McCULLOCH CORPORATION
SERVICE BULLETIN

1488

MODEL: CP-125 June 30, 1970

SUBJECT: IMPROVEMENTS AND ADDITIONS

Late production of the Model CP-125 has been manufactured with the following improvements and additions:

1. A "thin ring" (rings .024") CP-125 is now available along with the "wide ring" (rings .062" thick) version.

   The Part Number of the "thin ring" piston assembly is P/N 69241 and the Part Number of a set of "thin rings" is P/N 47865.

   The two versions ("thin ring" or "wide ring") of the CP-125 are identified as follows:

   THIN RING

   A. TR on the box near the box label indicates a "thin ring" model.

   B. An S behind "CP-125" on the box also indicates a "thin ring" model. Also, this is a Model #600074D with an 11- preceding the serial number.

   WIDE RING

   A. No identification on the box indicates "wide ring" models.

   B. Model #600075D with an 11- preceding the serial number indicates a "wide ring" model.

2. The flywheel on both the "thin ring" and "wide ring" versions of the CP-125 now have magnets positioned 5^{o} in advance (B.T.D.C.) of the original CP-125 flywheel. The 5^{o} advanced magnets provide better magnetic timing (a hotter spark) when used with 29^{o} B.T.D.C. mechanical timing. The number "5" stamped on one of the pawl stops identifies this flywheel. This flywheel is P/N 84535.

   NOTE: See last section of this Service Bulletin for Spark Advance timing instructions.

3. The crankcase cover material has been changed to aluminum providing more strength. The part number of the aluminum crankcase cover is P/N 84193.

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4. A throttle lock has been added to CP-125's with an 11- prefix to the serial number.

   Many earlier model CP-125's (Serial Numbers 10-11635 through 10-13600), were manufactured with a hole in the rear handle which will accept the throttle lock.

   In order to install the throttle lock, the following parts are required:

   a. 1 each, P/N 84214, Spring - Throttle Lock
   b. 1 each, P/N 84213, Button - Throttle Lock
   c. 1 each, P/N 84121, Trigger
   d. 1 each, P/N 110537, Screw
   e. 1 each, P/N 110666, Ring - Retaining ("C" Ring)

   To install the throttle lock:

   a. Replace trigger, P/N 69463, with trigger, P/N 84121. Install screw, P/N 110537, in the trigger.
   b. Slip spring, P/N 84214, on the button, P/N 84213, and insert the plunger end into the hole in the handle until "C" ring, P/N 110666, can be clipped on the groove in the plunger.

   To adjust engine speed using the throttle lock:

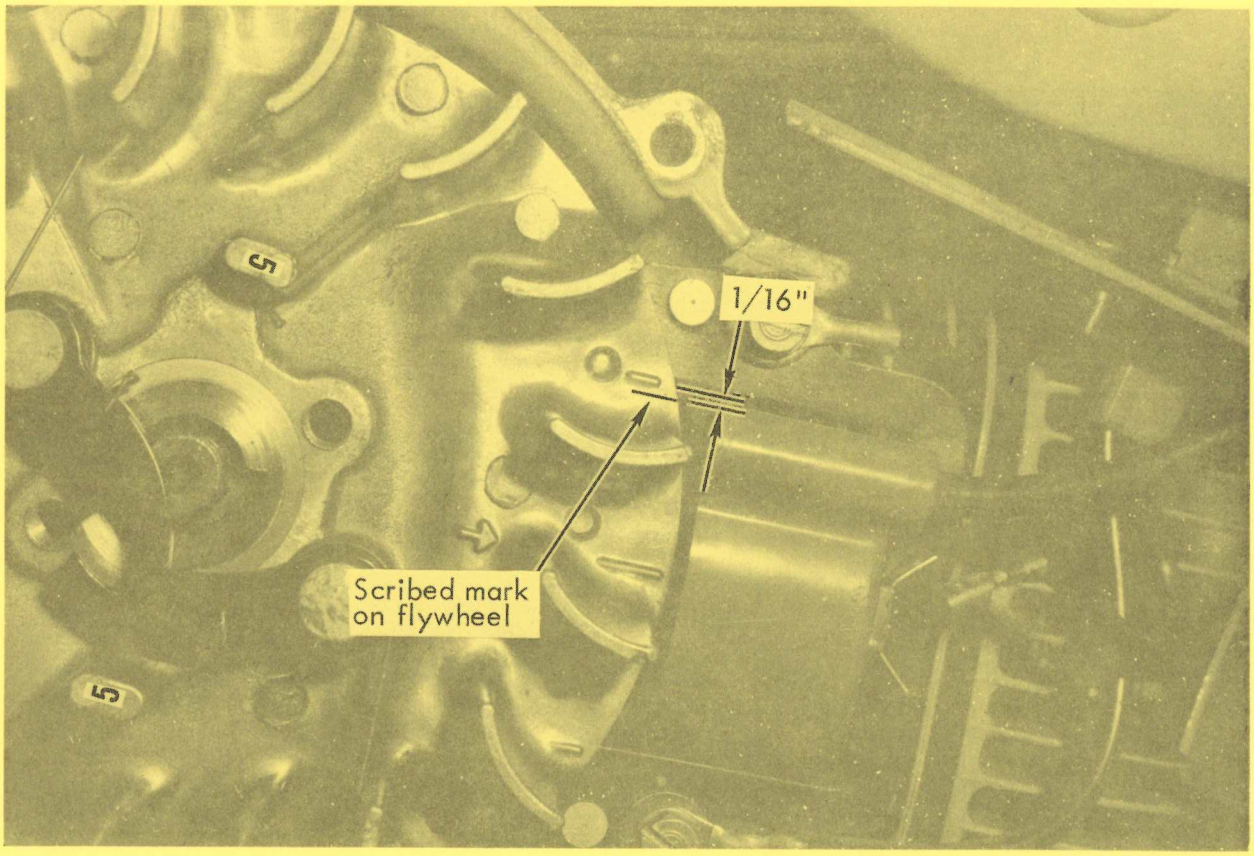
   a. Press the button all the way in and turn the screw in the trigger until it just touches the button.
   b. Start engine and allow it to warm up.
   c. With the "DSP" lever in the "START" position, turn the screw in the trigger in or out to obtain the desired fast idle speed.

   Timing Instructions

   The spark advance timing is set at 29° B.T.D.C. (Before Top Dead Center) on CP-125's using the 5° advance flywheel.

   Use the following procedure to adjust or check 29° B.T.D.C. advance timing on CP-125's with a 5° Flywheel.

   a. Set the ignition breaker points at 0.021 inch.
   b. Scribe a mark 1/16 inch clockwise from the center line of the leading raised timing mark on the flywheel, as illustrated on the following page.



c. Check 29° B.T.D.C. timing with a Merc-O-Tronic tester or a timing light. The breaker points should just open as the new timing mark, scribed on the flywheel, lines up with the inside edge of the trailing leg of the coil lamination. When the flywheel is rocked back and forth at this position, the timing device should indicate "off and on".

Readjust the points slightly, if necessary, to obtain the exact 29° B.T.D.C. timing.

NOTE: Refer to Service Bulletin 1485 for timing instructions on CP-125's which have the standard flywheel.

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By Jack Carroll
Service Manager