MAC 15 CHAIN SAW



OWNER'S MANUAL

McCULLOCH CORPORATION
6101 West Century Boulevard,
Los Angeles 45, California

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McCULLOCH CORPORATION

#52863
MANUFACTURER'S SUGGESTED LIST PRICE — 50 CENTS

CHAIN SAW WARRANTY

We warrant to each original retail Purchaser (hereinafter called Purchaser) each part (except bar, chain and sprocket) of each new McCulloch chain saw to be free under normal use and service from defects in material or workmanship for a period of thirty (30) days from the date of delivery to the Purchaser. Our obligation under this warranty is limited to supplying without charge to such Purchaser a genuine replacement part in exchange for any part which, in our sole judgment, is defective if the part is returned for our examination at Purchaser's expense through an authorized McCulloch dealer or distributor.

This warranty shall not apply to any new McCulloch chain saw or part thereof that has been tampered with or which has been subject to misuse, negligence, or accident, or which has its serial number altered or removed, or which has been altered or repaired outside of an authorized McCulloch service station.

This warranty is expressly in lieu of all other warranties, express or implied, and shall not become effective unless the "Warranty Notice" attached to the Warranty accompanying the chain saw is mailed to us within five (5) days after delivery. We do not assume or authorize any person to assume for us, any other obligation or liability in connection with the sale of McCulloch chain saws.

McCULLOCH CORPORATION

SERVICE

Service on McCulloch Corporation products is provided by McCulloch distributors and their authorized dealers located throughout the United States and Canada. Each McCulloch distributor and his dealers carry a stock of parts for McCulloch products and are equipped with special tools for servicing in order to provide expert repair service. Factory representatives keep McCulloch distributors and their dealers fully informed as to the latest design advances and service techniques.

WARRANTY INSTRUCTIONS

Do not return parts to the factory. Any chain saw part or parts returned for exchange under the above Warranty must be returned through an authorized dealer or distributor of McCulloch products and not to the factory (see distributor list on back cover of manual).

Service Manager McCulloch Corporation
6101 W. Century Boulevard, Los Angeles 45, California

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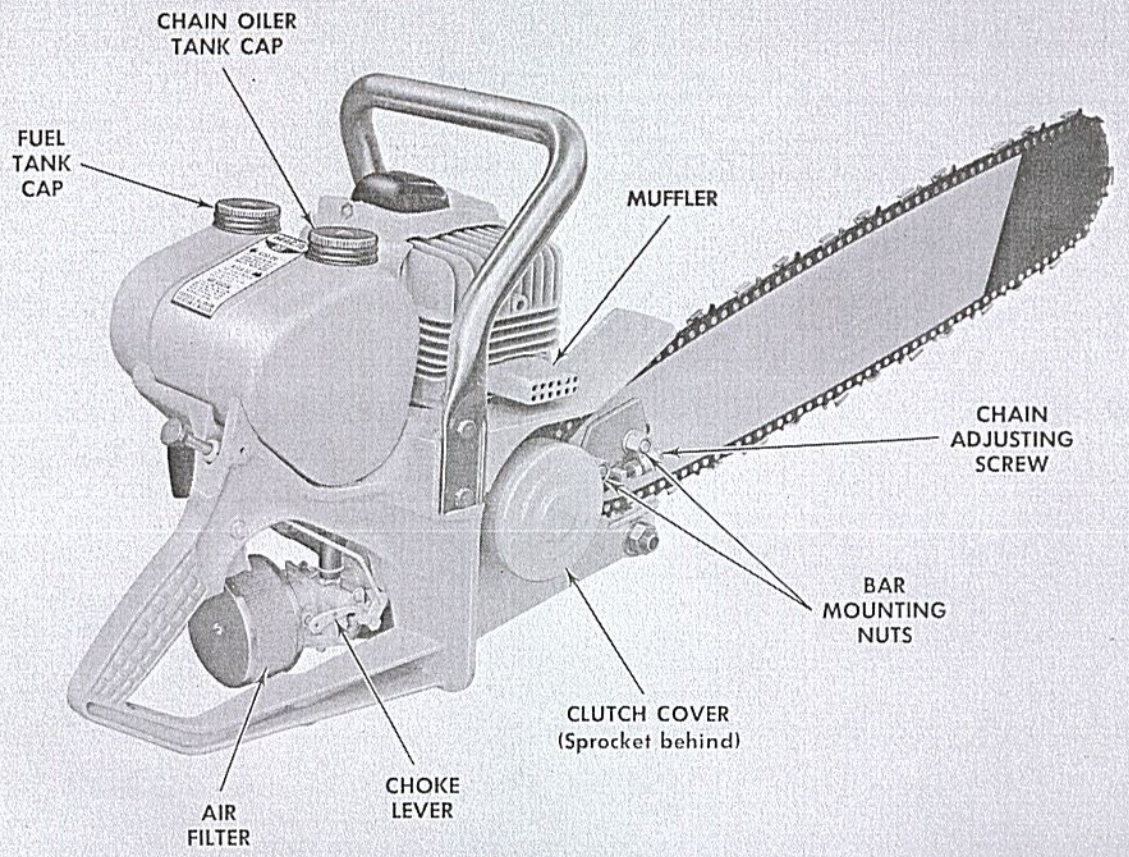
INTRODUCTION

Your new McCulloch chain saw is designed and constructed to give you the very best service and performance. The finest materials and the most advanced manufacturing methods have been used in its construction. In order to take full advantage of these high standards, you should study this Manual of Operating Instructions. Do not just read part of it or glance through it. You will find the information it contains will help you to obtain the long service life and excellent performance built into your new McCulloch chain saw.

Along with this Manual of Operating Instructions, you should receive with your new chain saw, a Warranty Card and a combination wrench and screwdriver. Make sure the Warranty Card is properly filled out and mailed to the factory. The serial number of your chain saw is stamped underneath the crankcase. Write the serial number down and keep it in a safe place so that you'll be able to identify your chain saw if it's lost or stolen, and recovered.

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LOCATION OF CONTROLS AND FEATURES



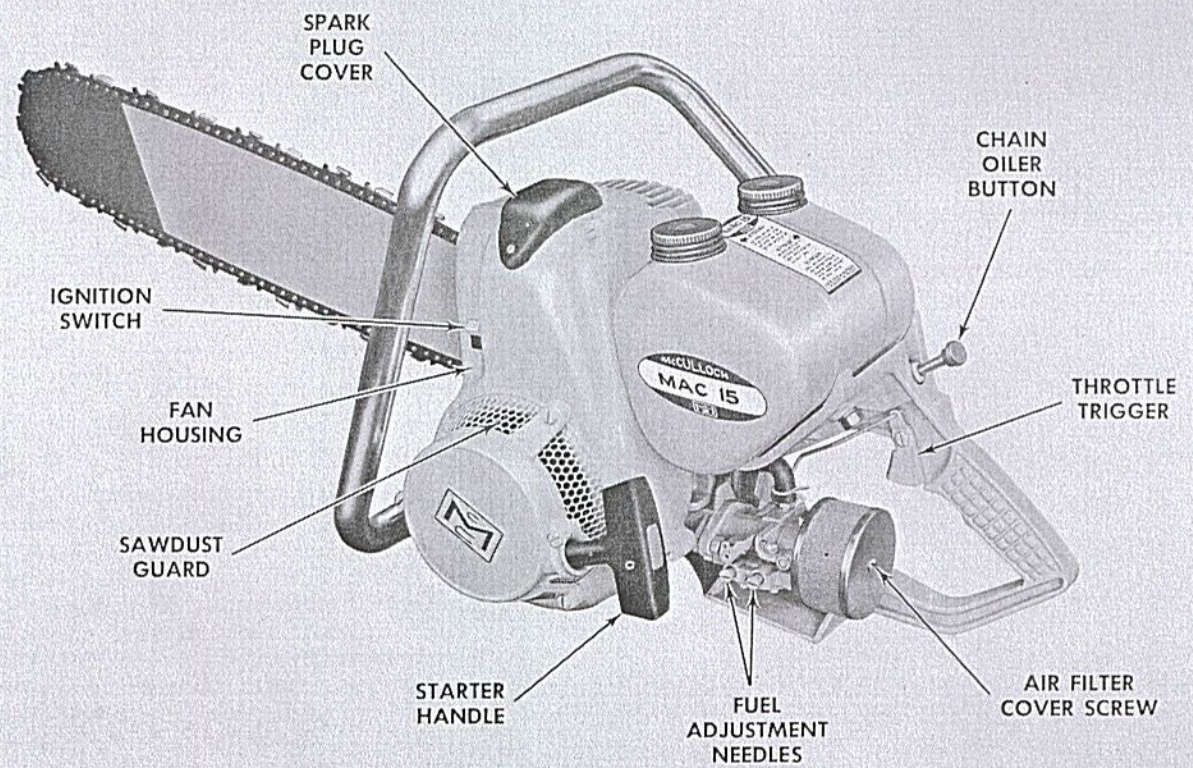


FIGURE 1

INSTALLATION OF BAR AND CHAIN

The bar used on your chain saw fits on the bar mounting bolts at the front of the main handle casting. It is held in operating position by the bar clamp assembly and two bar mounting nuts. The bar is adjusted for correct chain tension by turning the chain adjustment screw in the bar clamp assembly. Turning the screw clockwise tightens the chain; turning the screw counter-clockwise loosens it. It will be necessary to loosen the bar mounting nuts whenever you adjust chain tension and to re-tighten them after the chain tension is correctly adjusted.

Before installing your new chain soak it for at least five minutes in SAE 30 motor oil. This will help to make your chain last longer.

Follow these steps for correct installation of your bar and chain.

1. Loosen the bar mounting nuts and pull the bar clamp assembly away from the bar mounting pad. (Figure 2)

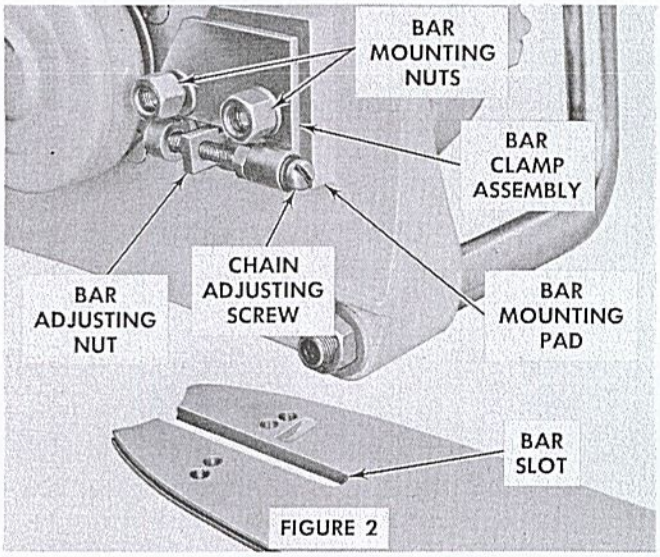


FIGURE 2

2. Put the slotted end of the bar on the bar mounting bolts between the bar mounting pad and the bar clamp assembly.
3. Turn the chain adjustment screw until the projection on the adjusting nut fits into the recess in the side of the bar below the slot. (Figure 3)

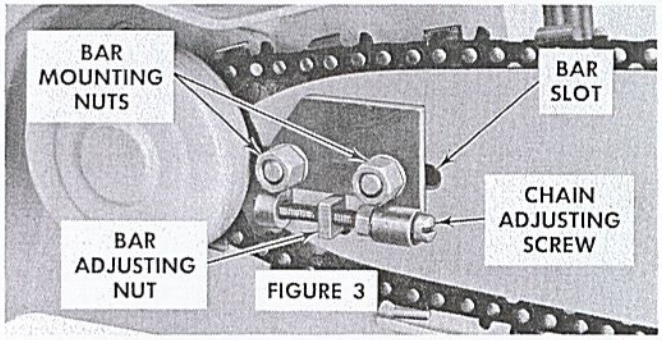


FIGURE 3

4. Squirt oil into the bar groove along the top of the bar. Loop your oil soaked chain over the clutch and onto the sprocket behind the clutch drum.
5. Fit the center link tangs of one end of the chain into the groove on the upper edge of the bar. Make sure the cutting edges of the chain teeth point toward the nose or rounded end of the bar.
6. Pull the other end of the chain along the bottom groove in the bar and up around the bar nose.
7. Fasten the chain ends together with the master pin. (Figure 4)

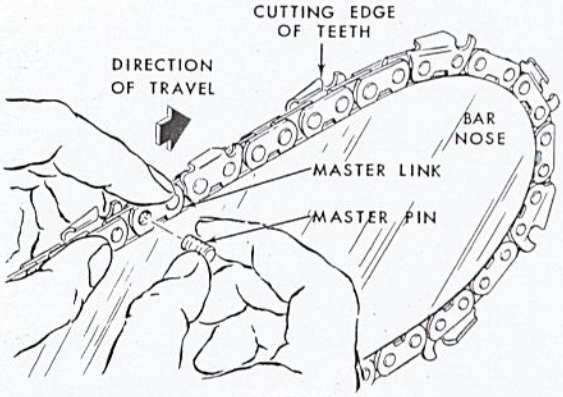


FIGURE 4

8. Turn the chain tension adjustment screw clockwise to tighten the chain. Pull the chain down at the center of the bottom of the bar and continue to tighten the chain until there is between 3/8 and 1/2-inch clearance between the side link or cutter that you are holding and the bottom of the bar. (Figure 5)
9. Tighten the bar mounting nuts securely.
10. Move your oil-soaked chain around the bar several times and squirt additional oil onto the chain so that bar and chain are thoroughly lubricated. Now your bar and chain are ready for cutting.

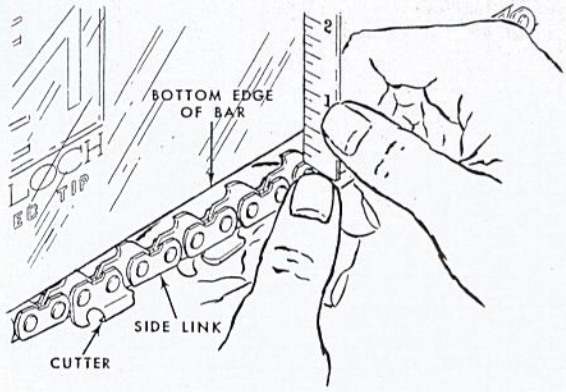


FIGURE 5

CAUTION

It's normal for a new chain to lengthen or "stretch" as it wears in during the first few hours of use. Keep a close check on chain tension. If the tension becomes too loose, the chain can jump off the bar and damage itself. If it's too tight, it will overheat the bar and wear down the bottoms of the side links and cutters. Too tight or too loose a chain tension cuts down the service life of your chain. Remember to pump plenty of oil onto your chain when cutting.

FUEL AND LUBRICATION

GASOLINE

Lubrication of the internal moving parts of your chain saw is obtained by mixing a measured quantity of lubricating oil with the gasoline. Use regular grade gasoline with as low an octane rating as you can find. "ETHYL" and high-octane gasolines are not good for chain saw engines and their continued use will result in poor operation. Mix oil and gasoline in the quantities shown in the Fuel Mixture Table.

Prepare only the quantity of oil and gasoline that you will use within a day or two. Do not prepare large quantities of mixed fuel and store the fuel over long periods. Temperature and humidity changes will cause condensation of moisture on the inside of the storage can and will result in adding water to the fuel. Gasoline stored over long periods looses its higher fractions into the atmosphere and, when used in your chain saw, will make your engine hard to start. Thoroughly mix the oil and gasoline together before putting them in your fuel tank. Use a container equipped with a flexible spout and strainer. You will find it easier to fill your fuel tank and less fuel will be spilled, reducing the danger of fire. When mixing oil and gasoline, pour half of the gasoline and all of the oil into your container. Cap the container and shake the container to mix the oil and gasoline. Then add the balance of the gasoline and shake the container again.

OIL

McCulloch Chain Saw Oil is the best oil to use when mixing your fuel. It is specially compounded for use in two-cycle, air-cooled engines and it lubricates better than other oils at the high internal temperatures at which air-cooled engines operate. This means that less McCulloch Oil is required to a gallon of gasoline in the fuel mixture. Do not use two-cycle outboard oil or motor oil containing additives for these will cause the formation of excessive carbon. If McCulloch Oil is not available, use a medium grade, non-detergent SAE 40 motor oil. Do not use reclaimed oils.

CAUTION

If you run your chain saw with less oil in the fuel mixture than the Table calls for, your engine will become overheated and may be severely damaged. If you add too much oil, your chain saw engine will run unevenly and may lack power.

CHAIN LUBRICATION

Your saw chain must be properly lubricated when it's running or it will wear out very fast. Fill the chain oiler tank of your chain saw with clean oil every time you fill the fuel tank. Use a good grade of SAE 30 motor oil when temperatures are above 40°F. (4.5°C) and SAE 10 motor oil when temperatures go below 40°F. (4.5°C). Avoid the use of reclaimed or dirty oils.

When cutting wood containing pitch, you can mix kerosene with the chain oil, but never use more kerosene than oil in the mixture.

When cutting in sandy areas, use your chain oiler more frequently so that the oil can reduce chain wear and help to keep your chain clean.

FUEL MIXTURE TABLE

Oil to Gasoline Ratio			
Mixed with McCulloch oil (1:20)		Mixed with SAE 40 motor oil (1:16)	
Oil	Gasoline	Oil	Gasoline
		1/2 U.S. pint 1/2 Imp. pint 1/4 liter	1 U.S. gallon 1 Imp. gallon 4 liters
12 oz (can)	1-7/8 U.S. gallons 1-1/2 Imp. gallons 7 liters		
		1 U.S. pint 1 Imp. pint 1/2 liter	2 U.S. gallons 2 Imp. gallons 8 liters
1 quart (can)	5 U.S. gallons 4 Imp. gallons 18.9 liters	1 U.S. quart 1 Imp. quart 1 liter	4 U.S. gallons 4 Imp. gallons 16 liters

OPERATING INSTRUCTIONS

STARTING YOUR ENGINE

1. See Figure 1 for location of controls. Fill the fuel tank of your chain saw with the correct fuel mixture.
2. Fill the oiler tank with the correct grade of clean, new oil.
3. Make sure that your bar is clamped tightly in place and that your chain is correctly tensioned.
4. Move the ignition switch to the "RUN" position.
5. Close the choke on the carburetor by pulling the choke lever up and back toward the air filter. (Figure 6)
6. Pull the throttle trigger back to open the throttle and pull the starter handle to start the engine.

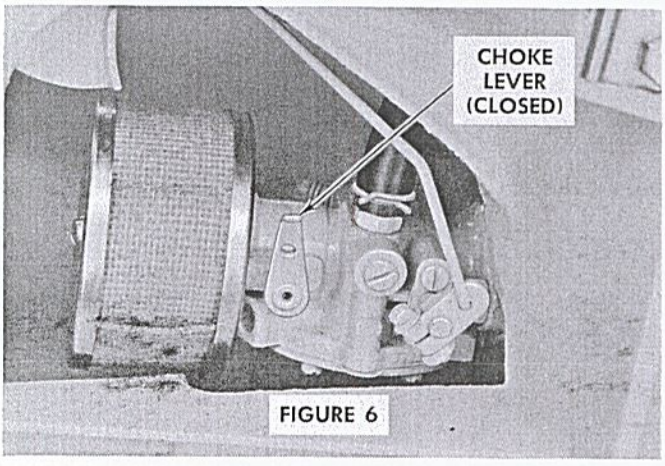


FIGURE 6

NOTE

Pull the starter handle with a smooth, rapid stroke. Do not release the handle so that the rope rewinds itself for this will wear the rope out. Instead, guide the rope back into the starter. Your engine should start within two or three pulls. A new engine or one that has been in storage will require additional pulls to draw the fuel mixture from the tank into the engine.

7. When the engine starts, open the choke by pushing the lever forward and down toward the engine. (Figure 7)

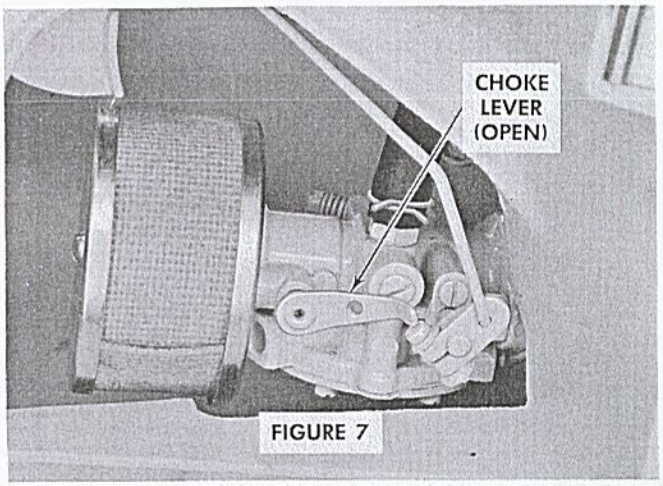


FIGURE 7

8. Use the throttle as necessary until the engine is warm enough to run at idle speed without further throttling. Do not run the engine at full speed to make it warm up faster.

STOPPING YOUR ENGINE

1. Release the throttle trigger.
2. Move the ignition switch to the "STOP" position.

IF THE ENGINE FLOODS

1. Make sure the choke lever points toward the engine.
2. Place the engine on its right side with the muffler down.
3. Hold the throttle trigger full back and pull the starter handle until the engine starts.

BREAKING IN A NEW ENGINE

Breaking in a new engine is as important as breaking in a new car or truck. Run your engine for its first few minutes at one-third throttle. Increase speed to about half-throttle and run for a few minutes longer. Cut a few limbs or small logs at first. Make several small cuts and get the feel of your saw. Check your chain tension frequently and make frequent use of your chain oiler button. Remember your chain saw is a precision built product and its treatment during the first half hour of operation will determine how long and how well it will serve you.

It is advisable and good practice to run the new saw for the first hour or so of its break-in period, with the carburetor adjusted for a richer fuel mixture than normal. (Refer to "CARBURETOR ADJUSTMENT" page 8.)

Look at the muffler ports frequently during the break-in period. If, after a few hours running, the muffler has a gray or white appearance, it is an indication that the engine is running too hot and the fuel mixture is too lean.

STORING YOUR CHAIN SAW

Never store your chain saw without performing the following operations:

1. Run your engine with the choke lever back so that your engine stops because of flooding. This will put a heavy coat of oil and gasoline on all the interior parts of your engine.
2. Move the ignition switch to "STOP" and remove the spark plug. Pour about a teaspoonful of clean oil through the spark plug hole into the combustion chamber. Pull the starter handle slowly at least twice. This will coat the interior of the combustion chamber with oil. Replace the spark plug.
3. Drain the fuel from the tank.
4. Remove the chain and bar. Soak the chain in oil and oil the bar groove.
5. Wrap the chain in plastic or put it in a clean container. Cover the engine and bar with canvas or wrap it in a tarpaulin or plastic sheet.

REMOVING YOUR CHAIN SAW FROM STORAGE

1. Remove the spark plug. Pull the starter rope briskly to clear the cylinder of the excess oil and fuel mixture. Clean and adjust the spark plug gap or install a new spark plug.
2. Fill the fuel tank with the correct fuel mixture and follow the standard starting procedure.

GENERAL CUTTING INSTRUCTIONS

Always follow the Fire and Safety Precautions listed on page 6. They are for your protection and the protection of your property.

The following paragraphs provide a brief instruction in how to make the most common and useful cuts.

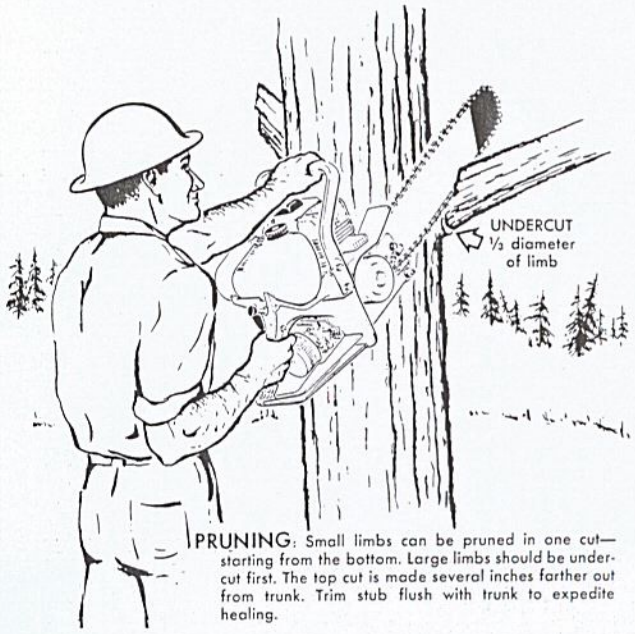


FELLING: Direction of fall is controlled by the undercut. Type "A" is easy to make and is commonly used for small trees. Type "B" leaves butt end of log cut squarely across. Type "C" is a variation of Type "A." Notch should be about ⅓ the diameter of the tree. On felling cut, do not cut through to notch. Uncut band of wood parallel to notch serves as a hinge. Make cuts in order shown 1 , 2 , 3 , on "A."

FELLING

Plan your work to prevent excessive breakage of timber. This is especially important if the timber to be felled is closely spaced. Note the way most of the trees lean in your planning. Pick a direction or "lead" in which most of the trees will lay when felled. Always consider breakage, bucking, and trees to be left standing. If there is brush around the tree you are going to fell, clear a working space before you make your undercut so that you do not trip or stumble while working.

Several types of undercuts are shown in the accompanying illustration. Be sure to clean the wood out of the notch so the tree will fall true. Make the felling cut horizontally as shown, moving the saw blade in an arc. The arc is necessary because the chain will draw the spike tight against the tree. On a small tree, the



PRUNING: Small limbs can be pruned in one cut—starting from the bottom. Large limbs should be undercut first. The top cut is made several inches farther out from trunk. Trim stub flush with trunk to expedite healing.

felling can be completed from the same side where you began. On a larger tree, you should saw from each side. You will then know how much wood is remaining to be cut from each side.

Be sure to figure out a path of retreat before the felling cut is started. Watch for dead limbs and bark that can come loose and fall while you are cutting. Be alert all the time you are cutting. If the tree rubs against another as it falls, watch out for limbs that might be thrown back.

LIMBING

When limbing either standing or fallen trees, be sure you are out of the way of any limbs that fall. If the tree lies on steep or sloping ground, cut off the limbs which are off the ground before you cut off the limbs resting on the ground. And be sure to stand above the log rather than below it at all times.

PRUNING

Always use a sling rope to haul the chain saw up into the tree. Keep the rope tied to the saw while cutting and tie the rope to the tree just below the point at which you are working. Then if you drop the saw, the rope will prevent the saw from falling to the ground and the swinging rope will not be able to pull you from the tree.

As a safety precaution, a second sling rope should be fastened to large limbs before cutting so the man or crew on the ground can control their fall.

BUCKING

When bucking (cutting the log into lengths) make sure you have good footing and can get out of the way should the log begin to move as you complete your cut. When working on sloping ground, always stand above the log rather than below it. If possible, the log should be supported off the ground and the cut made in such a manner as to prevent binding of the chain and bar in the cut. Driving wooden wedges into the cut will often aid in preventing binding. Be especially careful to see that the chain does not dig into the ground while cutting since this will cause rapid dulling of the cutter teeth and excessive wear of your chain.



BUCKING: Log should be raised off the ground by use of limbs, logs or other means.

SAFETY PRECAUTIONS

FIRE PRECAUTIONS

OPERATING YOUR CHAIN SAW CAN BE DANGEROUS SO:

* Start your engine without assistance.
* Stop your engine before carrying the saw between cuts.
* Never touch, or try to stop, a moving chain with your hand.
* Be sure of your footing when operating your chain saw.
* Select a safe exit path before felling a tree.
* Use wedges to help control felling and prevent binding.
* Beware of falling limbs.
* Keep your chain sharp and in good condition. A dull or improperly filed chain will cause the saw to buck and jump, which can result in personal injury.
* Keep both hand on your saw when cutting.

* Refuel your saw in an area of nonflammable material.
* Avoid spilling fuel.
* Use correct gasoline-oil mixture to minimize deposits which can be given off in the exhaust in the form of sparks.
* Don't start your saw where you refueled it.
* Keep your saw clean and free of twigs and sawdust.
* Keep the muffler in good condition and never run your engine without it.
* Keep spark plug and wire connections tight.
* Keep a fire extinguisher within easy reach at all times.
* Do not smoke in restricted areas.
* Put out any fires and report them to the proper authorities together with causes.

BE ALERT AND FIRE CONSCIOUS—KEEP THE FOREST GROWING

HOW TO CARE FOR YOUR CHAIN SAW

The easiest and cheapest way to care for your chain saw is to follow a regular inspection and service procedure which will help prevent major breakdowns and costly repair bills. On page 7 are major steps in the care of your chain saw which will help prevent trouble.

VISUAL INSPECTION

At the end of each work day, look for loose nuts and bolts and for cracked or broken parts. Tighten any loose nuts and bolts and have any cracked or broken parts replaced. Periodically check your saw for loose wires and those that may be bare or with worn insulation. Tighten the loose wire connections and replace any bare wire or one having worn insulation. If you have any doubt about the operating condition of your chain saw, take it to your authorized McCulloch dealer for servicing.

CLEANING

Keep your chain saw, bar and saw chain clean. Do not allow dirt, sawdust, grass or twigs to build up on the cooling fins or plug the holes in the sawdust guard. Clean the sawdust guard and cooling fins regularly. Keep your saw chain clean and covered with a good grade of oil to prevent rust.

HANDLING

Use your chain saw only for those jobs for which it is intended. Do not abuse it by trying to use it for other purposes. Protect it from the weather and, if carrying it in a truck or car, prevent it from being tossed about by the truck or car. It's always advisable to use a bar guard; you can obtain one from your authorized Mc Culloch Dealer.

PERIODIC INSPECTION

Once a week, check the operating controls to see that they are in good working order, check the fuel tank for the presence of water, check the starter rope for signs of fraying and examine your chain and bar for evidences of abnormal wear.

AIR FILTER ELEMENT

The air filter element of your chain saw must be kept clean in order that the engine may have enough filtered air. When the saw is operated in dusty, sandy or loose soil areas or continuously throughout the day, the filter can become clogged and will prevent your engine from getting enough air for proper combustion of the fuel mixture. Therefore, make sure you keep your filter element clean.

1. Remove the air filter cover screw and the air filter cover. (Figure 8)
2. Remove the filter element from the filter bracket.
3. Clean the filter element by sloshing it in clean gasoline or solvent. If you use solvent, make sure that it is a petroleum solvent because chloride-base solvents, lacquer thinners and toluene will dissolve the bonding agent which holds the flock material to the screen.
4. After the gasoline or solvent has evaporated from the element, roll and replace it on the carburetor bracket. Replace the air filter cover and tighten the cover screw.

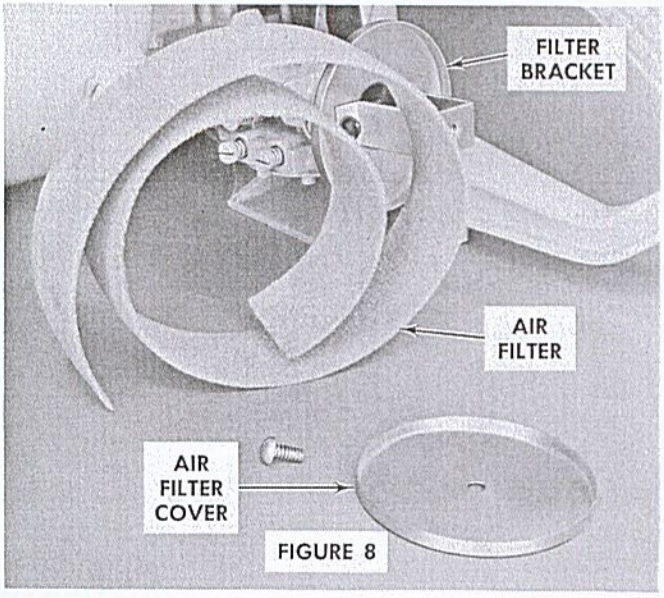


FIGURE 8

CAUTION

Do not operate the engine without the air filter element in place because the dust and dirt in the air will be sucked into the engine and can cause rapid wear of the piston rings and cylinder wall. The only time the engine should be run without the filter element is during adjustment of the carburetor and then only for as short a time as possible.

To save time, carry an extra filter with you and change elements mid-way through the working day. You can clean the filters at night without any loss of working time.

SPARK PLUG

Your chain saw engine was equipped with a 14 mm Champion J8J spark plug at the factory. This spark plug is suitable for all average cutting conditions. But during extremely hot or cold weather, a plug of a different heat range may be more efficient. Check with your authorized McCulloch Dealer for the plug of the correct heat range for your area. The spark plug should be cleaned regularly and have its air gap readjusted.

1. Carefully pull the spark plug cover away from the engine and disconnect the spark plug connector from the spark plug. (Figure 9)
2. Remove the spark plug with a spark plug wrench.
3. Clean the electrodes with emery cloth or very fine sandpaper. Blow all the dust and grit away. (Figure 10)
4. Measure the air gap or distance between the electrodes with a wire gauge. The gap should be 0.025 inch. Adjust the gap by bending the side electrode only. Do not try to bend the center electrode or you will break the insulator and will have to buy a new spark plug.
5. When reinstalling the spark plug or when installing a new spark plug, make sure the spark plug gasket is undamaged and in place. Tighten the spark plug securely.

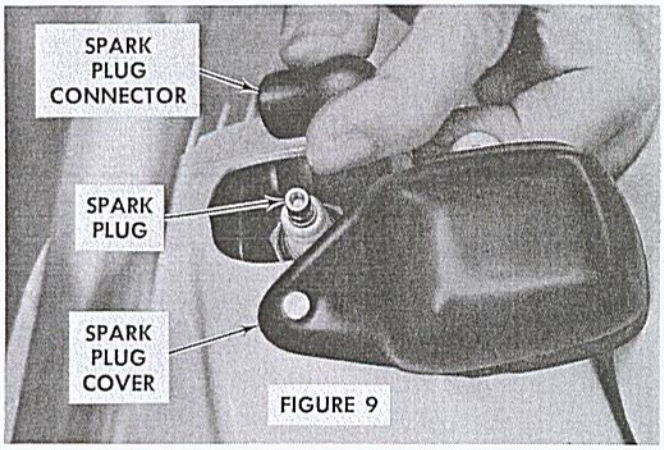


FIGURE 9

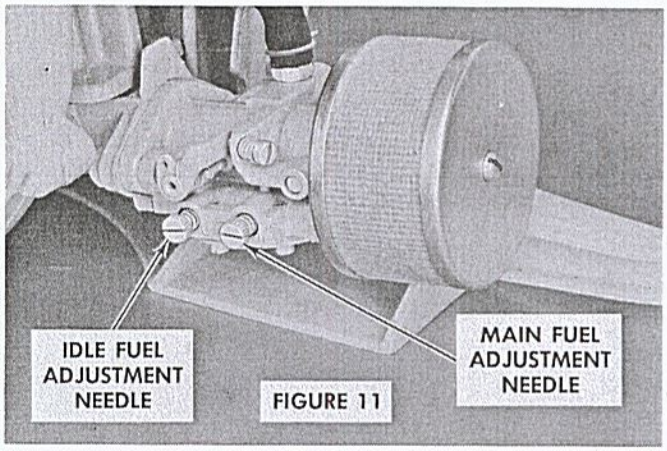


FIGURE 11

IGNITION AND SPARK PLUG CHECK

Failure of the engine to start may be caused by a poor ignition spark. If you have checked the fuel supply and found the fuel tank full, then check the ignition spark as follows:

Remove the spark plug. Clean and dry the spark plug electrodes if they are wet. Ground the metal side of the spark plug against the paint-free metal surface of the engine. Do not ground the electrodes directly over the spark plug hole. Pull the starter rope sharply to spin the flywheel and watch to see if a spark jumps the spark plug gap while the flywheel is turning. If no spark can be seen, install a new spark plug (Champion J8J or equivalent plug of other make) and recheck. If there is still no spark, refer to the Trouble Shooting Chart for the probable causes.

STARTER

If the starter rope begins to slow in rewinding or if the rope hangs up, the starter shaft should be cleaned.

1. Remove the four screws attaching the fan housing to the engine and remove the housing.
2. Turn the fan housing starter-side down, and put a few drops of the fuel mixture on the starter shaft.

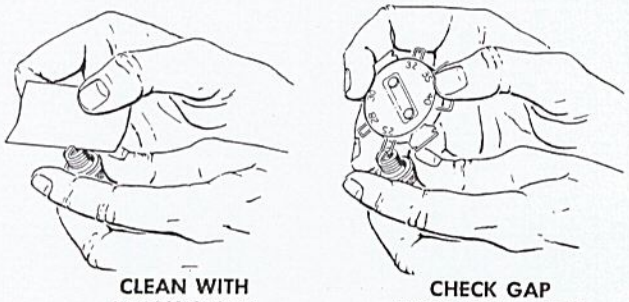


FIGURE 10

3. Turn the shaft back and forth by hand or by pulling the starter handle, and add more fuel mixture as needed until the shaft turns freely.
4. When replacing the fan housing on the engine, pull the starter rope slowly so that the starter can engage the crankshaft. Tighten all four fan housing screws securely.

CARBURETOR ADJUSTMENT

The carburetor of your chain saw was adjusted at the factory for maximum performance under average cutting conditions. If it becomes necessary to readjust the carburetor, it should be done only by an authorized McCulloch Dealer or other person experienced in carburetor operation. If this is not possible, then follow these instructions carefully, for careless adjustment can seriously damage both carburetor and engine.

1. Slowly turn the main and idle fuel adjustment needles clockwise with a thin screwdriver until the needles seat. (Figure 11)

CAUTION

Do not turn the needles beyond the point of slight resistance. Going beyond this point will result in jamming the needles into their seats and damage the carburetor beyond repair.

2. Open (turn counterclockwise) the main and idle fuel adjustment needles one full turn for a preliminary adjustment.

Idle Fuel Adjustment Needles and Idle Speed Adjustment

1. Start and run the engine until it is thoroughly warmed up.
2. Pull the throttle trigger full back and "gun" the engine several times to check acceleration.

NOTE

If the idle fuel adjustment needle is turned in too far (clockwise to a lean condition) the engine will falter and hesitate on acceleration. If it is turned out too far (counterclockwise to a rich condition) the engine will run rough and smoke heavily on acceleration.

3. Adjust the idle fuel adjustment needle to obtain a smooth, rapid acceleration every time without faltering. Turn the needle slowly and gradually to the desired position in steps of about 1/16 turn. Check acceleration after each step.

4. Turn the idle speed adjustment screw until engine speed with the throttle trigger released, is just below the point at which the sprocket and chain stops turning. (The point at which the clutch disengages.)

5. Recheck acceleration of the engine after idle speed adjustment and make sure that the needle settings provide the proper fuel mixture for a smooth, rapid pickup without hesitation.

Main Fuel Adjustment Needle

1. Start and warm up the engine thoroughly.

2. Start the saw into a cut and check to see that under load, it runs smoothly and evenly.

3. Open (turn counterclockwise) the main fuel adjustment needle about 1/16 turn, and with the slightly richer mixture, again check the engine running under load.

4. Repeat this adjustment and check, in very gradual steps until the engine begins to develop rough running under load.

5. Close the needle (turn clockwise) just enough to eliminate the roughness.

NOTE

After final adjustment, make sure that when the saw is pulled from the cut, with the engine under no load, it has the characteristic roughness of a rich carburetor setting.

CAUTION

If the main fuel adjustment needle is set while the saw is not under load, the mixture may be too lean. While the exhaust may be sharp and barking and sound powerful, costly damage can be done to the engine by the lean setting through overheating and lack of lubrication. It is much better to run the engine with a mixture slightly too rich, than one with a mixture slightly too lean. Be sure therefore, that final adjustment of the main needle is made only for full load conditions.

FUEL TANK SCREEN

The fuel tank contains a screen in the fuel outlet fitting. The screen will prevent dirt from entering the fuel line to the carburetor. After awhile, dirt will build up on the screen and will cut down the flow of fuel. The screen can be cleaned by washing in gasoline or solvent, and blowing air through it from the hose end, or the outlet fitting can be replaced. (Figure 12)

CHAIN OILER

The chain saw should never be operated without properly working chain oiler. Be sure that an adequate supply of clean oil is furnished to the chain whenever the oiler plunger is actuated. If the system seems to be plugged or not working, make these checks:

1. Check the oiler tank for an adequate oil supply.

2. Loosen the fittings at the ends of the oiler tube and remove the tube from the saw. Wash or blow air through the tube to be sure it is open. (Figure 12)

3. Check the opening from the bar mounting pad and clean if necessary.

4. Press the oiler pump plunger several times to see if oil is being pumped out of the tank.

5. If no oil comes out, remove the fuel and oiler tank and check the alignment of the openings between oiler tank bottom, the oiler gland, and the oiler pump body. Realign the openings if necessary.

6. If the above checks do not cure the trouble have the oiler pump repaired by your authorized McCulloch Dealer.

SPROCKET

It is advisable to replace the sprocket every time you buy a new chain since a worn sprocket can reduce the service life of your chain.

1. Lock the flywheel by inserting a pin or screw through the locking hole beneath the crankcase. Turn the crankshaft until you can slide the pin or screw into the cutaway section of the flywheel. (Refer to Figure 14)

2. Pry the clutch cover off the clutch drum with a small hand tool.

3. Use a 1-inch (25.4 mm) wrench to remove the clutch from the crankshaft. Turn the nut clockwise to remove the clutch.

4. Remove the clutch drum and sprocket assembly.

NOTE

After installing a new sprocket, turn the clutch rotor nut counter-clockwise until it is tight. Remove the locking pin before you pull the starter handle.

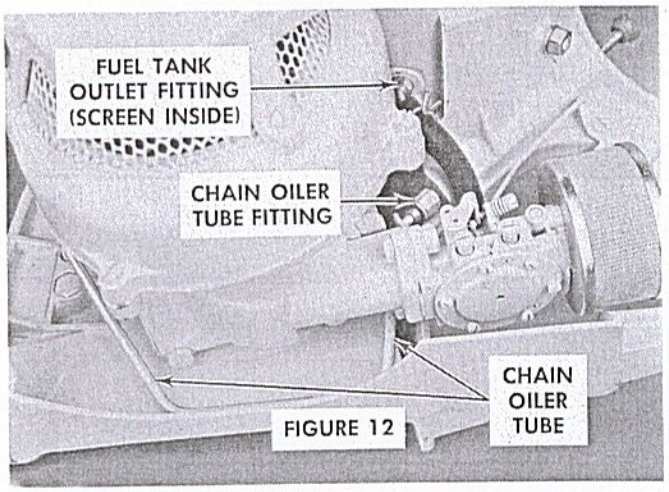
LAMINATION GAP ADJUSTMENT

The coil and lamination are mounted on the cylinder beneath the fan housing. Under normal conditions this unit will not require any maintenance other than being kept clean. The gap between the two outer legs of the lamination and the flywheel should be 0.010 inch (0.254 mm). (Figure 13)

1. Remove the four screws attaching the fan housing to the engine and remove the housing.

2. Measure the gap with a 0.010-inch (0.254 mm) feeler gauge at points marked "gap" on figure 13.

3. Adjust the gap by turning the flywheel until the magnets, set in the outer rim of the flywheel, are directly beneath the coil. Insert two 0.010-inch (0.254 mm) feeler gauges between the two outer lamination legs and the flywheel. Loosen the lamination mounting screws so the magnet can pull the lamination onto the feeler gauges. Tighten the lamination mounting screws, remove the gauges and turn the wheel several times to make sure that no part of the wheel touches the lamination legs.

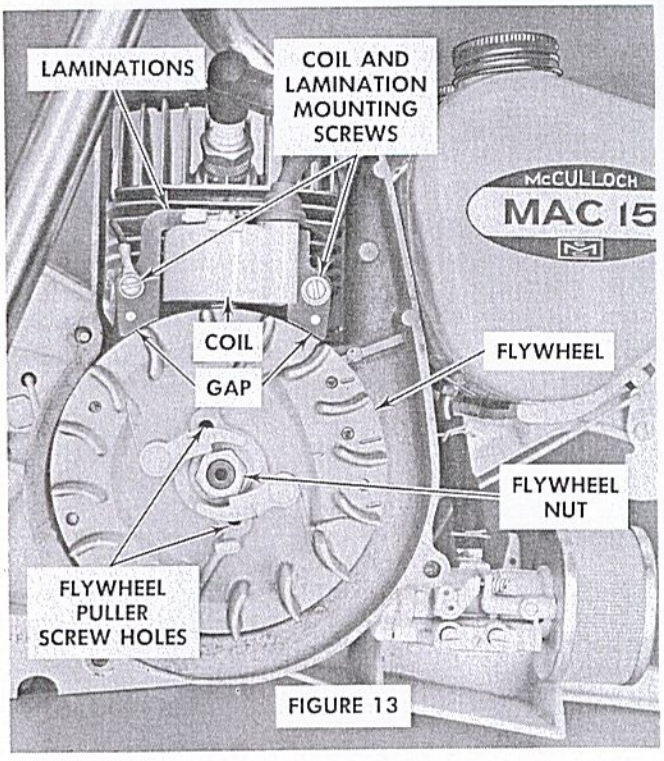


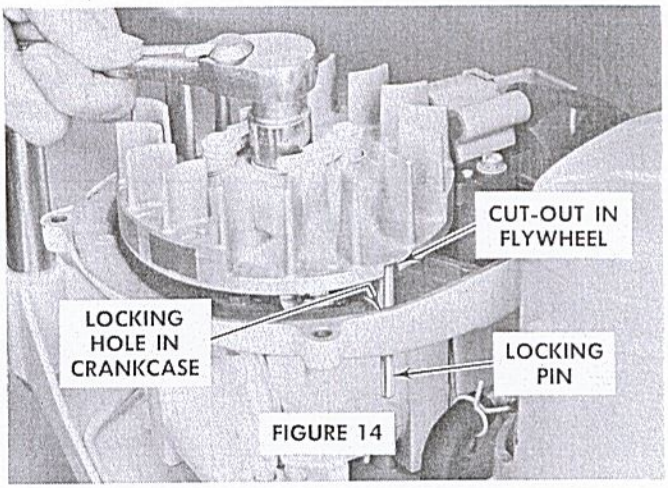
4. When replacing the fan housing on the engine, pull the starter rope slowly so that the starter jaws can engage the starter pawls on the flywheel. Tighten all four fan housing screws securely.

EXHAUST PORTS AND MUFFLER

Clogged exhaust ports or muffler openings will cause loss of power. If the engine begins to lack power, examine the exhaust ports and the muffler to see if they need cleaning.

1. Remove the muffler.
2. Pull the starter handle slowly until the piston covers the exhaust ports.
3. Scrape the carbon from the exhaust ports with a wooden scraper. Do not use a metal scraper of any kind around the exhaust ports for if the metal scraper slips, it can scratch the piston and piston rings.





4. Blow away the loose carbon or turn the chain saw, muffler-side down, and shake the carbon particles from the exhaust ports.
5. Clean the openings in the muffler of all carbon with a metal scraper or penknife.
6. Re-install muffler. Tighten the muffler attaching screws securely.

COOLING FINS AND SAWDUST GUARD

The cooling fins and sawdust guard must be kept clean or the chain saw engine will run too hot and be damaged by overheating.

1. Remove the fan housing attaching screws and remove the housing.
2. Clean the sawdust guard with a soft bristle brush and gasoline or solvent.
3. Scrape all dirt, sawdust and bits of grass and wood from the cooling fins on the cylinder head. Use a thin brush (with bristles like a bottle brush) soaked in gasoline or solvent to scrub the fins clean.
4. When replacing the fan housing on the engine, pull the starter rope slowly so that the starter jaws can engage the starter pawls on the flywheel. Tighten the four fan housing screws securely.

BREAKER POINT AND CONDENSER

The breaker points are located in a box immediately behind the flywheel and operate from a camway on the crankshaft. Because it is necessary to remove the flywheel in order to adjust the points or to change the condenser, most chain saw users will find it easier to have their authorized McCulloch Dealer check and adjust, or change the breaker points and condenser whenever it becomes necessary. The adjustment of the breaker point gap follows standard automotive practices.

1. Remove the fan housing attaching screws and the fan housing.
2. Lock the flywheel by inserting a pin or screw through the locking hole beneath the crankcase. Turn the flywheel until you can slide the pin or screw into the cutout section of the flywheel. (Figure 14)
3. Remove the flywheel nut with a 3/4-inch(19.05 mm) socket wrench.

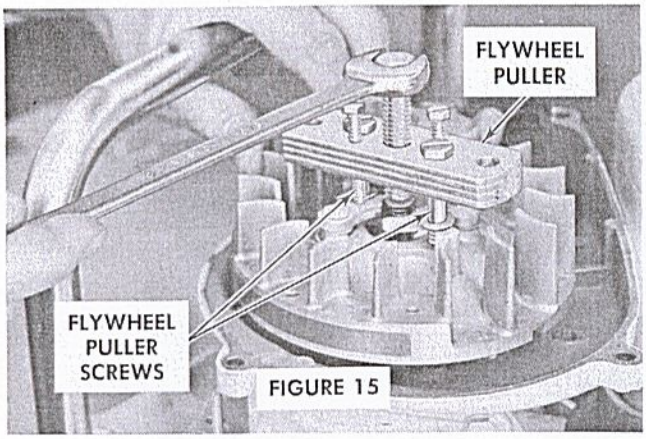


FIGURE 15

4. Install a flywheel puller on the flywheel. The flywheel puller screws must be threaded 1/4-20 and long enough to screw into the flywheel to a depth of 3/4 inch (19.05 mm).

CAUTION

Do not attempt to remove the flywheel unless the puller screws go into the flywheel for a full 3/4 inch (19.05 mm) or the threads of the screw holes may be stripped when pressure is applied to the puller.

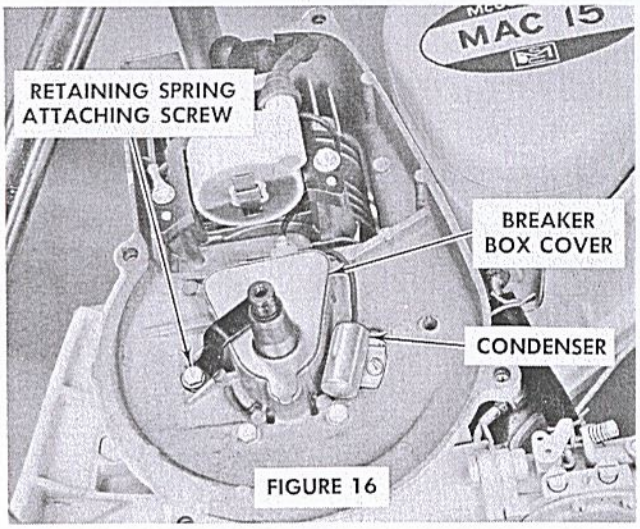


FIGURE 16

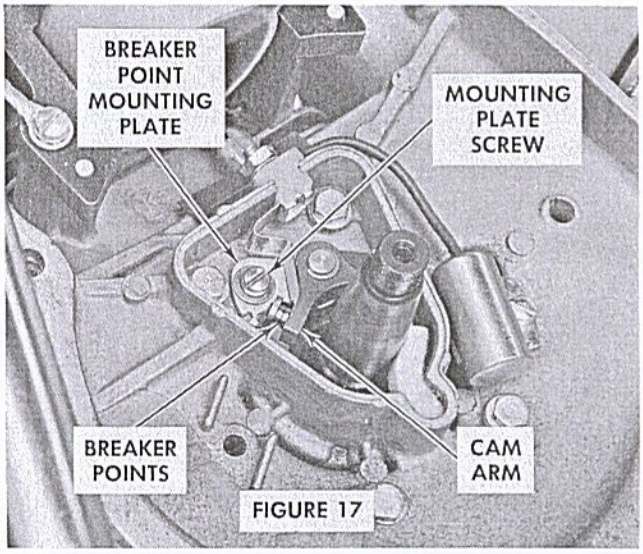


FIGURE 17

5. Remove the flywheel with the puller. Apply pressure on the wrench gradually. When the flywheel comes free from the crankshaft, lift it off the shaft. (Figure 15)
6. Remove the retaining spring attaching screw, the retaining spring, the breaker box cover and cover gasket. (Figure 16)
7. Clean the breaker points with fine emery cloth or a breaker point dresser, and remove any pitted areas.
8. Turn the crankshaft until the breaker points are at their widest gap or distance apart. Measure the gap with a feeler gauge. The gap should be 0.018 inch (0.457 mm). Adjust the gap by loosening the mounting screw and moving the mounting plate. Retighten the screw and recheck the gap. (Figure 17)

NOTE

Do not force the cam arm away from the crankshaft when you insert the feeler gauge or your measurement will not be correct.

9. Replace the breaker box gasket and cover on the box. Install the retaining spring and the retaining spring attaching screw.
10. Mount the flywheel on the crankshaft. Make sure the washer goes under the nut and tighten the nut securely.
11. When replacing the fan housing on the engine, pull the starter handle slowly so that the starter jaws can engage the starter pawls on the flywheel. Tighten the four fan housing screws securely.

TROUBLE SHOOTING CHART

The following chart lists the more common troubles with their probable causes and remedies.

TROUBLE	PROBABLE CAUSE	REMEDY
Engine fails to start.	(FUEL TROUBLES) *Empty fuel tank.	Fill fuel tank with correct fuel mixture.
	Engine flooded.	Follow procedure in Operating Instructions.
	Water or dirt in fuel. Dirty fuel tank screen.	Drain fuel tank. Remove and clean or replace fuel tank screen and outlet fitting.
	Main fuel adjustment needle closed or set too lean.	Correct adjustment needle setting.
	(NO SPARK) *Spark wire grounding on engine.	Tape bare part of wire. Tape wire to hold away from engine.
	*Ignition switch in "STOP" position.	Move ignition switch to "ON" position.
	Dirty or defective spark plug.	Clean or replace spark plug. Adjust spark plug gap.
	Breaker point gap too wide, points not opening, or points burned or pitted.	Adjust breaker point gap, or take chain saw to your authorized McCulloch Dealer.
	*Bad coil.	Have your authorized McCulloch Dealer replace it.
	*Bad condenser.	Have your authorized McCulloch Dealer replace it.
	Connection loose or wire grounding on engine.	Tape connections tight. Tape bare parts of wires.
Engine hard to start.	All above causes. Those preceded by an asterisk (*) will prevent any starting at all.	
Engine flooding consistently.	Plugged fuel tank cap vent.	Clean the cap vent.
	Carburetor inlet valve not seating properly.	Have your authorized McCulloch Dealer overhaul the carburetor.
Engine cuts out or misfires.	Dirty or defective spark plug.	Clean or replace spark plug. Adjust spark plug gap.
	Breaker point gap incorrect.	Adjust breaker point gap, or have your authorized McCulloch Dealer do it.
	Short circuit in ignition system.	Tape bare parts of wire or have your authorized McCulloch Dealer check system.
	Breaker points sticking or burned.	Clean and adjust, or have your authorized McCulloch Dealer do it.

TROUBLE	PROBABLE CAUSE	REMEDY
Engine cuts out or misfires. (cont)	Coil failure.	Take chain saw to your authorized McCulloch Dealer.
Chain moves at engine idling speed.	Idle speed too fast.	Adjust idle speed regulating screw.
Engine overheats and lacks power. **CAUTION** Any of these conditions can cause piston and cylinder scoring and ruin your engine.	Wrong Fuel Mixture.	See Fuel Mixture Chart.
	Main fuel adjustment needle set too lean (turned too far clockwise).	Readjust main fuel adjustment needle.
	Loose muffler.	Tighten muffler attaching screws.
	Cooling air restricted.	Clean cylinder fins and sawdust guard. Make sure there are no broken vanes on flywheel.
Engine lacks power.	Wrong fuel mixture.	See Fuel Mixture Chart.
	Main fuel adjustment needle set too rich (turned too far counter-clockwise).	Readjust main fuel adjustment needle.
	Muffler and exhaust ports clogged or dirty.	Clean muffler and exhaust ports.
	Dirty air filter element.	Remove and clean filter element.
	Poor compression or piston and cylinder scored.	Take your chain saw to your authorized McCulloch Dealer for overhaul.
Engine starves on acceleration or idles too fast.	Idle fuel adjustment needle set too lean (turned too far clockwise).	Readjust idle fuel adjustment needle.
	Idle speed adjustment screw set too high.	Readjust idle speed regulating screw.
	Loose muffler.	Tighten muffler attaching screws.
	Worn or damaged crankshaft seals, air leaking into engine.	Take your chain saw to your authorized McCulloch Dealer for overhaul.
Chain oiler fails to deliver oil to bar and chain.	Oiler tank empty.	Fill tank with correct grade of clean oil.
	Wrong weight oil. Oil congealed from cold.	Use lighter weight oil.
	Dirt in oil plugging system.	Clean or have your authorized McCulloch Dealer clean the oiler system.
	Oiler not working; leaking seals or valve assembly.	Have your authorized McCulloch Dealer overhaul the oiler system.

MAC 15 CHAIN SAW SPECIFICATIONS

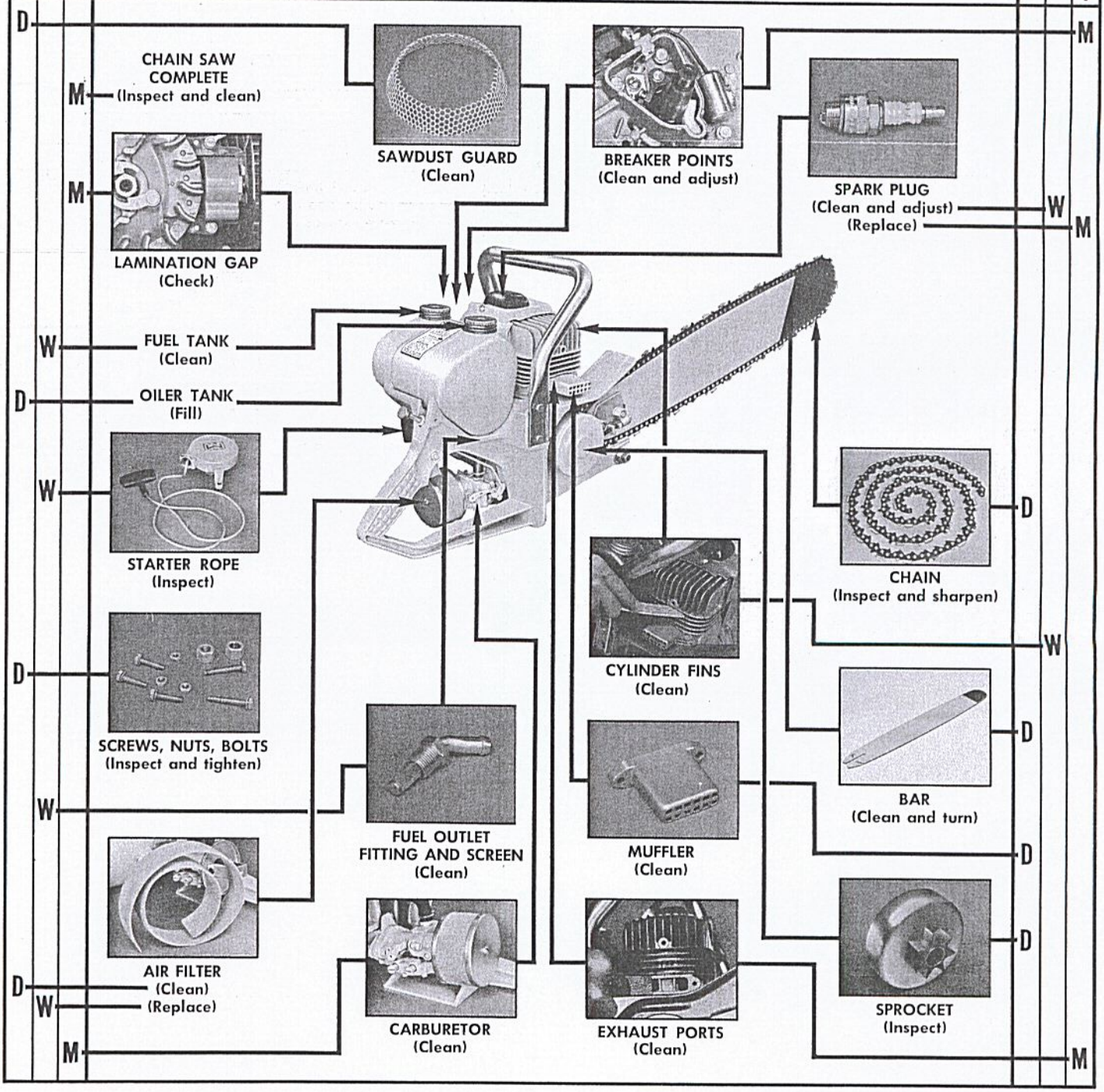
Weight (less fuel, oil, blade, and chain)	19 pounds (8.6 kg)
Type	Two-cycle
Cooling	Air
Number of Cylinders	1
Bore	2-1/8 inches (53.98 mm)
Stroke	1-3/8 inches (34.93 mm)
Displacement	4.9 cu. in. (80.33 cc)
Compression Ratio	6.3:1
Main Bearings	1 ball, 1 thin wall needle
Connecting Rod Bearing	Needle
Upper Rod Bearing	2 Oilite bushings
Piston	Die Cast Aluminum
Number of Rings	2
Valve Type	Reed
Carburetor	Diaphragm
Oiler Tank Capacity	1.4 pints (0.66 liters)
Fuel Supply	Gravity Feed
Fuel Induction	Crankcase compression
Clutch	2-shoe centrifugal
Clutch Lining	None
Ignition	Flywheel magneto
Spark Plug	J8J Champion
Spark Plug Gap	0.025 inch (0.635 mm)
Breaker Point Setting	0.018 inch (0.457 mm)
Coil	McCulloch waterproof
Transmission	None, direct drive
Starter	Rewind
Fuel Tank Capacity	2.6 pints (1.23 liters)
Fuel	Regular grade of about 70 Octane gasoline mixed with McCulloch chain saw oil at the ratio of one pint of oil to two and one-half gallons of gasoline (1 to 20)

McCULLOCH CHAIN SAW

MODEL MAC 15 MAINTENANCE CHECK CHART

DAILY	WEEKLY	MONTHLY

A good preventive maintenance program of regular inspection and care will increase life and improve performance of your new McCulloch chain saw. This maintenance check chart is a guide for such a program. Frequencies listed are for average cutting conditions. Cleaning, adjustment, and parts replacement may under certain conditions, be required at more frequent intervals than those indicated. The chain oiler must be kept constantly in good operating condition.



YOUR AUTHORIZED

McCULLOCH DEALER AND SERVICE

We believe that the sale of a McCulloch chain saw is not the end of the transaction between the Dealer and the Buyer. Because of this belief, the Servicing Dealers have been carefully chosen for their ability to provide prompt and efficient service to the owners of McCulloch chain saws. Authorized McCulloch Dealers carry a complete stock of service parts. Each dealer is visited periodically by field men who show him the latest and best methods of servicing our chain saws. So whenever you need service--take your saw to the man who knows it best--your Authorized McCulloch Dealer.



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