McCULLOCH CORPORATION

SERVICE BULLETIN

1497

MODEL: Mini-Mac 6 & 6A December 1, 1970

SUBJECT: CHAIN OILER LEAKS, SPROCKET BUSHING WEAR

Checking for Oil Leaks

Check Valve, P/N 84640

The original pump check Valve, P/N 84640, used on models with manual oiler only, has been found to shrink slightly in oil and permit leakage out to the discharge hole in the bar pad. This problem has been eliminated by a material change in the valve. The improved valve may be identified by its green color (the original valves were black).

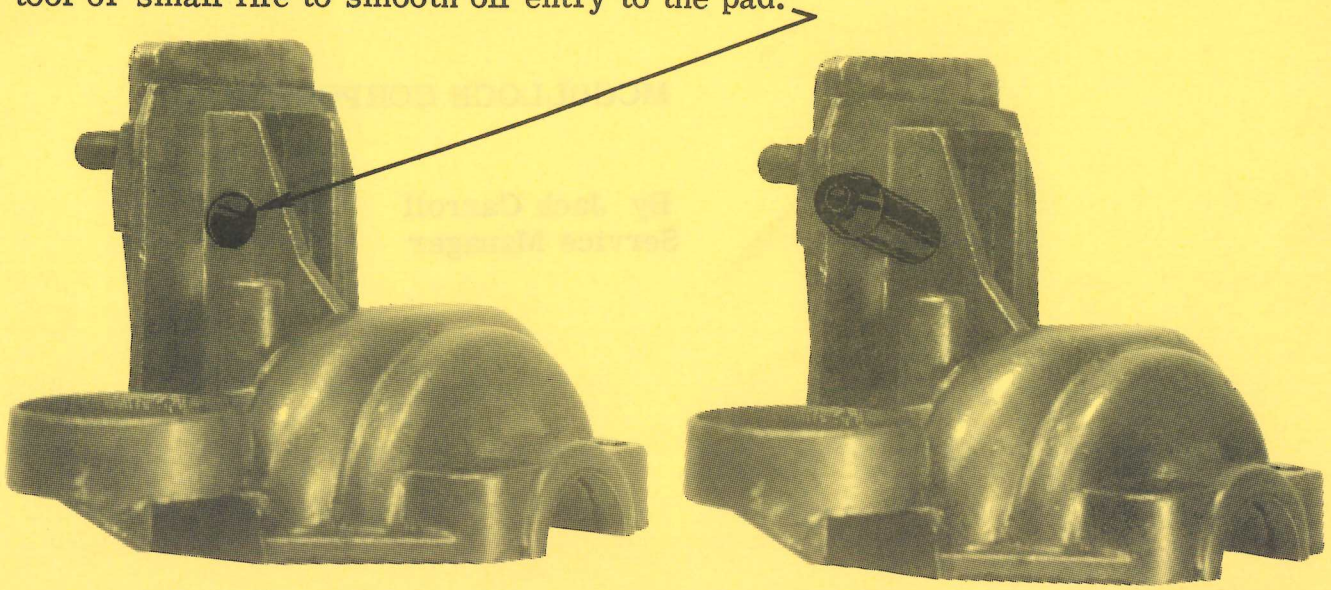
This change was made on production engines (manual only models) beginning with serial number 21834. When servicing engines or replacing the valve, use green colored valves only.

Refer to the Mini-Mac 6 "General Service Information" S.I. 27, furnished with Service Bulletin No. 1494. Possible causes of oil leakage and methods for checking them are covered in S.I. 27 pages 5 through 8. Note particularly the importance of seating connectors to their full depth in pump and bar pad.

Connector, P/N 83898 - Automatic Oiler Models

Connector, P/N 84653 - Manual Oiler Only Models

When there is difficulty pressing the connector into the bar pad opening, it may be because of sharp edges at the opening. This condition can be improved by breaking the edge with a slight chamfer. Use any de-burring tool or small file to smooth off entry to the pad.



Oil the end of the connector to further ease entry to the hole through the pad.

Sprocket & Drum - Bushing Wear

Reports from the field indicate that rapid wear of the sprocket bushing may be caused by running the chain too tight. To prevent this wear it is recommended that chain tension be checked carefully on all units before delivery to the customer. Although the chain should not sag on the bar (all side links should be touching the side rails on the bar), the chain should pull around the bar by hand easily. Use gloves or a cloth when handling chain to prevent injury to the hands.

The use of a good chassis lubricant on the bushing will also help to prevent excessive wear and early failure of the assembly. When servicing units which have had bushing failures, inspect the crankshaft bearing area for signs of scuffing or metal roughness. If such signs appear and cannot be cleaned up by polishing with fine crocus cloth, replace the crankshaft.

Mini-Mac 6 saws are now being manufactured with sprocket and drum assemblies improved by the use of a caged needle roller bearing instead of the bushing. Sprocket & Drum Assembly, P/N 84397, now being furnished for service replacement includes Bearing, P/N 85001.

Note: A few sprocket and drum assemblies were furnished with a shorter Bearing, P/N 67650, and a Spacer, P/N 85144, for installation on the clutch side of the drum and bearing. The spacer is not used with the current Bearing, P/N 85001.

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By Jack Carroll
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