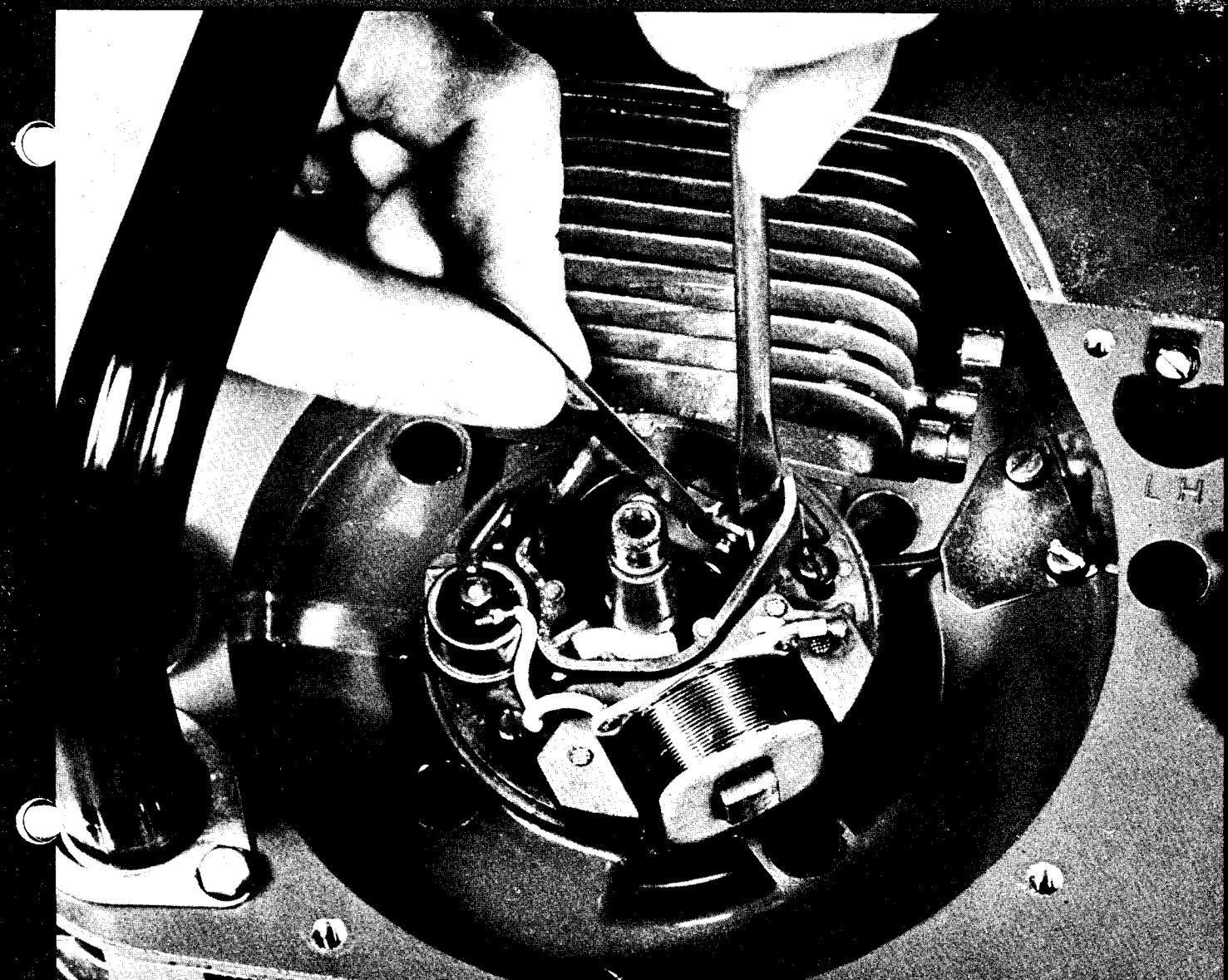


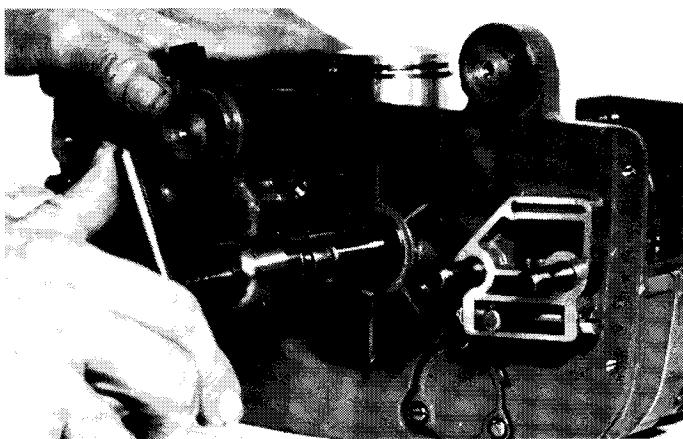
Service manual,

Jonsereds 80

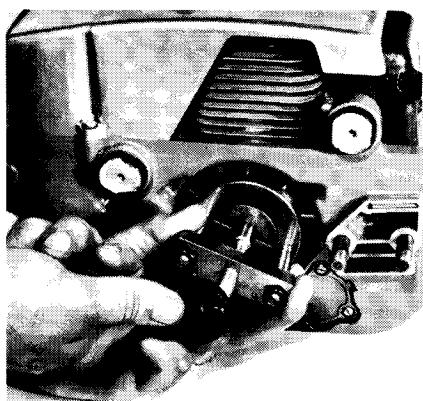
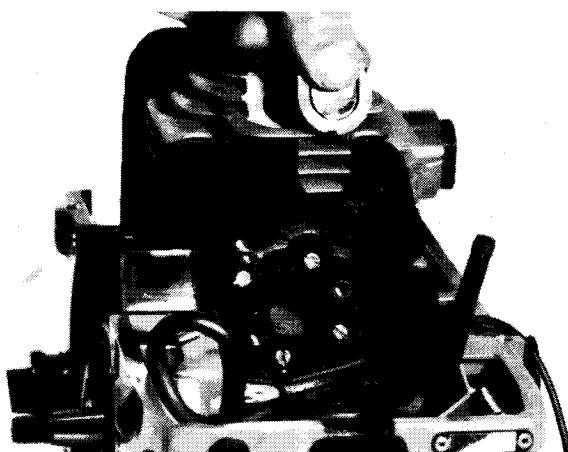
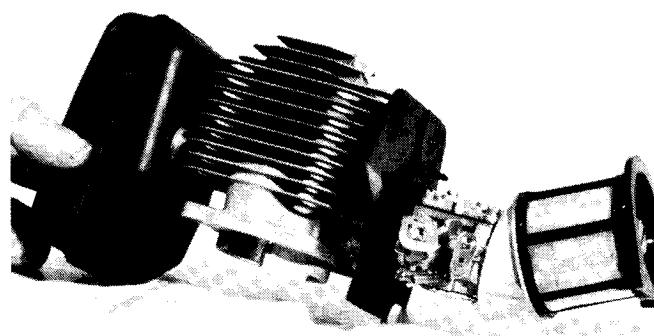
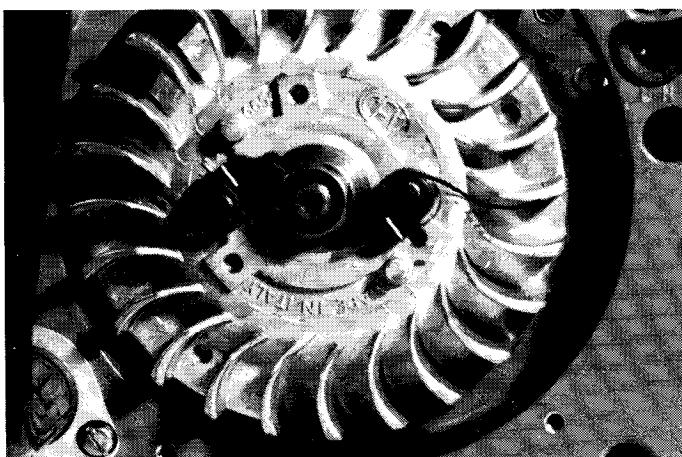
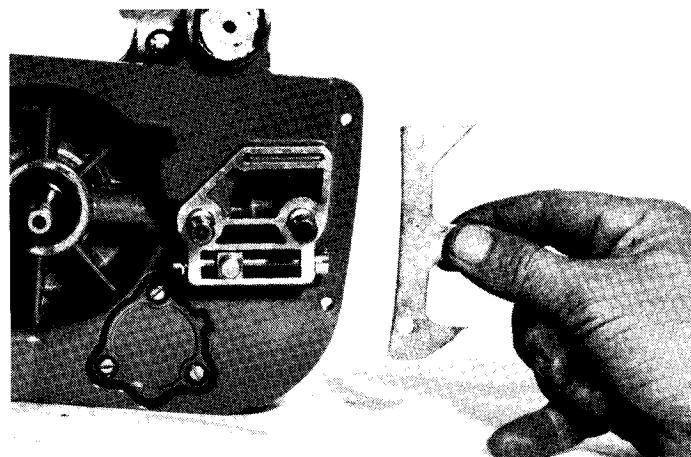
Værkstedshåndbog Raket 80



Miscellaneous

**Fig. 63** Removing the oil seal. Puller no. 9140.**Fig 63** Afmontering af pakdåse. Aftrækker nr. 9140.

Andet

**Fig. 64** Removing the oil pump cam. Puller no. 9155-1.**Fig 64** Afmontering af oliepumpens ekscentrik. Aftrækker nr. 9155-1.**Fig. 65** When air temperatures are lower than 15° F (-10° C) remove the slide from the section between the cylinder and the carburetor.**Fig 65** Ved temperaturer under -10° C fjernes klappen i væggen mellem cylinderen og karburatoren.**Fig. 66** The silencer (muffler), cylinder, intermediary section, carburetor and air cleaner can be removed together.**Fig 66** Lydpotte, cylinder, mellemvæg, karburator og luftfilter kan afmonteres samlet.**Fig. 67** The spring for the clutch pawls is to be in contact with the fan blades as shown above.**Fig 67** Koblingskløernes fjedre skal ligge mod de ventilatorvinger**Fig. 68** If a bumper spike is to be fitted. Note the direction of the bark grip teeth.**Fig 68** Barkstøtte monteres. Bemærk barkstøttetændernes retning.

Montering af motorblok, stempel, cylinder**Fitting the piston and cylinder to the engine block**

Fig. 60 Use taper no. 9115 when inserting the piston pin. The arrow on the piston must face the exhaust outlet.

Fig 60 Anvend dorn nr. 9115 når stempelpinden skal sættes ind. Stemplet skal have pilen i udstødsretningen.

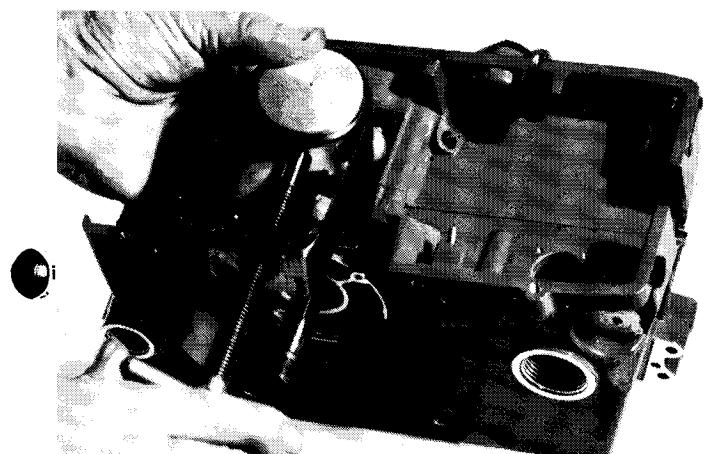


Fig. 61 Press in the piston pin using piston pin tool no. 9104. Do not forget the piston pin lockrings.

Fig 61 Pres stempelpinden ind med stempelboltværktøj nr. 9104. Glem ikke stempelpindens låseringe.

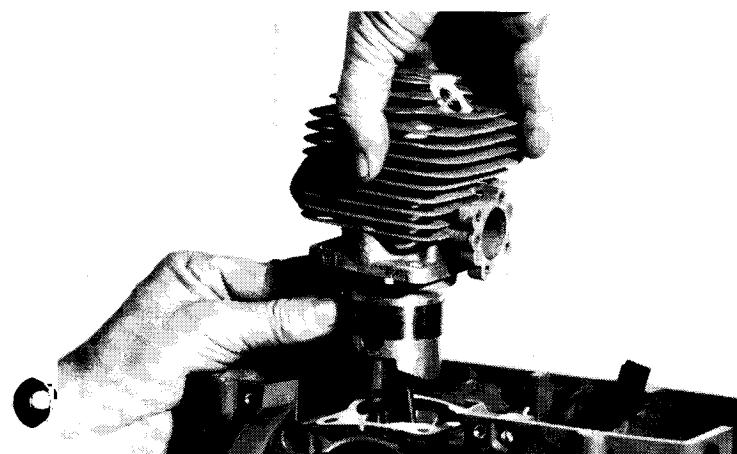


Fig. 62 Use piston ring tool no. 9191 when fitting the cylinder. If a new piston or cylinder are to be used, make sure that the new part has the correct classification.

Fig 62 Brug stempelringværktøj nr. 9191 når cylinderen sættes på.

Hvis nyt stempel eller ny cylinder skal monteres må det undersøges at klassificeringen passer.

Fitting the piston and cylinder to the engine block

Fig. 57 Fit tool no. 9129 to the crankshaft when the oil seals are to be fitted to it. This avoids the risk of damaging the seals. Coat the seals with grease between their lips before fitting.

Fig. 57 Sæt værktøj nr. 9129 på krumtapakslen, når tætningsringene skal monteres, så skades de ikke. Tætningsringene indsmøres med fedt inden monteringen.

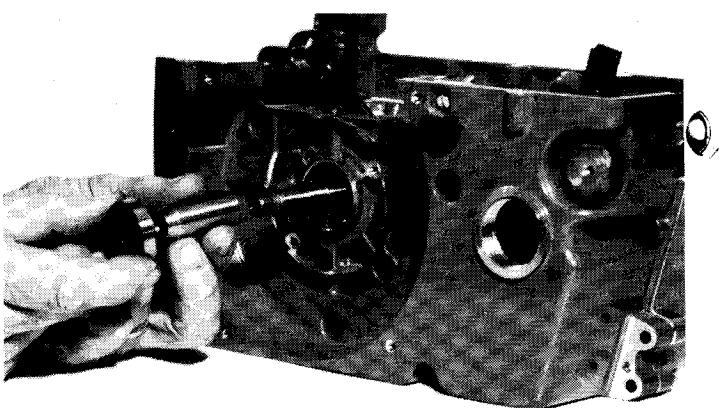
Montering af motorblok, stempel, cylinder

Fig. 58 Knock in the seals by using tool no. 9128.

Fig. 58 Slå tætningsringene ind ved hjælp af værktøj nr. 9128.

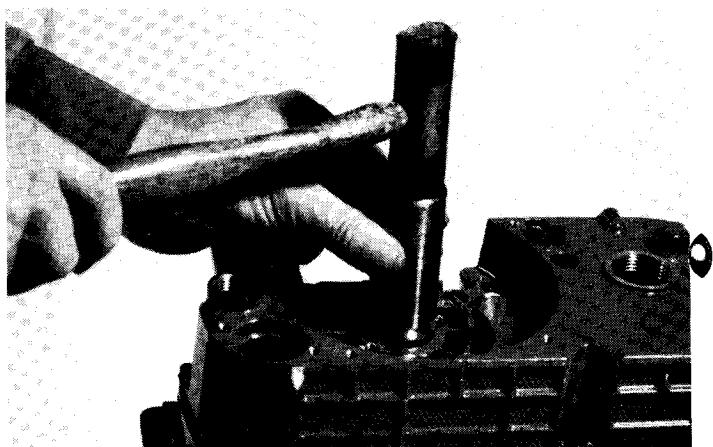
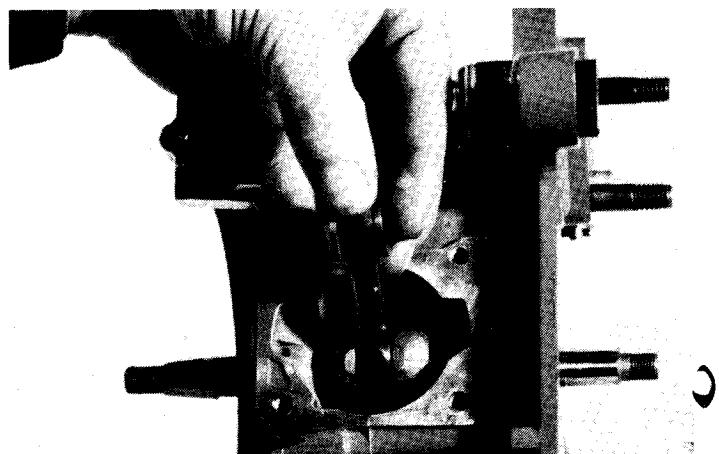


Fig. 59 Fit a needle bearing and a washer on each side of the connecting rod before fitting the piston.

Fig. 59 Monter nåleleje og en skive på hver side af plejlstangen inden stemplet monteres.



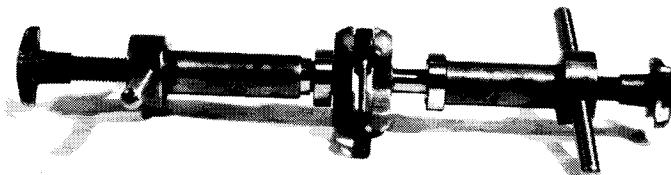
Montering af motorblok

Fig. 51 The ball bearings are first fitted on the crankshaft by using tools no. 9056 and no. 9057 and then the eccentric cam is fitted.

Fig 51 Kuglelejet monteres først på krumtapakslen med værktøj nr. 9056 og 9057 og derefter ekscentrikken.

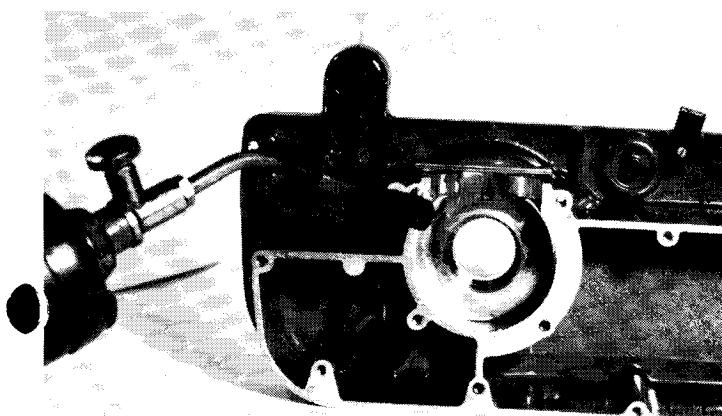


Fig. 53 Heat up the bearing recess.

Fig 53 Opvarm udboringen for aksellejet.

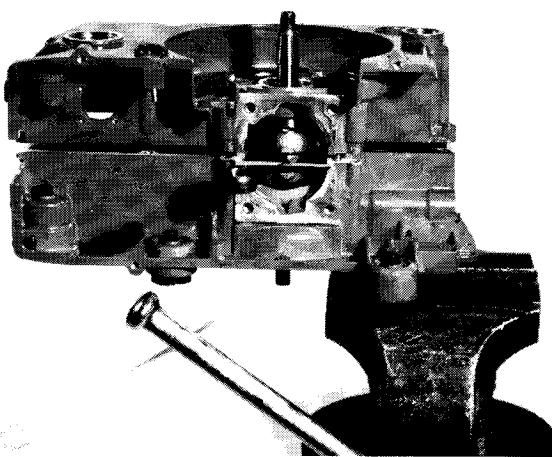


Fig. 55 Heat up the other bearing recess and assemble the block. It is best to use a vice as shown in the figure. Ensure that the crankshaft rotates easily. If not, strike lightly on the end of the crankshaft.

Fig 55 Opvarm den anden udboring for aksellejet og saml blokken. Brug en skruestik med forsigtighed som vist på billede. Prøv om akslen løber lett. Slå allam forsigtigt nede på akslen.

Assembling the engine block

Fig. 52 The eccentric cam is to be fitted with its highest point located as shown above.

Fig 52 Ekscentrikken skal stå med højeste punkt som vist på billede.

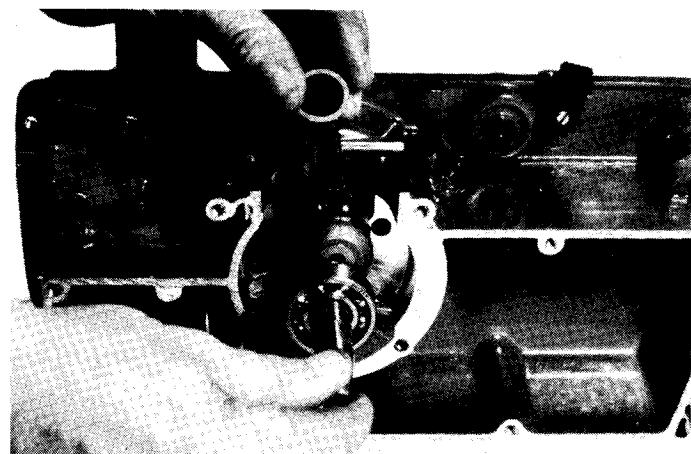


Fig. 54 Slide in the crankshaft. The oil pump must **not** be fitted in the engine block when the crankshaft is installed.

Fig 54 Skyd krumtapakslen ind. Oliepumpen må ikke være monteret i motorblokken, når krumtapakslen monteres.

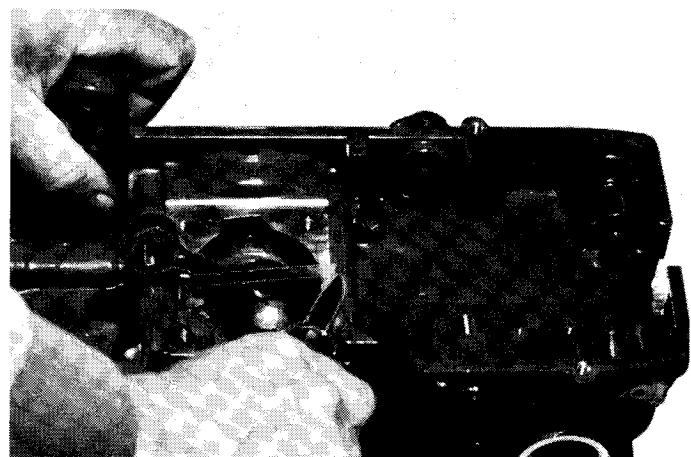


Fig. 56 Note that the gasket is to remain in its original condition the whole time. Trim the gasket after assembly.

Fig 56 Bemærk at pakningen hele tiden skal være hel og det overflødige skæres bort efter monteringen.

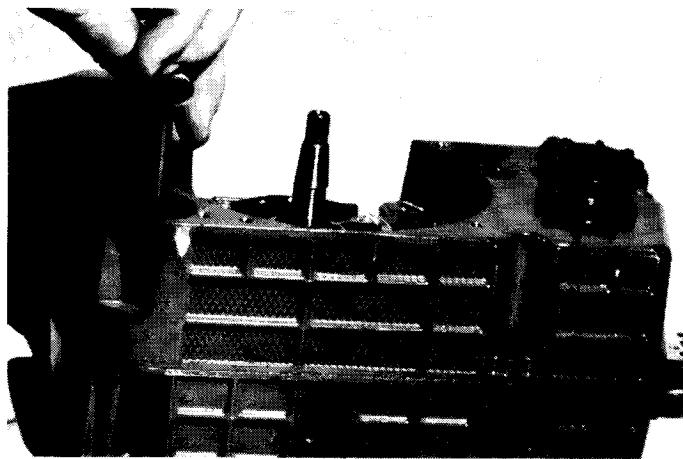
Disassembling the engine block

Fig. 47 The carburetor, cylinder, piston, frame, clutch and flywheel magneto must be removed before the engine block can be disassembled. Loosen the screws retaining the engine block units.

Fig 47 Ved afmontering af motorblokken må karburator, cylinder, stempel, ramme, kobling og svinghulsmagneten først fjernes. Derefter løsnes de skruer, der holder motorblokken sammen.

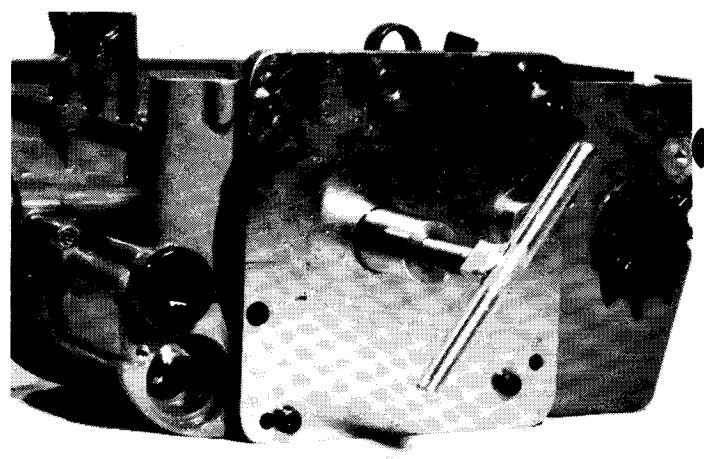
Afmontering af motorblok

Fig. 48 Separate the block units by using puller no. 9142 with the help of a rubber hammer to ensure that the units remain parallel during disassembly.

Fig 48 Blokkene adskilles med aftrækker nr. 9142, evt. ved hjælp af plasthammer, så adskillelsen sker parallelt.

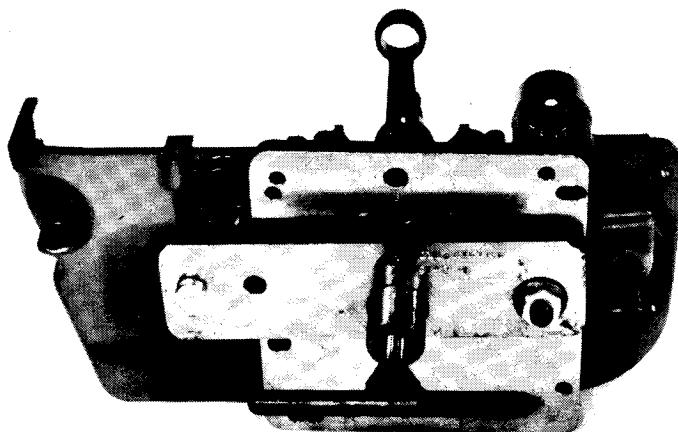


Fig. 49 To remove crankshaft use puller 9142 and 9142-1.

Fig 49 Krumtapakslen tages ud af motorblokken ved hjælp af aftrækkere nr. 9142 og 9142-1.

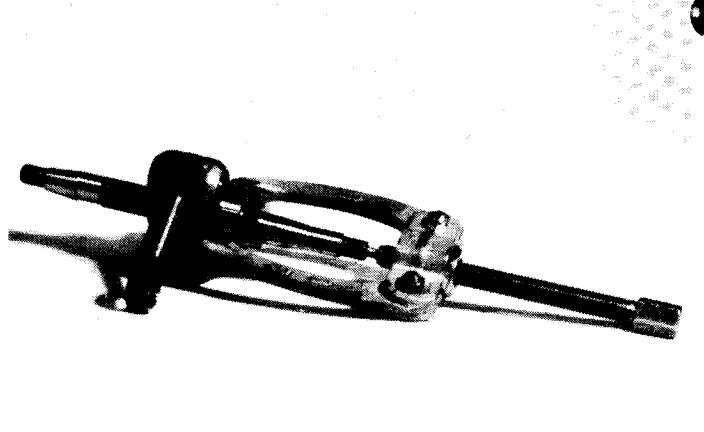


Fig. 50 To remove the ball bearings use puller no. 9090-1.

Fig 50 Kuglelejet trækkes af med aftrækker nr. 9090-1.

Karburatorens arbejdsmåde

INDSTILLING

Indstillingen sker med tre skruer, en til fuldgasmundstykket (H), en til tomgangsdysen (L) samt en for tomgangshastigheden (T) som bestemmer gasspjældets åbning i tomgangsposition.

GROVINDSTILLING

Skru skruen til tomgangsdysen (L) i bund og luk $1\frac{1}{4}$ omgang op. Skru skruen til fuldgasdysen (H) i bund og luk 1 omgang op. Skru ikke skruen for hårdt i bund for ikke at skade de sarte dysesæder og spidser.

FININDSTILLING

Start motoren. Hvis motoren standser, når der gives gas, åbnes tomgangsskruen lidt. Kun fuldgasskruens indstilling har betydning for accelerationen.

For at sikre god tomgang, åbnes tomgangsskruen ikke mere end nødvendigt. Indstil tomgangs-omdrejningstal med skruen til tomgangshastigheden. Denne skrue skal stå, så kæden står stille ved tomgang, d.v.s. at motoren skal have så lavt omdrejningstal at koblingen ikke trækker kæden med.

Hvis motoren rouser op i for højt omdrejningstal åbnes fuldgasskruen lidt. Bliver blandingen for fed ryger motoren kraftigt ved belastning.

Benzinindstillingen kan variere noget med luftens temperatur. Fra fabrikken er motorerne indstillede ved ca. +20° C. For at undgå at fremmedlegemer kommer ind i karburatoren og stopper åbningerne eller forårsager at ventilnålen (25) lukker dårligt, filtreres benzinen gennem et fintmasket netfilter (1). Ventilnålen (25) har gummispids for at slute tæt mod sædet. Loftearmsfjederen (21), hvis spænding bestemmes af det benzintryk der tilføres karburatorhuset, giver et tryk på løftearmen (24), hvilket overføres med armen til ventilnålen og holder denne mod sit sæde. En hovedmembran af gummieret væv (17) er på oversiden udsat for motorens undertryk ved indugsning og på undersiden af atmosfærrens tryk. Motorens undertryk, som overføres gennem karburatorhusets dyse til membrankammeret (15), bevirker at hovedmembranen (17) løftes og presser løftearmen (24) op hvorved ventilnålen løftes fra sit sæde og lader benzinen passere ind i membranekammeret (15).

Karburatoren udnytter over- og undertryk fra motorens krumtaphus til at drive benzinpumpemembranen (5), som er en vigtig del af karburatoren. Trykvariationerne overføres fra krumtaphuset til impulskanalens (9) åbning, som er anbragt i karburatorens flange.

To klapventiler i benzinpumpemembranen bevirker at en opadgående bevægelse af membranen åbner indløbsventilen (5A) og benzin suges ind i pumpehuset hvorved udlobsventilen (5B) lukker. Når membranen presses nedad, lukker indløbsventilen og udlobsventilen åbner, hvorved benzinen presses op fra pumpehuset mod näleventilen.

Benzinpumpenepakningen (7), benzinpumpemembranen (5) og benzinpumpehuset styres af to små stifter indstøbt i benzinpumpedækslet (6), for at man derved sikrer en korrekt montering og funktion.

Membranpedækslet (20), membranpakningen (23) og hovedmembranen (niveaumembranen) (17) styres af to stifter indstøbt i pumpehuset for at sikre en korrekt montering og funktion.

How the carburetor works

ADJUSTMENT

Adjustment is carried out by means of three needle screws, one for the main mixture jet (H), one for the idle mixture jet (L) and one for idle speed (T) which regulates the throttle shutter opening in the idle position.

ROUGH ADJUSTMENT

Tighten the idle mixture needle screw (L) as far as it will go and then back it off one and a quarter turns.

Tighten the main mixture needle screw (H) as far as it will go and then back it off one turn.

Do not tighten the screws too hard since this can damage the sensitive needle seats and the needle points.

FINE ADJUSTMENT

Start the engine. If the engine tends to stop when the throttle is opened, open the **idle mixture needle screw** slightly. The setting of the main mixture needle screw also affects acceleration.

For good idling do not open the idle mixture needle screw more than necessary. Adjust the correct idle speed by using the **idle mixture needle screw**. This needle screw is to be adjusted so that the engine speed is so low that the clutch does not drive the chain. If the engine tends to attain excessively high speeds, open the **main mixture needle screw** slightly. If too much fuel is being fed, there will be dense exhaust smoke when the saw is loaded.

The fuel setting can vary to some extent depending on air temperature. At the factory the engines are adjusted at a temperature of about 70° F (+20° C).

In order to avoid dirt particles from getting into the carburetor and blocking fuel channels or causing the valve needle (25) to leak, the fuel is filtered through a fine-mesh strainer (1). The valve needle (25) has a rubber point so that it seals well against its seat. The lever spring (21), the tension of which is determined by the pressure of the fuel being fed to the carburetor, exerts pressure on the lever (24) which is transferred through the arm to the valve needle and holds the needle against its seat. A main diaphragm of rubberized fabric (17) is subjected to the induction vacuum of the engine on its upper surface and atmospheric pressure on its lower surface. The vacuum in the engine, transferred through the carburetor body jets to the diaphragm chamber (15), attempts to lift the main diaphragm (17) and press up the lever (24). The valve needle then lifts from its seat and allows fuel to pass into the diaphragm chamber (15). The variations in pressure are transferred from the crankcase to the opening of the impulse chamber (9) which is located in the carburetor flange.

Two flap valves in the fuel pump diaphragm are arranged so that when the diaphragm moves upwards the inlet valve (5A) opens and fuel is sucked into the pump housing, the outlet valve (5B) remaining closed. When the diaphragm is pressed downwards, the inlet valve closes and the outlet valve opens so that fuel is pressed upwards from the pump housing against the needle valve.

The fuel pump gasket (7), the fuel pump diaphragm (5) and the fuel pump body are located by means of two small studs cast into the fuel pump cover (6) to ensure correct assembly and function. The diaphragm pump cover (20), the diaphragm gasket (23), and the main diaphragm (level diaphragm) (17), are located by means of two studs cast into the pump body to ensure correct assembly and function.



Fig. 45

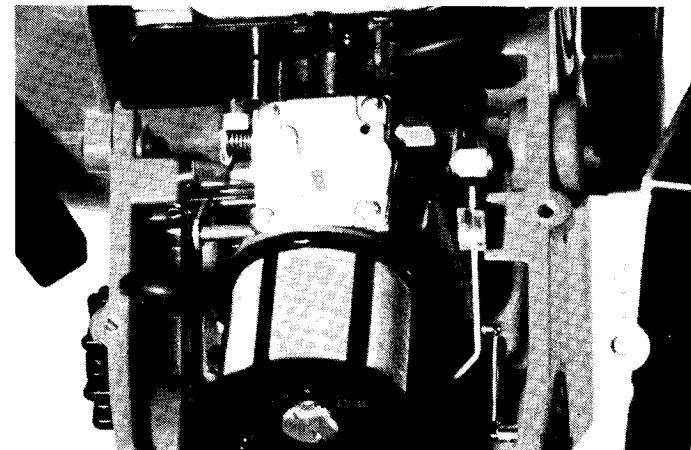


Fig. 46

Karburatorens princip

Cross-section through carburetor

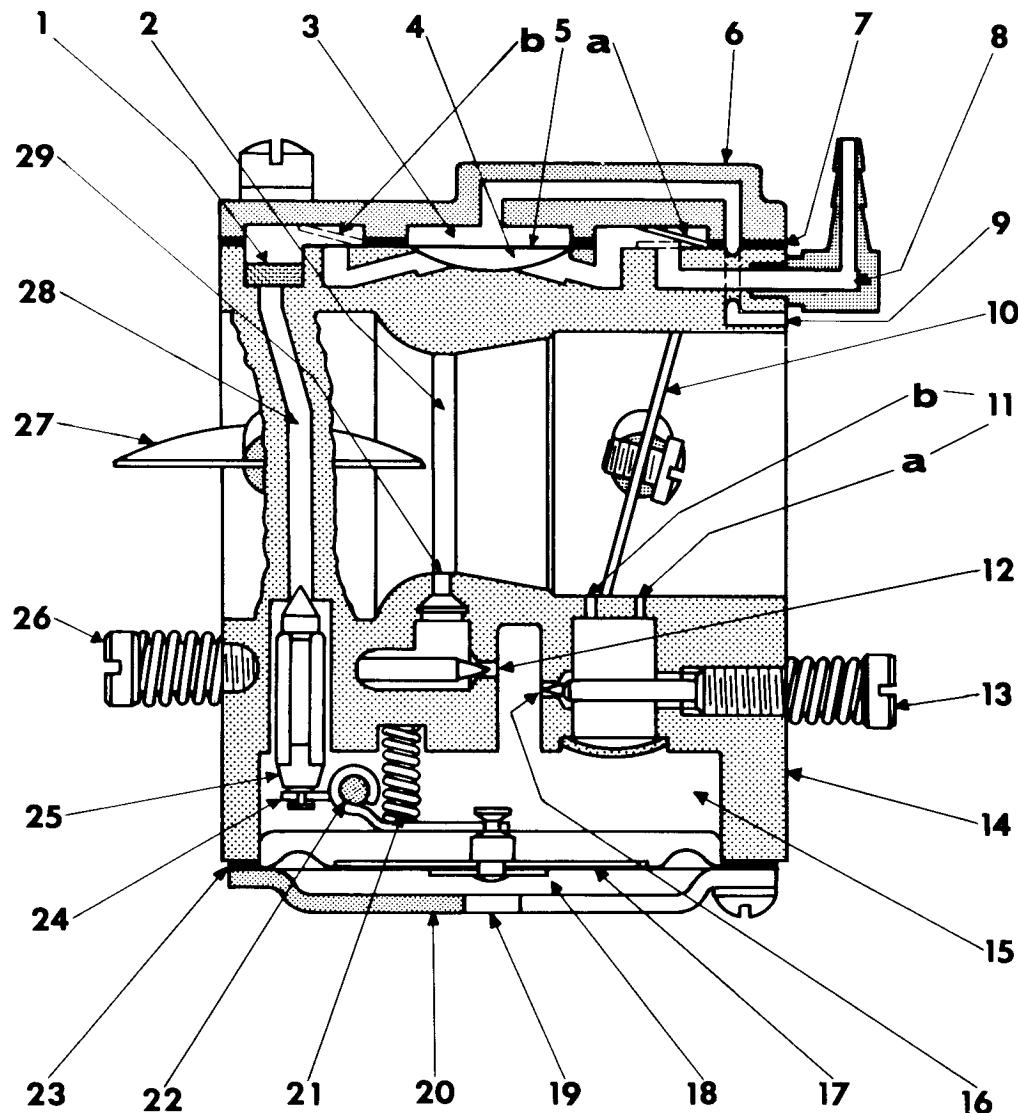


Fig. 44 This cross-section is a schematic diagram showing how the carburetor works.

- 1 Fuel strainer
- 2 Choke shaft
- 3 Impulse chamber
- 4 Fuel chamber
- 5 Pump diaphragm
- 5A Fuel pump inlet valve
- 5B Fuel pump outlet valve
- 6 Fuel pump cover
- 7 Fuel pump gasket
- 8 Fuel inlet
- 9 Impulse channel (to crankcase)
- 10 Throttle shutter
- 11A Primary delivery channel
- 11B Secondary delivery channel for idling fuel
- 12 Main mixture jet
- 13 Idle mixture adjustment needle (L)
- 14 Carburetor body
- 15 Diaphragm chamber
- 16 Idle jet
- 17 Main diaphragm
- 18 Air chamber
- 19 Air-venting hole
- 20 Diaphragm pump cover
- 21 Lever spring
- 22 Lever shaft
- 23 Diaphragm cover gasket
- 24 Lever to needle valve
- 25 Valve needle
- 26 Main mixture adjustment needle (H)
- 27 Choke shutter
- 28 Fuel channel
- 29 Delivery channel for main mixture

Fig 44 Tegningen er en principskitse for at vise karburatorens funktion.

- 1 Netfilter
- 2 Drøvlekonus
- 3 Impulskammer
- 4 Benzinkammer
- 5 Pumpemembran
- 5A Benzinpumpens indsugningsventil
- 5B Benzinpumpens udsugningsventil
- 6 Benzinpumpedæksel
- 7 Benzinpumpepakning
- 8 Benzinindløb
- 9 Impulskanal (til krumtaphus)
- 10 Gasspjæld
- 11A Primær udstrømningskanal
- 11B Sekundær udstrømningskanal til tomgang
- 12 Fuldgasdysse
- 13 Justerskrue til tomgasdysse
- 14 Karburatorhus
- 15 Membrankammer
- 16 Tomgangsdysse
- 17 Hovedmembran
- 18 Luftkammer
- 19 Udluftningshul
- 20 Membranpumpedæksel
- 21 Løftearmsfjeder
- 22 Løftearmsækse
- 23 Membrandækselpakning
- 24 Løftearm til nåleventil
- 25 Ventilnål
- 26 Justerskrue til fuldgasdysse (H)
- 27 Chokerspjæld
- 28 Benzinkanal
- 29 Udstrømningskanal til fuldgas

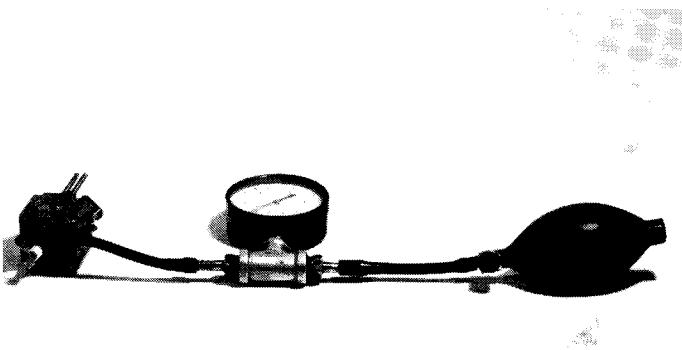


Fig. 41 Pressure-testing with a little petrol (gasoline) above the carburetor can show whether the needle valve is sealing properly.

Fig 41 Med lidt benzin ovenpå karburatoren og trykprøvning kan man teste om nåleventilen lukker tæt.



Fig. 42 The hose connection. Check valve and hoses. If the filter in the plummet hose requires replacement, it is unnecessary to unscrew the relief valve. The plummet hose can be reached through the fuel filler hole. A comparison can be made by blowing through a new and an old plummet hose assembly to find out whether it is allowing enough fuel to pass through.

Fig 42 Slangetilslutning, kontraventil og slanger. Skal filteret i lodslangen udskiftes behøver reduktionsventilen ikke skrues løs. Man kan nå lodslangen gennem benzinpåfyldingshullet. Ved at sammenligne gennemstrømmingen, når man puster i et nyt og et gammelt lod kan man kontrollere om der er tilstrækkeligt gennemløb.

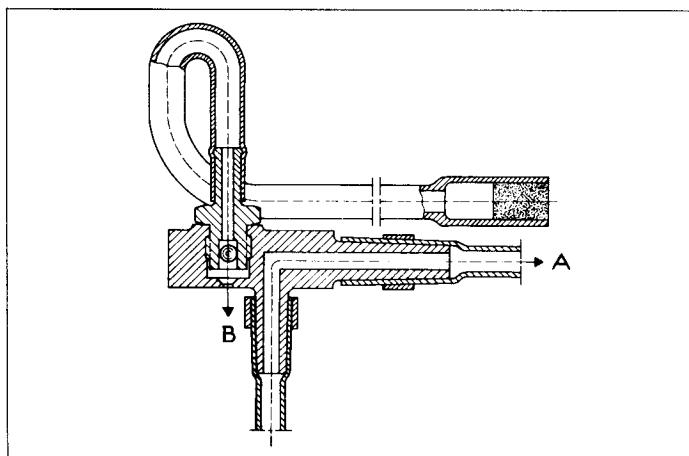


Fig. 43 A cross-section through the hose connection and check valve.

Fig 43 Snit i slangetilslutning og kontraventil.

Fig. 38 The carburetor upper cover can be removed for inspection of the diaphragm and filter without disassembling the carburetor.

Fig 38 Karburatorens øverste dæksel kan aftages for inspektion af membran og filter uden karburatoren behøver at adskilles.

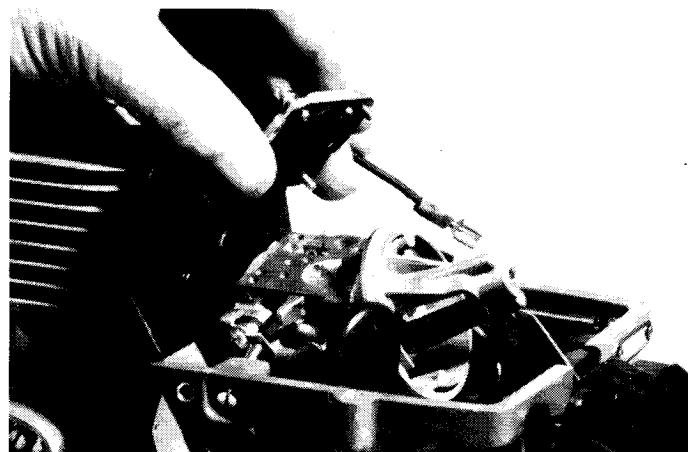


Fig. 39 Use leakage detector no. 9029 to ensure that the carburetor is not leaking and that the needle valve closes properly. The carburetor should stand up to a pressure of at least 11 p.s.i. (0.8 kp/cm²).

Fig 39 Kontroller med lækagetester nr. 9029 om karburatoren er tæt og om nåleventilen lukker. Karburatoren skal kunne tåle et overtryk på mindst 0,8 kg/cm².

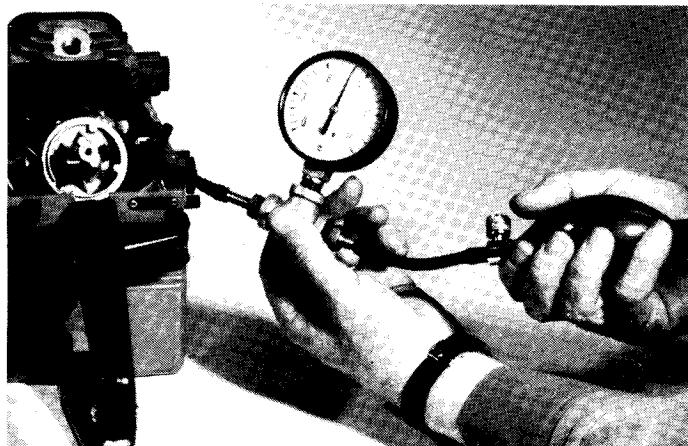


Fig. 40 Any other form of leakage on the diaphragm pump can be checked by pressure-testing and immersing in an oil/petrol (gasoline) mixture or paraffin (kerosene).

Fig 40 Andre lækager på membranpumpen kan testes ved trykprøvning og nedsænkning i olieblandet benzin eller petroleum.



JONSEREDS 80

Carburetor

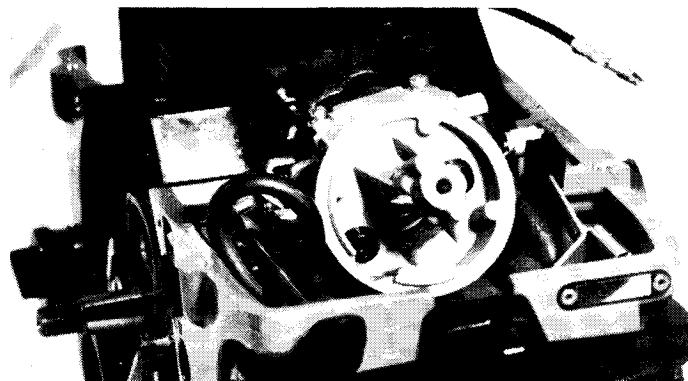


Fig. 31 The carburetor is removed by loosening two screws.

Fig 31 Karburatoren løsnes med 2 skruer.

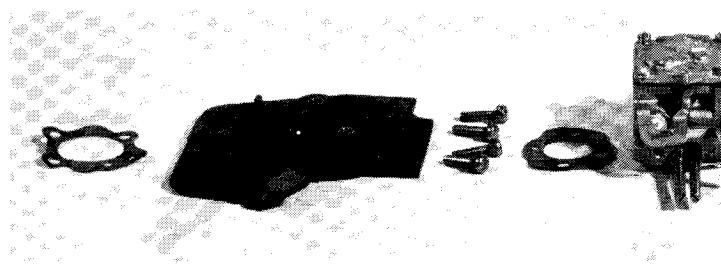


Fig. 33 The parts in the order they are to be fitted.

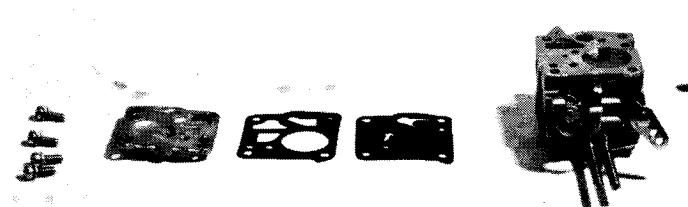


Fig. 34 Components on top of carburetor.

Fig 34 Enkeltdelene på karburatorens overside.

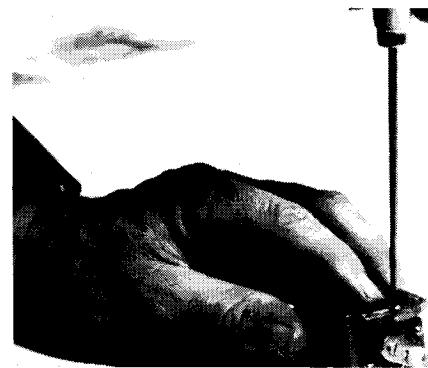


Fig. 36 When the lever shaft is being fitted or removed, the lever must be held with the finger.

Fig 36 Når løftearmens aksel monteres eller afmonteres må løftearmen fastholdes med fingrene.

RAKET 80

Karburatoren

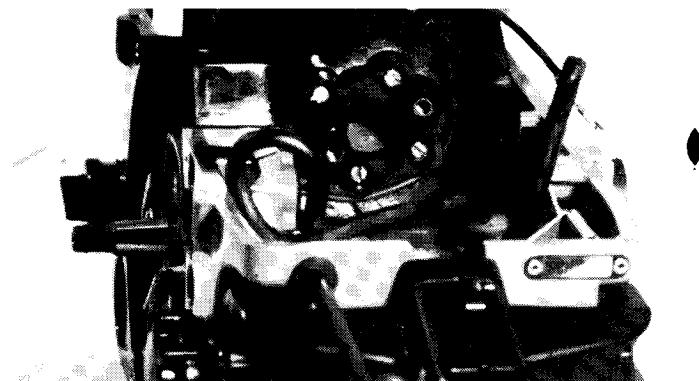


Fig. 32 The intermediary section is removed by loosening four screws.

Fig 32 Mellemstykket løsnes med 4 skruer.

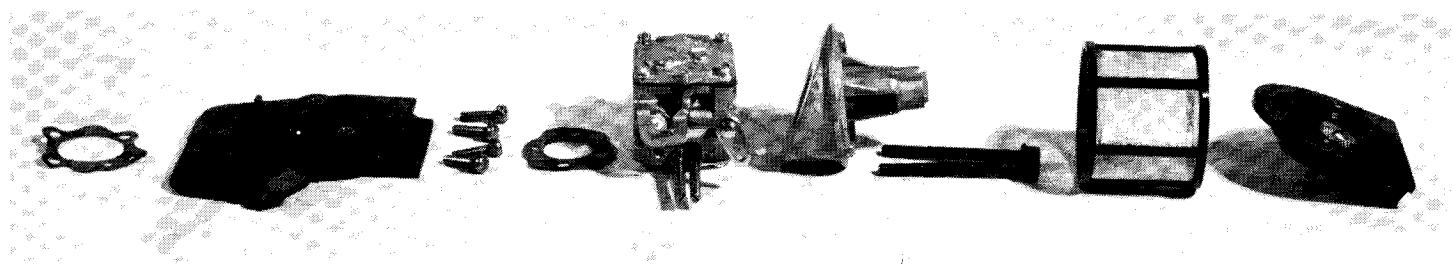


Fig. 33 Enkeltdelene i den rækkefølge de skal samles.

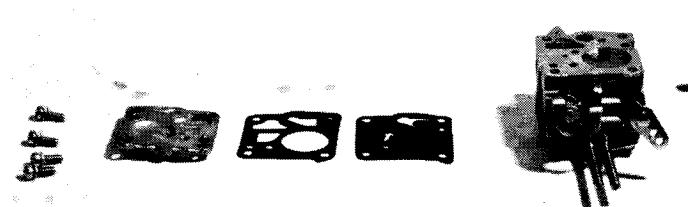


Fig. 34 Components on top of carburetor.

Fig 34 Enkeltdelene på karburatorens overside.

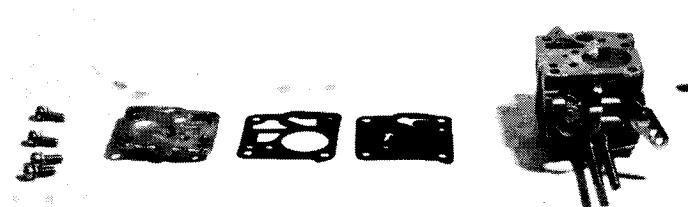


Fig. 35 Components on bottom of carburetor.

Fig 35 Enkeltdelene på karburatorens underside.

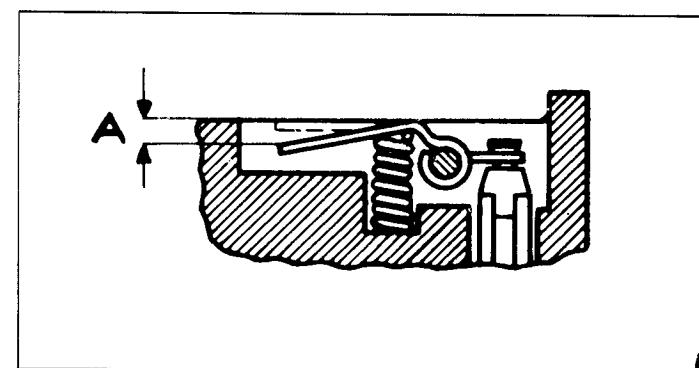


Fig. 37 The lever should have a clearance of $A = 0-0.010"$ ($0-0.25$ mm). Bend lever to adjust.

Fig 37 Løftearmen skal sidde med målet $A = 0-0,25$ mm. Om nødvendigt bøjes løftearmen.

RAKET 80

Oliepumpe, oliefilter

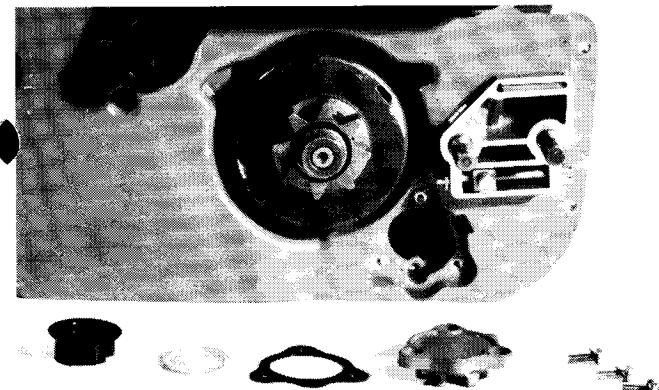


Fig. 26 The oil strainer disassembled.

Fig 26 Oliefilteret adskilt.

JONSEREDS 80

Oil pump, strainer

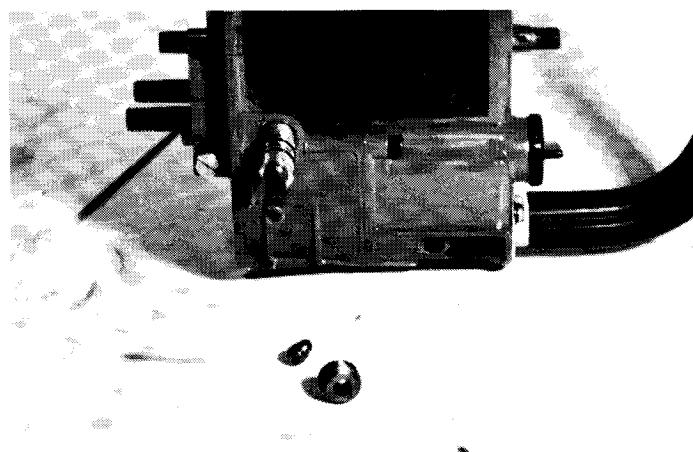


Fig. 27 To remove the oil pump. First remove screw 1 using a allen key and then screw 2 using a screwdriver. Screw tool no. 9135 onto screw 3 and pull out the oil pump.

Fig 27 Når oliepumpen skal udtages, skrues skrue 1 først ud med en sekskantnøgle og derefter skrue 2 med en skruetrækker. Værktøj nr. 9135 skrues i skrue 3 og oliepumpen kan trækkes ud.



Fig. 28 The oil pump disassembled with the parts in their correct order.

Fig 28 Oliepumpen adskilt i korrekt rækkefølge.

Fig 29 Snit i oliepumpen.

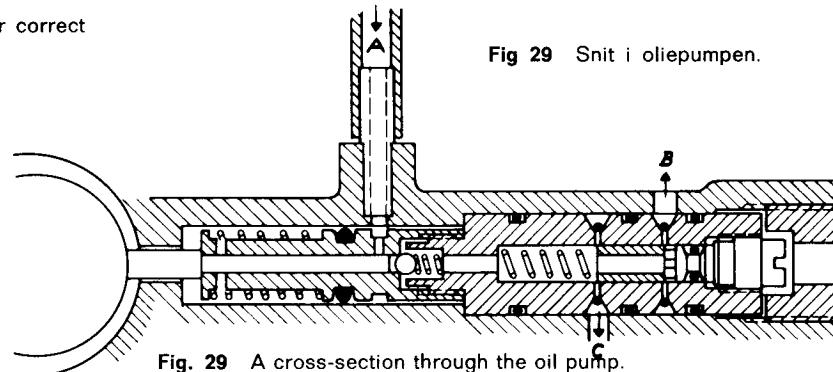


Fig. 29 A cross-section through the oil pump.

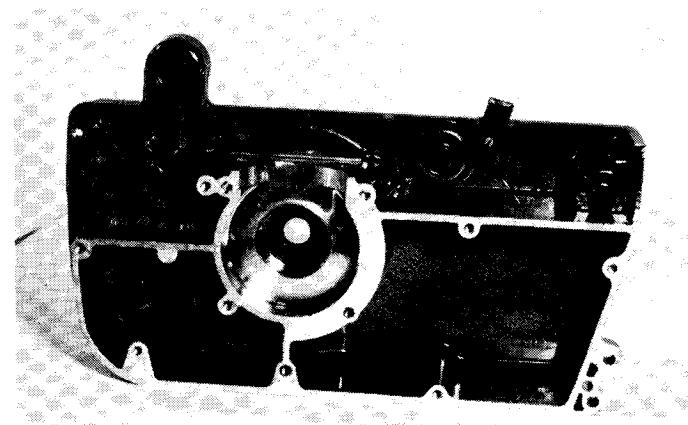
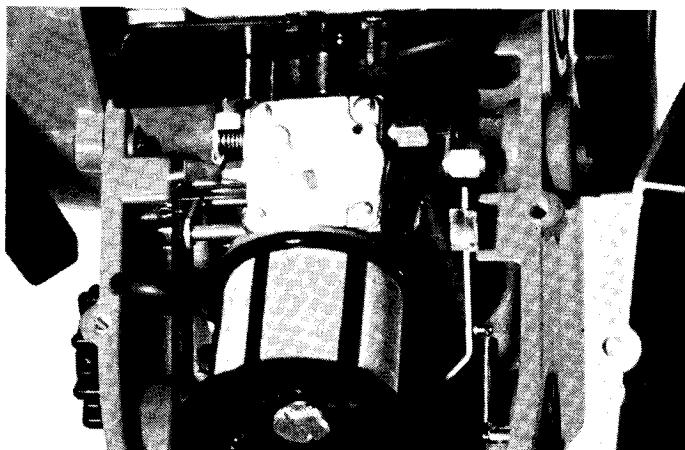


Fig. 30 The interior of the oil tank. Do not use compressed air at high pressure when cleaning the oil channels (if the engine block has not been disassembled) since the rubber hose may loosen from its attachments.

Fig 30 Olietanken invendig. Brug ikke trykluft med højtryk når smørekanalerne skal rengøres (med mindre den er adskilt fra motorblokken). Gummislangen kan i så fald gå løs.

JONSEREDS 80

Clutch, cylinder, and piston



RAKET 80

Kobling, cylinder, stempel

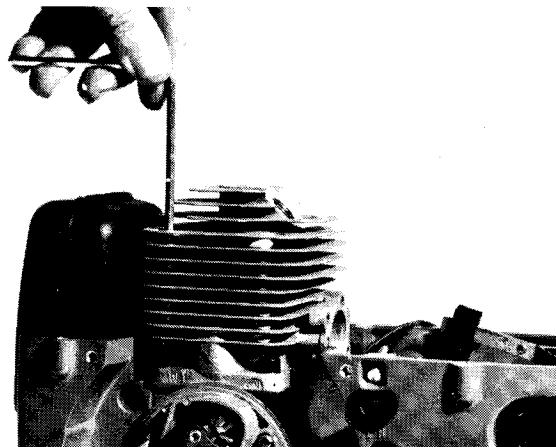


Fig. 23 Remove the cylinder head, fan housing, silencer (muffler), the fuel hose attachment at the carburetor, the split pin at the choke control, and the intermediary section.

Fig 23 Afmonter topstykket, ventilatorkappen, lydpotten, benzin-slangens tilslutning til karburatoren, splitten ved chokerregulatoren, karburatoren og mellemstykket.

Fig. 24 Loosen the screws retaining the cylinder. Pull up the cylinder. Always fit new gaskets when re-assembling.

Fig 24 Skru skruerne af som holder cylinderen. Træk cylinderen op. Udskift de gamle pakninger med nye ved monteringen.

Fig. 25 Remove the piston pin lockrings. To avoid damaging the piston and piston pin, use piston pin tool no. 9104. Remove all carbon deposits and other impurities from the cylinder, cylinder head, piston and silencer (muffler).

Fig 25 Fjern stempelpindens låseringe. For at undgå skader på stempel og stempelpind anvendes stempelpindverktøj nr. 9104. Rens cylinder, topstykke, stempel og lydpotte omhyggeligt for sot og andre urenheder.

RAKET 80

Kobling, cylinder, stempel

JONSEREDS 80

Clutch, cylinder, and piston

Fig. 20 When removing and fitting the clutch housing, use counterhold 9126-2. Note! The nut has a left-hand thread.

Fig 20 Ved afmontering og montering af koblingshuset anvendes modholder 9126-2. Bemærk at møtrikken har venstregevind.

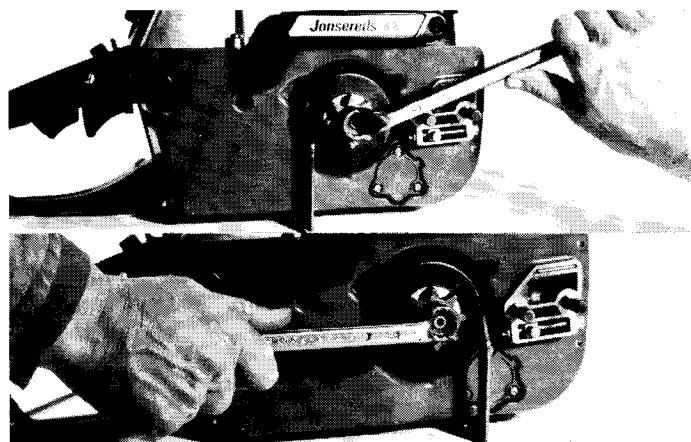


Fig. 21 Remove the outer washers, the clutch housing, the bearing, the bushing and the inner protective washer.

Fig 21 Fjern de udvendige skiver, koblingshus, leje og bøsning samt den indvendige beskyttelsesskive.

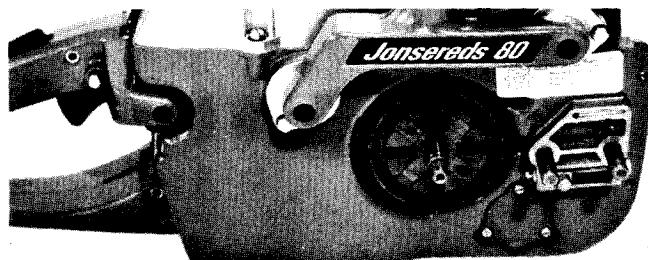
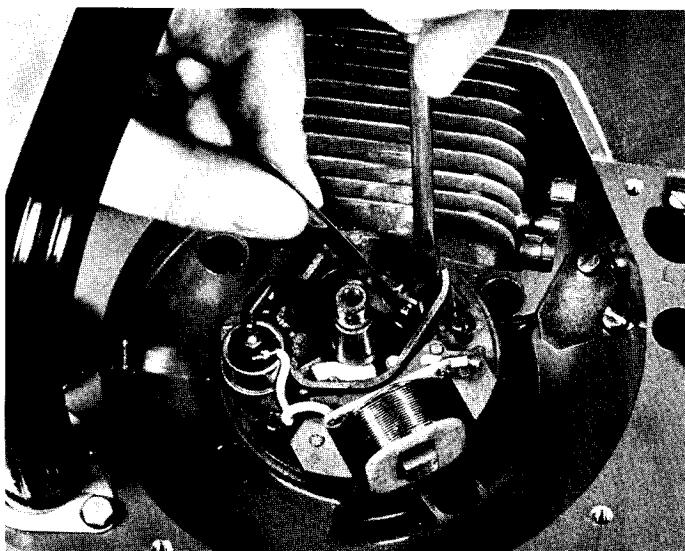


Fig. 22 The clutch is retained in position by means of a cone and a key. Use puller no. 9108 or no. 9127. If the clutch does not loosen although the puller is fully tightened, strike lightly on the center screw with a light hammer, see Fig. 13.

Fig 22 Koblingen sidder fast på konus og kile. Brug derfor aftrækker nr. 9108 eller 9127. Løsnes koblingen ikke selvom aftrækkeren er hårdt spændt, slås forsigtigt med en let hammer på centrumsskruen (se fig 13).



Checking the ignition system



Kontrol af tændingssystem

Fig. 17 Adjusting the contact breaker gap. Turn the crankshaft by using a wrench on the clutch side so that contact breaker gap is at a maximum. The fixed breaker point is then adjusted so that the gap between the contact breakers is .016" (0.40 mm). Check the gap using a feeler gauge. Since the fiber lug on the contact breaker arm of a new machine wears down to some extent, the contact breaker gap should be checked and adjusted if necessary after about 10 hours of operation.

Fig. 17 Justering af knikserafstand. Drej krumtapakslen med en nøgle på koblingssiden så platinerne bliver maximalt adskilte. Den faste platin indstilles så afstanden mellem platinerne er 0,40 mm, hvilket kontrolleres med et sørgerblad. På nye maskiner slides platinarmens fiberknast noget, kontroller og juster derfor efter ca. 10 timers kørsel.

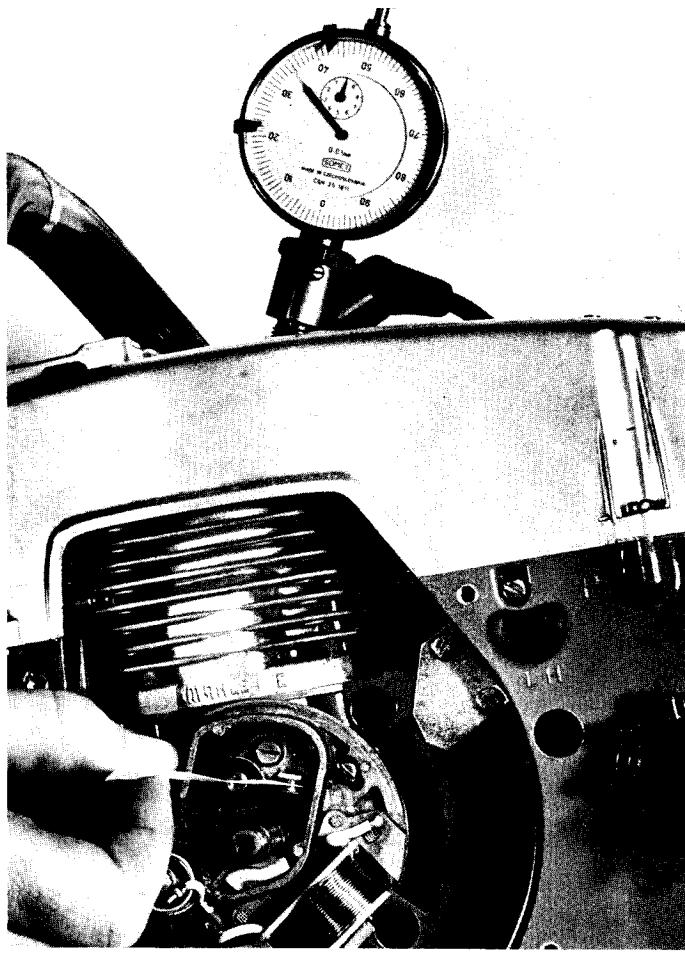


Fig. 18 Adjusting the ignition setting. Fit the indicator dial 9139+ retainer 9138 and 9138-3 as shown in the figure. Separate the contact breaker points and place a thin paper (.002" = 0.05 mm) between them. Turn the crankshaft in an anti-clockwise direction and pull the paper at the same time. When the paper just releases the magneto is at its firing point. Zero the dial indicator and turn the crankshaft to the TDC piston position. Read off the ignition setting in mm on the dial indicator. The correct setting is 7/64" (2.7 mm) before TDC.

If the ignition setting is faulty, adjust it by turning the contact breaker assembly, do not try to adjust the breaker points themselves. Adjust the contact breaker assembly and then re-check the ignition setting and the contact breaker gap. Then check to ensure that a spark occurs at the spark plug by turning the flywheel round. If the contact breaker assembly is turned clockwise the ignition is advanced, if it is turned anti-clockwise the ignition is retarded.

Fig. 18 Indstilling af tændingstidspunkt. Monter indikatorur 9139 samt holderne 9138 og 9138-2 som på billedet. Adskil platinerne og anbring et tyndt stykke papir (0,05 mm) imellem dem. Drej krumtapakslen mod uret og træk samtidig i papiret. Netop når papiret slipper befinner magneten sig i tændingsøjeblikket. Nulstil indikatoruret og drej krumtapakslen til topdødpunktet. Aflæs fortændingen på indikatoruret. Denne skal være 2,7 mm før topdødpunktet.

Er tændstillingen forkert justeres dette ved at dreje ankerpladen — ikke ved justering af platinerne. Juster ankerpladen og kontroller påny tændstilling og knikserafstand. Kontroller derefter at der er gnist på tændrøret ved at dreje svinghjulet rundt. Drejes pladen med uret øges fortændingen, drejes den mod uret mindskes fortændingen.

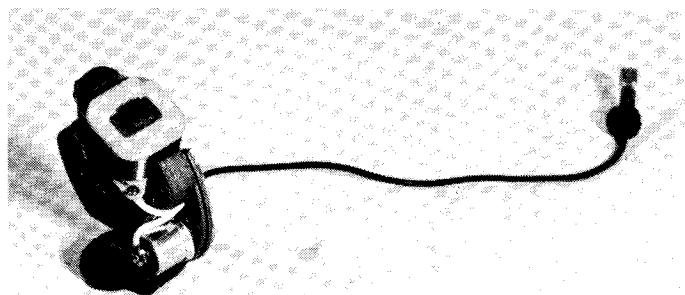


Fig. 19 If the coil is to be replaced, loosen the soldered point from the iron core, bend up the tabs above the coil and lift the coil out.

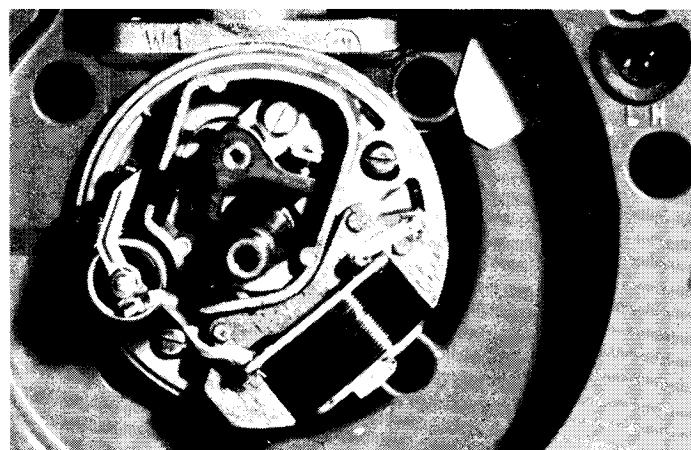
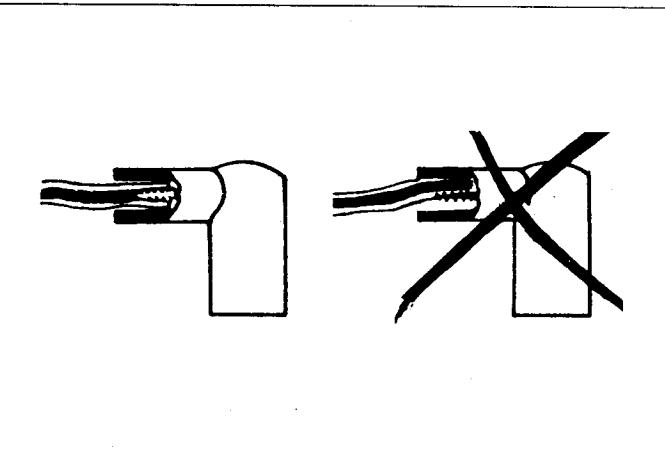
Fig. 19 Hvis spolen skal udskiftes løsnes ledningen fra jernkernen, fligene ovenpå spolen bøjes op og spolen kan tages af.

Kontrol af tændingssystem**Fig. 14** The contact breaker assembly exposed:

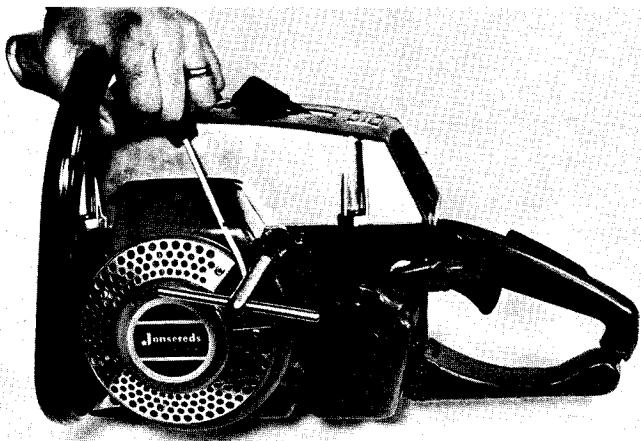
1. Locking screw retaining fixed breaker point.
2. Attaching screws retaining assembly. These must be loosened when the contact breaker assembly is to be turned to adjust ignition setting.
3. Pawl for screwdriver when adjusting fixed breaker point.

Fig 14 Ankerpladen blottet:

1. Låseskrue til sikring af den faste platin.
2. Fastspændingsskruer, holder ankerpladen og skal løsnes, når denne skal drejes for tændingsjustering.
3. Hak til skruetrækker når den faste platin skal indstilles.

**Fig. 15** If the spark plug boot is to be replaced, use tool 9027 to spread the cable and ensure maximum contact.**Fig 15** Skal tændrørshætten udskiftes bruges en syl nr. 9027 til at udvide kablet så god kontakt sikres.**Fig. 16** Ensure the screw in the spark plug boot is in contact with the cable.**Fig 16** Skruen i tændrørshætten skal have god kontakt i kablet.

Checking the ignition system



Kontrol af tændingssystem

Fig. 11 Loosen the four screws retaining the fan housing.

Fig 11 Skru de fire skruer af som holder ventilatorkappen.

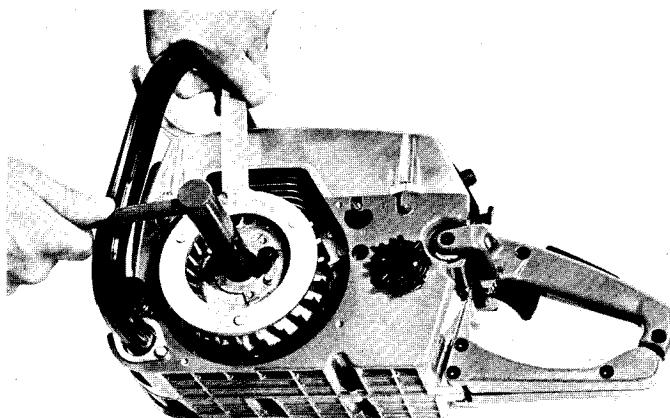


Fig. 12 To loosen the flywheel nut use socket wrench no. 9098-1 and counterhold no. 9106-1. Re-tighten later to torque of 25 lb.ft. (3.5 kpm).

Fig 12 Svinghjulsmøtrikken løsnes bedst med nøgle nr. 9098-1 og modholder nr. 9106-1. Når møtrikken igen skal fastspændes bør der bruges et moment på 3,5 kgm.

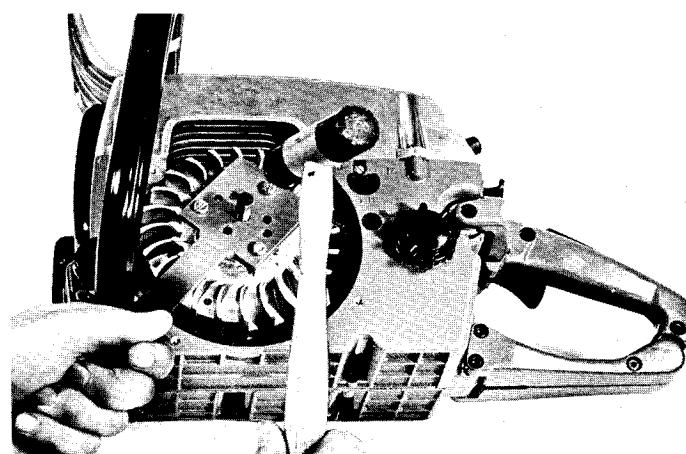


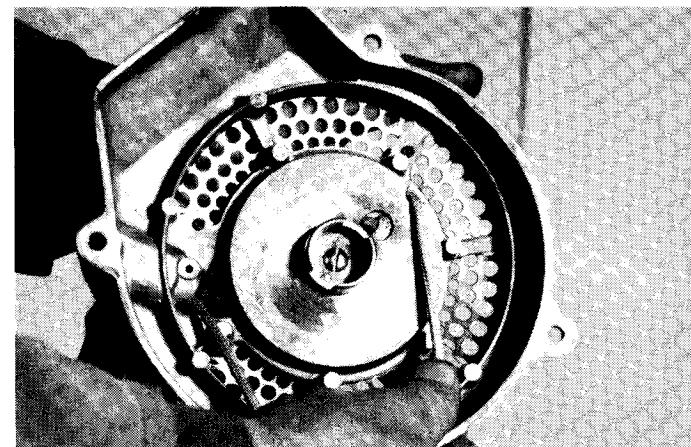
Fig. 13 To remove the flywheel with fan rotor use puller no. 9108 or 9127. If the flywheel does not loosen although the puller is fully tightened, strike carefully with a light hammer as shown above.

Fig 13 Svinghjul med ventilatorhjul aftages lettest med aftrækker nr. 9108 eller 9127. Løsnede svinghjulet ikke selvom aftrækkeren er hårdt spændt slås forsigtigt med en let hammer som vist på billedet.

Montering af tilbageløbsstart**Fitting the recoil starter assembly**

Fig. 8 Tighten the screw.

Fig 8 Spænd skruen.



Cfig. 9 Tightening the spring: Follow the instructions as for Fig. 2 except turn the cord drum one revolution clockwise. If the spring is tightened too hard, the draw length on the cord will be shorter and the spring subjected to heavy loading.

Fig 9 Forspænding af fjederen: Gør som beskrevet i fig. 2 med undtagelse af at snorehjulet drejes en omgang med uret. Spændes fjederen for hårdt mindskes snorens udtrækslængde og fjederen risikerer overbelastning.

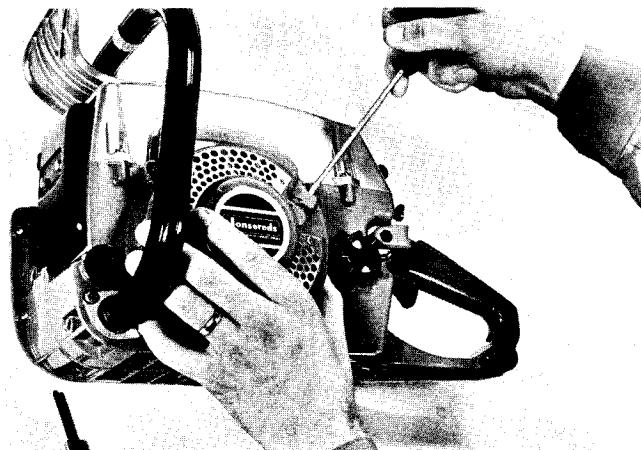


Fig. 10 Fitting the fan housing.

1. Pull out the starter cord about 20 in. (50 cm).
2. Lay the fan housing over the flywheel and allow the starter cord to run in simultaneously. The engaging pawls will then be correctly located.

Cfig. 10 Montering af ventilatorkappen:

1. Træk startsnoren ca. 50 cm ud.
2. Sæt ventilatorkappen over svinghjulet og lad samtidig startsnoren gå ind. Koblingsklørerne kommer så i korrekt stilling.

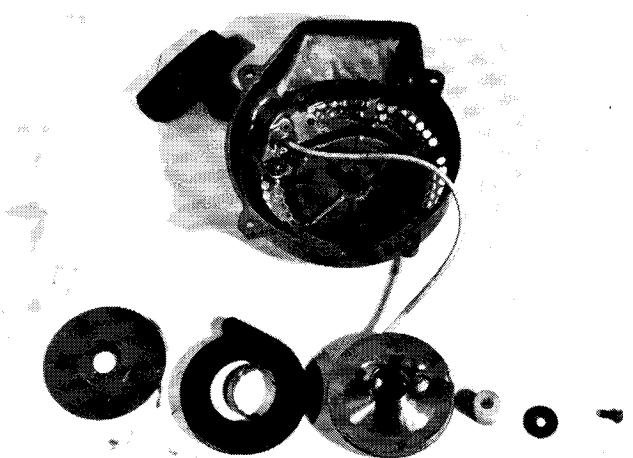
Fitting the recoil starter assembly**Montering af tilbageløbsstart**

Fig. 5 Lay the parts in the order in which they are to be fitted.

Fig 5 Delene i den rækkefølge de skal monteres.



Fig. 6 First place the large washer in the fan housing. Fit the spring and the magazine on the cord drum. Lay as much of the cord as possible in the drum slot. The drum, spring and magazine can now be placed in the fan housing.

Fig 6 Læg først den store skive i ventilatorkappen. Monter fjederen og kassetten på snorehjulet. Anbring så meget snor som muligt i snorehjulets spor. Nu kan snorehjul, fjeder og kassette placeres i ventilatorkappen.

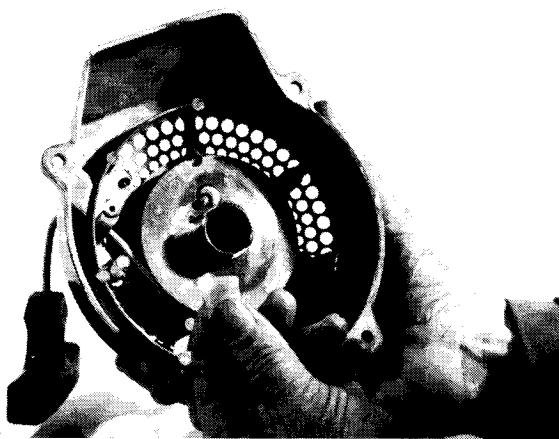


Fig. 7 Fit the bearing bushing, the washer and the screw.

Fig 7 Lejebøsning, skive og skrue monteres.

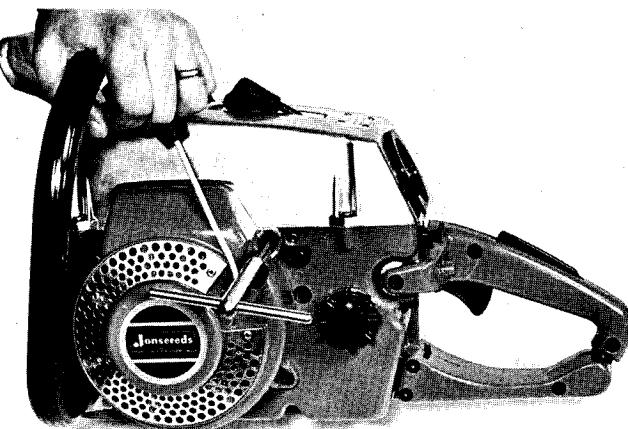
Afmontering af tilbageløbsstart

Fig. 1 Loosen the four screws retaining the fan housing.

Fig 1 Skru de fire skruer af som holder ventilatorkappen.

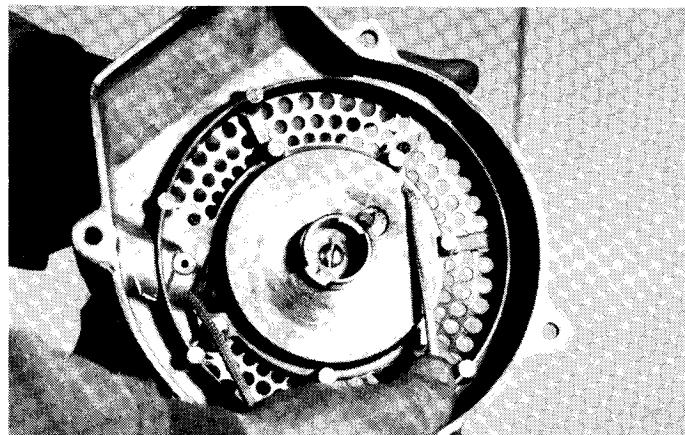
Removing the recoil starter assembly

Fig. 2 Pull out the starter cord about 12 in. (30 cm) until the recess in the cord drum is opposite the cord outlet. Hold the drum as shown. Lay the cord in the drum recess. Then release the drum carefully until spring has unwound.

Fig 2 Træk startsnoren ca 30 cm ud, stop når udskæringen i snorehjulet er midt for snorens udgang. Hold snorehjulet fast i denne stilling, læg snoren i snorehjulets udskæring og slip snorehjulet forsigtigt til fjederen ikke længere er spændt.

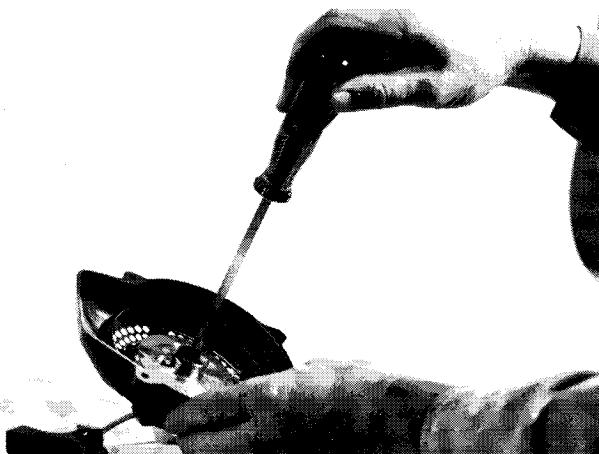


Fig. 3 Loosen the screw inside the center of the cord drum.

Fig 3 Skru skruen af invendig i snorehjulets centrum.

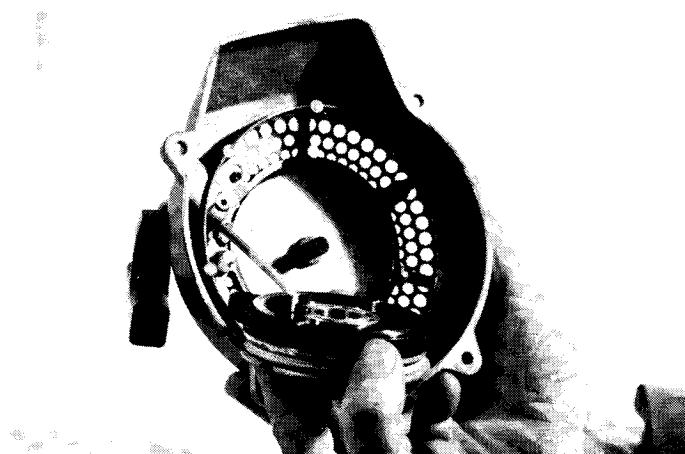


Fig. 4 Turn the fan housing so that the cord drum is facing downwards. The cord drum with spring, magazine and bearing will then fall out of the fan housing.

Fig 4 Vend ventilatorkappen med snorehjulet nedad. Snorehjul med fjeder, kassette og leje falder ud af ventilatorkappen.

SERVICE MANUAL, JONSEREDS 80

VÆRKSTEDSHÅNDBOG RAKET 80

Contents

Page	3	Removing the recoil starter assembly
	4	Fitting the recoil starter assembly
	5	Fitting the recoil starter assembly
	6	Checking the ignition system
	7	Checking the ignition system
	8	Checking the ignition system
	9	Clutch, cylinder, and piston
	10	Clutch, cylinder, and piston
	11	Oil pump, strainer
	12	Carburetor
	13	Carburetor
	14	Carburetor
	15	Cross-section through carburetor
	16	How the carburetor works
	17	How the carburetor works
	18	Dismantling the engine block
	19	Assembling the engine block
	20	Fitting the piston and cylinder to the engine block
	21	Fitting the piston and cylinder to the engine block
	22	Miscellaneous
	23	Notes

Indholdsfortegnelse

Side	3	Afmontering af tilbageløbsstart
	4	Montering af tilbageløbsstart
	5	Montering af tilbageløbsstart
	6	Kontrol af tændingssystem
	7	Kontrol af tændingssystem
	8	Kontrol af tændingssystem
	9	Kobling, cylinder, stempel
	10	Kobling, cylinder, oliefilter
	11	Oliepumpe, oliefilter
	12	Karburatoren
	13	Karburatoren
	14	Karburatoren
	15	Karburatorens princip
	16	Karburatorens arbejdsmåde
	17	Karburatorens arbejdsmåde
	18	Afmontering af motorblok
	19	Montering af motorblok
	20	Montering af motorblok, stempel, cylinder
	21	Montering af motorblok, stempel, cylinder
	22	Andet
	23	Notater

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