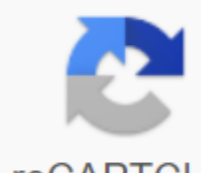


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When you have examined the fuel lines that supply petrol to your Poulan chainsaw engine and found that they are defective, instead of taking the machine to the dealer for repair, you can replace the gas lines yourself. Even if you are not particularly useful when it comes to repairs, replacing cracked or damaged gas lines on a chainsaw is a simple task that even a novice can perform with proper instructions. About the author Amie Taylor has been a writer since 2000. Reviews of books, gardening and outdoor lawn equipment repair articles and a short fiction account for a handful of your published works. Taylor gained her gardening and outdoor equipment repair experience from working in landscaping and lawn-care business she and her husband own and operate. Fixing things makes sense. This article will help you understand how to replace the fuel return line on the Poulan chainsaw. The chainsaw needs a tour? It's time to face a fix. Whether you're a legendary lumberjack or a weekend lumberjack, eReplacementParts.com provides the parts, procedures and facts you need to fearlessly fix, which will make you fail. Are you running out of engine gas? Maybe you should take a close look at the fuel lines. There are several fuel lines found on most small engines. At a minimum, there will be a line transporting fuel from the tank to the carburetor and the second line will return excess fuel from the carburetor to the fuel tank. Many models have a distant bulb that adds a third line between the bulb and the carburetor. Some models will have a remote fuel tank vent (and another piece of fuel line that connects it to the tank). Fuel lines are in constant contact with gasoline. Over time, the gas begins to harden and deteriorate fuel lines. After hardening, fuel lines are easily cracked or broken. Even a small crack will create a potentially dangerous fuel leak and allow air into the fuel system. Air in the fuel system can cause the engine to operate erroneously, die or not start at all. This article contains detailed instructions for replacing the fuel return line on the Poulan chainsaw. Let's collect.

DISASSEMBLY OF THE FUEL RETURN LINE [up] 1. Drain the fuel. Drain the excess fuel from the tank. 2. Remove the top cover. Remove (3) the screws that secure the top cover to the saw. Lift the top cover away from the saw. 3. Remove the air filter cover. Remove the air filter cover. Remove the air filter from the housing. Remove (1) the screw that secures the air filter housing to the motor. Remove (2) the nuts that provide the air filter housing to the motor. Lift the air filter housing outside the carburetor assembly. 4. Remove the carburetor. Pull and hold the throttle trigger to expose the throttle connection point (on the trigger). Disconnect the connection from the throttle trigger. Disconnect and remove the throttle connection from the carburetor from mounting screws and outside the engine. Use long nose pliers to disconnect the fuel supply line from the carburetor. 5. Remove the fuel line. Disconnect the fuel start line from the primer bulb. The fuel return line is provided inside the fuel tank by a plastic compression fitting (which prevents the line from being accidentally removed from the fuel tank). Removing the fitting (and return fuel line) requires a little patience and a good pair of haemostates. Use clippings or scissors to reduce the return fuel line as close as possible to the fuel tank. Remove the fuel cap. Using haemostas, remove the compression fitting (and the rest of the return fuel line) from the inside of the fuel tank. Use a utility knife to cut off the old fuel line from the plastic fitting (the fitting will be reused). 6. Cut the new fuel line to the correct length. Align the ends of the old fuel line and the new fuel line. Add the length of the fuel line piece that has been cut out of the plastic fitting. Cut the new fuel line to the length of the original fuel line. Cut out the angle at one end of the new fuel line (this will make it easier to insert a new line into the fuel tank). INSTALLATION OF NEW RETURN LINE FUEL [top] 7. Install the fuel return line. Pass the bent end of the new fuel line through the mounting hole on the fuel tank. Using hemostatics, pull out the new fuel line (from inside the fuel tank) through the mouth of the fuel tank (be careful not to pull the line completely out of the mounting hole); pull the line far enough to install the plastic compression fitting. Use snippers or scissors on the square at the end of the fuel line (removing the angle that was cut earlier). Install the plastic fitting at the end of the new fuel line. Install the plastic fitting (and fuel line) back into the fuel tank. From the outside of the fuel tank (where the fuel line enters the fuel tank), use the haemostatics to pull out the fuel backline until the plastic fitting locks into the inside of the fuel tank (and enters the tank). Connect the new fuel inserts to the bulb primer assembly. REBUILDING THE UNIT [above] 8. Reinstall the carburetor. Connect the incoming fuel line (usually green) to the suction nipple on the underside of the carburetor. Connect the fuel tank cleaning line to the socket at the top of the carburetor. Slide the carburetor into the two engine mounting posts. Connect the carburetor to the suction tube and push the carburetor assembly towards the motor until the suction tube is fully suction against both components. Connect the throttle connection to the carburetor. Pull and hold the accelerator trigger to expose the connection point for the throttle connection trigger. Connect the throttle connection to the throttle trigger. 9. Reinstall the air filter cover. Filter. air filter housing above the carburetor mounting columns. Secure the air filter cover to the motor using (2) nuts. Using (1) screws, secure the air filter housing to the carburetor. Install the air filter. Install the top cover on the saw. Secure the upper cover with (3) screws. Do-it-yourself fixes like these are easier than you might think: From lawn machines to cordless drills, kitchen mixers to outdoor grills. Our how-to articles make you think through every fix from start to finish. So, do-it-yourself means you never have to do it yourself. Find another fix here. No, it's okay. Vince O. : Hello, are both carb nipples on the same side? Vince O. : Are you replacing both lines? Customer: not there on separate pagesInterest: yes, I am the previous owner pulled all lines outVince O. : Did you buy the right fuel lines? Customer: Yes, I have them in the tank clingy, but I do not know which one goes to bulbCustomer: there is one larger than the otherAdven: you have as a diagram I can followVince O. : Skinny line is the main fuel line and has a fuel filter on it. It should rest on the bottom of the tank and it goes to the right side of the nipple. Customer: No filter fits skinny line fits the larger lineVince O. : Primer has 2 nipples,1 long and 1 short. The gas tank return line hose goes for a longer nipple and a carb for primer on a shorter nipple. Vince O. : If the fuel lines oem part of the inner diameter is the same. Customer: ok now which one is the return line it's a hole on the left or right side of the tankVince O. : NNN-NN-NNNNis skinny line andNNN-NN-NNNNis wider. Or you may have purchased a fuel line kit containing both parts #NNN-NN-NNNN/p>Vince O.: The right side of the tank is a reversible line and the hose should be at least an inch if the original plastic nipple is not attached to it. Customer: no, I have 69216 and 69247Vince O. : Vince O. : The fuel filter should go to a thin line coming out of the left side of the tank and directed under the carbohydrate to the right side of the nipple of carb. Customer: ok as a hose coming out of the right side of the tank where that one goVince O. : If necessary, remove the starter and unscrew the primer to make connecting the hose easier. Customer: ok I hooked it all up and now the primer bubble broke, is it because the fuel doesn't come through The Invoice O. : Did the primer bulb itself crack, or isn't it priming? Customer: it cracked. I drew it about 6 times and as it crackedVince O. : Customer: Vince O., Small Engine TechnicianCategory: Small EngineSatisfied Customers: 3198Experience: More than 30 years of experience repairing lawn and garden equipment. Chainsaws, mowers, vents and trimmersVerifiedVince O. and 87 specialists in small engines are ready to help you help now Related Articles & Videos Discover the value of being a card member. Learn more about the value of a card member. For more information

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