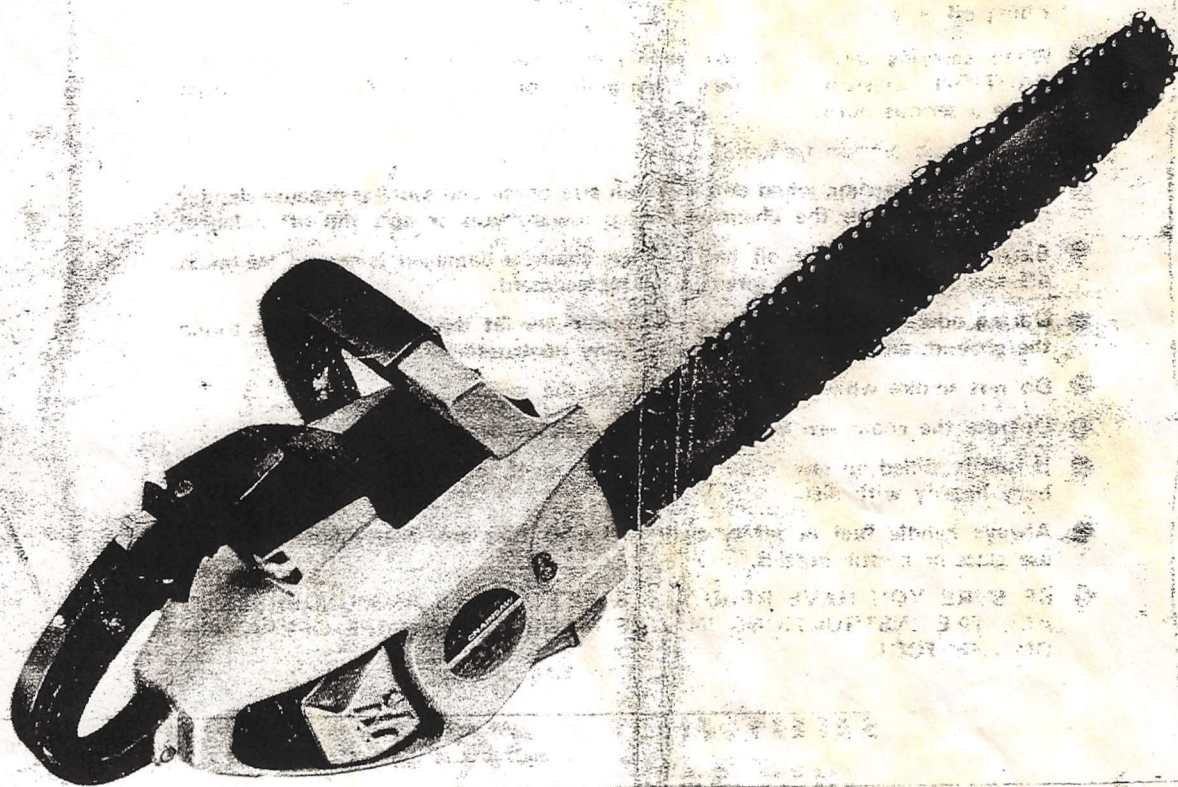


SKIL® CORPORATION

**GASOLINE
CHAIN SAW**



instruction manual

SKIL CORPORATION, 5033 N. ELSTON AVE., CHICAGO ILLINOIS 60630

GASOLINE CHAINSAW SAFETY RULES

- Wear safety glasses, a safety helmet, safety footwear, gloves and snug fitting clothing.
- Never start cutting until you have a clear place to work, a secure place to stand and a safe exit from limbs and trees.
- Keep all bystanders at a safe distance from work area.
- Cut away from your body at all times, changing your position if necessary to work safely.
- Stand behind and in line with engine end of saw, never beside it when engine is running.
- Always hold the saw firmly with both hands. Use grip (shown on page 6) with the thumb on the underside of the handlebar, opposing the fingers.
- When cutting limbs of a fallen tree, do not stand on the tree. Use caution when cutting limbs supporting the fallen tree.
- When bucking, (cutting) always stand on high side of log, place pivot point against log, and use both hands on saw. (See Stress Analysis, page 7.)
- Do not carry the saw in running condition. Always shut engine off before filling oil or gas tank.
- When carrying saw, grasp top handle with bar and chain pointing to rear. CAUTION: Exhaust deflector is normally hot after saw is used and could cause a serious burn.
- Check chain tension frequently.
- Use extreme caution when cutting small size brush and saplings because slender material may grab the chain and whip toward you or pull you off balance.
- Extra chain should be on hand. When chain is damaged it should be taken off saw immediately for servicing or replacement.
- During operation, cut one log at a time—never let the nose of the bar touch the ground, another log or branch or any obstruction.
- Do not smoke while fueling or operating the saw.
- Operate the chain saw only in a well ventilated area.
- If fuel is spilled on saw, wipe clean with a rag. If fuel is spilled on the ground, bury heavily with dirt.
- Always handle fuel in safety type fuel cans that are clearly labeled. Never use glass or plastic bottles.
- BE SURE YOU HAVE READ ALL SAFETY RULES AND UNDERSTAND ALL THE INSTRUCTIONS IN THIS MANUAL FOR SAFE OPERATION OF THE TOOL.

**SAFETY FIRST
THEN SAW**

SKIL CORPORATION

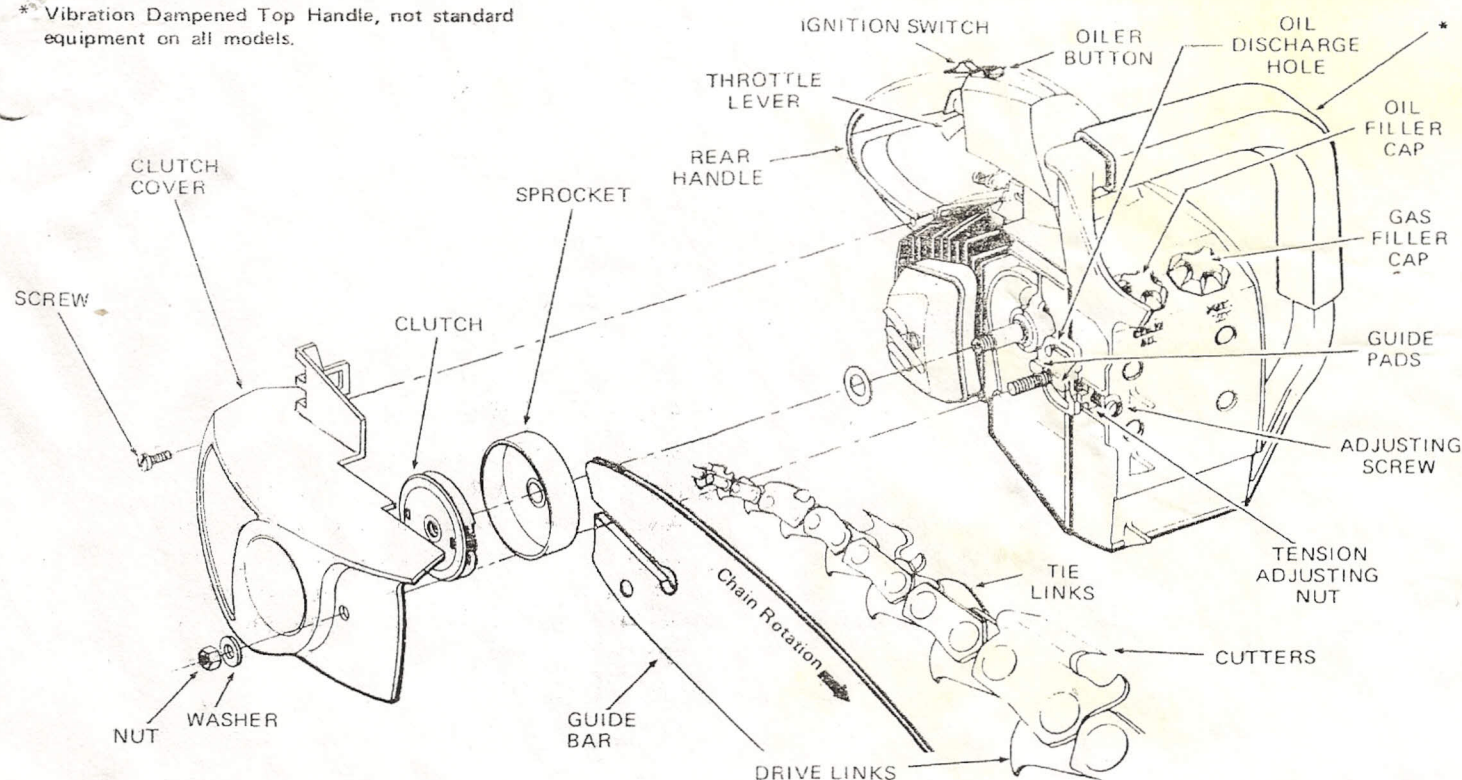
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SKIL CORPORATION

* Vibration Dampened Top Handle, not standard equipment on all models.



SPECIFICATIONS

Engine	2 cycle air cooled
Bore	1.437 in. (36 mm)
Stroke	1.28 in. (33 mm)

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PREPARING THE SAW	3
BREAKING IN NEW CHAIN	5
ADJUSTING CARBURETOR	5
OPERATING INSTRUCTIONS	6
MAINTAINING YOUR SAW	9

PREPARING THE SAW

PRELIMINARY LUBRICATION

1. Unpack the new chain and drop it into a can of *Skil* Chain Saw Oil.

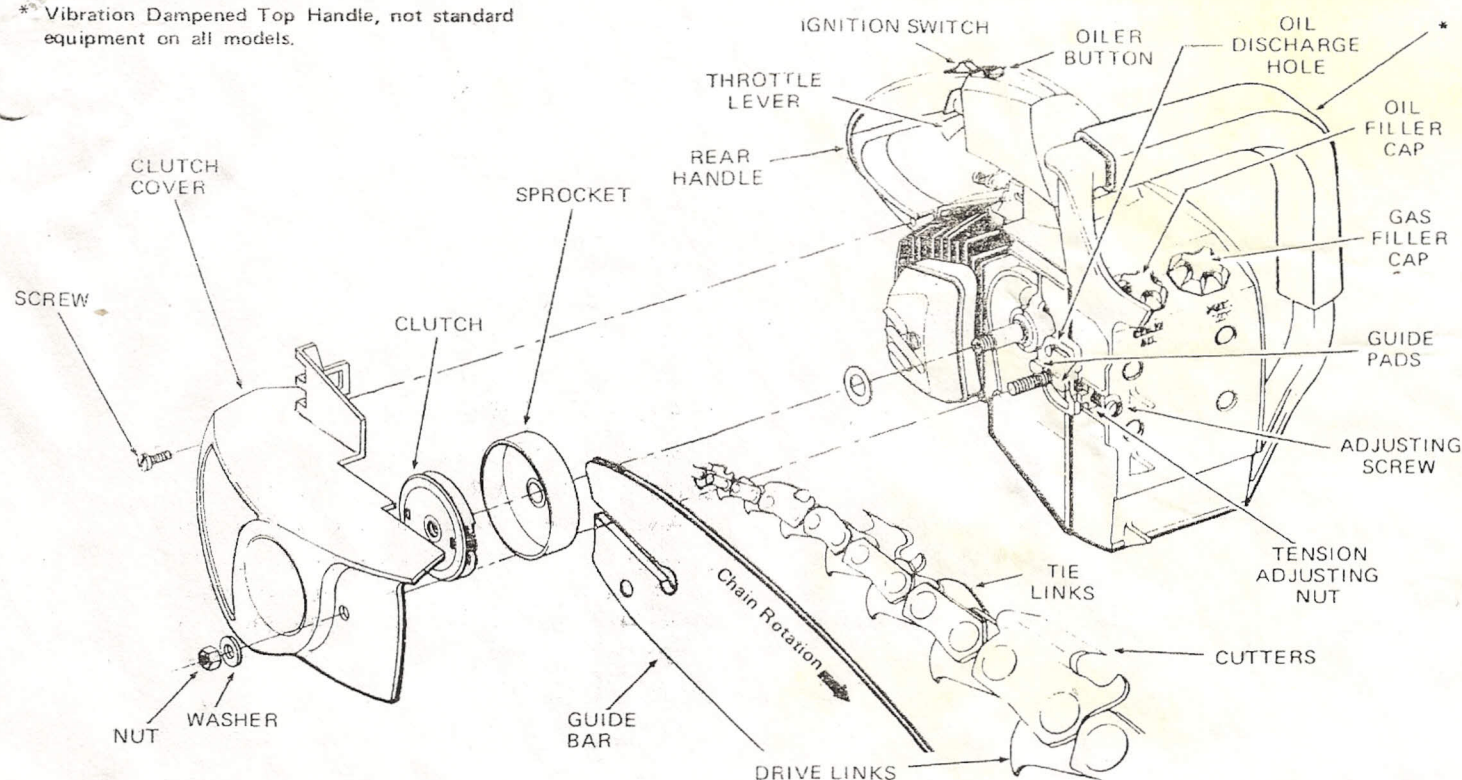
WARNING: CUTTERS ARE SHARP, TAKE CARE WHEN HANDLING CHAIN.

2. REMOVE THE NUT, SCREW, WASHER AND CLUTCH COVER.
3. UNSCREW THE OIL FILLER CAP AND FILL OIL RESERVOIR TO ABOUT 1/2 INCH BELOW THE BOTTOM THREAD OF THE OIL FILLER HOLE WITH *SKIL* CHAIN SAW OIL. If *Skil* Oil is not immediately available, SAE No. 30 oil will do. For cold weather operation see Chain Lubrication, page 6.
4. INSTALL OIL FILLER CAP SNUGLY AND TEST OILER OPERATION. Depress and release oiler button repeatedly until pump primes and oil squirts from the oil discharge hole. If the pump does not prime after six to ten strokes, turn saw so oil discharge hole is in horizontal position and fill the oil discharge hole with oil and try pump again. Make sure pump works before you assemble the bar and chain on the saw.

ATTACHING BAR AND CHAIN

1. Remove nut, screw, washer and clutch cover.
2. Turn the adjusting screw counterclockwise until the tension adjusting nut is at the sprocket end of the slot in which it travels.
3. Insert guide bar slot over the adjusting nut and guide pads. Push bar back towards rear handle as far as it will go.
4. Remove all kinks in chain then face cutters in DIRECTION OF ROTATION.
5. Place chain over the sprocket and fit the chain in the groove around the guide bar then pull the bar forward to take up the chain slack.
6. Be sure all the drive links are seated properly in the groove around the bar and the bar slot is over the adjusting nut and guide pads. Install the clutch cover and tighten nut hand tight.

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ADJUSTING CHAIN TENSION

1. USING GLOVES OR A RAG TO PROTECT YOURSELF FROM THE SHARP CUTTERS, PULL THE CHAIN AROUND THE BAR BY HAND AND MAKE THE TENSION AS TIGHT AS POSSIBLE WITHOUT CAUSING ANY BIND BETWEEN THE CHAIN AND THE BAR. TURN THE ADJUSTING SCREW "CLOCKWISE" TO INCREASE TENSION OR "COUNTERCLOCKWISE" TO DECREASE TENSION.
2. LIFT UP GUIDE BAR NOSE. HOLD IT UP AND TIGHTEN CLUTCH COVER NUT SECURELY USING A 6-INCH OR SMALLER OPEN END OR CRESCENT WRENCH.

FUELING THE SAW

The engine is lubricated by oil mixed with gasoline. The right amount of oil in the mixture is very important.

CAUTION: ALWAYS SHUT ENGINE OFF BEFORE FILLING TANK.

1. GASOLINE:

- Use "regular", clean, fresh gasoline. (Premium grade gasoline is not necessary).
- Use properly identified container marked — "GASOLINE".
- Do not use winter blend gasoline in summertime or vice versa.
- Do not use fuel which was stored longer than 2 months, because starting the saw may be difficult. (Remove old fuel mixture and dispose of it safely).
- Do not use lead-free gasoline.

2. OIL:

- For best performance and longest service life, use *SKIL* Chain Saw Oil.
- If *SKIL* Chain Saw Oil is not available, use other good blend 2-CYCLE OIL — SAE-30-MS.
- Do not use multi-grade oil (10W-30), or any oils formulated for 4-cycle engines.

3. FUEL MIX (16:1)

- Fuel mix proportions are: 16 parts of gasoline to 1 part of oil. Use following chart:

FUEL MIX CHART 16:1

GASOLINE (U.S. Gallons)	OIL (Ounces)	GASOLINE (Imperial Gallons)	OIL (Ounces)
1/4 GAL.	2 OZ.	1/4 GAL.	2-1/2 OZ.
1/2 GAL.	4 OZ.	1/2 GAL.	5 OZ.
1 GAL.	8 OZ.	1 GAL.	10 OZ.
2 GAL.	16 OZ.	2 GAL.	20 OZ.

- Select container with a flexible spout for easy pouring. Mark the container — "CHAIN SAW FUEL MIX".
- ALWAYS MIX IN 16:1 proportions, regardless of what is indicated on the oil container.
- ALWAYS prepare the mixture in a separate container and mix THOROUGHLY (shake well) before pouring into fuel tank. (Never mix in fuel tank).
- Do not let dirt get into the gas tank while pouring.
- Wipe the saw with a rag to remove spilled fuel.

STARTING THE SAW

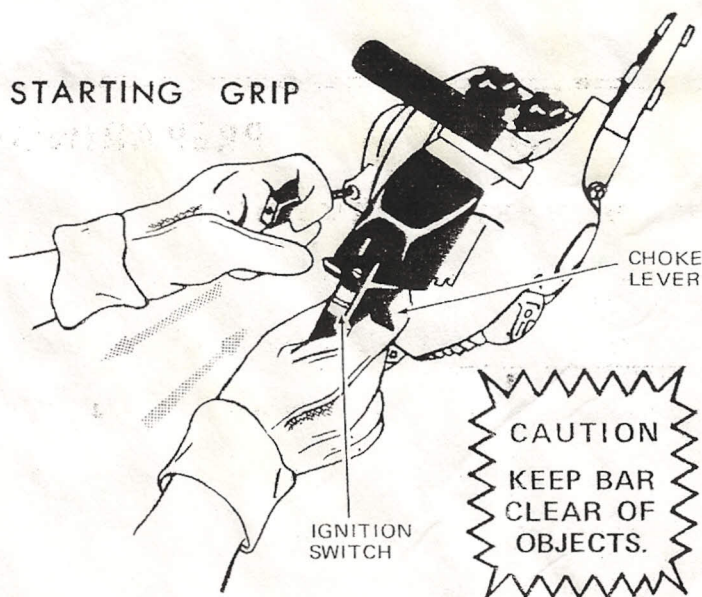
1. READ THE SAFETY RULES BEFORE ANY ATTEMPT TO START THE SAW.
2. CHECK CHAIN TENSION.
3. HOLD THE SAW BY THE REAR HANDLE FIRMLY IN YOUR RIGHT HAND.
4. SLIDE IGNITION SWITCH TO THE "ON" POSITION.
5. PULL CHOKE ALL THE WAY OUT. (It is not necessary to choke a warm engine.)
6. POINT BAR AND CHAIN AWAY FROM YOURSELF AND ALL OTHER OBJECTS.
7. SQUEEZE THROTTLE.
8. GRASP STARTER HANDLE FIRMLY IN LEFT HAND, AND SLOWLY PULL OUT UNTIL RESISTANCE IS FELT.
9. PULL THE STARTER HANDLE FIRM AND FAST, AND AT THE SAME TIME PUSH THE SAW AWAY FROM YOU WITH YOUR RIGHT HAND, REPEAT UNTIL THE ENGINE FIRES. Do not pull rope to it's end, to do so may break rope.
10. WHEN THE ENGINE FIRES, PUSH THE CHOKE IN AND RELEASE THE THROTTLE HALF WAY. (Cold engine may require several pulls to start.)
11. TO STOP ENGINE, PUSH IGNITION SWITCH TO "OFF".

Follow the above procedure only. If your saw does not start 10 to 15 pulls on the rope, your saw is in need of maintenance.

Is the air filter clean?

Is the spark plug clean and properly gapped?

Is the carburetor adjusted? If not, perform steps 1 and 2 of ADJUSTING CARBURETOR.



The carburetor idle speed adjusting screw controls the idling speed of the saw and should be set after the engine is warm. A proper setting allows the engine to idle without the chain moving around the bar. It may be necessary to slightly v. the high and low speed adjustment for peak performance (see Carburetor Adjustments). DO NOT RUN SAW AT HIGH RPM WHEN NOT CUTTING WOOD.

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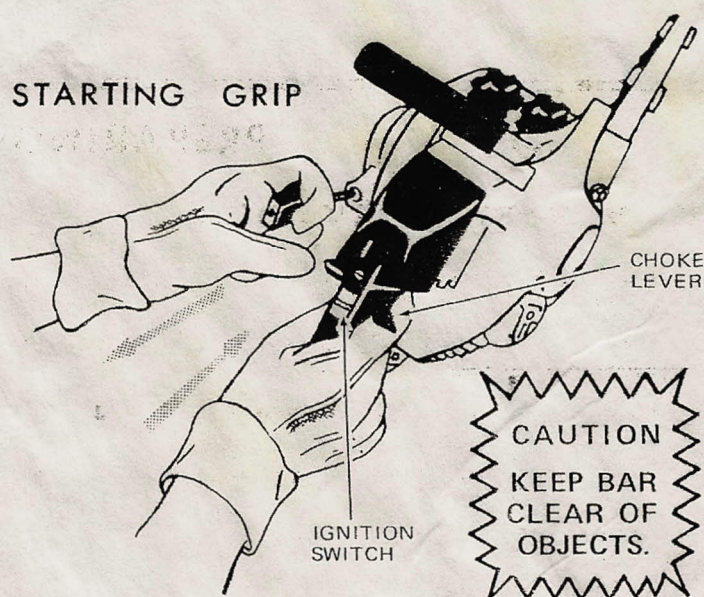
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BREAKING IN NEW CHAIN

WARNING: DO NOT ATTEMPT TO ADJUST CHAIN WITH SAW RUNNING.

1. A. SQUEEZE THE TRIGGER JUST ENOUGH TO LET CHAIN ROTATE FOR ABOUT 2 MINUTES.
- B. PUMP OIL TO THE BAR AND CHAIN, use oil profusely during this break-in stage.
3. TURN THE SAW OFF AND CHECK TO SEE IF THE TIE LINKS ARE SNUG AGAINST THE BAR. IF NOT, LOOSEN THE COVER NUT AND RESET THE CHAIN TENSION.

WARNING: MAKE SURE THE CLUTCH COVER NUTS ARE TIGHTENED SECURELY BEFORE CUTTING AND AFTER EACH ADJUSTMENT.

During the first half to one hour of operation while the chain, bar and sprocket are wearing in together, chain slack will develop. Stop cutting every five to ten minutes and check the chain tension. BE SURE TO SHUT OFF SAW. Always reset tension when it is incorrect. TOO MUCH TENSION creates excessive heat and wear, robs power and overloads the engine. TOO LITTLE TENSION allows the chain to hammer and chatter during operation, damaging the chain, bar groove and sprocket.

ADDITIONAL TENSION CHECK: The chain should coast slightly after throttling down the engine. If the chain stops instantly, it is an indication that the chain is too tight.

NOTE: A loose chain is normally caused by stretch and not a loose cover nut.

ADJUSTING CARBURETOR

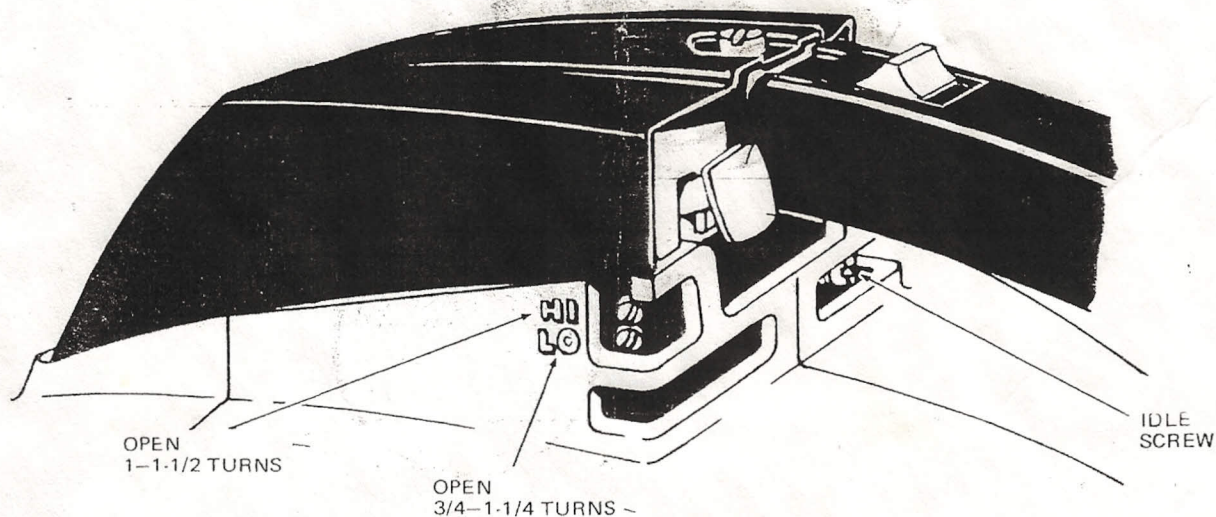
1. CAREFULLY TURN THE "HI" AND "LO" SPEED NEEDLES ALL THE WAY IN (CLOCKWISE) AND GENTLY SEAT BOTH NEEDLES. Forcing the needles into seat can cause damage and make the carburetor unadjustable and require replacing it.
2. TURN THE "HI" NEEDLE OUT (COUNTERCLOCKWISE) APPROXIMATELY 1 FULL TURN AND THE "LO" NEEDLE APPROXIMATELY 1 1/4 TURNS.
3. START THE ENGINE AND LET IT IDLE. If the engine will not idle, and keeps stopping, turn the idle speed screw in (clockwise) until it continues to idle.
NOTE: THE CHAIN MAY ROTATE WHEN THE ENGINE IS COLD. ALLOW THE ENGINE TO WARM UP FOR SEVERAL MINUTES. DO NOT RACE THE ENGINE.
4. ADJUST THE IDLE SPEED SCREW UNTIL THE CHAIN STOPS ROTATING.
5. TURN THE IDLE SPEED SCREW UNTIL THE CHAIN BEGINS TO ROTATE.

6. SET THE IDLE SPEED SCREW MIDWAY BETWEEN THE SETTINGS IN STEPS 4 AND 5 ABOVE.

NOTE: ANY TIME THE IDLE SPEED SCREW IS ADJUSTED YOU MUST READJUST THE "LO" SPEED NEEDLE.

7. ADJUST THE "LO" NEEDLE SLOWLY (IN ONE DIRECTION THEN THE OTHER) TO WHERE THE ENGINE IDLES THE FASTEST WITHOUT THE CHAIN ROTATING.
8. TO ADJUST THE "HI" SPEED NEEDLE, FIRST MAKE A TEST CUT, TURN THE NEEDLE SLIGHTLY COUNTERCLOCKWISE. Too lean a mixture may damage the engine due to lack of lubrication. A white deposit in the muffler is an indication of a lean mixture. IF THERE IS AN EXCESSIVE AMOUNT OF SMOKE COMING FROM THE EXHAUST, THE MIXTURE IS TOO RICH. TURN THE NEEDLE SLIGHTLY CLOCKWISE. After each adjustment make a test cut, until the best performance is attained. Do not judge by sound, but the way the saw cuts.

NOTE: CHECK THE IDLE SPEED. It may be necessary to readjust the "LO" needle after the "HI" needle has been adjusted.



OPERATING INSTRUCTIONS

CHAIN AND BAR LUBRICATION

For chain lubrication use the same *SKIL* Chain Saw Oil as indicated in "Preliminary Lubrication" (page 3).

In very cold weather, dilute the oil with kerosene to make the oil flow freely along the bar.

NEVER LET THE OIL RESERVOIR RUN DRY—CHECK FREQUENTLY. CORRECT CHAIN LUBRICATION IS EVIDENT WHEN SOME OIL SPLASHES FROM THE CHAIN WHILE THE SAW IS FREE RUNNING. UNDER NORMAL CONDITIONS THE AUTOMATIC OILER WILL SUPPLY A SUFFICIENT AMOUNT OF OIL, BUT FOR LARGE DIAMETER CUTS AND CUTTING IN COLD WEATHER, USE THE MANUAL PUMP TO SUPPLY MORE OIL.

If your chainsaw bar has a sprocket nose; occasionally add a few drops of chain saw oil in small hole at the tip of the bar.

GENERAL CUTTING

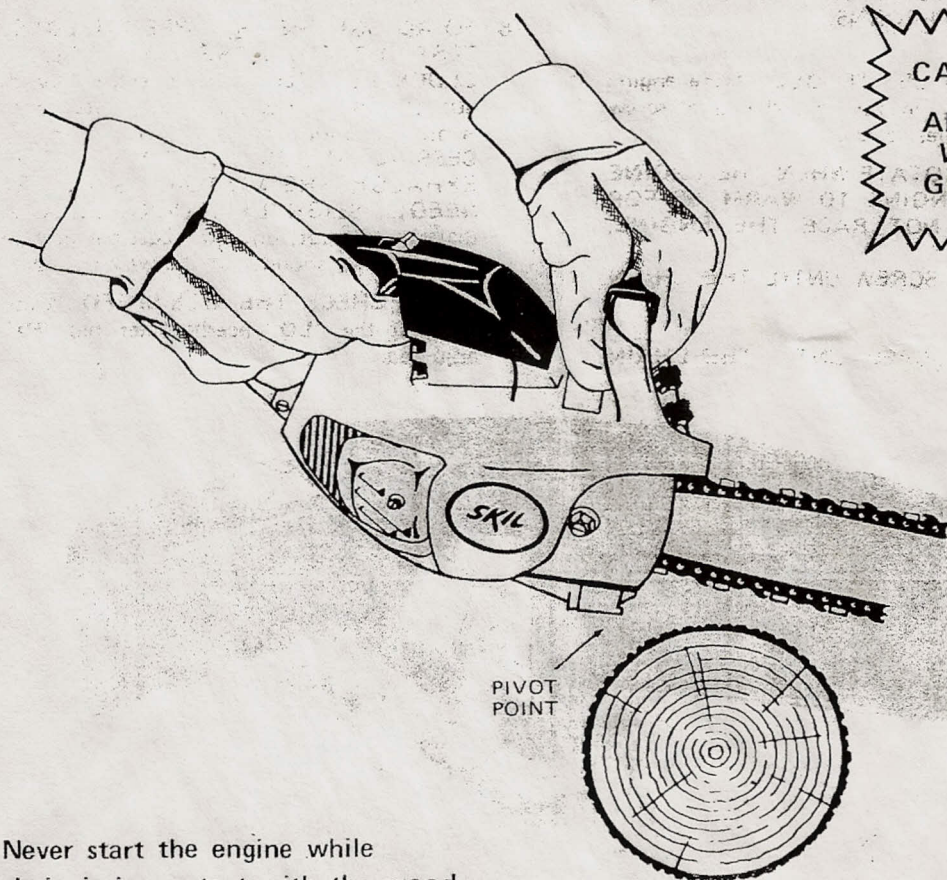
With saw idling, position pivot point close to the wood. Open throttle fully and pivot the saw into the work, allowing chain to feed itself into the wood.

When you cut further out along the bar, the chain will have a tendency to pull you and the saw towards the work, so you must take care to brace yourself against this slight pull. (The reverse will be true if you are using the top of the bar to snip small limbs or "under" buck). Exert light feed pressure to cut straight through the wood, but be ready to ease off on the throttle the moment the cut is completed.

IMPORTANT: Know where the chain is at all times with reference to obstructions—stop cutting before the chain touches the ground or any obstruction. Keep using the oiler button to keep the chain well supplied with oil. Watch out for grit or sand in the bark. Dirty bark will dull the chain immediately. Use an axe to chip away dirty bark before cutting.

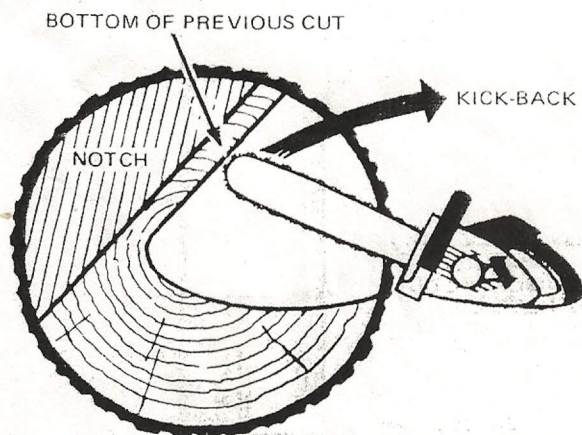
Keep guide bar straight in cut to prevent chain in upper groove from cutting as it passes through the work. Binding or pinching in the cut can be avoided by undercutting.

If the work is on the ground and undercutting is impractical, make sure the work lies **FLAT** on the ground to minimize binding. **REMEMBER**—Press the oil button frequently during operation.

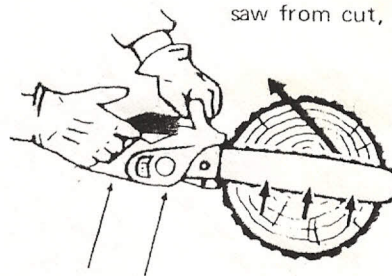


WARNING: Never start the engine while chain is in contact with the wood.

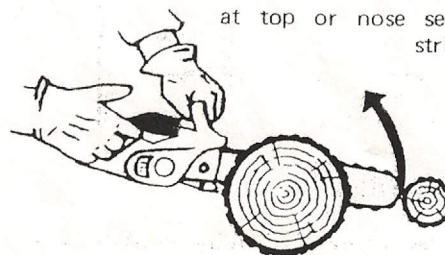
SITUATIONS KNOWN TO CAUSE KICK-BACK



KICK-BACK can occur when removing saw from cut, if moving chain catches side of the cut along top edge of the bar.



KICK-BACK can occur if the chain at top or nose section of the bar strikes another log or other object.



NOTE: While you can't always prevent kick-back from occurring, you can guard against being injured by maintaining proper grip and balance at all times.

STRESS ANALYSIS MUST BE CONSIDERED FIRST

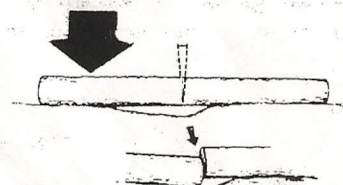
UPHILL

Log lying flat on the ground: buck from the top, cutting as much wood as you can, but not letting chain hit the ground. Roll log, if possible, to put uncut side on top.



Log having one end hanging in air: cut 1/3 from underside to avoid splitting wood, stripping bark or pinching saw bar.

STRESS



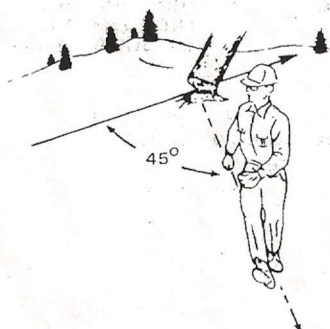
When log is generally lying flat, but cut-off section may sag into a depression, prevent binding of saw between cut ends of logs by making cut a few degrees off square so that log dropping off is longer at bottom than at top.

Log supported on both ends with room underneath for cutting: if necessary to avoid splitting large, heavy log, buck 1/3 from top first. Otherwise do all cutting from underside causing cut to widen instead of closing.



WORK AREA PRECAUTIONS

Prepare immediate cutting area by cleaning out under- with likely to interfere. h operator and saw. Prepare a path of safe retreat to the rear and diagonal to the line of fall. Keep all bystanders from work area.

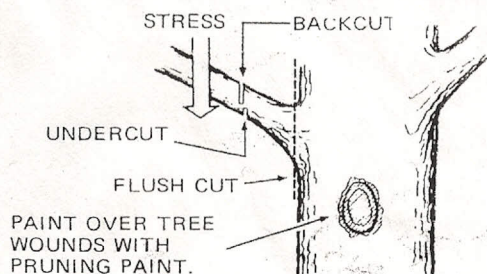


WATCH OUT FOR "SPRING POLES" OR OTHER HIGH STRESS CONDITIONS where a log or tree could spring up or shift when stress is relieved by cutting.

BRANCH REMOVAL

WARNING: When it is necessary to work in the tree; climb tree first, then haul up the saw with a rope. Always have a firm foothold.

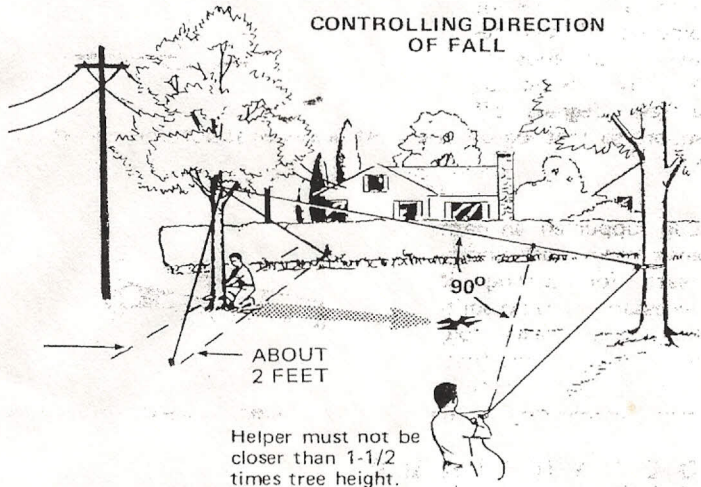
Undercut notch as shown to prevent the falling branch from stripping bark from the stub of the limb down the trunk of the tree. Make the main cut (backcut) from the top of the limb and a few inches further from the trunk as shown. Cut flush and cover the scar with a prepared paint to prevent rot.



FELLING TREES

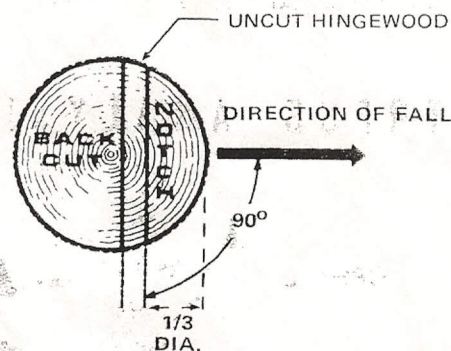
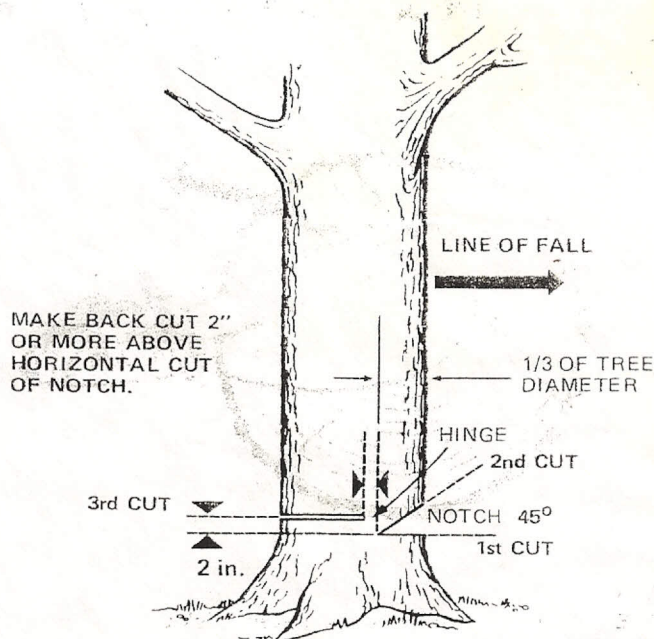
Before felling a tree survey it carefully: consider size, shape, direction of lean and danger from other trees or snags in area where you want the tree to fall. Also consider factors such as wind direction and velocity. Do not fell trees when it is very windy.

Clear work area around tree, limb branches only high enough so that notch can be made. If ground space is limited, remove all branches. Be on the lookout for anything that can touch the front or top of the bar and cause kickback. Do not overreach.



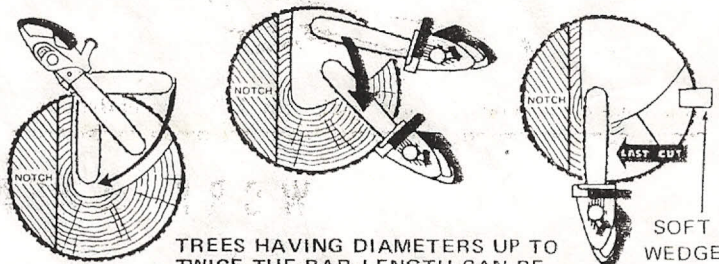
Securely tie three ropes as high up in the tree as practical. Take one of the ropes 2 feet out on the line of fall, then as far to the left of the tree as possible and anchor it to the ground. Take the second rope and do the same except go to the right of the tree. Take the third rope (tether line) around a tree trunk or other stationary object that is located in the direction in which the tree is to fall and a distance of at least twice the tree height. The pulling force can be increased by using a pulley and attaching a rope to the tether line and pulling at 90° to it.

CAUTION: Always select and properly prepare a path of safe retreat from the tree before you fell it. This path should be to the rear and a bit off to one side of the line of fall.



Make notch cuts 1/3 of the tree's diameter and perpendicular to the direction of fall. Remove the notch. Have a helper exert a steady pull on the tether line as you make the back cut to the hinge. Back cut about 2 inches higher and parallel to the notch. DO NOT CUT THE HINGE.

1st BACK CUT 2nd BACK CUT FINAL FELLING CUT



TREES HAVING DIAMETERS UP TO TWICE THE BAR LENGTH CAN BE CUT DOWN USING THIS TECHNIQUE.

Soft plastic or wooden wedges can be driven into the incompleting back cut to force it open. This is a preferred technique with large trees. Do not use hard metal splitting wedges which would ruin the chain and cause severe kickback of saw.

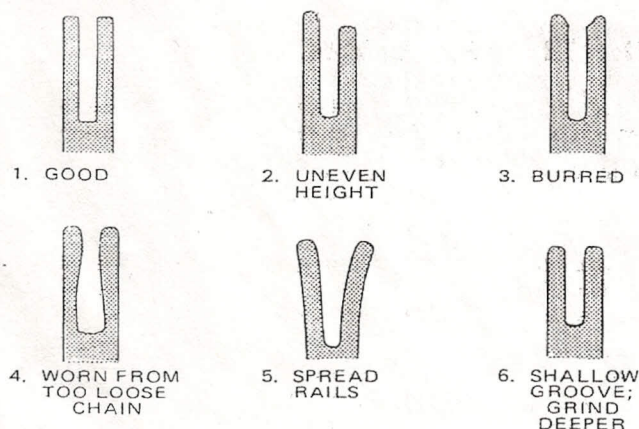
It is possible to cut trees up to nearly twice the usable length of the saw blade, by notching and back-cutting in a series of cuts. However, always remember that the series should be completed leaving hinge wood of equal thickness from end to end.

MAINTAINING YOUR SAW

CARE OF GUIDE BAR

Examine the bar carefully. Check the illustrations of wear patterns of guide bar rails. Also check that the groove is deep enough all the way around the bar that the chain drive tangs do not "bottom out". Rotating the bar helps to equalize wear. A blue discoloration along the bar indicates that the bar and chain need more oil, a dull chain, or that the rails have been pinched together at this point. If the bar is not in good condition, replace it before any more cutting is done.

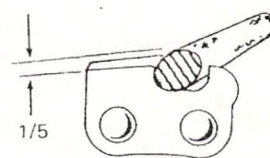
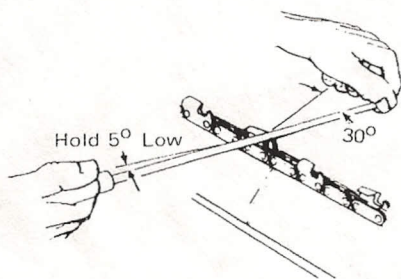
WEAR PATTERN IN GUIDE BAR GROOVE



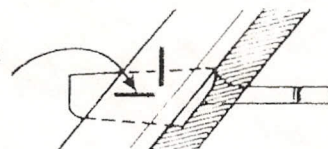
SHARPENING CHAIN. (SKIL Service Centers are equipped to sharpen your chain)

For fastest cutting and maximum life of chain and all saw parts, always keep the chain in good sharp condition. When the sawdust turns from chips into fine powder and you find yourself pressing hard to feed the chain STOP IMMEDIATELY and sharpen the chain.

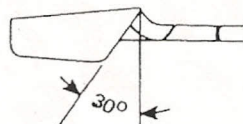
1. Place the chain in a chain filing vise, if a vise is not available leave the chain on the saw and tighten up the tension enough to keep the chain from wobbling on the bar. Do all the filing at the mid point of bar.
2. Use a file holder having 5/32 round file (not tapered). A file holder has the required 30° top filing angle marked. If a file holder is not available, just the file will do.
3. Hold file against cutter face at 30° angle and approximately 5° from the horizontal with the handle low. Keep 20% (1/5) the file diameter above top edge of cutter.
4. File in one direction only—towards front corner of the cutter. Move file away from the cutter face on return stroke.
5. Use light but firm pressure, mostly towards back of tooth. Avoid heavy downward filing pressure.



30° GUIDE MARK ON HOLDER

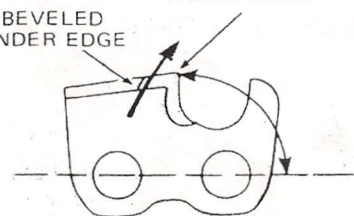


30° TOP PLATE ANGLE



SIDE PLATE 90° to line of chain travel.

BEVELED UNDER EDGE



6. Refile any teeth having one or more of these faults:

FORWARD HOOK

Chain will grab and jerk, producing rough cutting.

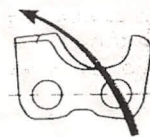
Caused by excessive downward filing pressure, or tip of file held too low on tooth.



BACK SLOPE

Chain resists entering wood (scrapes instead of cutting wood). Causes excessive heat and wear to bar and chain.

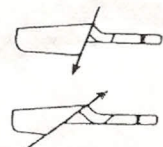
Caused by lowering handle end of file or holding file too high on the tooth.



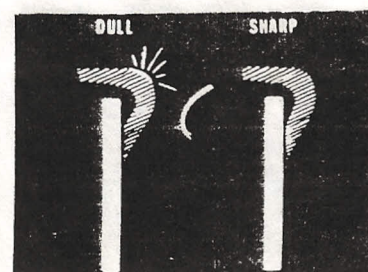
IMPROPER TOP PLATE ANGLES

Blunt chain requires too much feed pressure. This top plate angle causes chain to bind, produces a rough cut, robs power from saw, and increases bar groove wear.

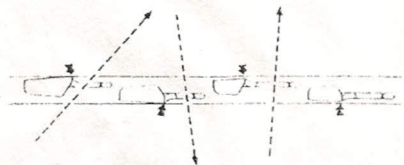
Caused by holding file at wrong angle or letting it drift or rock during the stroke.



A SHARP EDGE WILL NOT REFLECT LIGHT



CUTTERS FILED AT NON-MATCHING ANGLES



Chain will not cut at its best. May cut off line or "run" to one side, drag may slow down engine.

Caused by letting pressure and filing angle vary from tooth to tooth or one side filed with different angle and lengths than the other.

THIN FEATHERED EDGES



When they almost immediately break off, you have a dull chain. Usually found on chain filed with a hook (see "forward hook").

Caused by holding file with handle too low, or pressing back down too hard on file.

BLUNT CUTTING EDGES



Although edge is durable, it won't cut properly; scrapes wood, robs power and produces sawdust instead of chips.

Caused by holding file too high on face of tooth, or keeping file handle too high.

JOINTING CHAIN (DEPTH CLEARANCE)

Every second or third time the cutters are sharpened the depth gages should be jointed to the correct depth. Depth gage clearance is as important as sharp cutters. Clearance determines the bite the cutter takes. If the gages are too high, the cutters will not get a good bite; if too low, the cutters will take too large a bite, causing the chain to grab and jerk. If some gages are higher than others, the chain will cut off line, favoring the side having the lowest gages.

DEPTH CLEARANCE FOR YOUR CHAIN

The depth clearance of your chain should be .020-inch.

1. Check clearance with a depth gage jointer. If a jointer is not available, lay a straight edge on top of three cutters and check clearance of the center depth gage with a feeler gage.
2. Lightly file the desired clearance with a safe edge flat file.
3. Round off the leading edge so the depth gage will not dig into the wood.
4. Check clearance of the next cutter and repeat steps 2 and 3 for the entire length of chain.

REPAIRING CHAIN

Any part of a chain can be replaced. However, do not attempt to replace a part if the whole chain is in poor condition.

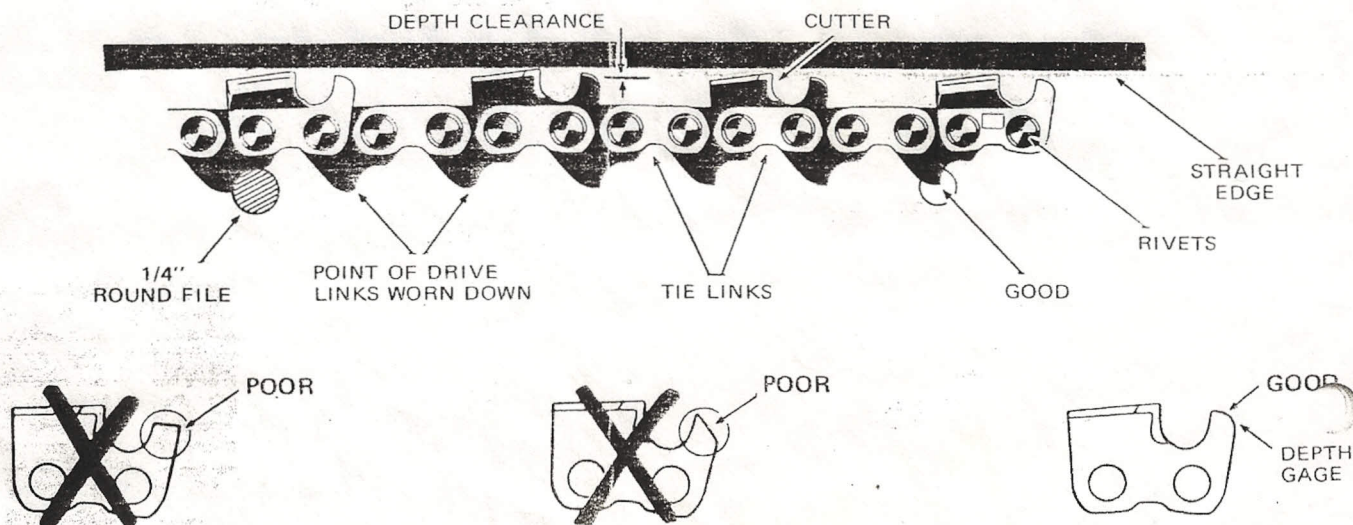
CHAIN DISASSEMBLY—Remove rivet heads of parts needing replacement on a bench grinder or with a hand file. Pry parts loose with a cold chisel or drive out rivet with punch.

INSTALLING CUTTERS—When replacing a cutter, also replace its tie link. A worn tie link will not properly support cutter. When a new cutter is installed in a chain it should be filed back to correspond with the top plates of the other cutters. Be sure that the depth gage height is filed to match the other cutters. It is also important to file off the bottom of cutter to match the wear on the other worn cutters and tie links.

INSTALLING TIE LINKS—Tie link is countersunk and has slightly rounded edges on one side. This side must always be installed toward the outside of chain. It is important to file the bottoms of new tie links installed in a used chain to match the wear on the bottoms of worn tie links in the chain, thus preventing the chain from tilting to one side. (Use 1/4" round file).

INSTALLING DRIVE LINKS—Chain drive tangs must have sharp points to clean sawdust from the bar groove and bar groove must be deep enough for the tangs to clear the bottom all the way around bar. (Every fourth or fifth tang resharpened will do the job as the chain wears). If drive links are badly worn, install a few new ones throughout chain.

INSTALLING RIVETS—Set rivets with a ball peen hammer. Do not use heavy blows—rivet may split.



CARE OF CLUTCH AND SPROCKET ASSEMBLY

Examine the sprocket periodically. Worn sprockets damage chain and greatly reduce cutting efficiency. Always install a new sprocket and bearing with a new chain. Clean bearing and shaft thoroughly with a clean oil soaked cloth and repack the bearing with Skil No. 252 lubricant or a good grade of water-proof grease. Replace the bearing if any damage is apparent.

REMOVING THE SPROCKET: Remove the nut, screw, washer and clutch cover. Loosen adjusting screw and remove bar and chain. Insert a screwdriver in one of the slots in the clutch and gently tap the screwdriver in a clockwise rotation to loosen the clutch. Remove the clutch, sprocket and bearing.

CAUTION: DO NOT OPERATE THE CHAIN SAW WITHOUT THE CLUTCH AND DRUM ASSEMBLY IN PLACE. CENTRIFUGAL FORCE WILL CAUSE THE CLUTCH SHOES TO FLY OUT UNLESS RETAINED BY THE CLUTCH DRUM.

STORAGE

When the saw is not going to be used for a week or more:

1. Drain the oil and fuel tank, then start the saw and run the engine until the fuel in the carburetor is burned up. If you do not follow this procedure when storing saw, you will have trouble starting your chain saw or it may not start at all.
2. Remove the chain and bar. Put the chain in oil and wrap the guide bar in an oil soaked rag.
3. Clean and wax the painted surfaces of the saw and store in a cool dry place.

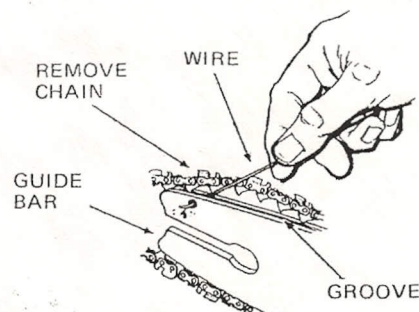
EVENTIVE MAINTENANCE PROGRAM

Preventive Maintenance of your *Skil* Chain Saw is easy. There are just 6 steps below to follow:

1. **During Use:** Always keep engine free of sawdust and debris; for your safety and longer engine life.
2. **After Each Use or Every Tankful:** Pull choke out and remove air filter (see Parts Diagram). Blow out with compressed air or wash filter in clean gasoline or solvent. Dry the filter before refitting. **NEVER RUN THE SAW WITHOUT AIR FILTER IN POSITION.**

3. **After Each Use or Every 5th Tankful Use a Wire to:**

- A. Clean out the groove, holes of the bar, and the discharge hole. (If cutting wet wood, this may have to be done more often.)



4. **After Every 10th Tankful:** Squirt a few drops of *Skil* Chain Saw Lubricant on crankshaft behind clutch drum.

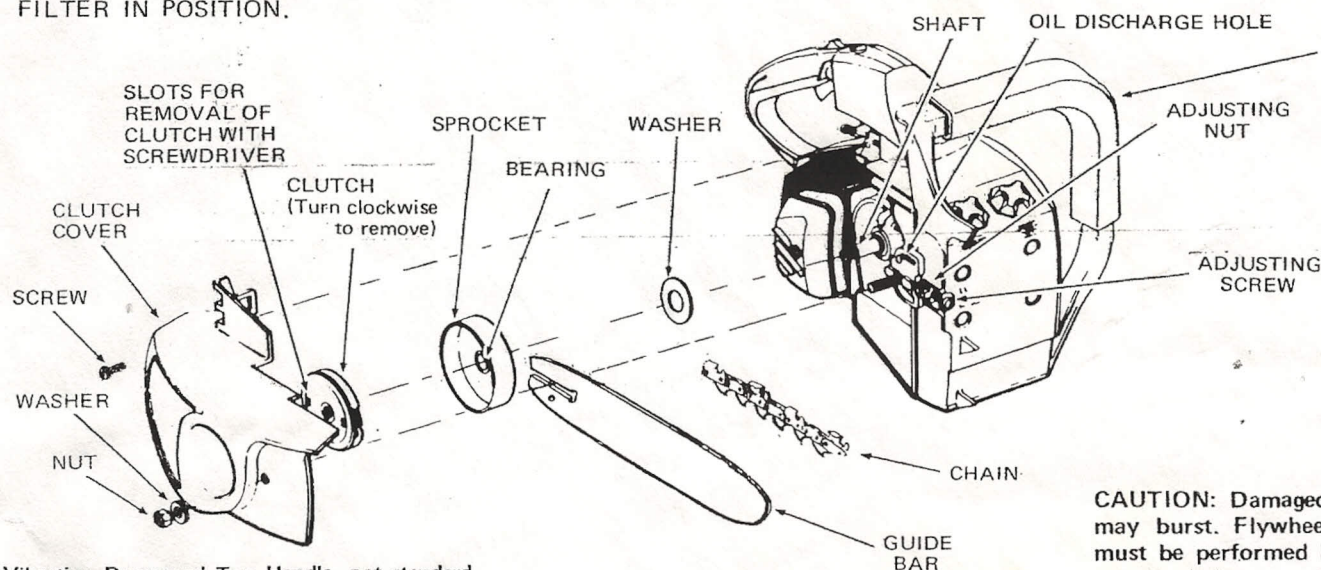
5. **After Every 25th Tankful:**

- A. Remove the exhaust muffler and the spark plug, rotate the crankshaft by means of the starter until the piston is at top dead center in the cylinder. Turn the saw on end (exhaust ports facing down) this will prevent carbon particles from entering the cylinder. Remove carbon build-up around the exhaust port area with a blunt edged wooden tool. Inspect muffler baffle and replace if necessary. **NEVER RUN THE SAW WITHOUT THE MUFFLER IN PLACE.**

- B. Clean and gap the spark plug (.025 inch).

6. **After Every 100th Tankful:** We recommend you return your chain saw to the nearest *Skil* Service Center or Authorized Service Station for the following service.

- Parts cleaned and inspected.
- Points, condenser, spark plug and fuel filter replaced if necessary.
- Electrical System Tested.

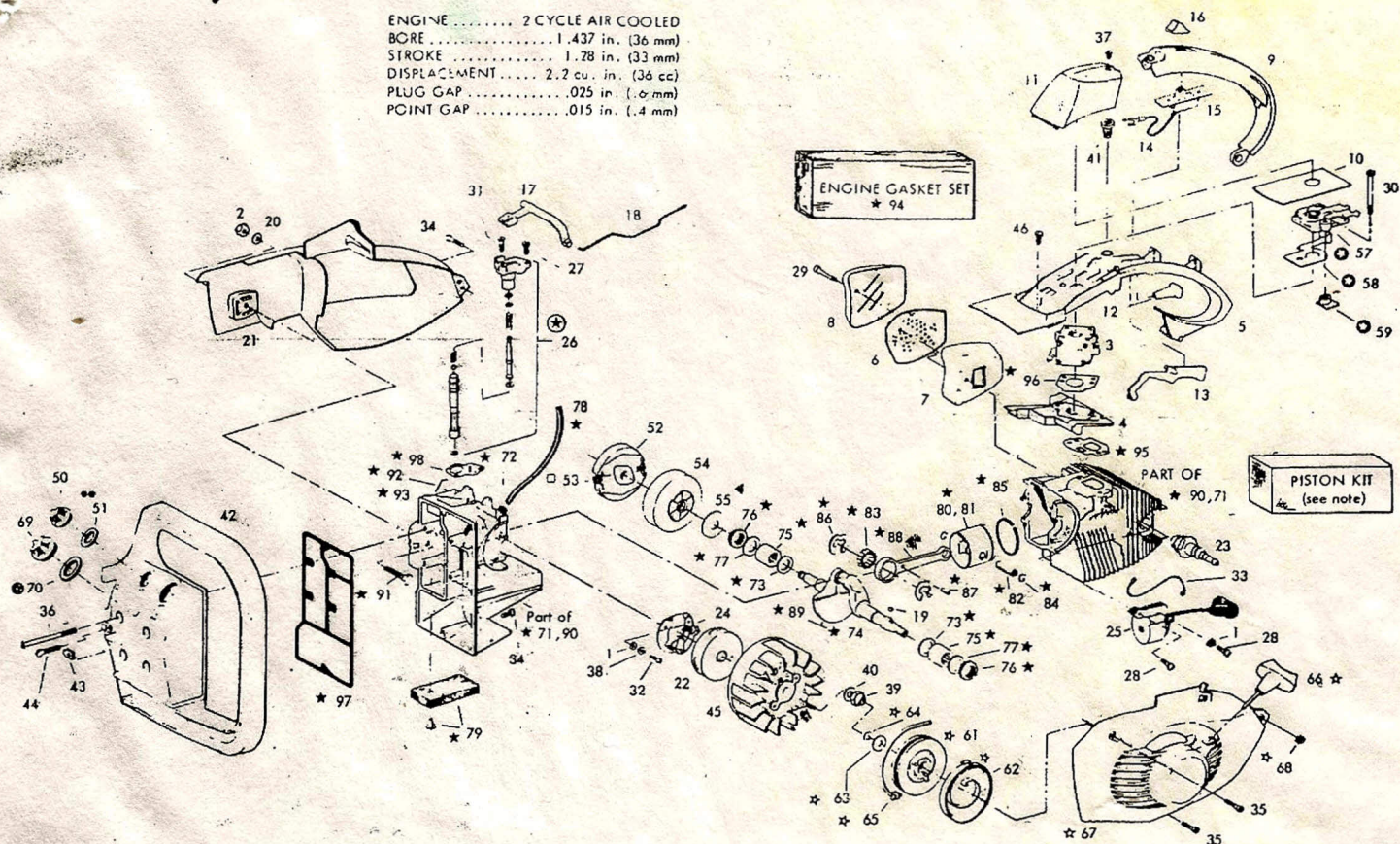


* Vibration Dampened Top Handle, not standard equipment on all models.

CAUTION: Damaged flywheel may burst. Flywheel removal must be performed by a competent chain saw service man.

SKILSAW MODELS 1614 & 1616 GASOLINE CHAINSAWS TYPE 1

ENGINE 2 CYCLE AIR COOLED
BORE 1.437 in. (36 mm)
STROKE 1.28 in. (33 mm)
DISPLACEMENT 2.2 cu. in. (36 cc)
PLUG GAP025 in. (.6 mm)
POINT GAP015 in. (.4 mm)



REF. NO.	PART NO.	PART NAME
1	178083	WASHER (3)
2	180073	NUT
3	180095	CARBURETOR
4	180096	INSULATOR BLOCK
5	312802	REAR HANDLE
6	180131	MUFFLER BAFFLE
7	180135	MUFFLER BODY
8	180136	MUFFLER COVER
9	312806	HANDLE FILLER
10	180174	AIR CLEANER
11	312821	INTAKE COVER
12	180190	OILER BUTTON
13	312807	THROTTLE TRIGGER
14	312825	LEAD WIRE
15	312823	SWITCH
16	312824	TOGGLE CAP
17	312808	CROSS SHAFT
18	312822	PUSH ROD
19	180303	KEY
20	180359	WASHER
21	312809	CHAIN COVER
22	180451	BREAKER PLATE COVER
23	180523	SPARK PLUG (CHAMPION DJ 8)
24	180663	BREAKER PLATE
25	312820	COIL & CORE ASS'Y
26	180792	OIL PUMP
27	720610	SCREW
28	726208	SCREW (2)
29	727210	SCREW
30	728610	SCREW (2)
31	730810	SCREW
32	312848	SCREW (2)
33	180088	BREAKER PLATE LEAD
34	736210	SCREW (2)
35	736410	SCREW (2)
36	806010	SCREW (4)
37	790660	SCREW
38	854208	LOCKWASHER (2)
39	850365	NUT
40	23622	WASHER
41	312803	INSERT

REF. NO.	PART NO.	PART NAME
42	312826	TANK COVER & HANDLE
43	180282	BAR ADJUSTING NUT
44	732060	SCREW
45	180658	FLYWHEEL ASSEMBLY
46	312801	SCREW
ASSEMBLIES		
50	180638	OIL FILLER CAP ASS'Y
51	180258	GASKET
52	180647	CLUTCH ASSEMBLY
53	180373	SPRING (2)
54	71904	SPROCKET & DRUM ASS'Y
55	180349	THRUST WASHER
56	300388	CHOKE ASS'Y
57	312804	CHOKE HOLDER
58	312805	CHOKE SLIDE
59	312800	BUSHING (2)
60	307899	FAN HOUSING & STARTER ASS'Y
61	180298	PULLEY
62	180317	REWIND SPRING
63	180323	THRUST WASHER
64	180324	RETAINER
65	180335	STARTER ROPE
66	180337	STARTER HANDLE
67	312812	FAN HOUSING
68	850210	NUT
69	180676	FUEL FILLER CAP ASS'Y
70	180186	GASKET
71	312854	SHORT BLOCK ASS'Y
72	177227	CROMMET
73	180024	THRUST WASHER (2)
74	312830	CRANKSHAFT
75	180030	MAIN BEARING (2)
76	180033	BEARING SEAL (2)
77	180166	FLAT WASHER (2)
78	180206	FUEL HOSE
79	180635	FUEL FILTER ASS'Y

REF. NO.	PART NO.	PART NAME
ASSEMBLIES		
80	312855	CONNECTING ROD, PISTON AND CRANKSHAFT ASS'Y (See Note)
81	312836	PISTON
82	180017	WRIST PIN
83	312897	ROLLER SET (13 to the set)
84	180047	CLIP-WRIST PIN (2)
85	180050	RING-PISTON
86	312837	RETAINER RING (2)
87	312834	ROLL PIN
88	312832	CONNECTING ROD
89	312830	CRANKSHAFT (Same as item 74)
90	313457	CRANKCASE & CYLINDER BLOCK ASS'Y
91	180013	BAR BOLT
92	180015	VENT WIRE
93	43262	DUCK BILL
94	180710	ENGINE GASKET SET
95	180097	GASKET
96	180098	GASKET
97	180246	GASKET
98	180252	GASKET

GUIDE BAR AND CHAIN REPLACEMENT

	1614 14"	1616 16"
GUIDE BAR	71912	71913
CHAIN	71902	71903

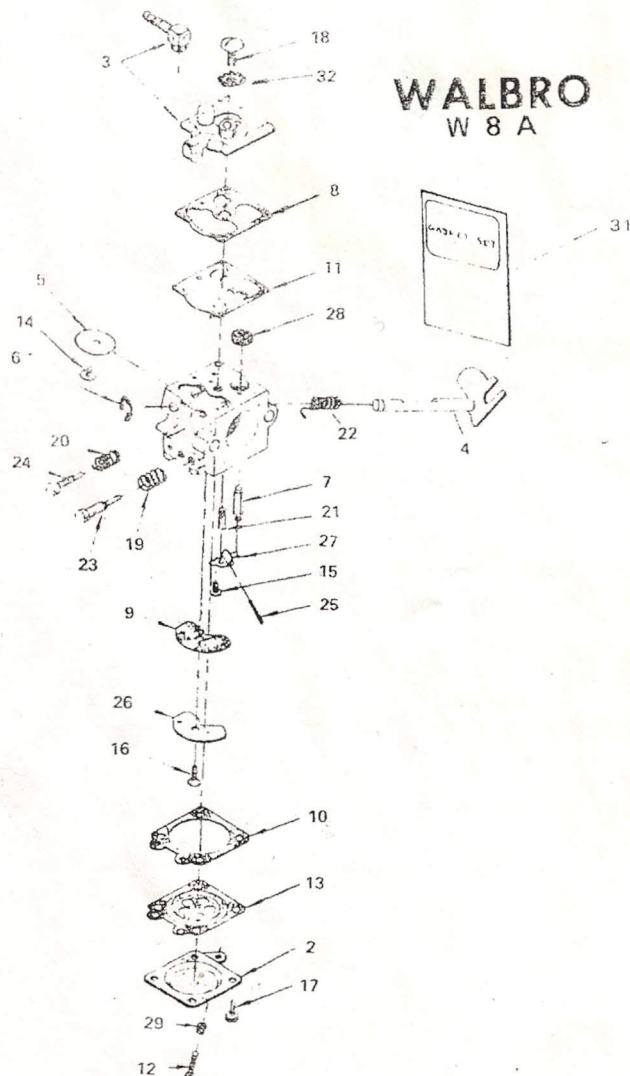
312899 CHAIN REPAIR KIT

313899 SPROCKET NOSE REPLACEMENT KIT

NOTE:
CONNECTING ROD, PISTON AND BEARING KIT
PART NO. 312856 CONTAINS ITEMS 81 THRU 88.

- ☐ P/N 71898 SPARK ARRESTER (optional)
- ⊕ P/N 180790 OIL PUMP REPAIR KIT

SKIL MODELS 1614 & 1616 CARBURETOR



WALBRO
W 8 A

REF.
NO.

PART NAME & NUMBER

- 1 Carburetor Assembly (180095)
- 2 Cover-Metering Diaphragm
- 3 Cover Assembly-Pump
- 4 Shaft Assembly-Throttle
- 5 Valve-Throttle
- 6 Clip-Throttle Shaft
- 7 ▲ Valve-Inlet Needle
- 8 ▲ ★ Gasket-Pump
- 9 ▲ ★ Gasket-Circuit Plate
- 10 ▲ ★ Gasket-Metering Diaphragm
- 11 ▲ ★ Diaphragm-Pump
- 12 Idle Adj. Screw (313452)
- 13 ▲ ★ Diaphragm Assembly-Metering
- 14 Screw-Shutter
- 15 Screw-Metering Lever Pin
- 16 Screw-Circuit Plate
- 17 Screw-Assembly
- 18 Screw-Pump Cover
- 19 ▲ Spring-Main Adj.
- 20 ▲ Spring-Idle Adj.
- 21 ▲ Spring-Metering Lever
- 22 ▲ Spring-Throttle Return
- 23 Needle-High Speed (313454)
- 24 Needle-Idle (313455)
- 25 Pin-Metering Lever
- 26 Plate-Circuit
- 27 ▲ Lever-Metering
- 28 ▲ Screen-Inlet
- 29 Spring (313453)
- 30 ▲ Repair Parts Kit (313450)
- 31 ★ Gasket Set (313451)
- 32 Washer-Lock

▲ Parts contained in Repair Parts Kit

★ Parts contained in Gasket Set

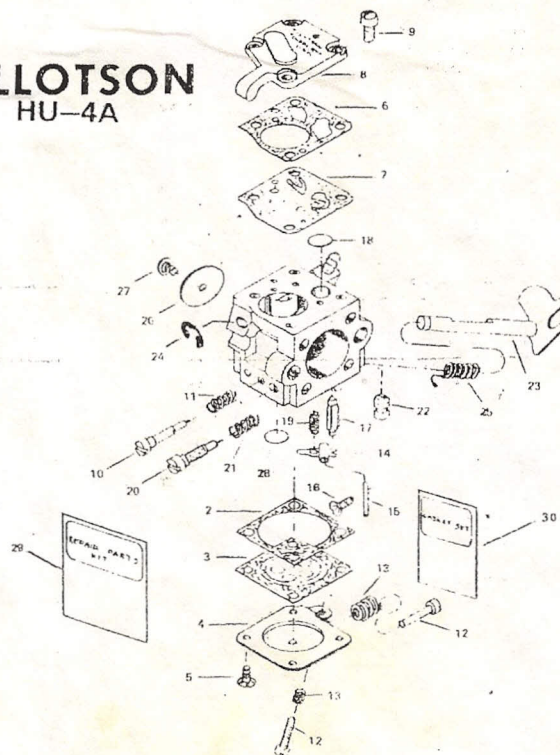
REF.
NO.

NAME

PART
NO.

TILLOTSON
HU-4A

- | | | |
|----|--|----------|
| 1 | Carburetor Assembly | 180095 |
| 2 | Diaphragm Gasket | ▲ ★ |
| 3 | Diaphragm | ▲ |
| 4 | Diaphragm Cover | |
| 5 | Diaphragm Ret. Screw & Lockwasher | |
| 6 | Fuel Pump Gasket | ▲ ★ |
| 7 | Fuel Pump Diaphragm | ▲ |
| 8 | Fuel Pump Body | |
| 9 | Fuel Pump Body Ret. Screw & Lockwasher | |
| 10 | Idle Mixture Screw | 180144 |
| 11 | Idle Mixture Screw Spring | ▲ |
| 12 | Idle Speed Screw | ▲ |
| 13 | Idle Speed Screw Spring | ▲ |
| 14 | Inlet Control Lever | ▲ |
| 15 | Inlet Fulcrum Pin | ▲ |
| 16 | Inlet Fulcrum Pin Ret. Screw | ▲ |
| 17 | Inlet Needle | 178151 |
| 18 | Inlet Screen | ▲ |
| 19 | Inlet Tension Spring | ▲ |
| 20 | High Speed Mixture Screw | 180122 |
| 21 | High Speed Mixture Screw Spring | ▲ |
| 22 | Nozzle Check Valve | 180123 |
| 23 | Throttle Shaft and Lever | |
| 24 | Throttle Shaft Clip | |
| 25 | Throttle Return Spring | ▲ |
| 26 | Throttle Shutter | |
| 27 | Throttle Shutter Screw and Lockwasher | ▲ |
| 28 | Body Channel Welch Plug | ▲ |
| 29 | Repair Parts Kit | 180777 ▲ |
| 30 | Gasket Set | 180778 ★ |



SKIL MODELS 1614 & 1616 CARBURETOR

WALBRO
W 8 A

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- 8 ▲ ★ Gasket-Pump
- 9 ▲ ★ Gasket-Circuit Plate
- 10 ▲ ★ Gasket-Metering Diaphragm
- 11 ▲ ★ Diaphragm-Pump
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- 13 ▲ ★ Diaphragm Assembly-Metering
- 14 Screw-Shutter
- 15 Screw-Metering Lever Pin
- 16 Screw-Circuit Plate
- 17 Screw-Assembly
- 18 Screw-Pump Cover
- 19 ▲ Spring-Main Adj.
- 20 ▲ Spring-Idle Adj.
- 21 ▲ Spring-Metering Lever
- 22 ▲ Spring-Throttle Return
- 23 Needle-High Speed (313454)
- 24 Needle-Idle (313455)
- 25 Pin-Metering Lever
- 26 Plate-Circuit
- 27 ▲ Lever-Metering
- 28 ▲ Screen-Inlet
- 29 Spring (313453)
- 30 ▲ Repair Parts Kit (313450)
- 31 ★ Gasket Set (313451)
- 32 Washer-Lock

- ▲ Parts contained in Repair Parts Kit
★ Parts contained in Gasket Set

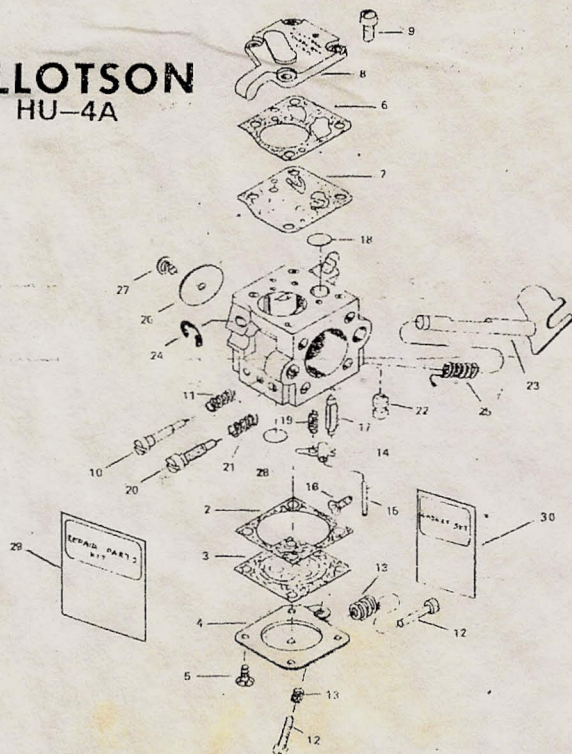
REF.
NO.

NAME

PART
NO.

- 1 Carburetor Assembly 180095
- 2 Diaphragm Gasket ▲ ★
- 3 Diaphragm ▲
- 4 Diaphragm Cover
- 5 Diaphragm Ret. Screw & Lockwasher ▲ ★
- 6 Fuel Pump Gasket ▲
- 7 Fuel Pump Diaphragm
- 8 Fuel Pump Body
- 9 Fuel Pump Body Ret. Screw & Lockwasher
- 10 Idle Mixture Screw 180144
- 11 Idle Mixture Screw Spring ▲
- 12 Idle Speed Screw ▲
- 13 Idle Speed Screw Spring ▲
- 14 Inlet Control Lever ▲
- 15 Inlet Fulcrum Pin ▲
- 16 Inlet Fulcrum Pin Ret. Screw ▲
- 17 Inlet Needle 178151
- 18 Inlet Screen ▲
- 19 Inlet Tension Spring ▲
- 20 High Speed Mixture Screw 180122
- 21 High Speed Mixture Screw Spring ▲
- 22 Nozzle Check Valve 180123
- 23 Throttle Shaft and Lever
- 24 Throttle Shaft Clip
- 25 Throttle Return Spring ▲
- 26 Throttle Shutter
- 27 Throttle Shutter Screw and Lockwasher ▲
- 28 Body Channel Welch Plug ▲
- 29 Repair Parts Kit 180777 ▲
- 30 Gasket Set 180778 ★

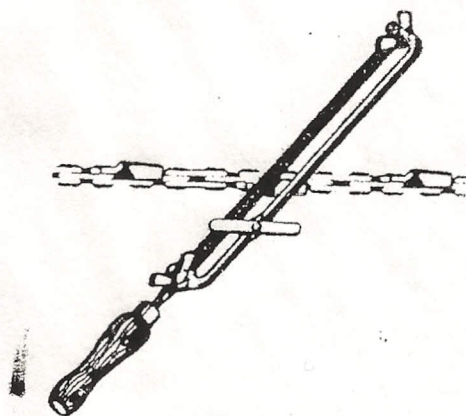
TILLOTSON
HU-4A



CHAIN SAW ACCESSORIES

CHAIN SAW SHARPENING FILE

part/item code no.	description	pitch
71095	5/32" dia. Chain Sharpening File with Guide	For 1/4" & 3/8" Low Profile Pitch Chain



CHAIN SAW

Combination screwdriver and
wrench service tool for all
models.

71093



OIL FOR ENGINE & CHAIN

Specially Compounded Chain Saw Oil

part/item code no.	description
72782	1/2 Gallon
73374	Quart
72781	Pint

SKIL FACTORY SERVICE CENTERS

ALABAMA	Birmingham, 806 N. Fifth Ave. 35203	(205) 322-2474
ARIZONA	Phoenix, 1710 E. McDowell Rd. 85006	(602) 254-1165
ARKANSAS	Little Rock, 1303 W. Markham 72201	(501) 374-1911
CALIFORNIA	Brisbane, 3868 Bayshore Blvd. 94005	(415) 467-5250
	Los Angeles, 5455 E. Washington Blvd. 90022	(213) 685-6760
	Oakland, 425 Jackson St. 94607	(415) 444-1559
	Sacramento, 2100 19th St. 95818	(916) 446-4015
	San Diego, 1231 Morena Blvd. 92110	(714) 276-3550
	Santa Ana, 165 W. Pomona 92707	(714) 542-5679
	Santa Clara, 2130 DeLaCruz Blvd. 95050	(408) 243-9444
	Van Nuys, 16201 Victory Blvd. 91406	(213) 994-8896
COLORADO	Denver, 678 Bryant St. 80204	(303) 893-5123
CONNECTICUT	Rocky Hill, 2122 Silas Deane Hwy. 06067	(203) 527-4153
FLORIDA	Jacksonville, 1628 Hendricks Ave. 32207	(904) 398-0728
	North Miami, 12041 N.W. 7th Ave. 33161	(305) 685-6201
	Orlando, 919 W. Central Blvd. 32805	(305) 843-5642
	Tampa, 5135 W. Cypress St. 33607	(813) 872-0271
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	Chicago (Central), 552 W. Washington Blvd. 60606	(312) 726-6198
	Chicago (South), 3259 W. Columbus Ave. 60652	(312) 436-1555
	Northlake, 332 E. North Ave. 60164	(312) 562-1022
	Springfield, 600 S. 31st St. 62703	(217) 528-6415
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	Indianapolis, 3304 Madison Ave. 46227	(317) 787-8297
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	College Park, 9925 Rhode Island Ave. 20740	(301) 474-5510
MASSACHUSETTS	Boston (Brighton), 119 N. Beacon St. 02135	(617) 254-4560
MICHIGAN	Detroit 26111 W. Eight Mile Rd. 48240	(313) 535-1919
	Grand Rapids, 154 44th St., S.W. 49508	(616) 538-5060

MINNESOTA	Minneapolis, 2539 Nicollet Ave. 55404	(612) 827-4013
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	Ft. Worth, 1116-18 East Seminary Dr. 76115	(817) 926-7787
	Houston, 324 N. Hutcheson St. 77003	(713) 224-9178
	Lubbock, 2112 50th 79412	(806) 747-9177
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	Richmond, 2026-B Chamberlayne Ave. 23222	(804) 359-6007
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FLORIDA	Pensacola
IDAHO	Boise
ILLINOIS	Peoria
IOWA	Davenport
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LOUISIANA	Shreveport; W. Monroe
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MISSISSIPPI	Jackson
MONTANA	Great Falls; Missoula; Billings
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NEW YORK	Schenectady
OHIO	Youngstown
OREGON	Medford
PENNSYLVANIA	Erie; Bethlehem;
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SOUTH CAROLINA	Columbia
TENNESSEE	Nashville
TEXAS	El Paso; Odessa; Amarillo;
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VIRGINIA	Roanoke
WASHINGTON	Yakima
WEST VIRGINIA	Huntington

MODEL and TYPE NUMBERS can be found on the nameplate of your tool.

SKIL Corporation 5033 Elston Avenue, Chicago, Ill. 60630

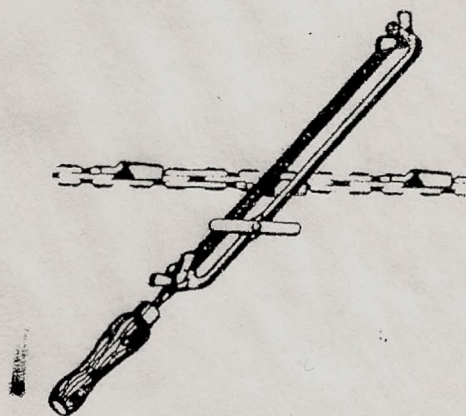
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CHAIN SAW ACCESSORIES

CHAIN SAW SHARPENING FILE

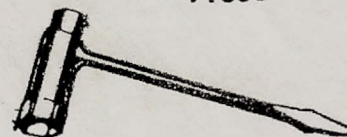
part/item code no.	description	pitch
71095	5/32" dia. Chain Sharpening File with Guide	For 1/4" & 3/8" Low Profile Pitch Chain



CHAIN SAW

Combination screwdriver and
wrench service tool for all
models.

71093



OIL FOR ENGINE & CHAIN

Specially Compounded Chain Saw Oil

part/item code no.	description
72782	1/2 Gallon
73374	Quart
72781	Pint

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CALIFORNIA	Brisbane, 3868 Bayside Blvd. 94005	(415) 467-5250
	Los Angeles, 5455 E. Washington Blvd. 90022	(213) 685-6760
	Oakland, 425 Jackson St. 94607	(415) 444-1559
	Sacramento, 2100 19th St. 95818	(916) 446-4015
	San Diego, 1231 Morena Blvd. 92110	(714) 276-3550
	Santa Ana, 165 W. Pomona 92707	(714) 542-5679
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