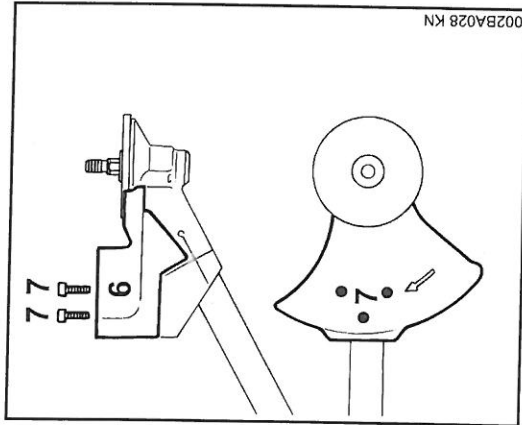


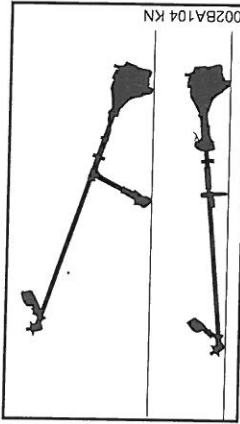
**Mounting the limit stop**



- ⚠ Always fit the limit stop (6) when you use a circular saw blade.
- Place the stop on the gearbox flange.
- Fit the three M5x16 screws (7) and tighten them down firmly.

**Mounting the Cutting Attachment**

**Preparations**



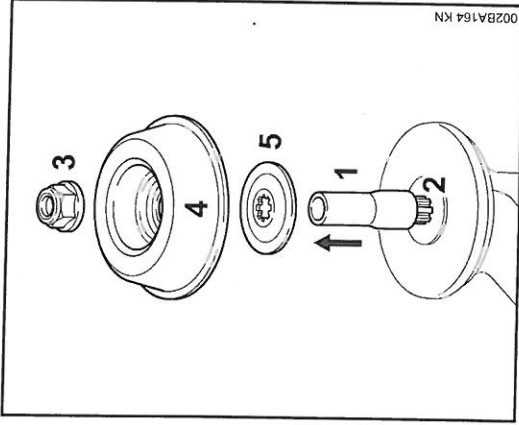
- Lay your brushcutter on its back so that the cutting attachment mounting face is facing up.

**Mounting hardware for cutting attachments**

The mounting hardware supplied depends on the cutting attachment that comes as original equipment with the new machine.

**Mounting hardware is not packed with machine**

Only mowing heads can be mounted.



- Pull the hose (1) (protector for shipping) off the shaft (2).
  - Go to "Mounting the mowing head".
- If you want to mount a metal cutting attachment in place of a mowing head, you will need the following additional parts: Nut (3), rider plate (4) and thrust washer (5) (special accessories).

**Mounting hardware is packed with machine**

Mowing heads and metal cutting attachments may be mounted.

**If the parts are packed with the machine**

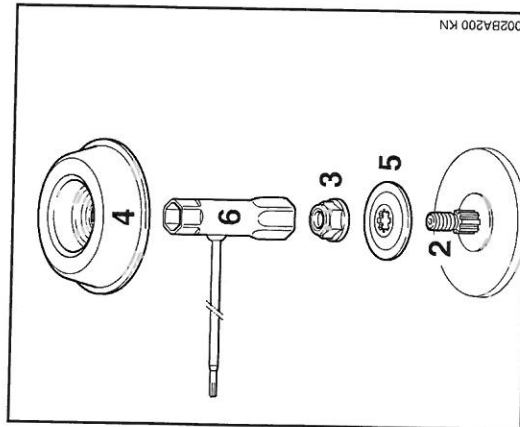
- Pull the hose (1) (protector for shipping) off the shaft (2).
- The nut (3), rider plate (4) and thrust washer (5) are in the parts kit supplied with the machine.

- Go to "Mounting the mowing head" or "Mounting the metal cutting attachment".

If the parts are mounted to the gearbox

- Go to "Removing the mounting hardware".

#### Removing the mounting hardware



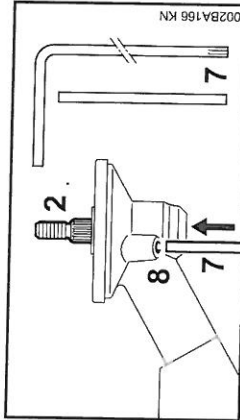
- Block the shaft – see next chapter on "Blocking the output shaft".
- Use the combination wrench (6) – comes standard with machine or is available as special accessory – to unscrew the nut (3) clockwise (left-hand thread) from the shaft (2).
- Pull the thrust washer (5) off the shaft (2).

The rider plate (4) is in the parts kit supplied with the machine.

FS 130, FS 130 R

- Go to "Mounting the mowing head" or "Mounting the metal cutting attachment".

#### Blocking the output shaft

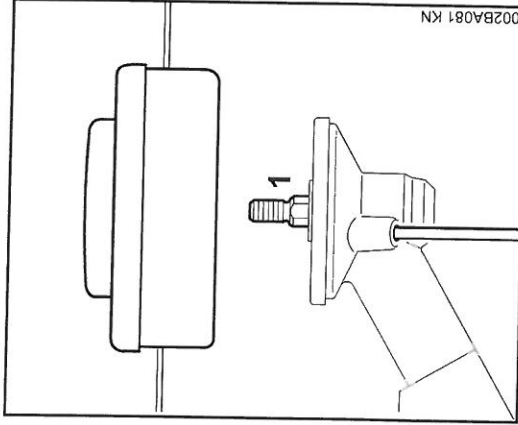


- Insert the stop pin (7) or screwdriver – come standard with machine or are available as special accessories – in the hole (8) in the gearbox as far as stop, and apply slight pressure.
- Rotate the nut or cutting attachment on the shaft (2) until the stop pin slips into position and blocks the shaft.

#### Mounting the Mowing Head

Keep the instruction sheet for the mowing head in a safe place.

STIHL SuperCut 20-2,  
STIHL AutoCut 25-2, 30-2,  
STIHL AutoCut C 25-2,



- Screw the mowing head counterclockwise on to the shaft (1) as far as stop.
- Block the drive shaft.
- Tighten down the mowing head.



Remove the tool used to block the shaft.

#### Removing the mowing head

- Block the drive shaft.
- STIHL SuperCut 20-2,  
STIHL AutoCut 25-2, 30-2,  
STIHL AutoCut C 25-2,

STIHL TrimCut 31-2,  
STIHL FixCut 25-2,  
STIHL PolyCut 20-3

- Unscrew the mowing head clockwise.

#### Adjusting Nylon Line

#### STIHL SuperCut

Fresh line is advanced automatically if remaining line is still at least 6 cm long. The blade on the deflector trims surplus line to the correct length.

#### STIHL AutoCut

- Hold the rotating mowing head above the ground – tap it on the ground once – about 3 cm fresh line is advanced.

The blade on the deflector trims surplus line to the correct length – avoid tapping the mowing head more than once at a time.

Line feed operates only if both lines still have a minimum length of 2.5 cm.

#### All other mowing heads

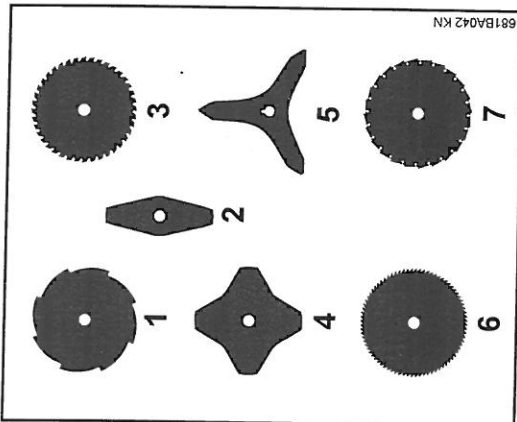
Refer to the instructions supplied with the mowing head.

- ⚠ To reduce the risk of injury, always shut off the engine before adjusting the mowing line by hand.

#### Replacing Nylon Line or Cutting Blades

Refer to the instructions supplied with the mowing head.

#### Mounting metal cutting attachments

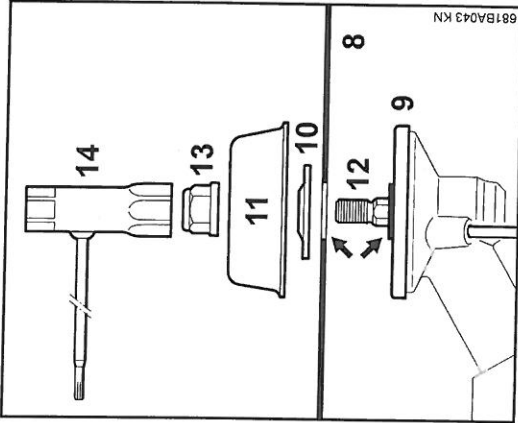


The skirt and line limiting blade are not required on the mowing attachment deflector for grass cutting blades 230-2 (2), 230-4 (4), 230-8 (1), 250-40 Spezial (3) or the brush knife (5) – see "Mounting the Deflector".

- ⚠ Fit the appropriate limit stop for circular saw blades 200 (6, 7) – see "Mounting the deflector".

Lay your brushcutter on its back with the cutting attachment mounting face pointing up: The cutting edges of (2), (4) and (5) may point in either direction. The cutting edges of (1), (3), (6) and (7) must point clockwise.

Direction of rotation is indicated by an arrow on the inside of the mowing attachment deflector or limit stop.



- Place the cutting attachment (8) on the thrust plate (9).

- ⚠ Collar (see arrow) must engage the cutting attachment's mounting hole.

- Fit the thrust washer (10) and rider plate (11) on the shaft (12).
- Block the shaft.
- Use the combination wrench (14) to screw the mounting nut (13) on to the output shaft counterclockwise and tighten it down firmly.

- ⚠ If the mounting nut turns too freely, fit a new one.

### Removing the metal cutting attachment


- Block the shaft.
- Unscrew the mounting nut clockwise.
- Take the parts off the shaft – do not remove the thrust plate (9).

### 4-MIX Engine

The STIHL 4-MIX engine features mixture lubrication and must be run on a fuel mixture of gasoline and engine oil. It operates otherwise on the 4-stroke principle.

### Fuel

Your engine requires a mixture of gasoline and engine oil.

 For health reasons, avoid direct skin contact with gasoline and avoid inhaling gasoline vapor.

### STIHL MotoMix

STIHL recommends the use of STIHL MotoMix. This ready-to-use fuel mix contains no benzol or lead, has a high octane rating and ensures that you always use the right mix ratio.

STIHL MotoMix is specially formulated for use in STIHL engines and guarantees a long engine life.

MotoMix is not available in all markets.

### Mixing Fuel



Unsuitable fuels or lubricants or mix ratios other than those specified may result in serious damage to the engine. Poor quality gasoline or engine oil may damage the engine, sealing rings, hoses and the fuel tank.

### Gasoline

Use only high-quality brand-name gasoline with a minimum octane rating of 90 – leaded or unleaded.

If your machine is equipped with a catalytic converter, you must use unleaded gasoline.



A few tankfuls of leaded gasoline will greatly reduce the efficiency of the catalytic converter.

**Engine Oil**

Use only quality two-stroke engine oil. We recommend **STIHL two-stroke engine oil** since it is specially formulated for use in **STIHL engines** and guarantees a long engine life.

If STIHL two-stroke engine oil is not available, use only quality two-stroke oil designed for use in air-cooled engines. Do not use oils designed for water-cooled engines or engines with a separate lubricating system (e.g. conventional four-stroke engines).

Use only **STIHL 50:1 two-stroke engine oil** for the fuel mix in models with a catalytic converter.

**Mix Ratio**

STIHL 50:1 two-stroke engine oil: 50 parts gasoline to 1 part oil

**Examples**

Gasoline Liters	STIHL engine oil 50:1 Liters (ml)
1	0,02 (20)
5	0,10 (100)
10	0,20 (200)
15	0,30 (300)
20	0,40 (400)
25	0,50 (500)



Other brand-name two-stroke engine oils: 25 parts gasoline to 1 part oil

- Use a canister approved for storing fuel. Pour oil into canister first, then add gasoline and mix thoroughly.

**Storing Fuel**

Store fuel only in approved safety-type fuel canisters in a dry, cool and safe location protected from light and the sun.

**Fuel mix ages** – only mix sufficient fuel for a few weeks work. Do not store fuel mix for longer than 3 months. Exposure to light, the sun, low or high temperatures can quickly make the fuel mix unusable.

- Thoroughly shake the mixture in the canister before fueling your machine.



Pressure may build up in the canister – open it carefully.

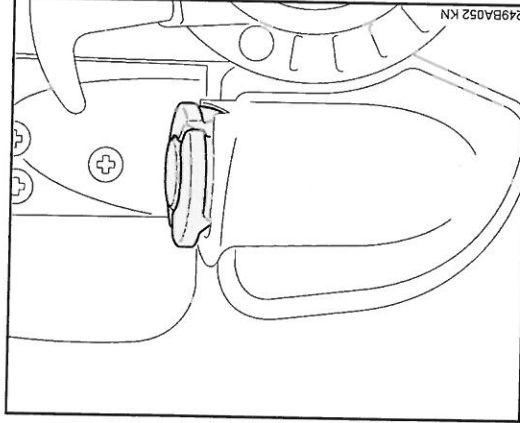
- Clean the fuel tank and canister from time to time.

Dispose of remaining fuel and cleaning fluid properly in accordance with local regulations and environmental requirements.

**Fueling**

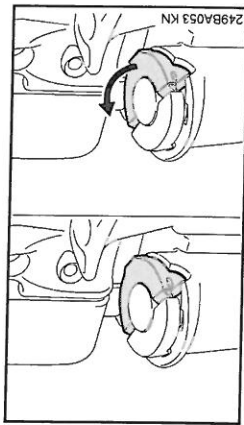


**Preparations**

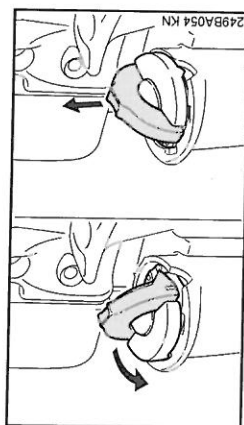


- Before fueling, clean the filler cap and the area around it to ensure that no dirt falls into the tank.
- Position the machine so that the filler cap is facing up.

### Opening the cap



- Raise the grip to the upright position.

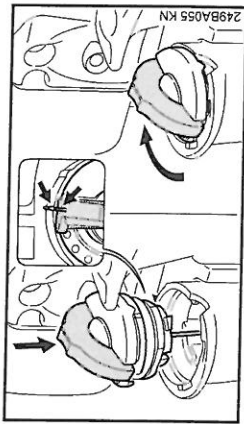


- Rotate the cap about 1/4 turn counterclockwise.
- Remove the cap.

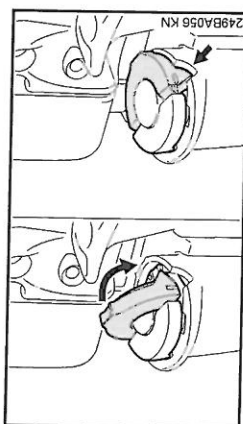
### Fueling

Take care not to spill fuel while fueling and do not overfill the tank. STIHL recommends you use the STIHL filler nozzle (special accessory).

### Closing the cap



- With the grip upright, insert the cap in the fuel tank opening so that the marks line up.
- Rotate the cap clockwise as far as stop (about 1/4 turn).



- Fold the grip down so that it is flush with the top of the cap.

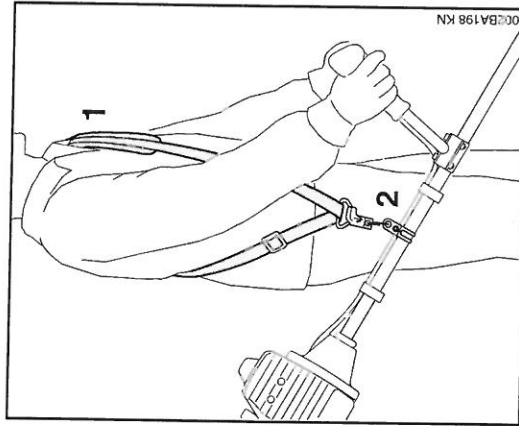
If the grip does not lie completely flat on the cap and the grip's lug does not engage the recess (see arrow), the cap is not properly closed. You must repeat the above steps.

### Fitting the Harness

The type and style of the harness depend on the market.

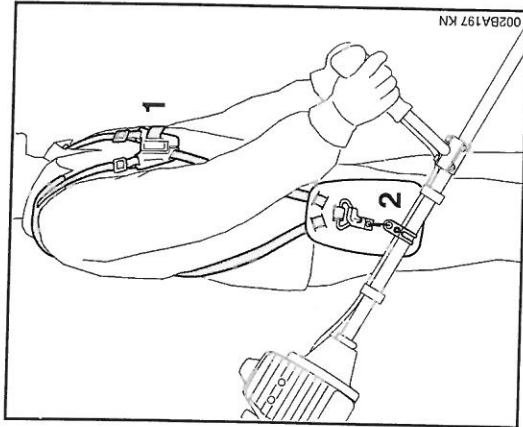
The use of the shoulder strap is described in the chapter on "Approved Combinations of Cutting Attachment, Deflector, Handle and Harness".

### Shoulder strap



- Put on the shoulder strap (1).
- Adjust the length of the strap so that the spring hook (2) is about a hand's width below your right hip.
- Balance the brushcutter.

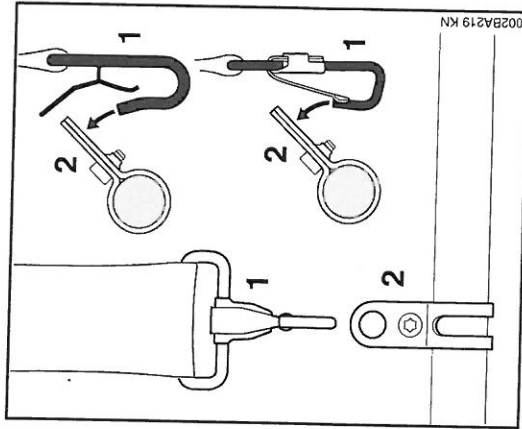
### Full harness



- Put on the full harness (1).
- Adjust the length of the strap so that the spring hook (2) is about a hand's width below your right hip.
- Balance the trimmer/brushcutter.

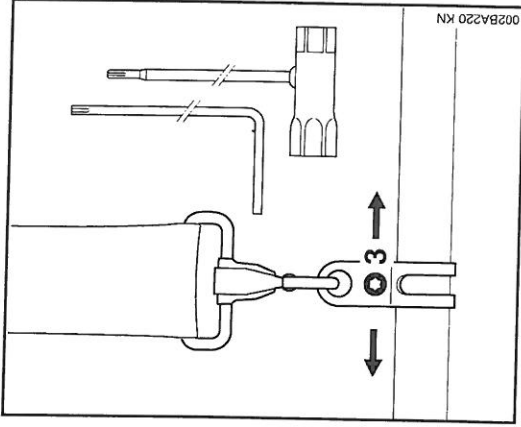
### Balancing the Trimmer/Brushcutter

#### Attaching the unit to the harness



The type and style of the harness and carabiner (spring hook) depend on the market.

- Attach the carabiner (1) to the carrying ring (2) on the drive tube.



- Loosen the screw (3).

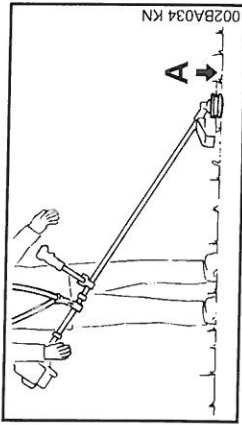
#### Balancing the brushcutter

The unit is balanced differently, depending on the cutting attachment used.

Proceed as follows until the conditions specified under "Floating positions" have been met:

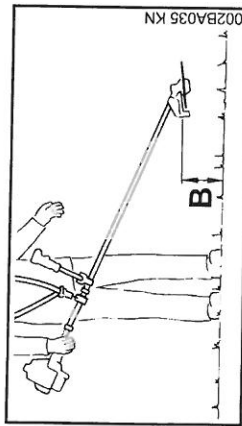
- Adjust the carrying ring.
- Tighten the screw moderately.
- Allow the unit to hang freely.
- Check the position obtained.

**Floating positions**



Mowing tools (A) such as mowing heads, grass cutting blades and brush knives

- should just touch the ground.



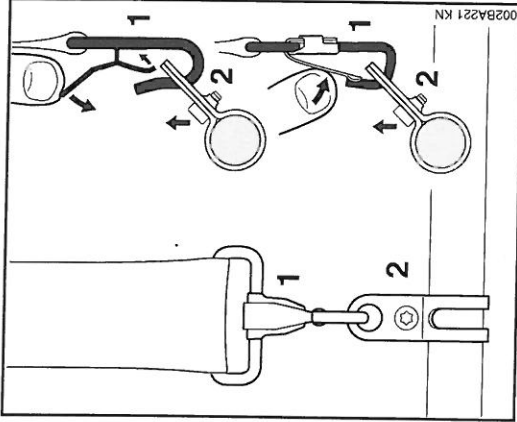
Circular saw blades (B)

- should "hover" about 20 cm (8 in) above the ground.

When the correct floating position has been reached:

- Tighten down the screw on the carrying ring firmly.

**Detaching the unit from the harness**

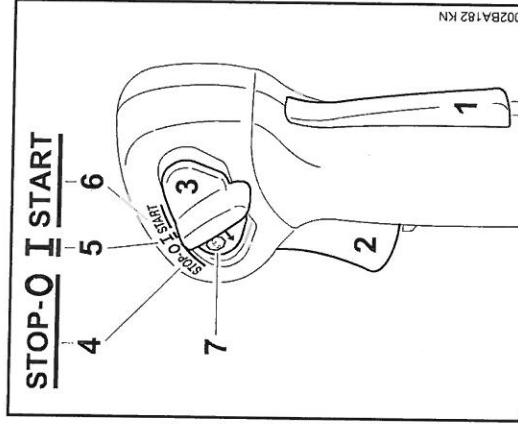


- Press down the bar on the carabiner (1) and pull the carrying ring (2) out of the carabiner.

**Starting / Stopping the Engine**

**Controls**

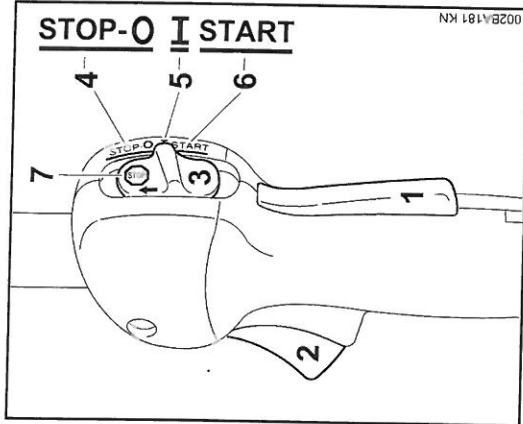
**Control handle on handlebar**



- 1 Throttle trigger interlock
- 2 Throttle trigger
- 3 Slide control



Control handle on drive tube





- 1 Throttle trigger interlock
- 2 Throttle trigger
- 3 Slide control

Positions of slide control

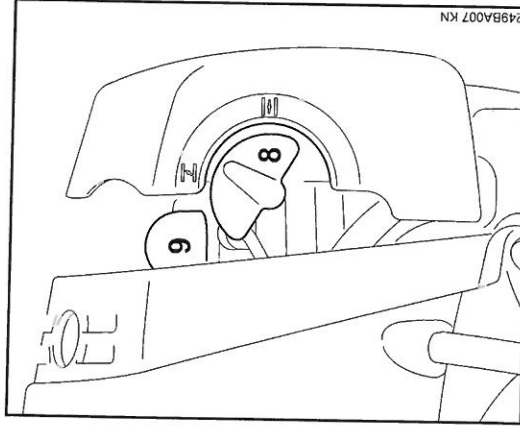
- 4 **STOP-0** – engine off – the ignition is switched off
- 5 **I** – normal run position – the engine is running or can start
- 6 **START** – the ignition is switched on – the engine can start

Symbol on slide control


- 7  – stop symbol and arrow. To stop the engine, push the slide control in the direction of the arrow on the stop symbol () to **STOP-0**.


Starting

- Press down the trigger interlock lever and squeeze the throttle trigger.
- Hold both levers in this position.
- Move the slide control to **START** and hold it there.
- Now release the throttle trigger, slide control and trigger interlock in that order. This is the **starting throttle position**.

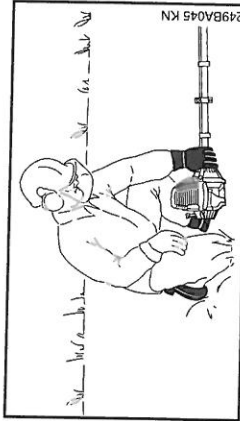
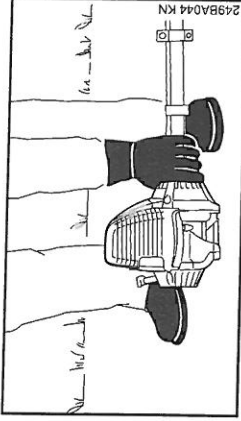


- Set the choke knob (8):

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

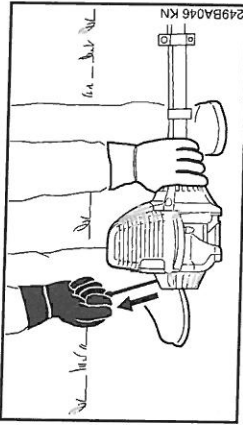
 Press the fuel pump bulb (9) at least five times – even if the bulb is filled with fuel.

Cranking




- Place the unit on the ground: it must rest securely on the engine support and the deflector. Check that the cutting attachment is not touching the ground or any other obstacles.
- Make sure you have a firm footing.
- Hold the unit with your left hand and press it down **firmly** – your thumb should be under the fan housing.

 Do not stand or kneel on the drive tube.




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

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

- Do not let the starter grip snap back. Guide it slowly back into the housing so that the starter rope can rewind properly.
- Crank the engine until it begins to fire. After no more than **five attempts**, turn the choke knob to  $\overline{\text{I}}$ .
- Continue cranking.

**As soon as the engine runs**

- Blip the throttle trigger. The slide control moves to the normal run position **I** – and the engine settles down to idle speed.

 Make sure the carburetor is correctly adjusted. The cutting attachment must not rotate when the engine is idling.

Your machine is now ready for operation.

**Shut off the engine.**

- Push the slide control in the direction of the arrow on the stop symbol (☒) to **STOP-0**.

**At very low outside temperatures:**

As soon as the engine runs:

- Blip the throttle trigger to disengage the **starting throttle position**. The slide control moves to the normal run position (**I**) – and the engine settles down to idle speed.
- Open the throttle slightly.
- Warm up the engine briefly.

**If the engine does not start**

**Choke knob**

If you did not turn the choke knob to  $\overline{\text{I}}$  quickly enough after the engine began to fire, the combustion chamber is flooded.

- Turn the choke knob to  $\overline{\text{I}}$ .
- Set the slide control, interlock lever and throttle trigger to the **starting throttle position**.
- Start the engine by pulling the starter rope briskly – 10 to 20 pulls may be necessary.

**If the engine still does not start:**

- Move the slide control to **STOP-0**.
- Remove the spark plug – see "Spark Plug".
- Dry the spark plug.

- Crank the engine several times with the starter to clear the combustion chamber.

- Refit the spark plug – see "Spark Plug".
- Move the slide control to **START**.
- Set the choke knob to  $\overline{\text{I}}$  – even if the engine is cold.
- Now start the engine.

**Throttle cable adjustment**

- Check adjustment of throttle cable – see chapter on "Adjusting the Throttle Cable".

**Fuel tank run until completely dry**

- After refueling, press the fuel pump bulb at least five times – even if the bulb is filled with fuel.
- Set the choke knob according to engine temperature.
- Now start the engine.