McCULLOCH CORPORATION
SERVICE BULLETIN

1508

MODEL: SP 80

October 28, 1971

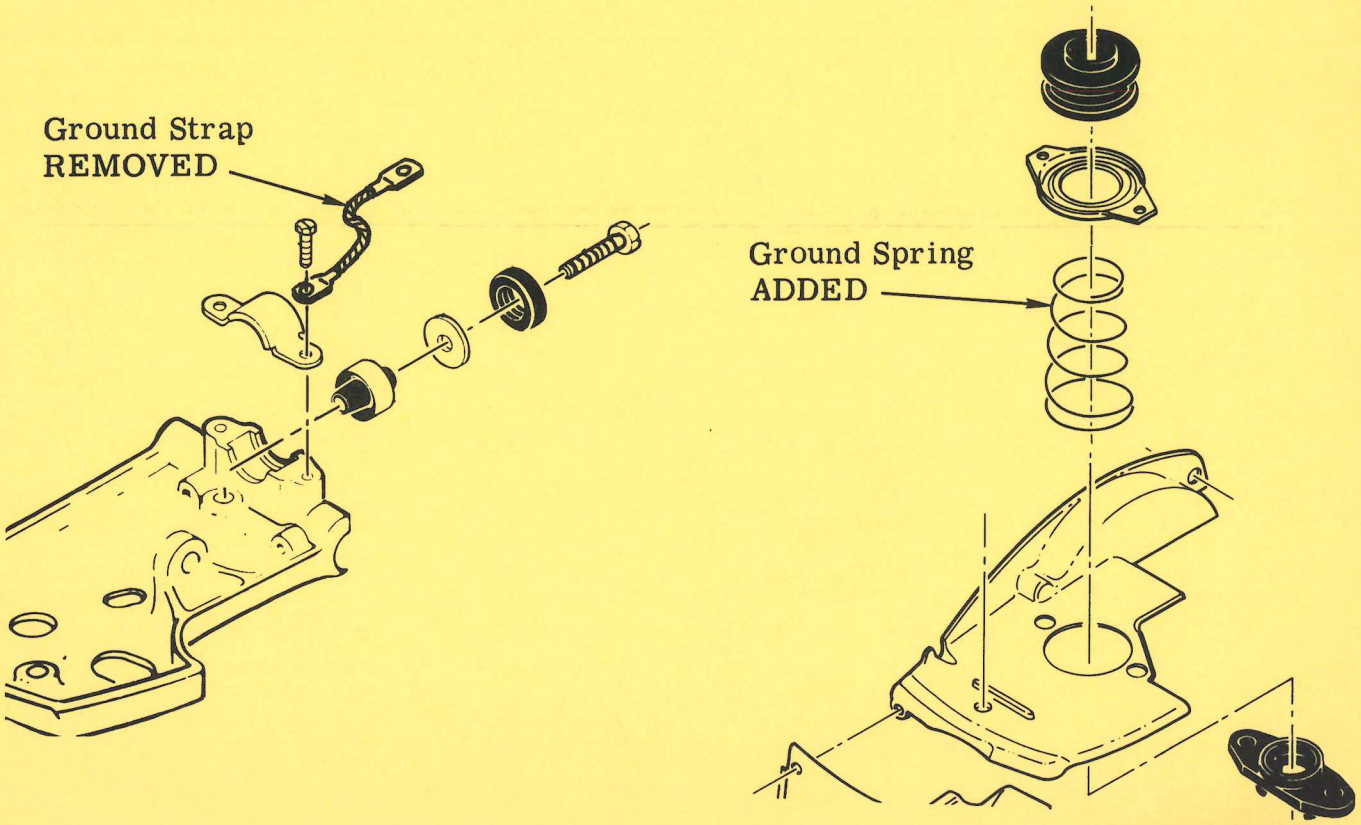
SUBJECT: CRANKSHAFT & CLUTCH NUT - LEFT - HAND THREAD

SP 80 engines with serial numbers prefixed 12-, are assembled with Crankshaft, P/N 86193, having a left-hand thread on the clutch end.

It is very important to note that this crankshaft requires the use of clutch Nut, P/N 86113, which also has a left-hand thread. Do not attempt to substitute any other clutch nut on this crankshaft. An arrow on the flange of the nut indicates the turning direction for removal.

The change to the left-hand on the crankshaft and the nut was made to reduce the initial torque requirement for installation and to apply a tightening effect if clutch slippage occurs. Installation torque for the left-hand thread Nut, P/N 86113, is 340 to 350 inch/pounds. (Torque for the right-hand Nut, P/N 110594, is 400 to 420 inch/pounds).

Another change in the manufacture of the SP 80 with serial numbers prefixed 12-, is the removal of the Ground Strap, P/N 83828, and the addition of a Ground Spring, P/N 86190, installed around the third port Boot, P/N 84618, as shown below.



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