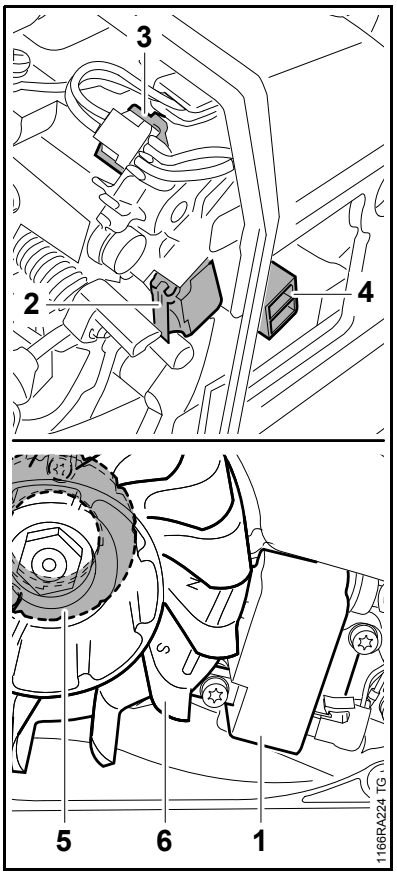
8. M-Tronic

For the sake of clarity, the components in this chapter are shown without filter cover, rewind starter and the grommet on the heater switch.



The M-Tronic basically consists of the control unit (1), switch unit (2), solenoid valve (3) diagnostic socket (4), generator (5) and flywheel (6).

The control unit (1) contains a high energy ignition module and is responsible for centralized control of all engine functions. It adjusts ignition timing and meters the exact quantity of fuel as a function of external conditions.

It is no longer necessary to carry out a basic or standard carburetor setting.

The M-Tronic controls all operating modes, such as start, idle, part and full load, in response to external conditions, e.g. operating at different altitudes and temperatures or with different fuel qualities – the carburetor has no adjusting screws.

8.1 Calibrating the Control Unit

The control unit has to be calibrated if maximum engine speed is not reached or the control unit and/or carburetor or solenoid valve have been replaced.

– Remove the saw chain and guide bar and refit the chain sprocket cover.

– Start the engine – **do not** blip the throttle trigger – move Master Control lever to start position ▲

Allow engine to run for at least 60 seconds in start position ▲ and then move the Master Control lever to "**STOP**" without operating the throttle trigger – that completes calibration.

The control unit is adapted to the carburetor during the run in the start position ▲.

An immediate engine shutdown is necessary for the information to be saved to the control unit.