



Service Bulletin

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JANUARY 21, 1964

TO OUR DISTRIBUTORS & DEALERS

SUBJECT: LAUSON SERVICE BULLETIN

FOR YOUR INFORMATION, REPRINTS OF LAUSON SERVICE BULLETINS
APPEAR BELOW AND ON THE REVERSE SIDE.



LAUSON-POWER PRODUCTS PARTS DEPOT

FILE IN:
DIVISION 6
SECTION A
Issued November 1963

SERVICE BULLETIN

SUBJECT: OIL SPURTING FROM BREATHER TUBE

**MODELS OR
TYPES AFFECTED:** Horizontal Shaft 4, 5 & 6 H.P. 4-Cycle Engines

We have received reports of oil spurting from the breather tube on the above model engines.

This condition can be caused by various factors. Listed are several reasons breathers malfunction and spurt oil. Check for these possibilities:

1. Dirt or foreign materials lodged under the reed in the breather assembly. is affected in the crankcase, breathers will spurt oil.
2. Incorrect assembly of the breather, such as the inner baffle being installed upside down.
3. Vacuum leak in the crankcase, such as a loose oil filler tube or an oil filler cap not sealing tight.
4. Extensive testing indicates that an excessive amount of oil exists in the engine due to tolerances and the amount of thermal expansion of the oil from cold to engine operating temperature. Consequently, oil dipstick #30924 has been changed to lower the engine oil level 3/16 of an inch.

NOTE: Any of the above three reasons affect the vacuum of the crankcase. If this vacuum

The new dipstick incorporating this change will be identified by part #30924A. All original numbered dipsticks will become a code #2 item and should be returned to your supplier for credit and revised stock ordered.

FILE IN:
DIVISION 6
SECTION A
Issued November 1963

LAUSON-POWER PRODUCTS PARTS DEPOT



SERVICE BULLETIN

SUBJECT: OIL SEAL LEAKAGE (Magneto End)

MODELS OR

TYPES AFFECTED: 4, 5 & 6 H.P. Vertical and Horizontal 4-Cycle Engines

We have received complaints of oil leaking past the seal, on the magneto end of the crankshaft, causing the above-mentioned engines to malfunction.

This condition can be caused by one or a combination of the following reasons: Loose Oil Filler Tubes, Kinked Breather Tubes, Leakage around O. D. of the Seal, and Wear on the Seal Lip.

The following procedures should be followed in correcting the above reasons:

1. Loose Oil Filler Tubes: These tubes are pressed into the cylinder cover and Loctite is used as a sealant. Since this requires a special fixture it becomes necessary to install a new cylinder cover assembly if the tube is loose. Also make certain oil filler caps are closing tight.
2. Kinked Breather Tube: There is a possibility that breather tubes on engines incorporating the tied in breather will kink. If this occurs, spring #31778 should be installed. The outside diameter of this spring is larger than the original spring. This is a new service part and an adequate stock should be ordered.
3. Leakage around O. D. of Seal: We have available for your use a new service replacement seal, part #27876A. This seal is bonded into the case, eliminating the possibility of oil leakage between the seal and case. This seal

also has a narrower point of contact on the shaft which gives a more positive seal. When installing this seal coat the O. D. of the seal with non-hardening type Permatex. This will compensate for the expansion from installing the new seal.

NOTE: Caution should be exercised to make certain no Permatex comes in contact with main bearing surface or oil seal lip. Coating of the oil seal with Permatex should be a standard procedure whenever installing a replacement seal.

4. Wear on Seal Lip: This is caused by a rough finish or a nick on the crankshaft. Before installing a replacement seal, polish the crankshaft with crocus cloth on the area where the seal makes contact with the shaft. This will provide a new surface for the seal to seal upon.

Please order an adequate stock of the #31778 spring and #27876A seal. No. 27876 seal is now Code No. 2 and should be returned to your supplier for credit.