McCULLOCH CORPORATION
SERVICE BULLETIN

1527

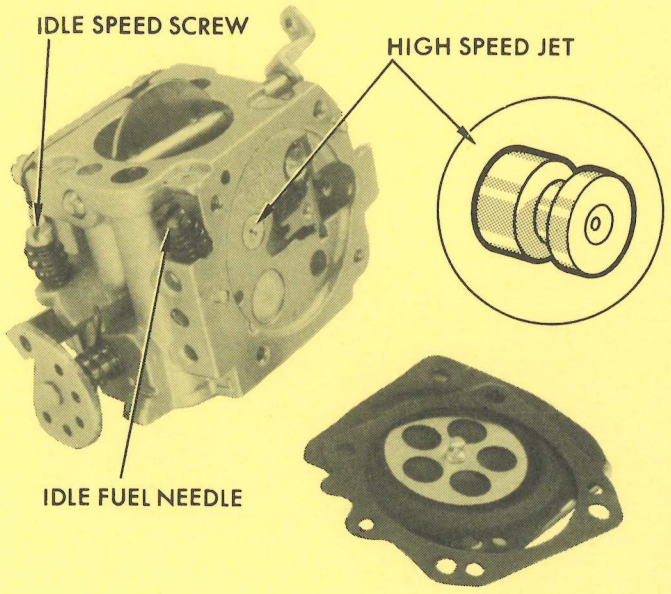
MODEL: SP 125

August 25, 1972

SUBJECT: HIGH SPEED JET CARBURETOR, P/N 87288

This carburetor is designed to limit engine speed to approximately 10,500 RPM at wide open throttle, no load, with bar and chain installed. Under these conditions the engine will run and sound "rich". This rich sound is called "four-cycling".

When in a cut, under normal load, engine speed will drop to approximately 7500 to 8000 RPM, which is in the best power range of the saw. Also, the engine will lose the rich, four-cycle sound and run with a smooth, two-cycle sound. At speeds between approximately 8000 and 10,500 RPM, which are used in certain conditions such as limbing, the engine will run in a slightly rich condition, with intermittent four-cycling.



Alternate fixed high speed jets are available for operation at altitudes as follows:

1. 0 to 5000 feet - use standard jet .030" orifice (installed at factory).
2. 5000 to 8500 feet - use jet with .029" orifice.
3. 8500 feet and above - use jet with .028" orifice.

WARNING: Do not operate this saw with an .029" jet orifice below 5000 feet and do not use an .028" jet orifice below 8500 feet, or engine damage may result.

CARBURETOR ADJUSTMENT

Because this carburetor has only an idle fuel mixture needle, the carburetor can be adjusted only for a smooth idle and acceleration. Remove the air filter cover and the air filter for adjusting the idle fuel needle and the idle speed screw. Preliminary idle fuel needle adjustment is one (1) turn open from the fully closed position.

TO CHANGE JETS

1. Remove the diaphragm cover, diaphragm and gasket.
   CAUTION: When removing the diaphragm, be careful to detach the diaphragm plate button from the metering lever fork. Damage to the lever or the diaphragm may occur if care is not observed.
2. Using a 3/16" punch, press or lightly tap the jet out of the diaphragm chamber and into the carburetor throat.
3. Press the selected alternate jet into the opening until the flat, solid end of the jet is flush with the casting floor. See illustration.
4. Replace the gasket, diaphragm and cover. Be sure that the neck of the diaphragm plate button is in the metering lever fork.

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by Jack Carroll, Service Mgr.

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