

I'm not a robot





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. @Stackwood 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 runs on the flywheel. Usually runs the ign unit. Check the cylinder-to-case mount screws and look at the cylinder mounting flanges that 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 can start fitting behind the flywheel it's best to just pull the flywheel clean, inspect, and replace the hose if needed. Pic of the Stihl imp hose and spring. The imp comes as 3h and 4h. If you need to cut it to 80mm. When I first started fixing saws I used Echo's imp line and figured the spring was needed. The saws ended up going kinked, so the spring is needed! The 192T and TC were designed without a muffler gasket. Not even a thin aluminum gasket. Why? I don't know! But the newer 193T now has a gasket and it will work on the 192T had no clue about the spring/hose. Do they come factory on some or any other saws? They always worked well for longer rad hoses so I forced induction inlets. 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. Lightning Performance said: Had no clue about the spring/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 120 would be pretty low. If they are a 192TC (ez start) then 120-125 psi is about right. 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, mix-bored, so I have not tried one out yet. "Carburetor Zama OEM Stihl MS192T MS192TC Chainsaw C10-C5258" Thanks stackwood. I'll have to do some more googling! I can get one before after I had put the saw model in and 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 up with the pre-exhaust groove that lowers the compression. The cover is black and sits above the exit port, and after a while it plugs up with carbon. Page 3 The 192T was made better with the muffler, but the modified deflector with just a fine screen. The newest 193T muffler allowed the outlet opened up from the factory, but still uses the same deflector that chokes off the exhaust. The MS192TC/EZ (rubber band start) uses 2 start pawls, while the older T1 recoil uses only 1. Why? No idea, but I saw the second pawl and correct spring to the models. It's cheap and easy. Here is the accelerator pump kit used in all the 192T carbs: TC10-135 257, 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 will come out. The kit is only available through Stihl and it's about \$10! But the o-ring 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 \$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. 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 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. have not found 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 turns 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 is also a little smaller. 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 2007'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 gases. Short tubes are sometimes needed to aid in the process of cooling off the spent gases. Page 3 The supply of good 192T parts is drying up so I'm looking for ideas on simple inexpensive mods to gain 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. Can you try the older 192t muffler on the new 193t after its opened up to match a 193 and see if any gains can be had? The supply of good 192T saws is drying up so it's time to move on to the 193T to see if these strato saws can be made to run as well 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 carb throat. View attachment 71876 To lube the big end. The strato has a devider and typically send fuel n oil to the crank and fresh air to the top side of the piston don't know 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 see if any gains can be had? The 192T muffler does have more volume, but the bolt hole positioning is slightly different so that you can 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 hole positioning is slightly different so that you can interchange them. I'm finding a lot of small differences between the 192T and 193T. Ok good to know. Is it a wider distance on the 193 The belt spacer in the saw I had was 1/2" bigger than the 192T. My 211 is little. You can run a 25 inch bar on the 034 Super and 036. 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. 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My types of ignition systems are Bosch, Bosch and mine. Mine is the Bosch one is the froggyball posted about fixing on arboristsite. I bought an unreturnable part from my local dealership which i'm guessing replaced the Bosch. I have scoured the internet and all i'm coming up with is incorrect. I believe the stem igniton came from the TSX. Some people says, Don't you know? The answer would be no. No one knows what it might be. If someone who might? I don't know how they would find it. I ended up just throwing it in a box until I could figure it out. I found it eventually but it was so hard to find. I had to go through a lot of trouble to find it. I can't even 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.

I hope it helps As some one who has been playing with carburetted engines for over 60 years i nearly gages when I first read these procedures. To me it appears that they are trying to make it as complicated as possible to diswade home owners from touching their carbs. I tune them the same as I would tuns anything from a 1975 Amal to a 1912 Sentspray . I usually start with the recommended starting settings , start the device & warn it up hen i close off the H needle completely as it should not be supplying fuel at idle Then it is just a case of turning the L needle in till it starts to miss lean then out till it starts to miss rich and back to 1/2 way between the two . From there the H is wound out. If doing this causes the engine to pick up speed then the throttle stop (why do they call this thing LA needle) gets wound totally allt til opening the H has no effect . If the throttle stop need to be wound out a long way then I might check the L needle a second time . Then the H is wound out till the engine starts to 4 stroke (missing rich) then back in till it starts to miss lean and finally 1/2 way between these positions with a fraction closer to too rich After that it is an acceleration test to fine tune the L to give a smooth acceleration No tach needed LA Is german for Leerlauf Anschlag meaning idle stop. I learned that recently from Youtube. Interesting but it is called a LA screw on Zama , Walbro & Tlotosen carbs All of who were making cube carbs back in the days When Stihl was fitting slide carbs But it sounds reasonable as all of their code numbers FS, BR etc apparently code out to what the unit is made by. BR means Briggs and Stratton. LA means Leerlauf Anschlag. I have never heard of a LA screw before. It's a little bit of a mystery. I have a very nice 064 for sale. 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. It's all original minus the elastostat, new oem fuel lines, bar and chain, and the replaced oem flywheel/coil. \$1200. Located in zip 25241. Will ship to the lower 48. Dm for more pictures. Evidently the settings are not setup correctly since the move to a new server and upgrade. A member is supposed to have atleast 100 posts to be able to sell here. I'm gonna leave this up, cause it ain't David's fault... Obviously the settings are not setup correctly since the move to a new server and upgrade. A member is supposed to have atleast 100 posts to be able to sell here. I'm gonna leave this up, cause it ain't David's fault... Guys. We've revised this. Now it's at 25 posts. Hey I have a very nice 064 for sale. 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. It's all original minus the elastostat, new oem fuel lines, bar and chain, and the replaced oem flywheel/coil. \$1200. Located in zip 25241. Will ship to the lower 48. Dm for more pictures. Beautiful saw That's a nice looking saw I have a ms361 never cut wood with it. Been saving it. It's an early 04 model with the good mahl 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 tsunura light 20 and chain. And will include jonsereid 2166 in excellent shape original 24 inch bar. I've been wanting a nice 064 for a long time. I'm not interested in letting go of the 361 unless trading for 064. If interested let me know. I'll send some pictures Hey I have a very nice 064 for sale. 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. It's all original minus the elastostat, new oem fuel lines, bar and chain, and the replaced oem flywheel/coil. \$1200. Located in zip 25241. Will ship to the lower 48. Dm for more pictures. 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don't care that it needs to be because it starts and runs. Most don't care how well it runs, as long as it gets the job done. Why do you think they run dull chains and burn them up? Telling them to run 32:1 might help it live longer, but where are you going to find 32:1 oil bottles? I only see 50:1 around here. I picked up 2 husky saws this year for \$20, with a pile of chains, because the guy had no idea how to tune a saw. One runs great after tuning and the other has a scuffed piston. He was happy to get rid of them and said he was going back to stihl. He claimed to be an avid wood cutter, but had an owl, so take that for whatever it looks like. I don't loan saws out to anybody, period, and I would never let a "tree service guy" get his paws on one. I have seen how they treat equipment, and I consider it worse than homeowners because at least homeowners are using the oil that's suggested and not used diesel engine oil. Tree service guys are supposed to know how to use and care for a saw, but most of them just beat on em and neglect them.

Why does it matter if anyone here owns a pro saw? It's still a saw. Lots of, but certainly not most, firewood guys run modded saws. I run ported saws, an 80+year old friend runs ported saws, and I know quite a few others who run ported saws for firewood cutting. They run better, what's not to like about that? Some of us run 50:1 and some of us run 40 or even 32:1. The saws all run great and last a long time. I know some tune rich and some don't. I like to be on the ragged edge and I listen to the tune constantly. If it changes, I retune. I used to port saws for people. Most of them were homeowners who wanted more pep. The condition of the saws when I got them told me I was in the wrong business section. Dull chain, worn out bar, crud packed in every orifice, carbon choked exhaust, packed air filter, fouled plug. Porting for someone like that is not doing either party any good. I did a muffler mod for a friend of mine, but no porting. The saw he has is already too much for him and he barely understands how to use it. It's NOT common for a chainsaw owner/user to understand the proper use/care/maint of a saw. Most of them just run the thing and don't give a damn about learning about it. I prefer a lighter saw with max power too. Who doesn't? A 10lb saw that rips will do most everything. Toggle signature Stove: Kitchen Queen 480 Well, I guess my only concern is some poor old guy reading your opinions and blopping a bunch of excess mix oil in his saw with the belief it's always a good thing. Ask your local saw shop and if they recommend it and will warranty it then definitely do it. Otherwise use caution on all the internet claims. If 50:1 is plenty at stock fuel consumption rates, and a saw is modified to make more power, then it is getting more oil because of increased fuel flow, right? So then why increase the oil even more? I don't know what the fuel usage is for a stock 350, but mine makes pretty close to 50% more power than stock. If that means 50% more fuel, then it also means 50% more oil, which is what 32:1 with stock fuel flow. What is the tuning difference between 50:1 and 32:1 in the same saw in screw turns? I don't know what the tuning difference would be. I tune my saws for the season i am using them, and adjust the tune if conditions change or the saw doesn't run right. Been cutting wood for over 40 years and have never had a chainsaw issue. I fix a lot of saws for the area i live in, the ones i fix i use myself for cutting wood before i sell them. Myself i don't feel 50:1 is enough under any circumstances I feel it is just enough. I have used Amsoil that recommends 100:1 mix. It is mixed to 32:1 for my saws. My saws my choice. My body my choice. See how that works we are all given a brain to use. It's up to the person to look for information to base their decisions on. Toggle signature 1080sg ft log house, full basement, 2/3 loft, 26ft ceiling to ridge pole. R 80 insulation Econoburn 200 the outdoor one, 1000 Imp gal storage 110ft to house 20x26 boiler room. Stihl saws, Many Big toys Reactions: Matt93eg Two Comments: 1) A few years back I had a saw die on me for a scored piston. Asked the dealer what might have caused it. Their answer was that to meet EPA regs a lot of MFGs are setting the saws to run on the Lean side. 2) As far as Stihl offering to extend the warranty if you use their oil, the profit on the additional oil sales most likely far outpaces any warranty claims. Toggle signature Regency I2500 Insert, MS211 Saw, Huskee 20ton half-beam -- No matter where you go. There you are. Reactions: salecker, highanddryinco, Isaac Carlson and 1 other person I run amsoil at 80:1 in every 2 cycle motor I have. So far so good. Toggle signature Enviro Boston 1700 Husqvarna 572, 562, 359, 450, 142, Echo CS400, Mac 15, Homelite Super 2 Any ported saws? If so, what model and how ported? I don't know if you would call it ported or not. My 359 has a large single port muffler that gets the heat out. That a pic with the original. I also ground out the jug because it had a massive restriction between the bottom and the transfers. In the pics you can see what the base looks like, how much more open it is, and I have the bottom of the jug finely scribed where I ground out all the restrictions between the top and bottom. I did not take a picture after I ground it. Those mods really made it scream. I love that saw. It has been ultra reliable for years and it is a VERY strong 60 cc saw. I haven't had my 572 very long but I love it as is so I will do a muffler mod soon and run it. Toggle signature Enviro Boston 1700 Husqvarna 572, 562, 359, 450, 142, Echo CS400, Mac 15, Homelite Super 2 You've convinced me. Okay, 40:1 (or 35:1) it is. He gets into piston @ 3:55. Toggle signature Passive Solar House Masonry Heater Echos & Shindaiwas Hydro splitters 10t & 22t

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