

Product	<b>CHAINSAW-PETROL</b>	KisanKraft™ Invoice Date	
Brand	<b>KisanKraft</b>	KisanKraft™ Invoice No.	
Model	<input type="checkbox"/> KK-CSP-5920 <input type="checkbox"/> KK-CSP-6020 <input type="checkbox"/> KK-CSP 6522 <input type="checkbox"/> KK-CSP 7524		
<b>WARRANTY PERIOD</b>	<b>6 MONTHS</b>	FOR THE SPECIFIED PERIOD FROM THE DATE OF SALE OR DELIVERY WHICHEVER IS EARLIER.	
Dealer's Invoice Date		Dealer's Invoice No.	
Buyer's Info (Name, Address, Phone, etc.):		Dealer's Stamp (Address, Phone, TIN, etc.):	
Buyer's Sign		Dealer's Sign	

**What is covered:** KisanKraft Machine Tools Private Limited and its manufacturers warrant this product to be free from defects in material or workmanship. All parts defective in material and workmanship are covered.

This warranty will only cover defects arising under normal usage.

This warranty is limited to repair or replacement by KisanKraft Machine Tools Private Limited or its manufacturers at the premises of Authorized Dealers, of such parts as appear to KisanKraft or its manufacturers, upon inspection, to be defective in material and/or workmanship. KisanKraft or its manufacturers make no warranty with respect to trade accessories not manufactured or sold by them.

**What is not covered:** The *warranty shall become null and void* and neither KisanKraft Machine Tools Private Limited nor any of its manufacturers, nor its authorized dealers assumes any responsibility, if the failure was caused by the following:

- (1) Operation of product with incorrect fuel or lubricants,
- (2) Incorrect usage of machine or misuse,
- (3) Lack of maintenance,
- (4) Negligence,
- (5) Accident or physical damage,
- (6) Repairs made by unauthorized parties and/or with unauthorized parts,
- (7) Improper set up, adjustments, tampering or altered products

**This warranty is null & void, if you fail to register the warranty with KisanKraft by sending the KisanKraft Copy with dealer's stamp.**

**KisanKraft Machine Tools Private Limited**

**Important:** (1) Normal maintenance and adjustments to the product is the responsibility of the customer. (2) Normal wear and tear is not covered under warranty(3) Rubber/plastic parts and consumables such as blades, clutch and clutch-bell, spark-plugs, nylon line, air-filters, fuel-filters, oil seals etc. are not covered under the warranty.

## No Warranty On Electrical Motor / Electrical Parts / Battery Etc.

**Incidental / Consequential Loss:** KisanKraft Machine Tools Private Limited or its manufacturers will not be liable for general damages, including bodily injuries, or for incidental or consequential damages including, but not limited to, loss of use, loss of profits, loss of production, expense of substitute equipment or other commercial loss or damage.

**Limitation of Liability:** This limited warranty is in lieu of all other express warranties, obligations, or liabilities. Any implied warranties, obligations or liabilities, including, but not limited to, any implied warranty of merchantability shall be limited in duration to the applicable warranty period. Any action for breach of any warranty hereunder, including, but not limited to, any implied warranty of merchantability must be brought within the applicable warranty period.

**Modifications of Warranty:** No agent, representative, dealer, or employee of KisanKraft Machine Tools Private Limited or any of its manufacturers has the authority to increase or alter the obligations of this warranty.

**Assignment / Transfer of warranty:** The warranty cannot be assigned and shall not transfer if the product is resold by the first buyer. The above warranties are extended to the first end user (original purchaser), and no warranty is made, nor authorized to be made assignable on resale by the first end user.

**What you must do to obtain limited warranty service:** To obtain performance of any obligation under this warranty for failure during the applicable warranty period, deliver the defective product, to the nearest Authorized Dealer. KisanKraft Machine Tools Private Limited, its manufacturers and its dealers reserve the right to inspect the claimed defective part(s) to determine if the malfunction is the result of a defect covered by this warranty. Please note that the decision of KisanKraft Machine Tools Pvt Ltd with respect to any warranty claim is final.

## Receipt is required for availing warranty services

**Jurisdiction:** All disputes are subject to Bangalore court's jurisdiction.

### Our Products

- ◆Chainsaws◆Brush Cutters and Accessories◆Harvesters◆
- ◆Engines and Water Pumps◆Hand Tools◆Garden Tools◆
- ◆Cultivators and Accessories◆Sprayers and Accessories◆
- ◆Transplanter and Post Hole Digger ◆Milking Machines◆

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**KisanKraft Machine Tools Private Limited**

# Operation Manual

KK-CSP-5920/6020/6522/7524



## ***KisanKraft Machine Tools Pvt. Ltd.***

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**KisanKraft Machine Tools Private Limited**









## BEFORE GETTING STARTED

We wish to thank you for choosing our product. We are confident that the high quality of our product will meet your requirement and will give you long-lasting service. In order to avoid accidents or injury, please read this manual carefully before using the machine. After reading, preserve this manual for further reference.

## SAFETY SYMBOLS

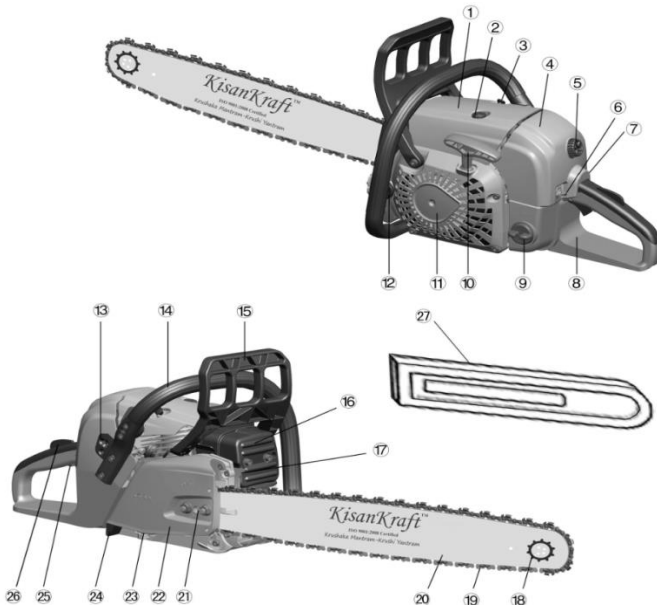
### Key to Symbols

	<p>WARNING! Chain saws can be dangerous! Careless or improper use can result in serious or fatal injury to the operator or others.</p>
	<p>Please read the operator's manual carefully and make sure you understand the instructions before using the machine</p>
	<p>Always wear:</p> <ul style="list-style-type: none"> <li>• Approved protective helmet</li> <li>• Approved hearing protection</li> <li>• Protective goggles or a visor</li> </ul>
	<p>Both of the operator's hands must be used to operate the chainsaw.</p>
	<p>Never operate a chain saw holding it with one hand only</p>
	<p>Contact with the guide bar tip with any object must be avoided</p>
	<p>Tip contact may cause the guide bar to move suddenly upward and backward (so called kickback), which may cause serious injury.</p>

	<p>Switch off the engine by moving the stop switch to the STOP position before carrying out any checks or maintenance.</p>
	<p>Always wear approved protective gloves</p>
	<p>Regular cleaning is required</p>
	<p>Visual check.</p>
	<p>Protective goggles or a visor must be worn</p>
	<p>Refueling.</p>
	<p>Filing with oil and adjusting the oil flow.</p>
	<p>The chain brake must be engaged when the chain saw is started</p>



### OVERVIEW



1	Cylinder cover	15	Front Hand Guard
2	Cylinder cover fixing nut	16	Muffler
3	Decompression Valve	17	Bumper Spike
4	Air Filter Cover	18	Bar Tip Sprocket
5	Air Filter Cover Twist Lock	19	Saw Chain
6	Stop Switch	20	Guide Bar
7	Choke Control	21	Chain Tensioning Screw
8	Rear Handle	22	Clutch Cover
9	Fuel Tank Cap	23	Oil Pump Adjusting Screw
10	Starter Handle	24	Baffle Plate
11	Starter Cover	25	Throttle Trigger
12	Oil Tank Cap	26	Throttle Lock
13	Carburetor Adjusting Screws	27	Guide Bar Cover
14	Front Handle		

## GENERAL SAFETY INSTRUCTIONS

### A. Before using a new chain saw:

- Please read this manual carefully.
- Check that the cutting equipment is correctly fitted and adjusted.
- Refuel and start the chainsaw. See the instructions under the headings Fuel Handling and Starting and Stopping.
- Do not use the chainsaw until sufficient chain oil has reached the chain. See instructions under the heading Lubricating cutting equipment.
- Long-term exposure to noise can result in permanent hearing impairment. So always use approved hearing protection.

#### **WARNING!**

- Under no circumstances may the design of the machine be modified without the permission of the manufacturer. Always use genuine accessories. Non-authorized modifications and/or accessories can result in serious personal injury or the death of the operator or others. Your warranty may not cover damage or liability caused by the use of non-authorized accessories or replacement parts.
- A chain saw is a dangerous tool if used carelessly or incorrectly and can cause serious, even fatal injuries. It is very important that you read and understand the contents of this operator's manual.
- Running an engine in a confined or badly ventilated area can result in death due to asphyxiation or carbon monoxide poisoning.
- Long term inhalation of the engine exhaust fumes, chain oil mist and dust from sawdust can represent a health risk.
- Running an engine in a confined or badly ventilated area can result in death due to asphyxiation or carbon monoxide poisoning.
- Faulty cutting equipment or the wrong combination of bar and saw chain increases the risk of kickback! Only use the bar/saw chain combinations we recommend, and follow the filing instructions.

#### **IMPORTANT:**

- The machine is designed only for cutting wood.
- You should only use the saw with the bar and chain combinations we recommend in the chapter technical data.
- Never use the machine if you are fatigued, while under the influence of alcohol or drugs, medication or anything that could affect your vision, alertness, coordination or judgment.
- Wear personal protective equipment. See instructions under the heading, Personal Protective Equipment.
- Do not modify this product or use it if it appears to have been modified by others.
- Never use a machine that is faulty. Carry out the checks, maintenance and service instructions described in this manual. Some maintenance and service measures must be carried out by trained and qualified specialists. See instructions under the heading maintenance.
- Never use any accessories other than those recommended in this manual. See instructions under the heading Cutting Equipment and Technical data.

**CAUTION!** Always wear protective glasses or a face visor to reduce the risk of injury from thrown objects.

### B. Always use common sense

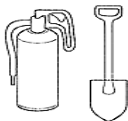
It is not possible to cover every conceivable situation you can face when using a chain saw. Always exercise care and use your common sense. Avoid all situations which you consider to be beyond your capability. If you still feel uncertain about operating procedures after reading these instructions, you should consult an expert before continuing. Do not hesitate to contact your dealer or us if you have any questions about the use of the chain saw. We will willingly be there for service and provide you with advice as well as help you to use your chainsaw both efficiently and safely. Attend a training course in chain saw usage if possible. Your dealer, forestry school or your library can provide information about which training materials and courses are available. Work is constantly in progress to improve the design and technology - improvements that increase your safety and efficiency. Visit your dealer regularly to see whether you can benefit from new features that have been introduced.

### C. Personal protective equipment

Most chain saw accidents happen when the chain touches the operator. You must use approved personal protective equipment whenever you use the machine. Personal protective equipment cannot eliminate the risk of injury, but it will reduce the degree of injury if an accident does happen. Ask your dealer for help in choosing the right equipment



1. Approved protective helmet
2. Trousers with saw protection
3. Hearing protection
4. Boots, steel toecap and non-slip sole
5. Protective goggles or a visor
6. Always have a first aid kit nearby
7. Gloves with saw protection
8. Generally clothes should be close-fitting without restricting your freedom of movement.



9. Fire Extinguisher and Shovel

**CAUTION!** Sparks can come from the muffler, the bar and chain or other sources. Always have fire extinguishing tools available if you should need them to help to prevent forest fires.

### D. Machine's safety feature

In this section the machine's safety features and their function are explained. For inspection and maintenance see instructions under the heading Checking, maintaining and servicing chain saw safety equipment. See instructions under the heading, what is what, to find where these parts are located on your machine. The life span of the machine can be reduced and the risk of accidents can increase if machine maintenance is not carried out correctly and if service and/or repairs are not carried out professionally. If you need further information, please contact your nearest service dealer.

**WARNING!** Never use a machine with defective safety components. Safety equipment must be inspected and maintained. See instructions under the heading Checking, maintaining and servicing chain saw safety equipment. If your machine does not pass all the checks, take the saw to a servicing dealer for repair.

## E. Eliminating kickback and its danger:

### What is kickback?

The word kickback is used to describe the sudden reaction that causes the chain saw and bar to jump off an object when the upper quadrant of the tip of the bar, known as the kickback zone, touches an object.

Kickback always occurs in the cutting plane of the bar.

Normally the chain saw and bar is thrown backwards and upwards towards the user. However, the chain saw may move in a different direction depending on the way it was being used when the kickback zone of the bar touched the object.

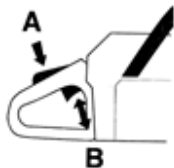
Kickback occurs only if the kickback zone of the bar touches an object.



### How to avoid kickback?

**WARNING!** Kickback can happen very suddenly and violently; kicking the chain saw, bar and chain back at the user. If this happens when the chain is moving it can cause very serious, even fatal injuries. It is vital you understand what causes kickback and that you can avoid it by taking care and using the right working technique.

#### Throttle Lock:



The throttle lock is designed to prevent accidental operation of the throttle control. When you press the lock (A) (i.e. When you grasp the handle) it releases the throttle control (B). When you release the handle the throttle control and the throttle lock both move back to their original positions. This arrangement means that the throttle control is automatically locked at the idle

#### Right hand guard:



Apart from protecting your hand if the chain jumps or snaps, the right hand guard stops branches and twigs from interfering with your grip on the rear handle.

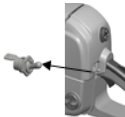
### Vibration damping system:

Your machine is equipped with a vibration damping system that is designed to reduce vibration and make operation easier. The machine's vibration damping system reduces the transfer of vibration between the engine unit/cutting equipment and the machine's handle unit. The body of the chain saw, including the cutting equipment, is insulated from the handles by vibration damping units. Cutting hardwoods (most broadleaf trees) creates more vibration than cutting softwoods (most conifers). Cutting with cutting equipment that is blunt or faulty (wrong type or badly sharpened) will increase the vibration level



### WARNING!

- Overexposure to vibration can lead to circulatory damage or nerve damage in people who have impaired circulation. Contact your doctor if you experience symptoms of overexposure to vibration. Such symptoms include numbness, loss of sensation, tingling, pricking, pain, loss of strength, changes in skin colour or condition. These symptoms normally appear on the fingers, hands or wrists. These symptoms may be increased in cold temperatures



#### Stop Switch

Use the stop switch to switch off the engine.



#### Muffler

The muffler is designed to keep noise levels to a minimum and to direct exhaust fumes away from the user


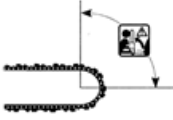

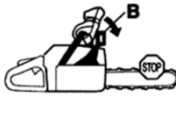
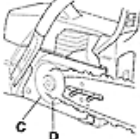

- The exhaust fumes from the engine are hot and may contain sparks which can start a fire. Never start the machine indoors or near combustible material! In areas with a hot, dry climate there is a high risk of fires. These areas are sometimes subject to government rules requiring among other things the muffler must be equipped with an approved type of spark arrestor mesh
- **CAUTION!** The muffler gets very hot during and after use. This also applies during idling. Be aware of the fire hazard, especially when working near flammable substances and/ or vapors.
- Never use a saw without a muffler, or with a damaged muffler. A damaged muffler may substantially increase the noise level and the fire hazard. Keep firefighting equipment handy. If a spark arrestor screen is required in your area, never use the saw without or with a broken spark arrestor screen.







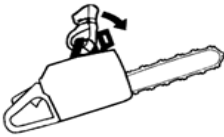
### Cutting equipment

This section describes how to choose and maintain your cutting equipment in order to:

- Reduce the risk of kickback.
- Reduce the risk of the saw chain breaking or jumping off the bar.
- Obtain optimal cutting performance.
- Extend the life of cutting equipment.
- Avoid increasing vibration levels.

### F. Chain brake and front hand guard

	<p>Your chain saw is equipped with a chain brake that is designed to stop the chain if you get a kickback. The chain brake reduces the risk of accidents, but only you can prevent them</p>
	<p>Take care when using your saw and make sure the kickback zone of the bar never touches any object</p>
	<p>The chain brake (A) can either be activated manually (by your left hand) or automatically by the inertia release mechanism.</p>
	<p>The brake is applied when the front hand guard (B) is pushed forwards.</p>
	<p>This movement activates a spring-loaded mechanism that tightens the brake band (C) around the engine drive system (D) (clutch drum).</p>
	<p>The front hand guard is not designed solely to activate the chain brake. Another important feature is that it reduces the risk of the chain hitting your left hand if you lose grip of the front handle.</p>

	<p>The chain brake must be engaged when the chain saw is started to prevent the saw chain from rotating.</p>
	<p>Use the chain brake as a "parking brake" when starting and when moving over short distances, to reduce the risk of moving chain accidentally hitting your leg or anyone or anything close by.</p>
	<p>To release the chain brake pull the front hand guard backwards, towards the front handle.</p>
	<p>Kickback can be very sudden and violent. Most kickbacks are minor and do not always activate the chain brake. If this happens, you should hold the chain saw firmly and not let go.</p>
	<p>The way the chain brake is activated, either manually or automatically by the inertia release mechanism, depends on the force of the kickback and the position of the chainsaw in relation to the object that the kickback zone of the bar strikes.          If you get a violent kickback while the kickback zone of the bar is farthest away from you the chain brake is designed to be activated by the inertia in the kickback direction</p>
	<p>If the kickback is less violent or the kickback zone of the bar is closer to you the chain brake is designed to be activated manually by the movement of your left hand.</p>
	<p>If the felling position the left hand is in a position that makes the manual activation of the chain brake impossible. With this type of grip, that is when the left hand is placed so that it cannot affect the movement of the front hand guard, the chain brake can only be activated by the inertia action.</p>

**G. Will my hand always activate the chain brake during a kickback**

No. It takes a certain force to move the hand guard forward. If your hand only lightly touches the front guard or slips over it, the force may not be enough to trigger the chain brake. You should also maintain a firm grip on the chain saw handles while working. If you do experience a kickback, your hand may never leave the front handle and will not activate the chain brake, or the chain brake will only activate after the saw has swung around a considerable distance. In such instances, the chain brake might not have enough time to stop the saw chain before it touches you.

There are also certain positions in which your hand cannot reach the front hand guard to activate the chain brake; for example, when the saw chain is held in falling position.

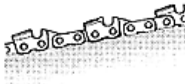
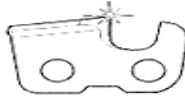


**Will my inertia activated chain brake always activate during kickback in the event of a kickback?**

No. First your brake must be in working order. Testing the brake, which is a simple technique, is recommended before you begin each work session. Second the kickback must be strong enough to activate the chain brake. If the chain brake is too sensitive, it would activate all the time, which would be a nuisance.



**Will my chain brake always protect me from injury in the event of a kickback?**

No. First, the chain brake must be in working order to provide the intended protection. Second, it must be activated during the kickback as described above to stop the saw chain. Third, the chain brake may be activated, but if the bar is too close to you the brake might not have enough time to slow down and stop the chain before the chain saw hits you.

**H. General rules**

	<p>Only use cutting equipment recommended by us! See instructions under the heading Technical data</p>
	<p>Keep the chain's cutting teeth properly sharpened! Follow our instructions and use the recommended file gauge. A damaged or badly sharpened chain increases the risk of accidents</p>
	<p>Maintain the correct depth gauge setting! Follow our instructions and use the recommended depth gauge clearance. Too large a clearance increases the risk of Kickback.</p>
	<p>Keep the chain properly tensioned! If the chain is slack it is more likely to jump off and lead to increased wear on the bar, chain and drive sprocket.</p>



	<p>Keep cutting equipment well lubricated and properly maintained! A poorly lubricated chain is more likely to break and lead to increased wear on the bar, chain and drive sprocket.</p>
	

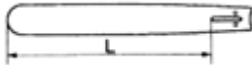
### Cutting equipment designed to reduce kickback

#### WARNING!

- Faulty cutting equipment or the wrong combination of bar and saw chain increases the risk of kickback! Only use the bar/saw chain combinations we recommend, and follow the filing instructions. See instructions under the heading Technical data.
- The only way to avoid kickback is to make sure that the kickback zone of the bar never touches anything.
- By using cutting equipment with “built-in” kickback reduction and keeping the chain sharp and well-maintained you can reduce the effects of kickback.

#### Bar

The smaller the tip radius the lower the chance of kickback



Length (inches/cm)

#### Chain

A chain is made up of a number of links, which are available in standard and low-kickback versions.

**IMPORTANT!** No saw chain design eliminates the danger of kickback.

**WARNING!** Any contact with a rotating saw chain can cause extremely serious injuries.

#### Some terms that describe the bar and chain

To maintain the safety features of the cutting equipment, you should replace a worn or damaged bar or chain with a bar and chain combinations recommended by KisanKraft.

- Number of teeth on bar tip sprocket (T).

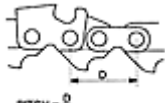


- Chain pitch (inches). The spacing between the drive links of the chain must match the spacing of the teeth on the bar tip sprocket and drive sprocket.



- Number of drive links. The number of drive links is determined by the length of the bar, the chain pitch and the number of teeth on the bar tip sprocket.
- Bar groove width (inches/mm). The groove in the bar must match the width of the chain drive links.
- Chain oil hole and hole for chain tension. The bar must be matched to the chain saw design.

### Chain



Chain pitch(inches)



Drive link width(inches)



Number of drive links

## Sharpening your chain and adjusting the depth gauge setting:

### General information on sharpening cutting teeth

1. Never use a blunt chain. When the chain is blunt you have to exert more pressure to force the bar through the wood and the chips will be very small. If the chain is very blunt it will produce wood powder and no chips or shavings.
- 2.



A sharp chain eats its way through the wood and produces long, thick chips or shavings.

- 3.



The cutting part of the chain is called the cutter and consists of a cutting Tooth (A) and the depth gauge (B). The cutters, cutting depth are determined by the difference in height between the two (depth gauge setting).

When you sharpen a cutting tooth there are four important factors to remember.



1. Filing angle



2. Cutting angle



3. File position



4. Round file diameter



It is very difficult to sharpen a chain correctly without the right equipment. We recommend that you use our file gauge. This will help you obtain the maximum kickback reduction and cutting performance of your chain

### WARNING!



	<p>1) A departure from the sharpening instructions considerably increases the risk of kickback. Sharpening cutting teeth to sharpen cutting teeth you will need a round file and a file gauge. See instructions under the heading Technical data for information on the size of files and a gauge that are recommended for the chain fitted to your chain saw.</p>
	<p>2) Check that the chain is correctly tensioned. A slack chain will move sideways, making it more difficult to sharpen correctly.</p>
	<p>3) Always file cutting teeth from the inside face. Reduce the pressure on the return stroke. File all the teeth on one side first, then turn the chain saw and file the teeth on the other side.</p>
	<p>4) File all the teeth to the same length. When the length of the cutting teeth is reduced to 4 mm the chain is worn out and should be replaced</p>

### Adjustment of depth gauge setting

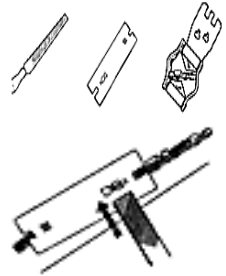


- When you sharpen the cutting tooth (A) the depth gauge setting (C) will decrease. To maintain optimal cutting performance the depth gauge (B) has to be filed down to achieve the recommended depth gauge setting.
- The risk of kickback is increased if the depth gauge setting is too large.
- The cutting teeth should be newly sharpened before adjusting the depth gauge setting. We recommend that you adjust the depth gauge setting every third time you sharpen the cutting teeth.



**NOTE!** This recommendation assumes that the length of the cutting teeth is not reduced excessively.

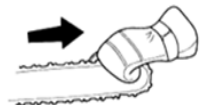
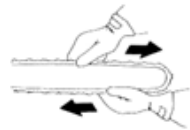
- 4) You will need a flat file and a depth gauge tool. We recommend that you use our depth gauge tool to achieve the correct depth gauge setting and bevel for the depth gauge.
- 5) Place the depth gauge tool over the chain. Detailed information regarding the use of the depth gauge tool, will be found on the package for the depth gauge tool. Use the flat file to file off the tip of the depth gauge that protrudes through the depth gauge tool. The depth gauge setting is correct when you no longer feel resistance as you draw the file along the depth gauge tool.



### Tensioning the chain



- 1) A slack chain may jump off and cause serious or even fatal injury. The more you use a chain the longer it becomes. It is therefore important to adjust the chain regularly to take up the slack. Check the chain tension every time you refuel.
- 2) **NOTE!** A new chain has a running-in period during which you should check the tension more frequently.
- 3) Tension the chain as tightly as possible, but not so tight that you cannot pull it round freely by hand.
- 4) Undo the bar nuts that hold the clutch cover/chain brake. Use the combination spanner. Then tighten the bar nuts by hand as tight as you can.
- 5) Raise the tip of the bar and stretch the chain by tightening the chain tensioning screw using the combination spanner. Tighten the chain until it does not sag from the underside of the bar.
- 6) Use the combination spanner to tighten the bar nuts while lifting the tip of the bar at the same time. Check that you can pull the chain round freely by hand and that it does not sag from the underside of the bar.



## Lubrication

Poor lubrication of cutting equipment may cause the chain to snap, which could lead to serious, even fatal injuries.

### Chain Oil

Chain oil must demonstrate good adhesion to the chain and also maintain its flow characteristics regardless of whether it is warm summer or cold winter.

**Never use waste oil!** Using waste oil can be dangerous to you and can damage the machine and the environment.

**IMPORTANT!** When using vegetable based saw chain oil, dismantle and clean the groove in the bar and saw chain before long-term storage. Otherwise, there is a risk of the saw chain oil oxidizing, which may result in the saw chain becoming stiff and the bar will tip sprocket jamming



## Filling with chain oil

- Our chain saws have an automatic chain lubrication system.
- The saw chain oil tank and the fuel tank are designed so that the fuel runs out before the saw chain oil.

This safety feature requires that you use the right sort of chain oil (if the oil is too thin it will run out before the fuel), and that you adjust the carburetor as recommended (a lean mixture may mean that the fuel lasts longer than the oil) and that you also use the recommended cutting equipment (a bar that is too long will use more chain oil).

## Checking chain lubrication

- Check the chain lubrication each time you refuel.  
Aim the tip of the bar at a light coloured surface about 20 cm (8 inches) away. After 1 minute running at 3/4 throttle you should see a distinct line of oil on the light surface.



If the chain lubrication is not working:

- Check that the oil channel in the bar is not obstructed. Clean if necessary.
- Check that the groove in the edge of the bar is clean. Clean if necessary.
- Check that the bar tip sprocket turns freely and that the lubricating hole in the tip sprocket is not blocked. Clean and lubricate if necessary.



If the chain lubrication system is still not working after carrying out the above checks and associated measures you should contact your service agent

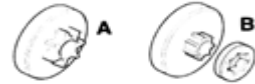
## Chain drive sprocket



The clutch drum is fitted with one of the following drive sprockets:

A. Spur sprocket (the chain sprocket is welded on the drum)

B. Rim sprocket (replaceable)



Regularly check the degree of wear on the drive sprocket. Replace if wear is excessive



## Needle bearing lubrication



Both versions of sprockets have a needle bearing on the drive shaft, which has to be greased regularly.

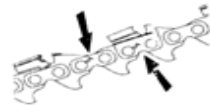
**CAUTION!** Use a high-quality bearing grease or engine oil.

## Checking wear out on cutting equipment

### Chain:



- Visible cracks in rivets and links
- Whether the chain is stiff.
- Whether rivets and links are badly worn.



Replace the saw chain if it exhibits any of the points above.

We recommend you compare the existing chain with a new chain to decide how badly the existing chain is worn.

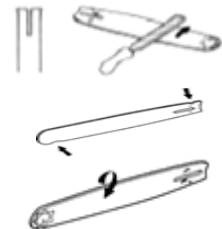
When the length of the cutting teeth has worn down to only 4 mm the chain must be replaced.

### Bar:



Check regularly:

- Whether there are burrs on the edges of the bar. Remove these with a file if necessary.
- Whether the groove in the bar has become badly worn. Replace the bar if necessary.
- Whether the tip of the bar is uneven or badly worn. If a hollow form on the bottom side of the bar tip, due to running with a slack chain.



To prolong the life of the bar you should turn it over daily.

**WARNING!** Most chain saw accidents happen when the chain touches the operator.

Wear personal protective equipment. See instructions under the heading Personal protective equipment.

Do not tackle any job that you feel you are not adequately trained for. See instructions under the headings Personal protective equipment, How to avoid kickback, Cutting equipment and General working instructions.

Avoid situations where there is a risk of kickback. See instructions under the heading Machine's safety equipment.

Use the recommended protective equipment and check its condition.

## ASSEMBLY

### Fitting the bar and chain



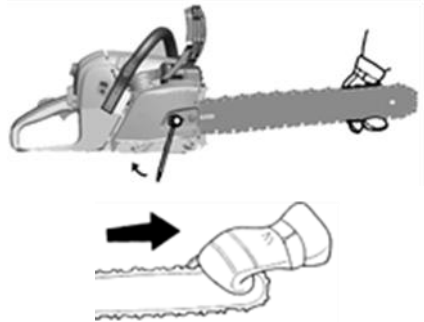
#### WARNING!

Always wear gloves, when working with the chain, in order to protect your hands from injury.

- Check that the chain brake is in the disengaged position by moving the front hand guard towards the front handle
- Remove the bar nuts and remove the clutch cover (chain brake). Take off the transportation ring (A).
- Fit the bar over the bar bolts. Place the bar in its rearmost position. Place the chain over the drive sprocket locate it in the groove on the bar. Begin on the top edge of the bar.
- Make sure that the edges of the cutting links are facing forward on the top edge of the bar
- Fit the clutch cover and locate the chain adjuster pin in the hole in the bar. Check that the drive links of the chain fit correctly over the drive sprocket and that the chain is correctly located in the groove in the bar. Tighten the bar nuts finger tight



- Tension the chain by turning the chain tensioning screw clockwise using the combination spanner. Note: If clutch cover is difficult to remove, replace bar nuts, engage the brake and rerelease (an audible click will be heard if released properly)
- The chain is correctly tensioned when it does not sag from the underside of the bar, but can still be turned easily by hand. Hold up the bar tip and tighten the bar nuts with the combination spanner.
- When fitting a new chain, the chain tension has to be checked frequently, until the chain is run-in. Check the chain tension regularly. A correctly tensioned chain ensures good cutting performance and long life.



## FUEL HANDLING

### Fuel

Note! The machine is equipped with a two-stroke engine and must always be run using a mixture of gasoline and two stroke oil. It is important to accurately measure the amount of oil to be mixed to ensure that the correct mixture is obtained. When mixing small amounts of fuel, even small inaccuracies can drastically affect the ratio of the mixture.

**WARNING! Always ensure there is adequate ventilation when during fuel handling.**

### Gasoline

- Use good quality unleaded gasoline.
- The lowest recommended octane grade is RON 90. If you run the engine on a lower octane grade than RON 90 so called knocking can occur. This gives rise to a high engine temperature and increased bearing load, which can result in serious engine damage.

**Note!** Carburetor adjustment may be necessary when changing the type of fuel.

Avoid running at a too high speed for extended periods during the first 10 hours.

### Two-stroke oil

For best results and performance use KisanKraft two-stroke engine oil, which is specially formulated for our air-cooled two-stroke engines.

### Mixing Ratio

Conditions	Gasoline: FB Grade Two-stroke Oil
Use in the First 20 hours	20:1
Use after 20 hours	25:1

### 25:1 Mixing Table

Gasoline	L	1	2	3	4	5
Two-stroke Oil	ml	40	80	120	160	200



## Mixing

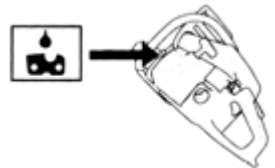
1. Always mix the gasoline and oil in a clean container intended for fuel.
2. Always start by filling half the amount of the gasoline to be used. Then add the entire amount of oil. Mix (shake) the fuel mixture. Add the remaining amount of gasoline.
3. Mix (shake) the fuel mixture thoroughly before filling the machine's fuel tank.
4. Do not mix more than one month's supply of fuel at a time.
5. If the machine has not been used for some time the fuel tank should be emptied and cleaned.



## Chain Oil

We recommend the use of special oil (chain oil) with good adhesion characteristics.

1. Never use waste oil. This results in damage to the oil pump, the bar and the chain
2. It is important to use oil of the right grade (suitable viscosity range) to suit the air temperature. SAE20# for summer use, SAE10# for winter use
3. In temperatures below 0°C some oils become too viscous. This can overload the oil pump and result in damage to the oil pump components.
4. Contact your service agent when choosing chain oil.



## Fueling



**WARNING! Taking the following precautions, will lessen the risk of fire:**

- Do not smoke and do not place any hot objects in the vicinity of fuel.
- Always stop the engine and let it cool for a few minutes before refueling.
- When refueling, open the fuel cap slowly so that any excess pressure is released gently.
- Tighten the fuel cap carefully after refueling.
- Always move the machine away from the refueling area before starting.

Clean the area around the fuel cap. Clean the fuel and chain oil tanks regularly. The fuel filter must be replaced at least once in a year. Contamination in the tanks causes malfunction. Make sure the fuel is well mixed by shaking the container before refueling. The capacities of the chain oil tank and fuel tank are carefully matched. You should therefore always fill the chain oil tank and fuel tank at the same time.

**WARNING!** Fuel and fuel vapor are highly flammable. Take care when handling fuel and chain oil. Be aware of the risks of fire, explosion and those associated with inhalation.

- Never refuel the machine while the engine is running.
- Make sure there is plenty of ventilation when refueling or mixing fuel
- Move the machine at least 3 m from the refueling point before starting it.

### Never start the machine:

1. If you have spilt fuel or chain oil on the machine, wipe off the spillage and allow remaining fuel to evaporate.
2. If you have spilt fuel on yourself or your clothes, change your clothes, wash that part of your body which has come in contact with fuel. Use soap and water.
3. If the fuel is leaking from the machine check regularly for leaks from the fuel cap and fuel lines.

### WARNING!

Never use a machine with visible damage to the spark plug guard and ignition cable, as there is a risk of sparking, which can cause a fire.

### Transport and storage

- Always store the chain saw and fuel so that there is no risk of leakages or fumes coming into contact with sparks or naked flames from electrical equipment, electric motors, relays/switches, boilers and the like.
- Always store fuel in an approved container designed for that purpose.
- For longer periods of storage or for transport of the chain saw, the fuel and chain oil tanks should be emptied. Ask your local gas station, where you can dispose of waste fuel and chain oil.
- Ensure the machine is cleaned and that a complete service is carried out before long-term storage.
- The bar guard must always be fitted to the cutting attachment when the machine is being transported or under storage, in order to prevent accidental contact with the sharp chain. Even a non-moving chain can cause serious cuts to yourself or persons you bump into with an exposed chain.

### Long-term storage

Empty the fuel/oil tanks in a well-ventilated area. Store the fuel in approved cans in a safe place. Fit the bar guard. Clean the machine. See instructions under the heading Maintenance schedule.

## STARTING AND STOPPING

### WARNING! Note the following before starting:

- The chain brake must be engaged when the chain saw is started to reduce the chance of contact with the moving chain during starting.
- Never start a chain saw unless the bar, chain and all covers are fitted correctly. Otherwise the clutch can become loose and cause personal injuries.
- Place the machine on firm ground. Make sure you have a secure footing and that the chain cannot touch anything.

**Keep people and animals well away from the working area.**

### Cold Engine

**Ignition Switch:** Slide the ignition switch to the (A) position

**Choke:** Hold the throttle trigger and throttle control together, then press down the choke control (B) to set the choke control (B) in the choke position.



**Decompression Valve:** If the machine is fitted with a decompression valve (C): Press the valve to reduce the pressure in the cylinder and make starting easier. You should always use the decompression valve when starting the machine. Once the machine has started, the valve will automatically return to its original setting. (If the machine is fitted with an automatic valve, or without a decompression valve, please disregard this step.



**Starting:** Pull the starter handle until the engine is started.

### Warm Engine

Pull up the choke control all the way (half choke position), Hold the throttle trigger and throttle control together, the choke control will automatically jump back (If it does not jump back, pull it back manually). Grip the front handle with your left hand. Hold the chain saw on the ground by placing your right foot through the rear handle. Pull the starter handle with your right hand and pull out the starter cord slowly until you feel a resistance (as the starter pawls engage) then pull firmly and rapidly. Never twist the starter cord around your hand. The user can remove the reed on the right of the choke control himself, which will make the choke returns automatically like conventional models, no need to set the choke control to half choke position.



**CAUTION!** Do not pull the starter cord all the way out and do not let go of the starter handle when the cord is fully extended. This can cause damage to the machine.

#### Note!

Pull the front hand guard towards the front handle. The chain brake is now disengaged. Your saw is ready for use.



**WARNING!** Long term inhalation of the engine exhaust fumes, chain oil mist and dust from sawdust can represent a health risk.



Never start a chain saw unless the bar, chain and all covers are fitted correctly



The chain brake should be activated when starting.  
Never start the machine indoors. Exhaust fumes can be dangerous if inhaled.

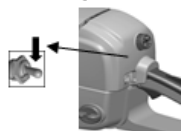


Observe your surroundings and make sure that there is no risk of people or animals coming into contact with the cutting equipment.  
Always hold the saw with both hands. The right hand should be on the rear handle, and the left hand on the front handle.



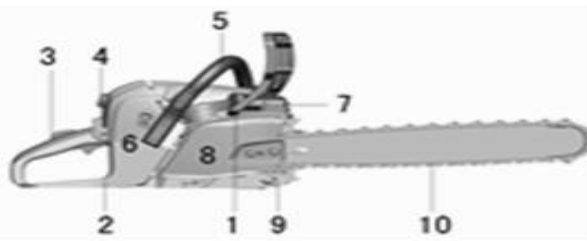
### Stopping

The engine is stopped by pushing the stop switch to the stop position.



## WORKING TECHNIQUES

### Before use:



1. Check that the chain brake works correctly and is not damaged.
2. Check that the rear right hand guard is not damaged.
3. Check that the throttle lock works correctly and is not damaged.
4. Check that the stop switch works correctly and is not damaged.
5. Check that all handles are free from oil.
6. Check that the anti-vibration system works and is not damaged.
7. Check that the muffler is securely attached and not damaged.
8. Check that all parts of the chain saw are tightened correctly and that they are not damaged or missing.
9. Check that the chain catcher is in place and not damaged.
10. Check the chain tension.



## General working instructions

### IMPORTANT!

This section describes basic safety rules for using a chain saw. This information is never a substitute for professional skill and experience. If you get into a situation where you feel unsafe, stop and seek expert advice. Contact your chain saw dealer, service agent or an experienced chainsaw user. Do not attempt any task that you are not sure you can handle!

Before using a chain saw you must:

- Understand the effects of kickback and how to avoid them.
- Understand the difference between cutting with the top and bottom edges of the bar.
- Wear personal protective equipment.

### Basic safety rules

1. Look around you:
  - To ensure that people, animals or other things cannot affect your control of the machine.
  - To make sure that none of the above might come within reach of your saw or be injured by falling trees.

**CAUTION!** Follow the instructions above, but do not use a chain saw in a situation where you cannot call for help in case of an accident

2. Do not use the machine in bad weather, such as dense fog, heavy rain, strong wind, intense cold, etc.
3. Take great care when removing small branches and avoid cutting bushes (i.e. cutting many small branches at the same time). Small branches can be grabbed by the chain and thrown back at you, causing serious injury
4. Make sure you can move and stand safely. Check the area around you for possible obstacles (roots, rocks, branches, ditches, etc.) in case you have to move suddenly. Take great care when working on sloping ground
5. Take great care when cutting a tree that is in tension. A tree that is in tension may spring back to its normal position before or after being cut. If you position yourself incorrectly, or make the cut in the wrong place the tree may hit you or the machine and cause you to lose control. Both situations can cause serious personal injury.
6. Before moving your chain saw, switch off the engine and lock the chain using the chain brake. Carry the chain saw with the bar and chain pointing backwards. Fit a guard to the bar before transporting the chain saw or carrying it for any distance.

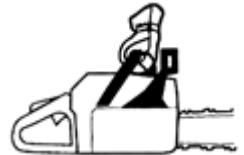


7. When you put the chain saw on the ground, lock the saw chain using the chain brake and ensure you have a constant view of the machine. Switch the engine off before leaving your chain saw for any length of time.

### General rules

1. If you understand what kickback is and how it happens then you can reduce or eliminate the element of shock. By being prepared you can reduce the risk. Kickback is usually quite mild, but it can sometimes be very sudden and violent.
  2. Always hold the chain saw firmly with your right hand on the rear handle and your left hand on the front handle. Wrap your fingers and thumbs around the handles. You should use this grip whether you are right-handed or left-handed. This grip minimizes the effect of kickback and lets you keep the chainsaw under control. Do not let go of the handles!
  3. Most kickback accidents happen during limbing. Make sure you are standing firm and that there is nothing in the way that might make you trip or lose your balance. Lack of concentration can lead to kickback if the kickback zone of the bar accidentally touches a branch, nearby tree or some other object.

Have control over the work piece. If the pieces you intend to cut are small and light, they can jam in the saw chain and be thrown towards you. Even if this does not need to be a danger, you may be surprised and lose control of the saw. Never saw stacked logs or branches without first separating them. Only saw one log or one piece at a time. Remove the cut pieces to keep your working area safe.



4. Never use the chain saw above shoulder height and try not to cut with the tip of the bar. Never use the chain saw one-handed!



5. You must have a steady stance in order to have full control over the chainsaw. Never work standing on a ladder, in a tree or where you do not have firm ground to stand on.

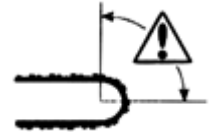


6. Always use a fast cutting speed.

Take great care when you cut with the top edge of the bar, i.e. when cutting from the underside of the object. This is known as cutting on the push stroke. The chain tries to push the chain saw back towards the user.



7. Unless the user resists this pushing force there is a risk that the chain saw will move so far backwards that only the kickback zone of the bar is in contact with the tree, which will lead to a kickback.
8. Cutting with the bottom edge of the bar, i.e. from the top of the object downwards, is known as cutting on the pull stroke. In this case the chain saw pulls itself towards the tree and the front edge of the chain saw body rests naturally on the trunk when cutting. Cutting on the pull stroke gives the operator better control over the chain saw and the position of the kickback zone
9. Follow the instructions on sharpening and maintaining your bar and chain. When you replace the bar and chain use only combinations that are recommended by us



### Basic cutting technique

**WARNING!** Never use a chain saw by holding it with one hand. A chainsaw is not safely controlled with one hand. Always have a secure, firm grip around the handles with both hands.

#### General

Always use full throttle when cutting!

Reduce the speed to idle after every cut (running engine for too long at full throttle without any load, without any resistance from the chain during cutting, can lead to serious engine damage).

Cutting from above = Cutting on the pull stroke.

Cutting from below = Cutting on the push stroke.

#### Terms

Cutting = General term for cutting through wood.

Limbing = Cutting branches off a felled tree.

Splitting = When the object you are cutting breaks off before the cut is complete

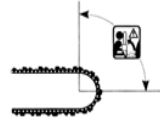
### Five important factors you should consider before making a cut:

1. Make sure the cutting equipment will not jam in the cut.
2. Make sure the object you are cutting will not split
3. Make sure the chain will not strike the ground or any other object during or after cutting





4. Is there a risk of kickback?



5. Do the conditions and surrounding terrain affect how safely you can stand and move about?

Two factors decide whether the chain will jam or the object that you are cutting will split: the first is how the object is supported before and after cutting, and the second is whether it is in tension. In most cases you can avoid these problems by cutting in two stages; from the top and from the bottom. You need to support the object so that it will not trap the chain or split during cutting.

**IMPORTANT!** If the chain jams in the cut: stop the engine! Don't try to pull the chainsaw out. If you do so, you may be injured by the chain when the chain saw suddenly breaks free. Use a lever to open up the cut and free the chain saw.

## Limbing

- When limbing thick branches you should use the same approach as for cutting.
- Cut difficult branches piece by piece.



## Cutting

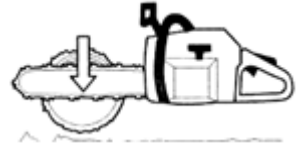
### WARNING!

- Never attempt to cut logs while they are in a pile or when a couple of logs are lying together. Such procedures drastically increase the risk of kickback which can result in a serious or fatal injury.
- If you have a pile of logs, each log you attempt to cut should be removed from the pile, placed on a saw horse or runners and cut individually. Remove the cut pieces from the cutting area. By leaving them in the cutting area, you increase the risk for inadvertently getting a kickback, as well as increasing the risk of losing your balance while working



### The log is lying on the ground.

1. There is little risk of the chain jamming or the object splitting. However, there is a risk that the chain will touch the ground when you finish the cut
2. Cut all the way through the log from above. Avoid letting the chain touch the ground as you finish the cut. Maintain full throttle, but be prepared for what might happen
3. If it is possible (can you turn the log?) stop cutting about 2/3 of the way through the log. Turn the log and finish the cut from the opposite side



### The log is supported at one end

There is a high risk that it will split.

Start by cutting from below (about 1/3 of the way through). Finish by cutting from above, so that the two cuts meet.



### The log is supported at both ends

There is a high risk that the chain will jam.

Start by cutting from above (about 1/3 of the way through). Finish by cutting from below so that the two cuts meet.

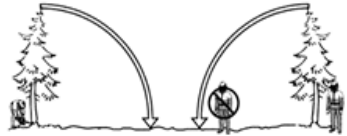


### Tree felling technique

**IMPORTANT!** It takes a lot of experience to fell a tree. Inexperienced users of chain saws should not fell trees.

## Safe distance

The safe distance between a tree that is to be felled and anyone else working nearby is at least 2 1/2 tree lengths. Make sure that no-one else is in this "risk zone" before or during felling



## Felling direction

The aim is to fell the tree in a position where you can limb and cross-cut the log as easily as possible. You want it to fall in a location where you can stand and move about safely.

Once you have decided which way you want the tree to fall you must judge which way the tree would fall naturally.

## Several factors affect the falling direction

- Lean of the tree
- Bend
- Wind direction
- Arrangement of branches
- Weight of snow
- Obstacles within the reach of the tree: for example, other trees, power lines, roads and buildings.
- Look for signs of damage and rot at the stem, this makes it more probable that the tree will break and start to fall before you expect it to happen.



You may find you are forced to let the tree fall in its natural direction because it is impossible or dangerous to try to make it fall in the direction you first intended.

Another very important factor, which does not affect the felling direction, but does affect your safety, is to make sure the tree has no damaged or dead branches that might break off and hit you during felling.

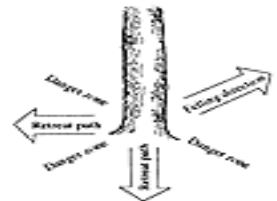
The main point is to avoid letting the tree fall onto another tree. It is very dangerous to remove a trapped tree and there is high accident risk. See instructions under the heading freeing a tree that has fallen badly.



## Clearing the trunk and preparing your retreat

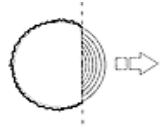
De limb the stem up to shoulder height.

Remove any undergrowth from the base of the tree and check the area for obstacles (stones, branches, holes, etc.) so that you have a clear path of retreat when the tree starts to fall. Your path of retreat should be roughly 135 degrees away from the intended felling direction.



## Felling

**WARNING!** Unless you have special training we advise you not to fell trees with a diameter larger than the bar length of your saw!



## Directional cuts

To make the directional cut you begin with the top cut. Aim using the saw's felling direction mark (1) toward a goal further forward in the terrain, where you would like the tree to fall (2). Stand on the right-hand side of the tree, behind the saw, and cut with a pull stroke.

Next make the bottom cut so that it ends exactly at the end of the top coat.

The directional cuts should run 1/4 of the diameter through the trunk and the angle between the top cut and bottom cut should be 45°.

The line where the two cuts meet is called the directional cut line. This line should be perfectly horizontal and at right angles (90°) to the chosen felling direction.



## Felling cut

The felling cut is made from the opposite side of the tree and it must be perfectly horizontal. Stand on the left side of the tree and cut on the pull stroke. Make the felling cut about 3-5 cm (1.5-2 inches) above the bottom directional cut. Set the spike bumper (if one is fitted) just behind the felling hinge. Use full throttle and advance the chain/bar slowly into the tree. Make sure the tree does not start to move in the opposite direction to your intended felling direction.

Finish the felling cut parallel with the directional cut line so that the distance between them is at least 1/10 of the trunk diameter.

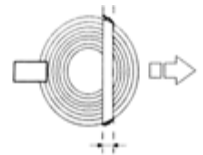
The uncut section of the trunk is called the felling hinge. The felling hinge controls the direction that the tree falls.

All control over the felling direction is lost if the felling hinge is too narrow or non-existent, or if the directional cuts and felling cut are badly placed.

When the felling cut and directional cut are complete the tree should start to fall by itself or with the aid of a felling wedge or breaking bar.

We recommend that you use a bar that is longer than the diameter of the tree,

There are methods for felling trees with a diameter larger than the bar length. However, these methods involve a much greater risk that the kickback zone of the bar will come into contact with the tree.



## Freeing a tree that has fallen badly

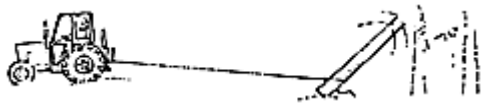
Freeing a “trapped tree”:

- It is very dangerous to remove a trapped tree and there is high accident risk.
- Never try to fell the tree that is trapped.
- Never work in the risk zone of the hanging trapped tree



The safest method is to use a winch.

1. Tractor-mounted



2. Portable



## Cutting trees and branches that are in tension

**Preparations:** Work out which side is in tension and where the point of maximum tension is (i.e., where it would break if it was bent even more).

Decide which the safest way is, to release the tension and whether you are able to do it safely. In complicated situations the only safe method is to put aside your chain saw and use a winch.

### General advice:

Position yourself so that you will be clear of the tree or branch when the tension is released.

Make one or more cuts at or near the point of maximum tension.

Make as many cuts of sufficient depth as necessary to reduce the tension and make the tree or branch break at the point of maximum tension.



### Never cut straight through a tree or branch that is in tension!

If you must cut across the tree / limb, make two to three cuts, one inch apart, one to two inches deep.

Continue to cut deeper until tree/limb bends and tension is released.

Cut tree/limb from outside the bend, after tension has been released



### Limbing

**WARNING!** A majority of kickback accidents occur during Limbing. Do not use the kickback zone of the guide bar. Be extremely cautious and avoid contact with the log, other limbs or objects with the nose of the guide bar. Be extremely cautious of limbs under tension. They can spring back towards you and cause loss of control resulting in injury.

Make sure that you can stand and move about safely. Work on the left side of the trunk. Work as close as possible to the chain saw for maximum control. If possible, let the weight of the chain saw rest on the trunk.

Keep the trunk between you and the chain saw as you move along the trunk



## MAINTENANCE

### General

The user must only carry out the maintenance and service work described in this manual. Any maintenance other than that described in this manual must be carried out by your servicing dealer (retailer).

### Carburetor adjustment

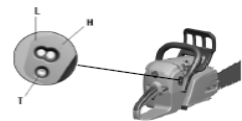
The carburetor can be designed in different ways, depending on existing environmental and emissions legislation. Some chain saws are equipped with movement limiters on the carburetor's adjuster screws.

This product has been designed and manufactured to specifications that reduce harmful emissions.



### Function

1. The carburetor governs the engine's speed via the throttle control. Air and fuel are mixed in the carburetor. The air/fuel mixture is adjustable. Correct adjustment is essential to get the best performance from the machine.
2. Adjusting the carburetor means that the engine is adapted to local operating conditions, e.g. climate, altitude, petrol and the type of 2-stroke oil.
3. The carburetor has three adjustment controls:  
L = Low speed jet  
H = High speed jet  
T = Idle adjustment screw
4. The L and H-jets are used to adjust the supply of fuel to match the rate at which air is admitted, which is controlled by the throttle. If they are screwed clockwise the air/fuel ratio becomes leaner (less fuel) and if they are turned anti-clockwise the ratio becomes richer (more fuel). A lean mixture gives a higher engine speed and a rich mixture gives a lower engine speed.
5. The T-screw regulates the throttle setting at idle speed. If the T-screw is turned clockwise this gives a higher idle speed; turning it anti-clockwise gives a lower idle speed.



### Basic settings and running in

The basic carburetor settings are adjusted during testing at the factory. Avoid running at too high speeds during the first 10 hours.

**CAUTION!** If the chain rotates while idling the T-screw, it must be turned anti-clockwise until the chain stops.

### Fine adjustment

When the machine has been “run-in” the carburetor should be finely adjusted. The fine adjustment should be carried out by a qualified person. First adjust the L-jet, then the idling T screw and then the H-jet.

### Conditions

Before any adjustments are made in the air filter should be clean and the cylinder cover fitted. Adjusting the carburetor while a dirty air filter is in use will result in a leaner mixture next time the filter is cleaned. This can give rise to serious engine damage.

Do not attempt to adjust the L and H jets beyond either stop, as this could cause damage.

Now start the machine according to the starting instructions and let it warm up for 10 minutes. Place the machine on a flat surface so that the bar points away from you and so that the bar and chain do not come into contact with the surface or other objects.

### Low speed L jet

Turn the low speed jet L clockwise until it stops. If the engine accelerates poorly or idles unevenly, turn the low speed jet L anticlockwise until good acceleration and idling are achieved.

### Fine adjustment of the idle speed T

Adjust the idle speed with the T-screw. If it is necessary to re-adjust, turn the T-screw clockwise while the engine is running, until the chain starts to rotate. Then turn anti-clockwise until the chain stops. When the idle speed is correctly adjusted the engine should run smoothly in every position and the engine speed should be safely below the speed at which the chain starts to rotate.

### High speed jet H

At the factory the engine is adjusted at sea level. When working at a high altitude or in different weather conditions, temperatures and atmospheric humidity, it may be necessary to make minor adjustments to the high speed jet.

**CAUTION!** If the high speed jet is screwed in too far, it may damage the piston/cylinder. During test run at the factory, the high speed jet is set so that the engine satisfies the applicable legal requirements at the same time achieves maximum performance. The carburetor's high speed jet is then locked using a limiter cap in the fully screwed out position. The limiter cap limits the potential to adjust the high speed jet to at most half a turn.

There is an integrated speed governor in the ignition system that limits the maximum speed to 13600 rpm. The maximum speed will not exceed 13600 rpm when the high speed jet is adjusted (screwed in). When the speed governor is activated, you will get the same sound experience as when the chain saw 4-cycles.

To adjust the carburetor correctly, you should refer to a rev counter.

As the spark is cut off, the rev counter does not show speeds higher than 13600 rpm.

## Correctly adjusted carburetor

When the carburetor is correctly adjusted the machine accelerates without hesitation and 4-cycles a little at full throttle. It is also important that the chain does not rotate at idle. If the L-jet is set too lean it may cause starting difficulties and poor acceleration. If the H-jet is set too lean the machine will have less power, poor acceleration and could suffer damage to the engine.

## Checking, maintaining and servicing

**Note!** All service and repair work on the machine demands special training



## Chain brake and front hand guard

Brush off any wood dust, resin and dirt from the chain brake and clutch drum.

Regularly check that the brake band is at least 0.6 mm thick at its thinnest point



## Checking the front hand guard

Make sure the front hand guard is not damaged and that there are no visible defects such as cracks.

Move the front hand guard forwards and back to make sure it moves freely and that it is securely anchored to the clutch cover



## Checking the inertia brake release

Place the chain saw, with the engine switched off, on a stump or other stable surface. Release the front handle and let the saw fall by its own weight, rotating around the rear handle towards the stump. When the bar hits the stump the brake should be applied.



## Checking the brake trigger

Place the chain saw on firm ground and start it. Make sure the chain does not touch the ground or any other object. Grasp the chain saw firmly, wrapping your fingers and thumbs around the handles. Apply full throttle and activate the chain brake by tilting your left wrist forward onto the front hand

Guard. Do not let go of the front handle. The chain should stop immediately



## Throttle lockout

- Make sure the throttle control is locked at the idle setting when the throttle lockout is released.
- Press the throttle lockout and make sure it returns to its original position when you release it.
- Check that the throttle control and throttle lockout move freely and that the return springs work properly.



- Start the chain saw and apply full throttle. Release the throttle control and check that the chain stops and remains stationary.  
If the chain rotates when the throttle control is in the idle position you should check the carburetor idle adjustment.

## Rear Handle

Care must be exercised when replacing the return spring or the starter cord. Wear protective glasses and protective gloves.

- Remove the screws (1).
- Push the hand guard upward.
- Pull the underside of the fan housing away from the Crankcase and remove it downward



### Changing a broken or worn starter rope

- Use a screwdriver or suitable pliers to remove the spring clip (2) from the starter post.
- Carefully remove the pulley with washer (3) and pawls (4)
- Use a screwdriver to pry the rope out of the starter handle.
- Remove the remaining rope from the pulley and handle.
- Thread the new rope through the starter handle and tie a simple overhand knot.
- Pull the knot back into the handle.
- Thread the rope through the top of the guide bush (5), pull it through the pulley (6) and secure it with a simple overhand knot.
- Coat pulley bearing bore with resin-free oil.
- Slip pulley over the starter post (7), turn it back and forth to engage an anchor loop of the recoil spring.
- Fit the pawls (4) in the pulley, and fit the washer (3) on the starter post.
- Use a screwdriver or suitable pliers to install the spring clip (2) on the starter post and engage it on the pawls' pegs- the spring clip must point clockwise as shown in the illustration



Check that the rear handle is not damaged and that there are no visible defects, such as cracks.

## Vibration damping system

Regularly check the vibration damping units for cracks or deformation.

Make sure the vibration damping units are securely attached to the engine unit and handle unit



## Stop Switch

Start the engine and make sure the engine stops when you move the stop switch to the stop setting.

## Muffler

- Never use a machine that has a faulty muffler.
- Regularly check that the muffler is securely attached to the machine.
- Some mufflers are equipped with a special spark arrestor mesh. If your machine has this type of muffler, you should clean the mesh at least once a week. This is best done with a wire brush. A blocked mesh will cause the engine to overheat and may lead to serious damage

**Note!** The mesh must be replaced if it is damaged. If the mesh is blocked the machine will overheat and this will cause damage to the cylinder and piston. Never use a muffler if the spark arrestor mesh is missing or defective. The muffler is designed to reduce the noise level and to direct the exhaust gases away from the operator



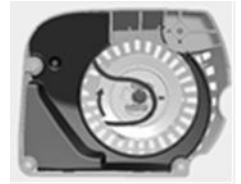
## Starter

### WARNING!

When the recoil spring is wound up in the starter housing it is under tension and can, if handled carelessly, pop out and cause personal injury

### Tensioning the recoil spring

- Make a loop in the starter rope and use it to turn the pulley, six full revolutions in the direction of the arrow.
- Hold the pulley steady- pull out and straighten the twisted rope.
- Release the pulley.
- Let go of cord slowly so that it winds onto the pulley.
- The starter handle must locate firmly in the rope guide bush. If the Handle droops to one side: Increase the spring tension by adding one more turn. When the starter rope is fully extended it must still be possible to turn another half turn. If this is not the case, the spring is over tensioned and could break.
- Take one turn of rope off the pulley in such a case.  
Fit the fan housing on the crankcase



## Changing a broken recoil spring

Remove the starter pulley.

**Warning!** The bits of spring might still be under tension and could fly apart when you take them out of the fan housing. To reduce risk of injury, wear eye and face protection and work gloves.

- Use a screwdriver to carefully remove the parts of the spring.
- Lubricate the new spring with a few drops of non-resinous oil.
- Place the replacement spring with frame in the fan cover- the spring loop (arrow) must engage the lug in the fan housing.
- Apply a suitable tool (screwdriver, punch or similar) to the recesses and push the spring into its seat in the fan house- the spring slips out of the frame in this process.

Reinstall the starter pulley, tension the recoil spring, fit the fan housing and secure in position with the screws.

### Air Filter

The air filter must be regularly cleaned to remove dust and dirt in order to avoid:

- Carburetor malfunctions
- Starting problems
- Loss of engine power
- Unnecessary wear to engine parts.
- Excessive fuel consumption.

Remove the air filter after taking off the air filter cover. Clean the filter by brushing or shaking it.

The filter can be cleaned more thoroughly by washing it in water and detergent.

An air filter that has been in use for a long time cannot be cleaned completely. The filter must therefore be replaced with a new one at regular intervals.



### Spark Plug

The spark plug condition is influenced by:

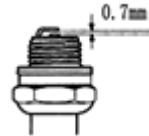
- Incorrect carburetor adjustment.
- An incorrect fuel mixture (too much or incorrect type of oil).
- A dirty air filter.

These factors cause deposits on the spark plug electrodes, which may result in operational problems and starting difficulties.

If the machine is low on power, difficult to start or runs poorly at idle speed:

Always check the spark plug first before taking any further action. If the spark plug is dirty, clean it and check that the electrode gap is 0.5mm to 0.7mm. The spark plug should be replaced after about a month in operation or earlier if necessary.

**Note!** Always use the recommended spark plug type! Use of the wrong spark plug can damage the piston/cylinder.



### Lubricating the bar tip sprocket

Lubricate the bar tip sprocket each time you refuel. Use the special grease gun and a good quality bearing grease.



### Needle bearing lubrication

The clutch drum has a needle bearing on the output shaft. This needle bearing must be lubricated regularly (once a week).

**CAUTION!** Use a high-quality bearing grease or engine oil. See instructions under the heading Cutting equipment.

### Adjustment of the oil pump

The oil pump is adjustable. Adjustments are made by turning the screw using a screwdriver or combination spanner. The machine is supplied from the factory set to 1 turn open. Turning the screw clockwise will reduce the oil flow and turning the screw anti-clockwise will increase the oil flow.

**WARNING!** The engine must not be running when making adjustments



### Cooling system

To keep the working temperature as low as possible the machine is equipped with a cooling system.

The cooling system consists of:

1. Air intake in the starter.
2. Air guide plate.
3. Fins on the flywheel.
4. Cooling fins on the cylinder.

Clean the cooling system with a brush once a week, more often in demanding conditions. A dirty or blocked cooling system results in the machine overheating which may cause damage to the piston and cylinder.



### Air Injection centrifugal cleaning

Centrifugal cleaning means the following: All air to the carburetor passes through the starter. Dirt and dust is centrifuged out by the cooling fan.

**IMPORTANT!** In order to maintain operation of the centrifugal cleaning system, it must be regularly maintained. Clean the air intake to the starter, the fins on the flywheel, the space around the flywheel, inlet pipe and carburetor compartment.

### Winter use


Running problems can occur when using the machine in the cold and snowy conditions caused by:

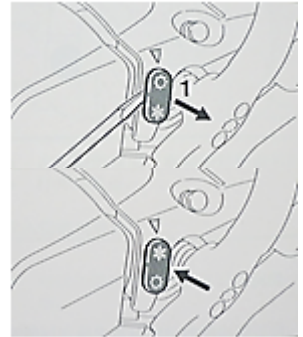
- Too low engine temperature.
- Icing of the air filter and carburetor.

Special measures are therefore often required:

- Partly mask the air inlet on the starter to increase the working temperature of the engine.

### How to shift to anti-freeze mode:

1. At temperatures below 10°C: Fit the fan housing on the crankcase. Use the combination wrench or a screwdriver to ease the shutter (1) out of the summer position (☀).  

2. Fit the fan housing on the crankcase. Fit the shutter in the winter position (❄ At top) - as shown in the illustration. Heated air from around the cylinder now flows around the carburetor- this helps prevent carburetor icing.



At temperatures above 20°C:

Return the shutter to the summer position (☀), to avoid engine running problems and overheating.

#### NOTE:

When the temperature rises and returns to a normal state, and if still this product is used in antifreeze mode, it may cause engine running problems or overheating, or the engine cannot reach normal operating speed. Therefore, when using at temperatures impossible of icing, this chain saw must be restored to normal operation mode.

#### WARNING!

**This chain saw has very strong kickback, which might cause serious injury to the user. Do not operate this chainsaw, unless you have special needs, and have operating experience and have specialized training to respond to kick back. We have many low kickback chainsaws for your option. It is strongly recommended to use the original combination of the guide bar and saw chain.**

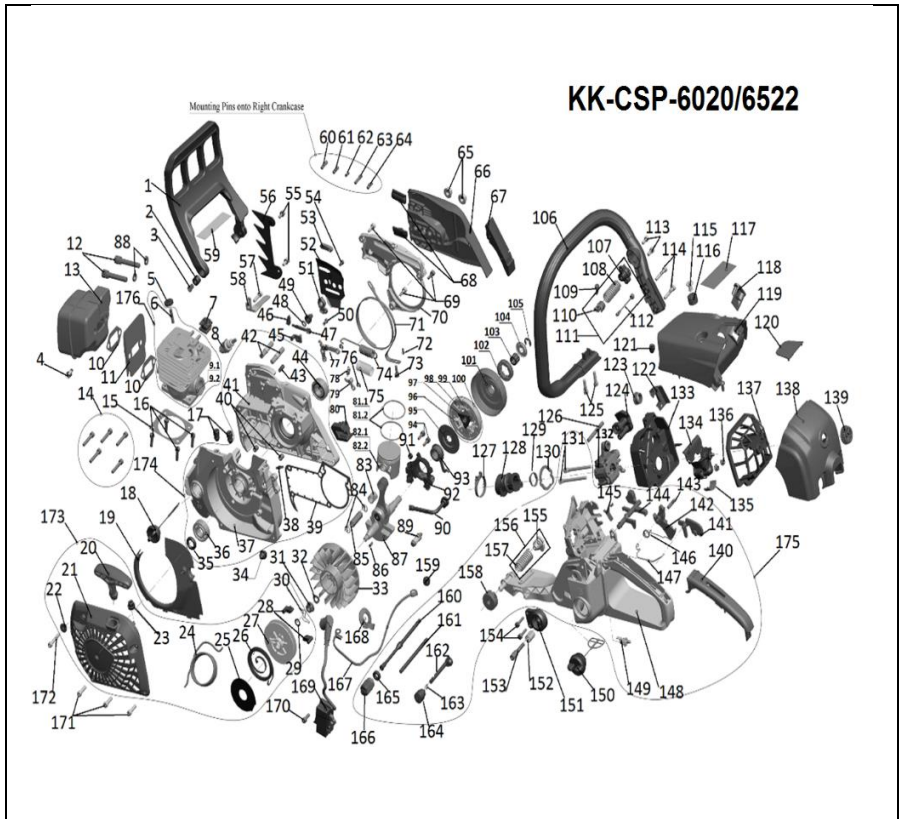
Daily Maintenance	Weekly Maintenance	Monthly Maintenance
Clean the outside of the machine.	Check the cooling system weekly.	Check the brake band on the chain brake for wear out. Replace when less than 0.6 mm (0,024 inch) remains at the most worn point.
Check that the components of the throttle control work safely. (Throttle lockout and throttle control.)	Check the starter, starter cord and return spring.	Check the clutch centre, clutch drum and clutch spring for wear.
Clean the chain brake and check that it operates safely. Make sure that the chain catcher is undamaged, and replace it if necessary.	Check that the vibration damping elements are not damaged.	Clean the spark plug. Check that the electrode gap is 0.7mm (0.028inch)
The bar should be turned daily for more even wear. Check the lubrication hole in the bar, to be sure it is not clogged. Clean the bar groove. If the bar has a sprocket tip, this should be lubricated.	Lubricate the clutch drum bearing.	Clean the outside of the carburetor.
Check that the bar and chain are getting sufficient oil.	File off any burrs from the edges of the bar.	Check the fuel filter and the fuel hose. Replace if necessary.
Check the saw chain with regard to visible cracks in the rivets and links, whether the saw chain is stiff or whether the rivets and links are abnormally worn. Replace if necessary.	Loosen the two M5 nuts, remove the air intake and air filter bracket, clean up the sawdust and oil. Clean up the sawdust from the filter element.	Empty the fuel tank and clean it inside.
Sharpen the chain and check its tension and condition. Check the drive sprocket for excessive wear and replace if necessary.	Clean the carburetor compartment.	Empty the oil tank and clean the inside.
Clean the starter unit's air intake.	Clean the air filter. Replace if necessary.	Check all cables and connections.
Check whether the nuts and screws are tight.		
Check whether the stop switch works correctly.		
Check that there are no fuel leaks from the engine, tank or fuel lines.		
Clean the air filter and its bracket to ensure the intake system clean and unobstructed		

### TECHNICAL DATA

Product code	KK-CSP-5920	KK-CSP-6020	KK-CSP-6522	KK-CSP-7524
Dimensions (L×W×H), mm	450x245x290	450×252×305		
Cylinder displacement, cc	56.5	59.0	64.1	73.5
Bar length	51 cm(20")		56 cm(22")	61 cm (24")
Cylinder bore, mm	φ46	φ47	φ49	φ51
Stroke, mm	34			36
Idle speed, rpm	3300±400			3000
Power, kW/hp @rpm	2.8kW (3.75 hp)	3.0/4.0@8500	3.3/4.4@8500	3.6/4.8@9000
Type of ignition system	CDI			
Spark Plug	BOSCH LD L8RTF			NGK BPRM 7A
Electrode gap, inch/mm	0.7			
Oil Class	FB Grade Two-stroke Engine Oil			
Fuel tank capacity, (ml)	450	700	690	
Oil tank capacity, (ml)	260	350	400	
Min. specific fuel consumption g/kwh	550	610	520	
Mixing Ratio (Gasoline: oil)	New machine (20h) 20: 1; normally 25: 1			
Dry weight (Chain saw without bar or chain, empty tanks), kg	5.2	5.8		6.9
Guide Bar	kk20-70-50-3/8	kk20-72-63-3/8	kk22-76-63-3/8	kk24-84-58-3/8
Saw Chain	72LPX072X	75LPX072X	75LPX076X	73LPX084X
Carburetor	Diaphragm type( Walbro )	KisanKraft: MP20B60 WALBRO: HD-59		KisanKraft: MP16B75
Type of drive sprocket/number of teeth	7	Rim/8		

Product code	KK-CSP-5920	KK-CSP-6020	KK-CSP-6522	KK-CSP-7524
Max. no load speed rpm	12500	12000		
Max. Noise, $L_{WA}=dB(A)$	116			
Vibration levels, $m/s^2$	10.9	10.6	12.2	

## PARTS DIAGRAM & LIST-KK CSP - 6020/6522





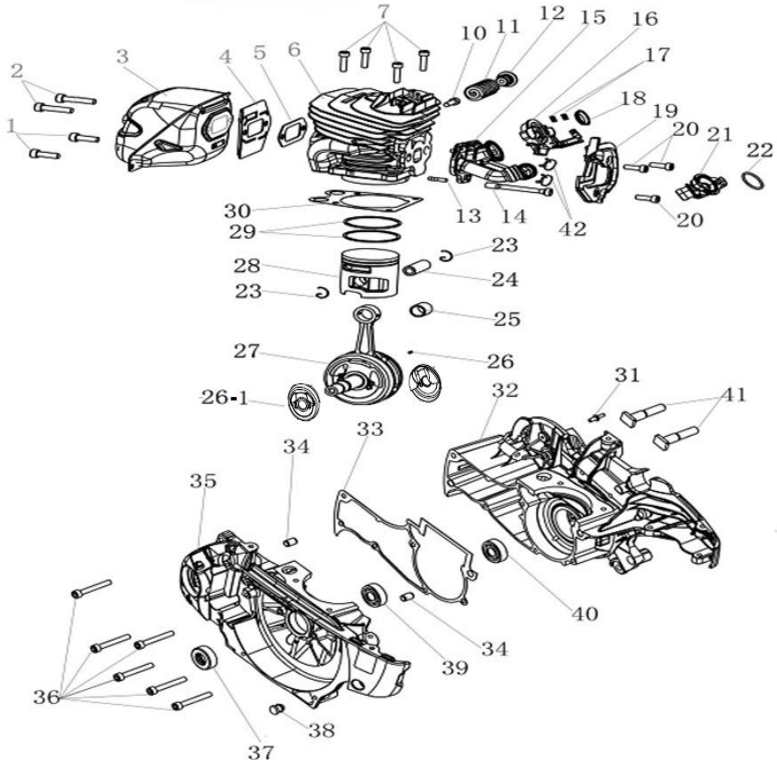
Part No	Part Name (KK CSP - 6020/6522)	Part No	Part Name (KK CSP - 6020/6522)
1	Hand Guard	63	Pin (Hand Guard)
2	Bush Rubber(Hand Guard)	64	Pin( Break Spring)
3	Bush Metal(Hand Guard)	65	Nut-M8x7 Flanged
4	Screw & Washer 5x12 Trox	66	Clutch Cover
5	Cushion Rubber For Stud 5x25	67	Saw Dust Protector
6	Stud 5x25	68	Chain Guide
7	Cushion Rubber(Cylinder)	69	Screw M4x10 Trox
8	Spark Plug	70	Brake System Cover
9.1	Cylinder-6020	71	Brake Band
9.2	Cylinder -6522	72	Pin 3x9
10	Muffler Gasket	73	Screw 4x10 Trox
11	Cooling Plate(Muffler)	74	Brake Return Spring
12	Screws M-8x53 Trox	75	Brake Spring Sleeve
13	Muffler Comp.	76	E-Ring(Break Lever)
14	Screw M 5x32 Trox	77	Brake Lever
15	Cylinder Gasket	78	Spring (Break Lever Small)
16	Screw M 5x25 Trox	79	Brake Lever Small
17	Cushion Rubber (1)	80	Cushion Rubber(3)
18	Oil Cap Comp.	81.1	Piston Rings-6020
19	Fan Cover	81.2	Piston Rings-6522
20	Starter Handle	82.1	Piston -6020
21	Starter Cover	82.2	Piston -6522
22	Bushing(Starter Cover)	83	Needle Bearing(Piston Pin)
23	Rope Guide	84	Cir Clip (Piston Pin)
24	Starter Rope	85	Piston Pin
25	Plate (Recoil Spring)	86	Key (Crankshaft)
26	Re-Coil Spring	87	Crankshaft Comp.
27	Rope Reel	88	Spring Washer -8
28	Starter Pawl	89	Oil Filter
29	Washer(Rope Reel)	90	Oil Pump Pipe (In)
30	Lock(Rope Reel)	91	Oil Pump Pipe (Out)
31	Nut M8 Flanged	92	Oil Pump Comp.

Part No	Part Name (KK CSP - 6020/6522)	Part No	Part Name (KK CSP - 6020/6522)
32	Wave Washer (Clutch)	93	Worm
33	Flywheel	94	Screw M4x10 Trox
34	Cushion Rubber (2)	95	Cover Washer (Worm)
35	Oil Seal 15x22x4.5	96	Clutch Spring
36	Bearing 6202-2rs	97	Carrier(Clutch)
37	Crankcase Left	98	Clutch Shoe
38	Mouth Piece(Vacuum)	99	Clip Clutch
39	Crankcase Gasket	100	Clutch Shoe Assy
40	Locating Pin	101	Clutch Drum
41	Crankcase Right	102	Sprocket
42	Stud M8x42	103	Needle Bearing(Clutch)
43	Check Valve	104	Washer(Clutch Drum)
44	Bearing With Oil Seal	105	E-Ring(Clutch Drum)
45	Tensioner Slide	106	Front Handle
46	Support(Chain Adjusting Screw)	107	Damper Plastic Seat
47	Chain Adjusting Screw	108	Cylinder Damping Spring
48	O Ring 7.1x1.5(Chain Adjusting Gear)	109	Screw M5x12 Trox
49	Chain Adjusting Gear	110	Alloy Head(Damping Spring)
50	Screw 4x5 Trox	111	N/A
51	Cover Plate (Chain Adjusting Gear)	112	Protection Wire
52	Inner Side Plate(Chain)	113	S T Screw
53	Oil Groove Rubber	114	S T Screw
54	Screw M4x5 Trox	115	Slotted Nut(Cyl Cover)
55	Screw M5x16 Trox	116	Rubber Slotted Nut
56	Spike Bumper	117	Insulation Al Foil (Big)
57	S T Screw	118	Shutter (Cylinder Cover)
58	Guard Plate (Chain)	119	Cylinder Cover
59	Insulation Al Foil (Small)	120	Cover Plate(Cylinder Cover)
60	Pin(Break Lever )	121	Cushion Rubber(Cyl Cover)
61	Pin(Break Lever Small)	122	Air Baffle
62	Pin(Spring Break Lever Small)	123	Plug(Air Filter Housing)

Part No	Part Name (KK CSP - 6020/6522)	Part No	Part Name (KK CSP - 6020/6522)
124	Grommet Carb Adjusting	153	Screws(Damping Rubber Seat)
125	S T Screw	154	Screw 4x18 Trox
126	Balance Pipe	155	Plastic Seat (Spring Bedding)
127	Hose Clip	156	N/A
128	Manifold	157	Spring(Bedding)
129	Sleeve( Mani Fold)	158	Damping Rubber Block
130	Carburetor Gasket(Metal)	159	Grommet(Cord On/Off Switch)
131	Screw Carburetor	160	Fuel Pipe
132	Carburetor	161	Vacuum Tube
133	Air Filter Housing	162	Hose For Breather
134	Inlet Tube	163	Pipe Clamp
135	Filter (Inlet Tube)	164	Breather Assy
136	Nut M5 Flanged	165	Sleeve Metal For Fuel Pipe
137	Air Filter	166	Fuel Filter
138	Air Filter Outside Cover	167	Cord For On/Off Switch
139	Air Filter Lock Nut	168	N/A
140	Rear Handle Cover	169	Ignition Coil
141	Throttle Lock	170	Screw 5x18 Trox
142	Throttle Trigger	171	Screw M5x25 Trox
143	Throttle Trigger Pin	172	Screw M5x32 Trox
144	Choke Knob	173	Starter Assy
145	Choke Lever Return Spring	174	N/A
146	Throttle Spring	175	N/A
147	Throttle Rod	176	N/A
148	Rear Handle Comp.	177	Bar-20" 3/8 0.063
149	Stop Switch	177	Bar-22" 3/8 0.063
150	Fuel Cap Comp.	178	Chain-20" 75lpx072x
151	Damping Rubber Seat	178	Chain-22" 75lpx076x
152	Damping Bolt Cap		

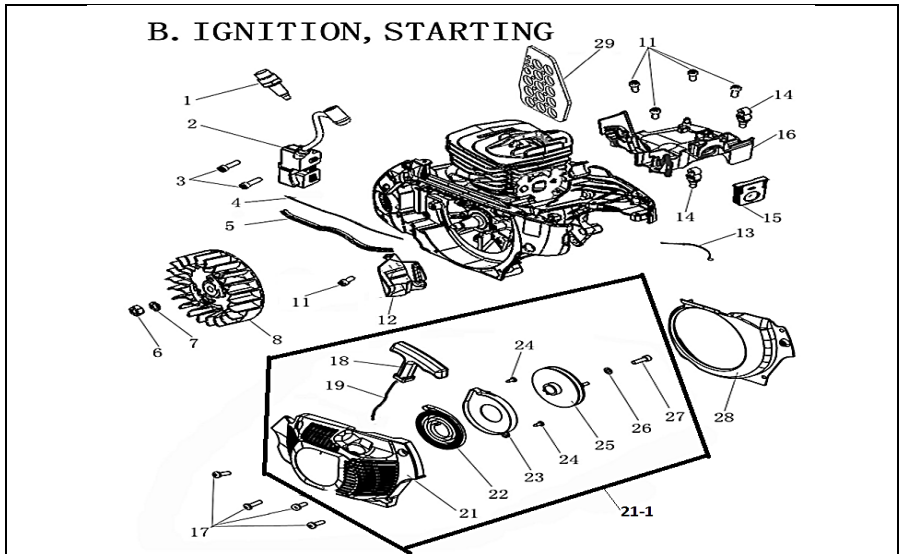
**PARTS DIAGRAM & LIST-KK CSP - 7524**

**A. POWER UNIT**

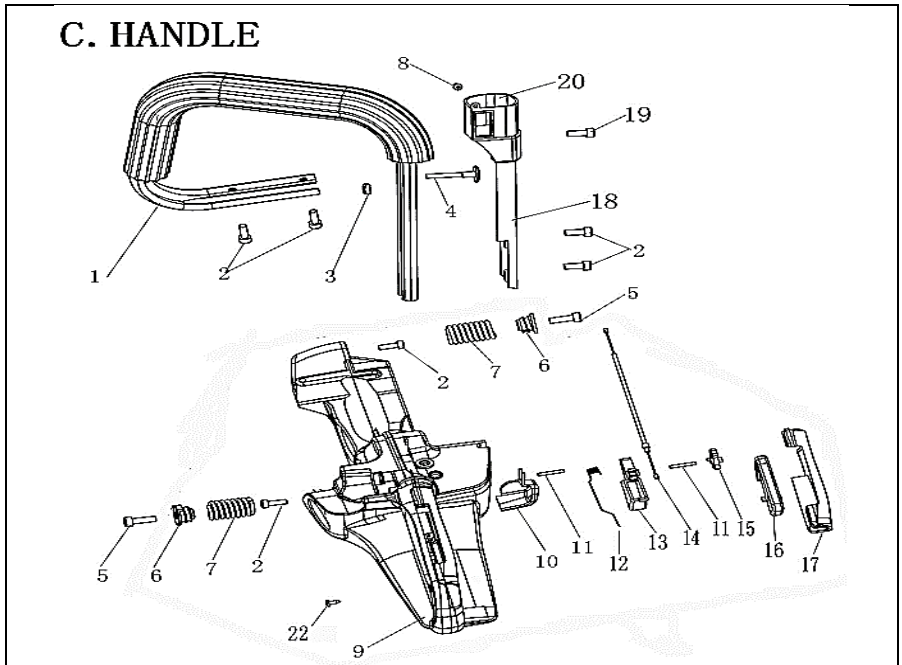


Part No	Part Name (KK CSP - 7524)	Part No	Part Name (KK CSP - 7524)
A01	Screw M6x14(Trox)	A24	Piston Pin
A02	Screw M6x20(Trox)	A25	Needle Bearing (Piston pin)
A03	Muffler Assy	A26	Key 3x5x13(Crankshaft)
A04	Distributing Fin(Muffler)	A26-1	Crankshaft Cover

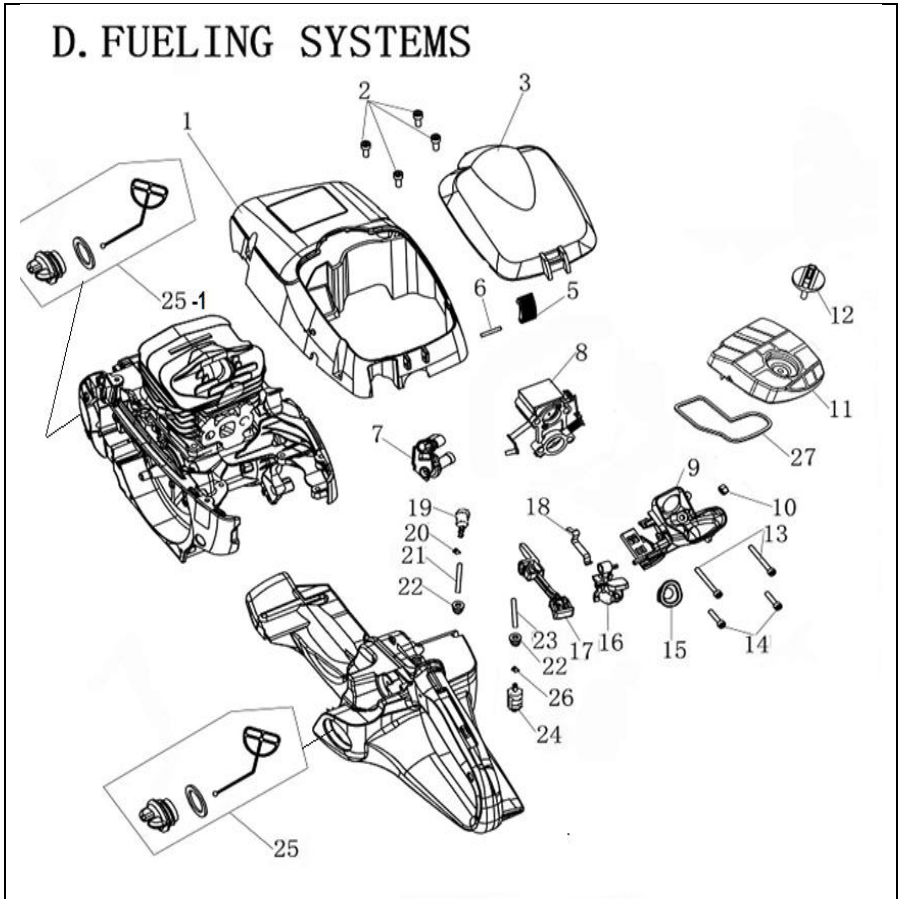
Part No	Part Name (KK CSP - 7524)	Part No	Part Name (KK CSP - 7524)
A05	Muffler Gasket	A27	Crankshaft Assy
A06	Cylinder	A28	Piston
A07	Screw M5x25(Trox)	A29	Piston Ring
A10	Screw M5x16(Trox)	A30	Cylinder Gasket
A11	Cylinder Damping Spring	A31	Pin Shaft(Brake)
A12	Cylinder Damping Spring Bracket	A32	Right Crankcase
A13	Vacuum Pipe Nib	A33	Gasket(Crankcase)
A14	Vacuum Pipe	A34	Positioning Sleeve
A15	Air Inlet Pipe (Inner)	A35	Left Crankcase
A16	Carburetor Support	A36	Screw M5x32(Trox)
A17	Nut M4	A37	Oil seal-26x6x6(Small)
A18	Inlet Pipe Bushing	A38	Crankcase Damper
A19	Air Inlet Pipe Bracket	A39	Bearing 6202
A20	Screw M5x13(Trox)	A40	Bearing 6202-2RS
A21	Air Inlet Pipe (Outer)	A41	Bar Bolt
A22	O Ring 21.2x1.8 (Inlet Pipe Outer)	A42	Clip for inlet pipe
A23	Circlip(Piston pin)		



Part No	Part Name (KK CSP - 7524)	Part No	Part Name (KK CSP - 7524)
B01	Spark Plug	B17	Screw M5x16 (Trox)
B02	Ignition Coil	B18	Starter Handle
B03	Screw M5x18(Trox)	B19	Starter Rope
B04	Flame out Wire	B21	Starter Cover
B05	Wire Lead	B21-1	Starter Assy
B06	Nut M8x1	B22	Recoil Spring
B07	Spring Washer-8	B23	Gland(Recoil Spring)
B08	Fly Wheel Assy	B24	Screw ST3.5x11 F(Gland)
B11	Screw M5x14(Trox)	B25	Rope Reel
B12	Guide Plate	B26	Washer (Rope Reel)
B13	Ground Wire	B27	Screw ST 4.8x12 F(Rope Reel)
B14	Damper for Air Filter Bracket	B28	Fan Cover
B15	Grommet Throttle Wire	B29	Filter Screen
B16	Plastic Plate		



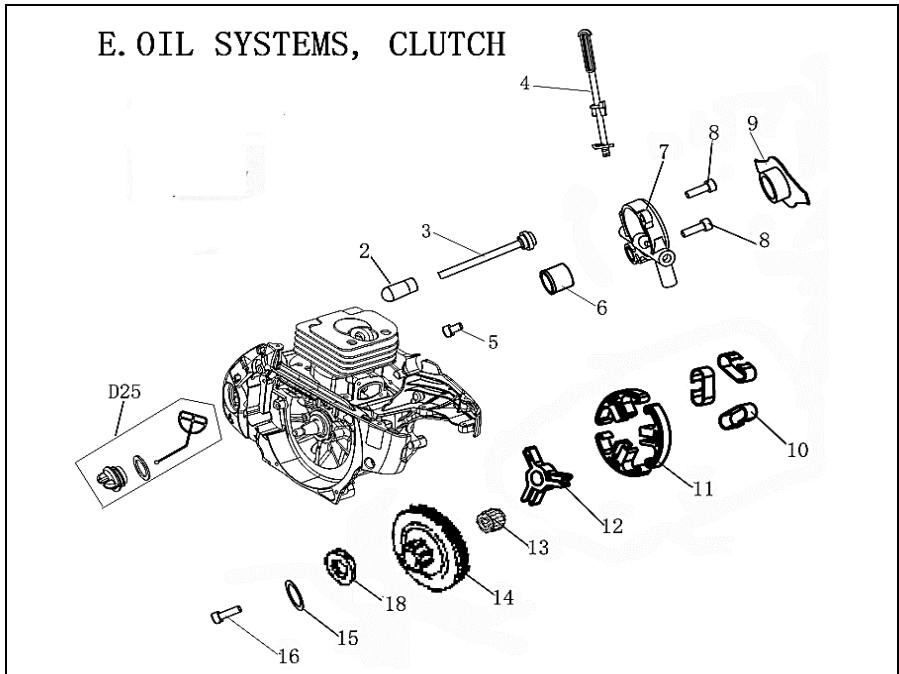
Part No	Part Name (KK CSP - 7524)	Part No	Part Name (KK CSP - 7524)
C01	Front Handle	C12	Throttle Spring
C02	Screw ST 5.5x20 F	C13	Throttle Trigger
C03	N/A	C14	Throttle Wire Assy
C04	N/A	C15	Throttle Wire Reel
C05	Bolt M6x16(Trox)	C16	Throttle Lock
C06	Damper Spring Seat	C17	Throttle Trigger Cover
C07	Damper Spring	C18	Heater Switch Seat
C08	Screw ST 3.5x10 F	C19	Screw M5x20(Trox)
C09	Rear Handle	C20	Heater Switch Seat Cover
C10	Decoration Plate	C22	Screw ST 3.9x14 F
C11	Pin 3x24		



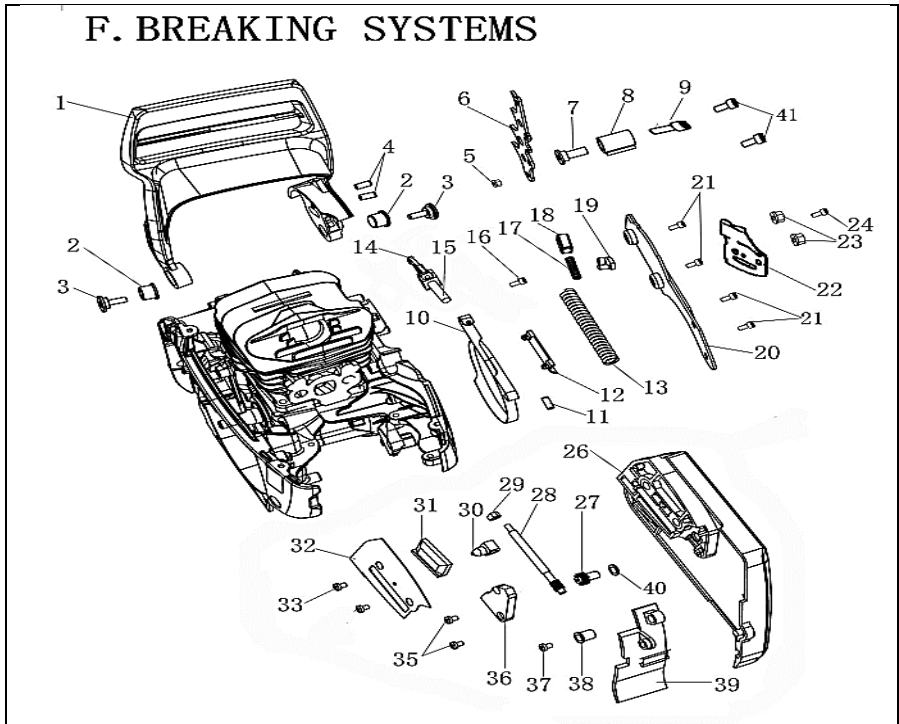
Part No	Part Name (KK CSP - 7524)	Part No	Part Name (KK CSP - 7524)
D01	Cylinder Top Cover	D16	Switch on/off
D02	Screw M5x12(Trox)	D17	Choke Knob
D03	Air Filter Cover	D18	N/A
D05	Lock Air Filter Cover	D19	Breather Assy



Part No	Part Name (KK CSP - 7524)	Part No	Part Name (KK CSP - 7524)
D06	Pin 3x24	D20	Pipe Clip
D07	Carb adjusting Guide	D21	Hose 9.5" For Breather
D08	Carburetor	D22	Grommet(Breather/Fuel Pipe)
D09	Air Filter Bracket	D23	Fuel Pipe-12.5"(Long)
D10	Nut	D24	Fuel Filter
D11	Air Filter	D25	Fuel Tank Cap
D12	Air Filter Screw	D25-1	Oil Tank Cap
D13	Carburetor Screw 5x50(Trox)	D26	Fuel Pipe Clip 6.3
D14	Screw M4x20(Trox)	D27	Air Filter Gasket
D15	Grommet For Choke		

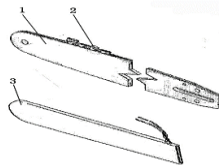


Part No	Part Name (KK CSP - 7524)	Part No	Part Name (KK CSP - 7524)
E02	Oil Filter Assy	E10	Clutch Spring
E03	Oil Pump Pipe (Inner)	E11	Clutch Shoe
E04	Spray Tube	E12	Retainer(Clutch)
E05	Check Valve	E13	Needle Bearing(Clutch)
E06	Worm Bush	E14	Clutch Drum
E07	Oil Pump	E15	Ring Washer(Clutch)
E08	Screw M5x12(Trox)	E16	Screw M6x10 Left thread
E09	Worm	E18	Sprocket



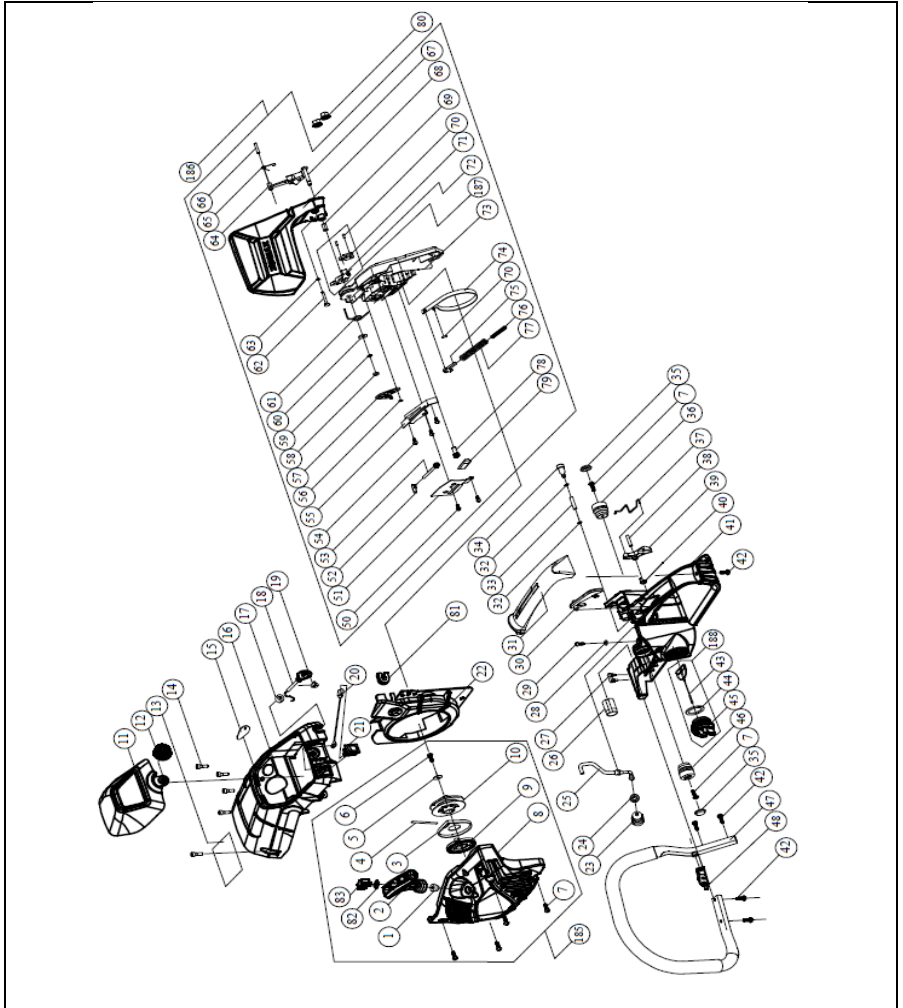
Part No	Part Name (KK CSP - 7524)	Part No	Part Name (KK CSP - 7524)
F01	Front Hand Guard	F21	Screw M4x8 (Trox)
F02	Bush(Front Hand Guard)	F22	Guide Plate
F03	Screw(Front Hand Guard)	F23	Nut M8x7Flanged
F04	Pin 5x13(Break)	F24	Screw M4x8 (Trox)
F05	Nut M5 Nylon	F26	Clutch Cover
F06	Spiked Bumper	F27	Active Tension Gear
F07	Chain Catcher Bush	F28	Passive Tension Gear
F08	Chain Catcher	F29	Passive Tension Gear Support
F09	Screw M5x30(Trox)	F30	Tensioner Pin
F10	Brake Band	F31	Chain Guide
F11	Roller 3x9(Break)	F32	Wear Plate
F12	Brake Spring Guide	F33	Screw ST 3.5x5 F
F13	Brake Spring	F35	Screw ST 3.9x10 F
F14&15	Brake Lever & Arm Assy	F36	Tension Gear Seat
F15	Buy #14	F37	Screw ST 3.5x8 F
F16	Screw ST 3.5x8	F38	Fixing Sleeve( Dust Protector)
F17	Positioning Spring(Break)	F39	Saw Dust Protector
F18	Positioning Spring Seat	F40	O Ring 7x1.8(Active Gear)
F19	Stop Pin(Brake)	F41	Screw M5x12(Trox)
F20	Brake Spring Cover		

### G. GUIDE BAR, SAW CHAIN



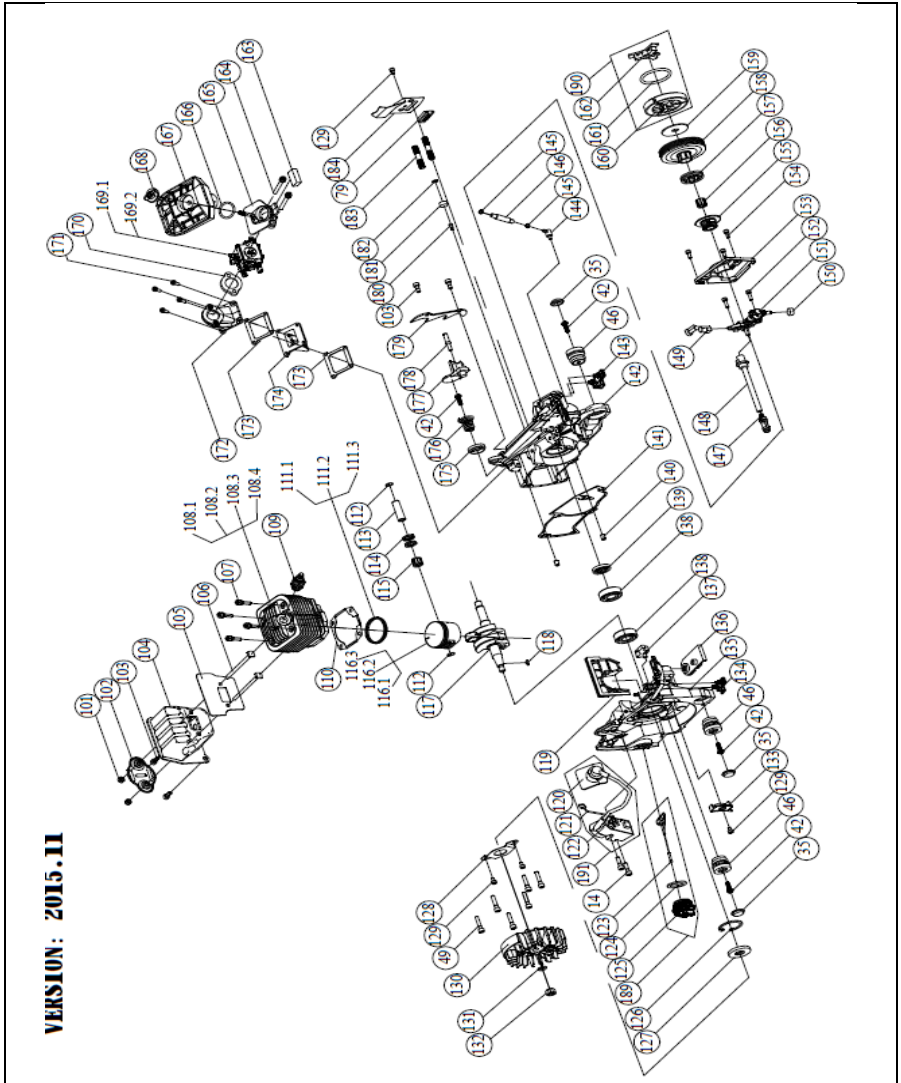
Part No	Part Name (KK CSP - 7524)
G1	Bar 24"
G2	Chain 24"-73LPX084X(Oregon)
G3	Guide Bar Cover

## PARTS DIAGRAM & LIST-KK CSP - 5920



Part No	Part Name (KK CSP - 5920)	Qty	Part No	Part Name (KK CSP - 5920)	Qty
1.	Rope guide	1	26.	Damper plug	1
2.	Starter knob	1	27.	Damper	1
3.	Spring plate	1	28.	Fuel breather gasket	1
4.	Nylon rope $\phi 3.5 \times 900$	1	29.	St3.9×14 screw	1
5.	$\phi 5 \times \phi 16 \times 1$ reel washer	1	30.	Throttle interlock arm	1
6.	M5×14 screw	1	31.	Rear handle cover	1
7.	M5×14 screw	6	32.	$\phi 6$ circlip	2
8.	Starter cover Assy	1	33.	Breather pipe	1
9.	Recoil spring	1	34.	Breather Assy	1
10.	Starter reel	1	35.	Damper cap	5
11.	Air filter cover comp	1	36.	Damper	1
12.	Air filter cover knob	1	37.	Throttle rod	1
13.	Heat shield	1	38.	$\phi 5 \times 24$ spring pin	1
14.	M5×18 screw	7	39.	Throttle trigger	1
15.	Hot wind cover	1	40.	Throttle trigger spring	1
16.	Cylinder top cover	1	41.	Rear handle Assy	1
17.	Choke rod guide	1	42.	St4.8×16 screw	9
18.	Choke knob	1	43.	Cap link	1
19.	Choke rod damper	1	44.	Fuel tank cap washer	1
20.	Flameout cord	1	45.	Fuel tank cap	1
21.	Stop switch	1	46.	Damper	4
22.	Fan cover	1	47.	Front handle comp	1
23.	Fuel filter Assy	1	48.	Damper	1
24.	Fuel pipe guide	1	49.	M5×30 screw	6
25.	Fuel pipe	1	50.	St4.2×6.5 screw	2

Part No	Part Name (KK CSP - 5920)	Qty	Part No	Part Name (KK CSP - 5920)	Qty
51.	Tension plate	1	68.	Front hand guard	1
52.	Tensioner pin	1	69.	Guide pin sleeve	1
53.	Tensioner passive bolt	1	70.	Φ3×9 pin	3
54.	St4.2×9.5 screw	3	71.	Sub lever	1
55.	Brake spring cover	1	72.	Main lever	1
56.	Φ3.5 snap ring	1	73.	Clutch cover	1
57.	Stopper plate	1	74.	Brake band	1
58.	Rubber washer	1	75.	Brake arm	1
59.	Φ4 snap ring	1	76.	Brake spring (main)	1
60.	Φ6×Φ18×1.5 plate washer	1	77.	Brake spring (sub)	1
61.	Brake spring	1	78.	Chain tension adjuster	1
62.	Stop pin	1	79.	Chain guide	2
63.	Φ3.0 snap ring	1	80.	Nut m8	2
64.	Hook	1	81.	U bushing bracket	1
65.	Torsional spring	1	82.	Gasket	1
66.	Φ4×22 pin	1	83.	Starter knob rubber	1
67.	Guide pin	1	84.		



Part No	Part Name (KK CSP - 5920)	Qty	Part No	Part Name (KK CSP - 5920)	Qty
101.	Muffler nut m5	2	126.	Φ35 snap ring	1
102.	Spacer plate	1	127.	Φ15×φ35×4.5 oil seal (l)	1
103.	M5×12 screw	4	128.	Oil seal plate	1
104.	Muffler	1	129.	M4×6 screw	4
105.	Gasket	1	130.	Flywheel Assy	1
106.	M5×87 muffler bolt	2	131.	Φ8 washer	1
107.	M5×22 screw	4	132.	Nut m8×1	1
108.			133.	Anti-dust screen	1
109.	Spark plug (I7t)	1	134.	Stopper (l)	1
110.	Cylinder gasket	1	135.	Left crankcase	1
111.			136.	Dust shield	1
112.	Circlip	2	137.	Guide (lh)	1
113.	Piston pin	1	138.	Ball bearing 6202rs	2
114.	Washer	2	139.	Oil seal (r) φ15×φ28×4.5	1
115.	K11×15×12 needle bearing	1	140.	Stop pin	2
116.			141.	Crankcase gasket	1
117.	Crankshaft comp	1	142.	Right crankcase	1
118.	Woodruff key 3.0×3.7×10	1	143.	Stopper (r)	1
119.	Carburetor spacer	1	144.	Tube joints	1
120.	Spark plug cover	1	145.	Clip	2
121.	Flameout cord	1	146.	Vacuum pipe	1
122.	Ignitor	1	147.	Oil filter ass'y	1
123.	Cap link	1	148.	Oil pump pipe (l)	1
124.	Oil tank cap gasket	1	149.	Oil pump pipe (o)	1
125.	Oil tank cap	1	150.	Sealed sponge	1



Part No	Part Name (KK CSP - 5920)	Qty	Part No	Part Name (KK CSP - 5920)	Qty
151.	Oil pump Assy	1	175.	Spring seat	1
152.	M4x15 screw	2	176.	Spring	1
153.	Oil pump cover	1	177.	Chain catcher	1
154.	M4x10 screw	3	178.	M5x14 screw	1
155.	Oil pump worm	1	179.	Spiked bumper	1
156.	K12x15x15 needle bearing	1	180.	Breather valve	1
157.	Sprocket 3/8-7	1	181.	Sponge	1
158.	Clutch drum	1	182.	Circlip	1
159.	Clutch washer	1	183.	M8x26 stud	2
160.	Clutch wedge	3	184.	Oil guide plate	1
161.	Clutch spring	1	185.	Starter Assy	1
162.	Wedge bracket	1	186.	Clutch cover Assy	1
163.	Damper	1	187.	Lever Assy	1
164.	M5x50 screw	2	188.	Fuel tank cap Assy	1
165.	Air inlet curving pipe	1	189.	Oil tank cap Assy	1
166.	O ring	1	190.	Clutch comp	1
167.	Air filter comp	1	191.	Ignition Assy	1
168.	Air filter lock nut	1	108.2	5801 Cylinder (φ46mm)	1
169.	Carburetor	1	108.3	5201 Cylinder (φ44mm)	1
170.	Insulation gasket	1	111.1	5800 Piston Ring (φ45.2mm)	2
171.	M4x20 screw	4	111.2	5801 Piston Ring (φ46mm)	2
172.	Carburetor bracket	1	111.3	5201 Piston Ring (φ44mm)	2
173.	Gasket	2	116.2	5801 Piston (φ46mm)	1
174.	Non-return valve	1	116.3	5201 Piston (φ44mm)	1

### 2 STROKE PETROL ENGINE- MANUAL




#### BEFORE GETTING STARTED

This manual describes various cautions necessary to operate the engine properly. Before starting the engine, read the manual and understand the proper method of use. (Improper use of the engine could result in accident or injury.)

Use the engine after reading and understanding also the manual of equipment driven by the engine.

Keep the manual at a safe place where you can refer whenever needed.

#### SAFETY INSTRUCTIONS

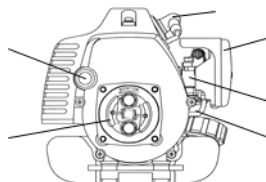
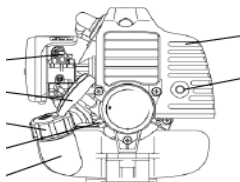
	You have to observe the descriptions indicated with this mark because they contain very important information to assure the safety
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- No person who does not understand the content of this manual should be allowed to operate the engine.
- Engine should not be operated indoors or in places with poor ventilation. (Exhaust gas contains odorless and harmful carbon monoxide.)
- Do not insert in or approach hands or foot near the moving or revolving sections.
- Do not store, spill or use gasoline at the vicinity of fire, stove, furnace or devices using the pilot flame or sparks like water heater or others. (There is risk of explosion.)
- Do not refill the fuel indoors or at a place not well ventilated.
- Do not smoke while filling the fuel.
- Do not remove the fuel tank cap or refill the fuel while the engine is still running or immediately after operation when the engine is still hot. (Wait for more than 2 minutes after terminating the operation before refilling the fuel.)
- Do not operate the engine when gasoline has spilled, smell of gasoline is felt as there is a risk of explosion.
- Do not adjust the setting engine speed unnecessarily.
- Do not check sparks while the ignition plug is removed.

- Do not operate the engine with the muffler or air cleaner cover removed. (Inspect particularly the muffler at regular intervals for loose mounting screws, breakage or leakage, and repair or replace it if any abnormality is observed.)
- Do not operate the engine when grass, leaves or inflammable substances are sticking in or around the muffler.
- Do not touch parts of muffler or engine at high temperatures. (There is risk of burns.)
- Do not touch the ignition plug or high-voltage cord during operation. (There is risk of electric shock or physical injury.)
- Make sure to stop the engine whenever the work is interrupted or moving the engine to another place.
- Do not operate the engine alone. (It must be connected to the driven equipment when it is operated).
- Check frequently the parts used on the fuel line for cracks or leakage, and replace them if necessary.
- Remove dirt, grass or other trash from the cooling fins and the cooling air inlet. (Make sure to stop the engine and the driven equipment before the cleaning.)
- Make sure to use always new gasoline. (Old gasoline may cause sticky substance adhering at the inside of carburetor causing trouble in operation.)
- Before starting the engine, confirm that the area of radius 15 m around it is evacuated and no tank filled with fuel, or others are not left over.
- Use only genuine parts supplied from the manufacturer. Use of parts other than the genuine parts could cause engine trouble or premature abrasion.

**Note:** Important safety items quoted in this manual do not necessarily cover all situations or conditions that could occur. Although sufficient care has been taken to assure the safety of the engine, operators or service personnel must observe necessary precautions to operate it safely and protect themselves from possible dangers.

### COMPONENTS OVERVIEW



1. Recoil starter grip	8. Engine switch (Types vary depending on the specifications.)
2. Starter lever	9. Clutch
3. Cooling air inlet	10. Ignition plug cap
4. Fuel tank cap	11. Air cleaner
5. Fuel tank	
6. Muffler	

7. Exhaust outlet (Types vary depending on the specifications.)	12. Carburetor 13. Priming button
--	--------------------------------------

### INSPECTION BEFORE OPERATING THE ENGINE

**NOTE:** In 2 Stroke engine the gasoline and engine oil are mixed and poured together.

**FUEL:** Use mixed oil of ordinary regular gasoline for vehicle and special 2-cycle engine oil with the proportion as shown by the following table.

Mixing ratio (Volumetric ratio):

Petrol: 2-cycle engine oil
40: 1

- Do not use degenerated oil (with sour smell).
- (It could cause engine trouble such as the starting error, insufficient output, etc.)
- Make sure to clean spilled fuel. It could foul clothes or cause fire.
- Do not use 4-cycle engine oil. (It could cause fouled plug, bound piston ring, clogged muffler, or other problem.)
- Take care while handling gasoline. (As there is a risk of explosion.)

#### ADJUSTMENT OF THROTTLE WIRE:

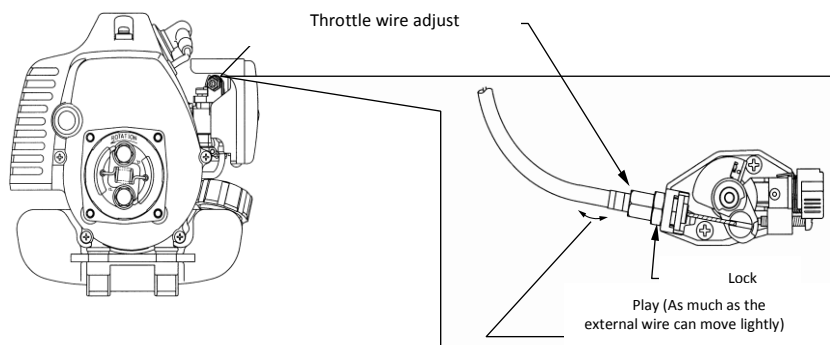
Adjust the play on the throttle wire to 0.5 ~ 1.0 mm.

##### LARGER PLAY

- It could cause the starting trouble.
- Revolution speed could rise unexpectedly when the external wire of throttle wire comes off from the position.

##### NO PLAY

- Driven equipment may fail to stop even if the throttle lever is returned.



### INSPECTION OF RESPECTIVE SECTIONS:

Make sure to inspect these sections before operating the engine.

#### Inspection of fuel

- Is sufficient quantity of oil reserved?
- Is not the fuel degenerated?
- Use the proper fuel referring to the “Fuel” section.

#### CAUTION

- Sufficient care must be taken on the fire not only when replenishing but also handling fuel. It could cause fire or explosion.
- Securely close the oil tank cap. Fuel may leak if the cap is tightened aslant. It will never leak if the cap is tightened properly.

(Excluding: TL tank cap breather type)

#### Inspection of clogging

- Check the cooling fins, around the muffler and cooling air inlet for trash or withered grasses trapped.
- Remove them if necessary

#### Inspection of air cleaner

- Is not fouled the air cleaner element?
- When the element is fouled or it is not impregnated with oil, inspect and service it in accordance with “Inspection and servicing before each operation”

#### Inspection of screws and nuts

- Check respective sections for loose or missing screws or nuts.
- Service them if necessary.

#### Inspection of fuel pipes

- Check for cracks or fissures on the fuel pipe and grommet, disconnection or fuel leakage from joints on the fuel tank and carburetor.




#### CAUTION

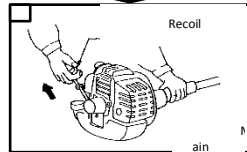
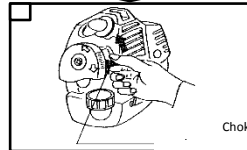
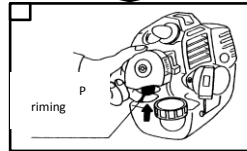
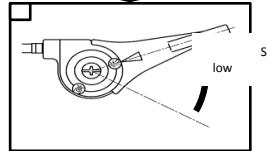
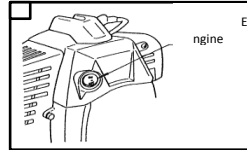
Cracks, fissures or disconnection from joints could cause fire or explosion by leaked fuel. Service or replace damaged fuel pipe and grommet.

### OPERATION INSTRUCTIONS

#### Methods of starting & stopping the engine

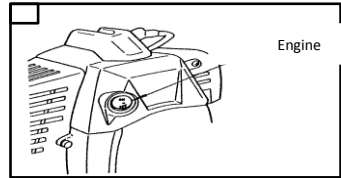
##### START (CHOKE TYPE UNIT):

1. Turn the engine switch to the "ON" side.
2. Set the throttle lever at the slow speed position.
3. Push the priming button repeatedly with finger till it hits the top. (More than 10 times) Pressing the priming button is necessary to prime the fuel to facilitate the start-up. Since any excess amount of primed fuel returns to the tank, there is no problem of over-priming. Prime the fuel rather more than sufficiently to avoid starting trouble.
4. Turn the choke lever to the fully closed position  
 (at the  Mark).  
 When sufficient fuel is retained and the engine is warm, set the choke lever at the fully opened position  
 (at the  mark)
5. While holding down the engine firmly, grasp the recoil starter grip and pull vigorously
6. When the engine has started, return the choke lever gradually to the fully opened position  
 (at the  Mark).  
 If only exploding sounds are heard, but it does not start, return the choke lever to the fully closed position and pull the starter grip vigorously once again.

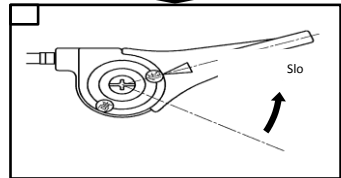


### START (STARTER LEVER TYPE UNIT)

1. Turn the engine switch to the "ON" side.

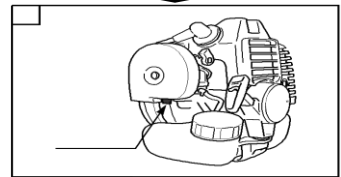


2. Set the throttle lever at the slowest speed position.



3. Push the priming button repeatedly with finger till it hits the top. (More than 10 times)

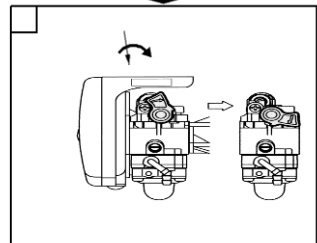
Pressing the priming button is necessary to prime the fuel to facilitate the start-up. Since any excess amount of primed fuel returns to the tank, there is no problem of over-priming. Prime the fuel rather more than sufficiently to avoid starting trouble.



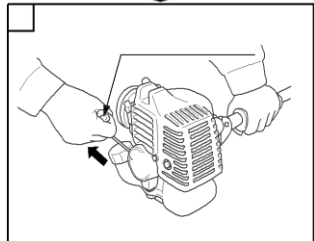
4. Turn down the starter lever of carburetor to set it at the start position.

It is not necessary to operate the starter lever when the engine is warmed up (For about 15 minutes after stopping the engine.)

(To be left in the operating position)  
Depending on specifications, the starter lever may be provided at the throttle wire side.



5. While holding down the engine firmly, grasp the recoil starter grip and pull vigorously



#### ⚠ CAUTION:

- a) When the engine stops on the way after starting, or
- b) When the engine fails to start after trying the recoil operation for 7 to 8 times.

Return the starter lever to the operating position and try the recoil operation.

6. If you move the throttle lever to the high-speed side a little after the engine has started, the starter lever returns to the operating position. Continue the warm-up operation for 2 to 3 minutes in this condition. Observing the condition of the engine, move the throttle lever to a desired engine speed.

### START

#### CAUTION

- Before starting the engine, confirm that the area of radius 15 m around the engine is completely evacuated.
- Do not operate the engine when any flammable material (gasoline, volatile chemicals, or others) is present around it.
- Driven equipment may start simultaneously with the start of engine. Carefully read the instruction manual of the equipment and start the engine carefully.
- When a class FC oil is used, a larger resistance may be felt when pulling the recoil starter grip under low temperature condition or at the initial operation at the next season. This is related to the characteristic of the oil and there is no problem on the engine. Once started, it will return to the normal condition

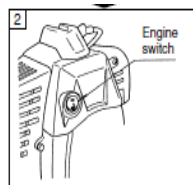
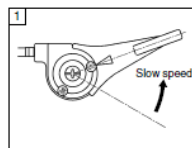
#### Concerning New Start System

It can start even if it is pulled slower than normal.

- If the rope is pulled (vigorously) till it will not come out any more, it could damage the recoil mechanism.
- Do not disassemble the recoil.  
It is dangerous to disassemble the inside of recoil. (Consult your dealer when it is necessary to replace related parts.)
- If the decompression slot of cylinder is clogged, the engine may start slower than normal. Clean the slot to restore the normal condition.

### STOP

1. Set the throttle lever at the slow speed position.
2. Turn the engine switch to the "OFF" position.  
(Switch position may vary depending on the specifications. Refer to the instruction manual of driven equipment.)  
In case of a push button type switch, keep pressing the push button till the engine stops completely.
  - Replenish the fuel before using up completely. It will make easier at the next starting.
  - When there is no subsequent work, drain the fuel from the fuel tank and restart the engine to use up the fuel remaining in the carburetor.

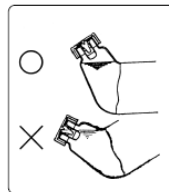






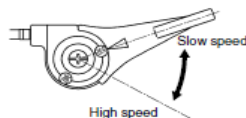
### CAUTION

- Place the engine at a horizontal position when the driven equipment is not used at the rest time, or others, in summer season. (If the tank is tilted as much as the inside of fuel cap is submerged in the fuel, the fuel may leak.)
- Do not touch the engine body, especially the muffler, during or immediately after stopping the operation.  
(There is risk of burn.)



### PRECAUTIONS DURING OPERATION

- After starting the engine, set the throttle lever at the slow speed position and warm up the engine for approx. 2–3 minute. As the engine worms up, the engine will be accelerated smoothly.
- Do not attempt to raise the engine speed abruptly immediately after the start because the lubrication oil may not be distributed at all over the engine.
- If the throttle lever is turned to the fully opened position, the revolution speed picks up to a considerably higher level, which could not only shorten the life of engine but also cause trouble. It should be avoided to race the engine at high speed under no load condition or raise the speed unnecessarily.
- Before starting operation, make sure to inspect the engine in accordance with the “Inspection before starting the engine”.
- Do not operate the engine at the indoor or a place with poor ventilation. (Exhaust gas contains odorless and harmful carbon monoxide.)
- Do not insert in or approach hands or foot at the moving or rotating sections.
- Stop the engine immediately if it has been discovered any leakage of fuel or gas from the carburetor, muffler, fuel tank, crankcase, cylinder or mating face at respective sections. (Contact a dealer or service center for repair.)
- Do not change the setting revolution speed of engine unnecessarily.
- Be careful not to touch highly heated muffler or sections on the engine to avoid possible risk of burn.
- Do not operate the engine while withered grasses, leaves or other inflammable substances are sticking in or around the muffler cover.
- Do not touch the ignition plug cap or high-voltage cord during operation. (There is risk of electric shock or physical injury.)
- Do not operate the engine with the muffler or air cleaner cover removed



### ADJUSTING THE CARBURETOR

**!** Engine revolution speed is adjusted at the optimum condition before shipping from the factory. It should be adjusted only when it fails to operate properly. (Consult your dealer when adjustment is necessary.)

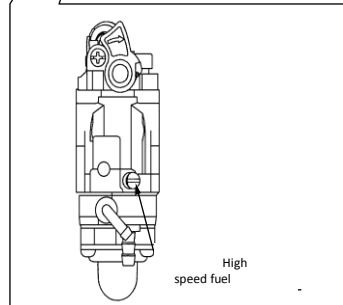
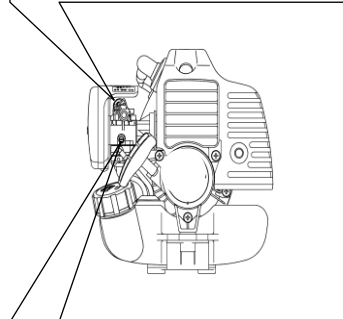
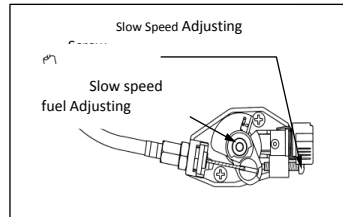
1. Use the slow speed adjusting screw to adjust the slow speed revolutions.
  - Right turns: Increase the revolution speed.
  - Left turns: Slow down the revolution speed.

**!** Increasing the slow revolution excessively causes the driven equipment unable to stop even if the throttle lever is returned. The revolution speed should not be increased excessively.

2. In case with the slow speed fuel adjusting screw Normal position is where it is returned by one turn from the fully closed position (right turn).
  - Right turns: Increase the thickness of fuel.
  - Left turns: Decrease the thickness of fuel.
3. In case with the high speed fuel adjustment screw
  - Right turns: Decrease the thickness of fuel.
  - Left turns: Increase the thickness of fuel.

**!** Fuel adjustment for the carburetor is completed at the optimum condition before shipping from the factory. When it is necessary to adjust, consult your dealer.

**!** Do not decrease the thickness of fuel too much. (It could result in the seizure trouble of engine.)



### INSPECTION AND SERVICE

Table of regular inspections

Item \ Time	Before Each Operation	At Every 50-hours	At Every 100-hours	2 Years
Inspection and retightening of bolts, nuts	✓			
Inspection of fuel leakage	✓			
Inspection, cleaning of air cleaner	✓			
Cleaning at cooling air inlet, cooling fin and around muffler	✓			
Inspection, cleaning of ignition plug		✓		
Inspection, cleaning of fuel filter		✓		
Removal of carbon from muffler, cylinder		✓		
Cleaning of spark arrestor		✓		
Replacement of ignition plug			✓	
Replacement of fuel piping (fuel pipe and grommet)				✓

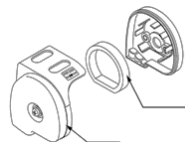
#### INSPECTION AND SERVICE BEFORE EACH OPERATION

##### Cleaning of air cleaner

Wash the element with white kerosene and then immerse it in engine oil. Squeeze it tightly with single hand.



**Use of fire is strictly prohibited**



Cleaning and service at respective sections

- Clean thoroughly around the muffler.
- Clean the cooling fins and the cooling air inlet.
- Inspect and retighten bolts and nuts.
- Inspect the fuel leakage.

#### INSPECTION AND SERVICE AT EVERY 50-HOUR

##### Cleaning and adjustment of ignition plug


After removing carbon accumulated on the electrodes and the insulator, adjust the clearance between the electrodes at 0.6 ~ 0.7 mm



When mounting the plug cap, push it in securely

##### Cleaning of fuel filter

Using a piece of wire, or the likes, pull out the fuel filter and wash with clean white kerosene. When it is fouled heavily, replace the filter and also wash the tank inside.

 Use of fire is strictly prohibited

### Carbon removal

Remove carbon from the muffler in-/outlet, cylinder and piston.

This work requires engine servicing skill and some tools. Consult the dealer or nearest service center.


### CAUTIONS DURING INSPECTION

- Disconnect the ignition plug wires before inspection or adjustment to prevent unexpected start of engine.
- Do not touch the engine immediately after operation to prevent burn.
- Use of fire is strictly prohibited when handling the fuel (gasoline).
- Make sure to clean spilled fuel sufficiently before using the engine.
- Do not wash the engine with water.
- Do not change the setting revolution speed carelessly. (Consult your dealer when changing the revolution speed.)

## STORAGE


When releasing the engine from operation for more than 30 days, it must be serviced and stored as follows with care to prevent the starting trouble or malfunction due to degeneration of fuel.

1. Drain the fuel from the fuel tank and start to run the engine till it is stopped due to use-up of fuel.
2. Wash the inside of fuel tank and fuel filter with white kerosene.

 Use of fire is strictly prohibited

3. Removing the ignition plug, inject a small quantity of new engine oil through the plughole. After idling slowly for few revolutions operating the recoil starter, install the ignition plug. Pull the recoil starter again and stop it at the position where it is felt heavy.
4. Clean the external surfaces with soft cloth and store it at a dry place free from fires.

**NOTE:** If the unit is left over without draining fuel, impurities in the fuel could clog the fuel passages such as the carburetor, fuel filter, or others, and cause engine troubles. Make sure to drain the fuel when storing the unit for a long period of time.

 Sufficient care must be taken not to use fires at the vicinity when handling the fuel.

**KisanKraft has a large range of products to serve the farmers. A list of our products is given below:**

<p><b>Brush Cutters and Accessories</b></p> <ul style="list-style-type: none"> <li>Brush Cutter/Power Weeder</li> <li>Backpack Brush Cutter</li> <li>Tea Pruner</li> <li>Pole pruner with Engine</li> <li>Reaper Attachment</li> <li>Blades-Circular</li> <li>Blades (2 &amp; 3 points)</li> <li>Baffle</li> <li>Nylon Rope</li> <li>Tap &amp; Go</li> </ul> <p><b>Chainsaws</b></p> <ul style="list-style-type: none"> <li>Petrol Chainsaw</li> <li>Electric Chainsaw</li> <li>Chain Sharpening Machine</li> </ul> <p><b>Engines and Water Pumps</b></p> <ul style="list-style-type: none"> <li>Engine –Diesel-(Horizontal)</li> <li>Engine –Diesel(Vertical)</li> <li>Engine-Kerosene</li> <li>Water Pump with Petrol Engine</li> <li>Water Pump with Kerosene Engine</li> <li>Water Pump with Diesel Engine</li> </ul> <p><b>Hand Tools</b></p> <ul style="list-style-type: none"> <li>Secateurs</li> <li>Folding Saw</li> <li>Garden Rake</li> <li>Garden Shovel</li> <li>Hedge Shear</li> <li>Lopper</li> <li>Telescopic Hedge Shear</li> <li>Telescopic Lopping Shear</li> <li>Tree Pruner</li> <li>Telescopic Steel Pipe &amp; Fruit Picker Bag</li> <li>Sheep Shear</li> </ul> <p><b>Garden Tools</b></p> <ul style="list-style-type: none"> <li>Electric Pressure Washer</li> <li>Hedge Trimmer</li> <li>Lawn Mower (Electric, Petrol &amp; Manual)</li> <li>Leaf Blower</li> </ul>	<p><b>Cultivators and Accessories</b></p> <ul style="list-style-type: none"> <li>Petrol and Diesel</li> </ul> <p><b>Sprayers and Accessories</b></p> <ul style="list-style-type: none"> <li>Battery Sprayer</li> <li>Portable Power Sprayer</li> <li>Trolley Sprayer</li> <li>Manual Knapsack Sprayer</li> <li>Manual Pressure Sprayer</li> <li>Rose Cans</li> <li>Hose Crimping Machine</li> <li>HTP Sprayer</li> <li>HTP Delivery Hose</li> <li>HTP Hose Reel</li> <li>HTP Stand</li> <li>HTP Gun / Lance( Brass Rod)</li> <li>Knapsack Power Sprayer</li> <li>Mister / Duster / Granuel Spreader</li> <li>HTP Sprayer Set with Diesel Engine</li> <li>HTP Sprayer Set with Kerosene Engine</li> <li>Fogging Machine</li> </ul> <p><b>Milking Machine</b></p> <ul style="list-style-type: none"> <li>Wood Shredder</li> <li>Fodder Ensiling Chaff Cutter</li> <li>Fodder Grinder Chaff Cutter</li> <li>Fodder Mini Chaff Cutter</li> </ul> <p><b>Harvester</b></p> <ul style="list-style-type: none"> <li>Maize Sheller</li> <li>Maize Sheller + Dehusker</li> <li>Maize Combine Harvester</li> <li>Onion Digger Carlotti Italy</li> <li>Tea Leaf Harvester</li> <li>Sugarcane Combine Harvester</li> <li>Sugarcane Leaf Stripper</li> </ul> <p><b>Transplanter and Post Hole Digger</b></p> <ul style="list-style-type: none"> <li>Paddy Transplanter (2 &amp; 8 Rows)</li> <li>Transplanter-Vegetable &amp; Tobacco</li> <li>Post Hole Digger(4" to 14" Augers)</li> </ul>
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## Wide Range of Products for Every Need



For more information give **MISSED CALL: 07676065555**



Many of our products have BIS: ISI certification.



Product	<b>CHAINSAW-PETROL</b>	KisanKraft Invoice Date	
Brand	<b>KisanKraft</b>	KisanKraft Invoice No.	
Model	<input type="checkbox"/> KK-CSP-5920 <input type="checkbox"/> KK-CSP-6020 <input type="checkbox"/> KK-CSP 6522 <input type="checkbox"/> KK-CSP 7524		
<b>WARRANTY PERIOD</b>	<b>6 MONTHS</b>	FOR THE SPECIFIED PERIOD FROM THE DATE OF SALE OR DELIVERY WHICHEVER IS EARLIER.	
Dealer's Invoice Date		Dealer's Invoice No.	
Buyer's Info (Name, Address, Phone, etc.):		Dealer's Stamp (Address, Phone, TIN, etc.):	
Buyer's Sign		Dealer's Sign	

**What is covered:** KisanKraft Machine Tools Private Limited and its manufacturers warrant this product to be free from defects in material or workmanship. All parts defective in material and workmanship are covered.

This warranty will only cover defects arising under normal usage.

This warranty is limited to repair or replacement by KisanKraft Machine Tools Private Limited or its manufacturers at the premises of Authorized Dealers, of such parts as appear to KisanKraft or its manufacturers, upon inspection, to be defective in material and/or workmanship. KisanKraft or its manufacturers make no warranty with respect to trade accessories not manufactured or sold by them.

**What is not covered:** The *warranty shall become null and void* and neither KisanKraft Machine Tools Private Limited nor any of its manufacturers, nor its authorized dealers assumes any responsibility, if the failure was caused by the following:

- (1) Operation of product with incorrect fuel or lubricants,
- (2) Incorrect usage of machine or misuse,
- (3) Lack of maintenance,
- (4) Negligence,
- (5) Accident or physical damage,
- (6) Repairs made by unauthorized parties and/or with unauthorized parts,
- (7) Improper set up, adjustments, tampering or altered products.

**This warranty is null & void, if you fail to register the warranty with KisanKraft by sending the KisanKraft Copy with dealer's stamp.**

**KisanKraft Machine Tools Private Limited**

**Important:** (1) Normal maintenance and adjustments to the product is the responsibility customer. (2) Normal wear and tear is not covered under warranty.(3) Rubber/plastic parts and consumables such as blades, clutch and clutch-bell, spark-plugs, nylon line, air-filters, fuel-filters, oil seals etc. are not covered under the warranty.

**No Warranty On Electrical Motor / Electrical Parts / Battery Etc.**

**Incidental / Consequential Loss:** KisanKraft Machine Tools Private Limited or its manufacturers will not be liable for general damages, including bodily injuries, or for incidental or consequential damages including, but not limited to, loss of use, loss of profits, loss of production, expense of substitute equipment or other commercial loss or damage.

**Limitation of Liability:** This limited warranty is in lieu of all other express warranties, obligations, or liabilities. Any implied warranties, obligations or liabilities, including, but not limited to, any implied warranty of merchantability shall be limited in duration to the applicable warranty period. Any action for breach of any warranty hereunder, including, but not limited to, any implied warranty of merchantability must be brought within the applicable warranty period.

**Modifications of Warranty:** No agent, representative, dealer, or employee of KisanKraft Machine Tools Private Limited or any of its manufacturers has the authority to increase or alter the obligations of this warranty.

**Assignment / Transfer of warranty:** The warranty cannot be assigned and shall not transfer if the product is resold by the first buyer. The above warranties are extended to the first end user (original purchaser), and no warranty is made, nor authorized to be made assignable on resale by the first end user.

**What you must do to obtain limited warranty service:** To obtain performance of any obligation under this warranty for failure during the applicable warranty period, deliver the defective product, to the nearest Authorized Dealer. KisanKraft Machine Tools Private Limited, its manufacturers and its dealers reserve the right to inspect the claimed defective part(s) to determine if the malfunction is the result of a defect covered by this warranty. Please note that the decision of KisanKraft Machine Tools Pvt Ltd with respect to any warranty claim is final.

**Receipt is required for availing warranty services**

**Jurisdiction:** All disputes are subject to Bangalore court's jurisdiction.

<b>Our Products</b>	<ul style="list-style-type: none"><li>◆Chainsaws◆Brush Cutters and Accessories◆Harvesters◆</li><li>◆Engines and Water Pumps◆Hand Tools◆Garden Tools ◆</li><li>◆Cultivators and Accessories◆Sprayers and Accessories ◆</li><li>◆Transplanter and Post Hole Digger ◆ Milking Machines ◆</li></ul>
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**KisanKraft Machine Tools Private Limited**