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if you agree/disagree. Scroll down to post #9. Below the load is constant and they are rev limited so what I do is set to the factory rpm and run it to see what it does. Often at factory spec they are still on the rich side so I lean them out to just below the rev limited RPM. I then set the LS jet just rich enough they start easily.Redmax actually have tuning bulletins for their trimmers and blowers which are very good. With a blower the load is constant and they are rev limited so what I do is set to the factory rpm and run it to see what it does. Often at factory spec they are still on the rich side so I lean them out to just below the rev limited RPM. I then set the LS jet just rich enough they start easily.Redmax actually have tuning bulletins for their trimmers and blowers which are very good. I've always used my ears to determine RPM changes for setting mixture. Using a tachometer would be a new approach for me. I'd like to try it sometime. Which tachometer do you use? I used to set engines by tachometer. However, that cannot take into account a worn or extra-well made engine. I think if you know what you're doing, tuning by ear cannot be beaten. I've always used my ears to determine RPM changes for setting mixture. Using a tachometer would be a new approach for me. I'd like to try it sometime. Which tachometer do you use? The DTI Fast Tach. I used to set engines by tachometer. However, that cannot take into account a worn or extra-well made engine. I think if you know what you're doing, tuning by ear cannot be beaten. Tuning by ear is fine on saws that ain't RPM limited. But the limited units are a different deal. I tune then till they just touch the RPM limiter by watching for the break point on the tach.....then go a fuzz leaner. Yes.....a FUZZ is a technical term. Tuning by ear is fine on saws that ain't RPM limited. But the limited units are a different deal. I tune then till they just touch the RPM limiter by watching for the break point on the tach.....then go a fuzz leaner. Yes.....a FUZZ is a technical term. True. I will use a tach on something like a 372. Most of what I'm working on is not truly limited, although most saws at least retard the timing. That's a wireless tach so does the engine cover have to be off to expose the flywheel and a Sharpie mark drawn on the flywheel? Nope. Just point it at the plug.....it shows rpm on the readout. That's a wireless tach so does the engine cover have to be off to expose the flywheel and a Sharpie mark drawn on the flywheel? Its a tach not a timing light, no it will read the spark as long as you hold it somewhere close to wire. Called an inductance tach and you can use a wire on lots of them too which will make them refresh faster depending on brand and how old ect. True, I will use a tach on something like a 372. Most of what I'm working on is not truly limited, although most saws at least retard the timing. Any husqvarna with a blue coil is rpm limited I do believe. The DTI Fast Tach.Tuning by ear is fine on saws that ain't RPM limited. But the limited units are a different deal. I tune then till they just touch the RPM limiter by watching for the break point on the tach.....then go a fuzz leaner. Yes.....a FUZZ is a technical term. Very close in measurement to a Dall hair. IIRC? Tuning by ear is fine on saws that ain't RPM limited. But the limited units are a different deal. I tune then till they just touch the RPM limiter by watching for the break point on the tach.....then go a fuzz leaner. Yes.....a FUZZ is a technical term. Limited can be done by ear in wood, if done from a rich condition where it is four stroking while cutting. Start leaning it out until it just cleans up while cutting and you have it. This way you get it done before the coil cuts out which confuses the situation by tach or ear if done from a lean condition. lehman live edge slab said: Its a tach not a timing light, no it will read the spark as long as you hold it somewhere close to wire. Called an inductance tach and you can use a wire on lots of them too which will make them refresh faster depending on brand and how old ect. I still have my timing light but I don't have the car anymore. It was a 1970 Mercury Cougar XR7 with the 351C-4V mated to an FMX trans. Is M-Tronic and Intellicarb the same thing? Page 7 Intellicarb is simply referring to the carbs with the snorkel. Mtronic and some standard screw styles use intellicarb carbs. An MS440 for example has an intellicarb but is not mtronicMtronic is the electronic control system used on most newer saws. Limited can be done by ear in wood, if done from a rich condition where it is four stroking while cutting. Start leaning it out until it just cleans up while cutting and you have it. This way you get it done before the coil cuts out which confuses the situation by tach or ear if done from a lean condition. I'm too deaf. Tach for me. Is M-Tronic and Intellicarb the same thing? I like turtles. Is the Intellicarb part of the M-Tronic system? The intellicarb is just a standard manually tuned carburetor, which is designed to compensate for a restricted air filter. M-tronic is a different system that self tunes. Last edited: Dec 27, 2024 I used to set engines by tachometer. However, that cannot take into account a worn or extra-well made engine. I think if you know what you're doing, tuning by ear cannot be beaten. Yea i can.What i do with saws is use the factory no load rpm as a starting point. I then adjust until I get peak performance in the wood using cut and feel method. I then take a tach reading and record it. Fron there i can tune repeatedly to that optimal set point. Yea it can.What I do with saws is use the factory no load rpm as a starting point. I then adjust until I get peak performance in the wood using cut and feel method. I then take a tach reading and record it. Fron there i can tune repeatedly to that optimal set point. I try not to stick the chain in the dirt too often. Absolutely true. Unless you only use them twice a year, once when it's 0° and then 6 months later when it's 90°. Factually incorrect... if you are tuning your saw for the best performance in the cut, 10-15F can be the difference of about 2-3000 rpm in the cut (speaking from experience with my 026, ms362, and 044) When I inadvertently put a slosh of bar oil in the fuel tank of one of my 357s today the carb wasn't at all intelligent enough to notice the difference.The exhaust was way smarter tho. It picked up on it pretty quickly. Think it's called SmelliMuff. I'm glad your hanging out here Adam, with your smellyvizion.wizdom. I think some of the others should start to vizit the day care thread Where's @Lawnboy maybe he could invite them over Factually incorrect... if you are tuning your saw for the best performance in the cut, 10-15F can be the difference of about 2-3000 rpm in the cut (speaking from experience with my 026, ms362, and 044) I find this hard to believe, although I have more experience with other saws. If the 10-15 degree difference is also the difference between frozen and thawed wood, then maybe it's believable. He is correct.... listen, you might learn something. I find this hard to believe, although I have more experience with other saws. If the 10-15 degree difference is also the difference between frozen and thawed wood, then maybe it's believable. I find this hard to believe, although I have more experience with other saws. If the 10-15 degree difference is also the difference between frozen and thawed wood, then maybe it's believable. Has nothing to do with saw brand, an ideal mixture is an ideal mixture doesn't care what saw its in. That is the job of the carburetor, mixes the gas and air in proper amounts for efficient combustion and most power saw brand wont change that. I find this hard to believe, although I have more experience with other saws. If the 10-15 degree difference is also the difference between frozen and thawed wood, then maybe it's believable. If you dont see a performance difference with a 10-15 temp change with your tune, you are leaving power on the table.... simple as that.... even a 20% humidity change at the same temp can cause power loss due to the dynamic air quality, and how oxygen dense the air is.... Well, we have a weather change coming up. I think I'm gonna take a tach out today and then after it gets colder and either prove myself wrong or right. I'm not disagreeing with your point. I just can't believe the difference is 2-3 grand in the cut. That's like 30-50% power difference. No need, you are wrong. Basic physics at play here. Last edited: Dec 30, 2024 Same chit I see over at bobistheoilguy. Rude mfers. Our brother @dall has a low tolerance for silly mfers.....and Ben is sorta like that too. All I can say is that we can all do better some days. What I don't want to see happen is for people to become offended and leave our forum.....or have to ban anyone that ain't a scammer or a crook. In other words.....just try to be patient with folks. We're all in this together. No need, you are wrong. Basic physics at play hear So are we now like the Greeks? We can't even go experiment to learn? I remember the joke of how one day the Greek philosophers were arguing over how many teeth a horse had. One of them mentioned counting on the horse standing outside. They threw him out of the school.???? Like I said, I'm not questioning your basic theory, only the extent that it varies. Remember that absolute zero is a whole lot different than 0°F. A 50° temp swing from 30-80° is actually not a huge percentage. Granted I'm not a thermodynamicist like you apparently are, even though I do teach it in school. So are we now like the Greeks? We can't even go experiment to learn? I remember the joke of how one day the Greek philosophers were arguing over how many teeth a horse had. One of them mentioned counting on the horse standing outside. They threw him out of the school.???? Like I said, I'm not questioning your basic theory, only the extent that it varies. Remember that absolute zero is a whole lot different than 0°F. A 50° temp swing from 30-80° is actually not a huge percentage. Granted I'm not a thermodynamicist like you apparently are, even though I do teach it in school. 20 degrees is a significant swing and can easily be felt. That's just accounting for temperature. Same chit I see over at bobistheoilguy. Rude mfers. It's frustrating to have an ongoing conversation with those that need the most help yet remain steadfast in their incorrectness.Multiple people have led him to water, but he just won't drink. So are we now like the Greeks? We can't even go experiment to learn? I remember the joke of how one day the Greek philosophers were arguing over how many teeth a horse had. One of them mentioned counting on the horse standing outside. They threw him out of the school.???? Like I said, I'm not questioning your basic theory, only the extent that it varies. Remember that absolute zero is a whole lot different than 0°F. A 50° temp swing from 30-80° is actually not a huge percentage. Granted I'm not a thermodynamicist like you apparently are, even though I do teach it in school. In the first place it isn't theory. It's science and very basic at that.Second you are free to do with your time what you please. That includes wasting it. Looks like from 0-50 above you loose about 13% in air density which Id say will need a carb adjustment for max power. Bikes and snowmobiles are sent with jet charts in 20 degree increments. I know Polaris liked to jet stuff way fat back in the 90s through early 2000s. Most could be dropped 1-2 sizes and still be ridden in all temperatures without worrying about burn down in real cold. My 97 xcf started to run way better on factory jets at -10 to -20 degrees. My cousin used to jet and clutch his sled 5-6 times a day when running in the mountains depending where he was ect. As primitive as the early polaris battery eff was he was happy to only need to clutch the sled on his 650 rxl. And since this thread was started about the Stihl intellicarb polaris actually made a similar type of set up in the late 90s. In 1997 or 98 they had the accs altitude compensating carb system the carbs were set up with baseline jetting and it used a similar way of leaning the carbs out by changing float bowl pressure as the atmospheric pressure dropped with elevation. Last edited: Dec 31, 2024 Bikes and snowmobiles are sent with jet charts in 20 degree increments. I've had to either re-jet, or lower my dial in, or sometimes both as the cool night air moved in when I was bracket racing. I used to rejet my sled in 10 degree increments. Made a difference when racing. For trail riding, a swing of 20 degrees on the same jets could be into meltdown territory, or running too fat. Trail running I was too lazy to drop jets so just dropped 2 sizes on my xcf and ran it for 10,000 miles that way. Rebuilt clutches snd couple sets of spark plugs and slides is all I did to it. Then at 10,000 miles I tore everything down and rebuilt it with a pair of bored out 488 trail jugs. Bored out 40 if I remember right put it at 510 cc but may was a little less. Cleaned the exhaust ports up and the lower transfers, cut heads 30 thousandths and put a higher rev clutch spring in new weights. Went pretty good for a fan cooled and ran with most piston port 500 liquids on cooler days. Sold it and bought a 2006 fusion 700 and still have it though its been sitting for years because of lack of snow and lack of time with young kids. Now kids are old and I should just make time to get it ready to ride again. Dont ever see myself getting a new one ever again because of cost and limited use. Page 9 I used to rejet my sled in 10 degree increments. Made a difference when racing. For trail riding, a swing of 20 degrees on the same jets could be into meltdown territory, or running too fat. Just like saws most guys are dealing with blubbering rich engines. To them it feels normal. When they do get their hands on something tuned right they rave about throttle response... never understanding that it's suppose to be that way all along. Happy new year!! you are free to do with your time what you please. That includes wasting it. Guilty as charged. I wasted another few minutes this morning testing a saw when it's a little cooler. My results from 2 days ago:52 \* Echo CS-530, WOT 15,360 RPM's, in the cut with a fairly non-aggressive chain being gravity fed 12,600 rpm'sThis morning 34\* same saw, chain, log, and tank of fuelWOT 15,700 RPM's, in the cut 12,800 RPM'sI know this is not all-conclusive, and I'm not saying it is. It's only one saw, not a super aggressive chain (it may show more difference under higher load), and I'm not sure the saw was evenly warmed up each time, despite cutting with it a few minutes before testing. However, it does reflect my overall experience. I expected a difference, but not massive at

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