McCULLOCH

SERVICE BULLETIN # 1115

SUBJECT CAUSE OF TROUBLE IN MAINTAINING CARBURETOR ADJUSTMENT.

MODEL 1-41, 1-51, 1-61, 1-71, 1-81

DATE 12/5/60

At the start of production of the Model 1-41, 1-51, 1-61, 1-71, 1-81 engines, the carburetor tie-down screws, P/N 102121, were not available and a slightly longer screw was used as an alternate. Since the release of these engines, we have learned that though the alternate screws are only slightly longer, they can bottom against the carburetor body and prevent proper sealing between the carburetor and the carburetor mounting flange.

This is especially true if the carburetor has been removed and reinstalled several times with the old gaskets being re-used. When the screws bottom, the carburetor, carburetor adapter and the gaskets can not be pulled together and an air leak can develop which will result in a lean mixture and make it impossible to keep the carburetor in adjustment.

When you have trouble keeping a carburetor in adjustment, check the carburetor tie-down screws (figure 1) and if bottoming is found, replace them with new screws, P/N 102121. All recent and current production engines have the correct screws (P/N 102121) installed.

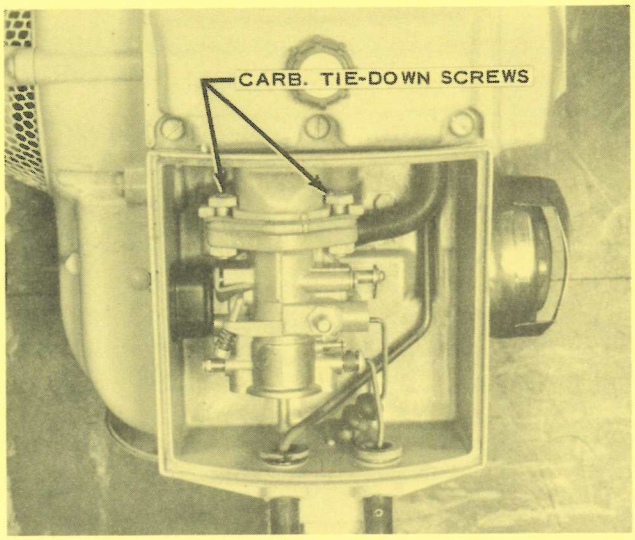


FIGURE 1

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LITHO IN U.S.A.