Husqvarna Hedgetrimmers 325HS/ 325HE/ 325HDA

Workshop manual

101 90 73-26

Workshop Manual
Hedge trimmers

Supplement for models 325HS, 325HE,325HDA

Contents

1. Starter 5
2. Ignition system 7
3. Fuel system 9
4. Centrifugal clutch 13
5. Gear 17
7. Crankshaft and crankcase 25
8. Exhaust system 27
9. Cutting equipment 31

This supplement only takes up elements specific to the above mentioned models.

For complete information when servicing we recommend that the supplement is studied together with the Workshop Manual.

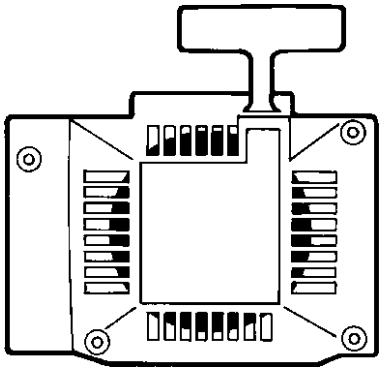
(Order no. 101 90 74-26)

and the supplement for brushcutters, trimmers, pruners and hedge trimmers.

(Order no. 101 90 75-26)

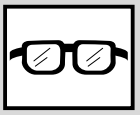
Starter

1.



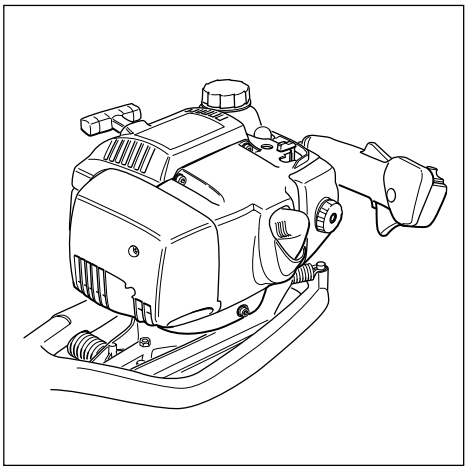
Contents

General _____ 6
Replacing the drive dogs, supplement _____ 6



⚠ WARNING!

Protective glasses should be worn when working on the starter to avoid injury to the eyes if, for some reason, the return spring should fly out.

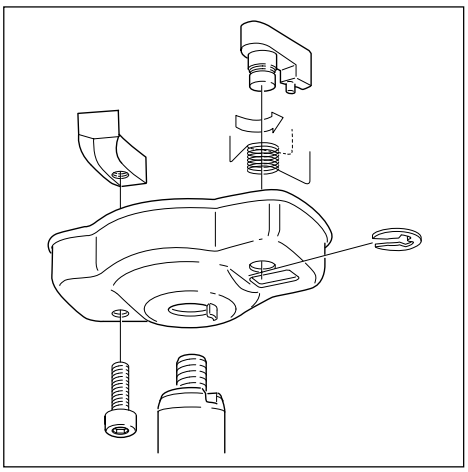


General

See Brushcutter 325.

Deviations:

Starter handle placement. The drive cup is fitted with a balance weight.



Replacing the drive dogs, supplement

325HS75, 325HS99

Fit the balance weight in the drive cup, if necessary.

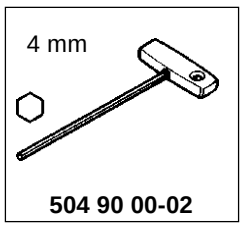
Fit the drive cup on the crankshaft.

NOTE!

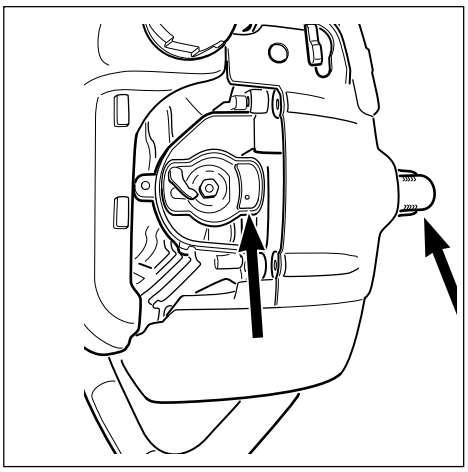
Risk for incorrect assembly. If the weight is fitted on the wrong side of the drive cup the blades will vibrate heavily when the engine is running.

Replacing the drive dogs, supplement.

Make sure the ear on the drive cup is fitted in the cut-out on the crankshaft.

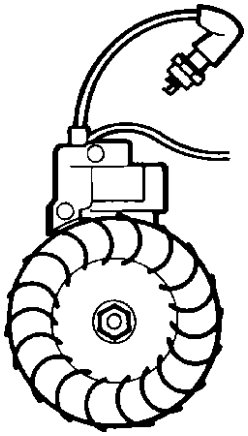


The balance weight should be facing the spark plug when the piston is in top dead centre.



Ignition system

2.

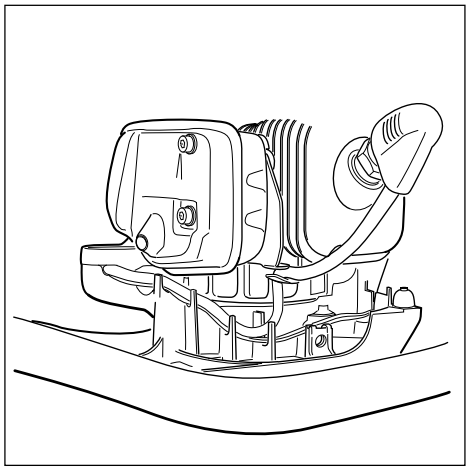


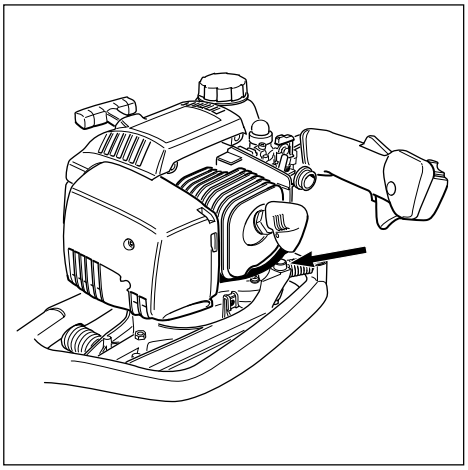
Contents

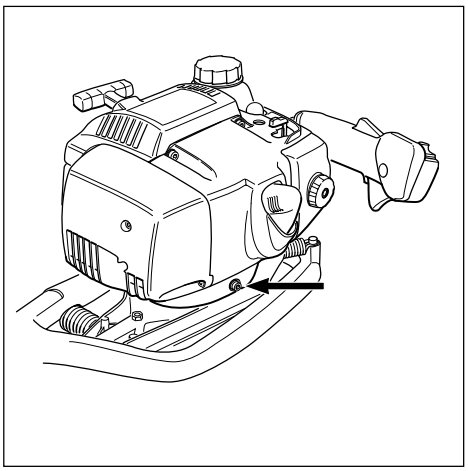
General ____ 8
Assembling the cylinder cover ____ 8

The engine is equipped with an electronic ignition system completely without moving parts. Consequently, a faulty component cannot be repaired, but must be replaced by a new component.

The spark in an electronic ignition system has a very short burn time and can therefore be interpreted as weak and can be difficult to see while trouble shooting.







General

325HS75, 325HS99, 325HE2, 325HE3, 325HE4: See Brushcutter 325.

Assembling the cylinder cover

325HS75, 325HS99:

Fit the cylinder cover.

NOTE!

Risk for incorrect assembly.

The ignition cable can be damaged by the flywheel if incorrectly routed. The protective casing on the ignition cable must be clamped in the securing ear (to get sufficient length of ignition cable to the wedge shaped cut-out).

If the wrong screw is placed in the hole closest to the gearbox the threads in the clip set will be crossed.

Deviations:
The cylinder cover is located using four screws instead of three. (325HS)

325HS: The speed is limited to 11,600 rpm.

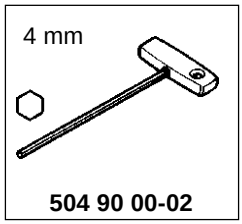
325HDA55/325HE: The speed is limited to 10,000 rpm.

Assembling the cylinder cover

325HS75, 325HS99:

Check that the ignition cable is in position in the cut-out in the gearbox.

Align the cylinder cover with the slot for the screw pin, make sure that when the cover is moved down that the ignition cable is secured by the wedge shaped cut-out in the cylinder cover.



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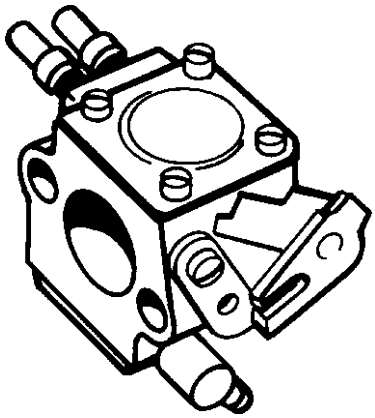
The thick threaded screw (for the clip set) should be placed in the hole closest to the gearbox.

Fuel system

3.



Contents

General _____ 10
Assembling the fuel tank _____ 10
Max speed, modification _____ 11
Assembling the cylinder cover _____ 11

In addition to the fuel tank and carburettor, the fuel system consists of the air filter, fuel filter and tank venting.

All these components interact so that the engine receives the optimal mixture of fuel and air to make it as efficient as possible. Very small deviations in the carburettor setting or a blocked air filter have a large effect on the running and efficiency of the engine.

The carburettor can come from several different manufacturers on our models, yet the function and repair methods are essentially the same.

General

325HS75, 325HS99, 325HDA55
325HE3, 325HE4:

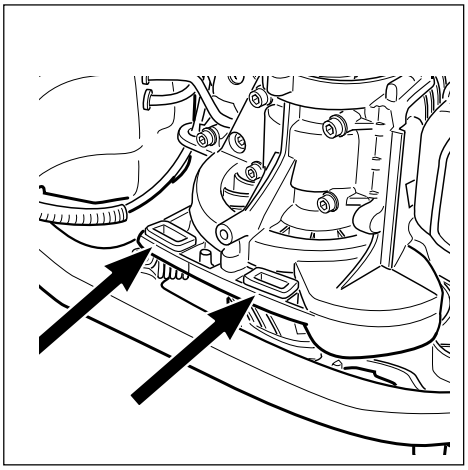
See Brushcutter 325.

Deviations:
Fuel tank and modified design. The cylinder cover is secured by four screws. (325HS)
The speed is limited to 11,600 rpm. (325HS)
The carburettor´s needle H is not adjustable.(325HDA, 325HE)
The speed is limited to 10,000rpm. (325HDA, 325HE)

Assembling the fuel tank

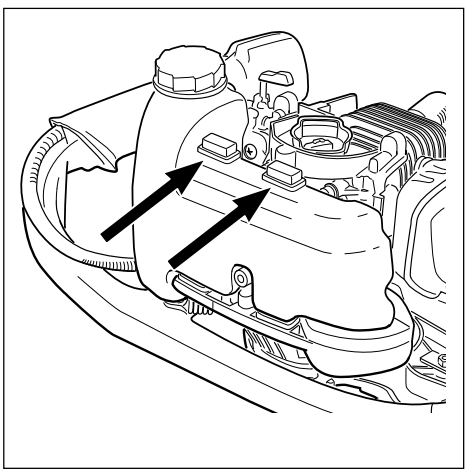
325HS75, 325HS99:

Connect the fuel hoses.

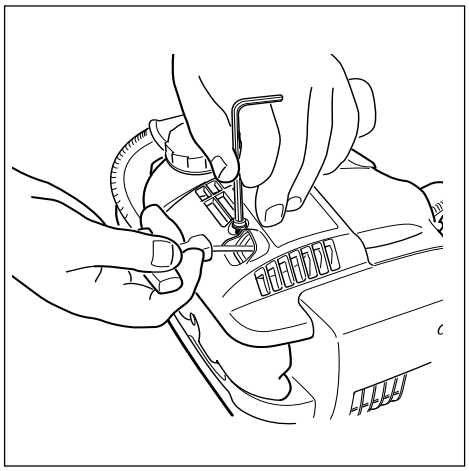


Position two rubber supports for the tank on the engine.

Position the tank and align it on the rubber supports; press down the tank.

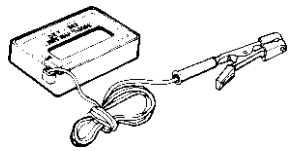


Thread on two rubber supports on top of the tank.



Fit the starter.

Pull the starter handle a little so that the starter falls into place and position the screw by the starter handle to secure.



502 71 14-01

Max speed, modification

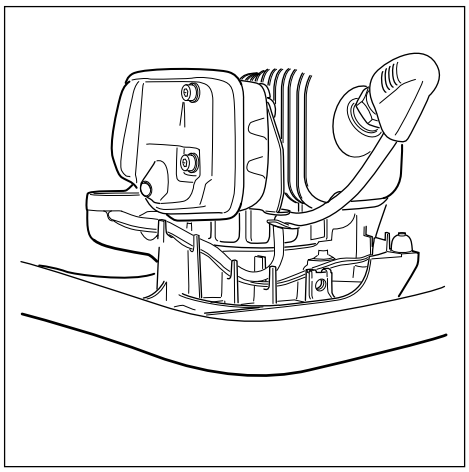
325HS75, 325HS99, 325HE 2, 325HE 3, 325HE 4:

Model 325HS has an ignition system with speed control set at 11,600 rpm.

Models 325HDA and 325HE have an ignition system with speed control set at 10,000 rpm.

Use the tachometer 502 71 14-01 to check the speed.

If the speed is too low, check that the cutting equipment does not jam.



Assembling the cylinder cover

325HS75, 325HS99:

Fit the cylinder cover, see the instructions under chapter 2 Ignition system.

NOTE!

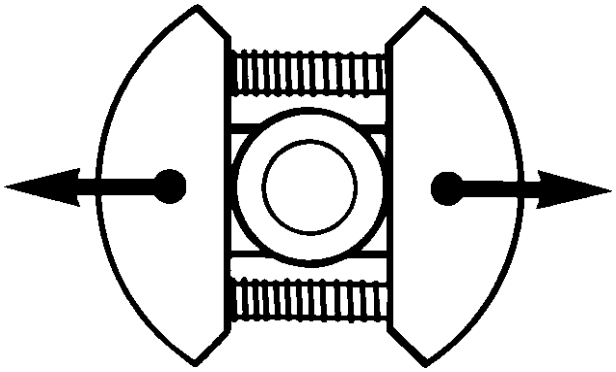
Risk for incorrect assembly.

The ignition cable can be damaged by the flywheel if incorrectly routed. The protective casing on the ignition cable must be clamped in the securing ear (to get sufficient length of ignition cable to the wedge shaped cut-out).

If the wrong screw is placed in the hole closest to the gearbox the threads in the clip set will be crossed.

Centrifugal clutch

4.



Contents

Dismantling ____ 14
Assembling ____ 15

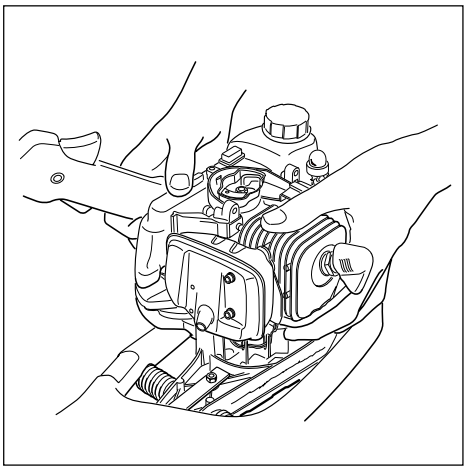
4 Centrifugal clutch

The centrifugal clutch has the task of transferring the power from the engine to the cutting equipment's drive axle. As the name implies, it works according to a centrifugal principle.

This means the clutch's friction shoes are thrown outwards towards the clutch drum at a certain engine speed. When the friction against the drum is sufficiently great it drives the drive shaft at the same speed as the engine.

Some slipping occurs between the clutch and the clutch drum when accelerating as well as in the reversed situation when the cutting equipment jams. Thereby preventing abnormal load changes on the crankshaft.

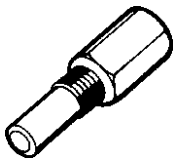
The engagement speed has been carefully tested so that the engine can idle without the cutting equipment's drive shaft rotating.



Dismantling

325HS75, 325HS99:

Remove the engine, see 9 Cutting equipment \ Dismantling the gearbox on 325HS.



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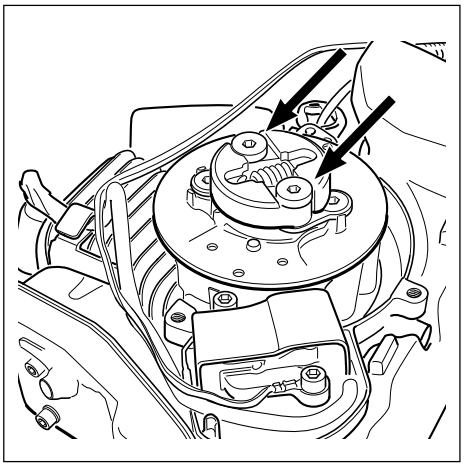
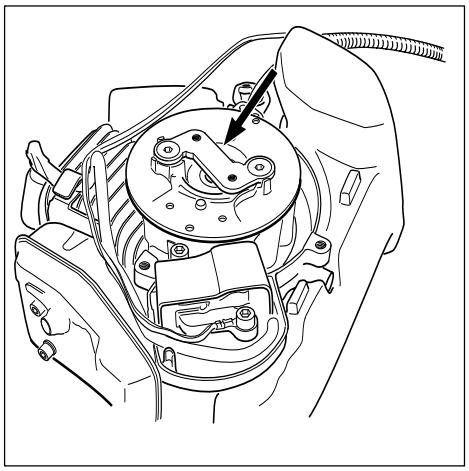
Inset the piston stop 504 91 06-05.



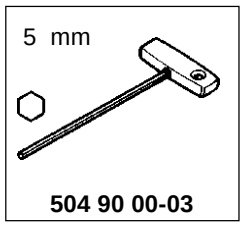
Remove the screws holding the clutch shoes and remove the clutch shoes and springs.

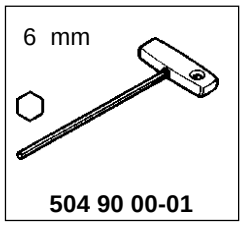
NOTE!

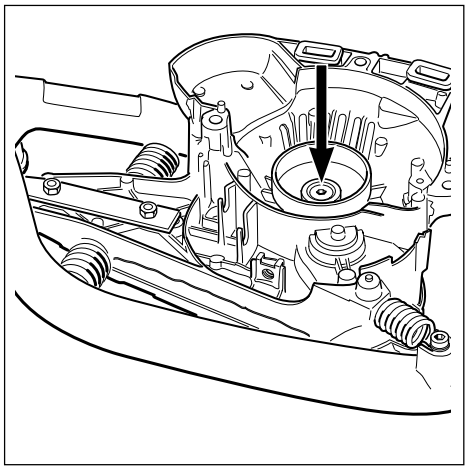
Both the clutch shoes and spings should be replaced if damaged. This is to ensure that no imbalance occurs and that the correct clutch speed is obtained.



Remove the clutch bridge from the flywheel.







Remove the clutch drum if it is damaged or worn.

Lock the cutting equipment by placing a 6 mm allen key through the hole in the bottom of the gearbox and loosen the clutch drum screw using a 5 mm allen key. Remove the screw, washer and clutch drum.

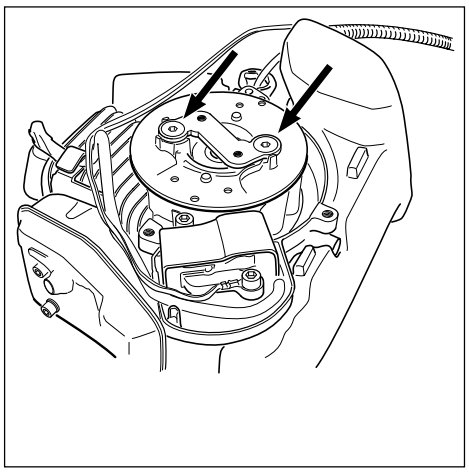
Assembling

325HS75, 325HS99:

Assembling the clutch drum.

Fit the clutch drum and washer. Secure the screws using a weak thread lock fluid.

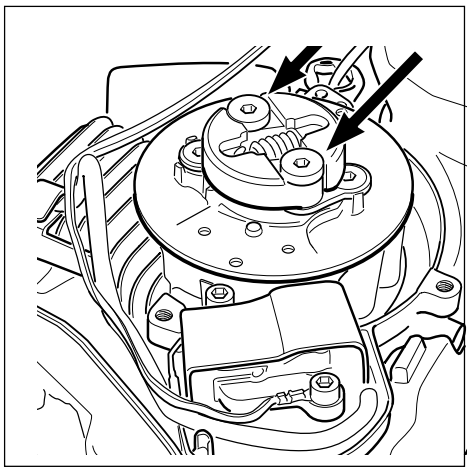
Lock the cutting equipment by placing a 6 mm allen key through the hole in the bottom of the gearbox and tighten the clutch drum screw to 22 Nm.



Fit the clutch bridge.

Secure the clutch bridge screws using a weak thread lock fluid.

Tighten the screws with 8-10Nm.



Fit the clutch shoes.

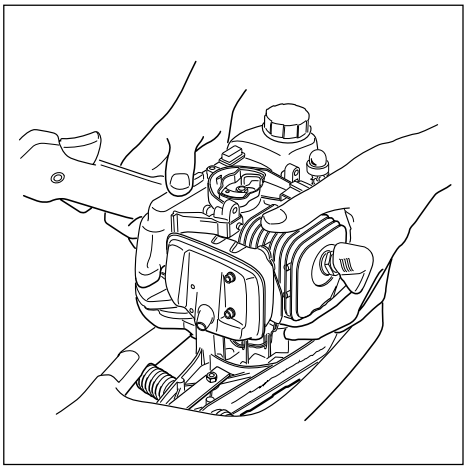
NOTE!

Risk for incorrect assembly.

Turn the clutch shoes so that the cut-out in the free end section faces towards the clutch bridge, so that the screw heads are sunken.

Tighten the screws with 8-10Nm.

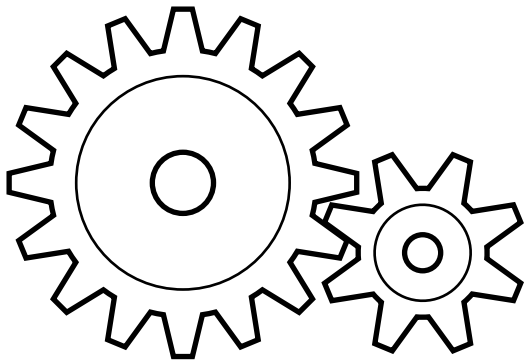
4 Centrifugal clutch



Fit the engine see 9 Cutting equipment \ Fit the gearbox.

Gear

5.



Contents

General _____ 18
Dismantling _____ 18
Assembling _____ 21

The gear has two purposes:

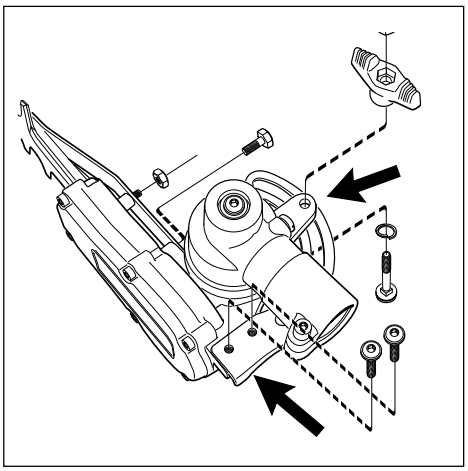
The first is to gear down the engine's high speed to better suit the lower speed a blade or trimmer requires to work efficiently.

Secondly, the gear contributes towards the operator's working stance so that it is comfortable and at the same time efficient. This therefore means that cutting equipment is adjustable in relation to the shaft. The setting limits the angle limiter.

General

325HDA55, 325HE3, 325HE4

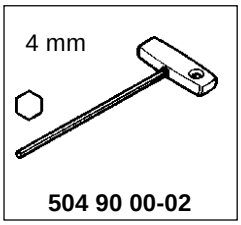
See Brushcutter 325.



Dismantling

325 HDA55, 325HE3, 325HE4

Remover the angle limiter.



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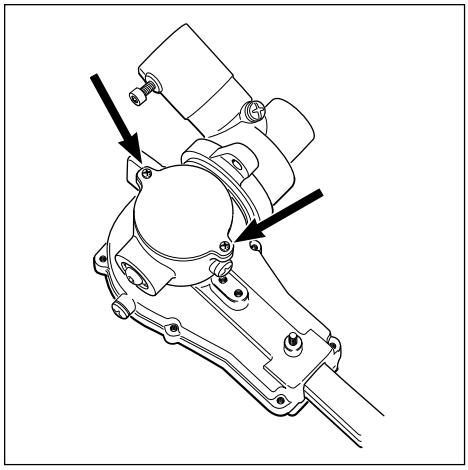
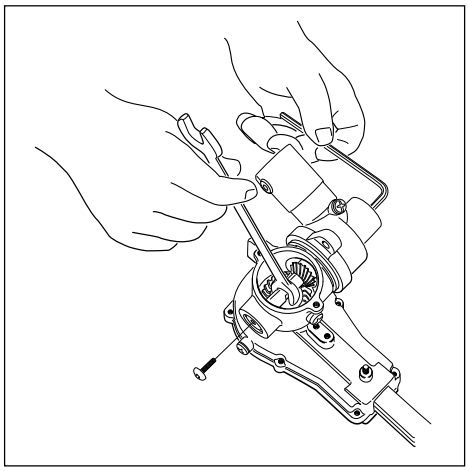
Remove the support plate for the cutting equipment.

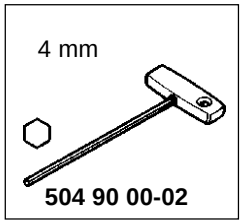


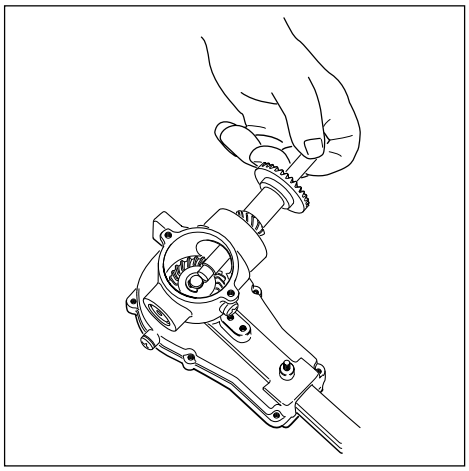
Remove the cover from the angle gear housing.



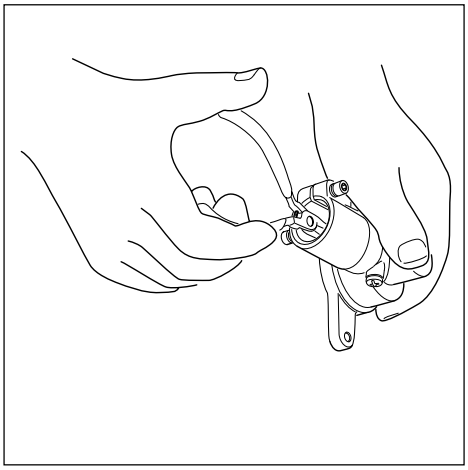
Remove the housing from the shaft.

Remove the two screws. Counter hold on the axle's spanner flats.





Remove the axle and crown wheel from the angle gear.



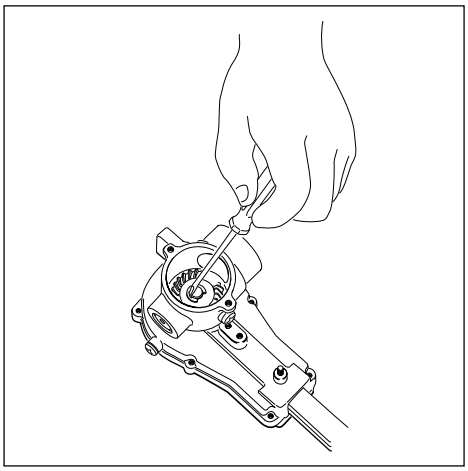
Remove the outer circlip on the pinion from the housing for the shaft.

Remove the pinion from the housing for the shaft.

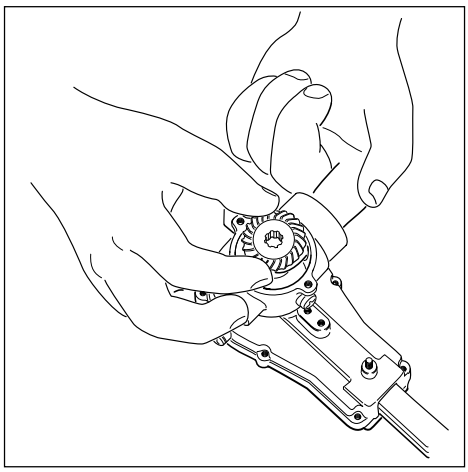
Heat using a hot air gun to approx. 125°C and knock against a wooden surface.

Remove the circlip and bearing from the pinion, if necessary.

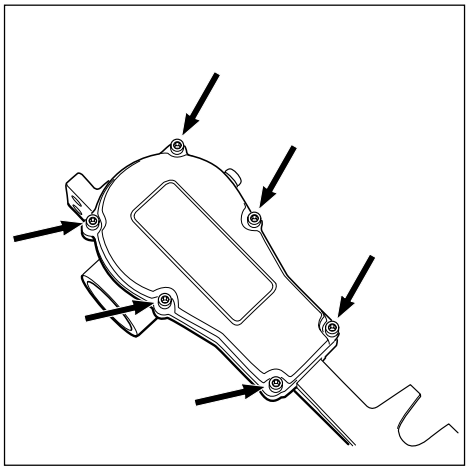
Use small circlip pliers for the axle and puller 504 90 90-01.



Remove the circlip (locking washer) on the cog wheel in the angle gear.

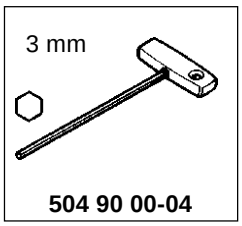


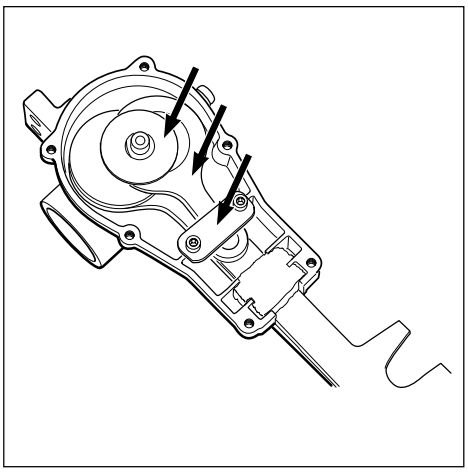
Remove the cog wheel.



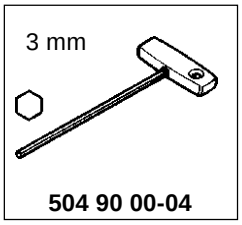
Remove the gearbox cover.

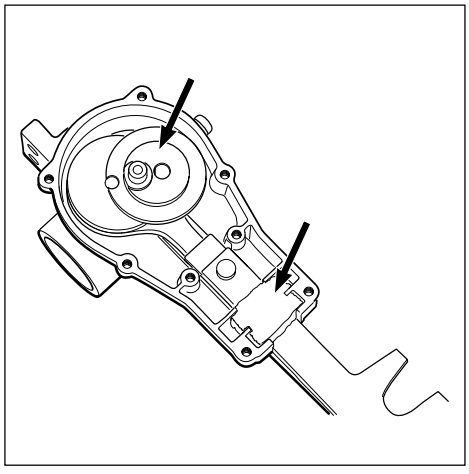
With bearing replacement: Heat using a hot air gun to about 125°C and knock against a wooden surface.



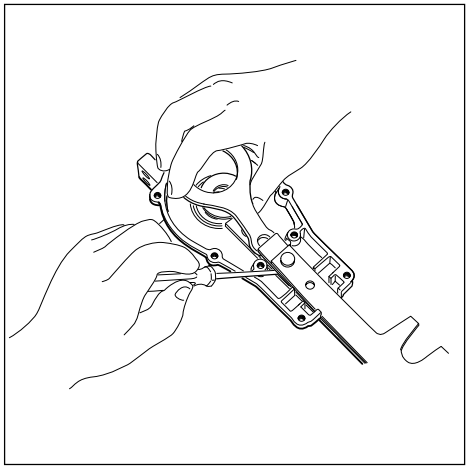


Remove the locking plate.
Remove the wear washer.
Remove the connecting rod.



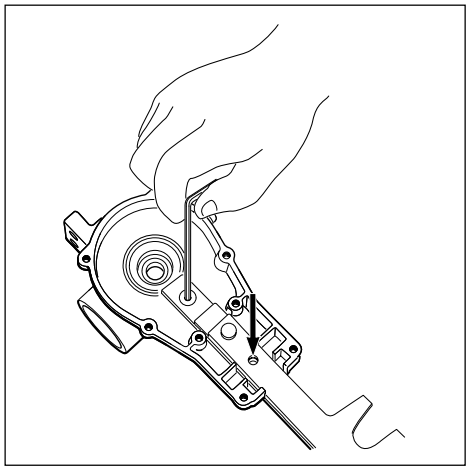


Remove the eccentric cams.
Remove the felt seals.



Lift the blades a little using a screwdriver and remove the remaining connecting rod.

Remove the wear washer.



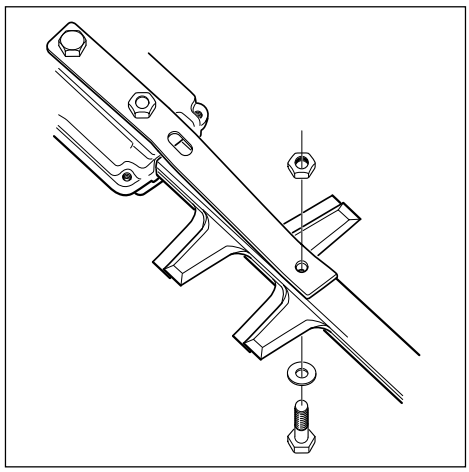
Remove the cutting unit.

Two screws, the outer accessible through the hole in the cutting equipment when the blades are moved.

Remove the bearing.

Remove the circlips for the bearings. Heat using a hot air gun to approx. 125°C and press out the bearing.

The eccentric cam's bearing, 27 mm punch 502 50 30-04,
crown wheel axle's bearing, 22 mm punch.

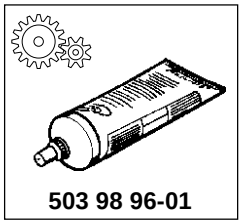


Assembling

325DA55, 325HE3, 325HE4

Use weak nut lock fluid when assembling.

Lubricate the components with grease 503 98 96-01 when assembling.



503 98 96-01

Fit the bearing and circlips.

Fit the cutting equipment.

Fit the support plate for the cutting equipment.

Fit and tighten the outer screws for the support plate with washers as normal.

Fit the lock nut.

Loosen the screw a 1/4 turn and check that the washer moves.

Tighten the lock nut.

⚠

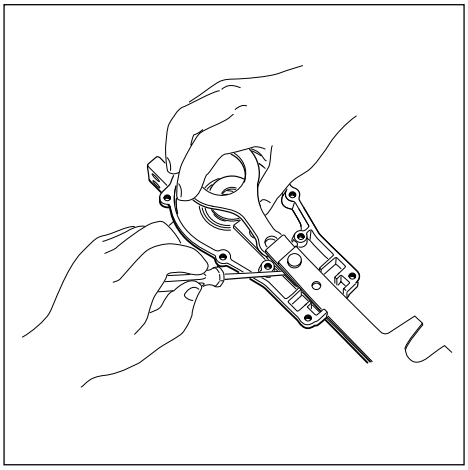
WARNING!

Wear gloves!

Make sure the blades move easily.

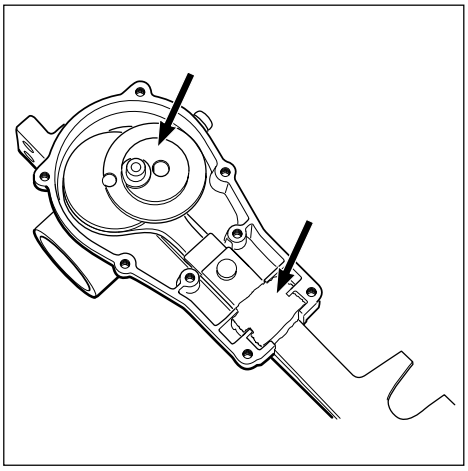
Place one of the wear washers in position in the gearbox.

Turn the wear washer with rounded edges towards the blades.



Lift the blades a little using a screwdriver and fit the connecting rod.

Turn the connecting rod with the rounded edges facing upwards and guide in the cutting equipment.



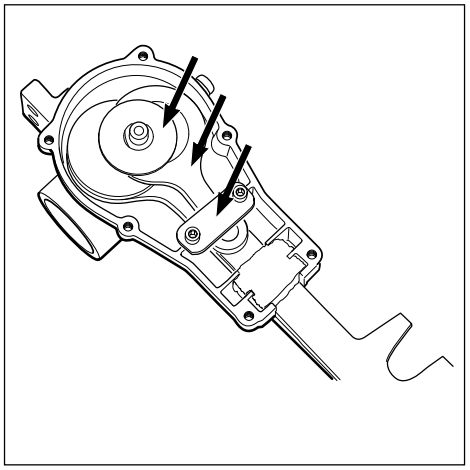
Fit new felt seals.

Risk for incorrect assembly:

Position the felt seals in the two outer compartments, see picture.

Position the eccentric cams.

Align the connecting rod, turn by hand and check that the blades move without jamming.



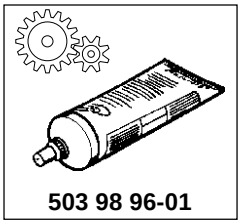
Fit the connecting rod.

Turn the connecting rod with the rounded edges facing towards the eccentric cam and guide in the cutting equipment.

Fit the wear washers.

Turn the wear washer with the rounded edges facing towards the eccentric cam.

Fit the locking plate.

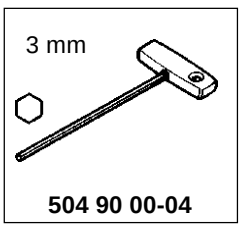


503 98 96-01

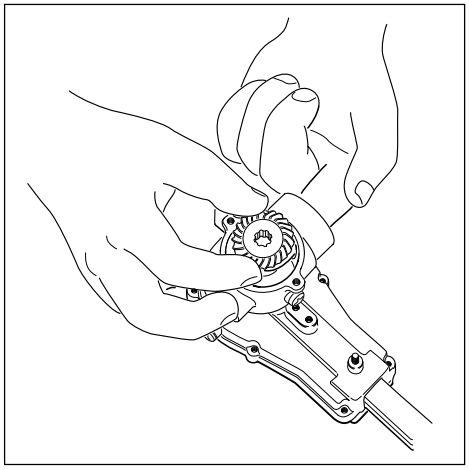
Fill the gearbox 2/3 full with grease 503 98 96-01.

Fit the gearbox cover.

Avoid misalignment. Make sure the cover sits correctly and fit the screws, tighten crosswise.



504 90 00-04



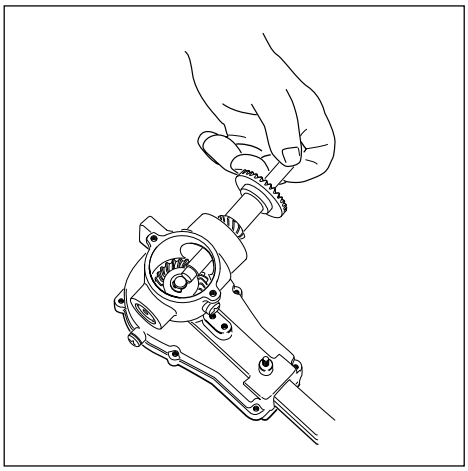
Fit the cog wheel and a new circlip on the axle to the gearbox.

Use a new circlip and make sure it is not deformed when positioning. Make sure the circlip has a good grip.

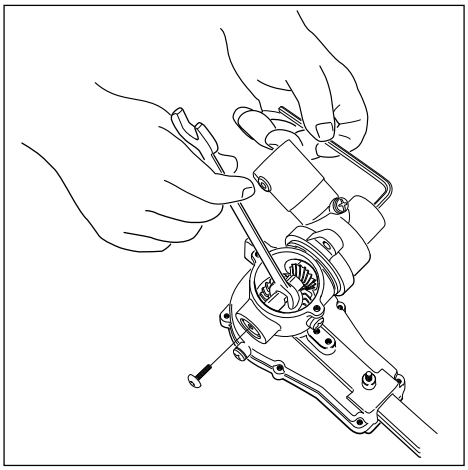
Fit the bearing with circlip on the pinion.

Fit the pinion with bearing in the housing for the shaft.

Heat the housing with a hot air gun. Press in the pinion to the stop and fit the outer circlip.

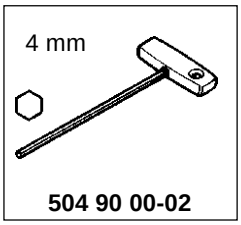


Fit the axle with crown wheel in the angle gear.

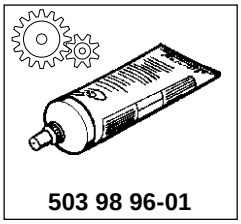


Fit the housing for the shaft.

Two screws with washers. Counter hold on the axle's spanner flats.



504 90 00-02

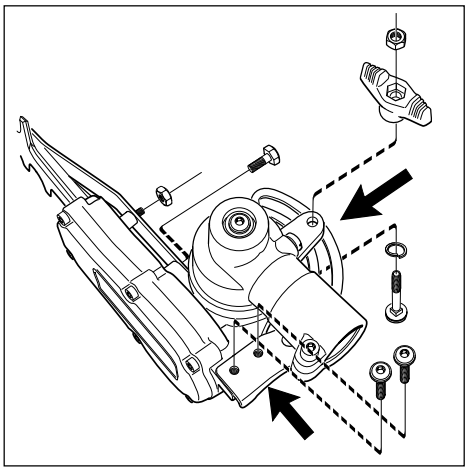


503 98 96-01

Fill the angle gear 2/3 with grease 503 98 96-01.

Fit the cover on the angle gear.

Turn the cover with the cut-out facing towards the housing for the shaft.

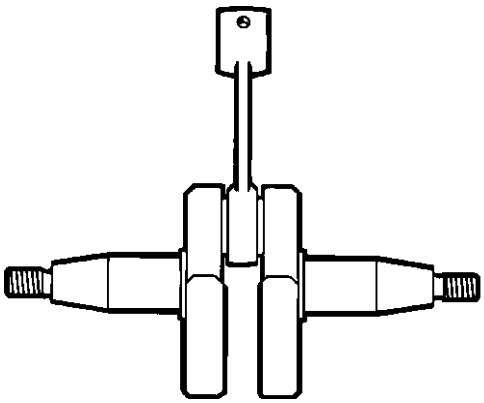


Fit the angle limiter.

Check that it is possible to turn the input axle with a screwdriver without jamming or jumping and that the blades function normally.

Crankshaft and crankcase

7.



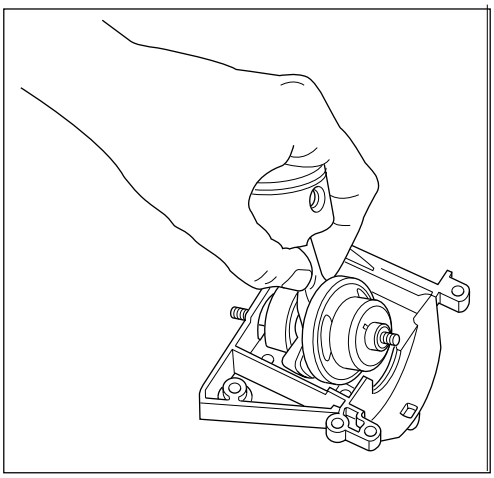
Contents

Dismantling _____ 26
Assembling _____ 26

The task of the crankshaft is to transfer the reciprocating motion of the piston to rotation. To do this requires a stable design withstanding immense pressure, rotational and bending strain as well as high rotational speed. In addition the connecting rod is exposed to large acceleration and retardation forces as it moves between top and bottom dead centres. This puts special demands on the bearings that must withstand quick changes in load. Besides, the bearing's roller retainer also must cope with high temperatures and friction. Therefore it is extremely important when servicing, to check the roller retainer for cracking, wear and discolouration due to overheating.

The crankshaft is journalled in the crankcase on heavy-duty ball bearings. In addition to the journalling point for the crankshaft, the crankcase acts as scavenging pump for the fuel/air mixture when this is "sucked" from the carburettor and is forced into the cylinder's combustion chamber. The crankcase must be perfectly sealed so as not to affect this pump function. There cannot be any leakage either from the crankshaft or between the crankcase halves or between the crankcase and the cylinder.

Always replace the sealing rings and gaskets when servicing the crankcase.



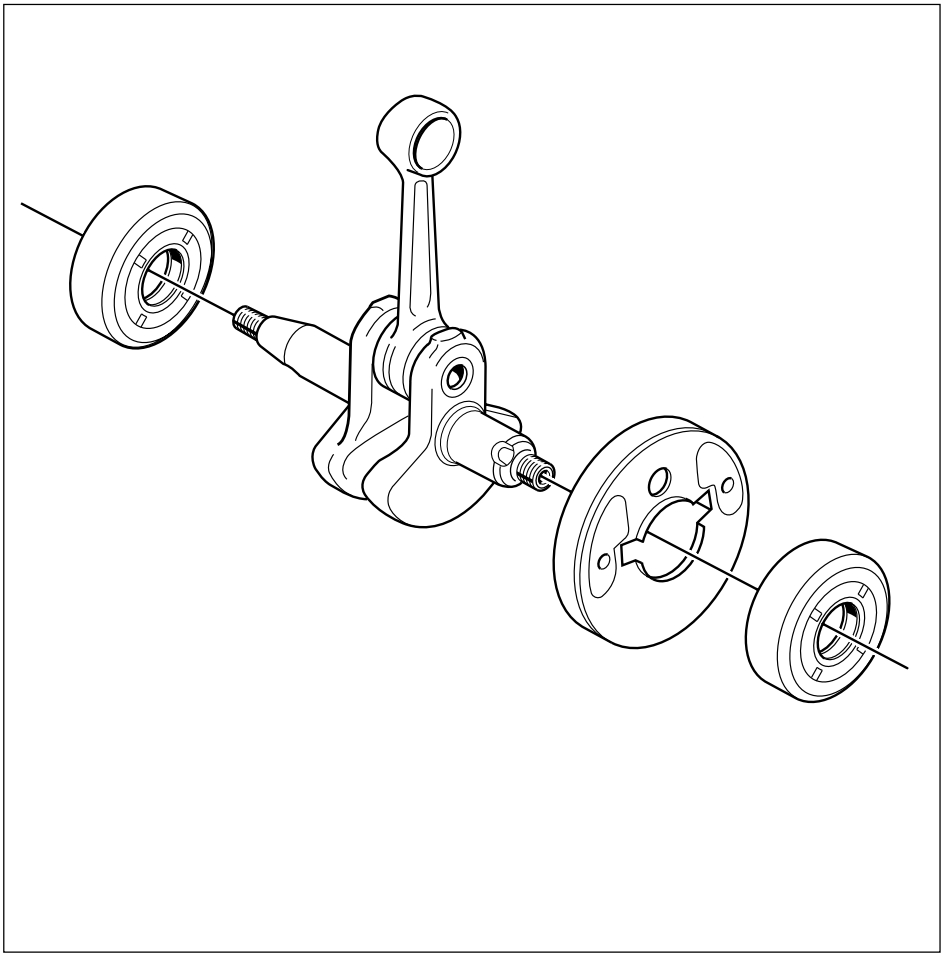
Dismantling

325HS75, 325HS99

Dismantle all components so that only the crankcase and crankshaft remain.

Now lift the crankshaft out of the crankcase.

Remove the ball bearing and the balance cup.



Dismantling

325HS75, 325HS99

See respective sections for detailed information if necessary.

The bearing has a sliding fit on the short spindle and a press fit on the long spindle.

Puller 531 00 48-67 for the bearing with a press fit.

Assembly

325HS75, 325HS99

Check the crankshaft as set out in the section "Checking the crankshaft" in the Workshop Manual.

Clean the contact surfaces on the crankcase. Lubricate the sealing lips on the stuffing boxes with a thin layer of grease.

Fit the balance cup and new bearing on the crankcase's short spindle with the bearing's open side facing inwards towards the crank disc.

Punch 502 50 30-13.

Wedge in a shim between the balance weights, press on the ball bearing on the long spindle with the stuffing box turned towards the crank disc. Turn a little on the outer ring while pressing so that the stuffing box enters on its collar. Remove the shim.

Lubricate the big-end bearing with a few drops of engine oil and position the crankshaft in the crankcase.

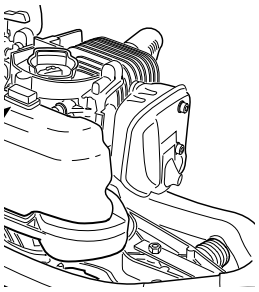
Assemble all the remaining parts in the reverse order as set out for dismantling.

See respective sections in the Workshop Manual.

Leakage test the crankcase according to the instructions in the Workshop Manual.

Exhaust system

8.



Contents

General 28
Dismantling the muffler 28
Assembling 29

The exhaust system is an important part of a two-stroke engine to maintain the right engine power. It is therefore tuned at the factory to dampen the noise and give the best engine power.
When running with a too rich fuel mixture the muffler will be blocked by the residual deposits, which can mean that a sufficiently high speed is not attained, and the engine power drops.

Even if the muffler does not have sufficient inner resistance, the engine power can drop at the same time as the engine noise increases.

Change the muffler if the exhaust noise is abnormal.

General

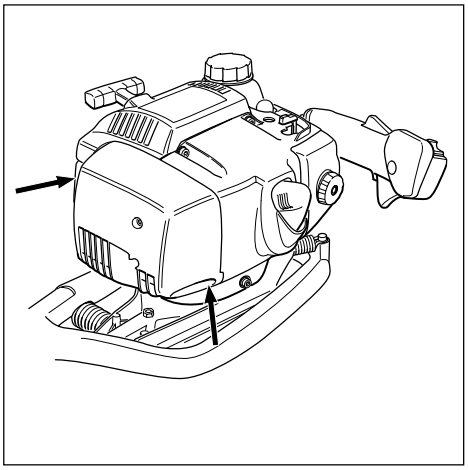
See Brushcutter 325.

Deviations:

325HS75, 325HS99

Spacer for the muffler is not fitted on the brushcutter.

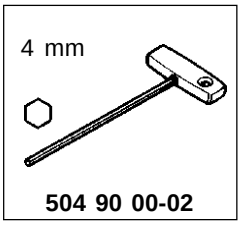
Dismantling the muffler



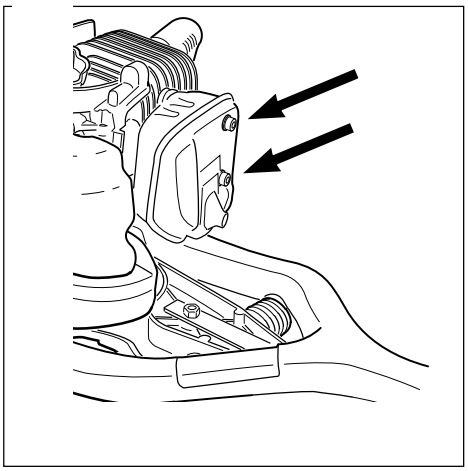
325HS75, 325HS99

Remove the muffler guard.

Remove the two screws holding the muffler guard.



504 90 00-02

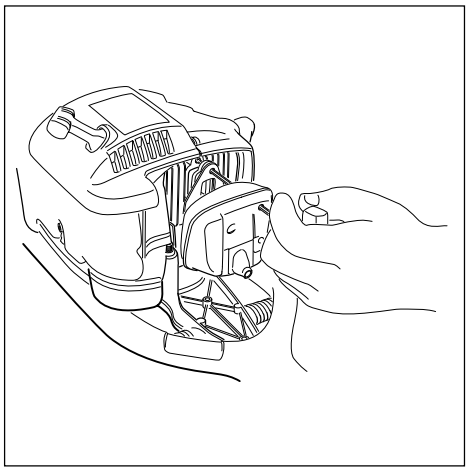


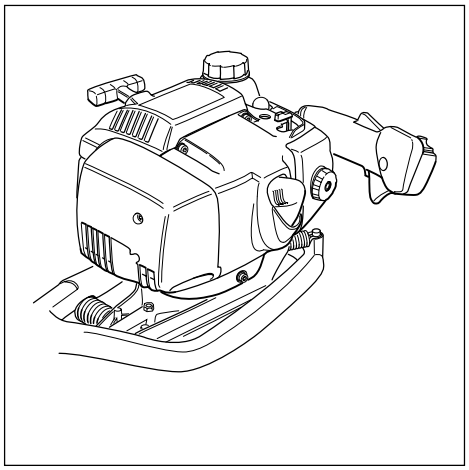
NOTE!

Make sure the spacer does not fall down when the muffler is removed.

Remove the muffler.

Remove the two screws holding the muffler.





Assembling

Fit a 4 mm allen key, as a guide pin, in the upper hole to fix the spacer inside the fin and guide the components towards the cylinder.

Fit the muffler's lower mounting screw.

Remove the allen key and fit the upper mounting screw.

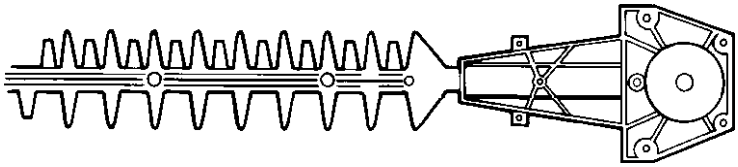
Fit the muffler guard.

NOTE!

Assembly order: Cylinder - spacer - fin - muffler. Otherwise the ignition cable can come in the wrong position.

Cutting equipment

9.

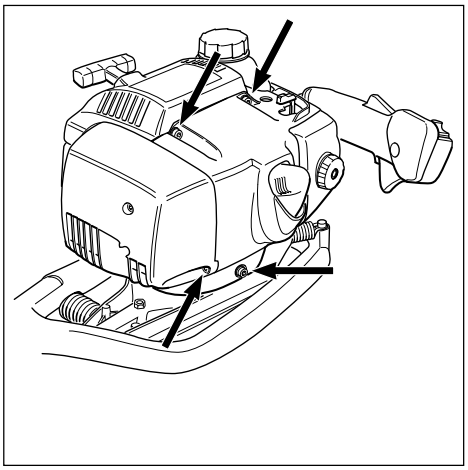


Contents

Removing the gearbox _____ 32
Dismantling the gearbox _____ 33
Assembling the gearbox _____ 35
Dismantling the cutting equipment _____ 36
Sharpening the blades _____ 36
Assembling the cutting equipment _____ 36
Fitting the cutting equipment _____ 37
Fitting the gearbox _____ 37
Changing the front springs _____ 39
Changing the rear springs _____ 39

⚠ WARNING!

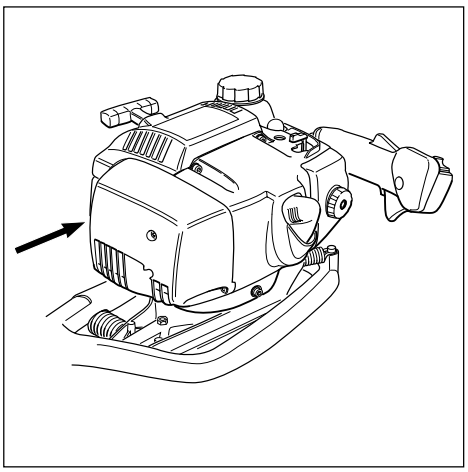
The transport guard should always be fitted when working on the cutting equipment to avoid cuts to the hands. Wear protective gloves if necessary.



Removing the gearbox

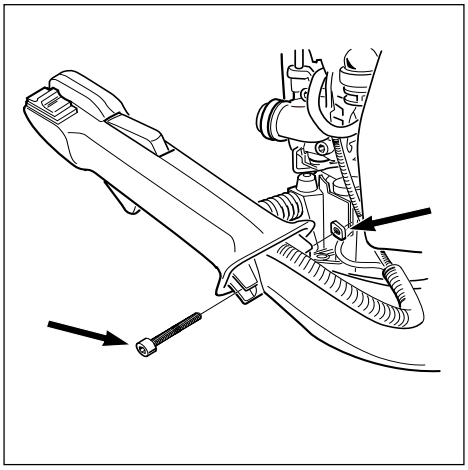
325HS75, 325HS99:

Remove the cylinder cover.

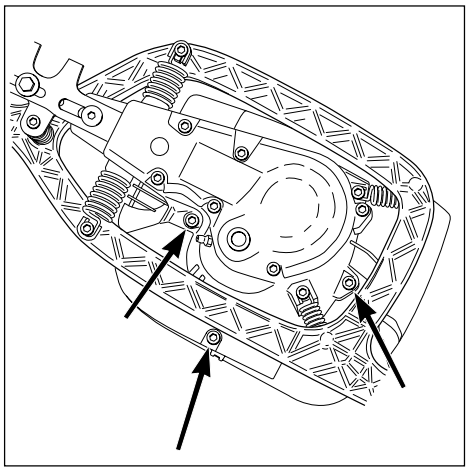


Remove the heat guard over the muffler.

Remove the starter. See Starter.

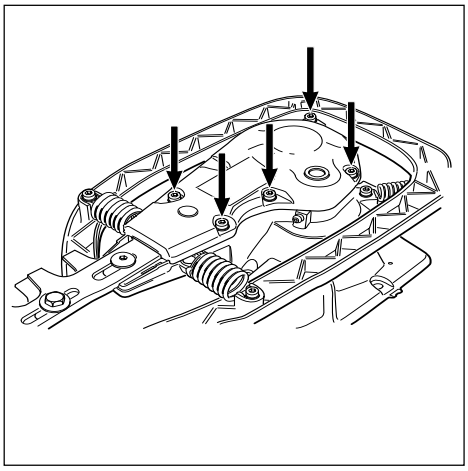


Release the handle from the frame.



Remove the screws holding the engine on the gearbox, release the electrical cables and remove the engine.

Dismantling the gearbox



325HS75, 325HS99:

Remove the screws holding the cover.

Lift off the cover.

Replace the bearing if necessary:

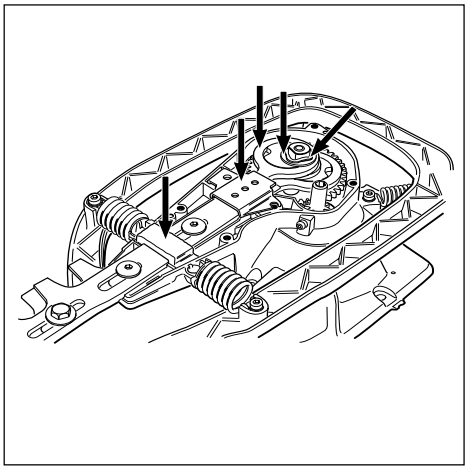
Replace the bearing:

Heat the cover with a hot air gun to approx. 125°C.

Knock the cover against a wooden surface, open carefully with a screwdriver if necessary.

When assembling press the bearing against the stop, check that the bearing race lies under the edge of the housing.

Sealed bearing 26 mm punch 502 52 05-01, Non-sealed bearing 28 mm punch
502 50 30-04.



Remove the guide plate.

Remove the felt seal.

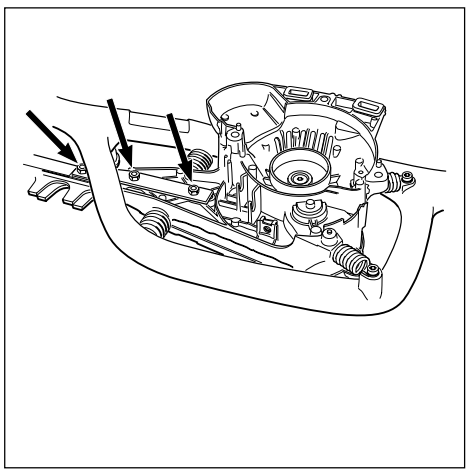
Remove the thrust washer.

Remove the flat washer.

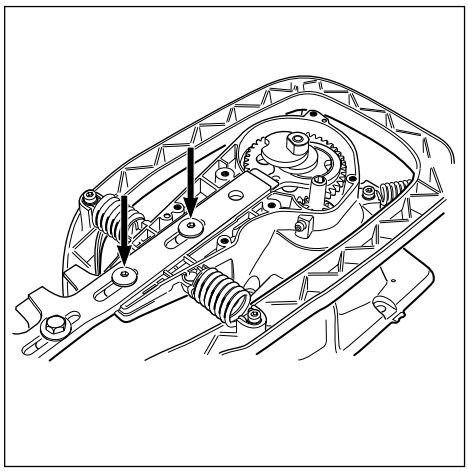
Remove the lower connecting rod.

NOTE!

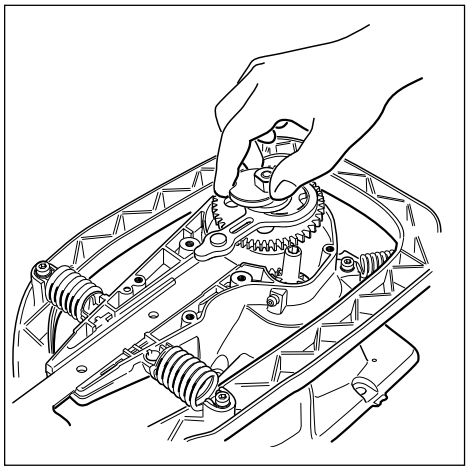
The connecting rod has a needle bearing on the big end, exercise great care so that it does not fall apart. The needles (53) are loose in the holder.



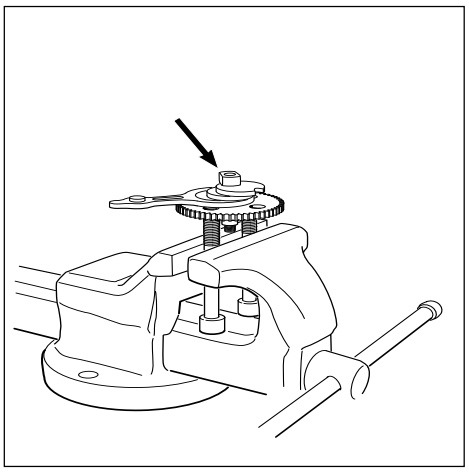
Remove the three lock nuts for the blades and support plates.



Remove the screws holding the cutting equipment and lift off the cutting equipment.



Remove the gear assembly as a single unit.



NOTE!

The nuts on the eccentric cams have left-hand threads. The connecting rod has a needle bearing on the big end, exercise great care so that it does not fall apart. The needles lie loosely in the holder.

Remove the nuts holding the eccentric cams.

Remove the lower eccentric cam, washer, upper connecting rod, upper eccentric cam, and the gear from the axle.

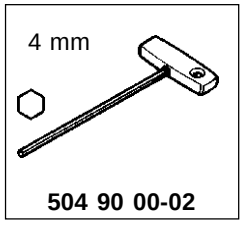
If the small gear is damaged or the bearing for the clutch drum's gear axle is to be replaced, then the gearbox must be removed from the engine.

Remove the clutch drum's screw, washer and the clutch drum. Counter hold using the hexagon grip on the end of the axle.

When replacing the bearing, heat the housing using a hot air gun before removing and inserting.

Bearing clutch drum 32 mm, punch 502 71 35-01.

Bearing gear assembly upper 22 mm, punch 502 50 30-13



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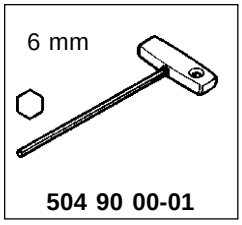
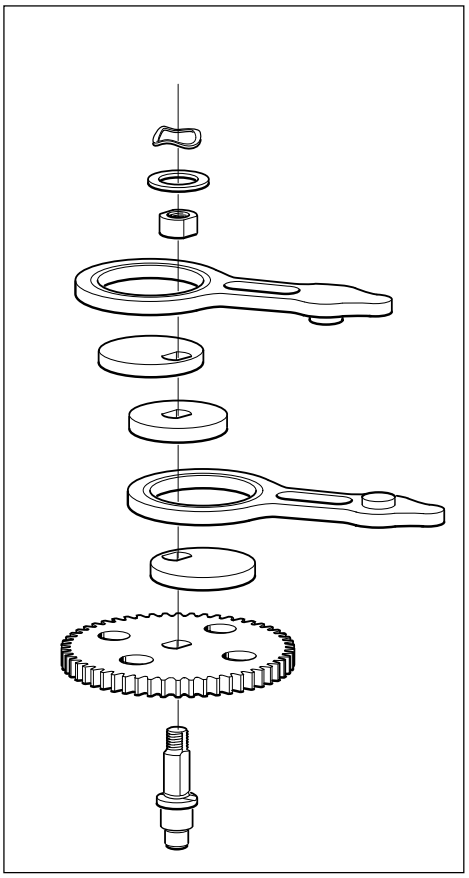


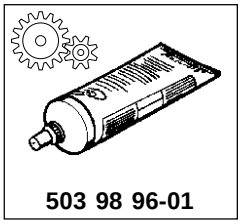
504 90 00-01

Assembling the gearbox



325HS75, 325HS99:

Lubricate the components with grease 503 98 96-01 when assembling.



503 98 96-01

NOTE!

The connecting rod has a needle bearing on the big end, exercise great care so that it does not fall apart. The needles (53) are loose in the holder.

Thread the axle in the gear.

Fit the upper eccentric cam.

Fit the upper connecting rod.

Turn the upper connecting rod with the pin from the gear towards you.

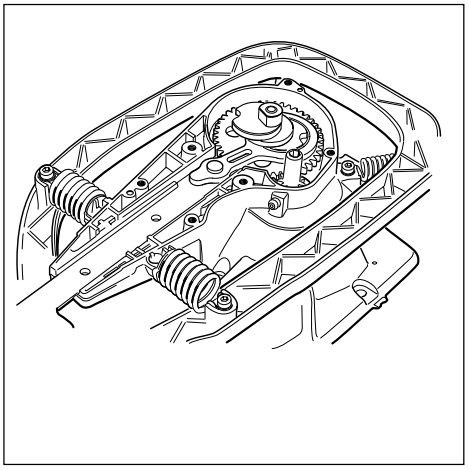
Fit the washer.

Fit the lower eccentric cam.

The lower eccentric cam is displaced a 1/2 turn in relation to the upper eccentric cam.

Fit the left-hand threaded nut. Tightening torque 30 Nm.

Fit the clutch drum's gear, clutch drum, washer and screw. Secure the screw using weak thread lock fluid. Tightening torque 12 Nm.



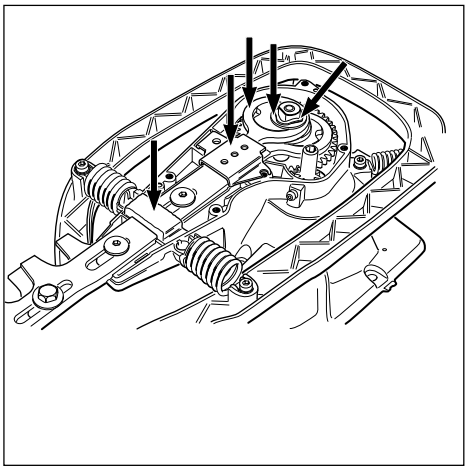
Fit the gear assembly.

Fit the cutting equipment.

Fit the support plate.

Guide in the connecting rod's pin in the blade and fit the cutting equipment's screws.

Tighten the lock nuts. Counter hold the screws inside the gearbox. Check that the cutting equipment's washer moves. If the washer does not move loosen the hexagonal screw max. a 1/4 turn.



Fit the lower connecting rod.

Fit the felt seal.

Fit the flat washer on the gear assembly's axle.

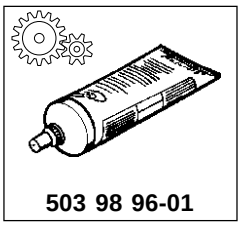
Fit the thrust washer on the gear assembly's axle.

Fit the guide plate.

Fill the angle gear with 1 1/2 tubes of grease 503 98 96-01.

Check that the cover's O-ring seal is in the right position and fit the cover.

Turn the lower connecting rod so that the pin fits in the cutting unit.



503 98 96-01

Secure the O-ring seal with grease. Hold the cover with your thumb. Tighten the screws on the cover crosswise.

Make sure the blades work correctly when the clutch drum is rotated.

Dismantling the cutting unit

⚠ WARNING!

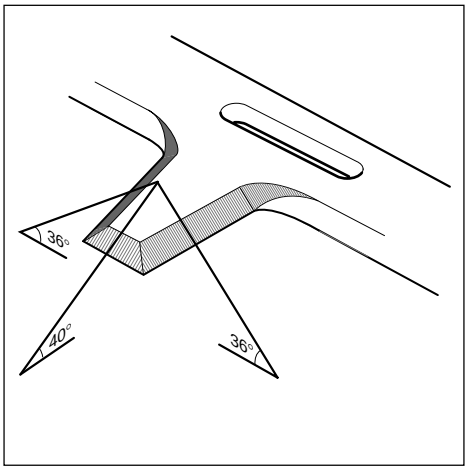
The blades are sharp, risk for injuries to the hands. **Wear protective gloves**

325HS75, 325HS99:

Remove the lock nuts.

Remove the screws.

Remove the guard plate and two blades from the bar.



Sharpening the blades

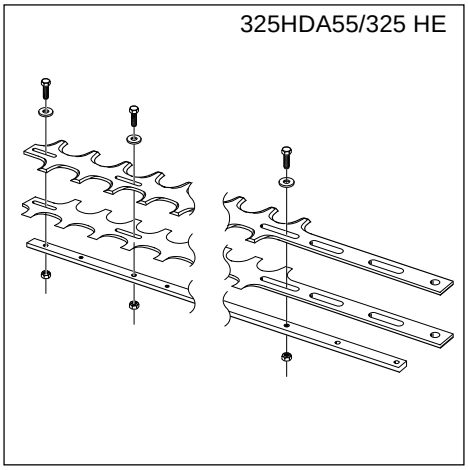
325HDA55, 325HE3, 325HE4

325HS75, 325HS99:

The blades can be carefully ground using a handheld grinding machine. Try to reproduce the edge angles as illustrated.

Assembling the cutting equipment

325HDA55/325 HE



325HDA55, 325HE3, 325HE4

325HS75, 325HS99:

Fit the guard plate in the outer securing screw's hole. Turn the long part outwards (only 325 HS).

Fit and tighten the securing screws with washers as normal, no washer by the guard plate on 325 HS.

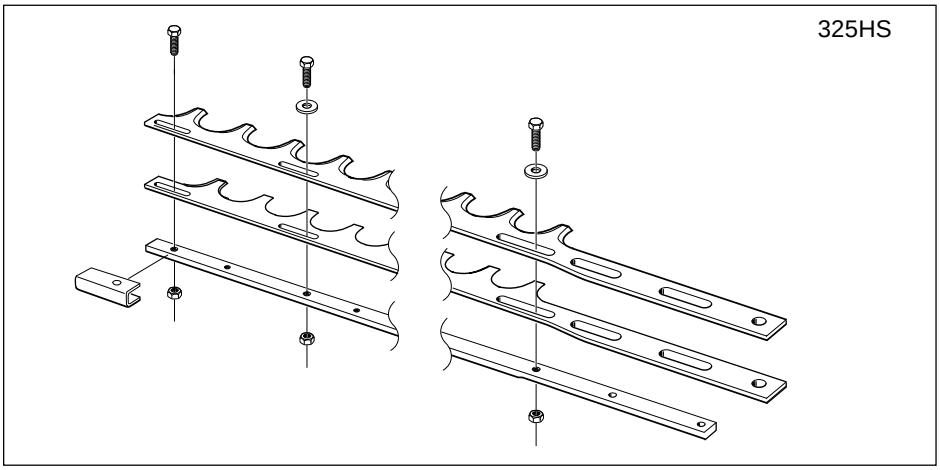
Fit the lock nuts.

Loosen the screws a 1/4 turn and check that the washers can move.

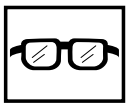
Counter hold the screws and retighten the lock nuts.

Check that the blades move easily.

325HS



It should be possible to turn the clutch drum around with one finger.



WARNING!

Wear protective glasses when grinding the blades.

325HDA/325HE:

The blades can be moved using a 4 mm allen key in the axle's key socket.

325HS:

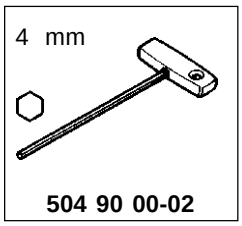
The blades can be moved using a 6 mm allen key through the hole in the underside of the gearbox cover.
The angle 40° is excluded on models without top grinding.

NOTE!

Turn the blades correctly when assembling.

Place the bar flat on the bench with the plain holes to the right.

Place the blades edge-to-edge on the bar and (for 325HS) with the teeth facing away from you.



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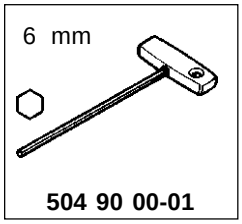

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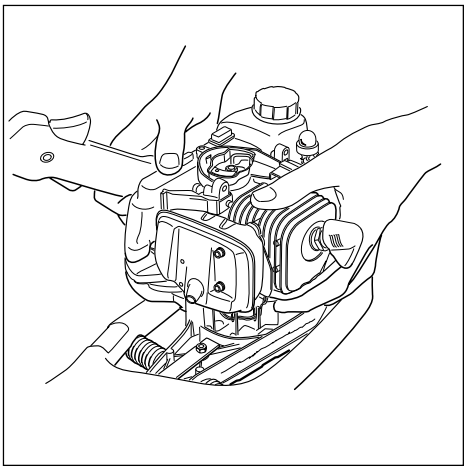
Fitting the cutting equipment

325HS75, 325HS99:

See assembling the gearbox above.

Fitting the gearbox

325HS75, 325HS99:

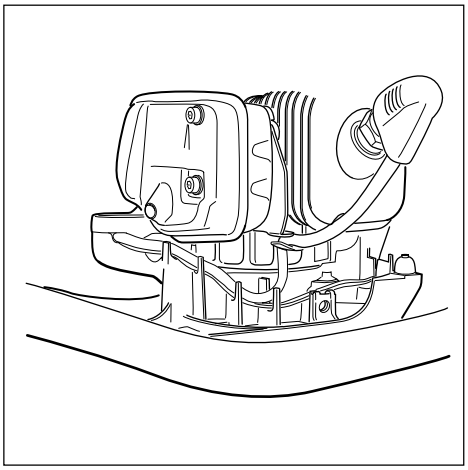


Hold the cables in place with a finger, fit the engine and makes sure that no cables are pinched.

Tighten the engine.

NOTE!

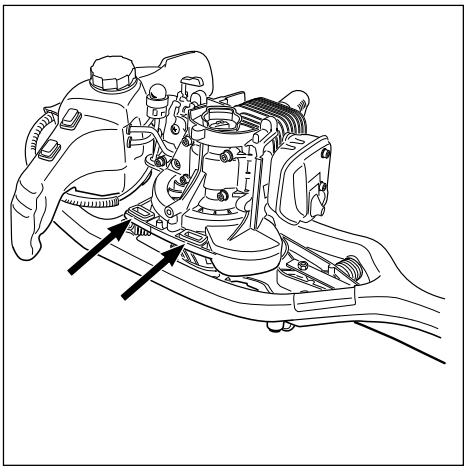
The cables will be damaged by the flywheel if routed incorrectly.



Position the short-circuit cable in the cut-out in the gearbox.

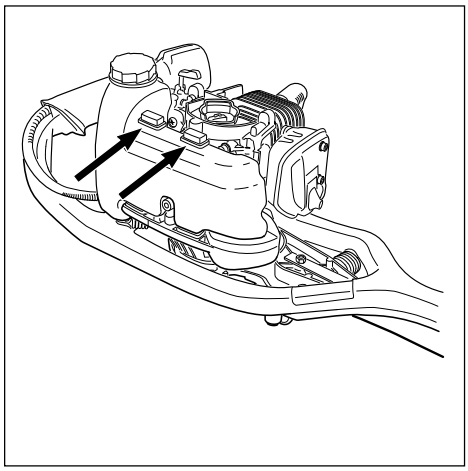
Place the ignition cable in cut-out in the gearbox.

Check that the clip set is in position on the gearbox.

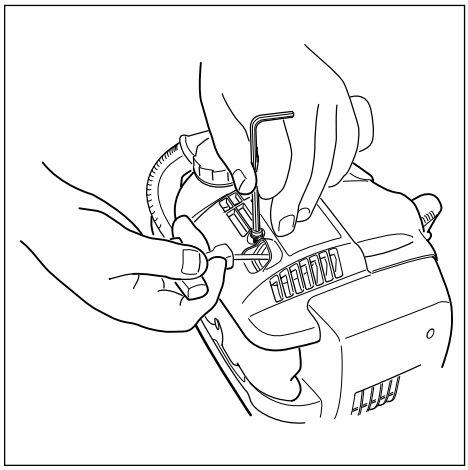


Fit two rubber supports for the tank on the gearbox.

Fit the tank, guide onto the rubber supports, press into position.

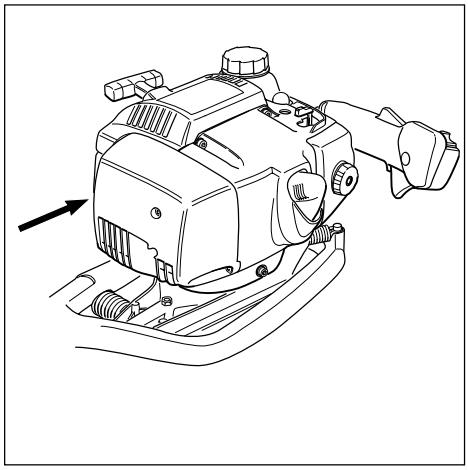


Thread two rubber supports on top of the tank.

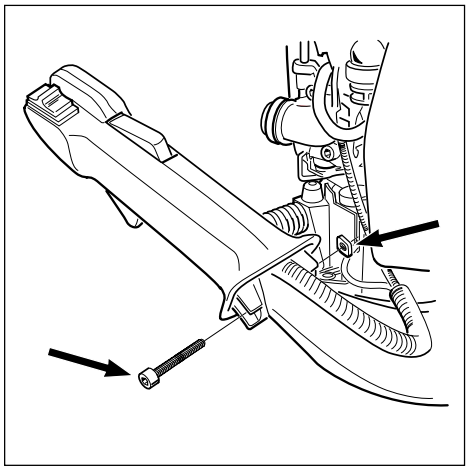


Fit the starter.

Pull the starter handle a little so that the starter falls into place and position the screw by the starter handle to secure.

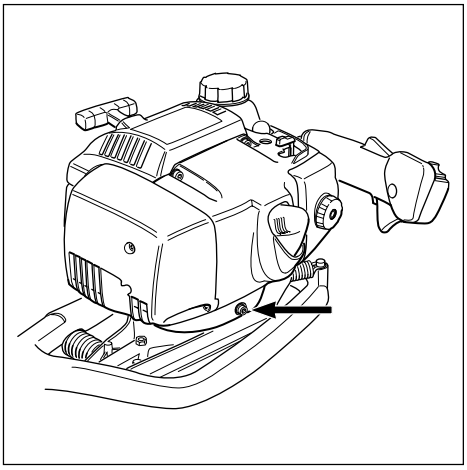


Fit the heat guard with a screw.



Fit the handle on the frame.

Turn the handle's screw so that the nut is against the tank. The nut's flat side against the handle.



Check that the ignition cable is routed correctly so it cannot be damaged by the flywheel.

NOTE!

Risk for incorrect assembly.

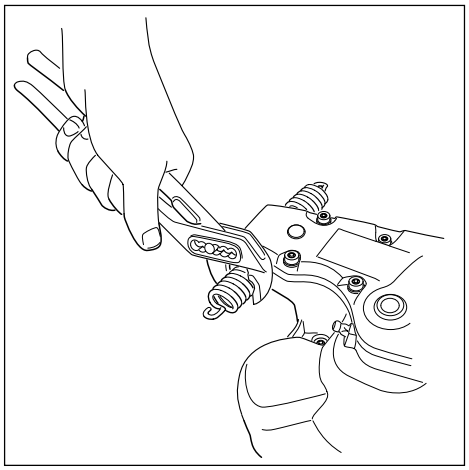
If the wrong screw is placed in the hole closest to the gearbox the threads in the clip set will be crossed.

Fit the cylinder cover.

Align the cylinder cover with the slot for the screw head, make sure that when the cover is moved down that the ignition cable is secured by the wedge shaped cut-out in the cylinder cover.

Fit the thick threaded screw (for the clip set) in the hole closest to the gearbox.

Fit the remaining screws for the cylinder cover and tighten the screws on the starter, heat guard and cylinder cover.



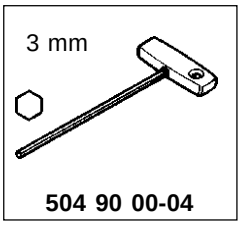
Changing the front springs

325HS75, 325HS99:

Remove the 3 screws holding the springs in the frame and wear plate.

Unscrew the spring from the gearbox.

Use pipe grips on the first spring turn when removing the spring otherwise the spring will self-lock in the mounting.



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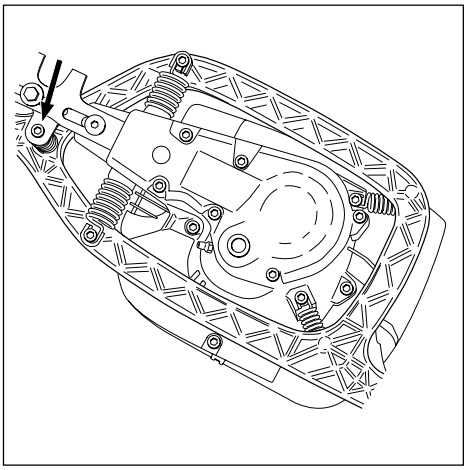
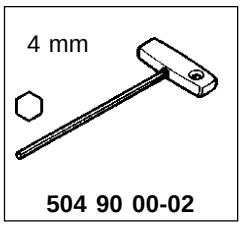


Replace the front support spring.

Remove the screw located in the wear plate.

Remove the screw located in the frame.



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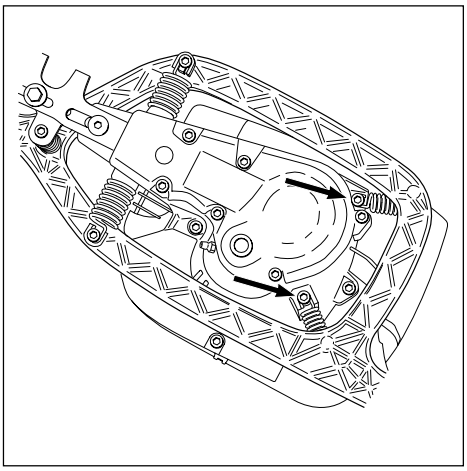

Changing the rear springs

325HS75, 325HS99:

Remove the 3 screws holding the springs in the frame and wear plate.

Remove the 2 screws holding the rear springs in the gearbox.

Slide the frame backwards so you can gain access to remove the 2 screws holding the springs on the frame.

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