

23/26/32 LC/L

Workshop Manual



H Husqvarna

HUSQVARNA FOREST & GARDEN

Effective May 1, 1992

WARRANTY STATEMENT

SECTION 1: LIMITED WARRANTY

Husqvarna Forest & Garden Company ("Husqvarna") warrants Husqvarna product to the original purchaser to be free from defective material and workmanship from the date of purchase for the "Warranty Period" here stated dependent upon the type of productive Warranty period as follows for products listed:

5 YEAR WARRANTY: Plastic walk behind mower decks for noncommercial, noninstitutional or nonincome producing use.

2 YEAR WARRANTY: Riding lawn mowers, yard and garden tractors, walk behind mowers, tillers and attachments for noncommercial, noninstitutional or nonincome producing use. Ignition systems on the chain saws, cleaning saws and trimmers.

1 YEAR WARRANTY: Chain saws, clearing saws, trimmers, blowers and batteries for noncommercial, noninstitutional or nonincome producing use.

90 DAY WARRANTY: Any Husqvarna product used for rental, commercial, professional, or income producing use.

30 DAY WARRANTY: Husqvarna professional bow bars.

30 DAY REPLACEMENT PART WARRANTY: Unless otherwise stated, replacement parts are warranted for 30 days from date of purchase.

SECTION 2: HUSQVARNA'S OBLIGATIONS UNDER THE WARRANTY

Husqvarna will remedy defects in material and workmanship during the warranty period by repairing or replacing, at Husqvarna's option, the defective component without charge for parts or labor.

SECTION 3: ITEMS NOT COVERED BY THIS WARRANTY

The following items are not covered by this warranty:

- (1) Normal customer maintenance items (i.e., belts, blade adapters, bulbs, filters, guide bars, lubricants, rewind springs, saw chain, spark plugs, starter ropes and tines).
- (2) Normal wear, normal adjustment, standard hardware or items worn through regular use.
- (3) Natural discoloration of material due to ultraviolet light.
- (4) The replacement or maintenance of worn items.
- (5) Briggs & Stratton, Kawasaki and Kohler engines, including starters, generators, alternators and accessories. These items are covered by the engine manufacturer's warranty as stated with the product information supplied at the time of purchase. All claims for specified engines, starters, generators, alternators and accessories should be sent to the appropriate manufacturer.
- (6) Agri-Fab, Foote, and Tecumseh-Peerless drive systems. These items are covered by the drive system manufacturer's warranty as stated with the product information supplied at the time of purchase. All claims for specified drive systems should be sent to the appropriate manufacturer.

SECTION 4: EXCEPTIONS AND LIMITATIONS

This warranty shall be inapplicable to defects resulting from the following:

- (1) Accident, abuse, misuse, negligence and neglect, including stale fuel, dirt abrasives, moisture, rust, corrosion or any adverse reaction due to incorrect storage habits.
 - (2) Failure to operate or maintain the unit in accordance with the Owner's/Operator's manual or instruction sheet furnished by Husqvarna.
 - (3) Alterations or modifications that affect the units performance, operation, safety, durability, change its intended use, or cause failure of compliance with current regulatory standards or applicable federal, state or local laws.
 - (4) Use of parts or accessories which are not recommended by Husqvarna Forest & Garden Company.
 - (5) Additional damage to parts or components due to continued use occurring after any of the above.
- REPAIR OR REPLACEMENT AS PROVIDED UNDER THIS WARRANTY IS THE EXCLUSIVE REMEDY OF THE CONSUMER. HUSQVARNA SHALL NOT BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES FOR BREACH OF ANY EXPRESS OR IMPLIED WARRANTY ON THESE PRODUCTS EXCEPT TO THE EXTENT PROHIBITED BY APPLICABLE LAW. ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ON THESE PRODUCTS IS LIMITED IN DURATION TO THE WARRANTY PERIOD AS DEFINED IN THE LIMITED WARRANTY STATEMENT. HUSQVARNA RESERVES THE RIGHT TO CHANGE OR IMPROVE THE DESIGN OF THE PRODUCT WITHOUT NOTICE, AND DOES NOT ASSUME OBLIGATION TO UPDATE PREVIOUSLY MANUFACTURED PRODUCTS.

Some states do not allow the exclusion of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitations or exclusions may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

SECTION 5: CUSTOMER RESPONSIBILITIES

The customer must exhibit reasonable care, maintenance, operations, storage and general upkeep as written in the maintenance section of the Owner's/Operator's manual. Should an operational problem or failure occur the product should not be used, but delivered as is to an authorized Husqvarna dealer for evaluation. Proof of purchase, as explained in section 6, rests solely with the customer.

SECTION 6: PROCEDURE TO OBTAIN WARRANTY CONSIDERATION

It is the Owner's and Dealer's responsibility to make certain that the Warranty Registration Card is properly filled out and mailed to Husqvarna Forest & Garden Company. This card should be mailed within ten (10) days from the date of purchase in order to validate the warranty and to provide post-sale service.

Proof of purchase must be presented to the authorized Husqvarna dealer in order to obtain warranty service. This receipt must include the date purchased, model number, serial number, and complete name and address of the selling dealer.

To obtain the benefit of this warranty, the product believed to be defective must be delivered in a timely manner, within thirty (30) days from date of operational problem or failure, and during the warranty period, to any authorized Husqvarna dealer. The product must be delivered to the dealer, at the owner's expense. An authorized Husqvarna dealer can be normally located through the "Yellow Pages" of the local telephone directory.

530-0683-91-2-04/21/92

HUSQVARNA FOREST & GARDEN COMPANY
9006-J PERIMETER WOODS DRIVE • CHARLOTTE, NC 28216

HUSQVARNA

-
- 2 HUSQVARNA WARRANTY**
 - 3 MODEL SPECIFICATIONS**
 - 4 TROUBLE SHOOTING**
 - Suggestions
 - Cause/Remedy Chart
 - 6 SHIELD**
 - Attachment
 - 7 TRIMMER HEAD**
 - Head Installation
 - Spool Installation
 - Proper Line Feed
 - Reassembly
 - 11 DRIVE SHAFT**
 - Lubrication
 - 13 THROTTLE CABLE**
 - Removal & Installation
 - 16 ELECTRICAL SYSTEMS**
 - Spark Plug Replacement
 - Checking for Spark
 - Ignition Switch
 - 19 CARBURETOR & FUEL SYSTEMS**
 - Air Filter
 - Removal & Cleaning
 - Carburetor
 - Acceleration & Deceleration Checks
 - Speed & Mixture Adjustments
 - 25 CLUTCH SYSTEM**
 - Clutch Removal & Installation
 - Starter Rope Removal & Installation
 - 32 CYLINDER, PISTON & RING**
 - Piston & Cylinder Replacement
 - Ring Replacement
 - 34 CRANKCASE**
 - Reed Valve Replacement
 - Crankshaft Removal
 - Bearings Replacement
 - Seal Replacement

TROUBLE SHOOTING

SUGGESTIONS

- Engine will not continue to run at idle position.
See **“Idle Speed Adjustment”** and **“Low Speed Mixture Adjustment”**.
- Trimmer head continues to spin when the engine idles.
See **“Idle Speed Adjustment”** and **“Deceleration Check”**.
- Engine dies or hesitates when it should accelerate.
See **“Acceleration Check”**.
- Loss of cutting power which cannot be corrected by cleaning the air filter.
See **“High Speed Mixture Adjustment”**.
- Engine does not return to idle from full throttle within 2 seconds.
See **“Deceleration Check”**.
- Engine will not run.
See **“Trouble Shooting Chart”**.
Only then, if the carburetor requires adjustment, begin with **“Basic Carburetor Settings”**.

NOTES:

MODEL SPECIFICATIONS

23 LC	26 LC	32 LC/L	
2-Stroke Air Cooled	—	—	ENGINE TYPE
23 CC/1.35 cu. in.	26 CC/1.6 cu. in.	32 CC/1.9 cu. in.	DISPLACEMENT
7500/3000	—	—	ENGINE RPM (Maximum Operating /Idle)
Solid State	—	—	IGNITION
Walbro WA-199	—	—	CARBURETOR
Auto Rewind	—	—	STARTER
Spark Arresting	—	—	MUFFLER
15 in./38.2 cm	15 in./38.2 cm	17 in./43.2 cm	CUTTING PATH
500 ml/17 oz.	—	—	FUEL TANK
Champion CJ-14	—	—	SPARK PLUG
.025 in./0.635 mm	—	—	SPARK PLUG GAP
.012 in./0.305 mm	—	—	MODULE AIR GAP
Husqvarna 50:1	—	—	LUBRICATION
.080 in./2 mm dia.	—	—	CUTTING LINE

SHIELD

SHIELD ATTACHMENT

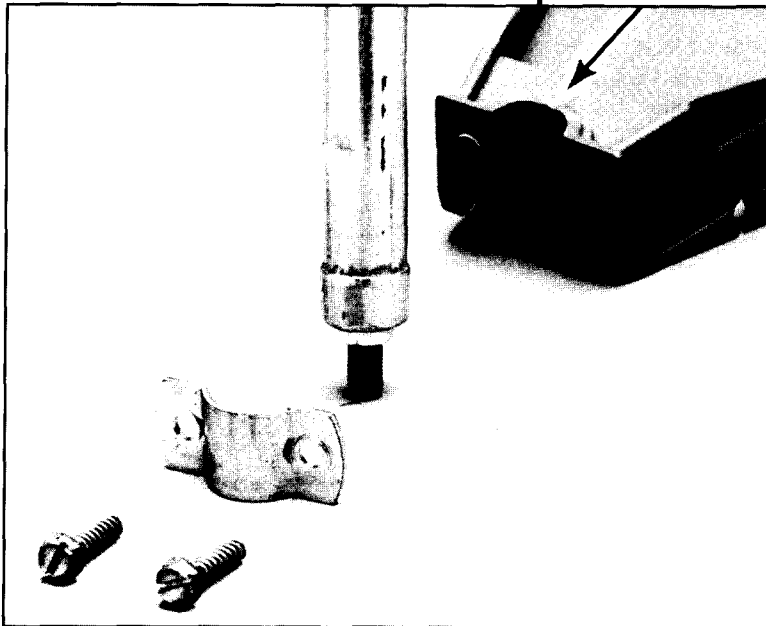
The shield must be properly installed. The shield provides partial protection from the risk of thrown objects to the operator and others and is equipped with a line limiter which cuts excess line to the proper length.

WARNING

FAILURE TO INSTALL SHIELD IN POSITION SHOWN CAN RESULT IN SERIOUS INJURY TO THE OPERATOR. THE LENGTH OF SHIELD MUST BE ALIGNED WITH LENGTH OF DRIVE SHAFT HOUSING. DIRECT WIDEST PART OF SHIELD TOWARDS THE ENGINE.

CAUTION

THE LINE LIMITER IS LOCATED ON UNDERSIDE OF SHIELD AND HAS A KNIFE EDGE THAT IS SHARP AND CAN CUT YOU.



1. Match the key (raised area) on the shield with "V" slot on drive shaft housing.

NOTE:

Rest the bottom of shield on top of the shoulder (not the dust cup) of drive shaft housing.

2. Install shield bracket and screws as shown.

NOTE:

It is easier to start the screws with a screwdriver and finish tightening with a wrench.

3. Tighten screws evenly and securely.

NOTE:

It is possible that a small space will be left between the bracket and shield when the screws are fully tightened.

TROUBLE SHOOTING CHART

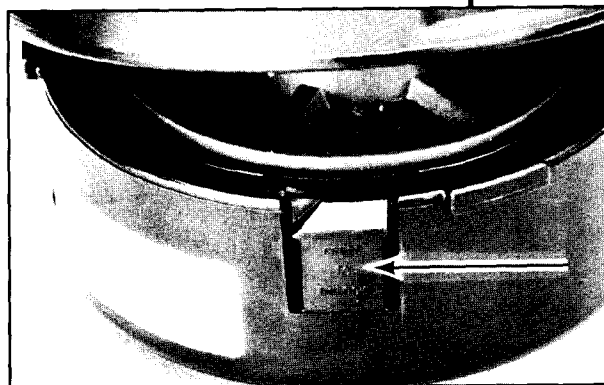
TROUBLE	CAUSE	REMEDY
Engine will not start or runs for only a few seconds after starting.	<ol style="list-style-type: none"> 1. Fuel tank empty. 2. Spark plug is not firing. 3. Fuel is not reaching the carburetor. 4. Carburetor needs adjustment. 5. None of the above. 	<ol style="list-style-type: none"> 1. Fill tank with correct fuel mixture. 2. Install new plug/check ignition system. 3. Clean fuel filter/inspect fuel line. 4. See "Carburetor Adjustments".
Engine will not idle properly.	<ol style="list-style-type: none"> 1. Idle speed set too fast or too slow. 2. Low speed mixture requires adjustment. 3. Throttle trigger set too tight. 4. None of the above. 	<ol style="list-style-type: none"> 1. See "Carburetor Adjustments". 2. See "Carburetor Adjustments". 3. See "Carburetor Adjustments".
Engine will not accelerate, lacks power or dies under a load.	<ol style="list-style-type: none"> 1. Air filter is dirty. 2. Spark plug is fouled. 3. Carburetor requires adjustment. 4. Muffler outlets plugged. 5. None of the above. 	<ol style="list-style-type: none"> 1. Clean or replace air filter. 2. Clean or replace spark plug, or regap. 3. See "Carburetor Adjustments".
Engine smokes excessively.	<ol style="list-style-type: none"> 1. Air filter is dirty. 2. Fuel mixture is incorrect. 3. High speed mixture requires adjustment. 4. Choke on. 	<ol style="list-style-type: none"> 1. Clean or replace air filter. 2. Refuel with correct fuel mixture. 3. See "Carburetor Adjustments".
Engine runs hot.	<ol style="list-style-type: none"> 1. High speed mixture set too low. (Lean) 2. Spark plug incorrect. 	<ol style="list-style-type: none"> 1. See "Carburetor Adjustments". 2. Replace with the correct plug.
Cutting attachment turns at idle speed.	<ol style="list-style-type: none"> 1. Carburetor requires adjustment. 2. Throttle cable binding. 3. Clutch requires repair. 	<ol style="list-style-type: none"> 1. See "Carburetor Adjustments". 2. See "Throttle Cable Section". 3. See "Clutch Section".
Cutting head stops under a load or doesn't turn when the engine is accelerated.	<ol style="list-style-type: none"> 1. Drive shaft is broken or not engaged. 2. Carburetor requires adjustments. 3. Clutch requires repair. 	<ol style="list-style-type: none"> 1. Replace or see "Assembly". 2. See "Carburetor Adjustments". 3. See "Clutch System".
Line doesn't advance or breaks while cutting.	<ol style="list-style-type: none"> 1. Line improperly routed in head. 2. Line improperly wound onto spool. 3. Line size is incorrect. 4. Not enough line outside the head. 5. Dirt accumulated on cover cut-outs. 	<ol style="list-style-type: none"> 1. Remove cover and check line routing. 2. Rewind line tightly and evenly. 3. Use only 2mm (.080 inch) line. 4. Remove cover and pull out 10cm (4 inches) of line. 5. Clean cover cut-outs.
Line welds onto spool.	<ol style="list-style-type: none"> 1. Line size incorrect. 2. Incorrect spool 3. Crowding line against the material being cut. 4. Cutting at a higher speed than necessary. 	<ol style="list-style-type: none"> 1. Use only 2mm (.080 inch) line. 2. Use proper spool. 3. Cut with the tip of the line. 4. Reduce cutting speed.
Line releases continuously.	<ol style="list-style-type: none"> 1. Line improperly routed in the head. 	<ol style="list-style-type: none"> 1. Remove the cover and check the line routing.
Line usage is excessive.	<ol style="list-style-type: none"> 1. Line improperly routed in the head. 2. Line size is incorrect. 3. Cutting at high speeds around hard objects. 4. Crowding line against material being cut. 	<ol style="list-style-type: none"> 1. Remove the cover and check the line routing. 2. Use only 2mm (.080 inch) line. 3. Reduce speed around hard objects. 4. Cut with the tip of the line.
Line pulls back into head.	<ol style="list-style-type: none"> 1. Too little line outside of the head. 	<ol style="list-style-type: none"> 1. Remove the cover and pull out 10cm (4 inches) of line to the outside.

TRIMMER HEAD

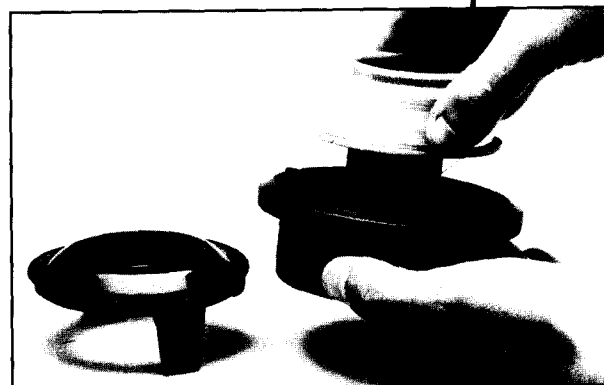
PROPER LINE FEED



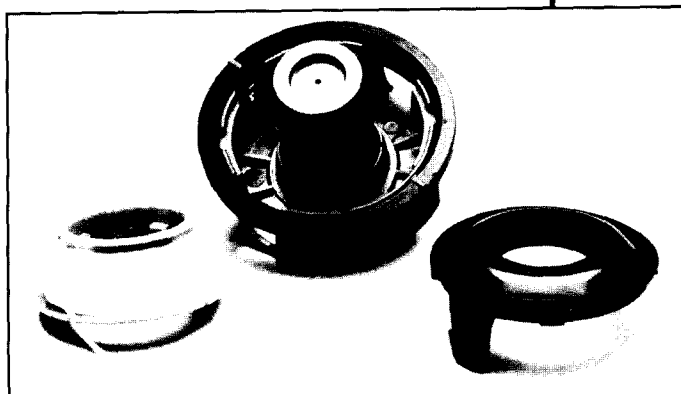
1. Hold trimmer head as shown.



2. Press lock tab and turn lock ring as shown on **Tap-N-Go II**. For **Tap-N-Go III** press lock tabs in and pull straight off.



3. Remove lock ring and spool.



4. Thoroughly clean dirt and debris from all parts.
5. Carefully check all parts for damage and replace as needed.

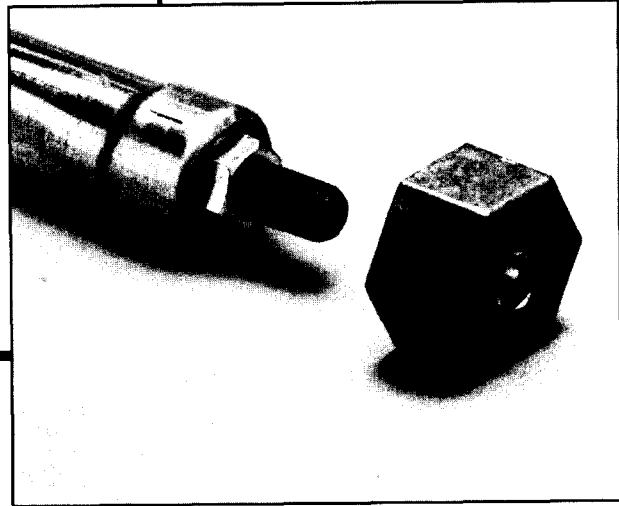
WARNING

**REPLACE ALL DAMAGED PARTS.
TRIMMER HEAD PARTS THAT ARE
CHIPPED OR DAMAGED IN ANY WAY
CAN FLY APART AND
CAUSE SERIOUS INJURY.**

TRIMMER HEAD

INSTALLATION & REMOVAL

1. Place dust cap over hex nut located on end of drive shaft housing.



2. Once in place hold dust cap with a wrench to prevent arbor shaft from turning on **26 RLC** and **26 LC** units. On straight shaft units use the locking pin to hold dust cap from turning.

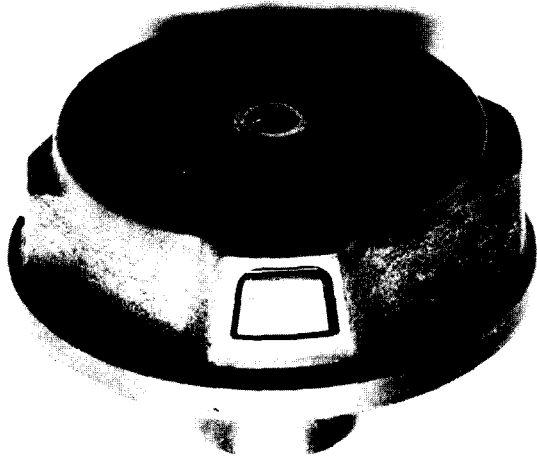


3. Thread trimmer head onto arbor shaft by rotating head (**clockwise for curve shaft units, counter-clockwise for straight shaft units**) against dust cap and tighten by hand.
4. To remove trimmer head reverse steps (1 thru 3).

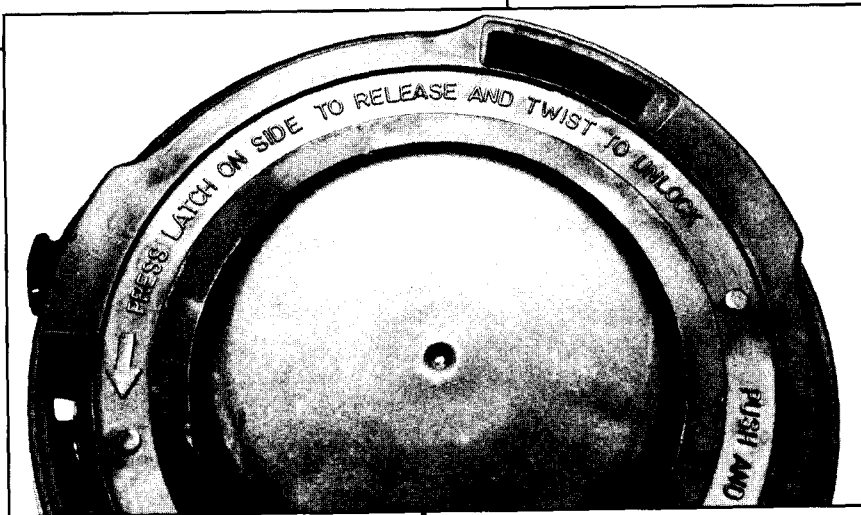
INSTALLING SPOOL WITH LINE

Use only Husqvarna pre-wound spools with 2mm (.080 inch) diameter line. (Use of anything other than *Husqvarna* spools or line may result in breakage, line welding and improper line feed.)

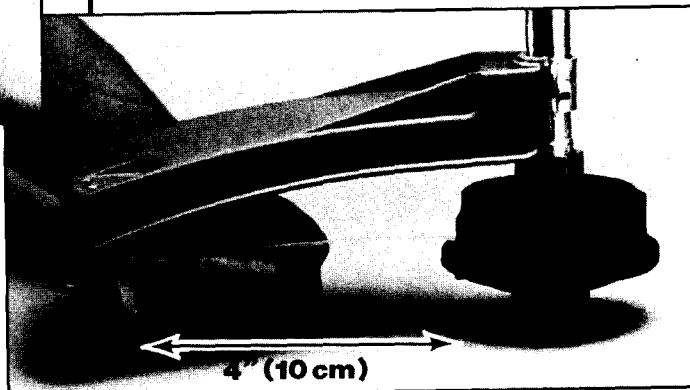
TRIMMER HEAD



9. Carefully check to make sure all three catches and lock tab are fastened properly as shown (test lock ring by trying to turn it counterclockwise) on **Tap-N-Go II**.



10. Depress top button and pull on the line to change spool from locked position to operating position.
11. To get correct line length (10cm or 4 inches as measured from spool to the tip of each line) press tap button and pull on line again.



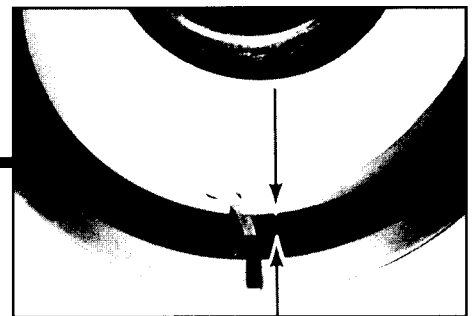
TRIMMER HEAD

TRIMMER HEAD REASSEMBLY

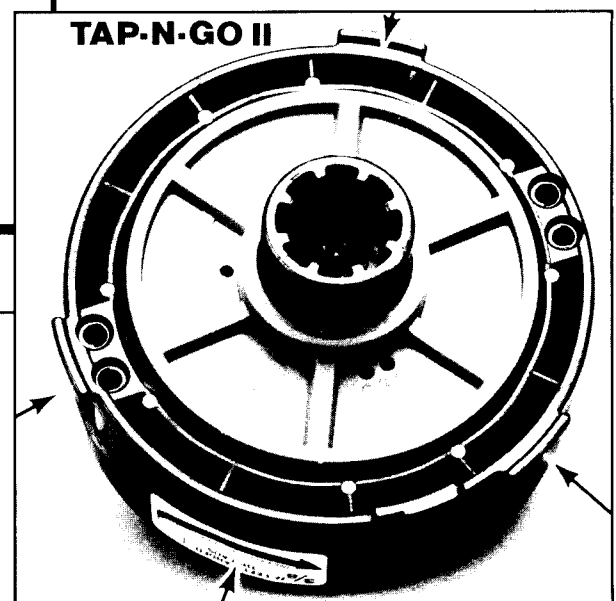
6. Insert end of line into line exit hole.



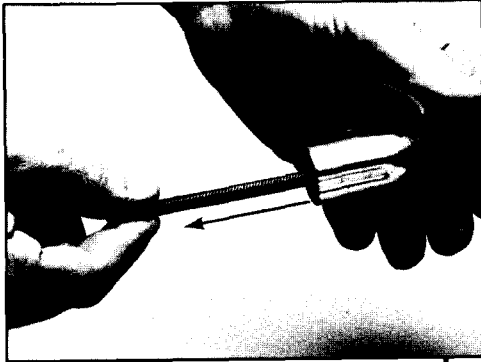
7. Place spool in hub. (Make sure trimmer line is not caught between rim of the spool and the hub.)



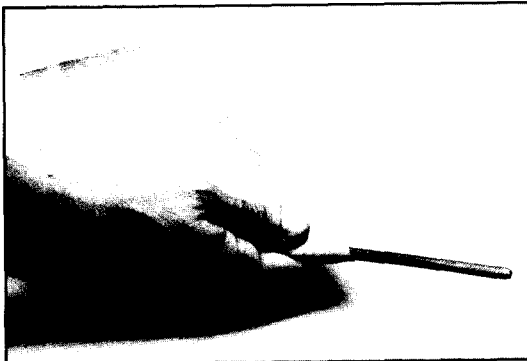
8. Align lock ring over the three catches on the hub. Push lock ring down onto hub and turn clockwise as shown.



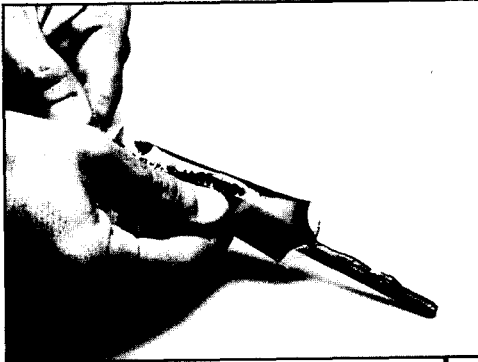
DRIVE SHAFT



4. Remove drive shaft from drive shaft housing.



5. Check drive shaft for broken wires, twists, or kinks, replace as necessary.
6. Use a clean cloth to thoroughly wipe old grease or dirt from drive shaft.



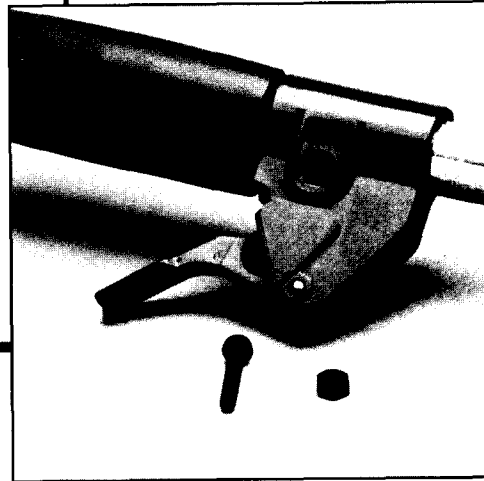
7. Apply a uniform coat of drive shaft lubricant to entire surface of drive shaft.
8. Replace drive shaft in drive shaft housing. Turn shaft until it seats in bottom housing. To check this turn drive shaft by hand. Trimmer head should rotate.
9. Reassemble drive shaft housing into engine. Follow steps 1 & 2 in reverse order and tighten the clutch shroud screws securely.

DRIVE SHAFT LUBRICATION

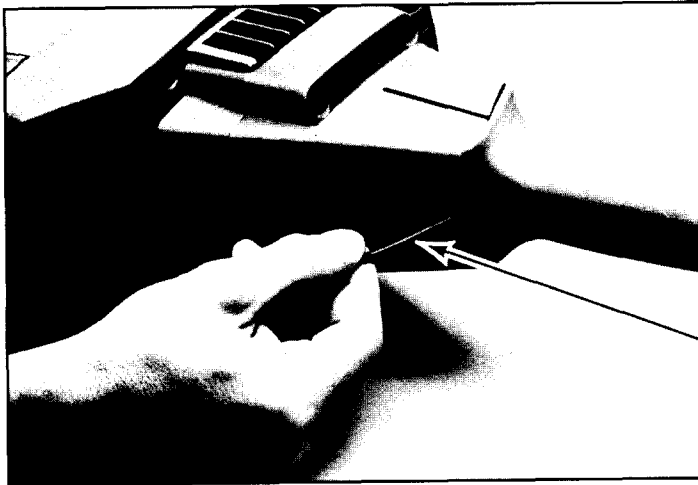
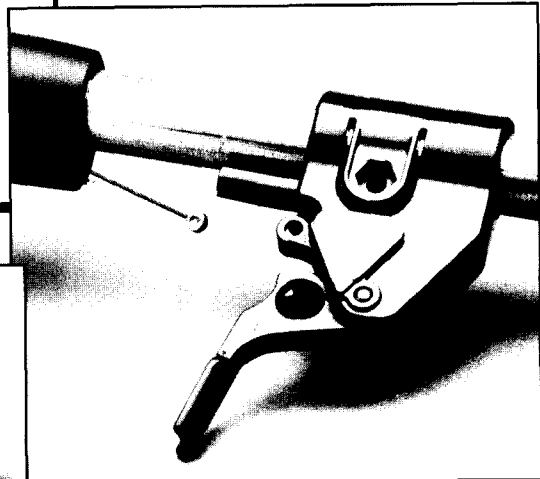
NOTE:

For steps 1 - 3,
refer to **Throttle Cable Removal**.

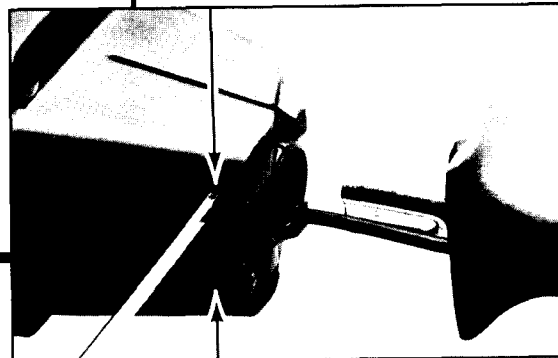
1. Remove screw and nut from throttle trigger housing.



2. Carefully pull throttle trigger away from foam grip handle, then remove barrel end of throttle cable from the throttle trigger. Carefully pull throttle cable out of foam grip.

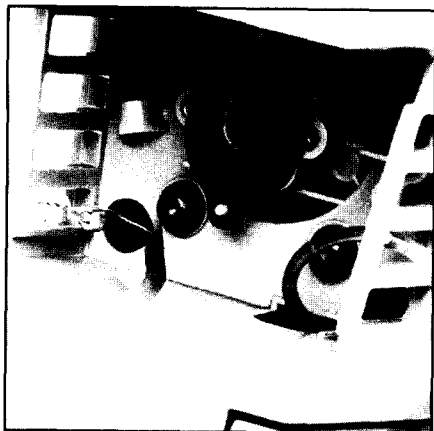


3. Loosen clutch shroud screws and remove drive shaft housing from engine.

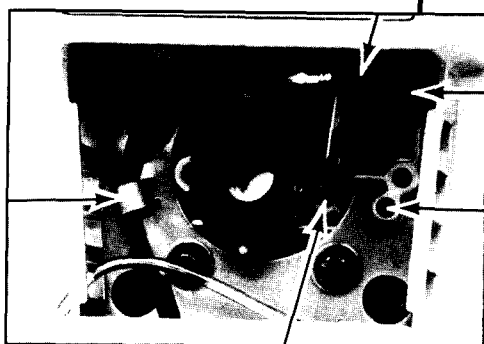


THROTTLE CABLE

THROTTLE CABLE INSTALLATION



1. Push throttle cable through housing from carburetor side. Use a piece of small-diameter wire to help guide cable through. Leave about 5 inches of cable out of cable hole in carburetor box area.



2. Secure throttle cable under plastic retaining clip.

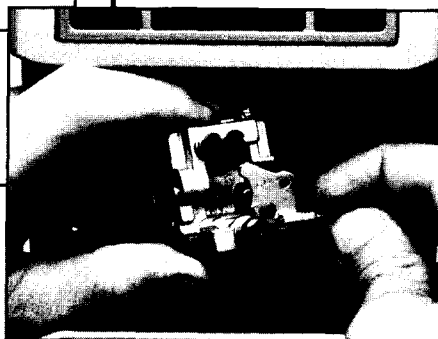
NOTE:

Do not excessively bend or kink the throttle cable!

3. Align posts on end of cable attachment head with the correct post holes shown.



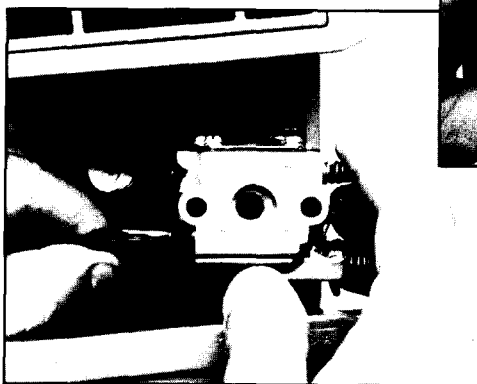
4. Install screw through cable attachment head with a 4mm hex wrench.



5. Place throttle cable end into hole on adjustment side of carburetor and reinstall fuel line.

NOTE:

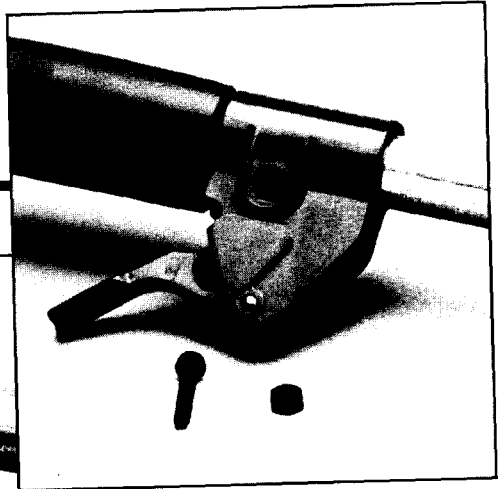
Be sure the carburetor gasket is properly positioned before reinstalling the carburetor.



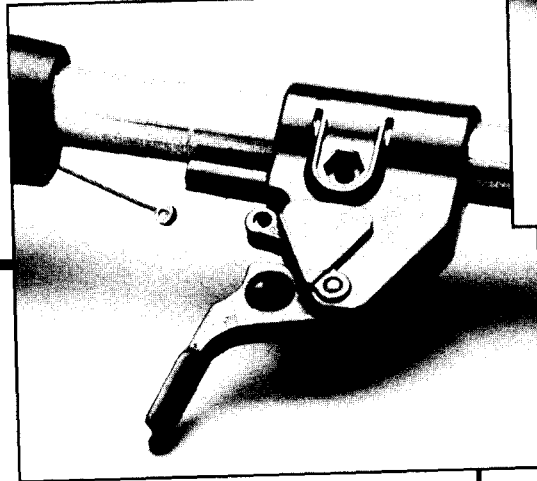
THROTTLE CABLE

THROTTLE CABLE REMOVAL

1. Remove screw and nut from throttle trigger housing.

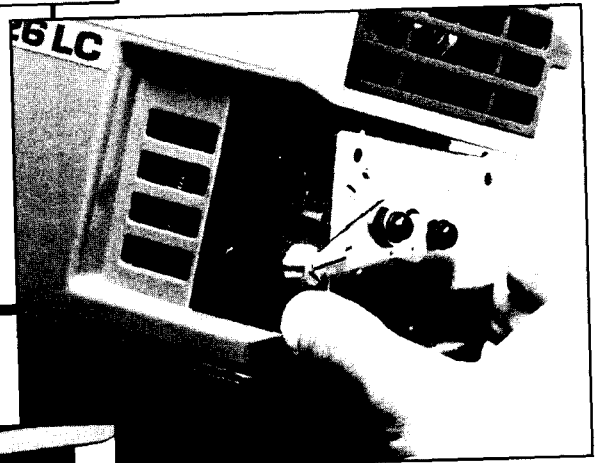


2. Slide throttle trigger housing away from foam grip and remove barrel end of throttle cable from throttle trigger.



3. Carefully pull throttle cable out of grip.

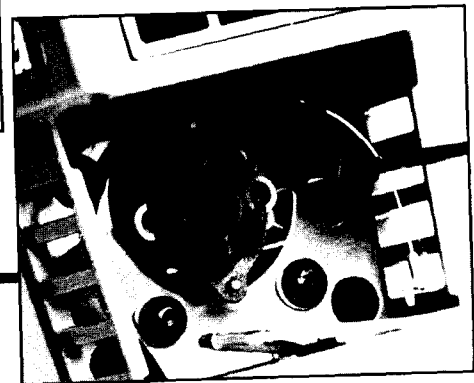
4. Remove air filter cover.
(SEE AIR FILTER SECTION)



5. Remove the two screws securing choke plate and carburetor assembly. Remove fuel line and plug to avoid gas leakage. Remove throttle cable from carburetor.

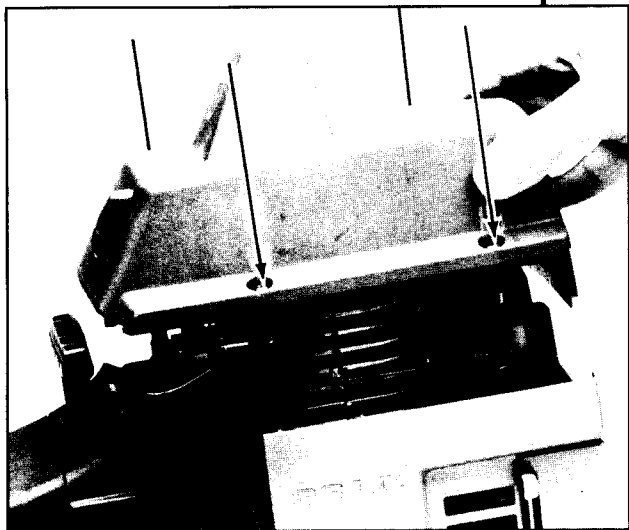


6. Remove the 4mm screw securing cable attachment head and remove cable from around clip.



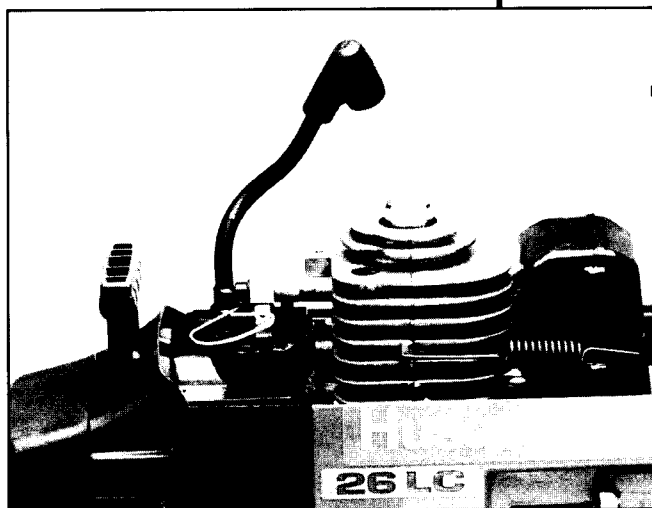
7. Pull cable out from engine to replace.

ELECTRICAL SYSTEMS

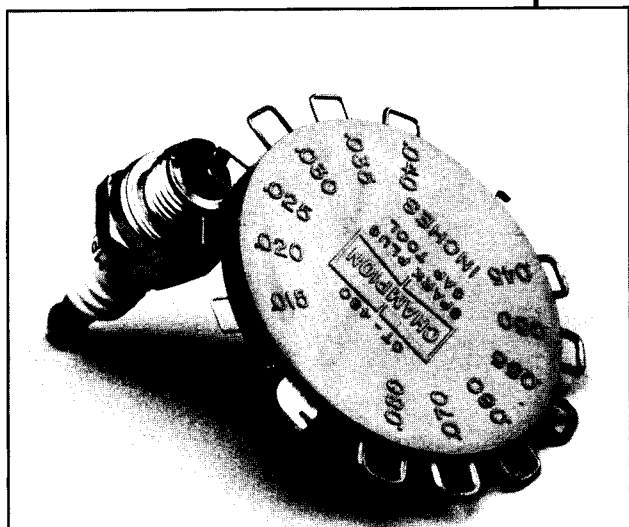


SPARK PLUG REPLACEMENT

1. On 26 LC and 32 LC units the spark plug is located under the engine cylinder cover. Remove the 4 four (mm) screws to gain access to the spark plug.



2. Remove ignition lead from spark plug.
3. Unscrew spark plug, counterclockwise, using a 3/4" socket.



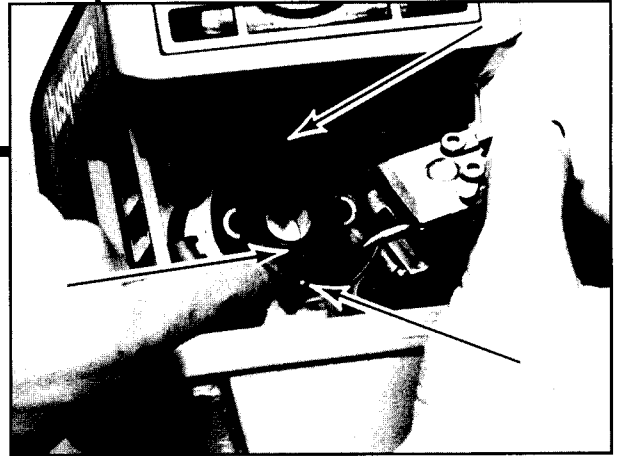
4. The spark plug electrode gap is 0.025 in. (.635mm).
5. When installing a new plug, tighten it 1/4 turn past finger tight.
6. Replace spark plug lead and top cover for LC units.

THROTTLE CABLE

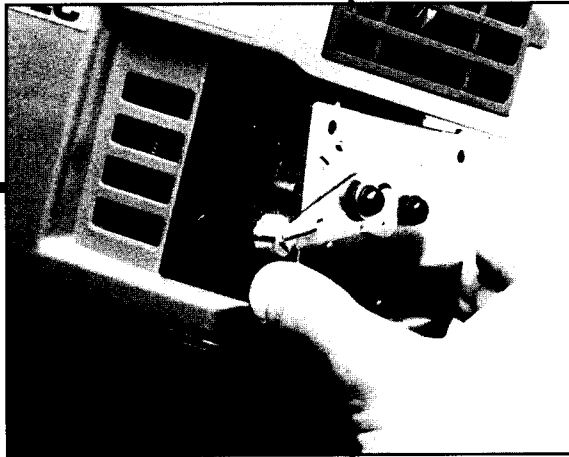
6. Align carburetor holes with shroud assembly holes and be sure carburetor gasket remains in place.

NOTE:

Be sure impulse hole on carburetor aligns with pulse hole on shroud and mounting gasket does not interfere with pulse passage.

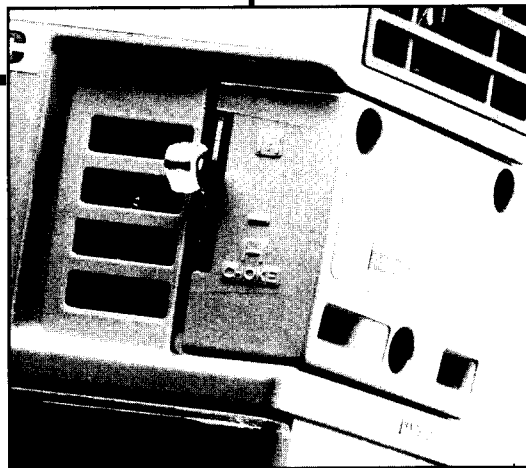


7. Reinstall screws through choke into carburetor and shroud assembly holes.



8. Reinstall air filter.

9. Reinstall throttle cable in reverse steps 1 thru 3 (page 13).

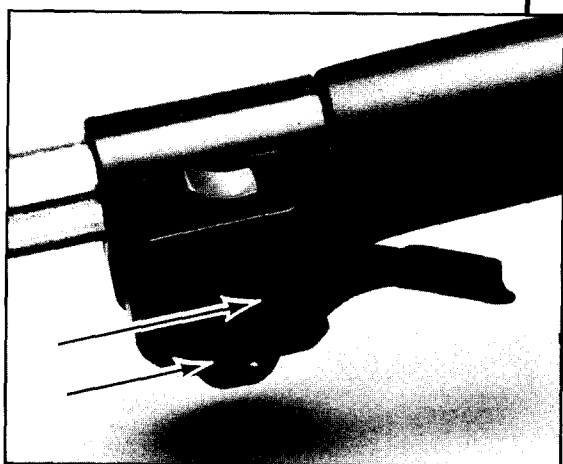


ELECTRICAL SYSTEMS

IGNITION SWITCH

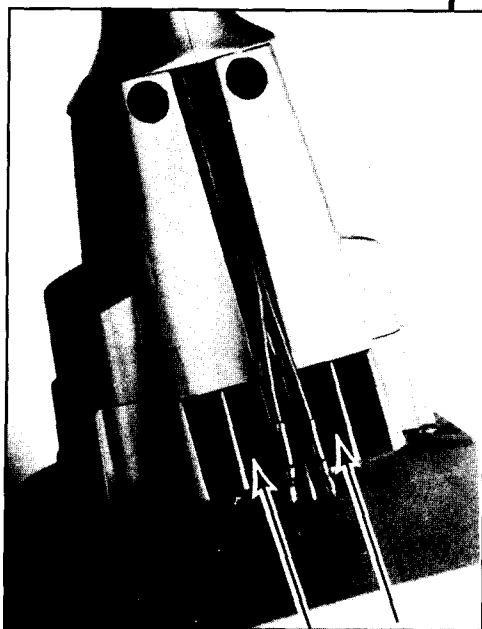
The ignition switch is located in different areas depending on trimmer model. For **26 RLC** and **32 RLC** models the switch is located on the engine cover. For **26 LC** and **32 LC** models the switch is located either on the engine cylinder cover or next to the throttle trigger mounted on the trimmer shaft.

STEPS 1 THRU 4 ARE FOR LC MODELS ONLY



1. Remove screw and nut from throttle trigger housing.

2. Remove the Phillip screw from switch cover.



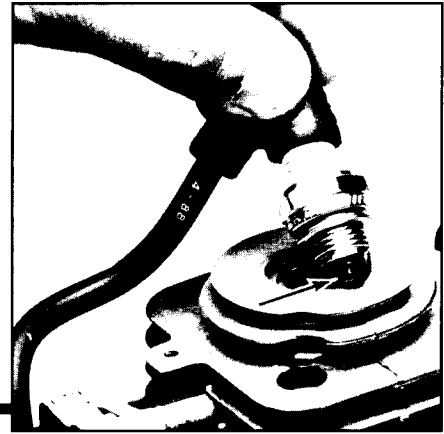
3. Disconnect wires from underside of starter housing as shown.

4. Carefully pull out wiring assembly and replace as necessary.

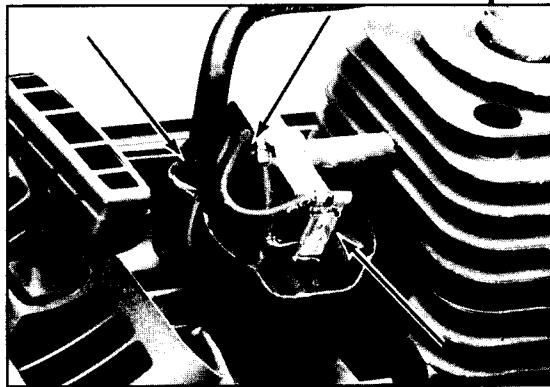
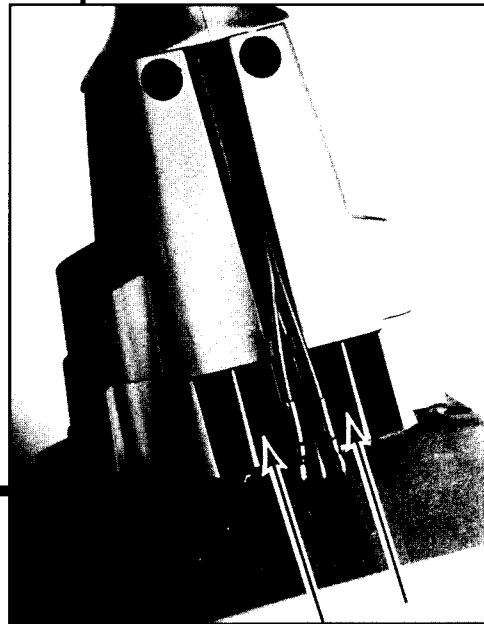
5. On **RLC** models, remove clutch housing, clutch and starter housing assembly as shown in starter repair section.

CHECKING FOR SPARK

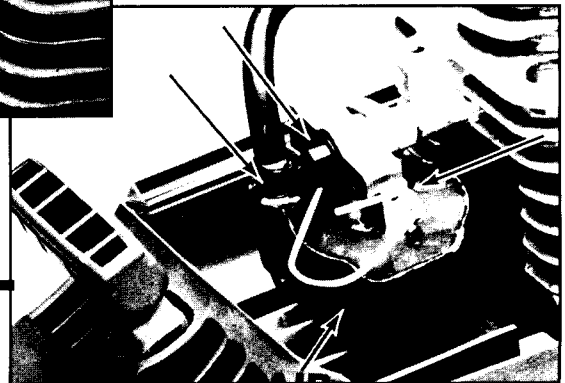
1. Remove the spark plug using **spark plug replacement procedure** 1 thru 3 and clean off all carbon, dirt and other deposits. Check the gap between the electrodes. The air gap should be 0.25in (.635mm).
2. Ground spark plug to cylinder and turn stop switch on, give the starter rope one hard pull. A spark should occur between the electrodes.



3. If no spark occurs, test with a new spark plug or test plug.
4. If still no spark occurs, disconnect leads for on/off switch. Pull starter rope again. If a spark occurs, the on/off switch is faulty and should be replaced.



5. If there is still no spark, check the ignition connection leads and contacts for poor connections, dirt, breakage or damaged installation. Check ignition module air gap, it should be set from .012 to .015 in.
6. If there is still no spark, replace the ignition modual.



CARBURETOR & FUEL SYSTEMS

ACCELERATION CHECK

1. Allow engine to idle.
2. Squeeze trigger fully.
 - a. If performance is satisfactory, refer to “Deceleration Check”.
 - b. IF ENGINE ACCELERATION IS SLOW OR ERRATIC, repeat “Idle Speed Adjustment” (page 23) or continue through low speed mixture adjustments to obtain proper acceleration.
3. Repeat step 2 until smooth acceleration is obtained.

NOTE:

It may be necessary to repeat “Idle Speed Adjustment Acceleration Checks” to obtain correct adjustments. See page 23.

4. Follow instructions in “Deceleration Check.”

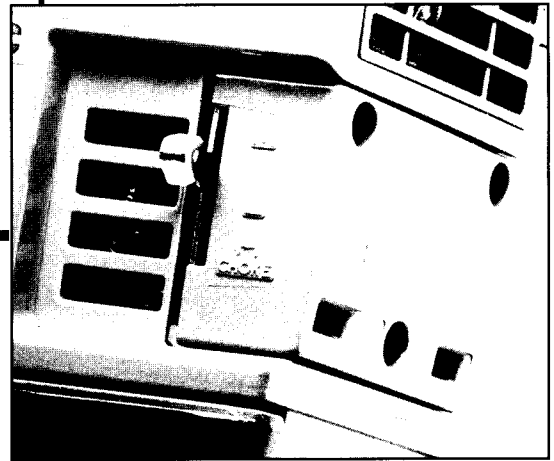
DECELERATION CHECK

1. Allow engine to idle, then squeeze throttle trigger fully.
2. Allow engine to run at full speed for 1 to 2 seconds.
3. Release throttle trigger to idle position and listen to deceleration of engine. It must return to a smooth idle within 1 to 2 seconds.
 - a. IF PERFORMANCE IS SATISFACTORY, proceed to step 4.
 - b. IF ENGINE SLOWLY OR ERRATICALLY RETURNS TO IDLE OR IDLES ERRATICALLY, repeat “Idle Speed Adjustment” or continue through low speed mixture and high speed mixture adjustments to obtain proper deceleration.
4. Recheck idle speed.

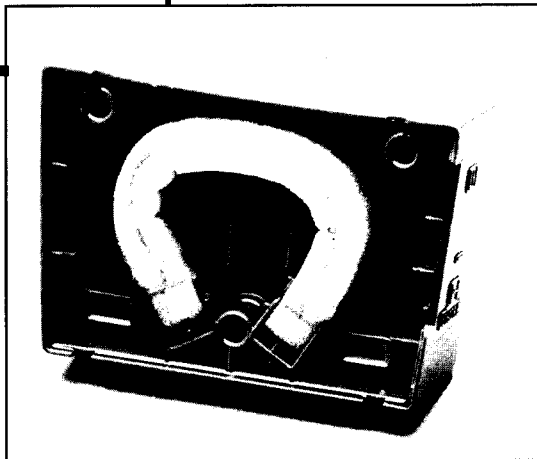
CARBURETOR & FUEL SYSTEMS

AIR FILTER REMOVAL & CLEANING

1. Loosen screws on air filter cover and remove cover from engine.



2. Remove air filter from cover.
3. Wash air filter with soap and hot water.



WARNING
DO NOT CLEAN
AIR FILTER
WITH GASOLINE
OR ANY OTHER
FLAMMABLE SOLVENT
TO AVOID CREATING
A FIRE HAZARD!

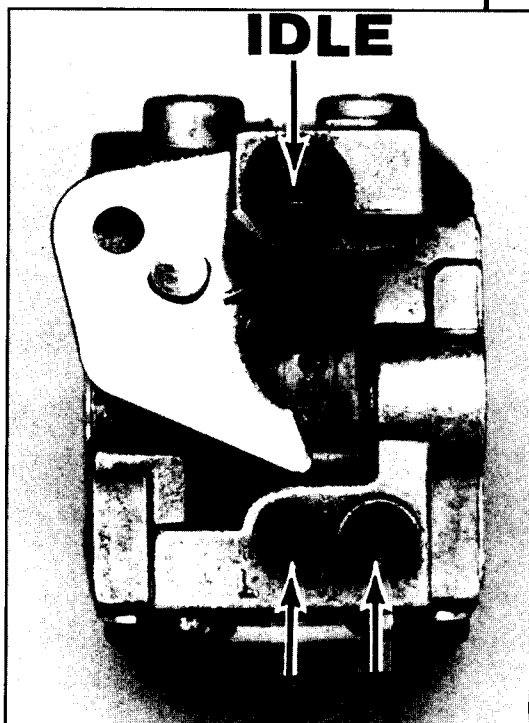
4. Squeeze the filter and allow to air dry.

CAUTION
MAKE SURE AIR FILTER
IS SECURELY FITTED INTO CORNERS
OF COVER TO KEEP DUST FROM
ENTERING THE ENGINE
AND CAUSING DAMAGE.

5. Reinstall air filter cover. Make sure choke exit slot is placed over choke lever.



CARBURETOR & FUEL SYSTEMS



IMPORTANT :
ALL CARBURETOR ADJUSTMENTS
SHOULD BE MADE WITH A ENGINE
TACHOMETER TO ACHIEVE
ACCURATE SETTINGS.

NOTE:

In most cases, your engine can be made to run properly with minor carburetor adjustment. Refer to "TROUBLE SHOOTING SUGGESTIONS" for the condition you are experiencing and follow the correct instructions. The basic carburetor settings are provided below.

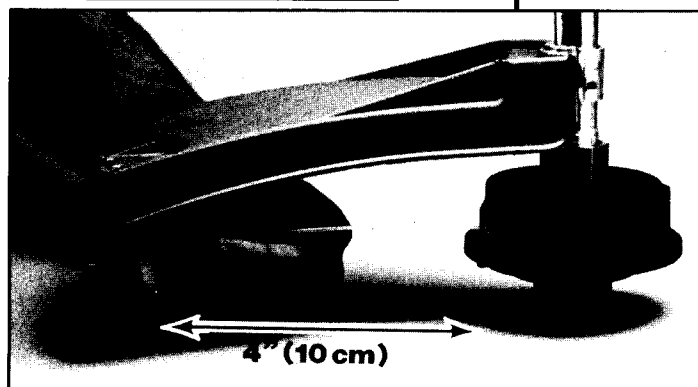
1. Rotate the low and high speed mixture screw clockwise to a lightly seated position. **DO NOT TURN THE SCREWS UNTIL THEY ARE TIGHT AS DAMAGE TO THE NEEDLE SEATS CAN OCCUR!**
2. Turn the low speed mixture and high speed mixture screws one full turn counterclockwise.



ADJUSTING PROCEDURE

PREPARATION

1. Use a fresh oil fuel mix of *Husqvarna* 50 to 1 oil.



2. Make sure line extends to length allowed by line limiter to provide correct load on engine.
3. Start engine.
Run trimmer for 2 to 3 minutes to warm up engine.

CARBURETOR & FUEL SYSTEMS

WARNING

**MAKE CARBURETOR ADJUSTMENTS
WITH THE DRIVE SHAFT HOUSING
SUPPORTED TO PREVENT TRIMMER LINE
FROM COMING INTO CONTACT
WITH ANY OBJECTS.**

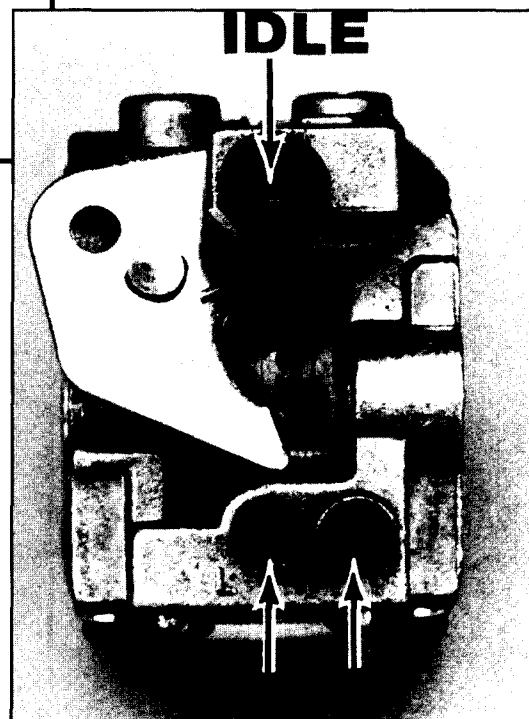
**HOLD TRIMMER WITH YOUR HAND;
DO NOT USE OPTIONAL SHOULDER STRAP
FOR SUPPORT.**

WARNING

**KEEP BYSTANDERS AWAY WHEN
MAKING CARBURETOR ADJUSTMENTS.**

CARBURETOR ADJUSTMENTS

- Poor engine performance can be a result of other causes such as a dirty air filter or carbon buildup on muffler outlets, etc. Please see "Trouble Shooting Chart" before proceeding with carburetor adjustment.
- Very small adjustments can effect engine performance. It is very important to turn the screw a very small amount per adjustment and test performance before making any further adjustments. Each adjustment should be no more than the width of the slot of the adjusting screw.
- This is a complicated task and it is important to follow instructions in sequence as indicated.



CARBURETOR & FUEL SYSTEMS

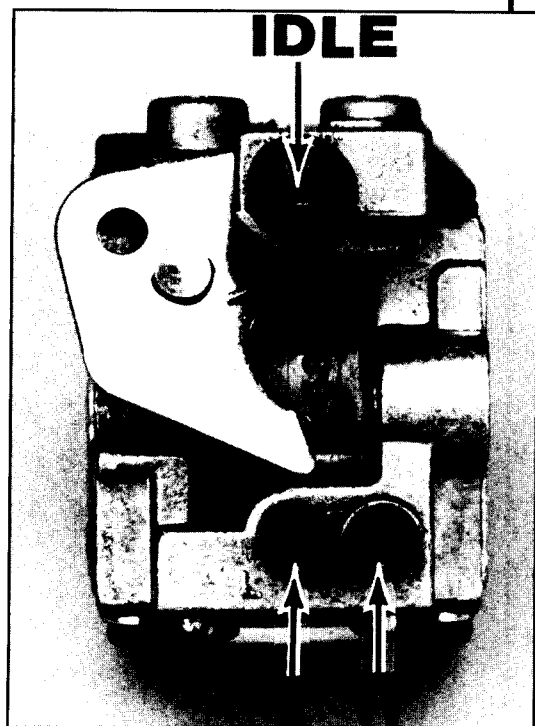
5. The trimmer head should not rotate after the low speed has been adjusted. If so repeat the **IDLE SPEED ADJUSTMENT** procedure and check **LOW SPEED MIXTURE ADJUSTMENT** again.

CAUTION

**THE TRIMMER HEAD MUST NOT ROTATE AT IDLE.
RECHECK IDLE SPEED AFTER EVERY
CARBURETOR ADJUSTMENT.**

CAUTION

**DO NOT OPERATE THE ENGINE
AT FULL THROTTLE FOR PROLONGED
PERIODS WHILE MAKING
HIGH SPEED ADJUSTMENTS AS
DAMAGE TO ENGINE CAN OCCUR !**



HIGH SPEED MIXTURE ADJUSTMENT

1. Support drive shaft housing so trimmer head attachment is off the ground and will not make contact with any objects.
2. Allow the engine to warm up 2 to 3 minutes.

NOTE:

Preform step 3 at full throttle.

3. Turn high speed mixture screw counterclockwise (rich) slowly until the engine begins to run rough. Then turn the high speed mixture screw slowly clockwise (lean) until the recommended no load operating speed is reached. **(7500 R.P.M.)**

NOTE:

The proper high speed setting is 7500 R.P.M.

CARBURETOR & FUEL SYSTEMS

IDLE SPEED ADJUSTMENT

1. Allow engine to idle.
2. Adjust idle speed screw just below clutch engagement speed. The cutting attachment should not rotate. The proper idle speed is 2600 to 3400 R.P.M.

NOTE:

Turning the screw clockwise will increase engine R.P.M. counterclockwise will decrease R.P.M.

CAUTION

**THE TRIMMER HEAD
MUST NOT ROTATE AT IDLE.
RECHECK IDLE SPEED AFTER EVERY
CARBURETOR ADJUSTMENT.**

LOW SPEED MIXTURE ADJUSTMENT

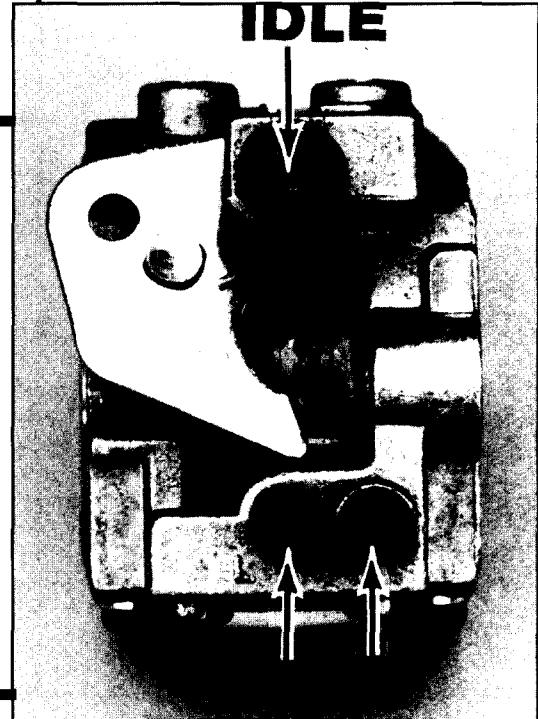
NOTE:

Idle adjustment should be preformed prior to low speed adjustment, for accurate carburetor setting.

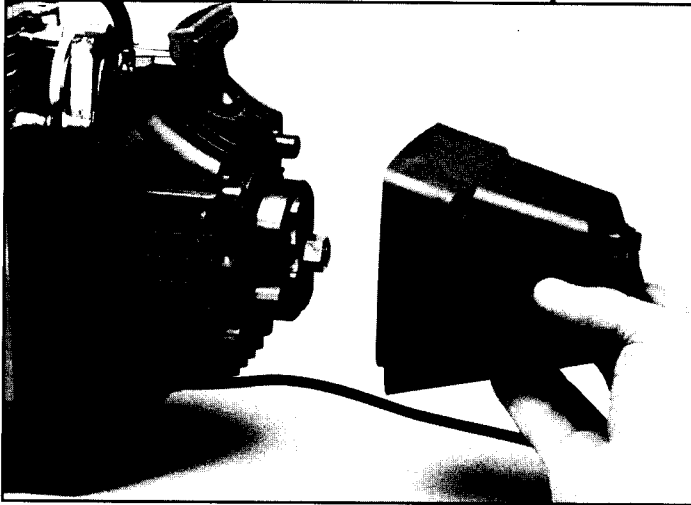
1. Allow engine to warm up 2 to 3 minutes.
2. Turn low speed mixture screw slowly clockwise until engine speed starts to drop (lean) without stalling the engine. Note this position.
3. Turn low speed mixture screw counterclockwise until engine speed increases then starts to drop again (rich) without stalling the engine. Note this position.
4. Set the low speed mixture screw at the mid-point between the two positions.

NOTE:

The proper idle speed is from 2600 to 3400 R.P.M.



CLUTCH SYSTEM



8. Separate clutch shroud from engine.

WARNING

**WHEN REMOVING CLUTCH
RETAINING NUT USE ONLY
A HAND TOOL.
DO NOT STRIKE CLUTCH
IN ANY WAY OR USE ANY TYPE
OF MOTORIZED TOOL
ON THE CLUTCH
OR ELSE THE CLUTCH
CAN FLY APART
AND CAUSE SERIOUS INJURY.**



9. Remove nut with a 9/16 inch wrench
(turn counterclockwise
as shown on clutch.)

NOTE:

**Clutch will slide off the
crankshaft intact.
Do not disassemble.**

10. To reassemble reverse steps 1-9.

CLUTCH REMOVAL & INSTALLATION

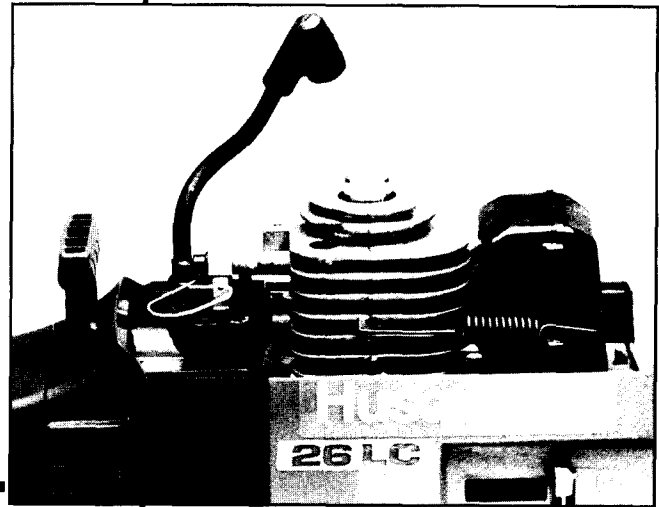
WARNING

NEVER START THE ENGINE WITH THE CLUTCH DRUM HOUSING ASSEMBLY REMOVED. IF YOU DO CLUTCH SHOES WILL SEPARATE FROM THE SPIDER AND CAN CAUSE SERIOUS INJURY.

NOTE:

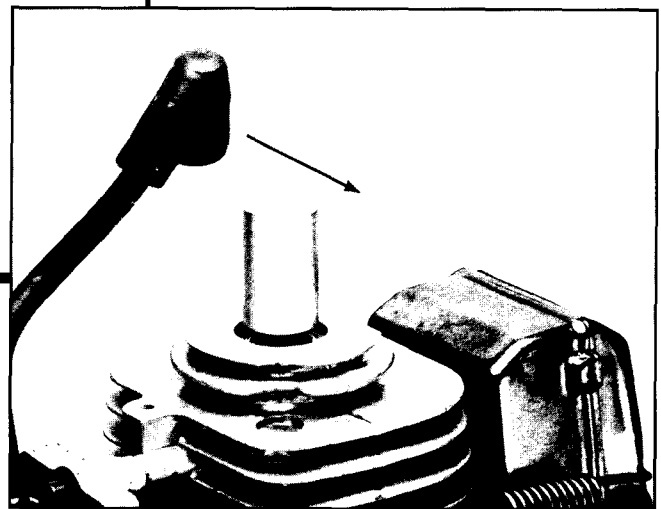
Refer to throttle cable section for steps 1 thru 3.

1. Disconnect spark plug wire.



2. Remove spark plug.

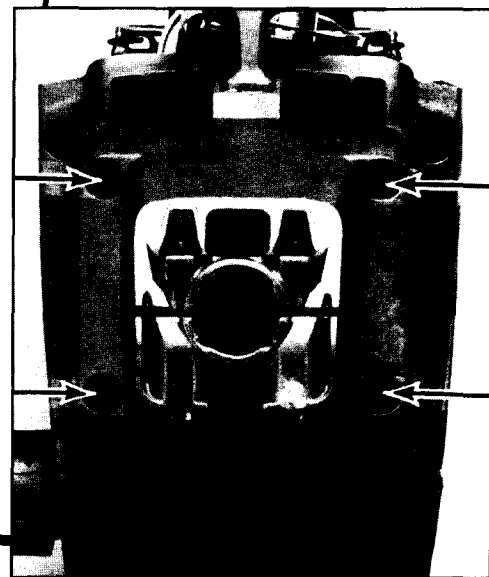
3. Insert piston stop part number 5025033-01 into spark plug opening and tighten.



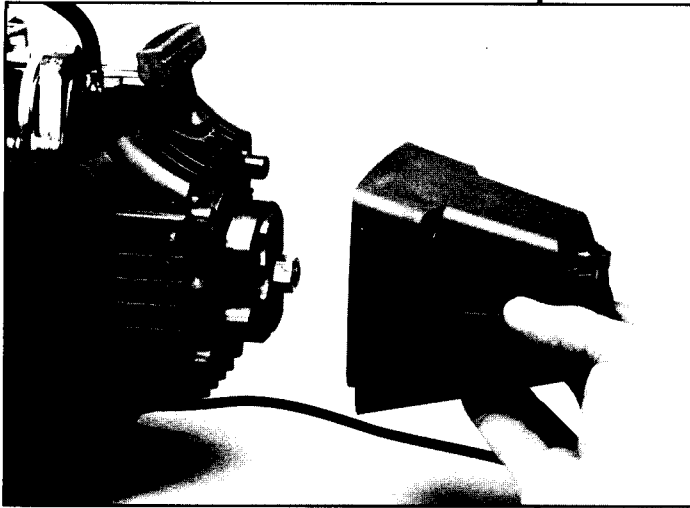
NOTE:

For the following steps (4 thru 6) refer to Throttle Cable section.

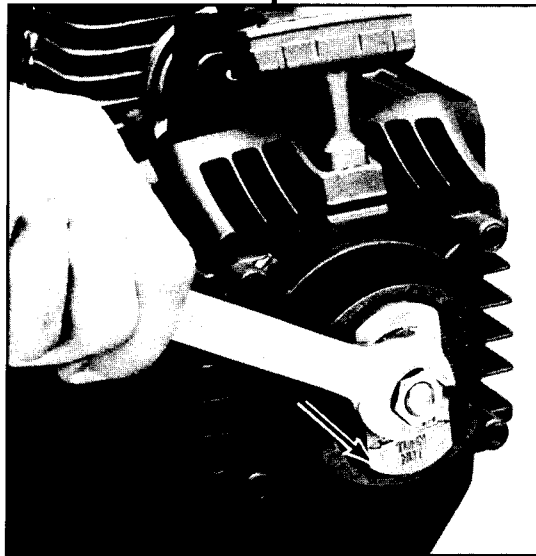
4. Remove screw and nut from throttle trigger housing.
5. Hold throttle trigger away from foam grip and remove barrel end of throttle cable from throttle trigger.
6. Carefully pull throttle cable out of foam grip.
7. Remove the 4 clutch shroud screws with a 4mm hex wrench.



CLUTCH SYSTEM



5. Separate clutch drum housing assembly from engine.



6. Remove clutch retaining nut by turning counterclockwise with a 9/16 wrench. With nut removed, clutch will slide off crankshaft with the beveled washer and large flat washer behind the clutch.

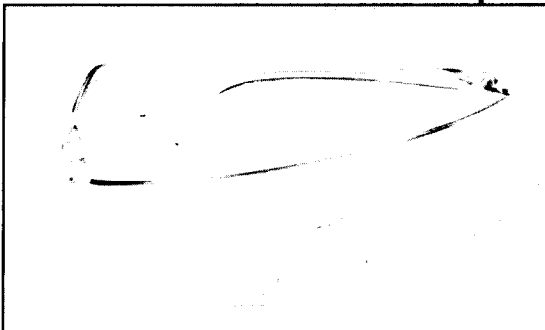


NOTE:

Do not disassemble clutch hub, spring and shoe assembly.

WARNING

NEVER START ENGINE WITH CLUTCH DRUM HOUSING ASSEMBLY REMOVED. IF YOU DO, THE CLUTCH SHOES WILL SEPARATE FROM HUB AND CAUSE SERIOUS INJURY.



NOTE:

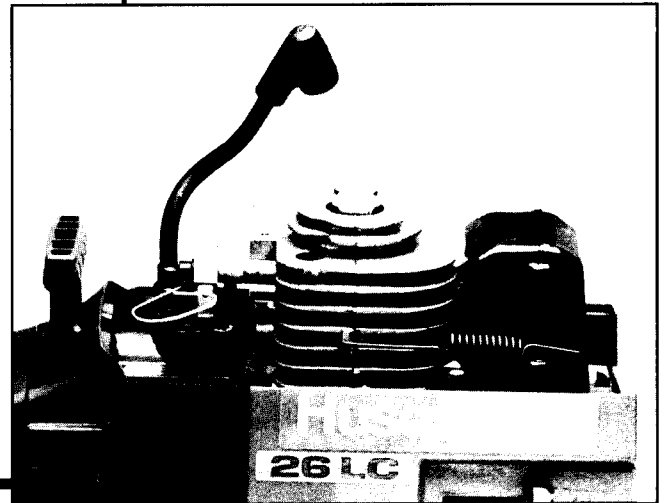
If the rope is broken, spring tension may already be released. However always use caution and eye protection when performing starter repairs.

STARTER ROPE REMOVAL

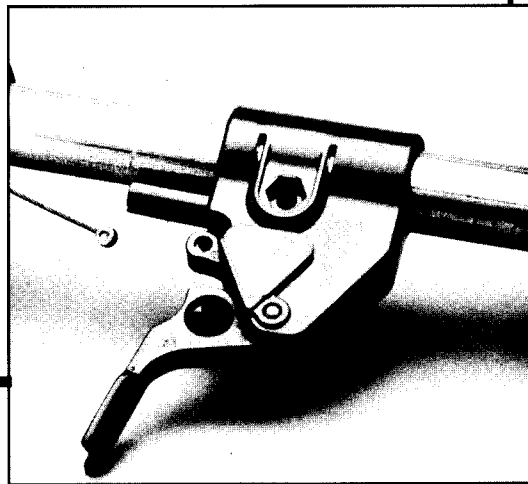
WARNING

NEVER START ENGINE WITH CLUTCH DRUM HOUSING ASSEMBLY REMOVED. IF YOU DO, THE CLUTCH SHOES CAN SEPARATE FROM HUB AND CAUSE SERIOUS INJURY.

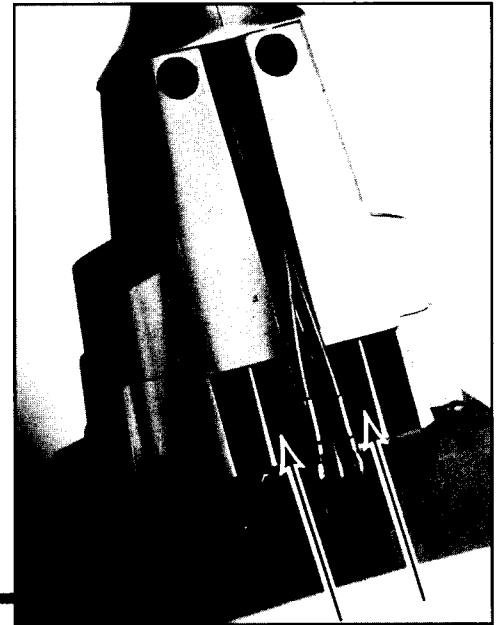
1. Disconnect spark plug wire. On LC models remove top cover to disconnect spark plug wire. For LC models remove switch wires from ignition coil at this time.



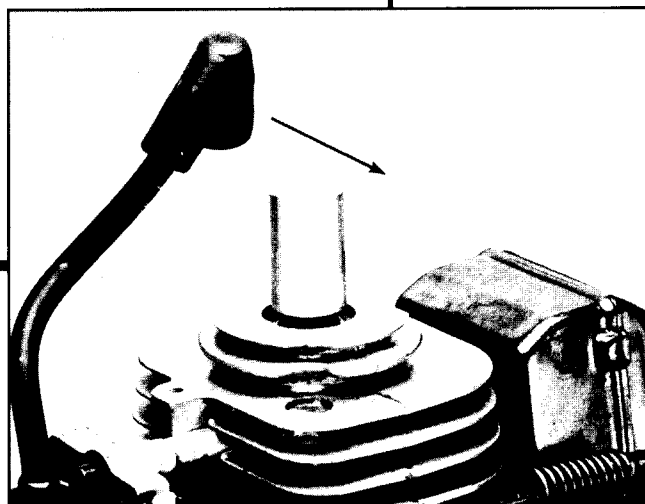
2. Remove throttle wire from throttle trigger assembly. See throttle cable removal section.



3. Remove the four screws holding clutch drum housing and starter assembly. On throttle trigger mounted switches, it will be necessary to disconnect wires from underside of starter housing assembly.



4. Insert a piston stop part number 5025033-0 into the spark plug hole and tighten.

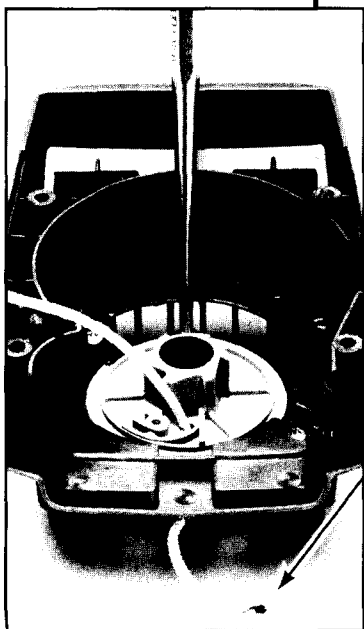
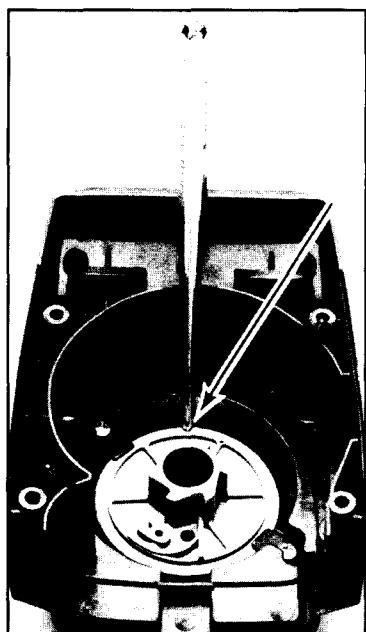


CLUTCH SYSTEM

STARTER ROPE INSTALLATION

NOTE:

Always wear safety glasses when working on the starter assembly.



1. Place starter pulley back into the starter housing, making sure pulley interlocks with starter spring.
2. Reinstall starter pulley retaining tab(s).
3. Hand turn starter pulley 8 revolutions clockwise on **32 R** models and counterclockwise on **26 RLC** and **LC** models.
4. Turn the pulley counterclockwise two full revolutions on **32 R**, clockwise on **26 LC**, **RLC** and **32 RL**.
5. Align notch on pulley with the housing notch next to the retaining tab.
6. Insert a center punch into the hole that the notches form, to hold pulley in position.
7. Use a 1.5mm diameter, 42 inch long piece of *Husqvarna* replacement rope.
8. Move at least 3m (10 feet) away from fuel tank with replacement rope. With a match, melt both ends of replacement rope to prevent fraying.
9. Insert rope through pulley hole and then through rope eyelet in housing.
10. Pull rope through eyelet, until about 6 inches of rope remains on outside of pulley.

CLUTCH SYSTEM

7. On **RLC** units, remove the starter assembly from the engine. On **LC** units, remove four 4mm screws securing starter housing assembly and remove starter.

NOTE:

Always wear safety glasses when working on starter assembly repairs.

WARNING

DO NOT REMOVE THE PULLEY RETAINING TAB AND SCREW WITHOUT RELEASING SPRING TENSION. THE SPRING BENEATH THE PULLEY IS UNDER PRESSURE AND CAN COME OUT AND CAUSE SERIOUS INJURY.

8. If starter spring is under tension, cut starter rope just below starter handle to release starter spring tension.

NOTE:

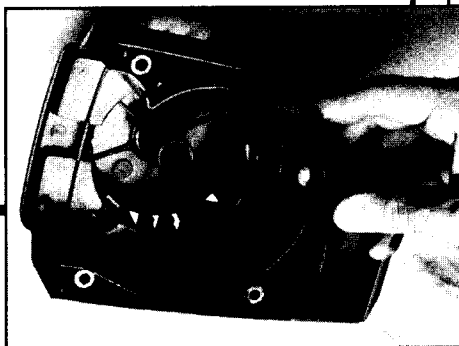
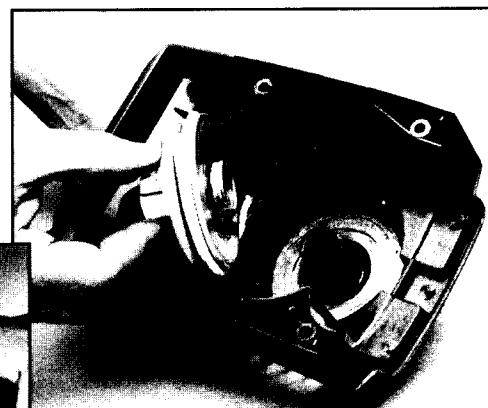
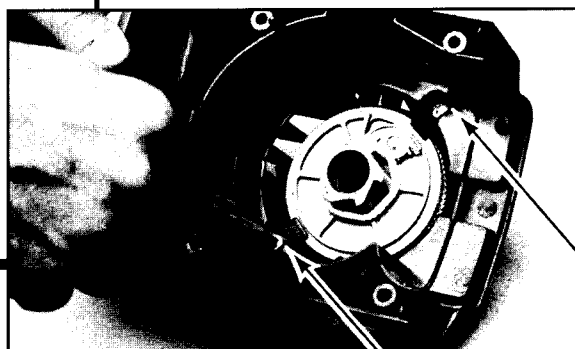
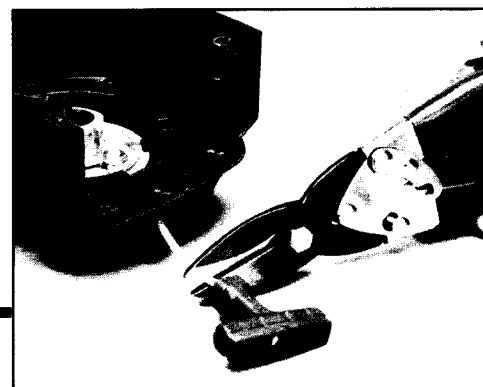
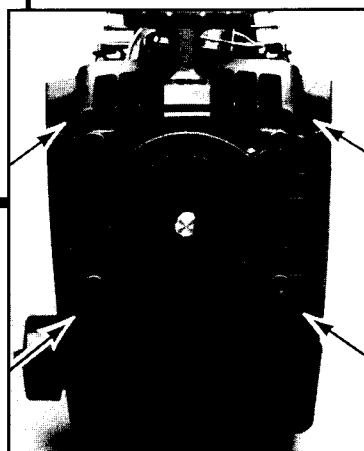
If the rope is broken, spring tension may already be released. Always use eye protection when working on starter repairs.

10. Remove pulley retaining tab(s) as shown. Carefully remove pulley without dislodging starter spring from starter housing.

WARNING

STARTER SPRING WILL STILL HAVE SOME TENSION. USE EYE PROTECTION WHEN WORKING ON STARTER SPRING REPLACEMENT.

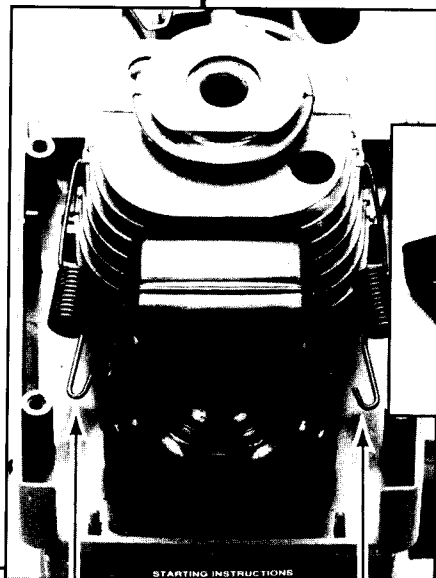
11. Starter spring may now be removed as necessary.



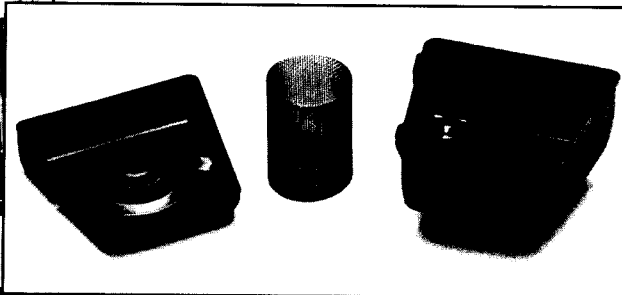
CYLINDER, PISTON & RING

CYLINDER & PISTON REPLACEMENT

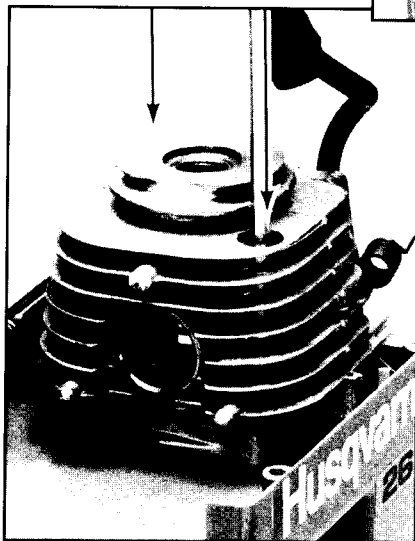
CAUTION
THE MUFFLER
IS HELD TO THE
CYLINDER BY
TWO SPRINGS.
ALWAYS WEAR
SAFETY GLASSES
WHEN
REMOVING
MUFFLER
RETAINING
SPRINGS.



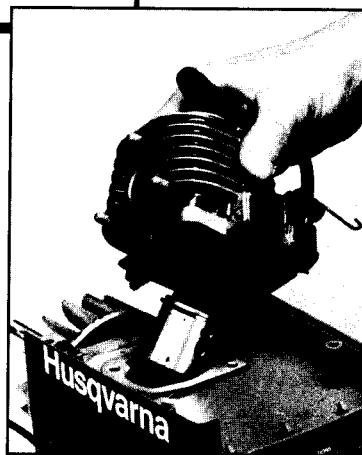
1. Remove spark plug.
2. On RLC units refer to crankshaft and reed valve replacement section. On LC units remove top cover.



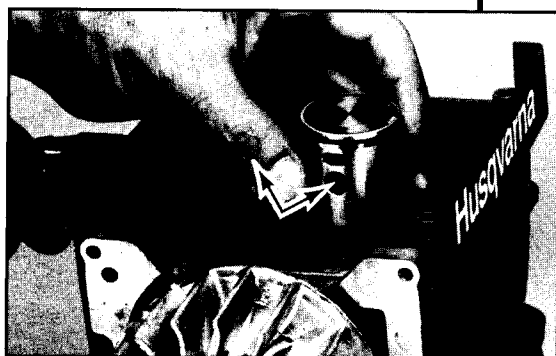
3. Remove muffler by releasing muffler retaining springs with pliers.



4. Using a 5mm hex wrench **part number 5025057-01** remove two cylinder head bolts.



5. Slide cylinder off unit to expose piston.



6. Using a needle nose pliers, remove wrist pin retaining clips as shown, from one side of piston. Note piston position. Piston locating pin faces right side of unit from operators position.
7. Using a drift, lightly tap wrist pin out and remove piston and wrist pin bearing.
8. To reinstall piston reverse steps 1 thru 8.

CYLINDER, PISTON & RING

RING REPLACEMENT

1. Refer to piston and cylinder replacement section to remove cylinder.

2. Once cylinder is removed ring can now be replaced.

NOTE:

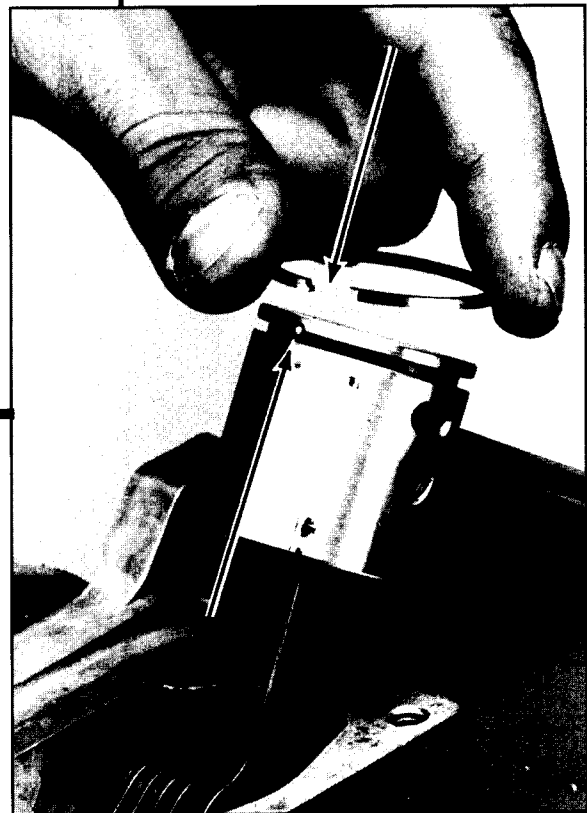
Use caution when replacing the piston ring. Ring may break if overexpanded.

3. Remove old ring by expanding outward with your fingers enough to slip it over top of piston.

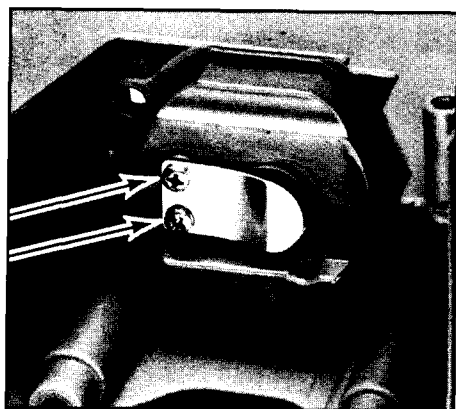
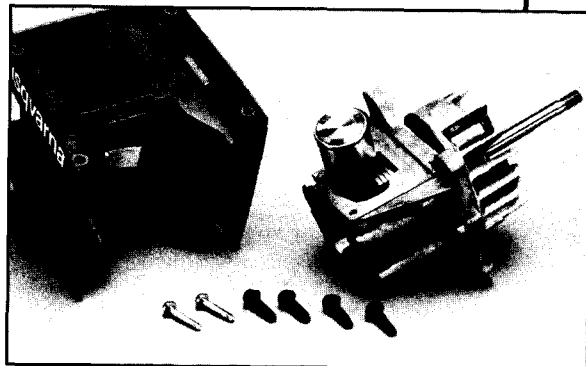
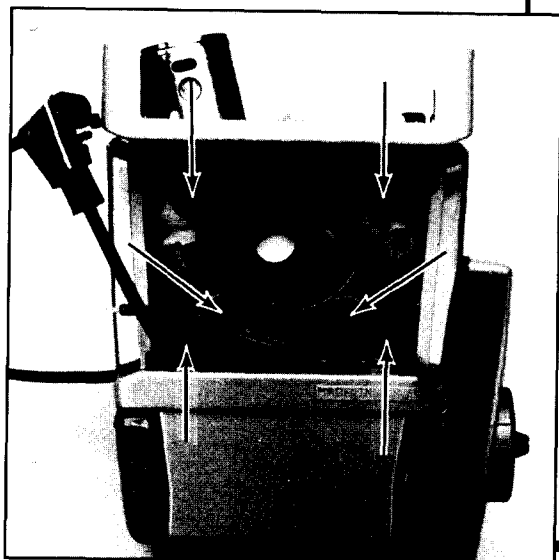
4. Expand new ring only enough to slide it over top of piston into ring groove. **Use caution not to scar piston when installing new piston ring.**

5. The ring is located on the piston by a locating pin. The ends of the piston ring is cut only to fit one way. As shown.

6. To reinstall cylinder reverse steps in piston and cylinder removal and replacement section 1 thru 6.



CRANKCASE



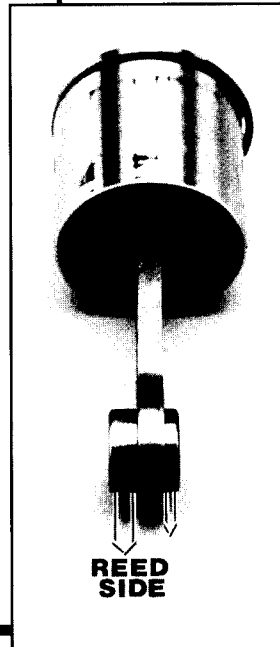
REED VALVE REPLACEMENT

1. Remove engine from drive shaft and starter (see starter section 1 thru 8).
2. Remove top cover on LC models.
3. Remove carburetor (see throttle cable removal section 1 thru 5).
4. Remove six 4mm hex head screws at back of carburetor area as shown.
5. Separate engine from back plate housing as shown.
6. Remove two phillips head screws retaining reed valve assembly.
7. Replace reed valve and reinstall reed valve back plate with Phillips head screws.

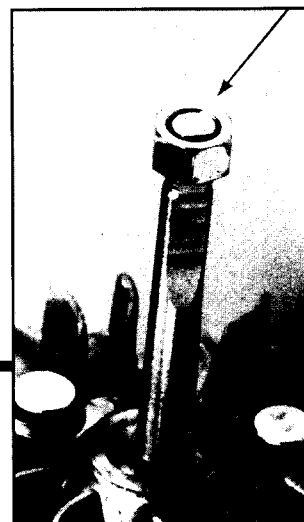
NOTE:

Be sure when reinstalling reed valve back plate that the bend faces outward.

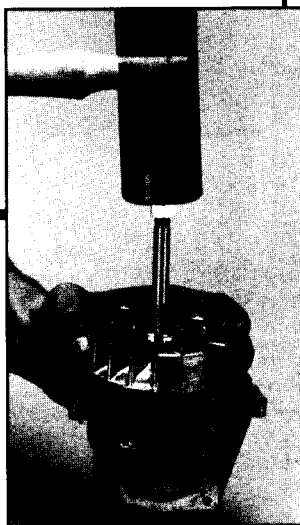
8. Replace crankcase gasket and reinstall using steps 1 thru 6 in reverse.
9. Use steps 1 thru 5 in this section.
10. Remove cylinder and piston as outlined in cylinder and piston removal section.
11. Connecting rod bottom bearing protrudes out farther on one side. This side upon installation goes toward reed valve side.



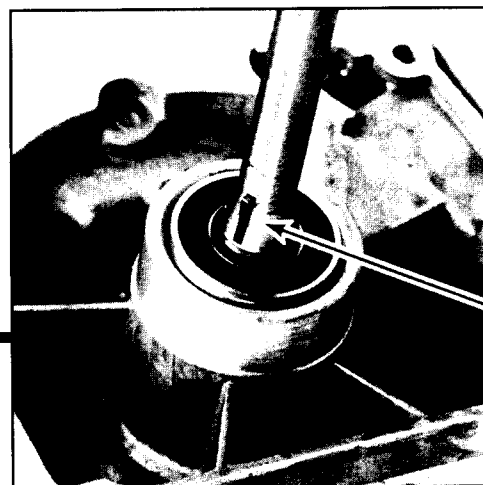
- 11.5 Thread clutch retaining nut on crankshaft until it is flush with the top of crankshaft as shown.



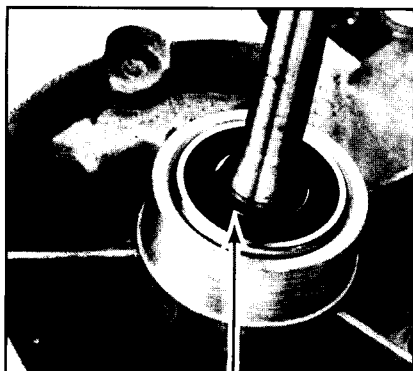
12. Remove flywheel.



13. Remove key in crankshaft as shown.

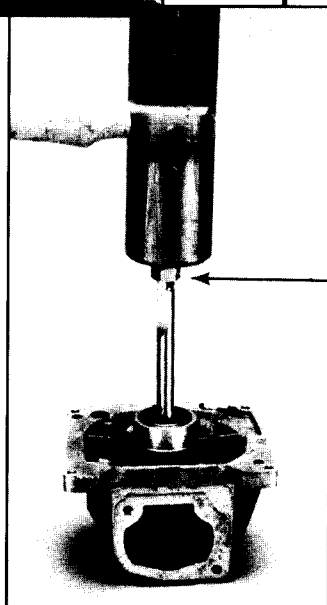


CRANKCASE



14. Remove snap ring next to bearing with snap ring pliers.

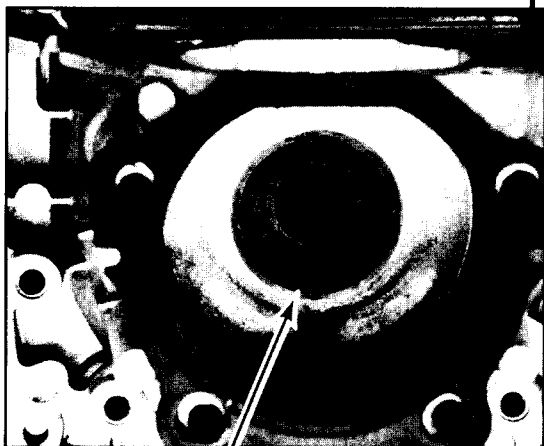
CRANKSHAFT REMOVAL



15. Reinstall clutch nut on crank and tap top of crankshaft with a soft hammer and remove crankshaft as shown.

BEARING REPLACEMENT

16. If bearing replacement is necessary, use tool (# 5025082-01) to remove outer bearing (the inner bearing will come out with crankshaft), to remove inner bearing from crankshaft use a bearing puller.



17. Remove snap ring behind outer bearing if seal replacement is necessary.

NOTE:

You do not need to remove inner snap ring. This acts as a locator for reseating seal and inner bearing.

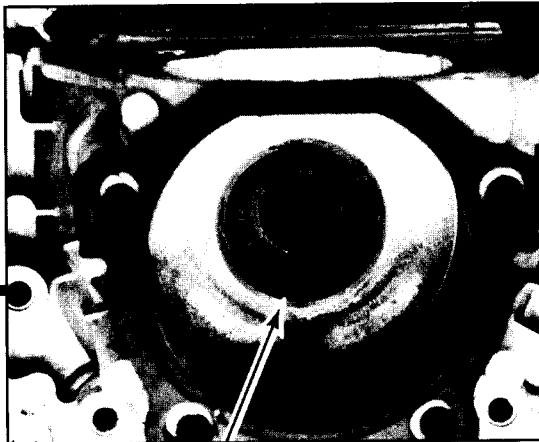
SEAL REPLACEMENT

NOTE:

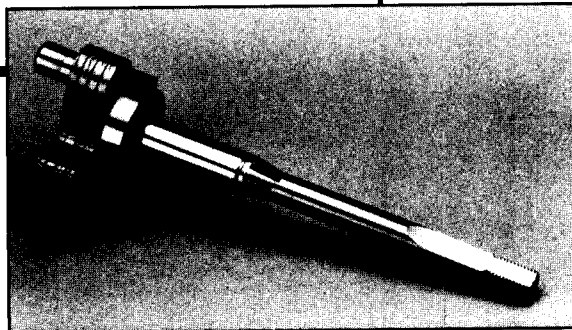
Make sure inner snap ring locator is in place (between inner bearing and seal). The snap ring locks in its own groove.

18. Lubricate both bearings with bearing grease.
19. Tap in inner bearing against snap ring locator with service tool number 5025082-01.
20. Turn case over and tap in new seal against other side of inner snap ring locator.

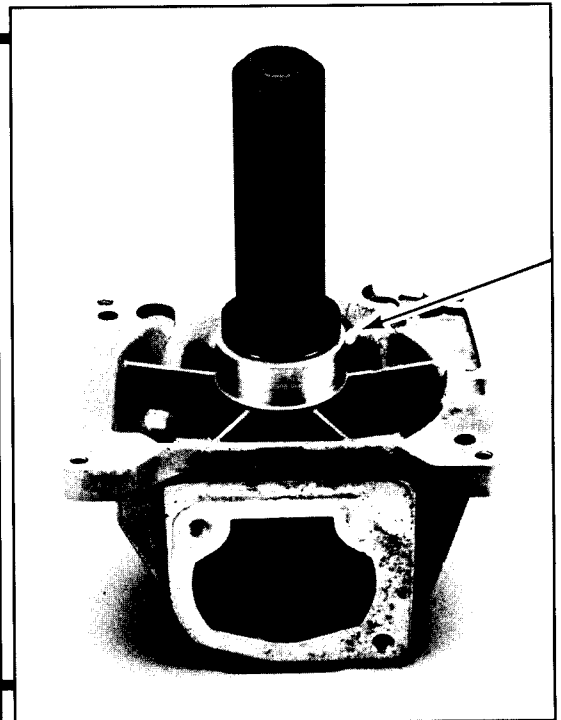
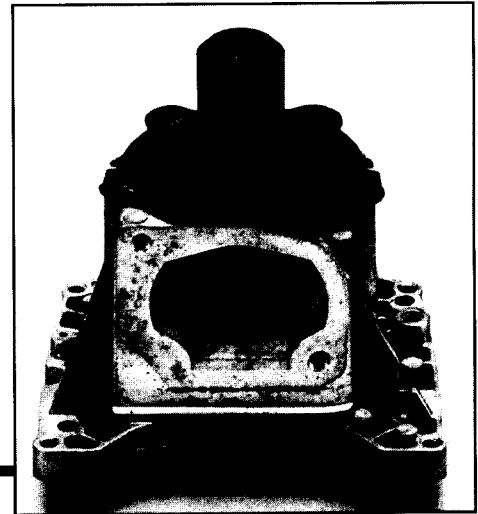
21. Install outer snap ring that was removed in step 17 (located behind outer bearing).



22. Tap in outer bearing with service tool number 5025082-01 against outer snap ring.



23. Reinstall crankshaft and reassemble unit in reverse order of disassembly.



NOTES

--	--