McCULLOCH

SERVICE BULLETIN # 1047A

SUBJECT ELIMINATION OF INCORRECT TIMING

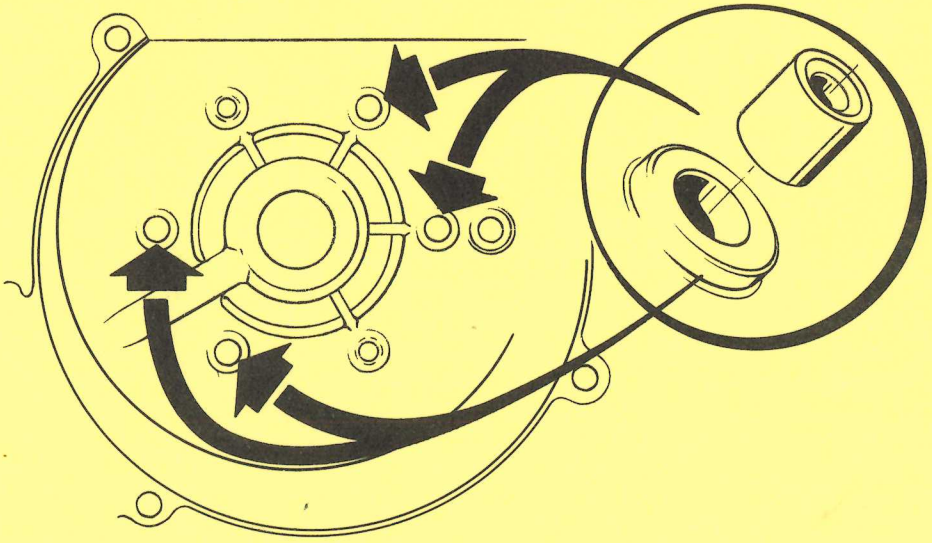
MODEL S44A and S55A DATE 1/16/59

NOTE: This bulletin replaces Service Bulletin #1047 which should be discarded.

To reduce possibility of extreme wear, loosening of end cover screws, and change in timing, retaining screw holes of the end cover assembly, P/N 52489A have been reduced in diameter on production S44A and S55A engines.

Engines now in use can be modified as follows to accomplish the same end result:

1. Remove fan housing and flywheel.
2. Remove crankcase cover assembly.
3. Press one anchor, P/N 18851A, into each of four untapped screw holes as indicated in the sketch. Anchor provides an I.D.-reducing liner for holes.



4. Open I.D. of pressed in anchors with new sharp 3/16 inch or No. 11 drill.
5. Remove all metal chips from crankcase cover assembly.
6. Reinstall crankcase cover assembly on engine.

NOTE: (a) Apply "Loctite" or other similar sealing material to screw threads, P/N 102763, before installing.
(b) Use new lockplates, P/N 51297, when reinstalling crankcase cover assembly.

7. Bend lockplate ends up against screw heads to prevent loosening of screws.

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