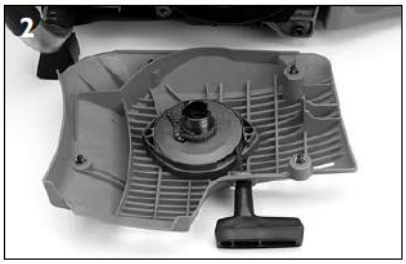
Replace Cut Quick Barrel & Piston

This example use a **Husqvarna K760**, but many machines are similar.

Remove starter:



Starter

1. Loosen the starter's 4 screws.

2. Remove the starter.

Tip - Use the multi tool provided with the machine

Remove cutting head:

Cutting head

1. Loosen the screws to the cutting head. (Tightening torque when mounting 18–22 lbf·ft/25–30 Nm.)

2. Loosen the tension of the belt with the adjuster screw.

3. Detach the hose clip.

4. Remove the screws to the cutting head. Remove the front belt guard by pushing it forward.

5. Detach the hose at the water valve. Lift off the belt from the belt pulley and remove the cutting head.

6. Loosen the rear belt guard's two screws. (Tightening torque when mounting 6.6–8.1 lbf·ft/9–11 Nm.)

7. Remove the guard.

Remove air filter:

Air filter

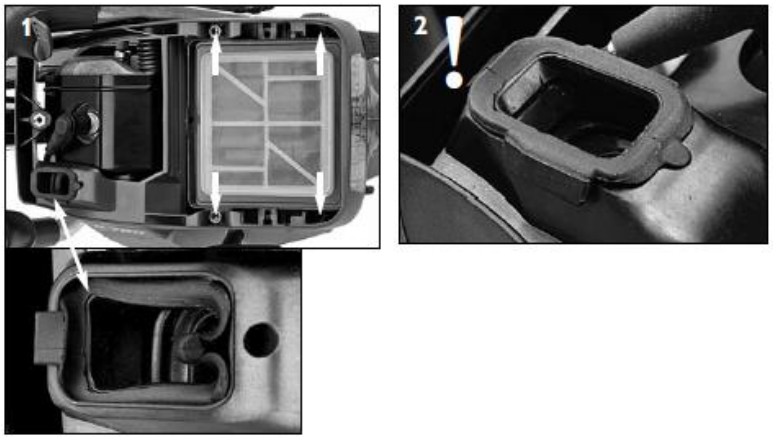
1. Loosen the guard's three screws and remove the guard.

2. Loosen the two screws that hold the filter bottom.

3. Lift up the filter bottom together with the filter.

4. Press the filter out of the filter bottom.

Remove Cylinder Cover:

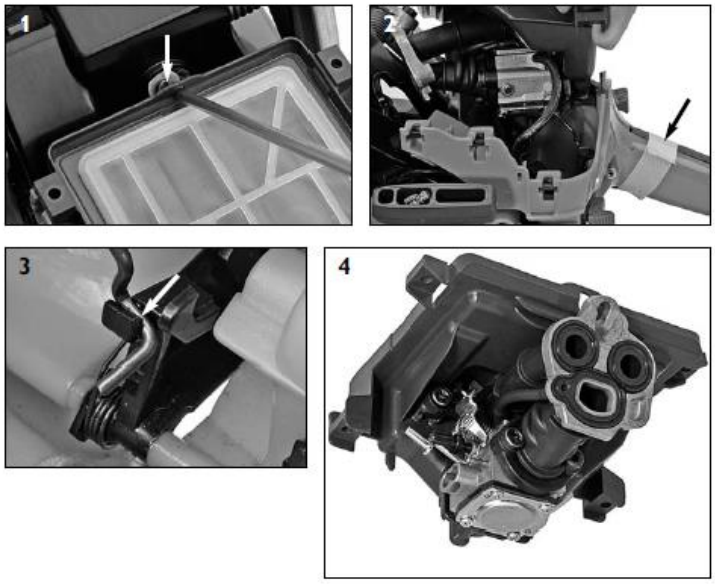


Cylinder cover

1. Loosen the four screws on the cylinder cover.
   Press together the rubber seal's collar so that the cylinder cover can be lifted off.

2. NOTE! When reassembling the rubber seal must be drawn up through the cover and the collar then adjusted to fit correctly against the cover.

Remove Carbie:



Carburettor

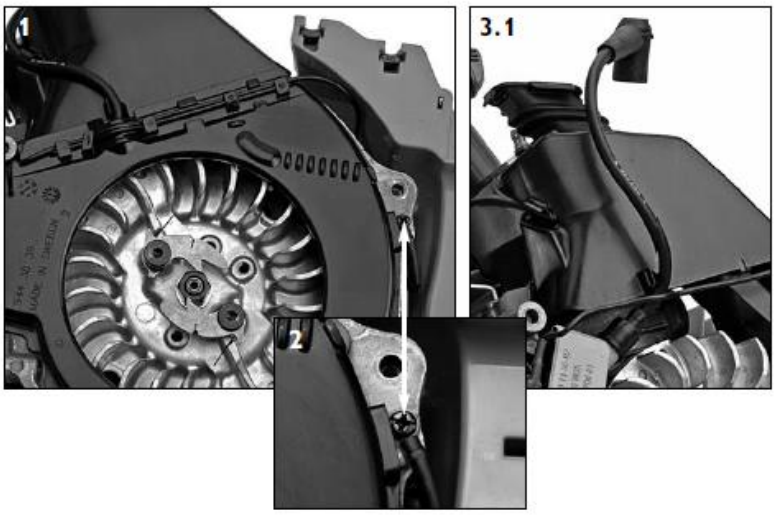
1. The carburettor unit is attached to the cylinder by a single screw. Loosen the screw.

2. Lift out the carburettor unit. Detach the petrol hose and the hose to the "air purge" from the carburettor.
   Tip: Tape the throttle control in the full throttle position to improve access to the throttle rod's attachment on the throttle control.

3. Pull the throttle rod out of the control.

4. The entire carburettor unit can now be lifted out.

Remove air duct:



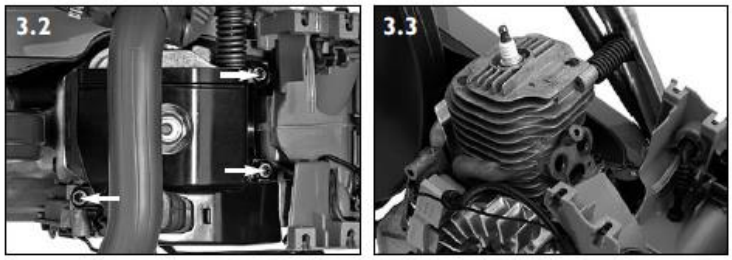
Air duct

Start by removing the starter, air filter cover and cylinder cover.

1. Lower air duct
In order for reassembly to be correct, note how the cable to the stop switch is mounted in the air duct. Lift the cable out of its attachment.

2. Engine's earth point
The engine's earth point to the stop button is placed here.

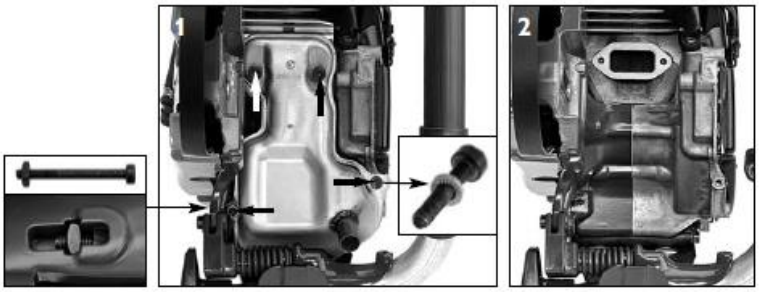
3. Upper air duct
3.1 Detach the ignition cable at the spark plug and lift the cable out of its attachment in the cover.



3.2. Dismantle the three screws on the air duct cover.

3.3. Lift off the air duct cover.

Remove muffler:



Muffler

Dismantle the cutting head and the starter.

1. Dismantle the four screws on the muffler.

2. Dismantle the muffler.

Fit the gaskets correctly!
3. The insulated fibre gasket should lie closest to the muffler.

4. Fit the heat shield.

5. The aluminium gasket should lie against the cylinder.

The screws should be tightened to a torque of 8.0–9.5 lbf·ft/11–13 Nm.

Remove decompression button:

Dismantling
Use a long socket or the combination spanner to dismantle the decompression valve.

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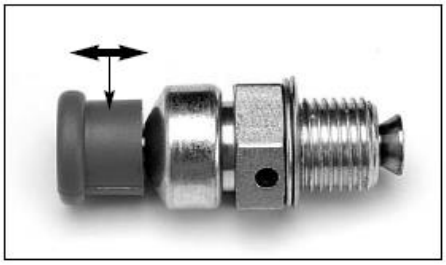
Use a long socket or the combination spanner, 506 38 26-01, to dismantle the decompression valve.



Service
Check that the valve moves. Clean the valve of soot and deposits.

Service
Check that the valve moves. Carbon removing chemicals or a light oil (diesel oil) can help a jammed valve to work again. Blown clean the valve with compressed air. Carbon deposits on the valve and the seating can be removed using fine emery cloth.

Remove Cylinder:

Cylinder

Dismantling
It may be appropriate to secure the engine body in a vice to facilitate work. Use soft jaw guards!

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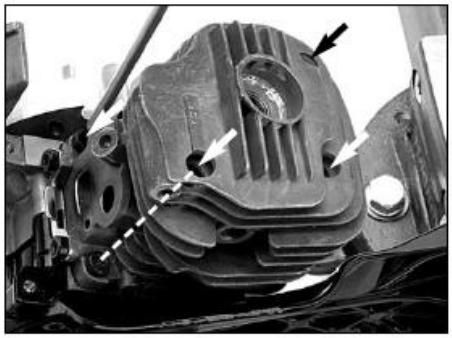


Dismantle the cylinder.

Dismantle the 4 screws at the base of the cylinder and lift off the cylinder.

Remove Piston, gudgeon and bearing:

Piston

Dismantling
Place the support plate under the piston.

Seal with a cloth or paper so as not to risk anything falling down into the crankcase.

Piston

Dismantling
Place the support plate under the piston.

Seal with a cloth or paper so as not to risk anything falling down into the crankcase.

Dismantle the circlips on both sides of the gudgeon pin.

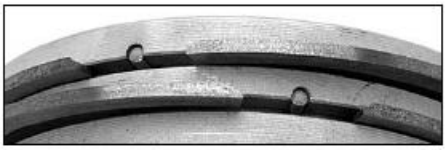
Dismantle the circlips on both sides of the gudgeon pin using a pair of pliers. Turn and press together the circlip at the same time as it is pulled outwards.

Dismantle the needle bearing

Dismantle the needle bearing
Press the needle bearing out of connecting rod.

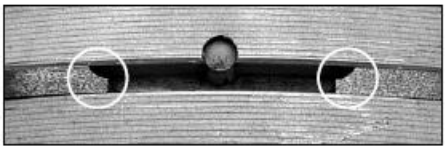
Piston rings
Dismantle the piston rings.

Piston rings
The piston rings are dismantled without tools using the following method. Slide the piston ring towards you, so you can grip the ends. Carefully expand the ring and move it away from you, so it can be lifted out of the groove at the rear edge. Assemble the parts in the reverse order.



Important when assembling
Fit the open part of the piston ring so it aligns with the guide pin.

Important when assembling
The piston ring groove has a guide pin that prevents the piston rings from rotating. Fit so that the open part of the piston ring aligns with the guide pin.



Turn the piston ring with the bevelled edge towards the guide pin.

Turn the piston ring with the bevelled edge towards the guide pin.

Assembly:

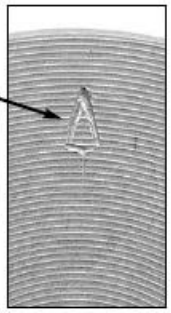
Assembly

Oil in

Assembly

Oil in

New or cleaned bearings and piston rings should be oiled in with 2-stroke oil before assembly to initially ensure satisfactory lubrication.



The arrow pointing towards the exhaust port

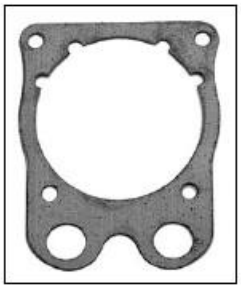
It is important that the arrow is turned towards the muffler when assembling the piston on the connecting rod.

Fit the needle bearing in the connecting rod. Fit a circlip in the piston, hold the piston in position, press in the gudgeon pin and fit the other circlip.

The arrow pointing towards the exhaust port

The piston is not symmetrical. It is important that the arrow is turned towards the muffler when assembling the piston on the connecting rod.

Fit the needle bearing in the connecting rod. Fit a circlip in the piston, hold the piston in position, press in the gudgeon pin and fit the other circlip. Check that the circlips are seated correctly in their grooves.



Cylinder base gasket

Carefully clean off any old gasket residue from the surfaces that connect with the gasket.

Fit the gasket on the cylinder.

Cylinder base gasket

It is extremely important that the base of the cylinder seals tight against the crankcase. Carefully clean off any old gasket residue from the surfaces that connect with the gasket.

Fit the gasket on the cylinder.

Assemble the cylinder

Check that the opening on the piston rings align with the guide pin.

Assemble the cylinder

Check that the opening on the piston rings align with the guide pin.

Press the piston rings together using the piston ring compressor.

Press together the piston rings using a suitable piston ring compressor included in the tool kit 502 50 70-01. Place the piston ring compressor a few millimetres below the top of the piston to facilitate the next phase.

Press down the cylinder over the piston and let the piston ring compressor slide along the piston.

Fit the screws on the base of the cylinder and tighten these crosswise to a torque of 10–11 lbf·ft/14–15 Nm.

Press down the cylinder over the piston and let the piston ring compressor slide over the piston until the cylinder has past the piston rings.

Remove the piston ring compressor and the support plate align the cylinder on the crankcase.

Fit the screws on the base of the cylinder and tighten these crosswise to a torque of 10–11 lbf·ft/14–15 Nm.

Reassemble muffler, air cleaner etc as reverse of disassembly.

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