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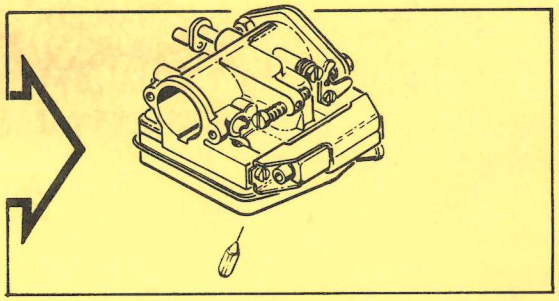
SERVICE BULLETIN #1199

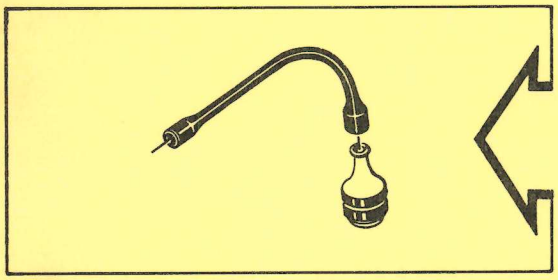
SUBJECT LEAN-OUT - POSSIBLE CAUSES AND CORRECTIONS

MODEL 1-76, 1-86 DATE 9/12/62

When operated in certain positions, Model 1-76 and 1-86 chain saws may be subject to lean-out. Reports indicate that there can be four possible reasons for this condition. If complaints of lean-out are reported, the four possible trouble spots listed below should be checked and corrected by the action suggested for each.

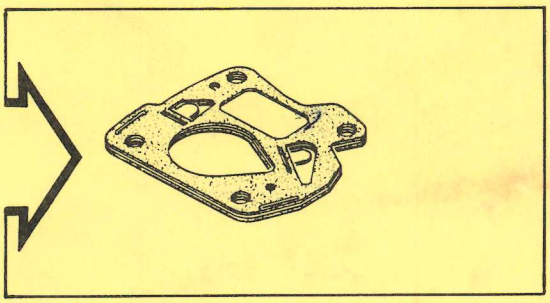
1. **VAPOR LOCK.** LEAN-OUT THAT MAY BE CAUSED BY VAPOR OR AIR TRAPPED IN THE FUEL OR THE FUEL LINE CAN BE REDUCED BY REPLACING THE INLET CONTROL NEEDLE, P/N 55476, WITH A NEW ALUMINUM INLET CONTROL NEEDLE, P/N 55476A.

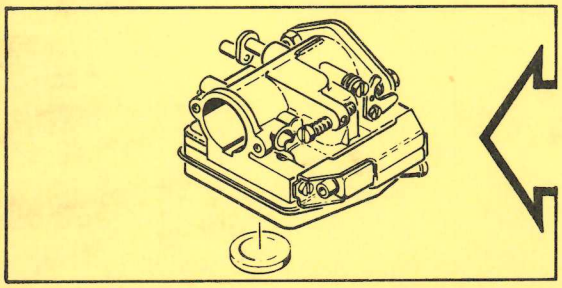




2. **DEFECTIVE FUEL PICK-UP HOSE.** PIN HOLES OR SPLITS IN THE FUEL PICK-UP HOSE CAN CAUSE LEAN-OUT. IF THIS DEFECT IS THE CAUSE OF THE TROUBLE, REPLACE THE HOSE WITH A CURRENT PRODUCTION MOULDED FUEL PICK-UP HOSE, P/N 53678.

3. **FUEL PUMP GASKET INTERFERENCE.** THERE MAY BE A TENDENCY WITH SOME FUELS FOR THE GASKET MATERIAL TO SOFTEN AND SAG. THIS IS NOT TROUBLESOME EXCEPT WHERE THE SAGGING PORTION CAN INTERFERE WITH THE PULSE PASSAGE IN THE CARBURETOR DIAPHRAGM PLATE, P/N 57272A. THE FUEL PUMP DIAPHRAGM, P/N 57274A, SHOULD BE CHECKED, AND IF THERE IS ANY LOOSE OR FLOPPY GASKET MATERIAL NEAR THE PULSE PASSAGE, IT SHOULD BE CUT AWAY. BE VERY CAREFUL NOT TO CUT INTO THE SEALING PORTION OF THE GASKET.





4. **EXPANSION PLUG INTERFERENCE.** IF THE LARGE (1-INCH) EXPANSION PLUG, P/N 104407, STANDS TOO HIGH IN THE RECESS IN THE CARBURETOR BODY, IT MAY INTERFERE WITH THE CARBURETOR DIAPHRAGM. IF THIS CONDITION EXISTS, THE PLUG WILL SHOW A MARK FROM THE DIAPHRAGM DISC. TO CORRECT THIS POSSIBLE CAUSE OF LEAN-OUT, FLATTEN THE PLUG SLIGHTLY BY PEENING IT LIGHTLY WITH A WIDE, FLAT-END PUNCH OR BY REPLACING THE PLUG.

It is advisable to check all of the foregoing possibilities when seeking a cause for lean-out, as there may be a combination of causes. Check the fuel pick-up assembly also, to make sure it is not hanging up on the corners of the fuel tank liner or fuel tank gasket. While these would be very rare causes for lean-out, the possibility does exist and should therefore be checked.

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