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I saw some YouTube videos (from different people) criticizing the Stihl HP Ultra 2 cycle oil, specifically about insufficient oil film in the crankcase. Personally, I experienced a problem with my Stihl chainsaw despite having only minimal hours on it - the piston scored, and I lost compression. Now, I'm wondering if the oil might have been the culprit. Does anyone else have issues using this oil? I bought a bunch of it a few months ago, so maybe I'll mix it with another brand to get better lubrication. I once experimented with using summer mix from my jet skis in my air-cooled chain saw. It seemed like a good idea at the time, and I was trying to get rid of it anyway. However, about two minutes into my first cut, the saw's power died, and it wouldn't restart. This led to severe damage, including a massively scored cylinder and torched rings. Looking back, I realized that water-cooled engine lubrication needs are different from those required by air-cooled chain saws. While some might claim they have found secret solutions for this issue, I'd advise against trying it. Using the wrong oil can cause issues with detonation, especially if not mixed correctly. I should have known better, but my experience was a valuable lesson in the importance of using the right lubricant for specific engines. Thankfully, my saw continued to run well without any major problems for two years until I tried this experiment again. When mixing fuel for your chainsaw, it's a good idea to err on the side of caution and use less oil than recommended by pre-measured bottles. A 2.6 oz bottle of 2-stroke oil is designed to mix with 1 gallon of gasoline at a ratio of 50:1. However, this leaves little room for error in measurement, as a small miscalculation can throw off the entire mixture. To account for any measurement errors, it's best to add slightly less than the recommended amount of fuel, rather than risking too much oil in the mix. This is especially important when working with small volumes and lean ratios like 50:1. A little gasoline goes a long way in rinsing out the last bits of oil from pre-measured bottles. It may seem counterintuitive, but more oil in the fuel can actually put added strain on your chainsaw by causing it to run hotter. This is because excess oil can lead to increased engine temperatures, which can ultimately shorten the lifespan of your equipment. Experimentation has shown that a ratio of 40:1 or even 30:1 may be better for some engines, as they seem to perform well with these ranges without overheating. However, it's essential to note that these findings are based on specific testing conditions and may not apply universally. As an engineer with experience in design optimization, it's crucial to acknowledge the expertise of manufacturers like Stihl, who have spent countless hours perfecting their designs for optimal performance. The recommended 50:1 ratio is likely a result of extensive research and testing. While it may be tempting to second-guess or try to improve upon these specifications, it's essential to remember that the engineers behind these designs know what they're doing. In this case, the government-mandated design parameters might actually be detrimental to engine life. The engine manufacturers are forced to design around the emissions standards for saws, which means that they must optimize their designs to meet these requirements. In the diesel engine world, modern emissions equipment can negatively impact engine reliability. The EPA has mandated design parameters for on-road diesel engines, but this is not the case for chainsaws. Many OEM manufacturers have adjusted their designs, materials, and tolerances to optimize reliability at the new 50:1 mix ratio. However, older equipment may still be used, which was designed when 32:1 was the norm. The oil used in modern two-stroke engines is much better than the old stuff from the 70s or 80s. Modern synthetic two-stroke oil is a lot better than the old stuff from the 70s or 80s. Manufacturers must spec the oil ratio for guys who run the cheapest oil possible. Some older two-strokes can run fine on lower amounts of quality oil, but those with plain main bearings that are also the crank seal would be an exception. It seems like a good value for saws to use 50:1. The author uses high-quality synthetic oil and has never lost an engine by using this ratio. However, it's essential to tune the saw before running at this mix. Too much oil can cause the saw to overheat. The earliest EPA rule regulating chainsaws that I can find was effective in 1995 (and as far as I can see does not specify oil ratios). The Stihl engineers determined that 50:1 is the mix ratio toward which they are going to optimize their design. It would be foolish to think anything else is better for the saw. It appears that the regulations don't explicitly state that you can't run lower than "X:1" oil-fuel ratio. Instead, there are maximum hydrocarbon + nitrogen oxide emissions (HC + NOx) limits expressed in g/kwh released from the exhaust. Two-stroke oil mostly leaves the engine unburned, contributing to HC. High fuel ratios like 32:1 may not pass emission testing, and OEMs can't suggest operating the equipment outside standard limits. Diesel engines follow a similar process, with the EPA specifying emission standards rather than requiring specific equipment. Manufacturers must define how they meet these standards through tests. The EPA is strict in enforcing emissions regulations, potentially fining companies into bankruptcy for non-compliance. From an OEM's perspective, it's better to have less reliable equipment to avoid EPA scrutiny. Emission limits for handheld engines are outlined in a table. Key points include Phase 3 Emission Standards and engine displacement class limits. Some users may be wondering if running at a richer mix voids the extended warranty offered with some products. The idea of using less oil with Stihl saws has been misconstrued online, with some claiming the recommended ratio is as low as 40:1. However, this is not entirely accurate. According to the manual, if non-Stihl oil is used, it's necessary to mix the oil at a 25:1 ratio. Interestingly, the EPA specifies a 50:1 mix for their certified 2-stroke oils. It seems Stihl designed their saws to work well with this higher ratio before the EPA became involved in specifying 2-stroke oil usage. A few enthusiasts have experimented with richer oil mixes, allegedly running at 40:1 or even 32:1. However, it's unclear whether these ratios would be effective in a real-world setting, especially on hillsides where the saws are subject to extreme conditions. The author notes that they've never heard of anyone intentionally running their saws richly, as this would lower the octane levels and potentially cause problems. The key takeaway is that the oil mix ratio should not be confused with the gasoline running the engine and providing lubrication. Instead, it's a one-package-deal where both fuels work together to keep the saw in optimal condition. Some users swear by specific oils like Amsoil or Tall Timber Oil, which perform well when used correctly and don't build excessive carbon deposits. However, it's essential to remember that the price of these products may be higher than what others offer. One notable change made by the author was switching from Stihl Ultra maintenance, and the right oil - none of which can be achieved with a richly mixed fuel. Using ported components in your chainsaw can make a big difference when it comes to reducing heat and improving performance. Unlike standard saws, which run cooler but also consume more fuel per minute, ported saws are able to retain less heat due to their optimized airflow. As a result, you'll often see stock saws vibrate or rattle after shutdown, whereas your ported saw should be virtually quiet by the time it cools down. Many people have reported burns from handling hot mufflers on stock chainsaws, so it's not hard to see why using a high-quality oil and proper tuning can make all the difference in maintaining your equipment. The question is, what makes one oil better than another? The answer lies in understanding the relationship between oil ratio, temperature fluctuations, and saw wear. Simply mixing more or less oil into your gas doesn't necessarily mean you're getting the best possible results - some mixes may be more effective for different applications, such as logging or homeownership. Even top brands like Stihl claim that their oil meets JASO FD standards, but without certification numbers on the bottle, it's impossible to know for sure if you're really getting a high-quality product. To get around this, some manufacturers offer warranties that double or even triple what's offered by other companies - and that's definitely a selling point. But ultimately, the key is to experiment with different ratios and find what works best for your specific needs. Whether it's 40:1, 32:1, or something entirely different, making sure you're using enough oil to keep your saw properly lubricated but not so much that it causes overheating. Some builders swear by their particular blend of 50:1 mix, citing the benefits of being able to log all day without worrying about excessive wear on your equipment. Others prefer more conservative ratios like 32:1 when they're just trying to minimize harm to their saws - and with good reason, since too little oil can lead to clogged engines and other issues. As you experiment with different oil ratios, keep in mind that the impact of these factors will vary depending on your specific usage profile. It may take some trial and error to find what works best for you, but by doing so, you'll be well on your way to optimizing your chainsaw's performance - and extending its lifespan. ##### Believe the independent saw builders have an advantage over major manufacturers when it comes to recommending mix ratios for their saws. The warranty offered by these builders far exceeds that of the manufacturer, providing proof that they are confident in the quality and reliability of their products. However, I think a big reason why some may question the credibility of these builders is because of the significant difference in resources between them and major manufacturers like Stihl or Husqvarna. Independent saw builders simply cannot match the scale and budget of larger companies when it comes to research and development. They lack the massive R&D departments, budgets, and testing capabilities that big manufacturers have at their disposal. As a result, I believe these independent saw builders are more focused on fixing issues with their customers' saws rather than investing in expensive research and development to meet EPA requirements or other regulatory standards. Because of this, they can offer customized mix ratios like 32:1 that provide more power, longer lifespan, and better performance compared to stock saws. But why should someone trust an independent saw builder's advice over a major manufacturer's? The answer lies in the fact that these builders are building saws with specific needs in mind - for example, professionals who need maximum power and efficiency. They are not trying to meet EPA standards or cater to the average homeowner who may not even be aware of the benefits of tuning their saw. In my opinion, using a lighter saw with maximum power can be incredibly helpful for homeowners who want to get more done without breaking a sweat. And if I were going to sell a modified saw to someone cutting firewood, I'd probably recommend running 32:1 to ensure longevity. But why would anyone want a modified saw in the first place? For me, a lighter saw with maximum power is absolutely essential. Most homeowners don't even know that their saws can be tuned, and they wouldn't care if it's reliable or efficient as long as it starts and runs. It's puzzling to see people running dull chains and burning them up instead of taking the time to tune their saw. Telling someone to run 32:1 might help extend the lifespan of their saw, but where can you even find those oil bottles? I only see 50:1 around here. I've seen firsthand how some professionals treat their equipment - it's often handled with care and attention to detail. In contrast, tree service guys tend to be more careless with their tools, which is why I don't loan out my saws to anyone and would never let someone else use mine without proper training. It seems like most of you are using modded chainsaws, which run better. I use ported saws for firewood cutting and love them because they last longer and work well. There are those who use less oil when running at higher power levels though. If a machine is modified to make more power, it means there will be more fuel flow, so increasing the oil even more might not be necessary. I've been in this business for over 40 years without ever having an issue with my chainsaw. Some of my clients have problems getting used to higher-oil mixtures, like Amsoil's recommendation of 100:1 mix. My saws are tuned to 32:1 though. It's up to each individual to do their research before making decisions about their equipment. I recently fixed a Stihl TS360 concrete saw for someone who asked me to tune it better. The original tune was set too low because of EPA regulations, so the dealer told him that as the reason. It seems like some manufacturers are taking steps to reduce emissions by having their products run leaner. Hi everyone, I'm working on an old 056 super saw with SEM ignition system and flywheel issues. Found a coil part number 1108 400 0804, but it seems strange to me. The idea of hiding the solid state module under the flywheel where it doesn't get the fan blast is quite unusual. It makes you wonder how many Husqvarna models like mine died due to failed spark issues. I believe the SEM ignition came on the TS350 and TS360 concrete saws. Does anyone have any of these laying around for sale or know someone who might? Can changing the flywheel to Bosch style be possible? Is that part available anywhere? Thanks in advance. Thankfully, some of the community members were able to share their manuals with each other, though it can be a challenge finding certain ones. A few people were able to locate IPLs and shop service manuals through personal collections or sharing links. Some members even shared their expertise on parts numbers for hard-to-find items. Stihl has discontinued some of its older models, making it difficult to find original manuals. Despite this, the community comes together to help one another with service manuals and repair information for various Stihl saws. Looking forward to seeing everyone at the meeting tomorrow. People are eagerly awaiting the new strategy session. The manuals for MS360 and MS200T are being shared on the forum. Has anyone got a workshop manual and IPL for these models? Thank you. Looking forward to seeing everyone at the meeting tomorrow and discussing our strategies. Someone could send me a workshop manual for the 026, and any blowers that you may have? Anyone able to get me an 028 Super workshop manual? Does anyone have an 041av repair manual? How about a manual and parts list for an 0407 How about an 045av and 045av super repair manuals? Are they the same? Need one. Hi, anyone with workshop manual, or IPL, on pressure washer Stihl RE 129 plus? Looking for a parts manual, Stihl 020AV. Thanks much. #####ARTICLE1'm on the hunt for some valuable resources - specifically IPLs (Intermediate-Level Programs) and service manuals for various STIHL models like the 024, 028 super, MS260 pro, MS192TC, MS241 CM, KM131R, BR430, BG86, TS-400, and 036. Additionally, I'm looking to diagnose an issue with my MS260 and thought it'd be a great idea to have service manuals from our other two saws as well. If anyone has these resources or can point me in the right direction, I'd greatly appreciate it! I'm also curious if Ray B or Manual Master King has the parts list with part numbers for the Stihl kombi km-HL (articulated hedge trimmer attachment). I have the workshop service manual uploaded by b-h-l but need the parts list to order some necessary items. Thanks in advance. Colin. Regarding other requests: * Someone was looking for a KM131R IPL and service manual. * A user asked about a 661 IPL and service manual. * Another person needed a copy of a 661 IPL, as well as an IPL and service manual for their MS290. * A BG86 and BR430 SM (Service Manual) for stihl) and IPL were requested. * A TS-400 and 036 service manual was also inquired about. I'm not sure if these requests have been fulfilled or if anyone has the necessary resources to share. If you're able to provide any assistance, I'd be grateful! One user asked for a newer Stihl carburetor manual (1999 edition) that covers all Stihl products from that time period. Additionally, there were requests for: * A MS201TC-m 2016 saw service manual * A Stihl HS-56 SM and IPL set (mainly looking for the IPL) * A service manual for a 262cm * Service manuals for various other STIHL models like the 020AVP, MS 241 new version, MS 261 new version, MS 362, MS 461, MS 661, and more. If anyone has any of these resources or can help with the requests, please let me know! Lastly, a user asked about working on BT130s and needed workshop manual and parts list for 3 units they've been given, looking for manual ts 350 cutoff saw shop manuals kombi motors 130and 110 thanks advance also thanks posting first page download then big help projects looking manual stihl fs 120 bg86 anyone manuals stihl fs 85 weed wacker hs 45 hedge trimmer hello every body thanks lol make forum super someone diagram parts stihl ms 261 c-m cheerch it a lot jo france hello every body thanks lol make forum It's super is some one have got the diagram parts of stihl ms 261 c-m please I cheerch it Thanks a lot Jo from france check looking manual stihl fs36 service manual hello also am looking service manual ms 201 t early non-Mtronic plus kombisystem motor km 110 t thank advance check inbox i will gladly accept any all info workshop manual ipl stuff thanks in advance beer T sir just what needed am need service manual ms193 t parts diagram thanks advance am looking shop manual ipl km85r thanks advance page looking manual fs 48 identify stihl serial number am looking super manual ms660 please looking manual PS76 trimmer found site researching old mans saw sitting shop A Stihl 045 AV Pro 5 currently spark compression won't start little fuel mix sprayed carb was able find owners manual online but no repair manual could someone please help new member out stihl had5 service manual please don't suppose anyone will have manual ms201t page hello anyone manual stihl 028 super saw needs work could use manual 076 too although both running thanks Chris check inbox Good morning am looking service manual fs240 engine thank advance martin hi all amazing site fairly new to saws haven't really felt have much contribute yet especially with knowledge here thought would appeal see if anyone had workshop manual IPL stihl 009 have one pieces bench need source few parts they seem getting hard appreciated thanks Matt check inbox wanting stihl ms361 IPL/SM please ms440 S/M IPL peter i am trying locate service manual stihl fs91r string trimmer thank very much G'day all looking workshop manual Stihl FS 76 brushcutter help would really appreciate thanks P.S. This is great site you have here. Hi I'm looking workshop manual Stihl HS85 can anyone help this St Oliver not sure how much interest there in top handle saws but I've spent few years working stihl 192T series some new 193T let know if there interest post details pic rebuilding mods fixes model differences Post it up. Someone will be looking info sooner later. A pair of 192's will showing up soon @Stackwood0k Ouess we'll start common 192T problems so you decide hammered old saw worth fixing I'm not negative these saws like working them just normal stuff The impulse line will crack sometimes come loose fitting behind flywheel Fairly easy fix but use OEM Stihl hose bulk cut length spring insert keep hose collapsing kinking Ignition screws come loose ignition rings flywheel Usually ruins ign unit Check cylinder-to-case mount screws lock cylinder mounting flanges screws go into IF flange broken then not saving that cylinder and it's \$100 new one Mufflers come loose beat up cylinder flange hot exhaust melts clutch cover oiler cover LightningThese pics show what you get after saws! These are flanges that can break off most often when the saw has been dropped hard or has an impulse hose and fitting behind the flywheel - it's best to just pull the flywheel, clean, inspect, and replace the hose if needed. The impulse 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 in excellent shape original 24 inch bar, I've been using a nice 16-18" bar for just me and brush. This can also translate to a 200 if I ever find a good or burnt metal complete example. I won't be using an "exceeler-later" carb. Slashed away a near new one years ago just in case. Going bigger. I do have a spare case and both tyre jugs to back up. Quad port to be used if you are replacing the seals only, and driving them in with a socket or seal tool. Parts prices: Clutch drum - about \$25, I use the Stens version, works well for \$12. Primer bulb - about \$17, the standard aftermarket bulbs are \$1 and work just fine. Walbro is about \$2. Clutch cover/brake ass'y - about \$50, 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? 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 and side cover - I have had several and have found a feasible way to direct exhaust to prevent burning/melting of the cover. That's the 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 deal with, have melted covers - poor design that Stihl should address. #####paraphrased text here #####ENDARTICLE1'm gonna leave this up, cause it ain't David's fault.... Guys, We've revised this. Now it's at 25 posts. Looking forward to seeing everyone here tomorrow and discussing our strategies with a saw that's all original minus the elastostart, new oem fuel lines, bar and chain, and the replaced oem flywheel/coil. It was bought new in 94 and had the flywheel and coil replaced in 2013 by the dealer on the sticker. I'm the 2nd owner. \$1200. Located in zip 25241. Will ship to the lower 48. For more pictures. Beautiful saw That's a nice looking saw I have a ms361 never cut wood with it. Been saved for it. It's an early 04 model with the good mahle cylinder. Comes with the new 18 inch bar and 3 or 4 chains never used. Also has extra new oem air filter. Will throw in a sumnura light 20 and chain. And will include jonsenred 2166 inside an aluminum ore, which eventually scores and fails to move correctly through its stroke. This affects idle RPMs and causes acceleration problems. To keep the fleet of 200's running properly, replacing the carb every 2-3 years is recommended. As for why the 201' are so expensive, it's unclear. Stihl's solution to previous issues was to replace the fuel pump forum) But I am very curious as to the differences between the 200T and the 020T, besides the name plate. Currently have what I believe is a 200T on my bench almost completely rebuilt (waiting on a could more parts) but I purchased it form a guy who had two different pulp cords for it. Both fit and work. One says 200T and the other says 020T. I will post pics if needed. But what are the real differences? The 020 T has the nameplate on top of the carburetor box cover and the MS 200 T has the nameplate placed to the side of the fanhousing. The main improvements on the MS 200 T are: The Flippy tank caps, Intake air preheating (for winter operation) cylinder with 4 port technology. The power output on the MS 200T is 1.1 KW more as on the 020T. Basically the same model the 200t is the later model, the 020t was the earliest. Many parts may be interchangeable some may not. Both saws would have had many updated parts throughout their model life. If you have a tidy running 200t your lucky, they are great saws. Mine runs well but is beat to death & has hours on it. I replaced it with the current 201t which is the latest saw in that series, even now the 201 is due to be upgraded to maybe a MS202t. The little brother saw is the MS150t. These are arborist top handle climbing pro saws that you can hold with one finger in the handle & the saw will lie flat...perfectly balanced for precision cuts. Technically speaking the difference is the "0" is before the "2" on the 020T.... hehe.... The carbny on the 200t was "upgraded" to the air pump style that always leaks and gives the operator fits. The carb on the 020t never failed. Keep bushings around because when they wear the wiring the intake boot and a host of other bits fail. Technically speaking the difference is the "0" is before the "2" on the 020T.... hebe.... 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