McCULLOCH CORPORATION

SERVICE BULLETIN

1535

MODEL: G-70 February 14, 1973

SUBJECT: SERIAL NUMBERS PREFIXED 15-

Current production of the G-70 saw (Model 600410), is identified by the serial number prefix 15-. Changes in parts and in design features of this level as compared with the 14- level, are shown in IPL 87807, with new part numbers indicated by a dash (-) preceding the part number. The most important design changes (listed by Figure No.) are as follows:

Figure 1.

1. Fuel Tank Cover, P/N 87815, having a new idle adjustment Screw, P/N 87932, for external adjustment of idle speed.
2. Changes in the muffler body & duct assembly, cover and the attaching hardware.

Figure 3.

Fuel Tank Assembly, P/N 84183, and elimination of provision for external adjustment of the idle and high speed adjustment needles.

Figure 5.

Carburetor Assembly, P/N 87809. This is a fixed, non-adjustable high speed jet carburetor with a standard Jet, P/N 88772, (.028-inch orifice) installed at the factory and suitable for use up to 5000 feet altitude.

Alternate jets are available for operation at altitudes as follows:
5000 to 8500 feet - use Jet, P/N 88781, (.027-inch orifice).
8500 feet and above - use Jet, P/N 88780, (.026-inch orifice).
Jet, P/N 88771, (.029-inch orifice) is available for use when an extremely rich condition is desired.

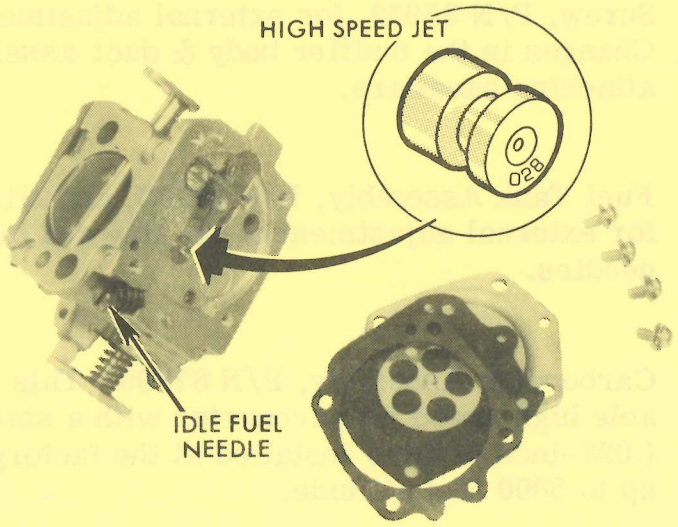
Warning: Do not operate this saw with an .027-inch orifice below 5000 feet and do not use an .026-inch orifice below 8500 feet, or engine damage may result.

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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 7000 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.



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. 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.

Figure 6.

7 tooth - 1/2 in. pitch Sprocket, P/N 36644A.

Figure 7.

1. Coil & Lamination Assy, P/N 87246 (Bonded).
2. Oil Cap Assy, P/N 87270, with Valve, P/N 86402, and Retainer, P/N 87269.
3. Crankcase Assy, P/N 87810, with DSP Valve, P/N 87866, and Dowel Pin, P/N 110851.
4. Insert & Bearing Assy, P/N 87805.

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By Jack Carroll
Service Manager