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Hi everyone, I'm working on an old 056 super and the ignition failed. Well as you may know, there are 2 different types of ignition systems used on these. Bosch one is the one froggysail posted about fixing on arboristsite. I bought an unreturnable part from my local stealership which I'm guessing replaces the Bosch. I
have scoured the internet and all I'm coming up with is incorrect. I believe the sem ignition came on the ts350 as TS360 concrete saws. Do any of you have any of them laying around for sale? Or know someone who might? What about changing the flywheel to the Bosch style? Do you think that is possible? Is that part available anywhere? Thanks in
advance Last edited: Nov 26, 2021 I believe the ignition is still available from Stihl. Part number: 1108 400 0800. Its is a bit pricey though. I put one in a 045 super A year or two ago. It has to have the sem flywheel. It will not work with the Bosch flywheel That's the number that I bought for over $200. There's about an inch gap between the flywheel
and that ignition module and it has no spark with that one installed I don't have the Bosch flywheel I have an sem ignition I've never seen one. However the IPL mentions the Bosch with it's flywheel but no drawing with it. If I find the time I might look it up in the service manual up dates if I can find them I will be happy to get some pictures and part
numbers off my saw. Give me a couple days, as I am out of time for the holidays. Well looks like to coil part number is 1108 400 0804 The whole idea seems strange to me .Hiding the solid state module under the flywheel where it doesn't get the fan blast to cool it .Makes you wonder how many of this model plus the iconic 2100 Husqvarna died on the
vine because of failed spark. Hi everyone, I'm working on an old 056 super and the ignition failed. Well as you may know, there are 2 different types of ignition systems used on these. Bosch one is the one froggysail posted about fixing on arboristsite. I bought an unreturnable part from my local stealership which I'm
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available anywhere? Thanks in advance What part did you get that you can't return? Hello! New here, and have done lots of thread searching... This one seems to be the closest info... so it's getting bumped. Hoping that is ok! Working on an 056 Super with SEM ignition and flywheel is the one piece shown above, but has a fin broken off.
A few questions: Is the TS350 flywheel 1108 400 1205 the same, and will it fit? Are the Proline 1108 400 0800 or the 1108 400 0800 or the 1108 400 0800 or the 1108 400 1205 the same, and will help? Thanks! R. Yes pictures are always helpful I think there are several people on here that can help you out Great news! I'll post up shortly! Thanks! R.
Thanks for the replies so far! Could someone tell me on the later models of saw (newer) what ignitions were interchangeable? Is it possible that it may have a lobed crank, or did that end with the older saws? Thanks again!R. Hi everyone, I'm working on an old 056 super and the ignition failed. Well as you may know, there are 2
different types of ignition systems used on these. Bosch and sem. Mine is sem. The Bosch one is the one froggysail posted about fixing on arboristsite. I bought an unreturnable part from my local stealership which I'm guessing replaces the Bosch. I have scoured the internet and all I'm coming up with is incorrect. I believe the sem ignition came on
the ts350 as TS360 concrete saws. Do any of you have any of them laying around for sale? Or know someone who might? What about changing the flywheel to the Bosch style? Do you think that is possible? Is that part available anywhere? Thanks in advance Yeah back to this song again we got a good SEM ignition on eBay eventually and the saw ran
for two good seasons of cutting wood, using it actually cutting wood. I ended up selling everything that I bought that wouldn't work on eBay for at least half of what it bought it for as far as I can remember. So yeah just bumping This Thread does anybody have any of these ignitions laying around by chance I doubt it. Page 2 Hi everyone, I'm working
on an old 056 super and the ignition failed. Well as you may know, there are 2 different types of ignition systems used on these. Bosch and sem. Mine is sem. The Bosch one is the one froggysail posted about fixing on arboristsite. I bought an unreturnable part from my local stealership which I'm guessing replaces the Bosch. I have scoured the
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changing to a bosch style flywhee definitely didn't work it was not compatble. I will admit I never even saw most of those posts after I posted this cuz I ended up just throwing it in a box until the g u y to find his own ignition and eventually he did. Saegenspenzi has some aftermarket modules available. I bought both versions just to have them available
but I have not tried them on a saw. I believe others have used them successfully but I can't say who that might have been. Mark I have quite a few 056 saws and about half have no spark. You must log in or register to reply here. R Anyone knoe how to find Stihl blower model by serial number-235470103. Stihl can't help me. RIZMAN1 Thread May 3,
2025 stihl Replies: 10 Forum: Brand Specific Section Hi Everyone - I'm looking to procure a brake handle for a Stihl 084 I'm building. I have lots to trade and cash. Thank you! jacob j. Thread Apr 12, 2025 magnum madness right turn clyde stihl Replies: 3 Forum: Parts Only Good morning Men of OPE (and Women): I'm looking for a complete 084
starter assembly, new or used. I have lots to trade and cash. Thanks! jacob j. Thread Mar 30, 2025 0-8-4 mccullah oh-eight-four steehl stihl Replies: 5 Forum: Parts Only Hi Guys - I'm looking for a Stihl Contra Super/Lightning Super cylinder with the 66mm bore. I have lots to trade and cash. Thanks! jacob j. Thread Mar 30, 2025 0-8-4 mccullah oh-eight-four steehl stihl Replies: 5 Forum: Parts Only Hi Guys - I'm looking for a Stihl Contra Super/Lightning Super cylinder with the 66mm bore. I have lots to trade and cash. Thanks! jacob j. Thread Mar 30, 2025 0-8-4 mccullah oh-eight-four steehl stihl Replies: 5 Forum: Parts Only Hi Guys - I'm looking for a Stihl Contra Super/Lightning Super cylinder with the 66mm bore. I have lots to trade and cash. Thanks! jacob j. Thread Mar 30, 2025 0-8-4 mccullah oh-eight-four steehl stihl Replies: 5 Forum: Parts Only Hi Guys - I'm looking for a Stihl Contra Super/Lightning Super cylinder with the 66mm bore. I have lots to trade and cash. Thanks! jacob j. Thread Mar 30, 2025 0-8-4 mccullah oh-eight-four steehl stihl Replies: 5 Forum: Parts Only Hi Guys - I'm looking for a Stihl Contra Super/Lightning Super cylinder with the 66mm bore. I have lots to trade and cash. Thanks! jacob j. Thread Mar 30, 2025 0-8-4 mccullah oh-eight-four steehl stihl Replies: 5 Forum: Parts Only Hi Guys - I'm looking for a Stihl Contra Super/Lightning Super cylinder with the 66mm bore. The four steehl still still steel steehl still still steel 
damaged badly. I have tons of stuff to trade including many unobtanium parts for a variety of large vintage and... B I curious on your thoughts on the Stihl grease. Im not a big fan of expensive brand products. And i was wondering if its oke to replace both transmission and multi purpose grease from Stihl with standard lithium grease when i increase
the frequency of adding. Thanks in advance! Ben S Thread Jun 15, 2024 stihl Replies: 4 Forum: Ask the Experts Awesome saw, one of my favorites. Need to fund 3 other projects. So not much to say about a 400, they are incredible. Ill have another. Can send a 20inch Oregon or 24 inch stihl E with the saw. I have been running a 24inch cannon and
pulls it like butter. Only 10-15 tanks through the saw, has... Hello all. Looking for a NIB 441. Welldoesnt have to be in the box. Please let me know if you or someone you know may be looking for a NIB 441. Welldoesnt have to be in the box. Please let me know if you or someone you know may be looking for a NIB 441. Welldoesnt have to be in the box.
new never fueled or started bought for a job that fell through no need for it. Asking 1500 Shipped all payments accepted G&S is fine if buyer pays fee. Picked up two new tillys for my 036 and 361. Mounted the HE-20 on the 036 and there is wayyyy too much tension on the throttle plate mechanism. The throttle linkage is bending and the throttle plate
opens less than half way when the trigger is fully engaged. Anyone else have this issue? Found this parts lot for 200$ and had just about everything I needed to build this saw except for some hardware. Does anyone have a wiring diagram for an 066 red light or a picture of a working saw Yellowking86 Thread Aug 24, 2023 066 red light stihl stihl
ms660 066 wiring harness Replies: 7 Forum: Manuals So I bought this nice used 046 over a year ago and collected many new parts for it. Don't burn me at the stake this is my first build thread. I know it wont be perfect because it was a lot more too my on in my head to stop and take pictures (which Im sure there isnt enough of) and that messed.
ManiacalMark Thread Aug 17, 2023 046 stihl Replies: 43 Forum: Chainsaws Hey everyone its been awhile since Ive been back on here so Im hoping Im posting in the correct spot. I have a Stihl ms 362. The saws compression wasnt in good shape, I took it apart and the plating on the intake side was completely worn off. I replaced piston and cylinder,
piston rings... Cobus Thread Jun 29, 2023 diagnosis husquvarna repair stihl stihl ms 362 Replies: 8 Forum: Chainsaws S Need to know if you can run a 661 cylinder and piston on a 660mag or carb? I recently acquired a red lever 026, SN 226032139. It appears this one is an early 90s build from Virginia Beach Spent a bit of time to clean it up. All
parts removed outside of the crankcase in the process. Crank bearings/seals smooth and tight. Aluminum transfer on the OEM Mahle cylinder... Paul Fithian Thread Apr 7, 2023 026 stihl Replies: 6 Forum: Chainsaws For sale a freshly ported MS361 Stihl, PHO $900.00 plus up to $50.00 towards shipping! Hi, I don't want to sell my baby and it hurts to
make this ad allot. But here it goes .... my stihl 046 Magnum for $900 . Everything is oem and in excellent working order. She may have a little what looks like rags on , but she's in love with eating hardwood! I am very meticulous and after... @Ronie This will hopefully be a joint thread with Ron and myself, as we pretty much built these saws
simultaneously and detailed the builds in PM. Looking at a saw for buy now on ebay but seller will only ship within Germany. I have parts or cash to make it worth your while. Shipping after the new year is of course not a problem. Thanks! BonScott46 Thread Dec 20, 2022 stihl Replies: 4 Forum: Chainsaws Hi everyone, so I just brought a really nice
red lever Stihl 034 av super, as this is the oldest saw ive ever owned I was quite surprised at how well it went and cut, it got me thinking what was the power output on this saw so I started looking online for specsapparently this saw has 4hp and is 61.5ccthe 036 is also 61.5cc but has 4.5hp. does anyone know how they achieved this extra power?
which brings me to my next question, when I was looking at meteor kits for this saw they don't make a specific 034 cylinder and piston kit but its for both 034 and 036, so does that mean that this kit would be built to 036 specs and you could potentially gain 1/2 a hp by bolting it on?just a thought thats all Hi everyone, so I just brought a really nice red
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built on the same chassis etc. From memory the older 034 AV had 56cc as opposed to 61.5cc, so the power figures you've seen quoted may well be for the older 034 AV. However don't take this as gospel, I could be wrong. Personally I'd say just run the saw and enjoy it, if you really want to tear it in bits delete the base basket and check your squish
isn't tighter than 20thou, open up the muffler a wee bit and tune accordingly. Or just go cut some wood Your 034 AV had 56cc as opposed to 61.5cc, so the power figures you've seen quoted may well be for the older 034 AV. However don't take this as
gospel, I could be wrong. Personally I'd say just run the saw and enjoy it, if you really want to tear it in bits delete the base basket and check your squish isn't tighter than 20thou, open up the muffler a wee bit and tune accordingly. Or just go cut some wood sorry yes your right I rechecked the specs and I read that the 034 had 56.5cc....that explains
the output, so essentially the meteor kit would be 61.5cc im guessing and would be a big bore kit for the 034? I agree I should just enjoy the same P&C. Power wise the 034 Super and 036 are the same (according to my Stihl 034/036 manual) with 4.6 BHP. They are
some of the best saws that Stihl ever made. I've read on here that the 034S actually had better port timing (or maybe it was port shapes) than the 036. If your saw runs good and the piston and cylinder are in good shape, don't even consider bolting on an AM top end to gain power. This being an old saw, unless you know it's been well serviced lately,
you may want to consider, swapping the fuel and impulse lines, fuel filter, etc. Maybe a pressure/vac test too, just so you don't wreck it due to an unknown air leak. I've never run an 034, but my 036 sure is a dandy. Yes, here are ~slight~ differences in the cylinders (part numbers are different) but the pistons and rings are the same. The power
ratings and bore and stroke are also the same, and I believe that you can swap the jugs between them (like the 026 and 260). One thing to upgrade on those saws is the clutch drum and bearings there is an 034S clutch drum bearings tend to grenade.
and a 034 super but there is no difference in outputs? would that be rightmine is a super good info guysso from my understandings there is an 034 and a 034 super but there is no difference in outputs? would that be rightmine is a super good info guysso from my understandings there is an 034 and a 034 super but there is no difference in outputs? would that be rightmine is a super good info guysso from my understandings there is no difference in outputs?
set of caber rings in and use it Last edited: Jan 12, 2017 ok so I just found that the 034 takes a 48mmanyways I might just put a fresh set of caber rings in and use it Ya, they have the same stroke but different bore. so if you owned a 034 it could easily become a 'super' thengood little saw though it really is Smaller
muffler on the 034, but that is about the only real difference I think. I do not think that the added power is worth the upgrade though. Unless you score an 034 or buy a scored saw for dirt and need a jug and slug kit. They are good saws. I would not call them little though. My 211 is little. You can run a 25 inch bar on the 034 Super and 036. The oil
output is the same as the 361, and the power is about the same, and I run 25 bars on my 361s most of all. But... we have softer wood here than down under. Likely an 18 or 20 is as big as you wanna go on an 034S in gums and red oaks. Crank the oiler wide open. Its adjustable and on the belly of the saw. The 034S came with the Tilly 43 carb. Do you
have that one? Look for the metering plate plastic spacer or the HONG KONG on the plate 0f the carb. Relatively easy to bump these saws into the 6-6.5 bhp range. You're best to add an 036 muffler that's non baffled to the saw. Should allow elimination of the spacer. The 034S
came with the Tilly 43 carb. Do you have that one? Look for the metering plate plastic spacer or the HONG KONG on the plate of the carb. Relatively easy to bump these saws into the 6-6.5 bhp range. Your muffler is an 034 muffler with the heat shield and a muffler spacer. You're best to add an 036 muffler that's non baffled to the saw. Should allow
elimination of the spacer. I have an all original 034s that does not have a tilly. It also does not have a muffler spacer. I think the later 036 is what the spacer. Not all of them came with
the tilly, but some did. I've never seen an 036 that came with a tilly. The 036 doesn't have a muffler spacer. That I'm 100% on. It does have a heat shield and gasket. I could be wrong, but my understanding is that adding a 48mm jug to a 46mm standard 034 requires the spacer if the original muffler is to be used. If you go with the 036 muffler, it's just
a bolt on. The 48mm 034S and the 48mm 036 jugs do have both internal and external differences, even though the bore is the same. It may only be needed on the 034S jug. Maybe someone can post and IPL? I have a minty 034S that I've yet to pull apart. This is the spacer Page 2 Not all of them came with the tilly, but some did. I've never seen an 036
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jugs do have both internal and external differences, even though the bore is the same. It may only be needed on the 034S jug. Maybe someone can post and IPL? I have a minty 034S that I've yet to pull apart. This is the spacerView attachment 50077 My dad bought an 034s new in 1988. It doesn't have a spacer or a tilly. I worked on an early 034 that
had a tilly. The later 036 is what has the spacer with a more choked up muffler. Sent from my GT-P3113 using Tapatalk My dad bought an 034s new in 1988. It doesn't have a spacer with a more choked up muffler. Sent from my GT-P3113 using Tapatalk Never
worked on an 034S myself. Built about 15-036. None had any spacer or baffling in muffler. Did any of them 036s have a spacer? The 036 mufflers I'm talking about are AM mufflers. I need to look at the muffler on my 036 for sure to see about the baffling.
I know it does not have a spacer. Sent from my SPH-L710 using Tapatalk According to the 034/034S IPL, there are 3 different muffler covers (including a dual port muffler cover option). The IPL shows the muffler spacer (called a flange) on the Canadian models.
Like the 026 saws, the mufflers became more choked up on later models. No need to change out the muffler cover to let it breathe a lot more. I did that on the 036 and 360 show 3 different carbs, and
multiple muffler combinations. My IPLs also show the spacer on the Canadian 034. I was going to get some pics of the muffler on the 034S but I did not get a chance. I also have an 036 but since I bought it used I don't know if it has the original muffler on it. Since we are talking about 034S, does anybody have a clutch drum or two they wanna get rid
of that takes a mini spline rim sprocket, the clutch drum with the small bearing? I have a brand new spur drive for an 036. May have the small rim drive as well-gotta look. Is the larger MS360 clutch drum with the small bearing? I have a brand new spur drive for an 036. May have the small bearing? I have a brand new spur drive for an 036. May have the small rim drive as well-gotta look. Is the larger MS360 clutch drum with the small bearing? I have a brand new spur drive for an 036. May have the small rim drive as well-gotta look. Is the larger MS360 clutch drum with the small bearing? I have a brand new spur drive for an 036. May have the small rim drive as well-gotta look. Is the larger MS360 clutch drum with the small rim drive as well-gotta look. Is the larger MS360 clutch drum and bearing the same as the MS440's? I took some pics. Here is the 034S, you can see muffler, and the Zama Carb. This saw was made in Germany and the same as the MS440's? I took some pics. Here is the 034S, you can see muffler, and the Zama Carb. This saw was made in Germany and the same as the MS440's? I took some pics. Here is the 034S, you can see muffler, and the Zama Carb. This saw was made in Germany and the same as the MS440's? I took some pics. Here is the 034S, you can see muffler, and the same as the MS440's? I took some pics. Here is the 034S, you can see muffler in the same as the MS440's? I took some pics. Here is the 034S, you can see muffler in the same as the MS440's? I took some pics. Here is the 034S, you can see muffler in the same as the MS440's? I took some pics. Here is the 034S, you can see muffler in the same as the MS440's? I took some pics. Here is the 034S, you can see muffler in the same as the MS440's? I took some pics. Here is the 034S, you can see muffler in the same as the MS440's? I took some pics. Here is the 034S, you can see muffler in the same as the 034S, you can see muffler in the 034S, you can see
seen a muffler like that on an 036, but I'm no expert. My 034 super is an exact copy of Bullit's. Muffler and all. My 036 is a newer plastic badge decomp and has a hollow can. I know nothing about the spacer or different designs though My 034S looks like Bullit's as well. I've never met an 036 with internal baffling myself, including my own which is
very old. Not saying it ain't possible. 034/036/360 mufflers were like the 024/026/260 mufflers. There was a whole series from wide open to completely choked up. My 024S has the worst muffler on it. Here's a pic, so something is up. Look at the
difference in length. The 034S muffler is the longer one within patina. So you would need a spacer to run the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea. I'm thinking the exhaust flanges are set back more in the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea. I'm thinking the exhaust flanges are set back more in the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea. I'm thinking the exhaust flanges are set back more in the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea. I'm thinking the exhaust flanges are set back more in the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea. I'm thinking the exhaust flanges are set back more in the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea. I'm thinking the exhaust flanges are set back more in the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea. I'm thinking the exhaust flanges are set back more in the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea. I'm thinking the exhaust flanges are set back more in the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea. I'm thinking the exhaust flanges are set back more in the 036 muffler on a 034? Sent from my SPH-L710 using Tapatalk No idea.
thought the 036 had a thicker exhaust flange, which is why it you need a spacer to run a 036 muffler on a 034. The weird thing is my 036 has a 034 muffler on it with out a spacer. I bet it is an early saw. I bet the reason the IPL shows the Canadian 034 with a spacer is because they used an 036 style muffler. My 036 PRO had an open and empty can
for a muffler body, and a LARGER side exhaust port than later models. It did not need a muffler mod. No spacer/flange on it. That saw was loud from the factory. Do these work with any Stihl tools with a diagnostic port? Ive been thinking about getting one for my KM91, as I know that has a port on it. Dont know how to answer that, and I own one. If
its M-tronic then yes it will work on them. I dont know if one of their products can have a test port and not be m-tronic. Heres the port on my trimmer Also Ive heard you have to be a dealer or have been a dealer to buy one. Is that true? If anyone can buy them, what do they retail for? Anyone can buy one one and use it. I paid $745 for mine (about
that anyway). Sometimes they come up on eBay for less, I was under the impression that you could buy the tool but had to be a dealer to own and use the software. Is that not correct? No that is not correct. Anyone can use it
You have to go online to use it and the software is updated each time you do. It does ask if you want to enter your dealer info every time you start it but you just answer no. No that is not correct. Anyone can use it. You have to go online to use it and the software is updated each time you do. It does ask if you want to enter your dealer info every time
you start it but you just answer no. Are you F*ing kidding me????Husqvarna really screwed the pooch on this one!!! I bought a driver, husqvarna does not provide a driver or software unless you are a dealer. I even asked my computer buddies
to see if there was a hacked version and nope! Went to my dealer, asked for software and they looked at me like I stole company secrets lol. They ratted me out cause 2 days later i get a call from husky in florida asking for their tool back!!!!now i read stihl gives you a tool and software, you pay out the nose for it but it can be used if your not a dealer?
*mind blown* Wheres Head-Redded Pecker-Wood when you need him. Lol! Hmmmm....The price youre asking is almost half of what their asking in the right places for a seller. Might have to go on ebaySent from my SM-A705FN using Tapatalk
Yes I know but they're not really in demand here. Either that or I'm just not looking in the right places for a seller. Might have to go on ebaySent from my SM-A705FN using Tapatalk So....a picture from a different angle is not possible? You show up here as a new member, selling something for half the normal price. Unless you find a way to convince
me that you aren't here trying to scam our members, I'll ban you and move on with my life. Understand? So....a picture from a different angle is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand? So....a picture from a different angle is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand? So....a picture from a different angle is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand? So....a picture from a different angle is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand? So....a picture from a different angle is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand? So....a picture from a different angle is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand? So....a picture from a different angle is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand? So....a picture from a different angle is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand? So....a picture from a different angle is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand a life is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand a life is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand a life is not possible? You show up here as a new members, I'll ban you and move on with my life. Understand a life is not possible? You show up here as a new members, I'll ban you and move on with my life. I'll ban you and move on with my life. I'll ban you and move on with my life. I'll ban you and move on with my life. I'll ban you and move on with my life. I'll ban you and my life. I'll ban you and my life. I'll ban you and my life. I'll ba
with my life. Understand? Yes I can grab you a picture from a different angle, I'm just in work at the moment but one, two or maybe even 3 will follow. And your point is? I had something to sell and am trying to find the right target market. I typed in the name of the device on Google and this forum popped up via tapatalk. If I wish to sell it for 300 or
even 600 thats up to me. The reason its 300 is my chances of selling are pretty low so best not to price myself out. Understand? If I was going to scam someone I could think of something better that a diagnostic tool to sell. If you feel the need to ban me then fine, do so. Any sale will be made through PayPal with proof of postage. If the buyer requests
more protection, I can list on ebay with a buy it now price. Sent from my SM-A705FN using Tapatalk Yes I can grab you a picture from a different angle, I'm just in work at the moment but one, two or maybe even 3 will follow. And your point is? I had something to sell and am trying to find the right target market. I typed in the name of the device on
Google and this forum popped up via tapatalk. If I wish to sell it for 300 or even 600 thats up to me. The reason its 300 is my chances of selling are pretty low so best not to price myself out. Understand? If I was going to scam someone I could think of something better that a diagnostic tool to sell. If you feel the need to ban me then fine, do so. Any
sale will be made through PayPal with proof of postage. If the buyer requests more protection, I can list on ebay with a buy it now price. Sent from my SM-A705FN using Tapatalk You evidently don't realize how many people are crooks in the world these days. My job here is to protect our members. Waiting for more pictures.... Page 2 You evidently
don't realize how many people are crooks in the world these days. My job here is to protect our members. Waiting for more pictures.... I get your concern absolutely and credit to you, but not everybody is a crook. I finish work at 6PM here so in 4 hours. I'll make sure to get a different picture and I'll even add your name to a post it note on them as
proof they are not a stock picture. Then maybe you can play nice [emoji6]Sent from my SM-A705FN using Tapatalk I get your concern absolutely and credit to you, but not everybody is a crook. I finish work at 6PM here so in 4 hours. I'll make sure to get a different picture and I'll even add your name to a post it note on them as proof they are not a
stock picture. Then maybe you can play nice [emoji6]Sent from my SM-A705FN using Tapatalk Thank you. I appreciate that you understand. We have a rule here that a member needs to have at least 100 posts, or two well known members who are willing to vouch for them. You have raised flags by wading in and offering to sell this item without
meeting any of that criteria. Where abouts are you in the uk @St Willy Thank you. I appreciate that you understand. We have a rule here that a member needs to have at least 100 posts, or two well known members who are willing to vouch for them. You have raised flags by wading in and offering to sell this item without meeting any of that criteria.
Ah right. Makes sense. Sorry I didn't know. Here's a couple more photos Sent from my SM-A705FN using Tapatalk Well thats 250 miles away from Brighton. Well that 250 miles away from Brighton.
for your help everyoneSent from my SM-A705FN using Tapatalk Well your one of the closest lol. Well if anyone wants it, I'll happily put it on Ebay or whatever for you to buy. I'll stop spamming the thread now. Thanks for your help everyoneSent from my SM-A705FN using Tapatalk I appreciate you posting these pictures. I think you are ok. Sell the
damn thing. LOL Be nice to know if that one is the updated one, only way to tell would be to open it and look though. Newest one has a grey dot on it and some other changes Ive been told but old one still works. Yes if it has a scan port it will hook to the mdg1, a 194t has diagnostic
port but they dont give a whole lot of information other than allow you to do a running test which will check the coil and few other things No need to open it. It's a revised one. @St Willy let me know what you want for it Well your one of the closest lol. Well if anyone wants it, I'll happily put it on Ebay or whatever for you to buy. I'll stop spamming the
thread now. Thanks for your help everyoneSent from my SM-A705FN using Tapatalk Stick it on ebay, I would like to buy it! It has been and gone. Item number 233948339367. I almost pulled the trigger on it myself. Always cautious about (0) sellers though, and while I dawdled the listing ended. Creaky limb tree care said: Stick it on ebay, I would like
to buy it! As Simon said, it sold and has been dispatched sorry. It was on less than 24 hours. Quite surprised actually. Downside to never selling on ebay is they hold the funds for 21 days, but protects everyone. Hopefully get some seller points now lol. Sent from my SM-A705FN using Tapatalk I just seen from the item number, it was a buy it now 350
or best offer.my guess is someone here brought. As the pic in the listing you could just see the note he wrote for Randy. I wonder who brought it in a heartbeat!) never mind, if you ever come across another, let me know! Cualquiera puede
comprar uno y usar. Pagu $ 745 por el mo (sobre eso de todos modos). A veces aparece en eBa No s cmo responder a eso, y tengo uno. Si es M-tronic entonces s funcionar en ellos. Desconozco si alguno de sus productos puede tener test port y no ser m-tronic. Hola, me puedes decir donde lo vendes? Page 3 So to summarize: The STIHL M-Tronic
diagnostic module is available from STIHL for ~$750, eBay used for ~$350, so if the local dealer is jacking around (or there is no local dealer) it's possible to get into the saw's ECU and see what's up, reset it, etc. Husqvara will claim their (unusable) diagnostic module is stolen and try to get it back.ECHO--ha ha ha, they use a capacitor! So while it's
unfortunate their marketing department is saying "G-Force Air Cleaner" (sounds like a Power Rangers animation) and CDI Digital Ignition coil. ECHO marketing should really say: We use technology proven to work, and all you need to fix
it is a screwdriver. (and a wrench if something is really broken) BECAUSE THAT'S WHAT WE WANT (simple). Well, it's what many people want, and it works. (The digital stuff is pretty nice when it's working, which is "almost always.") So to summarize: The STIHL M-Tronic diagnostic module is available from STIHL for ~$750, eBay used for ~$350, so
if the local dealer is jacking around (or there is no local dealer) it's possible to get into the saw's ECU and see what's up, reset it, etc. Husqvara will claim their (unusable) diagnostic module is stolen and try to get it back. ECHO-ha ha ha, they use a capacitor! So while it's unfortunate their marketing department is saying "G-Force Air Cleaner" (sounds
like a Power Rangers animation) and CDI Digital Ignition (capacitor discharge ignition module), their "high-end electronic technology" is basically a spark plug and ignition coil. ECHO marketing should really say: BECAUSE THAT'S WHAT WE WANT (simple). Well, it's what many people want, and it works. (The digital stuff is pretty nice when it's
working, which is "almost always.") Dont know what dealer said they were 750 I paid close to 800 for mine couple years ago. Heard theyre around a 1000$ now. I paid $750 I think for mine. Ive had it
become worth it to buy a used STIHL interface off eBay for ~$350?(assuming one owns a fairly recent M-Tronic saw) I repair tree service saws ect and have only used it 3 times. Most mtronic issues can be solved without one its more helpful on the 500i Ive mostly just played with mine. But enough I think to be able to say that it could be quite useful
Wont replace knowledge and common sense though. At what point does it become worth it to buy a used STIHL interface off eBay for ~$350?(assuming one owns a fairly recent M-Tronic saw) The 500i is really the only saw you need it on. Over $1200 now. Msrp is $2100 Would anyone have a download for the software?Unfortunately the disc I have
wont install and the Stihl.com/sds link no longer works. Forget it and go to your dealer and let them do it. It is good that it is dealers only and not everyone without a clue messes with it. I might still have the installer file on my toughbook. It will be a day or two before I get a chance to check. Forget it and go to your dealer and let them do it. It is good that it is dealers only and not everyone without a clue messes with it. I might still have the installer file on my toughbook. It will be a day or two before I get a chance to check. Forget it and go to your dealer and let them do it. It is good that it is dealers only and not everyone without a clue messes with it.
that it is dealers only and not everyone without a clue messes with it. Its not a dealer only item. I ordered mine from a dealer only item to just being whiney about sharing. Forget it and go to your dealer and let them do it. It is good that it is dealers only and not everyone without a clue messes with it. Unfortunately have no dealer need mine from a dealer only item. I ordered mine from a dealer onl
every time I need something done so have been doing it myself for years. I might still have the installer file on my toughbook. It will be a day or two before I get a chance to check. Thats would be great, thank you. I tried using the cd but it just comes up with an error unfortunately. Its not a dealer only item. I ordered mine from a dealer. Stihl is just
being whiney about sharing. If you dont mind me asking did yours come with a cd for installing diagnostic software or how did it come? Unfortunately have no dealers near me, Id have to post every time I need something done so have been doing it myself for years. Thats would be great, thank you. I tried using the cd but it just comes up with an error
unfortunately. If you dont mind me asking did yours come with a cd for installing diagnostic software or how did it come? No CD. It came with a link to download the software or how did it come? No CD. It came with a link to download the software or how did it come? No CD. It came with a link to download the software available to non-dealers for those
newer 500s. At least that is what I have heard and found so far I bought an NGK CMR4H. NGK says they recommend the gap to be .025". Can I leave it at .025" or should I squeeze is down to .020" ?This is for my STIHL FS 91 R string trimmer which I consider to be a consider to be a consider to be .028".
hero machine. The actual gap I measured with a feeler leaf is .025". Can I leave it at .025" or should I squeeze is down to .020"? This is for my STIHL FS 91 R set at too. This is what I have my FS 91 R set at too. This is what I have my FS 91 R set at too. This is what I have my FS 91 R set at too.
would stick to that.AI OverviewStihl's recommended spark plug gap is 0.020 inches (0.5 mm) for most of their trimmers, blowers, and chainsaws, including the FS 91. A proper gap is crucial for combustion and preventing misfires. While 0.020" is the standard, larger engines may require a slightly larger gap, such as 0.025" (0.635 mm).k to that. These trimmers, blowers, and chainsaws, including the FS 91. A proper gap is crucial for combustion and preventing misfires.
trimmer has never ran better since I installed that NGK with the .025" gap. I used to have kind of an uneven idle speed. Now it's rock steady. Very pleased. Cmr 4h? Thought all the stihls with small plug called for cmr6h which is cooler than the 4 you used. But maybe some do call out for the 4 instead. Not sure how much interest there is here in top
handle saws, but I've spent a few years working in the Stihl 192T series and some on the new 193T.Let me know if there is interest and I'll post details and pics about rebuilding, mods, fixes, and model differences. Post it up. Someone will be looking for the info sooner or later. A pair of 192's will be showing up soon. @Stackowood Ok I guess we'll
start with the common 192T problems so you can decide if a hammered old saw is worth fixing. I'm not negative about these saws, I like working on them, it's just normal stuff. The impulse line will crack and sometimes come loose from the fitting behind the flywheel. Fairly easy fix, but use the OEM Stihl hose (bulk, cut to 80mm length) and the
spring insert to keep the hose from collapsing and kinking. Ignition screws come loose and the ignition rubs on the flywheel. Usually ruins the screws go into. If a flange is broken then you aren't saving that cylinder and it's a $100 for a new one.
Mufflers come loose, beat up the cylinder flange, and hot exhaust melts the clutch cover and oiler cover. Lightning- post some pics once you get the saws! These are the flanges that can break off, most often when the saw has been dropped hard or has been run with the mounting screws loose. Impulse hose and fitting behind the flywheel- it's best to
just pull the flywheel, clean, inspect, and replace the hose if needed. Pic of the Stihl impulse hose and spring. The hose comes as 3ft bulk, and you need to cut it to 80mm. When I first started fixing these I used Echo fuel line and figured the spring was not needed. The hoses ended up getting kinked, so the spring is needed! The 192T and TC were
couple of non-running 192t units. Only thing I've done is a compression check and both came in at 120psi. Lightning Performance said: Had no clue about the springer/hose. Do they come factory on some or any other saws? They always worked well for lower rad hoses and forced induction inlets. I've only seen the spring insert on the 192T but it may
be on others. The 193T has a different pulse hose design. Interested since I picked up a couple of non-running 192t units. Only thing I've done is a compression check and both came in at 120psi. If they are a 192TC (ez start) then 120-125 psi is about right. If they are the older 192T (without the pre-exhaust groove) then I've seen up to 175 psi and 120psi. If they are the older 192T (ez start) then 120-125 psi is about right.
would be pretty low. If they are a 192TC (ez start) then 120 would be pretty low. These are only "T's". It will be a few weeks before I crack one open and check the cylinder. I posted in the carburetor section about an aftermarket carb
for my 192 but no answers yet. Anyone out there find one for this little snotty saw? There are some carbs on Ebay for about $25, they say Zama, but they are a copy. I ordered one but it came in as a 193T carb, mis-boxed, so I have not tried one out yet. "Carburetor Zama OEM Stihl MS192T MS192TC Chainsaw C1Q-S258" Thanks stackowood. I'll have
to do some more googling! One came up before after I had put the saw model in and it was a $17.99 copy. I didn't know if anyone had tried them. If you end up using one of let us know how it works. The one I received looks ok but has a rougher finish. I was wrong, mine are TCs Picture of a MS192TC cylinder with the pre-exhaust groove that lowers
the compression. The groove is the black area just above the exh port, and after a while it plugs up with carbon. Page 2 The 192T runs much better with the muffler outlet opened up, from the factory, but still uses the same deflector that chokes
off the exhaust. The MS192TCEZ (rubber band start) uses 2 starter pawls, while the older 'T' recoil uses only 1. Why? No idea, but I add the second pawl and correct spring to the 'T' models. It's cheap and easy. Here is the accelerator pump kit used in all the 192T carbs, Zama C1Q-135, 257, 258, etc. On carbs that are really dirty or have been sitting
for a long time the pump piston sticks and gets corroded, and the saw will hesitate. Pull the throttle butterfly and shaft, and the piston and spring are available through Zama for about $2.00 I've got a couple of other projects on the bench but I'm looking
forward to getting one of these two running. The 1205 seals are used when you have the pan off and crank out. The 1206 is supposed to be used if you are replacing the seals only, and driving them in with a socket or seal tool. Parts prices: I always try to use OEM parts first, but there are a few of the 192T parts that are just too expensive for me and
might save you some money on your next rebuild: Clutch drum- about $25. I use the Stens version, works well, $12 Primer bulb- about $20. I buy the OEM bare cover for $30 and just transfer over the brake parts and handle. Have not
tried the aftermarket copies yet. Piston rings- I think they were about $12 each last time. You can get the whole OEM piston assy for about $23 or just use Caber rings. Any other parts like this that you guys have come up with? Parts prices: I always try to use OEM parts first, but there are a few of the 192T parts that are just too expensive for me and
might save you some money on your next rebuild: Clutch drum- about $25. I use the Stens version, works well, $12 Primer bulb- about $17. The standard aftermarket bulbs are $1 and work just fine. Walbro is about $25. I use the Stens version, works well, $12 Primer bulb- about $25. I use the Stens version, works well, $12 Primer bulb- about $17. The standard aftermarket bulbs are $1 and work just fine. Walbro is about $25. I use the Stens version, works well, $15. I use the Stens version works well as the Stens version
tried the aftermarket copies yet. Piston rings- I think they were about $12 each last time. You can get the whole OEM piston assy for about $23 or just use Caber rings. Any other parts like this that you guys have come up with? Aftermarket clutch covers should be alright. Recently been buying a few items
from Huztl. Really great prices if you are not in a hurry. Stihl 192 have a very poor design with interference between exhaust to prevent burning/melting of the cover. I have had several and have not found a feasible way to direct exhaust and side cover. I have had several and have not found a feasible way to direct exhaust to prevent burning/melting of the cover. I have had several and have not found a feasible way to direct exhaust and side cover. I have had several and have not found a feasible way to direct exhaust and side cover. I have had several and have not found a feasible way to direct exhaust and side cover. I have had several and have not found a feasible way to direct exhaust and side cover. I have had several and have not found a feasible way to direct exhaust and side cover. I have had several and have not found a feasible way to direct exhaust and side cover. I have had several and have not found a feasible way to direct exhaust and side cover.
a feasible way to direct exhaust to prevent burning/melting of the cover. That's a problem for sure. I open up the exhaust deflector a little, so it burns the plastic even more. Maybe
someone out there can come up with a creative heat shield. Nearly every one I have dealt with, have melted covers-Pi** Poor design that Stihl should address The latest muffler - on the right -(1137 140 0609) has shrunk a little probably to reduce weight
and the outlet is moved back away from the clutch cover about 2mm. Hard to tell here, but the new muffler on the right has the deflector recessed back into the body of the muffler. Maybe that was the attempt at a fix? New deflector recessed back into the body of the muffler. Recently been buying a few items from Huztl. Really great prices if you are not in a hurry. Stihl
192 have a very poor design with interference between exhaust and side cover. I have had several and have not found a feasible way to direct exhaust to prevent burning/melting of the cover. Have removed small section of cover fins, but was not really satisfied with outcome. I use lots of them on 200T's and no problem. Try drilling two very small
1/16" holes in the rear corners of the deflector. Punch them inward to 1/8" diameter. It should pick up fresh air in the low pressure pocket and mix it with the out going gasses. Short tubes are sometimes needed to aid in the process of cooling off the spent gases. Page 3 The supply of good 192T saws is drying up so it's time to move on to the 193T to
some power, other than muffler and timing advance. Shaving a couple of millimeters off the intake side of the piston skirt would be pretty easy. View attachment 63027Hard to tell here, but the new muffler on the right has the deflector recessed back into the body of the muffler. Maybe that was the attempt at a fix? New deflector is also a little
smaller. Is there a volume difference in the 2 exhaust? Imo I think the 200 and 201 benefit from a larger exhaust for performance reasons having a bigger chamber to collect in and rebound to bump compression like a tuned pipe would. I'm looking for ideas on simple inexpensive mods to gain some power, other than muffler and timing
as a older 192T. Here is the intake - does anyone know what the small hole is for at the bottom of the main intake port (black arrow)? It would open first and close last, so I assume it would spit back a small amount of fuel into the crank typically send fuel n oil to the crank typically send fuel n. The strato has a devider and typically send fuel into the carb throat. View attachment 71876 To lube the big end. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a devider and typically send fuel n. The strato has a d
and fresh air to the top side of the piston don't kow if that's the case there but just my guess Can you try the older 192T muffler on the new 193t after its opened up to match a 193 and se if any gains can be had? The 192T muffler on the new 193t after its opened up to match a 193 and se if any gains can be had? The 192T muffler does have more volume, but the bolt hole positioning is slightly different so that you cant interchange them. I'm finding a
lot of small differences between the 192T and 193T. The 192T muffler does have more volume, but the bolt spacing is the same, it's just clocked
differently. So if you put a 193 muffler on a 192 it is rotated a little and there is some interference. I recently bought 2 of the 192T carbs (C1Q-S257) from a well known aftermarket company and here is what I found: Casting and finish is nice, not rough like some. Both carbs would not hold pressure and had leaking needles. Metering levers were set a
                              is quite a bit longer than oem. The fuel inlet tubes were installed at the wrong angle and had to be bent slightly to work, and I installed OEM Zama carb kits. The choke shaft also needs some filing to get the choke lever to slide on. I wasn't expecting perfect parts for $20, but we'll see how they work when installed on a saw
Umm good thread, I learnt lots & and enjoyed readingCheers Getting back to the 193T project, the goal is to pick up some power with simple cheap mods that will make it run a little more like a 200T. Here is the degree wheel mounted up to find TDC and intake duration: Stock intake duration is about 146 degrees and I'm trimming 0.040" off the
intake side of the piston skirt to give about 6 degrees more. Easy mods to the piston without getting into a lot of port work. Piston trimmed at the bottom and also at the fresh air cut-outs: New intake duration is 152. The intake restrictor is modified, I'll probably advance the timing a little, open up the muffler deflector, and then compare it to a 100% intake duration is 152. The intake restrictor is modified, I'll probably advance the timing a little, open up the muffler deflector, and then compare it to a 100% intake duration is 152.
stock 193T. On the 193T the piston goes in with this "disposable" ring compressor that Stihl sells for about $0.50. It has to be cut off once the piston slides in. The latest version of this saw comes with a muffler that has a larger outlet- But the deflector and screen are still choking it off - Modified outlet and larger screen - Next up is testing 2 new
saws: 100% stock, modified, and then modified with added intake duration. I'm not really set up to do videos, but I think I'll start with a smart phone on a tripod and see how it goes. Suggestions? It's all I use for vids smartphone with
a clean screen makes nice vids and easy to load too I see the Stihl ultra oil and only that due to ash that can build up on the valves. First off I hate Stihl ultra oil in chainsaws. I feel It doesnt provide adequate oil in the crankcase, and very
little oil on the cylinder walls. I prefer red armor at 40:1 because of the FD rating, better cleaning, cleaner burning, a little thicker and it pools down in the crankcase providing a little more protection. Basically I want one mix for all my 2 stroke equipment. Will a 40:1 mix be bad for the design of the Stihl 4 cycle mix motors causing damage to the
valves due to extra ash. One of the few issues with the BR600,700 and 800 is the crankshaft failure from a copper bushing, which Im hoping the 40:1 will help prevent this. If this is a concern, should I be looking at the Echo 9010 that has a conventional 2 cycle engine? I see the Stihl line up of backpack blowers (br600 and above) use a 4 cycle mix
engine. I was reading it needs a 50:1 of Stihl ultra oil and only that due to ash that can build up on the cylinder walls. I prefer red armor at 40:1 because of the FD rating, better cleaning, cleaner burning, a little thicker and
it pools down in the crankcase providing a little more protection. Basically I want one mix for all my 2 stroke equipment. Will a 40:1 mix be bad for the BR600,700 and 800 is the crankshaft failure from a copper bushing, which Im
hoping the 40:1 will help prevent this. If this is a concern, should I be looking at the Echo 9010 that has a conventional 2 cycle engine? I would buy an echo blower over a stihl any day of the week but that's just my opinion. I have a stihl 4mix pole saw and I run dominator 32:1 in it just like I do everything else. Dom or Yama2r 40:1 in mine for years.
Stihl BP, pole saw, & hedge trimmer. I see the Stihl line up of backpack blowers (br600 and above) use a 4 cycle mix engine. I was reading it needs a 50:1 of Stihl ultra oil in chainsaws. I feel It doesnt provide adequate oil in the crankcase, and very little oil on the
cylinder walls. I prefer red armor at 40:1 because of the FD rating, better cleaning, cleaner burning, a little thicker and it pools down in the crankcase providing a little more protection. Basically I want one mix for all my 2 stroke equipment. Will a 40:1 mix be bad for the design of the Stihl 4 cycle mix motors causing damage to the valves due to extra
ash. One of the few issues with the BR600,700 and 800 is the crankshaft failure from a copper bushing, which Im hoping the 40:1 will help prevent this. If this is a concern, should I be looking at the Echo 9010 that has a conventional 2 cycle engine? The crank failures werent due to a bushing, it was due to an improperly manufactured piston pin which
has been changed in the current stock of blowers. That said, all i run in all my 2 stroke is stihl ultra for the last 10 yrs, and have not had a single failure... 12 chainsaws, 3 weed whips, 4 blowers (3 handheld, one br600. I run the ultra at 40:1, exept in my gas rc boat, where it runs at 12:1, due to 20k rpm under full load... and none of them have carbon
fouling, nor any signs of scoring or lack of oil... stihl doubles your warranty with a 6 pack of thier oil at the time of purchase for a reason... and it aint because they want to sell you something that will cause warranty with a 6 pack of thier oil at the time of purchase for a reason... and it aint because they want to sell you something that will cause warranty with a 6 pack of thier oil at the time of purchase for a reason... and it aint because they want to sell you something that will cause warranty with a 6 pack of thier oil at the time of purchase for a reason...
use guite often, and run great, Echo makes a fine machine to, If this is a concern, should I be looking at the Echo 9010 that has a conventional 2 cycle engine? Have you ever run a 9010? Almost without fail, when I let a customer run one a few minutes, they walk out the door with it. It's like having a dirt bike on your back. I run mine used facebook
non running br650, 40:1 saber. Had to re-tune carb but been going on homeowner use pine needles for past 3 years no issues. I went by the store and tried on both the Echo and the Stihl. I was going with the Echo, (thats what they recommended) and the counter was going to order me a hip strap but after some research thats not available in the US
from Echo. The Stihl was more comfortable with the hip strap on my back and for me a little better. But I would have to agree, the Echo is more powerful and moves around leaves quicker. It maybe a better machine overall, but I had to get the one that fit me. Im sure the Stihl will be good enough for my needs on the farm. I went by the store and tried
on both the Echo and the Stihl. I was going with the Echo, (thats what they recommended) and the counter was going to order me a hip strap on my back and for me a little better. But I would have to agree, the Echo is more powerful
and moves around leaves guicker. It maybe a better machine overall, but I had to get the one that fit me. Im sure the Stihl will be good enough for my needs on the farm. What one did you buy? 6,7 or 800? The 800x did have some issues splitting the block though that valve train. I did bring in one for a tree guy to get a complete short block installed. I
do believe they modified the block to resolve it. And yes the earlier 4-mix did not live on Stihl orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them and they will live on orange bottle so they made ultra for them but over the years they have revised them are they have revised they have revised the years they have revised them are they have revised they have revised the years they have revised the have revised they have revise
says all Stihl equipment on the bottle. Last edited: Jan 10, 2025 I've got a BR 400 which of course is older .I've had it around 12 years ,always just like my other
two cyles 32 to 1 ratio .Fact I might need to break it out if my BG 85 won't blow the snow off my side walks .Damned cold job but it beats a snow shovel . I've got a BR 400 which of course is older .I've had it around 12 years ,always just like my other two cyles 32 to 1 ratio .Fact I might need to break it out if my BG 85 won't blow the snow off my side
walks .Damned cold job but it beats a snow shovel . Our snow is always too wet to blow. I have a br 350 and a 600 While my BR 400 has enough power the pot licker is not really "user friendly " the thing is just plain heavy .I bought it cheap enough .$200 in tip top shape I don't use it that often . The BG 85 I built up from pieces as the original got in a
fight with a 7,000 pound wood chipper and lost the battle. I found another on flea bay for 50 bucks to get the parts from ... Those plus two or three more, Homelite, McCullocch that were given to me as freebies. The all run or did run at one time a few minutes, they walk out
the door with it. It's like having a dirt bike on your back. Where's the best price online for Echo blowers? Nice try. I got the Echo PB-9010. There's no comparison between it and a STIHL blower. I use STIHL blowers? Nice try. I got the Echo PB-9010. There's no comparison between it and a STIHL blower. I use STIHL blower. I 
sure you use the highest octane available and get ethanol free if you can. Get the mix ratios perfect. I mix one 6.4 ounce bottle with 2.501 gallons of gasoline. And I have the gas pump shut off at the pre-paid amount. No guessing. I have a BR600 and a BR700 that I got basically free. They came from a commercial lawn service that does apartment
complexes, that type thing. No telling how many hours on them, He runs OptiMix, or something spelled similarly. They had lost compression and would not let them close all the way through the guides. My time, which is basically worthless,
I went with the BR 800Been using red armor 40:1. Two tanks through it last week and no problems. The next two days are going to be nice so I can finish the leaves then. I only use fresh 91 octane non ethanol fuel. The extra $1 per gallon is worth not having small engine problems. Yes the 9010 was more powerful but the blower tube was too stiff for
my liking, the plastic overall seemed cheaper/less rugged, it was less comfortable on the back for me, and the lack of the hip belt in the US was a dealbreaker for me. The echo was about $50 cheaper compared to the Stihl. It seems the echo is mechanically sound and gets great reviews, now lets hope the issues in the BR800 have been worked out and
mine will hold up for 10+ years of homeowner use. I went with the BR 800Been using red armor 40:1. Two tanks through it last week and no problems. The next two days are going to be nice so I can finish the leaves then. I only use fresh 91 octane non ethanol fuel. The extra $1 per gallon is worth not having small engine problems. Yes the 9010 was
more powerful but the blower tube was too stiff for my liking, the plastic overall seemed cheaper/less rugged, it was less comfortable on the back for me, and the lack of the hip belt in the US was a dealbreaker for me. The echo was about $50 cheaper compared to the Stihl. It seems the echo is mechanically sound and gets great reviews, now lets
hope the issues in the BR800 have been worked out and mine will hold up for 10+ years of homeowner use. If you are young and strong don't pull the tube hard to your left. Rather turn your body. We get them in from time to time with the throttle cable stretched. It is from pulling them hard left. The only thing Stihl does better vs the echo 9010 is the
auto return kill switch. The 9010 easily wins otherwise. Page 2 The only thing Stihl does better vs the echo 9010 is the auto return kill switch. The 9010 easily wins otherwise. Definitely personal opinion and preference its not always about blower performance ect. Theres certain areas without echo dealers and or they suck also some people find the
Stihl more comfortable to wear. Also my br 600 has done everything Ive needed just not as fast as an 800 or the echo 9010 would. 600 was bought by my dad new when they first came out to blow leaves at his cabin that was to rough to rake ect. Still runs great and while I should have done it the valves have never been adjusted. i have a br600 that i
have been running 32:1 mix in for years with zero issues. the only thing it didnt like is 100ll fuel. Have you ever run a 9010? Almost without fail, when I let a customer run one a few minutes, they walk out the door with it. It's like having a dirt bike on your back. I have one. The first generation swivel cuff used to pop out of joint. They have since came
out with an upgraded version. The unit still has a very stiff corrugated elbow that is cumbersome to move around. The runtime is only about 40 minutes on wide open throttle. Most of the time it sits in storage. For everyday use I prefer my STIHL BR600. My new FS-91 gets VP synthetic 40:1 with an ounce of fuel stabilizer and premium gas, same as
all my other mixed fuel engines. So far it runs great on the stuff, we shall see over the long run. I'm planning to adjust the valves periodically. I went by the store and tried on both the Echo and the Stihl. I was going with the Echo and the Stihl. I was going with the Echo and the stuff, we shall see over the long run. I'm planning to adjust the valves periodically.
available in the US from Echo. The Stihl was more comfortable with the hip strap on my back and for me a little better. But I would have to agree, the Echo is more powerful and moves around leaves quicker. It maybe a better machine overall, but I had to get the one that fit me. Im sure the Stihl will be good enough for my needs on the farm. I have an
MS193T that I can bring to a smooth idle. But when I start a cut, it looses power. It acts just like a Husky I had that I was told by the dealer it had a scratched Cylinder wall. No idea how that happened. I'm burning the Stihl Synthetic oil with premium gas. I clean my saws after heavy use. Looking for a Cylinder / Piston replacement Kit. I keep coming
up with the MS 192t kits. Recommendations? Thoughts on Cause?Help Appreciated.MRC most likely just the fuel filter or hose Before you buy any rebuild kit, check the compression. If it's over 140 psi, that's not your problem. Is the saw all stock or has the muffler been messed with and not had a proper retune so it isnt too lean?Other wise if stock
and it still has the exhaust screen that could be plugged also if it has some hours on it, Could also be a fuel line, filter and carb rebuild is in order. Hard to narrow down by the given symptoms could be many things but usually if it idles well but wont accelerate it isnt the piston and rings, lehman live edge slab said: Is the saw all stock or has the muffler
been messed with and not had a proper retune so it isnt too lean? Other wise if stock and it still has the exhaust screen that could be many things but usually if it idles well but wont accelerate it isnt
the piston and rings. AHH! I should have clarified. It was 1 year old when this started. Stock Saw. (Naturally Warranty was up just before this started.) It looses power under load. Once warmed up, (Which takes a good 10 to 20 seconds of putt putt spirt) it accelerates from idle with a slight lag. But touch anything with the chain spinning and,,, I t S l
o w s R i g h t D o w n... I did clean the spark arrestor screen and that was a notable difference when not under load. Have a look at the clutch/springs....sometimes they won't let the shoes grab the drum Sounds like its lean as usual for an epa saw, rebuild carb and trim limiters so you can richen it up some. But first things first pull the muffler off and
take a look at cylinder and piston if no scuffing then go for the carb. Several people have asked about modifying oil pumps for more flow so they can run a longer bar. @dolmarkid sent me 2 oilers for a Stihl 044 and I thought I'd take a few pics along the way to help show others how I do it. This mod will allow an 1128 series to run a 32-36" bar and oil
it sufficiently. I'm sure it'll work for other models too. As received After a trip through the parts washer 1st, I push the control bolt inward to remove any tension on the roll pin. This is where the roll pin is located. I punch out the roll pin with an appropriately sized punch. Or in this case, a perfectly sized drill bit. I set my vise jaws about 1/4" apart and
center the pin in the gap. Then tap the pin out Once the roll pin is tapped out, grab your flashlight and shine around on the floor and find it. I tap the pin about half way out. Next, you need to remove the control bolt. I wiggle it back and forth while
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prying up with a screwdriver. There are rubber o rings that are holding it in there Once the control bolt is removed, the oil pump shaft can be removed. The inner washer almost always wants to stick inside the pump Note the offset on the end of the bolt. This is what controls the movement of the pump shaft, along with the ramp on the shaft, back and forth Here are the 2 pieces as they are oriented inside the housing. When you adjust the control bolt, you are controlling how much the pump shaft can move back and forth due to which part of the concentric end of the bolt is touching the shaft. In order for the pump to flow more oil, I like to give the piston more stroke. To do this, find the lowest part of the end of the end of the control when the control bolt is removed. There are rubber o rings that are holding it in there are 2 washers with a spring between them. The inner washer almost always wants to stick inside the pump Note the pump Note the pump shaft can be removed. Be careful when removing the shaft, as there are 2 washers with a spring between them. The inner washer almost always wants to stick inside the pump Note the pump Note the pump shaft can be removed Be careful when removing the shaft, as there are 2 washers with a spring between them. The inner washer almost always wants to stick inside the pump Note the pump shaft can be removed. The pump shaft can be removed as a strong shaft

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bolt where it's in the "max oil" position Last edited: Oct 30, 2017 Fool....shouln't you outta be sleepin' n stuff? On the opposite end of the pumped out. I like to make this area a little bit larger. So measure where the edge is And cut it a little bit bigger I also do this
with a Dremel cut-off wheel. Make sure there aren't any rough edges on the shaft that could score up the inside of the pump Now it's time to reinstall the control bolt Install the control bolt by twisting it back and forth. I spray some oil on the bolt to aid with
assembly. Next, tap the pin back in And you're done Last edited: Oct 30, 2017 On the opposite end of the pump shaft, you'll notice a cupped area. This is what grabs the oil and allows it to be pumped out. I like to make this area a little bit larger. So measure where the edge isView attachment 94404 And cut it a little bit biggerView attachment 94405 I
also do this with a Dremel cut-off wheel. Make sure there aren't any rough edges on the shaft that could score up the inside of the pump Now it's time to reinstall the control boltView attachment 94406 Install the control bolt by twisting it back and forth. I
spray some oil on the bolt to aid with assembly. Next, tap the pin back inView attachment 94407 And you're doneView attachment 94408 Great thread kevin but im still gonna let you do it when im on my feet thanx for sharing ***NOTE***After doing this to my 066, it will now occasionally run the bar oil tank dry before it runs out of gas. This can be
rectified by either not turning the screw all the way to max, or by not filling the gas tank completely full You read my mind was bout to ask that question .can you do 036 and 064 as well?.i meant to ask you that the other day. 064, yes. And i would believe so on an 036, though I've never done one I may have to be your guinni pig.im sure you could.i
know 036 064 take the same oil line kit with the hose behind the clutch thats a pain in the azz. Is something like this possible on a fix oiler say of a 026? Great job Kevin. Im wondering on an o36 as well. We can make em strong enough to pull a 28, but oiling it is another problem. Any stihl oiler will be the same from what I've seen. I don't even touch
the control bolt. Just the piston. Seems to not drain before the fuel. Factory HO is only .2mm longer stroke so .008" is all Great thread Kevin. I've been meaning to do this to my hybrid for awhile now. The oilers on these saws are pitiful. Can an 046 oiler be modded to fit an 044? Something inherently not sexy about oilers. Kinda like brakes on a hot
rod, we do all we can to get more go when the STOP is what matters more. Page 2 Great thread Kevin. I've been meaning to do this to my hybrid for awhile now. The oilers on these saws are pitiful. I did my hybrid just like this and it oils a 36-inch just fine. Dallas's 461 had a fog coming off the tip of a 24 inch bar piss revving it in the garage Can an
046 oiler be modded to fit an 044? Something inherently not sexy about oilers. Kinda like brakes on a hot rod, we do all we can to get more go when the STOP is what matters more. Another Dallas's 461 had a fog coming off the
tip of a 24 inch bar piss revving it in the garage I just want mine to oil my 25" better. More oil is betterer. Real nice thread here. Thanks for sharing your knowledge. Yes I do. [emoji106] Just have to get the confidence to take them apart and do them. I generally run bars that are appropriate to the saw. 026 - 16" bar036 - 20" bar046 - 24" to 28" bar066
- up to 36" bar. If I need more than 16", I just go bigger saw. I never put longer bars on smaller saws. I have had good luck using this theory. Can an 046 oiler be modded to fit an 044? Something inherently not sexy about oilers. Kinda like brakes on a hot rod, we do all we can to get more go when the STOP is what matters more. I. Know this isnt
answer to your questuon but a 046 oiler will drop rifht in a 361 for more oil flow with no mods. 044 and 046 have different oilers? I thought a 460 oiler fit an 044. Thanks DJ. I thought it might help out a few folks on here. Only takes a half hour or so Absolutely. It's ridiculous how little some of these saws oil. A lot of bars and chains out there will be
thanking you. Lol Page 3 Absolutely. It's ridiculous how little some of these saws oil. A lot of bars and chains out there will be thanking you. Lol The Dolmar 7900 series is stingy with oil. The control bolt is plastic and they're tough to get to oil better. If I run a 28" on mine, the chain will be burned black after a few tanks from a lack of oil. Same thing
for an 044 with a 24 on it I have been using Stihl winter bar oil just to combat these lack of oil problems. Helpful yes but at $12 gallon not very easy on the wallet. 290/390's barely oil a 20" I've replaced two or three with aftermarket parts and they seem to work better. I've gone as far as tearing one of the oilers apart but haven't tried any
modifications. I will with the next one.. 290/390's barely oil a 20" I've replaced two or three with aftermarket parts and they seem to work better. I've gone as far as tearing one of the oilers apart but haven't tried any modifications. I will with the next one.. I remember for these saws Stihl update the oiler at some point in later years cause it was so
crappy. Can't remember part numbers but Stihl knew about it. I remember for these saws Stihl update the oiler at some point in later years cause it was so crappy. Can't remember part numbers but Stihl knew about it. I remember part numbers but Stihl knew about it. Every great firewood cutter around here has one so I see plenty of them. Lol Some work some don't. Didn't know there was a update
Thanks Wayner I had an early model 029 Farmboss. It oiled my 18" .325 bar very well. Is that including the time it takes to find the roll pin after it falls on the ground? I believe that adds another 2.5 hours to the total not to mention tools broken or smashed in a fiery rage looking for said roll pin...or so Ive heard Sent from my iPhone using Tapatalk
The Dolmar 7900 series is stingy with oil. The control bolt is plastic and they're tough to get to oil better. If I run a 28" on mine, the chain will be burned black after a few tanks from a lack of oil. Same thing for an 044 with a 24 on it Bolt is probably worn and it's time for a new one. Last one I owned would oil the 34" fine milling with no aux oiler. I
have been using Stihl winter bar oil just to combat these lack of oil problems. Helpful yes but at $12 gallon not very easy on the wallet. Whats benefit of the winter blend?is it because its thinner? Heck here in fl i wish oil was thicker.after my saws are warm the oil is as thin as water.i wish oil was thicker here and i use stihl oil too.i used to use an oil
called loggers pride and loved it.cant get it round these parts anymore.im gonna try amsoil bar oil next.i can get it for bout price stihl oil cost. Bolt is probably worn and it's time for a new one. Last one I owned would oil the 34" fine milling with no aux oiler. That's possible. I think I picked up a rebuild kit for it awhile back. Need to check on that
That's possible. I think I picked up a rebuild kit for it awhile back. Need to check on that Steepen the end of the piston when you swap it out. At one time I was going to have
some steel ones made but the cost of machining turned me away There was a guy on AS who made one from aluminum. Lotta work Page 4 Kevin, Great Info, now, what is your address!!!!! (Ha Ha Ha). Actually, I kind of agree with Jeff, I usually keep appropriate size bars on my saws and have not had any problems. The regular TSC oil seem to be niceom to be nice
and sticky and works well for me. I've had no problem running 28" on an 044 or 36" on a 460, but my 066/660s do oil better. Since I joined these sites and learned to keep my chains sharp and use decent oil, I have not lost a bar. I did ruin a few back when I tried to save money by running used motor oil as bar oil. It is just not the same. Kevin, Great
Info, now, what is your address!!!!! (Ha Ha Ha). Actually, I kind of agree with Jeff, I usually keep appropriate size bars on my saws and have not had any problems. The regular TSC oil seem to be nice and sticky and works well for me. I've had no problem running 28" on an 044 or 36" on a 460, but my 066/660s do oil better. Since I joined these sites
and learned to keep my chains sharp and use decent oil, I have not lost a bar.I did ruin a few back when I tried to save money by running used motor oil as bar oil. It is just not the same. I've noticed on a few of my own saws how marginal the oilers worked, particularly after working on husky 390's and 394's. These 2 models, as well as a 395, oil very
well. Oil will actually run down a 36" bar on a 394 if you run it out of the wood for very long. So I got looking into it. As much $ as we spend on bars and chains, a bit more oil couldn't hurt to help protect my investment, especially when I run out of fuel. Everyone talks about turning the oiler up to the max regardless of
bar length. Now I can actually turn it down while running a 20, or turn it up to run a longer bar. Last edited: Oct 30, 2017 I've noticed on a few of my own saws how marginal the oilers worked, particularly after working on husky 390's and 394's. Oil will actually run down a 36" bar on a 394 if you run it out of the wood for very long. So I got looking
into it. As much $ as we spend on bars and chains, a bit more oil couldn't hurt to help protect my investment, especially when the oil tank is still half full when I run out of fuel. Everyone talks about turning the oiler up to the max regardless of bar length. Now I can actually turn it down while running a 20, or turn it up to run a longer bar. So the 390
needs an oiler mod? I just haven't ran mine enough yet? Actually, I also think I may improved the oiling by running .063 on bars longer than 20". The only exception, I could only get a 36" light bar in .050 in this area, and have noticed that all .063 Stihl bars are getting harder to obtain in the East. IMO, that is unfortunate. So, right now, in 3/8 I'm
running .050 for 18", 20" and 36" and .063 in 24" and 36" and .063 in 24" and 28". Actually, I also think I may improved the oiling by running .060 in this area, and have noticed that all .063 Stihl bars are getting harder to obtain in the East. IMO, that is unfortunate. So, right now, in 3/8 I'm
running .050 for 18", 20" and 36" and .063 in 24" and 28". I picked up a .404 tip and some rivets to try it but haven't yet. Actually, I also think I may improved the oiling by running .063 on bars
longer than 20". The only exception, I could only get a 36" light bar in .050 in this area, and have noticed that all .063 Stihl bars are getting harder to obtain in the East. IMO, that is unfortunate. So, right now, in 3/8 I'm running .050 for 18", 20" and 36" and .063 in 24" and 28". I personaly like 63 gauge better myself 63 oils way better on long bars.
I've run 32" 063 on stock 044s. I have been using Stihl winter bar oil just to combat these lack of oil problems. Helpful yes but at $12 gallon not very easy on the wallet. Just mix in some diesel fuel in cheap bar oil to thin it during the
summer though. Its like 20w oil, even though it says that its 30w Good thread. I did my MS261's several months ago, while Stihl oilers are stightly different shapes and sizes, they are mostly all very similar. Only thing I can add is when punching out the roll pin, you don't need to completely remove it, just push it out enough to remove control bolt. Just
saves loosing it & having to put it back. I only use canola that costs me zilch so de-stingefying the oiler on a 372 for even more output too. They do interchange. 385 oiler has 2 holes for mounting up top. 372 has 1. Last edited: Jan 10, 2018 Page 5 Fixing to try this
on an 066 tonight...hope it'll finally move some oil. Sent from my SM-G955U using Tapatalk I have been using Stihl winter bar oil just to combat these lack of oil problems. Helpful yes but at $12 gallon not very easy on the wallet. Wally World is still $8 + STP $3. Found nothing better yet. Whats benefit of the winter blend? is it because its thinner?
Heck here in fl i wish oil was thicker after my saws are warm the oil is as thin as water.i wish oil was thicker here and i use stihl oil too.i used to use an oil called loggers pride and loved it.cant get it round these parts anymore.im gonna try amsoil bar oil next.i can get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it round these parts anymore.im gonna try amsoil bar oil next.i can get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it round these parts anymore.im gonna try amsoil bar oil next.i can get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price stihl oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price still oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price still oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price still oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price still oil too.i used to use an oil called loggers pride and loved it.cant get it for bout price still oil too.i used to use an oil called loggers price still oil too.i used to use an oil called loggers price still oil too.i used to use an oil called loggers price still oil too.i used to use an oil called loggers price still oil too.i used to use an oil cal
own saws how marginal the oilers worked, particularly after working on husky 390's and 394's. These 2 models, as well as a 395, oil very well. Oil will actually run down a 36" bar on a 394 if you run it out of the wood for very long. So I got looking into it. As much $ as we spend on bars and chains, a bit more oil couldn't hurt to help protect my
investment, especially when the oil tank is still half full when I run out of fuel. Everyone talks about turning the oiler up to the max regardless of bar length. Now I can actually turn it down while running a 20, or turn it up to run a longer bar. I need the saws to wet a milling bar now. Longer and hotter. I picked up a 36" GB bar and chain in .063 from
the dirty hippie. Everything else is .050. I like the .063 option in longer bars in case I want to run .404 chain. I picked up a .404 tip and some rivets to try it but haven't yet. Did you ever switch to the 404 and try it? 63 oils way better on long bars. I've run 32" 063 on stock 044s. Good to know. Have a 12mm needs done. Next time it goes on sale,
Raismen bar & chain oil is perfect for winter oil, i do mix STP oil treatment in with it during the summer though. Its like 20w oil, even though it says that its 30w About the same weight and smell as the Wally World 30 B&C oil. Fixig to try this on an 066 tonight...hope it'll finally move some oil. Sent from my SM-G955U using Tapatalk Did you get to
run that 066 with the plunger ramp mod? What bar length and gauge? Lightning Performance said: Wally World is still $8 + STP $3. Found nothing better yet. Same as above minus STP. I need the saws to wet a milling bar now. Longer and hotter. Did you ever switch to the 404 and try it? Good to know. Have a 12mm needs done. About the same
weight and smell as the Wally World 30 B&C oil. Did you get to run that 066 with the plunger ramp mod? What bar length and gauge? I thought STP thickened the oil? And I fixed the problem by ditching the Farmboss. That it does at lower temps. The tackifier is what
you need. Other goodies in there too. Only skip it in hot summer when you need thin or extra oil. Seems odd but it works out that way for me. Temps dropped tonight, one oil pump is double the stroke or more and the mill is hungry. I'm going to run just oil in the first few tanks and see how much the saw puts out with no additives. Still need to do a
mod on the 046 oil pump.Do they sell any parts to up the 044 pump?I dont like Stihl bar oil Wayne. That winter blend is a mess. Lightning Performance said: Wally World is still $8 + STP $3. Found nothing better yet. Same as above minus STP. I need the saws to wet a milling bar now. Longer and hotter. Did you ever switch to the 404 and try it? Good
to know. Have a 12mm needs done. About the same weight and smell as the Wally World 30 B&C oil. Did you get to run that 066 with the plunger ramp mod? What bar length and gauge? It had a 32 dripping with oil. Send all your Stihl bar oil to me Kenny. I like it. I hate that stringy messy crap but, it works good. Wally world went to blue jugs and
9.60 a gallon. STP just past tree bucks: - (How much is Tractor Supply a gallon? Heard they have good burl earl I never found the super tech bar oil to need any additives. It is on thinner side but works fine. Using the 30 weight one. The tractor supply is on the thick side. Have to warm the saw up a little more before cutting in winter then it works
fine. The echo bar oil is my favorite so far. Not too thick or thin. The TS stuff used to be $6 / gal, but recently the sale is $7 / gal. Bought cases of it, it is all I use. I never found the super tech bar oil to need any additives. It is on thinner side but works fine. Using the 30 weight one. The tractor supply is on the thick side. Have to warm the saw up a
little more before cutting then it works fine. The echo bar oil is my favorite so far. Not too thick or thin. Never tried it but I will, thanks.Is it anything like Redmax? How much does it run a gallon? Edit: gotcha Mike If you buy 4 or more here its 9.59$ a gallon. I like the echo powerblend 2 stroke oil too. Echo pb is good oil. I have run it. Same as Redmax
to me. Went to the new wally world STec syn mixed with regular new blend air cool dino oil from Stec. 35-1 in the mill. Works great burns clean and not much smell. Blends well in pump 91. Very happy with it. WW just started selling VP with stabilizer and eth treatment in tiny bottles. Good stuff. Going to try it with fuel sometime. Grabbed a little
bottle and they still have one case left. The new oil thread Anyone had luck opening an 046/MS460 oil pump up? I cannot get the brass bushing out of the back to get the pump plunger out. Tips or suggestions? Anyone had luck opening an 046/MS460 oil pump up? I cannot get the brass bushing out of the back to get the pump plunger out. Tips or
suggestions? If you talking about the roll-pin (I thought it was spring steel) what I did was drill a few holes in a bit, and C, you can fix it place with 2 screws so it dont jump around. Then find a small dia, nail or a punch to knock it through a bit, if your finding it a bit hard
to centre on the roll pin then use a sharp screw to just knock it down a little so then it is easier to locate the size and hole and the roll pin with the nail. Once pin is protruding out the roll-pin (I thought it was spring steel) what I did was drill a
few holes in a bit of 4 x 2, A. so it sits level ish and B. There is a a hole to knock the pin into a bit, and C, you can fix it place with 2 screws so it dont jump around. Then find a small dia, nail or a punch to knock the pin into a bit, and C, you can fix it place with 2 screws so it dont jump around. Then find a small dia, nail or a punch to knock it through a bit, if your finding it a bit hard to centre on the roll pin then use a sharp screw to just knock it down a little so then it is easier to
locate the size and hole and the roll pin with the nail. Once pin is protruding out the other side enough, I got some pliers on it and wiggled it some more who.e pulling. I have a pin punch and the roll pin is no issue holding the control bolt. On a 046/460 pump the plunger has a brass bushing pressed into the aluminum housing. Getting that bushing out the other side enough, I got some pliers on it and wiggled it some more who.e pulling. I have a pin punch and the roll pin is no issue holding the control bolt.
has proved a bit tricky. I realise that this is a older thread but I just needed to say that I've modified two ms440 and three 660 oil pumps and I'm really amazed at how much more oil comes out after the mods very cool. And I'm going to thank Mastermind and huskihl for sharing. I realise that this is a older thread but I just needed to say that I've
modified two ms440 and three 660 oil pumps and I'm really amazed at how much more oil comes out after the mods very cool. And I'm going to thank Mastermind and huskihl for sharing. It works. Just pay attention to your oil tank. Its possible to drain it before you run out of fuel Does Stihl make them or are they provided by Zama / Walbro? I'm
trying to gather information on these things. I much prefer manually adjustable carburetors, but I'm bound to run into one eventually. I'm also interested in finding out if they can be substituted for a manual carburetor. I'm not sure who makes them, but I have been looking into how to get rid of them, and that's a short, sad story. You will need a new
coil, a new flywheel, and obviously a new carburetor. It's simply not worth the hassle. If you want to avoid the electronic Mickey Mouse carburetors, simply buy Echo saws instead. I'm also interested in finding out parts. If you
already have parts from a parts saw, you can do it. A quick look on eBay shows Zama as the manufacture of these two. Short answer is yes... stihl makes them, because stihl owns zama.... Does Stihl make them or are they provided by Zama / Walbro? I'm trying to gather information on these things. I much prefer manually adjustable carburetors, but
I'm bound to run into one eventually. I'm also interested in finding out if they can be substituted for a manual carburetor. the intellicarb is what was on the 361 044 440 046 460 461 029 290 310 390 it was a snorkel from the carb to filter so the carb to filter s
have been looking into how to get rid of them, and that's a short, sad story. You will need a new coil, a new flywheel, and obviously a new carburetors, simply buy Echo saws instead. yes and spend 110 bucks on a carb for a *f-wording pile of *s-word 50 cc saw
you may look at the echo and see cheap price but go buy parts for the junk intellicarb is just a marketing gimmick to make their crappy air filtration system seem awesome. as the air filter becomes clogged, engine starts to pull more and more rich. they compensate for this
applying that same negative pressure to the metering diaphram, so as the filter gets clogged the carb will slowly lean itself out to compensate. Last edited: Dec 21, 2024 yes and spend 110 bucks on a carb for a *f-wording pile of *s-word 50 cc saw Hmm. I guess out of the thousands of Echo's I've worked on, I never had to replace a Walbro carbureton
on a saw. They're great carbs. I'm in a bad mood now because of trying to iron out the issues on a couple of 562's. Sometimes being able to adjust the carburetor would be really nice. An autotune saw can mask other issues so well they can be extremely hard to diagnose. I'm curious if you're a mechanic and if so how many Echo's you have worked
on/owned. Hmm. I guess out of the thousands of Echo's I've worked on, I never had to replace a Walbro carburetor on a saw. They're great carbs. I'm in a bad mood now because of trying to iron out the issues on a couple of 562's. Sometimes being able to adjust the carburetor would be really nice. An autotune saw can mask other issues so well they
can be extremely hard to diagnose. I'm curious if you're a mechanic and if so how many Echo's you have worked on/owned. no i did it for a hobby and refused to after 2 echos i like walbro carbs also but when there is a special carb for the echo stratoshit that even had the intellicarb snorkel on top a ultrasonic run and new carb kit didnt fix it I'm not
sure who makes them, but I have been looking into how to get rid of them, and that's a short, sad story. You will need a new coil, a new flywheel, and obviously a new carburetors. It's simply not worth the hassle. If you want to avoid the electronic Mickey Mouse carburetors, simply buy Echo saws instead. Dude, Intellicarb is not MTronic. Intellicarb is
fully adjustable by the operator. Hmm. I guess out of the thousands of Echo's I've worked on, I never had to replace a Walbro carburetor on a saw. They're great carbs. I'm in a bad mood now because of trying to iron out the issues on a couple of 562's. Sometimes being able to adjust the carburetor would be really nice. An autotune saw can mask other
issues so well they can be extremely hard to diagnose. I'm curious if you're a mechanic and if so how many Echo's you have worked on/owned. That matches my experience as well. I've seen a lot of people being unable to figure how to work on them, but that doesn't make it a bad product. As long as you understand how they work, they're easy enough
to deal with. Does Stihl make them or are they provided by Zama / Walbro? I'm trying to gather information on these things. I much prefer manually adjustable carburetors, but I'm bound to run into one eventually. I'm also interested in finding out if they can be substituted for a manual carburetor. That's why I bought a Makita EA7900, simple manual
carb. I'm not sure who makes them, but I have been looking into how to get rid of them, and that's a short, sad story. You will need a new coil, a new flywheel, and obviously a new carburetor. It's simply not worth the hassle. If you want to avoid the electronic Mickey Mouse carburetors, simply buy Echo saws instead. Why does the Intellicarb need its
own special ignition coil and flywheel? I'm sure there's an interesting explanation for that. Last edited: Dec 22, 2024 Why does the Intellicarb need its own special ignition coil and flywheel? I'm sure there's an interesting explanation for that. Last edited: Dec 22, 2024 Why does the Intellicarb need its own special ignition coil and flywheel? I'm sure there's an interesting explanation for that. Last edited: Dec 22, 2024 Why does the Intellicarb need its own special ignition coil and flywheel? I'm sure there's an interesting explanation for that.
own special ignition coil and flywheel? I'm sure there's an interesting explanation for that. Duh duh You are talking about the mtronic Not the intellicarb And if you are not mechanically inclined to understand then go buy battery saws Hmm. I guess out of the thousands of Echo's I've worked on, I never had to replace a Walbro carburetor on a
saw. They're great carbs. I'm in a bad mood now because of trying to iron out the issues on a couple of 562's. Sometimes being able to adjust the carburetor would be really nice. An autotune saw can mask other issues so well they can be extremely hard to diagnose. I'm curious if you're a mechanic and if so how many Echo's you have worked
on/owned. The carburetor on a 562xp functions the same as any other carburetor, if other problems persist, do a pressure/vac test on the crankcase. This is more times than not the culprit of a leaking seal, etc.. OK then, why does M-tronic need its own
ignition coil and flywheel? I am genuinely curious. Where do you think it gets the power for the carb parts You say you are in commiefornia You wont need to worry about it in a year And . I see Dall didnt get his fix of big black cox full of beans this week ..Drink more coffee and take your meds Edit. Its xmass so be nice and you may get a chance to fill
your knickers from Santa Page 2 OK then, why does M-tronic need its own ignition coil and flywheel? I am genuinely curious. Along with power, it allows the carburetor to get data such as rpm, run solenoids etc. to be able to tune itself. There's an extra set of magnets on the flywheel to perform this function opposite the traditional set of magnets that
supply spark to the ignition. And . I see Dall didnt get his fix of big black cox full of beans this week ..Drink more coffee and take your meds Edit. Its xmass so be nice and you may get a chance to fill your knickers from Santa Lmao I dont care about that lol So is M-Tronic the same as unintellicarb? What coil does it need? The M-Tronic doesn't work
with anything else. Coil, flywheel, and carb, are all incompatible. Come to think of it, would it work if the data magnets are removed from the flywheel, and it's re-balanced? Along with power, it allows the carburetor to get data such as rpm, run solenoids etc. to be able to tune itself. There's an extra set of magnets on the flywheel to perform this
mtronic parts for the saw if you feel the need to twist a screw driver and think you can do better than the computer. lehman live edge slab said: Waste of time just buy non mtronic parts for the saw if you feel the need to twist a screw driver and think you can do better than the computer. lehman live edge slab said: Waste of time just buy non mtronic parts for the saw if you feel the need to twist a screw driver and think you can do better than the computer. lehman live edge slab said: Waste of time just buy non mtronic parts for the saw if you feel the need to twist a screw driver and think you can do better than the computer.
carb model but it doesnt have original carb anymore Hmm. I guess out of the thousands of Echo's I've worked on, I never had to replace a Walbro carburetor on a saw. They're great carbs. I'm in a bad mood now because of trying to iron out the issues on a couple of 562's. Sometimes being able to adjust the carburetor would be really nice. An autotune
saw can mask other issues so well they can be extremely hard to diagnose. I'm curious if you're a mechanic and if so how many Echo's you have worked on/owned. Mtronic and autotune saws dont really mask much they hunt and surge at idle if they have an air leak. Also theres many times the auto tune will save a saw from the air leak so its only a
repair not full rebuild because the owner knew something wasnt quite right maybe but saw was still cutting so they go till it blows. From a manufacturer standpoint its substantially better for your warranty claims and everything else because the people capable of tuning a piece of equipment properly is actually a small percentage and probably
getting smaller. The carburetor on a 562xp functions the same as any other carburetor other than it has the ability to tune itself. If you have a fuel delivery problem test the carburetor, if other problems persist, do a pressure/vac test on the crankcase. This is more times than not the culprit of a leaking seal, etc.. One thing that's unbelievably
 frustrating is trying to reset the Autotune when the saw won't idle for 5 seconds, let alone 4 minutes. One thing that's unbelievably frustrating is trying to reset the Autotune when the fault, is to shoot it with the parts cannon. I'm yet to
be in a situation, where I couldn't get a saw without electronics, back up running on the spot. Lehman has a point though, as the percentage of people able to figure why, as it so far has returned to normal after a while. If it wasn't for the fact that
it goes back to normal by itself, I'd have said it's a fuel line that's taking in air. There's no Stihl dealer within reach. Shooting it with the parts cannon, is not an option. I like the saw, but I don't bother having to bring a second small saw, just because the 261 is unreliable. I'm able to tune a carb, and have no benefit from the M-Tronic, so I'd just like to
get rid of it. The M-Tronic acts up from time to time. I haven't been able to figure why, as it so far has returned to normal after a while. If it wasn't for the fact that it goes back to normal by itself, I'd have said it's a fuel line that's taking in air. There's no Stihl dealer within reach. Shooting it with the parts cannon, is not an option. I like the saw, but I
don't bother having to bring a second small saw, just because the 261 is unreliable. I'm able to tune a carb, and have no benefit from the M-Tronic, so I'd just like to get rid of it. How old is it? And overall theyre very reliable, have you changed the fuel filter? I will bet all your problems will go away for about 60$. New fuel filter orange one and a new
solenoid on carb white for white for white and if its black use a green one. Do a reset and I bet it will run fine. Ive talked guys at work into the 261cs and they cut 20-30 chords a year no issues for over 10 years. They are the first generation 261s without retained bar nuts. lehman live edge slab said: Ive talked guys at work into the 261cs and they cut 20-30
chords a year no issues for over 10 years. They are the first generation 261s without retained bar nuts. If I remember correctly, several years ago I worked on an older 261 that had M-tronic issues. I switched the flywheel, coil, and carb from a junk 271 and the owner said it ran better than new. I knew the 271 carb was not for a strato-scavenged saw
but it ran well. I probably will. It would be easier if one could trick the coil to work as is. People claim that as long as you leve the mtronic solenoid plugged in and stuffed somewhere in the carb box out of the way that you can run a standard carb, i cannot verify this though, as i have not tried this personally Page 3 If I remember correctly, several
was a 40$ solenoid too about 90% of the time thats all it is. People always want to blame the mtronic for their issues but lots of times its something else. Kinda like pulling the efi off your car to put on a 2bbl carb. Well, the solenoid is part of the M-Tronic package, so it is still an M-Tronic issue. Having said that, had they gone all the way, like on the
500i, offered reasonably priced diagnostics tools, and so forth, I'd have been all for it. Then there would have been the benefit of easy and fast diagnostics, and higher performance. The sad truth is, that if you don't have been the benefit of easy and fast diagnostics, and higher performance gain, but
about 60$. New fuel filter orange one and a new solenoid on carb white for white and I bet it will run fine. Ive talked guys at work into the 261cs and they cut 20-30 chords a year no issues for over 10 years. They are the first generation 261s without retained bar nuts. I can't recall how old it is. 5 years would
be a gualified guess. Yes, I changed the fuel filter, as I suspected it being starved. It already got a new solenoid once, while I still had access to a dealer, probably less than 100 hours old. Have been resetting it. That made no difference. I'll get a solenoid, and see if it's failed again. It would sure be convenient for now if you're right. Well, the solenoid is
part of the M-Tronic package, so it is still an M-Tronic issue. Having said that, had they gone all the way, like on the 500i, offered reasonably priced diagnostics, and higher performance. The sad truth is, that if you don't have access to an
official dealer, you're kinda screwed, that part I don't particularly like. Throw in that there's no performance gain, but there's added complexity, more stuff to fail. That also doesn't sound like a good deal. It's hardly rocket science to make a fuel injected saw, yet the two big ones came up with this half arsed solution. Its dead simple and you don't need solution.
the mdg1 to fix and mtronic saw most of the time, I use mine to scan hours most of the time unless its 500i. Mtronic and autotune work very well and yes they do increase performance. Most guys porting saws say the mtronic version will beat the non mtronic version simply because its tuning in the cut all the time. The old black solenoids wore out
because of fuel contaminants because of no hardened seat. They made the green to replace the bad design black one and all the newer saws have a white one. The white and green have a hardened seat for the fuel metering assembly and give very little problem if you change the 5$ orange fuel filter once a year. And you act like its hard to work on or
something, still just a carb and I can change a Stihl solenoid in about 15 minutes on the tailgate of a truck. Like I said buy 50-60$ in parts do a reset and I will bet the saw will run fine. And if it doesnt odds are its not the mtronics problem and you have an air leak or something else wrong that will still be wrong with regular carb. I can't recall how old are its not the mtronics problem and you have an air leak or something else wrong that will still be wrong with regular carb. I can't recall how old are its not the mtronics problem and you have an air leak or something else wrong that will still be wrong with regular carb.
it is. 5 years would be a qualified guess. Yes, I changed the fuel filter, as I suspected it being starved. It already got a new solenoid once, while I still had access to a dealer, probably less than 100 hours old. Have been resetting it. That made no difference. I'll get a solenoid, and see if it's failed again. It would sure be convenient for now if you're right.
Its new enough to be a white solenoid so when you put that in do your reset and it will be fine I bet. And weather you think it needs a filter or not put a new orange one in once a year. I have 2 green and 2 white solenoids in my shop as spares for any saw Im working on for the tree services Oh, I'm not having a problem with replacing the solenoid, it's
no worse than doing any other work on a saw.I'm doing more maintenance work on my saws, than most ever will, as I'm no fan of stuff failing. Annual complete tare-down, and throughout inspections for every 50 or so hours. I'm taking really good care of them, and this is really the first time, a saw has caused me any problems in the field. What I don't
like is that it's just guesswork. With a regular carb, it's extremely rare I have to guess. I just checked, mine has the white solenoid, so it's gotta be one of the newer versions. lehman live edge slab said: Its new enough to be a white solenoid, so it's gotta be one of the newer versions. I just checked, mine has the white solenoid, so it's gotta be one of the newer versions. I just checked, mine has the white solenoid so when you put that in do your reset and it will be fine I bet. And weather you think it needs a filter or not put a
new orange one in once a year. I have 2 green and 2 white solenoids in my shop as spares for any saw Im working on for the tree services White is it. They all get a new filter at least once a year, this I've learned the hard way. So the solenoids are the same for all M-Tronic saws? That would indeed make it easier to deal with. Oh, and thanks for the
help! lehman live edge slab said: 271 has always been a stratto saw, uses same piston as the 261 just a farm ranch clamshell. Odds are his mtronic for their issues but lots of times its something else. Kinda like pulling the efi off your car to put on
a 2bbl carb. Please find me the strato ports on this cylinder. At the time, I was working at a shop in Bahamas, where parts are 2-3 times more expensive and take a couple of weeks to get there. So I did use a different approach than I would have in the States. Please find me the strato ports on this cylinder. View attachment 444297At the time, I was
working at a shop in Bahamas, where parts are 2-3 times more expensive and take a couple of weeks to get there. So I did use a different approach than I would have in the States. Your right i was thinking of a he 311/362 White is it. They all get a new filter at least once a year, this I've learned the hard way. So the solenoids are the same for all M-
Tronic saws? That would indeed make it easier to deal with. Yes all the same used to be white or black but green became the universal replacement for the black ones Oh, I'm not having a problem with replacing the solenoid, it's no worse than doing any other work on a saw.I'm doing more maintenance work on my saws, than most ever will, as I'm no
fan of stuff failing. Annual complete tare-down, and throughout inspections for every 50 or so hours. I'm taking really good care of them, and this is really the first time, a saw has caused me any problems in the field. What I don't like is that it's just guesswork. With a regular carb, it's extremely rare I have to guess. I just checked, mine has the white
solenoid, so it's gotta be one of the newer versions. What does the solenoid physically attach to for making the adjustments to the Fuel & Air mixture? Usually a solenoid is an electrical way of moving a linkage rod. What does the solenoid physically attach to for making the adjustments to the Fuel & Air mixture? Usually a solenoid is an electrical way of moving a linkage rod. What does the solenoid physically attach to for making the adjustments to the Fuel & Air mixture? Usually a solenoid is an electrical way of moving a linkage rod. What does the solenoid physically attach to for making the adjustments to the Fuel & Air mixture? Usually a solenoid is an electrical way of moving a linkage rod. What does the solenoid physically attach to for making the adjustments to the Fuel & Air mixture? Usually a solenoid is an electrical way of moving a linkage rod. What does the solenoid physically attach to for making the adjustments to the Fuel & Air mixture? Usually a solenoid is an electrical way of moving a linkage rod. What does the solenoid physically attach to for making the adjustments to the Fuel & Air mixture? Usually a solenoid is an electrical way of moving a linkage rod. What does the solenoid physically attach to for making the adjustments to the Fuel & Air mixture? Usually a solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjustment of the solenoid physically attach to for making the adjus
of moving a linkage rod. It gos into the side of the carb and adjusts fuel flow by restricting a port in carb just takes the place of the jet. Stihl solenoids are replaceable and as far as what Ive been told is husky requires you to buy the whole carb thats 125-175 ish depending where its bought. It's funny that guys get their panties in a bunch over a simple
and let em warm up for a few min wihile pulling on the gloves and other ppe, and just go to work cutting, knowing its gonna run right... i tend to lean towards my 261cm, 280c (first gen mtronic) or 044, because it always feels like they need a retuneat on the gloves and other ppe, and just go to work cutting, knowing its gonna run right... i tend to lean towards my 261cm, 280c (first gen mtronic) or 044, because it always feels like they need a retuneat of the gloves and other ppe, and just go to work cutting, knowing its gonna run right... i tend to lean towards my 261cm, 280c (first gen mtronic) or 044, because it always feels like they need and idle adjustments) and my ms661cm, over the ms362 (non mtronic) or 044, because it always feels like they need and idle adjustments) and my ms661cm, over the ms362 (non mtronic) or 044, because it always feels like they need a retuneat of the manual low speed and idle adjustments of the manual low speed and id
every time i run em...LOL Agreed... for me, the occasional cutter, i love the fact i dont have to worry about tuning the saws, (thats coming from a stihl tech who has to fiddle with carb screws on a daily basis while working on saws and trimmers) i just fire em up and let em warm up for a few min wihile pulling on the gloves and other ppe, and just go to
work cutting, knowing its gonna run right... i tend to lean towards my 261cm, 280c (first gen mtronic that still had manual low speed and idle adjustments) and my ms661cm, over the ms362 (non mtronic) or 044, because it always feels like they need a retune every time i run em...LOL That 270/280 was an odd duck saw and the self tuning carb with
an adjustable low and idle was weird. Cant remember what the official name of that one was. Mtronic came a year or so later on the ms 441 as the official first fully self tuning Stihl. It's funny that guys get their panties in a bunch over a simple solenoid and a few wires. As stated earlier, I have no problem with progress, but this just brings very little
benefit, if any at all, to anyone with basic understanding of how an engine works. What it does bring, is that you get to shoot it with the fault, on a saw without the self tuning feature. Had they made a nice diagnostics tool available, for a reasonable price, I'd
have been fine with it, but this is a half arsed solution, made this way to generate recurring revenue. Pretty much the oldest trick in the book. Agreed... for me, the occasional cutter, i love the fact i dont have to worry about tuning the saws, (thats coming from a stihl tech who has to fiddle with carb screws on a daily basis while working on saws and
trimmers) i just fire em up and let em warm up for a few min wihile pulling on the gloves and other ppe, and just go to work cutting, knowing its gonna run right... i tend to lean towards my 261cm, 280c (first gen mtronic that still had manual low speed and idle adjustments) and my ms661cm, over the ms362 (non mtronic) or 044, because it always
feels like they need a retune every time i run em...LOL If your regular carb saws need a re-tune, every time you run them, something isn't right. That would defy basic physics. Page 4 As stated earlier, I have no problem with progress, but this just brings very little benefit, if any at all, to anyone with basic understanding of how an engine works. What
it does bring, is that you get to shoot it with the parts cannon, every time something fails, contrary to making a simple diagnostics tool available, for a reasonable price, I'd have been fine with it, but this is a half arsed solution, made this way to generate
recurring revenue. Pretty much the oldest trick in the book. Not really because the mdg1 wont really be
 Then go for air leaks because odds are the electrical system is probably fine if saw is still running. Lots of the main components work or they dont just like a standard carb saw. Also as far as maintenance and tear down after so many hours depending what your considering a tear down and inspection it could actually be more detrimental than helping
If a saw is running well and stuff to tear it down breaking the seals to inspect will give you a much better chance of something not sealing properly on way back together causing issues instead of preventing. If its running well clean it and blow it off, pull muffler and look if you want but outside of that just run it. If your regular carb saws need a re-
tune, every time you run them, something isn't right. That would defy basic physics. No not really, it depends on how tight your tuning your saws. Theres many people that will always be a compromise. This morning it was -6 but will
be close to 40 this afternoon and a saw would need a retuning to run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing. If your ed a retuning do run perfectly in 45-50 degrees swing a retuning do run perfectly in 45-50 degrees swing a retuning do run perfectly in 45-50 degrees swing a retuning do run perfectly in 45-50 degrees swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree swing a retuning do run perfectly in 45-50 degree 
them, something isn't right. That would defy basic physics. Absolutely true. Unless you only use them twice a year, once when it's 90*. As stated earlier, I have no problem with progress, but this just brings very little benefit, if any at all, to anyone with basic understanding of how an engine works. What it does
bring, is that you get to shoot it with the parts cannon, every time something fails, contrary to making a simple diagnostics tool available, for a reasonable price, I'd have been fine with it, but this is a half arsed solution, made this way to generate recurring
revenue. Pretty much the oldest trick in the book. I disagree. These saws arent failing. My 661C is a 1st gen from 2015. Its never needed anything. And gets used linea hardwood logging environment. The MTronic saws flat out run. And they
definitely have a benefit - they pull harder through the cut, no matter the temperature. Since the MTronic is constantly adjusting, they have a broader power curve, keeping the saw at its best tune for a larger RPM window. In layman terms, they resist clutching out compared to a standard carbed model. And its a noticeable, felt difference. Absolutely
true. Unless you only use them twice a year, once when it's 0* and then 6 months later when it's 90*. Absolutely untrue unless your just wanting it to run and not run as well as it can, if your fuel /air ratio is correct at 0 degrees no way it can be corrected at 50-60 out unless you set the carb slightly leaner to deal with less dense air. Yes it will still run
at the initial setting but not as well as it could. To the same effect if you tune on the lean side when its 80 out and say you dont run for a few weeks now its fall and a cold snap. Say its 20 degrees out it could definitely be enough change to blow up a saw depending on how close to edge you tune it. lehman live edge slab said: Not really because the
mdg1 wont really pin down whats wrong just that the fuel trim is out of spec. So just treat as any other saw, start simple wirh a 5$ fuel filter and reset. If this doesnt do it make sure all connections are clean and tight. Then go for air leaks because odds are the electrical system is probably fine if saw is
still running. Lots of the main components work or they dont just like a standard carb saw. Also as far as maintenance and tear down after so many hours depending what your considering a tear down breaking the seals to inspect will
give you a much better chance of something not sealing properly on way back together causing issues instead of preventing. If its running well clean it and blow it off, pull muffler and look if you want but outside of that just run it. That's exactly what I was getting at. The diagnostics tool that should have been coming, along with the electronic system,
somehow didn't show up.It's like if you got a modern car, but they omitted the OBD plug.Intermittent faults, I can't recall ever seeing on an engine, without some kind of electronic compensation circuit. Tear down means removing the carb, ultrasonic cleaning of it, replace all seals, inspect bearings, inspect piston rings, check the spark plug, gap or
replace. Remove build-up in exhaust and wherever else. Check all linkages. Test all hoses. If you get leaks when assembling, you're doing something wrong. I've dealt with high performance small engines, for the better part of 40 years, even made engines from the ground up, and never had leakage problems, due to assembly. On the other hand, the
Stihl 261 has the honor of being the first saw, that has not worked flawlessly. Not once have I had a saw that committed suicide. Have I replaced parts that were not 100% worn out, sure. In my opinion, that's called maintenance. Granted, I've only had significant time on my saws for 3 years, but they really are not that different, from anything else
with a small high performance engine. Absolutely true. Unless you only use them twice a year, once when it's 0* and then 6 months later when it's 90*. Even then, you have change between summer and winter setting anyway. That's exactly what I was getting at. The diagnostics tool
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3 years, but they really are not that different, from anything else with a small high performance engine. Still can be human error no matter who you are and putting 150$ in parts once a year in a saw isnt getting your moneys worth. The lower rod bearing is only good for so many hours ect so and to know youve never had a leak you must pressure and
vac test it every time after assembly. Saws are designed for a certain number of hours and are cheap in the grand scheme of things. Keep them clean run 40:1 instead of 50:1, run good fuel and change/clean filters and hoses when needed. Otherwise run till death and rebuild or buy another a 261 is like 800$ new and going by inflation actually
cheaper then what my 026 was new in 1991. The 026 has never been apart, one or two fuel lines and a carb rebuild thats it. Still runs like a champ. Local tree services run saws till it isnt worth the money to them to fix they buy new and give me the old. Some of the 362 mtronics they have are 15 years old or more. Ive changed 3 solenoids in the 7 them to fix they buy new and give me the old. Some of the 362 mtronics they have are 15 years old or more. Ive changed 3 solenoids in the 7 them to fix they buy new and give me the old. Some of the 362 mtronics they have are 15 years old or more. Ive changed 3 solenoids in the 7 them to fix they buy new and give me the old. Some of the 362 mtronics they have are 15 years old or more. Ive changed 3 solenoids in the 7 them to fix they buy new and give me the old. Some of the 362 mtronics they have are 15 years old or more. Ive changed 3 solenoids in the 7 them to fix they buy new and give me the old.
years Ive been working on their and other tree guys saws. Just for the record, it's closer to $25 in parts for maintenance annually, bearings are cheap, under $10 a piece, if bought the right places, seals are even less, and there are really two that matters. I do pressure test hoses, grommets, and the like. Takes seconds to do.Maybe I got a dud, and a
 friend of mine also had bad luck. That's sure statistically possible. As I wrote earlier, my 261 will get a new solenoid, it's been ordered. Let's see..... Just for the record, it's closer to $25 in parts for maintenance annually, bearings are cheap, under $10 a piece, if bought the right places, seals are even less, and there are really two that matters. I do
pressure test hoses, grommets, and the like. Takes seconds to do.Maybe I got a dud, and a friend of mine also had bad luck. That's sure statistically possible. I wrote earlier, my 261 will get a new solenoid, it's been ordered. Let's see..... Stihl uses proprietary bearings on one side and unless your buying cheap knock off bearings your not 10$ each
Youll be lucky to get the pair for 60-80$. Oem seals are 30$ a set easy. If it continues to give you issues best thing to do is sell it and buy a non mtronic one if you truly believe theyre much better because youll be money ahead selling a buying new ms 261 or 362 non mtronic. Stihl Mickey Mouse bearings are manufactured by slacker. I can't recall
what I paid for them, but sure nothing close $60. Echo uses standard bearings, cheap and available from SKF. I usually buy C3, they last longer. Seals are seals, OEM or not. Mine are best regards our little yellow friends, never caused me any grief. EDIT: slacker main bearing just under $15, the regular bearing from SKF around $6 Last edited: Dec 26,
2024 Stihl Mickey Mouse bearings are manufactured by slacker. I can't recall what I paid for them, but sure nothing close $60. Echo uses standard bearings, cheap and available from SKF. I usually buy C3, they last longer. Seals are seals, OEM or not. Mine are best regards our little yellow friends, never caused me any grief. EDIT:slacker main bearings.
just under $15, the regular bearing from SKF around $6 What are, little yellow friends? lehman live edge slab said: Not really because the mdg1 wont really pin down whats wrong just that the fuel trim is out of spec. So just treat as any other saw, start simple wirh a 5$ fuel filter and reset. If this doesnt go try the 40$ solenoid and a reset. If this
doesn't do it make sure all connections are clean and tight. Then go for air leaks because odds are the electrical system is probably fine if saw is still running. Lots of the main components work or they dont just like a standard carb saw. Also as far as maintenance and tear down 
inspection it could actually be more detrimental than helping. If a saw is running well and stuff to tear it down breaking the seals to inspect will give you a much better chance of something not sealing properly on way back together causing issues instead of preventing. If its running well clean it and blow it off, pull muffler and look if you want but
outside of that just run it. Any competent mechanic that works on these day after day should have a few parts on hand to diagnose with. For the 500i, we keep a fuel pump, and a kill switch assembly in stock. For the other Mtronic saws, we usually have new saws on hand to swap a few parts from. Solenoid, coil, wiring harness is usually all that is
needed to figure out the problem. Any competent mechanic that works on these day after day should have a few parts on hand to diagnose with. For the 500i, we keep a fuel pump, and a kill switch assembly in stock. For the other Mtronic saws, we usually have new saws on hand to swap a few parts from. Solenoid, coil, wiring harness is usually all
that is needed to figure out the problem. I detest the parts cannon, but sometimes you have no other choice. Hopefully someday everyone with progress, but this just brings very little benefit, if any at all, to anyone with basic understanding of now an
engine works. What it does bring, is that you get to shoot it with the parts cannon, every time something fails, contrary to making a simple diagnostics tool available, for a reasonable price, I'd have been fine with it, but this is a half arsed solution, made this way
to generate recurring revenue. Pretty much the oldest trick in the book. It brings lots of benefits. The average guy can not tune a carb to save their lives for starters. Absolutely true. Unless you only use them twice a year, once when it's 90*. Absolutely true. Any saw will run leaner on a cold morning vs in the
heat of the day. I detest the parts cannon, but sometimes you have no other choice. Hopefully someday everyone will standardize the electronic interface like the auto industry. We couldn't possibly be more in agreement! Stihl Mickey Mouse bearings are manufactured by slacker. I can't recall what I paid for them, but sure nothing close $60. Echo
uses standard bearings, cheap and available from SKF. I usually buy C3, they last longer. Seals are seals, OEM or not. Mine are best regards our little yellow friends, never caused me any grief. EDIT:slacker main bearing just under $15, the regular bearing from SKF around $6 All saws have c-3 bearings oem because its a clearance rating that they
dont get too tight when warmed up. And you made the saw worse than before by using cheap bearings in place of oem but to each their own. Who cares if they standardize the electrical on the saws most wont buy a scan tool unless its 50$ anyway and like I said the mdg1 isnt needed on mtronic most times. lehman live edge slab said: All saws have c-
3 bearings oem because its a clearance rating that they dont get too tight when warmed up. And you made the saw worse than before by using cheap bearings in place of oem but to each their own what do you expect when the stupid son of a *b-
word Page 5 lehman live edge slab said: All saws have c-3 bearings oem because its a clearance rating that they dont get too tight when warmed up. And you made the saw worse than before by using cheap bearings in place of oem but to each their own. Who cares if they standardize the electrical on the saws most wont buy a scan tool unless its 50$
anyway and like I said the mdg1 isnt needed on mtronic most times. That was autocorrect. Should have spelled F-A-G main bearing $14, and SKF regular bearings, F-A-G, INA, and SKF makes 99% of the bearings out there, Fafnir makes the rest. I think
a lot of people would care if they made a standard diagnostic tool, but you are correct, the current tool is junk.EDIT: It seems the auto censor replaces the name of the ball bearing manufacturer F-A-G with the word "slacker", wasn't a typo. Last edited: Dec 26, 2024 what do you expectwhen the stupid *f-word is promoting his home country of china
garbageaint no use trying to talk sense into the stupid son of a *b-word I'd use the word "stupid" about other people, very carefully in your place. Last edited: Dec 26, 2024 Stihl Mickey Mouse bearings are manufactured by slacker. I can't recall what I paid for them, but sure nothing close $60. Echo uses standard bearings, cheap and available from
SKF. I usually buy C3, they last longer. Seals are seals, OEM or not. Mine are best regards our little yellow friends, never caused me any grief. EDIT: slacker main bearing just under $15, the regular bearing from SKF around $6 The main reason why Stihl and Husqvarna use proprietary bearings is to slim down the chainsaw body, if you move the chain
a few millimeters towards the center of the saw body you also get better balance. A millimeter here and there saved makes a living from the saw, it is the user who has a professional user. It is not the mechanic who makes a killing, on their
proprietary bearings, but rather Stihl themselves. Most people can't get them from F-A-G, as that requires an account with them, or a major distributor, so they're forced to pay 5-6 times the value. I wasn't implying it's the dealers that makes a killing, on their proprietary bearings, but rather Stihl themselves. Most people can't get them from F-A-G, as
that requires an account with them, or a major distributor, so they're forced to pay 5-6 times what it's worth, as I have access to them for a fraction of that from the OEM manufacturer, so to me it makes no difference. The
topic above was that it was claimed to swap bearings in a 261 would cost $60-80, and it neither should or does to me. Last edited: Dec 26, 2024 I wasn't implying it's the dealers that makes a killing, on their proprietary bearings, but rather Stihl themselves. Most people can't get them from F-A-G, as that requires an account with them, or a major
distributor, so they're forced to pay 5-6 times the value. Nobody is supposed to be getting the special bearings but you cant buy the
relived outer race bearing at an skf dealer just Stihl. That was autocorrect. Should have spelled F-A-G main bearing $14, and SKF makes 99% of the bearings out there, Fafnir makes the rest. I think a lot of people
would care if they made a standard diagnostic tool, but you are correct, the current tool is junk. EDIT: It seems the auto censor replaces the name of the ball bearing manufacturer F-A-G with the word "slacker", wasn't a typo. No the tool isnt junk just not needed for mtronic, also many more bearing companies than just the 4 you listed. Nachi snd
Timkin exist along with others. And the China no marking bearings arent made by the big companies for them either. How many Chinese parts do you actually think are in your 261c? Bet its a bunch less than you think and a lot of the main important parts are built by Stihl. lehman live edge slab said: No the tool isnt junk just not needed for mtronic,
also many more bearing companies than just the 4 you listed. Nachi snd Timkin exist along with others. And the China no marking bearings arent made by the big companies for them either. How many Chinese parts do you actually think are in your 261c? Bet its a bunch less than you think and a lot of the main important parts are built by Stihl. The
Stihl diagnostics tool is indeed junk, as it has utilized zero of the possible benefits. Yes, I know there are more bearing manufacturers in the world, but the 4 listed accounts for the vast majority of bearings manufacturers in the world, but the 4 listed accounts for the vast majority of bearings manufacturers in the world, but the 4 listed accounts for the vast majority of bearings manufacturers in the world, and yes they also produce in China. As for where Stihl is manufacturerd, if you look a bit into it, you'll find that
they even state themselves, that their second largest production facility, is in Qingdao, China. and the largest is in Virginia Beach. I doubt that's due to the incredibly high quality, but rather because the productions of Husky and
Echo......Assembled to some degree in the West, in some cases some key components manufactured just about anywhere else. Last edited: Dec 26, 2024 The Stihl diagnostics tool is indeed junk, as it has utilized zero of the possible benefits. Yes, I know there are more bearing manufacturers in the world, but the 4
listed accounts for the vast majority of bearings manufactured, if you look a bit into it, you'll find that they even state themselves, that their second largest production facility, is in Qingdao, China. and the largest is in Virginia Beach.I don't that's due to the
incredibly high quality, but rather because the production costs are significantly lower in both cases. The label "made in Germany", is nothing but a banquet of BS like the productions of Husky and Echo...... Assembled to some degree in the West, in some cases some key components manufactured in the West, most parts manufactured just about
anywhere else. Honestly yes they are made world wide in Stihl factorys. All of the saws are made from the same parts weather its German, USA or c China assembled. Each region makes certain things, over 90% of the cylinders are made in Brazil, the remainder are made by ks, mahle or gilerdoni. Stihl makes their own crankshafts in USA and Brazil,
the mag castings are made in Germany and Brazil, plastics Virginia Beach, carbs and oil pumps in the zama factory in China. So yes a portion is made in China but also in Stihl owned plants work their quality control not farmertec. Sounds like you need to just by a clone saw since you want cheap parts and tear it down once a year just to look. Virginia
Beach is partly because the USA is the largest consumer of Stihl equipment and Im sure theres benifits duty wise to make it here. The Ms 362 is the cross over point between German and USA pro saws. lehman live edge slab said: Honestly yes they are made world wide in Stihl factorys. All of the saws are made from the same parts weather its
German, USA or c China assembled. Each region makes certain things, over 90% of the cylinders are made in Brazil the remainder are made in Germany and Brazil, plastics Virginia Beach, carbs and oil pumps in the zama factory in China. So
yes a portion is made in China but also in Stihl owned plants work their quality control not farmertec. Sounds like you need to just by a clone saw since you want cheap parts and tear it down once a year just to look. Virginia Beach is partly because the USA is the largest consumer of Stihl equipment and Im sure theres benifits duty wise to make it
here. The Ms 362 is the cross over point between German and USA pro saws. You are wasting your time trying to talk to that retarded ignorant son of a *b-word lehman live edge slab said: No it isnt but hes apparently only expecting a year out of a set so standards arent set real high I guess You simply need to learn how to read, before having a go at
people. I wrote INSPECT the bearings annually. Whatever you think it sounds like I think, again, learn how to read a text, and keep the female hormones at bay. You don't get too far with reading into what other people write, just to bring it up as an argument. I can hear you have no experience, with low cost production facilities in Asia and the like. You
can slap any sign on the building you want, there's still a good reason why it's cheaper. You are wasting your time trying to talk to that retarded ignorant son of a *b-word If you look up the definition of retarded, you'll find it to be "less developed than expected for the age". At the age of about 10, people are expected to be able to write a text, on a level
where the meaning isn't disturbed by poor grammar. Reading a text and understanding it, is also considered the norm. At that age, kids are also expected to have developed, a reasonable manner. I'll give you the benefit of doubt, and assume you're 9. You simply need to learn
how to read, before having a go at people. I wrote INSPECT the bearings annually. Whatever you think it sounds like I think, again, learn how to read a text, and keep the female hormones at bay. You don't get too far with reading into what other people write, just to bring it up as an argument. I can hear you have no experience, with low cost
production facilities in Asia and the like. You can slap any sign on the building you want, there's still a good reason why it's cheaper. You calling them your yellow friends probably wouldnt go over very well either just like other not so politically correct phrases. I know you said you inspect yearly and yes it does matter whos name is on the building
keep telling yourself different. Im not the one who claimed they pull the saw down and check over yearly, replace all seal and ultrasonic clean carb. Its all unnecessary waste of time kind of like trying to help you out and your very possibly causing your own issues buy pulling the saw down taking the solenoid out of the carb unnecessarily and
ultrasonic cleaning it. Your the one who claims you can buy the good bearings for 20$ and all seals are the same but Stihl uses b.a.o seals which i believe is a division of skf. If you look up the definition of retarded, you'll find it to be "less developed than expected for the age". At the age of about 10, people are expected to be able to write a text, on a
level where the meaning isn't disturbed by poor grammar. Reading a text and understanding it, is also considered the norm. At that age, kids are also expected to have developed, a reasonable manner. I'll give you the benefit of doubt, and assume you're 9. retard i post the
grammar i do to irritate you so called people but you really have shown your ignorance and i will keep posting that you are a ignorant son of a *b-word lehman live edge slab said: You calling them your yellow friends probably wouldnt go over very well either just like other not so politically correct phrases. I know you said you inspect yearly and yes it
does matter whos name is on the building keep telling yourself different. Im not the one who claimed they pull the saw down and check over yearly, replace all seal and ultrasonic clean carb. Its all unnecessary waste of time kind of like trying to help you out and your very possibly causing your own issues buy pulling the saw down taking the solenoid
out of the carb unnecessarily and ultrasonic cleaning it. Your the one who claims you can buy the good bearings for 20$ and all seals are the same but Stihl uses b.a.o seals which i believe is a division of skf. Obviously I didn't I'd think that most people can tell that "little yellow friends" is humor, at least that would be to hope for If you know what I
wrote, why do you then claim I wrote something else? The solenoid was obviously not in the ultrasonic, where do you see I said so? Inspecting bearings and cleaning a carb is waste of time? Really? Go tell that to anyone, that aren't too keen on failure. That's $22, retail. I'm in no way bothered by people who can't read or write, I generally feel sorry for
them, unless they're adequately socially retarded, to be a burden to deal with. What I do take from it usually, is that here we have somebody, who had a few hard years in third grade. What a great pissing contest you're running here at this forum. I'm confident you guys are doing well in life in general. Have fun, and don't forget to look up the
definition of "retarded". What a great pissing contest you're running here at this forum. I'm confident you guys are doing well in life in general. Have fun, and don't forget to look up the definition of "retarded". and we will see your picture Inspecting bearings and cleaning a carb is waste of time? Really? Go tell that to anyone, that aren't too keen on
failure. I dont like it when my saws fail. But my saws fail. But my saws havent. And I dont tear them down for no reason. Thats absurd. Theyre chainsaws, not airplanes. Cleaning a carb when theres no running issue - not necessary. Inspecting bearings? What exactly are you looking for? In order to do that you would need to remove/wreck the seals. Again, doing more
damage than good on a saw with no running issues. Maybe youre just anal about maintenance, but doing all of that is a complete waste of time on a saw that will run for years, daily, without service. The most the saws will need in their life, is air and fuel filters. Page 6 I'd think that most people can tell that "little yellow friends" is humor, at least that
would be to hope for. If you know what I wrote, why do you then claim I wrote something else? The solenoid was obviously not in the ultrasonic, where do you see I said so? Inspecting bearings and cleaning a carb is waste of time? Really? Go tell that to anyone, that aren't too keen on failure. That's $22, retail. I'm in no way bothered by people who can't
read or write, I generally feel sorry for them, unless they're adequately socially retarded, to be a burden to deal with. What I do take from it usually, is that here we have somebody, who had a few hard years in third grade. What a great pissing contest you're running here at this forum. I'm confident you guys are doing well in life in general. Have fun,
and don't forget to look up the definition of "retarded". Take a break. Ok? It brings lots of benefits. The average guy can not tune a carb to save their lives for starters. I wrote a post on LawnSite about setting mixture. Tell me if you agree/disagree. Scroll down to post #9. These folks that supposedly live in the bush or other extreme climates sure
seem to have a lot of spare time on their hands to do un-essential sht. These folks that supposedly live in the bush or other extreme climates sure seem to have a lot of spare time on their hands to do un-essential sht. But they hate problems so hes preventing that bearing failure by looking at it. I wrote a post on LawnSite about setting mixture. Tell me
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if you agree/disagree. Scroll down to post #9. With a blower the load is constant and they are rev limited so what I do is set to the 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 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 would be a new approach for me. I'd like to try it sometime. 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 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 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 cannot be beaten. go a fuzz leaner. Yes...... FUZZ is a technical term. Tuning by ear is fine on saws that ain't RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. 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? 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 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 units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. I tune then till they just touch the RPM limited units are a different deal. 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 but is not mtronic and some standard screw styles use intellicarb but is not mtronic and some standard screw styles use intellicarb but is not mtronic and some standard screw styles use intellicarb but is not mtronic and some standard screw styles use intellicarb but is not mtronic and some standard screw styles use intellicarb but is not mtronic and some standard screw styles use intellicarb but is not mtronic and some standard screw styles use intellicarb but is not mtronic and some standard screw styles use intellicarb but is not mtronic and screw 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 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. From 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 (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 believe, although I have more experience with other saws. If the 10-15 degree difference between frozen and thawed wood, then maybe it's 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 doesnt 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 a 10-15 degree difference between frozen and thawed wood, then maybe it's believe 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.... If you don't see a performance difference with a 10-15 temp 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. Page 8 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. If you are on the bleeding edge of the tune, it will be that much... shoot... my ms362 (nonmtronic) was last run at 80F, fired it up last week at 40F and it would bog right out when full throttle was applied, when it was 80 out, it was tuned in the cut with a buried 20" bar. Thats how much the oxygen levels in the ambient air can be... 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 guestioning 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 efi was he was happy to only need to clutch the sled on his 650 rxl. And since this thread was started about the Stihl intellicant 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 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. Don't 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 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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