

OPERATING INSTRUCTIONS

STARTING/STOPPING ENGINE

- HOLD DOWN THE THROTTLE TRIGGER INTERLOCK AND SQUEEZE THE THROTTLE TRIGGER.
- KEEP BOTH LEVERS IN THAT POSITION
- MOVE THE SLIDE CONTROL TO START AND HOLD IT THERE
- NOW RELEASE THE THROTTLE TRIGGER, SLIDE CONTROL AND THROTTLE TRIGGER INTERLOCK IN THAT ORDER. THIS IS THE STARTING THROTTLE POSITION
- SET THE CHOKE KNOB
 - FOR COLD START: SLIGHTLY SLANTED SYMBOL
- FOR WARM START: HORIZONTAL SYMBOL, ALSO USE THIS WHEN ENGINE HAS BEEN RUNNING BUT IS STILL COLD
- PRESS FUEL PUMP BULB AT LEAST 5 TIMES-EVEN IF BULB IS FULL OF FUEL
- PLACE THE UNIT ON THE GROUND: IT MUST REST SECURELY ON THE ENGINE SUPPORT AND THE HOOK. IF NECESSARY, REST TH HOOK ON A RAISED SUPPORT
- REMOVE THE CHAIN GUARD. CHECK THAT CHAIN IS NOT TOUCHING ANY OBJECT OR THE GROUND
- MAKE SURE YOU HAVE A FIRM FOOTING. PRESS THE UNIT FIRMLY AGAINST THE GROUND WITH YOUR LEFT HAND ON THE FAN HOUSING. YOUR THUMB SHOULD BE UNDER THE FAN HOUSING.

DURING OPERATION CHECK THE CHAIN TENSION FREQUENTLY

COLD CHAIN TENSION IS CORRECT WHNE THE CHAIN FITS SUNGLY AGAINST THE UNDERSIDE OF THE BAR AND CAN STILL BE PULLED ALONG THE BAR BY HAND

CHAIN AT OPERATING TEMPERATURE THE CHAIN STRETCHES AND EBGINS TO SAG. THE DRIVE LINKS ON THE UNDERSIDE OF THE BAR MUST NOT COME OUT OF THE BAR GROOVE-THE CAIN MAY OTHERWISE JUMP OFF THE BAR

AFTER A LONG PERIOD OF FULL THROTTLE OPERATION ALLOW ENGINE TO RUN FOR A WHILE AT IDLE SPEED SO THAT THE HEAT IN THE ENGINE CAN BE DISSIPATED BY FLOW OF COOLING AIR. THIS PROTECTS ENGINE-MOUNTED COMPONENTS FROM THERMAL OVERLOAD

AFTER FINISHING WORK SLACKEN OFF THE CAHIN IF YOU HAVE RETENSIONED IT AT OPERATING TEMPERATURE DURING CUTTING WORK. THE CHAIN CONTRACTS AS IT COOLS DOWN. IF IT IS NOT SLACKENED OFF, IT MAY DAMAGE THE CRANKSHAFT AND BEARINGS