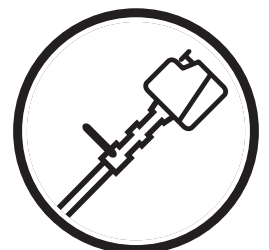


Workshop manual
327 PT5S



English

Workshop Manual

Pole Saw

Model 327 PT5S

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General Recommendations

The workshop used to carry out repairs must be equipped with safety devices in accordance with local directives.

No one may carry out repairs without having read and understood the contents of this workshop manual.

This workshop manual contains the following boxes in relevant places.



WARNING!

The warning box warns of the risk of personal injury if the instructions are not followed.

NOTE!

This box warns of damage to material if the instructions are not followed.

The machine is type approved for safety in accordance with applicable legislative demands on the equipment specified in the operator's manual. Assembly of other equipment or accessories or spare parts not approved by Husqvarna can result in the failure to meet these safety demands. The person carrying out the assembly bears responsibility for this.

Bear in mind:



Do not start the machine without making sure the cutting attachment and all the safety features are fitted and working properly.



Do not touch hot components, e.g. the muffler, before it has cooled sufficiently in order to avoid burns.



Avoid getting gasoline or oil on your skin or in your mouth.

Use a barrier cream on your hands. This reduces the risk of infection and makes dirt easier to wash away.

Long term contact with engine oil can represent a health hazard.



Never start the engine indoors. Exhaust fumes are poisonous! They contain carbon monoxide, an odorless, poisonous, and highly dangerous gas.



Wipe up oil spills from the floor immediately to avoid slipping.



Do not use tools that are worn or fit badly, for example on nuts and screws.



Always work on a clean bench.



Always work logically to ensure all parts are fitted correctly and that nuts and screws are tightened.



Use special tools where recommended in order to carry out the work correctly.

Fire Hazard

Handle gasoline with respect, as it is extremely inflammable.

Never refuel while the engine is running.

Do not smoke and ensure there are no open flames or sparks in the vicinity.

Never start the engine if the machine is leaking fuel or if there has been a spillage when refueling. Allow the remaining fuel to evaporate first.

Make sure there is a working fire extinguisher close at hand.

Do not try to extinguish a gasoline fire with water.

Poisonous Fumes

Read the instructions carefully when using cleaning agents.

Ensure there is good ventilation when handling gasoline and other volatile fluids.

The engine's exhaust fumes are poisonous. Test run the engine outdoors.

Special Tools

Some of the work described in this workshop manual requires special tools. In each section where this is necessary there is a picture of the tool and an order number.

We recommend the use of special tools in order to avoid personal injury and expensive damage to parts in question.

Contact Faces and Gaskets

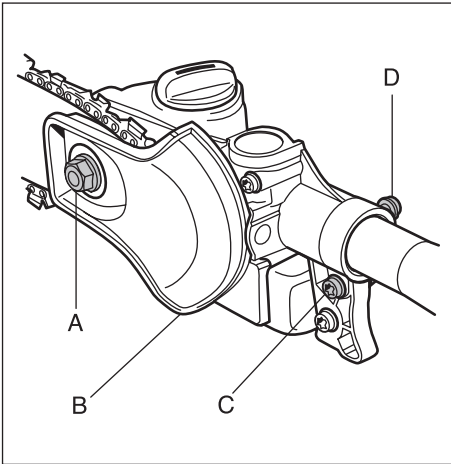
Ensure all sealed surfaces are clean and free from gasket residue. When cleaning use a tool that will not damage the contact face. Any scratches or unevenness should be removed using a flat fine cut file.

Sealing Rings

Always replace a sealing ring that has been dismantled. The delicate sealing lip can be easily damaged, resulting in poor sealing ability. The area that the seal is designed to make airtight must also be completely undamaged.

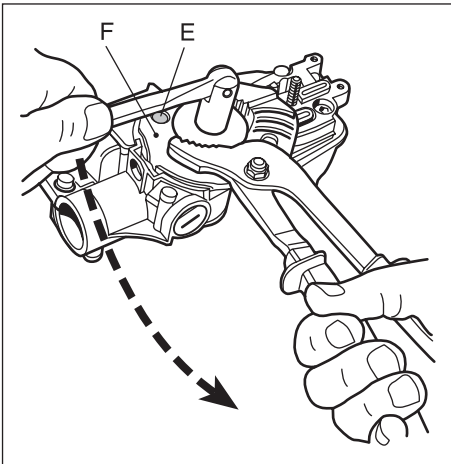
Lubricate the sealing lip with grease before it is fitted and ensure that it is not damaged, e.g. by shoulders and splines on a shaft. Use tape or a conical sleeve as protection.

It is important that the sealing ring faces in the right direction for it to function as intended.

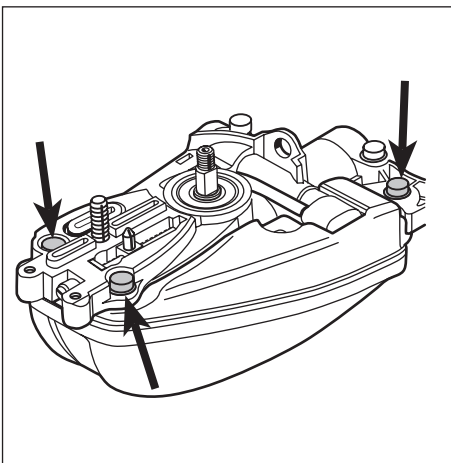


Saw Head Dismantling

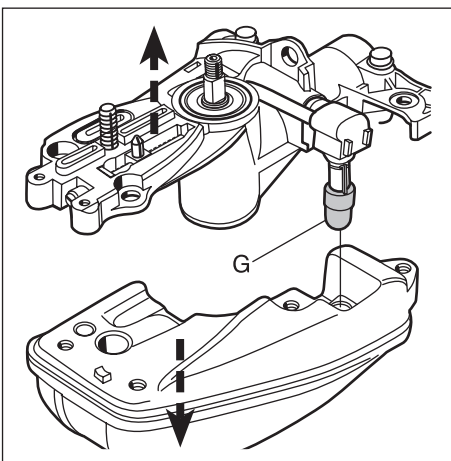
Dismantle the bar and chain.
Remove the saw head from the telescopic tube.



Remove the drive wheel and the plastic cover (F).



Remove the screws holding the oil tank in place.



Carefully remove the oil tank.

Saw Head Dismantling

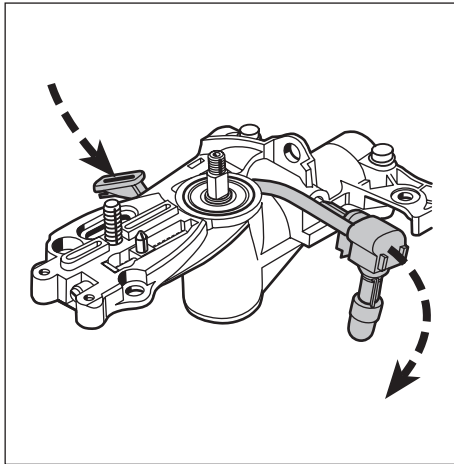
Dismantle the saw head from the telescopic tube.

1. Remove the nut (A) and lift off the cover (B), and chain and bar.
2. Loosen the screw (C).
3. Unscrew the locating screw (D) as far as required to be able to twist the saw head and detach it from the telescopic tube.

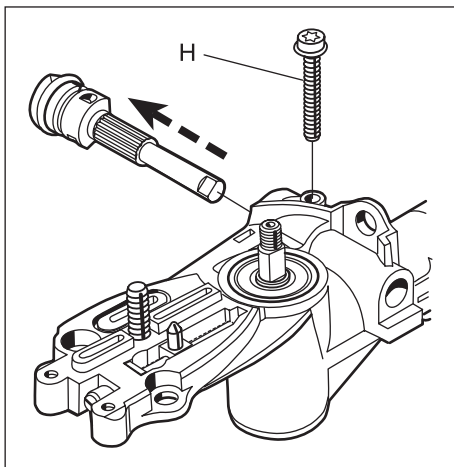
4. Remove the nut and washer holding the flywheel in place.
5. Remove the drive wheel.
6. Remove the screw (E) and pry off the plastic cover (F) using a screwdriver.

7. Remove the three screws holding the oil tank in place.

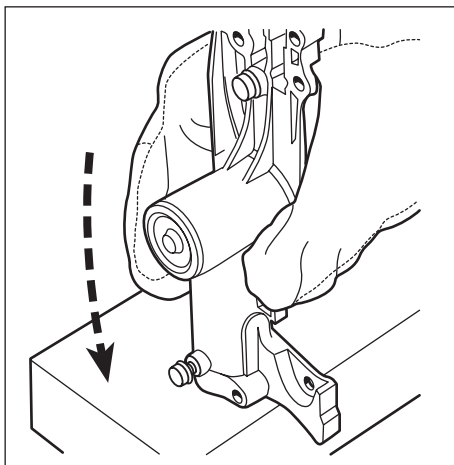
8. Carefully lift off the oil tank straight up from the oil pump to prevent the oil screen (G) from sliding off the hose and falling into the tank.



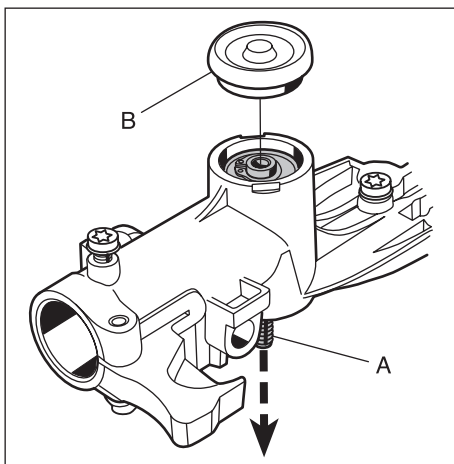
Pry off the oil pipe connection at the bar mounting. Remove the pump unit from the drive axle.



Remove the screw (H) completely and press the pump axle out through the saw housing.



Dismantle the input shaft.



Remove the output shaft.

9. Pry off the oil pipe from the connection at the bar mounting using a screwdriver. Begin at the front end.
10. Remove the pump unit from the drive axle.

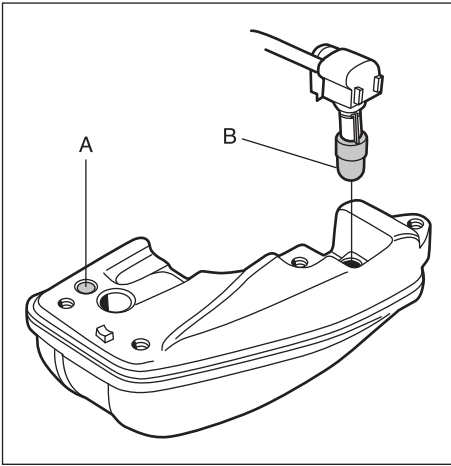
11. Remove the screw (H) completely.
12. Press the pump axle out through the saw housing.

13. Remove the large circlip holding the ball bearing for the input shaft.
14. Heat the saw housing to approx. 110°C and knock it against a wooden block so that the input shaft with the ball bearing falls out.

15. Remove the output shaft (A) by first removing the plug (B) using a suitable mandrel (screwdriver) and hammer. Alternately insert the mandrel in both cut-outs in the gear housing to press the plug straight out to prevent it from getting stuck sideways.

NOTE!

The small circlip holding the ball bearing against the shaft does not have to be removed.



Saw Head Assembly

Clean and inspect all components.
Clean the tank venting filter and the oil screen.

Saw head Assembly

Clean and inspect all components.
Replace any worn or defective components.
Clean the tank venting filter (A) using compressed air.
Clean the oil screen (B) and rinse the inside of the oil tank using thinner if required.

Assemble the different components in the reverse order as set out for dismantling.

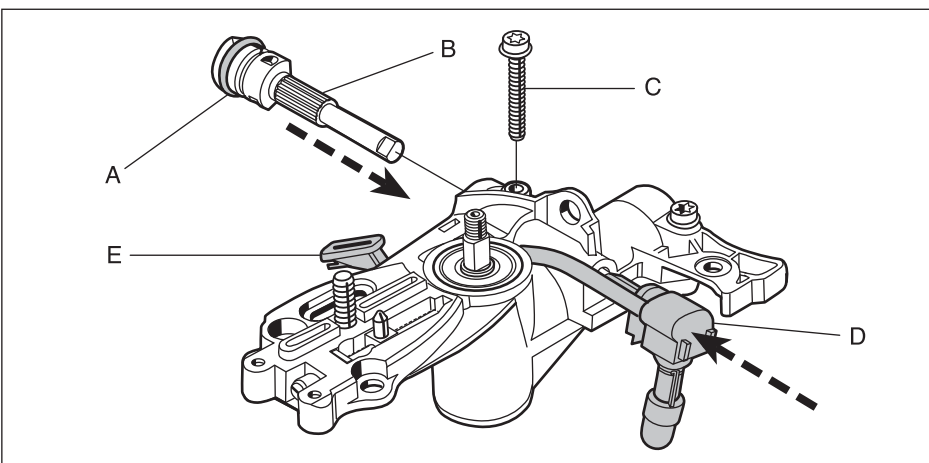
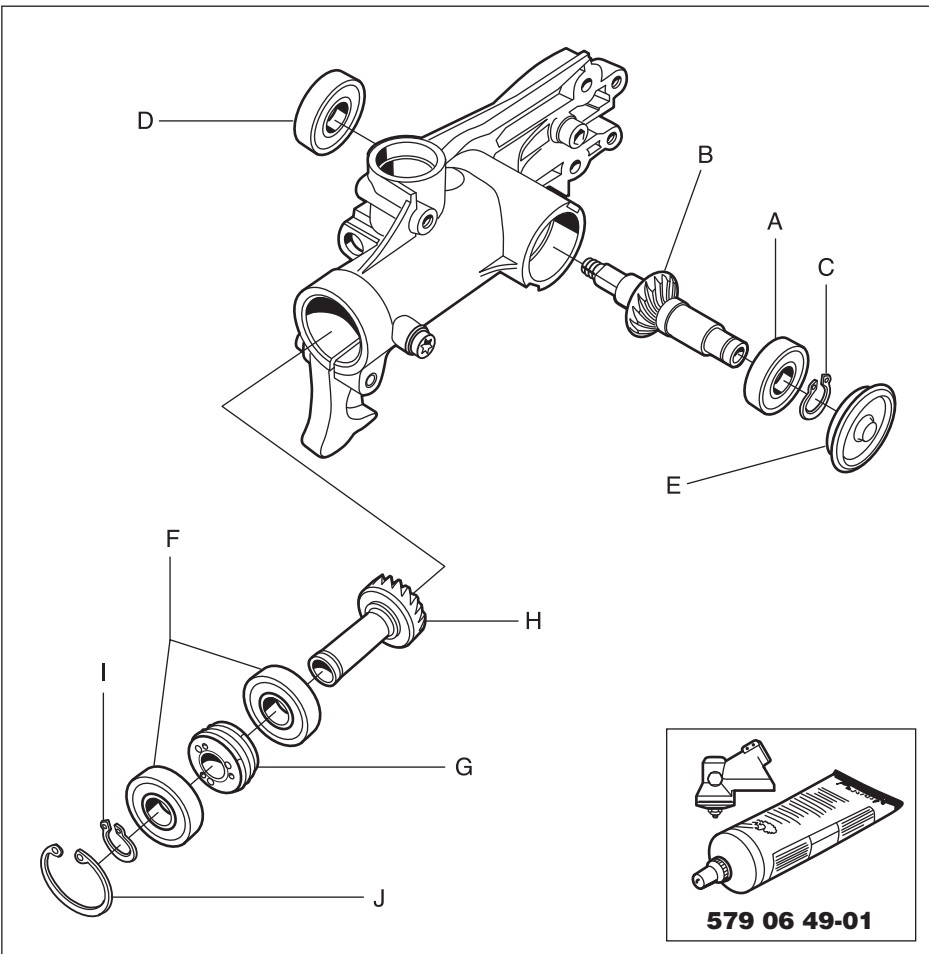
Assembly Sequence:

1. Output shaft

Press the ball bearing (A) on the shaft (B).
Fit the circlip (C).
Heat the saw body to 110°C with a hot air gun.
Fit the ball bearing (D) using a suitable mandrel.
Lubricate the sprocket with gear housing grease 579 06 49-01 and push the shaft into bearing seating.
Fit the cover (E) using a plastic hammer.

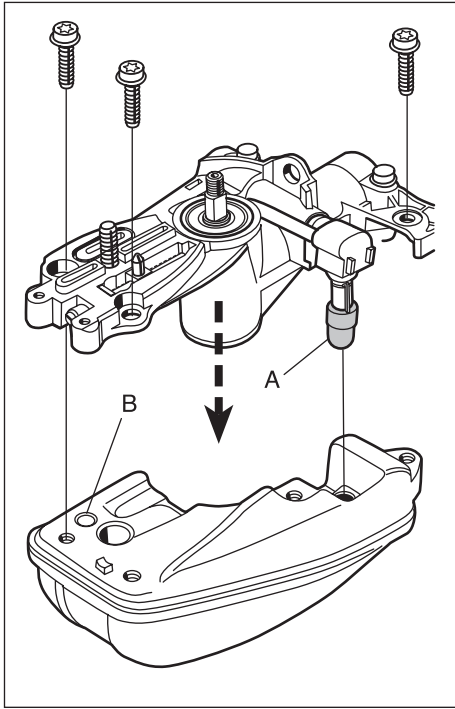
2. Input Shaft

Press the ball bearing (F) and the pump drive (G) onto output shaft (H).
Fit the circlip (I).
Lubricate the gear with gear housing grease 579 06 49-01 and insert the shaft in the bearing seating while the saw housing is still hot.
Fit the circlip (J).



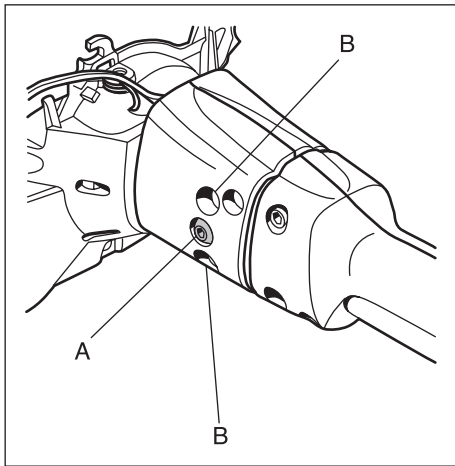
3. Oil Pump

Check that the O-ring (A) is not damaged.
Fit a new one if required.
Push the oil pump (B) into the pump housing.
Fit the screw (C).
Press the oil pipe (D) into place and make sure that the connection (E) at the bar mounting is correct and seals against the bar as intended.



Put the oil tank and the saw housing together.
Tighten the three screws and fit the other parts in the reverse order as set out for dismantling.

Put the oil tank and the saw housing together. Do not forget the oil screen (A). Make sure it is clean and not damaged. Check that the tank venting filter (B) is clean.
Tighten the three screws.
Assemble the remaining components in the reverse order as set out for dismantling.

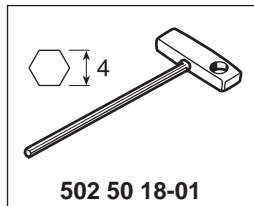


Telescopic Tube Dismantling

Remove the saw head from the telescopic tube.
Remove the telescopic tube from the clutch cover.

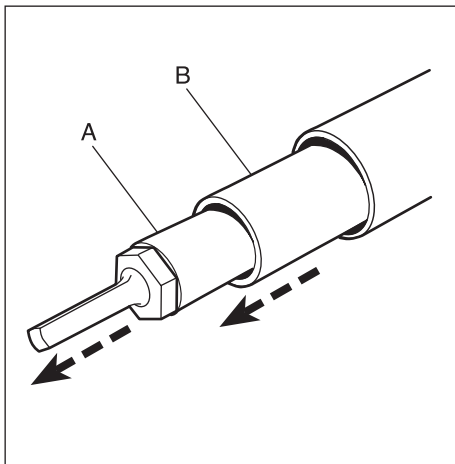
Telescopic Tube Dismantling

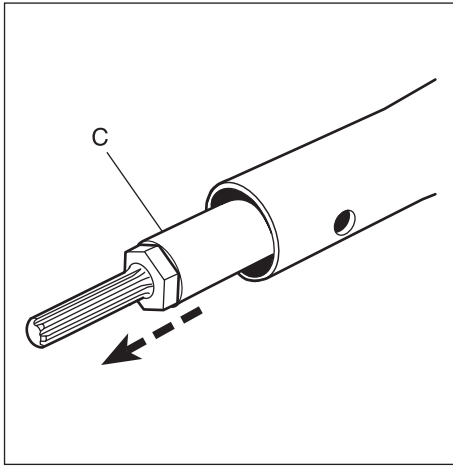
Remove the saw head from the telescopic tube as described above.
Remove the telescopic tube from the clutch cover.
Loosen both screws (A) (one on each side).
Loosen the screws (B).
Pull off the telescopic tube and allow the throttle control to remain suspended in its cabling.



Pull out the drive shaft (A), the plastic pipe (B) followed by the long drive shaft from the engine end of the telescopic tube.

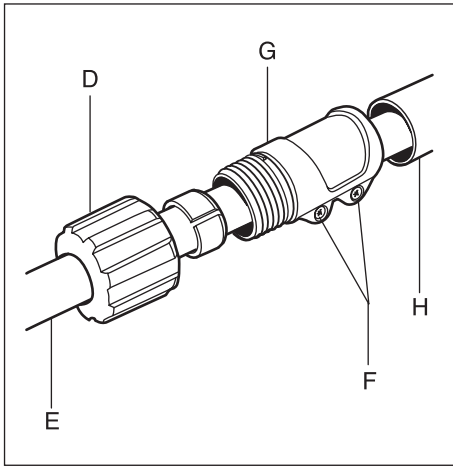
Pull out the drive shaft (A) and the plastic pipe (B) from the engine end of the telescopic tube.
Then also pull out the long drive shaft. Note that the shaft has a small 48 cm circlip at the shaft end. The shaft can therefore be slid out from the other direction.





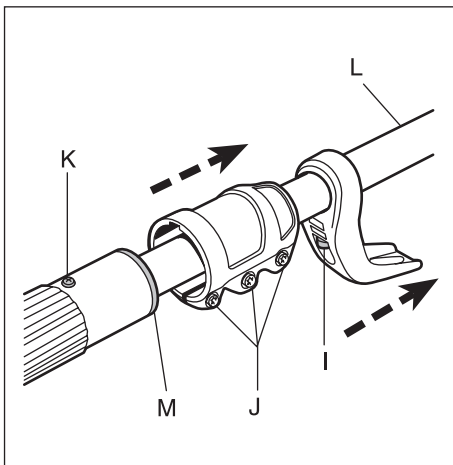
Pull out the drive shaft (C) at the saw head end of the telescopic tube.

Pull out the drive shaft (C) at the saw head end of the telescopic tube.



Loosen the circlip (D) counterclockwise and let the pipe (E) jump out.
Loosen the screws (F).
Pull out the clamping sleeve (G) and the telescopic pipe (E) from the telescopic tube (H).

Loosen the circlip (D) counterclockwise and let the pipe (E) jump out.
Loosen the screws (F).
Pull out the clamping sleeve (G) and the telescopic pipe (E) from the telescopic tube (H).

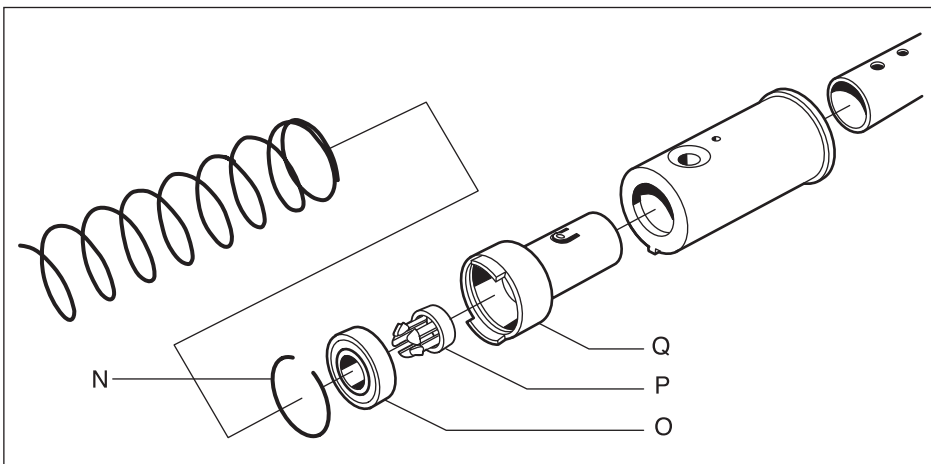


Loosen the screws holding the throttle control cover and the clamping sleeve.
Remove the screw (K) and pull out the pipe (L) together with the rubber sleeve (M) from the telescopic tube.

Loosen the screw holding the throttle control cover (I).
Loosen the three screws (J) holding the clamping sleeve.
Slide the throttle control cover and the clamping sleeve off the telescopic tube. Separate the clamping sleeve with a screwdriver if required.
Remove the screw (K) and pull out the pipe (L) together with the rubber sleeve (M) from the telescopic tube.

TIP!

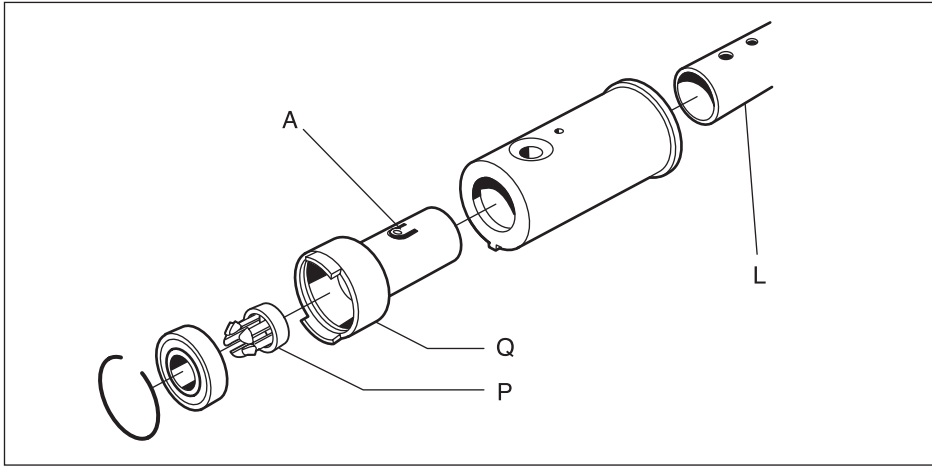
Press a screwdriver in between the rubber sleeve and the tube and spray with silicone to facilitate dismantling.



Remove the circlip (N), the ball bearing (O) and the axle control (P) from the bearing cage (Q).

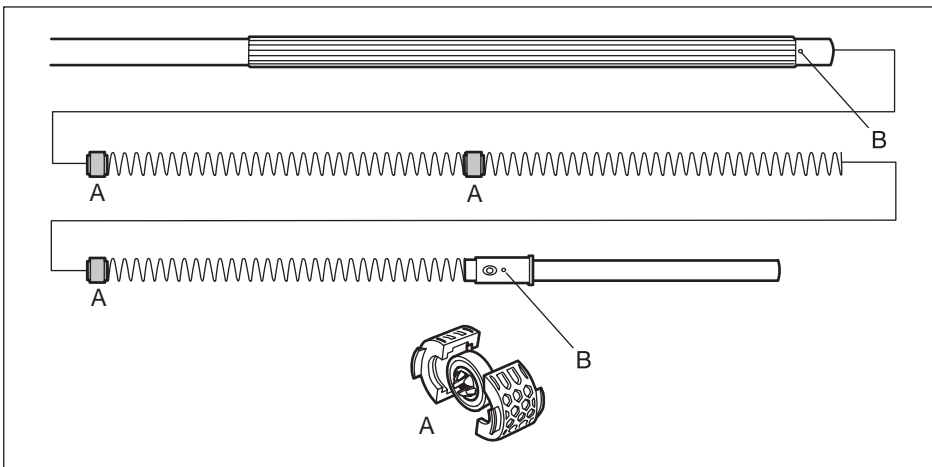
Pull springs and ball bearings out of the telescopic tube.

NOTE!
Note which direction the axle control (P) is turned in the ball bearings and the telescopic tube.



Telescopic Tube Assembly

Assemble the different components in the reverse order as set out for dismantling. First fit the axle control (P) in the ball bearing (in the right direction) and then the ball bearing in the bearing cage. Then push the bearing cage into the rubber sleeve. Slide the pipe (L) over the bearing cage and make sure the spring tongues (A) on the bearing cage snap in place on the tube. Lubricate all components with a thin layer of grease and continue assembling.



Connect the 3 springs with the bearing cages (A). Make sure they are turned in the right direction so that the axle control in the ball bearing protrudes into the telescopic tube. Do not forget then to tighten the screw that fits in hole (B) and lock the pipes in relation to each other. Finish by fitting the throttle control and saw head.



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