The movable-handle should be placed in the side position and the timber held firm in a sawing-horse (see facing photograph). Start machine by pressing switch on trigger-handle, then firmly place cutting-dogs against timber and evenly apply upward pressure on the trigger-handle so that the cutting-dogs dig in, and acting as a fulcrum, help the saw-chain to cut through the timber. Repeat in like manner until the cut has been completed.

TRIMMING TREES : The movable-handle should be placed in the side position for a vertical cut and in the top position for a horizontal cut. When making a vertical cut through a branch of a standing tree it is recommended that damage caused by a tearing branch can be obviated by making a slight cut on the underside of the branch.

ENGINE GROUP

Part No.	Description	No	Per U
80J/100	Cylinder Head	...	1
80J/101	Cylinder Head Stud	...	3
85/3	Cylinder Head Stud Nut	...	2
80J/102	Cylinder Head Distance Piece (Cowling Fixing)	...	1
134/2	Cylinder Head Washer (Plain)	...	3
80J/103	Cylinder Head Gasket	...	1
80J/104	Cylinder	...	1
80J/105	Cylinder Base Gasket	...	1
80J/106	Cylinder Base Stud	...	4
85/32	Cylinder Base Stud Nut	...	4
80J/107A	Piston Complete	...	1
80J/108	Piston Ring	...	2
80J/109	Piston Gudgeon Pin	...	1
80J/110	Piston Circlips	...	2
80J/111	Inlet Pipe	...	1
80J/112	Inlet Pipe Gasket	...	1
80J/113	Inlet Pipe Stud	...	2
85/32	Inlet Pipe Stud Nut	...	2
80J/114A	Crankshaft Complete	...	1
80J/115A	Crankcases	...	1
80J/116	Crankcase Ball Bearing	...	2
80J/117	Crankcase Oil Seal	...	2
80J/118	Crankcase Drain Plug	...	1
80J/119	Crankcase Stud	...	4
80J/120	Crankcase Stud Nut	...	8
80J/121	Cowling	...	1
80J/122	Cowling Tank Bracket Bolt—Short	...	2
80J/123	Cowling Tank Bracket Spacer—Short	...	2
80J/124	Cowling Starter Housing Bolt—Long	...	1
80J/125	Cowling Starter Housing Spacer—Long	...	1
85/32	Cowling Stud Nut	...	3
80J/126	Cowling Top Fixing Screw (To Cylinder Head)	...	1
80J/127	Cowling Fixing Bracket—Centre	...	1
121/11	Cowling Fixing Bracket (Centre) Setscrew	...	2
85/32	Cowling Fixing Bracket (Centre) Setscrew Nut	...	2
134/2	Cowling Fixing Bracket (Centre) Washer (Plain)	...	2
80J/128	Leg Bracket (Bottom Engine Support)	...	1
121/10	Leg Bracket Fixing Screw (To Cowling)	...	1
134/2	Leg Bracket Fixing Screw Washer (Plain)	...	1
80J/129	Fuel Tank complete with Cap	...	1
80J/130	Fuel Tank Bracket	...	1
121/10	Fuel Tank Bracket Setscrew	...	2
85/32	Fuel Tank Bracket Setscrew Nut	...	2
80J/131	Fuel Tank Strap	...	1
80J/132	Fuel Tank Strap Packing	...	1
80J/133	Fuel Tank Strap Screw and Nut	...	1
80J/134	Fuel Tank Tap	...	1
80J/135	Fuel Tank Tap Washer (Fibre)	...	1
80J/136	Fuel Pipe	...	1
80J/137	Back Handle Unit	...	1
80J/138	Back Handle Unit Rubber Grip	...	1
120/9	Back Handle Unit Screw (Top Fixing)	...	1
134/2	Back Handle Unit Screw Washer (Plain)	...	1

ENGINE GROUP†

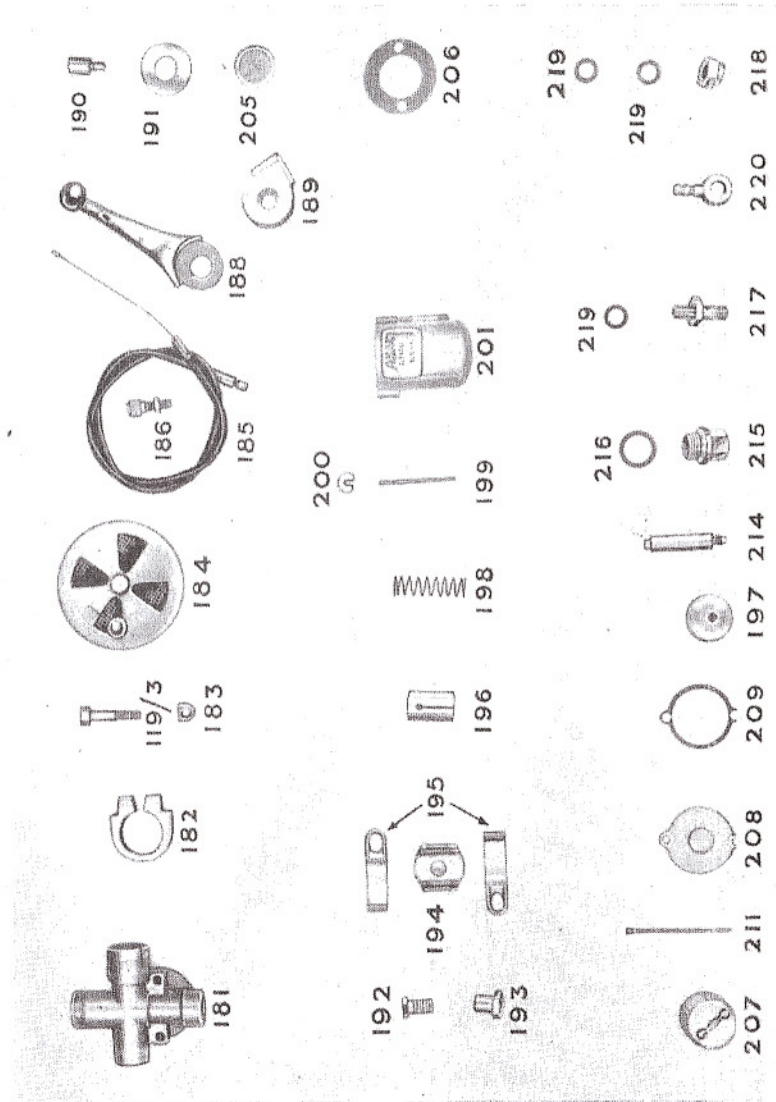


†When ordering, please add prefix 80J to the above part Nos.

CARBURETTOR GROUP

Part No.	Description	No.	Per Unit
80J/180A	Carburettor Complete	...	1
80J/181	Carburettor Body	...	1
80J/182	Carburettor Body Clip	...	1
119/3	Carburettor Body Clip Screw	...	1
80J/183	Carburettor Body Clip Screw Nut (Special)	...	1
80J/184	Carburettor Air Maze Filter	...	1
80J/185	Carburettor Control Cable	...	1
80J/186	Carburettor Control Cable Adjusting Screw and Nut	...	1
80J/187A	Carburettor Control Lever Assembly	...	1
80J/188	Carburettor Control Lever	...	1
80J/189	Carburettor Control Lever Body	...	1
80J/190	Carburettor Control Lever Cable Retainer	...	1
80J/191	Carburettor Control Lever Spring	...	1
80J/192	Carburettor Control Lever Bolt (Special)	...	1
80J/193	Carburettor Control Lever Nut (Special)	...	1
80J/194	Carburettor Control Lever Base Plate	...	1
80J/195	Carburettor Control Lever Base Plate Clips	...	2
118/5	Carburettor Control Lever Base Plate Screw	...	1
85/1	Carburettor Control Lever Base Plate Nut	...	1
80J/196	Carburettor Throttle Slide	...	1
80J/197	Carburettor Throttle Slide Cover	...	1
80J/198	Carburettor Throttle Spring	...	1
80J/199	Carburettor Taper Needle	...	1
80J/200	Carburettor Taper Needle Retainer	...	1
80J/201	Carburettor Float Chamber	...	1
80J/202	Carburettor Float Chamber Fixing Stud	...	2
80J/203	Carburettor Float Chamber Fixing Stud Nut	...	2
80J/204	Carburettor Float Chamber Fixing Stud Washer (Spring)	...	2
80J/205	Carburettor Float Chamber Filter	...	1
80J/206	Carburettor Float Chamber Gasket	...	1
80J/207	Carburettor Float	...	1
80J/208	Carburettor Float Chamber Tap Cover	...	1
80J/209	Carburettor Float Chamber Tap Cover Gasket	...	1
80J/210	Carburettor Float Chamber Tap Cover Screw	...	2
80J/211	Carburettor Fuel Control Needle	...	1
80J/212	Carburettor Fuel Control Needle Seating	...	1
80J/213	Carburettor Fuel Control Needle Seating Washer (Fibre)	...	1
80J/214	Carburettor Centre Piece and Jet	...	1
80J/215	Carburettor Centre Piece and Jet Cover	...	1
80J/216	Carburettor Centre Piece and Jet Cover Washer (Fibre)	...	1
80J/217	Carburettor Pipe Union (Fuel Inlet)	...	1
80J/218	Carburettor Pipe Union Nut (Fuel Inlet)	...	1
80J/219	Carburettor Pipe Union Washer (Fibre)	...	3
80J/220	Carburettor Pipe Union Banjo	...	1

CARBURETTOR GROUP†

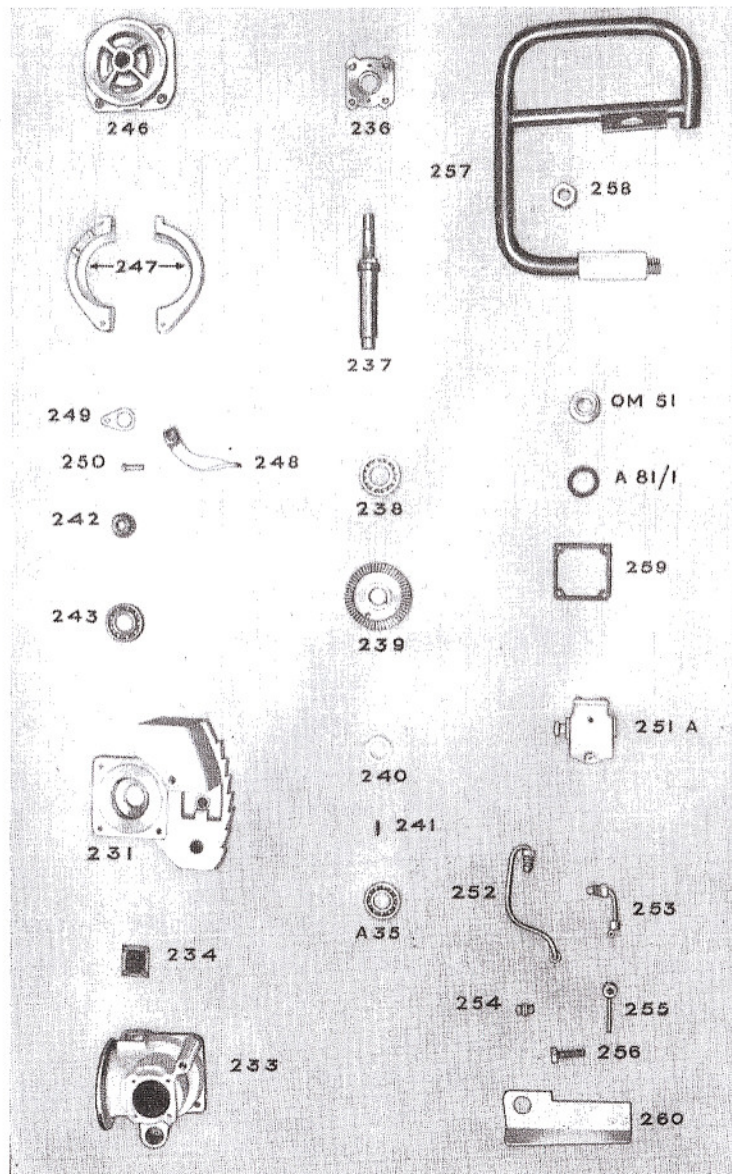


†When ordering, please add prefix 80J to the above part Nos.

GEARBOX AND OIL-PUMP GROUPS

Part No.	Description	No. Per Unit
80J/230A	Gearbox Assembly Complete (Less Oil Pump) ...	1
80J/231	Gearbox Cover—Large (With Oil Tank) ...	1
39/12	Gearbox Cover Bolt	1
85/2	Gearbox Cover Bolt Nut	1
80J/232	Gearbox Cover Stud	2
85/2	Gearbox Cover Stud Nut	2
80J/233	Gearbox Case	1
80J/234	Gearbox Case Grease Cover	1
80J/235	Gearbox Case Grease Cover Screw	4
80J/236	Gearbox Case Cover (Oil Pump Fixing)	1
118/2	Gearbox Stud Cover Setscrew	4
80J/237	Gearbox Spindle	1
80J/238	Gearbox Spindle Ball Bearing (Large)	1
80J/239	Gearbox Bevel Gear (56 Teeth)	1
80J/240	Gearbox Bevel Gear Spacer	1
80J/241	Gearbox Bevel Gear Key	1
A35	Gearbox Bevel Spindle Ball Bearing (Small)	1
80J/242	Gearbox Engine Pinion (20 Teeth)	1
80J/243	Gearbox Engine Pinion Ball Bearing	1
80J/244	Gearbox Engine Pinion Retaining Nut	1
80J/245	Gearbox Engine Pinion Retaining Washer (Spring)	1
80J/246	Gearbox Swivel Backplate	1
80J/247	Gearbox Swivel Clamp	1 pt.
119/4	Gearbox Swivel Clamp Adjusting Setscrew	1
86/1	Gearbox Swivel Clamp Adjusting Setscrew Nut	1
80J/248	Gearbox Swivel Clamp Lock Lever	1
80J/249	Gearbox Swivel Clamp Joining Link	1
80J/250	Gearbox Swivel Clamp Joining Link Pin	2
100/1	Gearbox Swivel Clamp Joining Link Split Pin	2
80J/251A	Oil Pump Unit Complete	1
80J/252	Oil Pump Inlet Pipe (Long)	1
80J/253	Oil Pump Outlet Pipe (Short)	1
80J/254	Oil Pump Union Adaptor	2
80J/255	Gearbox Oil Pump Banjo	1
80J/256	Gearbox Oil Pump Banjo Bolt (Special)	1
118/5	Gearbox Oil Pump Fixing Screw (Long)	1
118/1	Gearbox Oil Pump Fixing Screw (Short)	1
80J/257	Front Handlebar Assembly with Oil Tank Cover Plate	1
80J/258	Front Handlebar Assembly Fixing Nut	1
80J/259	Front Handlebar Oil Cover Gasket	1
OM 51	Front Handlebar Oil Cover Cap (Oil Filler)	1
A 81/1	Front Handlebar Oil Cover Cap Washer (Leather)	1
80J/260	Front Handlebar Sawdust Guard	1

GEARBOX AND OIL-PUMP GROUPS†

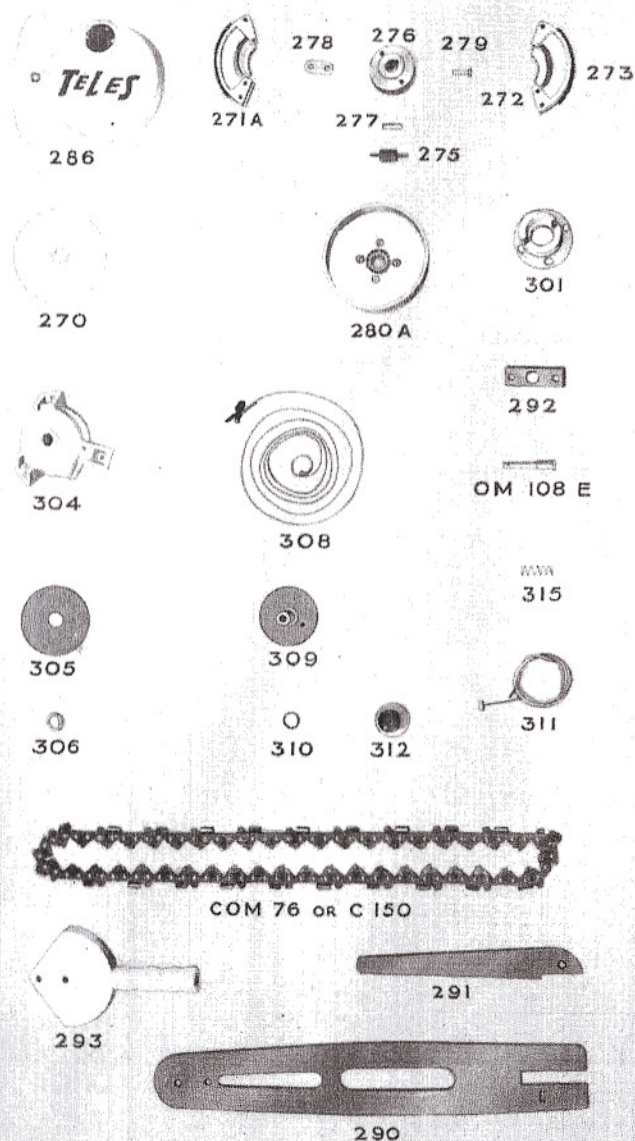


†When ordering, please add prefix 80J to the above part Nos.

CLUTCH, RECOIL STARTER AND SAW-GUIDE GROUPS

Part No.	Description	No.	Per Unit
80J/270	Clutch Dust Plate ... ..	...	1
85/37	Clutch Dust Plate Retaining Nut ... ..	...	1
80J/271A	Clutch Shoe complete with Liner ... ..	...	1 pr
80J/272	Clutch Shoe ... ..	...	2
80J/273	Clutch Shoe Liner ... ..	...	2
80J/274	Clutch Shoe Liner Rivet (Copper) ... ..	...	12
80J/275	Clutch Shoe Spring ... ..	...	2
80J/276	Clutch Centre ... ..	...	1
80J/277	Clutch Centre Key ... ..	...	1
80J/278	Clutch Centre Link Piece ... ..	...	2
80J/279	Clutch Centre Link Fixing Pins ... ..	...	8
80J/280A	Clutch Drive and Drum (Assembled) ... ..	...	1
80J/281	Clutch Drum ... ..	...	1
80J/282	Clutch Drum Ball Bearing	Complete	1
80J/283	Clutch Drum Chain Drive Sprocket	unit should	1
80J/284	Clutch Drum Backplate	be ordered	1
80J/285	Clutch Drum Assembly Rivet ... ..	...	4
80J/286	Clutch Cover ... ..	...	1
80J/290	Saw Guide—State Size 18" or 22" ... ..	...	1
41/33	Saw Guide Fixing Bolt (also Clutch Safety Cover) ... ..	...	1
85/36	Saw Guide Fixing Bolt Nut ... ..	...	1
135/36	Saw Guide Fixing Bolt Washer (Spring) ... ..	...	1
80J/291	Saw Guide Guard ... ..	...	1
120/21	Saw Guide Guard Fixing Screw ... ..	...	1
134/3	Saw Guide Guard Fixing Screw Washer (Plain) ... ..	...	1
80J/292	Saw Guide Locating Piece ... ..	...	1
117/1	Saw Guide Locating Piece Screw ... ..	...	2
80J/293	Saw Guide Helper Handle ... ..	...	1
41/2	Saw Guide Helper Handle Fixing Bolt ... ..	...	2
85/32	Saw Guide Helper Handle Nut ... ..	...	2
134/4	Saw Guide Helper Handle Washer (Plain) ... ..	...	2
80J/300A	Recoil Starter Assembly Unit ... ..	...	1
121/11	Recoil Starter Assembly Fixing Screw (Bottom) ... ..	...	2
85/32	Recoil Starter Assembly Fixing Screw Nut ... ..	...	2
80J/301	Recoil Starter Dog ... ..	...	1
80J/302	Recoil Starter Dog Fixing Stud (also Fan Fixing) ... ..	...	4
80J/303	Recoil Starter Dog Fixing Stud Nut ... ..	...	4
80J/304	Recoil Starter Housing ... ..	...	1
80J/305	Recoil Starter Housing Backplate with Pin ... ..	...	1
80J/306	Recoil Starter Housing Backplate Bush (Bronze) ... ..	...	1
80J/307	Recoil Starter Housing Backplate Screw ... ..	...	3
80J/308	Recoil Starter Recoil Spring ... ..	...	1
80J/309	Recoil Starter Reel with Spring Pin ... ..	...	1
80J/310	Recoil Starter Reel Sleeve ... ..	...	1
80J/311	Recoil Starter Wire ... ..	...	1
80J/312	Recoil Starter Wire Handle (Rubber) ... ..	...	1
80J/313	Recoil Starter Wire Handle Insert (Brass) ... ..	...	1
OM 108E	Recoil Starter Plunger ... ..	...	1
80J/314	Recoil Starter Plunger Cross-pin ... ..	...	1
80J/315	Recoil Starter Plunger Spring ... ..	...	1

CLUTCH, RECOIL STARTER AND SAW-GUIDE GROUPS†

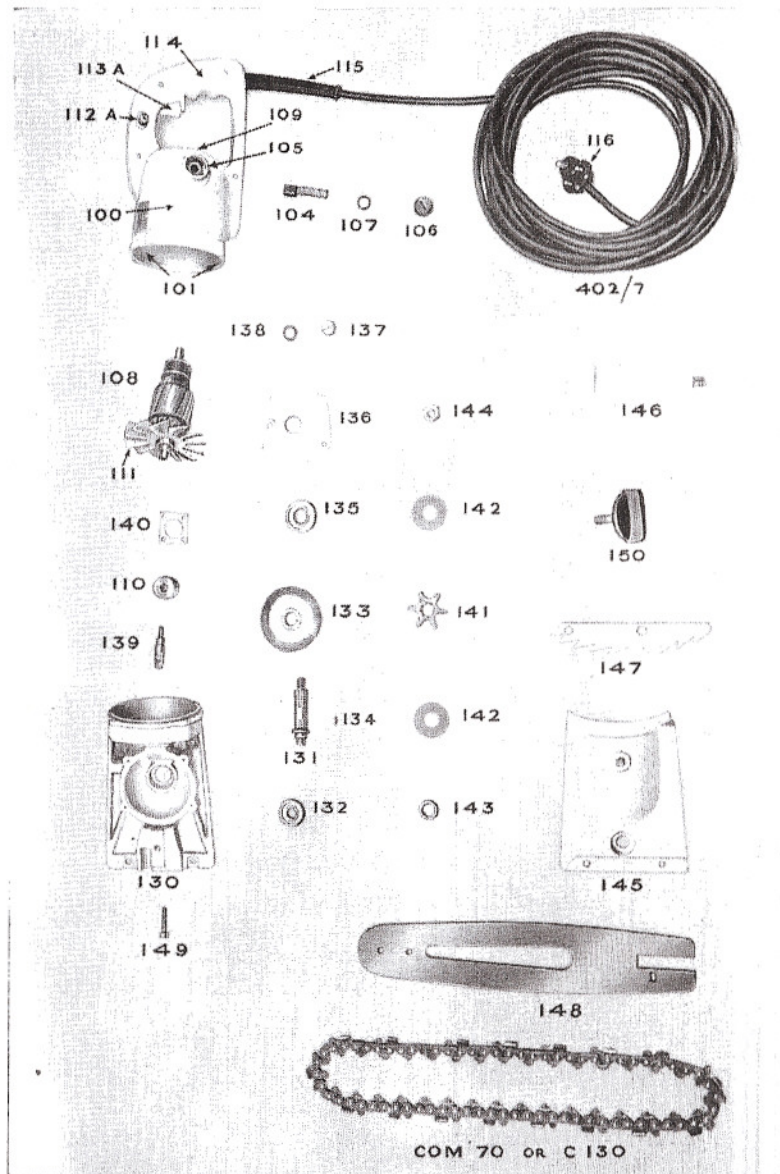


†When ordering, please add prefix 80J to the above part Nos.

LITTLE TIGER ELECTRIC CHAIN SAW

Part No.	Description	No. Per Unit
ET.100	Motor Housing	1
ET.101	Motor Housing Field Coil	2
ET.102	Motor Housing Field Coil Assembly	2
ET.103	Motor Housing Field Coil Assembly Fixing Screw	2
ET.104	Motor Brush complete with Spring	2
ET.105	Motor Brush Holder	2
ET.106	Motor Brush Holder Cap	2
ET.107	Motor Brush Holder Cap Washer (Rubber)	2
105/5	Motor Brush Holder Grub Screw	2
ET.108	Motor Armature	1
ET.109	Motor Armature Ball Bearing (Motor Housing)	1
ET.110	Motor Armature Ball Bearing (Gearbox end)	1
ET.111	Motor Armature Fan	1
ET.112A	Motor Overload Cut-out Unit	1
ET.113A	Motor Trigger Switch ("Start" and "Stop")	1
ET.114	Motor Trigger Switch Handle Cover	1
118/3	Motor Trigger Switch Handle Cover Screw	4
402/7	Cable (3 Core)	
ET.115	Cable Protector (Rubber)	1
ET.116	Cable Plug (3-pin)	1
ET.117	Cable Plug Socket (3-pin)	1
ET.130	Gearbox Casing	1
117/3	Gearbox Casing Screw	4
ET.131	Gearbox Spindle	1
ET.132	Gearbox Spindle Ball Bearing (Small)	1
ET.133	Gearbox Bevel Gear	1
ET.134	Gearbox Bevel Gear Key (Woodruff)	1
ET.135	Gearbox Ball Bearing (Large)	1
ET.136	Gearbox Cover	1
117/5	Gearbox Cover Screw	4
ET.137	Gearbox Grease Filler Plug	1
ET.138	Gearbox Grease Filler Plug Washer	1
ET.139	Gearbox Pinion	1
ET.140	Gearbox Pinion and Armature Ball Bearing Retainer	1
119/1	Gearbox Pinion and Armature Ball Bearing Retainer Screw	4
135/31	Gearbox Pinion and Armature Ball Bearing Retainer Washer	4
ET.141	Chain Drive Sprocket	1
ET.142	Chain Drive Sprocket Plate	2
ET.143	Chain Drive Sprocket Distance Piece	1
ET.144	Chain Drive Sprocket Retaining Nut	1
134/5	Chain Drive Sprocket Retaining Nut Washer	1
ET.145	Chain Drive and Gearbox Cover	1
ET.146	Grab Handle	1
ET.147	Timber Dog	2
120/11	Timber Dog Fixing Screw	4
86/2	Timber Dog Fixing Screw Nut	4
ET.148	Saw Guide—State size 12"	1
ET.149	Saw Guide Adjusting Screw	1
ET.150	Saw Guide and Cover Locking Cap	1
134/4	Saw Guide and Cover Locking Cap Washer	1

LITTLE TIGER ELECTRIC CHAIN SAW

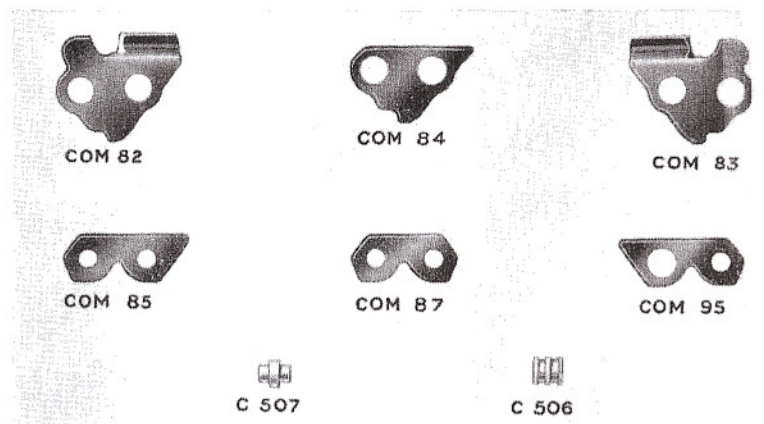


†When ordering, please add prefix ET to the above part Nos.

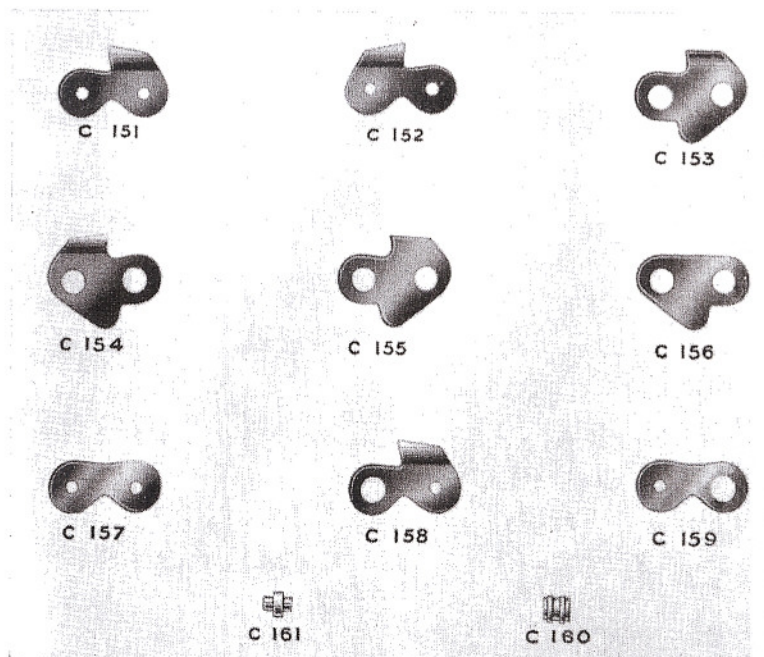
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FOR PETROL-ENGINE MODEL 80 J**

<i>Part No.</i>	<i>Description</i>
CHIPPER CHAIN	
COM 76	Saw Chain—state size 18" or 22"
COM 82	Right Hand Cutter Link
COM 83	Left Hand Cutter Link
COM 84	Centre Connecting Link
COM 85	Clearing Connecting Link
COM 87	Plain Connecting Link
COM 95	Joining Link (Special)
C 506	Joining Link Rivet (Special)
C 507	Chain Rivet
THREE-LINK SCRAPER CHAIN	
C 150	Saw Chain—state size 18" or 22"
C 151	Left Hand Cutter Link
C 152	Right Hand Cutter Link
C 153	Left Hand Bent Raker Link
C 154	Right Hand Bent Raker Link
C 155	Centre Flat Raker
C 156	Centre Connecting Link
C 157	Plain Connecting Link
C 158	Left Hand Cutter Link—Joining (Special)
C 159	Side Plain Link—Joining (Special)
C 160	Joining Rivet (Special)
C 161	Chain Rivet

CHIPPER CHAIN



THREE-LINK SCRAPER CHAIN



LITTLE TIGER ELECTRIC CHAIN SAW

<i>Part No.</i>	<i>Description</i>
CHIPPER CHAIN	
COM 70	Saw Chain
COM 82	Right Hand Cutter Link
COM L	Left Hand Cutter Link
COM 84	Centre Connecting Link
COM 85	Clearing Connecting Link
COM 87	Plain Connecting Link
COM 95	Joining Link (Special)
C 506	Joining Link Rivet (Special)
C 507	Chain Rivet
THREE-LINK SCRAPER CHAIN	
C 130	Saw Chain
C 151	Left Hand Cutter Link
C 152	Right Hand Cutter Link
C 153	Left Hand Bent Raker Link
C 154	Right Hand Bent Raker Link
C 155	Centre Flat Raker
C 156	Centre Connecting Link
C 157	Plain Connecting Link
C 158	Joining Cutter Link (Special)
C 159	Joining Plain Link (Special)
C 160	Joining Link Rivet (Special)
C 161	Chain Rivet

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