

English

water cooled and air cooled engines (e.g., outboard motors, snowmobiles, chain saws, mopeds, etc.).

Take care when handling gasoline. Avoid direct contact with the skin and avoid inhaling fuel vapor. When filling at the pump, first remove the canister from your vehicle and place the canister on the ground before filling. Do not fill fuel canisters that are sitting in or on a vehicle.

The canister should be kept tightly closed in order to avoid any moisture getting into the mixture.

The machine's fuel tank and the canister in which fuel mix is stored should be cleaned as necessary.

Fuel mix ages

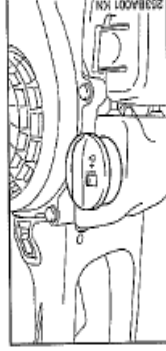
Only mix sufficient fuel for a few days work, not to exceed 3 months of storage. Store in approved fuel-canisters only. When mixing, pour oil into the canister first, and then add gasoline. Close the canister and shake it vigorously by hand to ensure proper mixing of the oil with the fuel.

Gasoline Oil (STIHL 50:1 or equivalent high-quality oils)

US gal.	US fl.oz
1	2.6
2 1/2	6.4
5	12.8

Dispose of empty mixing-oil canisters only at authorized disposal locations.

Fueling



Before fueling, clean the filler cap and the area around it to ensure that no dirt falls into the tank.

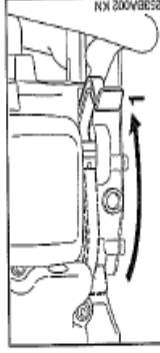
Always thoroughly shake the mixture in the canister before fueling your machine.

⚠ In order to reduce the risk of burns or other personal injury from escaping gas vapor and fumes, remove the fuel filler cap carefully so as to allow any pressure build-up in the tank to release slowly.

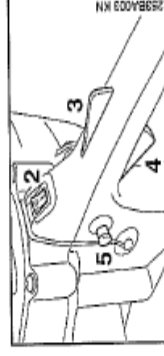
⚠ After fueling, tighten fuel cap as securely as possible by hand. Have the fuel pickup body in the tank changed once every year.

Starting / Stopping the Engine

- Observe safety precautions – see chapter on "Safety Precautions and Working Techniques".



- Swing the blade lock lever (1) forwards as far as stop – in direction of front handle.



- Move the stop switch (2) to I.
- Press down the interlock lever (3) and squeeze the throttle trigger (4) – hold both levers in that position.
- Press in the starting throttle lock (5).
- Let go of the interlock lever, throttle trigger and starting throttle lock. This is the starting throttle position.

English

If the engine stops during warm-up or acceleration

- Repeat the starting procedure as described under "If the engine is cold".
- Swing the blade lock lever back as far as stop – in direction of rear handle.

⚠ Make sure the carburetor is correctly adjusted. The cutting blades must not move when the engine is idling.

Your machine is now ready for operation.

Shutting off the engine

- Move the stop switch to O.

Other hints on starting

If the engine does not start

- Make sure all settings are correct (choke shutter, throttle trigger in starting throttle position, stop switch to I).
- Repeat the starting procedure.

- Hold the unit firmly with your left hand on the front handle and press down.

- Pull the starter grip slowly with your right hand until you feel it engage and then give it a brisk strong pull.

⚠ Do not pull out the starter rope all the way – it might otherwise break.

- Do not let the starter grip snap back. Guide it slowly back into the housing so that the starter rope can rewind properly.

If the engine is cold (choke set to I-I)

- Pull the starter rope five times.
- Move the choke lever to I-I
- Continue cranking until the engine runs.

If the engine does not start after 10 pulls with the choke lever set to I-I:

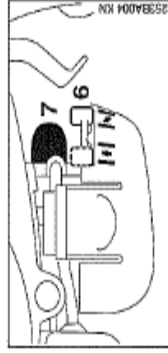
- Set choke to I-I, pull the starter rope five times, move choke to I-I and continue cranking.

If the engine is warm (choke set to I-I)

- Continue cranking until the engine runs.

As soon as the engine runs

- Blip the throttle trigger – the engine settles down to idle speed.

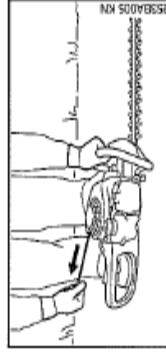


- Set the choke lever (6):

I-I If the engine is cold for warm start – also use this position if the engine has been running but is still cold.

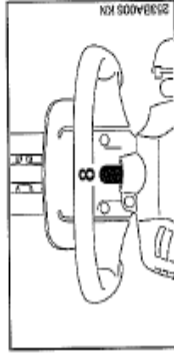
- Press the fuel pump bulb (7) at least five times – even if the bulb is filled with fuel.

Starting



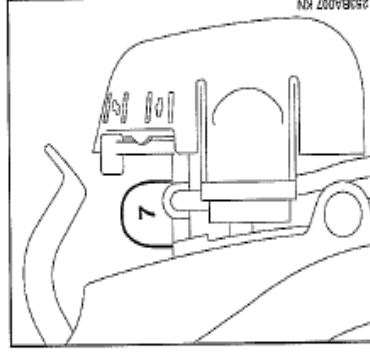
- Place the unit on the ground.
- Remove the blade scabbard. Check that the cutting blades are not touching the ground or any other obstacles.
- Make sure you have a firm footing.

If the engine still does not start:



- Move the stop switch to O.
- Pull off the spark plug boot (8).
- Unscrew and dry off the spark plug.
- Open the throttle wide.
- Crank the engine several times with the starter to clear the combustion chamber.
- Refit the spark plug.
- Connect the spark plug boot (press it down firmly).
- Move the stop switch to I.
- Set the choke lever to I – even if the engine is cold.
- Now start the engine.

If fuel tank has been run completely dry and then refueled



- Press the fuel pump bulb (7) at least five times – even if the bulb is already filled with fuel.
- Now start the engine.

Operating Instructions

During break-in period

A factory-new machine should not be run at high revs (full throttle off load) for the first three tank fillings. This avoids unnecessary high loads during the break-in period. As all moving parts have to bed in during the break-in period, the frictional resistances in the engine are greater during this period. The engine develops its maximum power after about 5 to 15 tank fillings.

During Operation

After a long period of full throttle operation, allow the engine to run for a short while at idle speed so that engine heat can be dissipated by the flow of cooling air. This protects engine-mounted components (ignition, carburetor) from thermal overload.

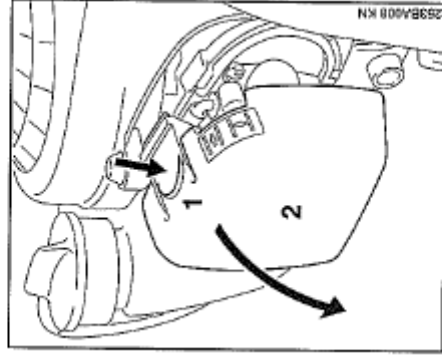
After Finishing Work

Storing for a short period: Wait for the engine to cool down. Empty the fuel tank and keep the machine in a dry place, well away from sources of ignition, until you need it again. For longer out-of-service periods – see "Storing the Machine".

English

Cleaning the Air Filter

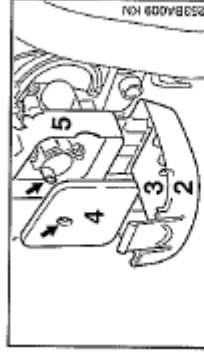
If there is a noticeable loss of engine power



- Move the choke lever to I.
- Press in the tab (1) and swing the filter cover (2) down.
- Clean away loose dirt from around the filter.

Engine Management

Exhaust emissions are controlled by the design of the fundamental engine parameters and components (e.g. carburation, ignition, timing and valve or port timing) without the addition of any major hardware.



- Remove the foam element (3) and felt element (4).
- Wash the foam element in a clean, non-flammable solution (e.g. soapy water) and then dry.
- Fit a new felt element. As a temporary measure you can knock it out on the palm of your hand or blow it out with compressed air. Do not wash.
- Replace damaged parts.
- Fit the foam element (3) in the filter cover (2) and the felt element (4) in the filter housing (5).
- Close the filter cover so that it snaps into position.