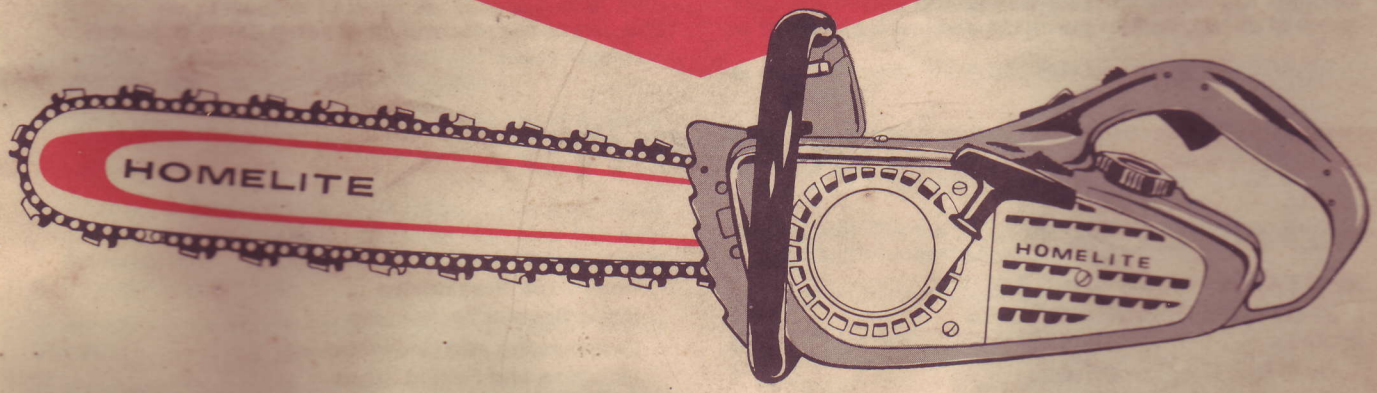
Part No. 24533-B

Price $1.00

Printed in U.S.A.

HOMELITE®

Model 150 *Automatic* CHAIN SAW



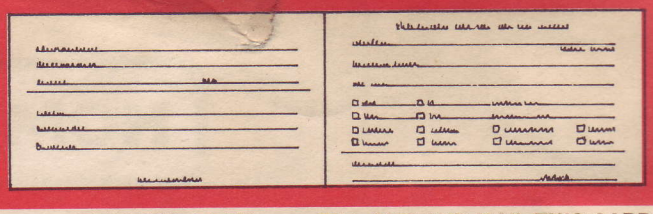
OWNERS MANUAL

We expect you to thoroughly enjoy your new HOMELITE® 150 AUTOMATIC CHAIN SAW. This modern power tool has been designed to provide many hours of useful service. You will be amazed at the number of projects and uses that you find for your new saw. You will also discover it to be a great labor saving device that can be fun to use. This manual was developed by HOMELITE to help you obtain maximum satisfaction and provide you with common sense operating instructions. Information is supplied for those customers desiring to perform their own repairs. Happy woodcutting!

SPECIFICATIONS and INFORMATION

Engine Type	2-cycle, air-cooled
Compression ratio	6.25:1
Bore and Stroke	1 1/16" x 1 3/8"
Displacement	2.64 cu. in. (43, 3cc)
Dry Weight	9.06 lbs. (4.1 kg) less cutting attachments
Chain Speed	43.76 ft/min per 100 rpm engine speed.
Engine Speed	8500 rpm at maximum H.P. 6500 rpm average cutting speed
Idle Speed Range	Just below clutch engagement speed (2500-2900 rpm)
Starting Speed (throttle latched)	5700-8000 rpm
Ignition Timing	Non-adjustable, 28° BTDC
Breaker Point Gap	.015"
Coil Core-To-Rotor Air Gap	.008"-.012"
Spark Plug (original)	Champion # DJ-7J or AC # CS 45T
(alternate)	CJ-8 (gasket type)
Spark Plug Electrode Gap	.025"
Chain Oil Capacity	½pt. (,237L)
Oil Feed Rate	3cc/min. — 10cc/min.
Carburetor	HDC #3
Induction System	3rd port
Fuel Tank Capacity	1 pint (,47L)
Continuous Operating Time per Filling	up to 30 minutes
Ratio Regular gasoline to Oil in Fuel with PREMIUM HOMELITE 32:1 SAE-40 oil	32:1
With Homelite SAE-30 or other 2-cycle motor oil	16:1
Recommended gasoline	Regular, low lead, or non-leaded 85 to 100 octane.
Disapproved Fuel Ingredients	Leaded high-test gasolines; multi-grade and non 2-cycle engine oil products.

Before starting your new saw...



DEALER'S COPY FILL OUT AND MAIL THIS CARD

it will pay you to familiarize yourself with the saw and a few simple operating and maintenance principles. Top performance and long life of this saw depends on using it correctly right from the start. This manual tells you how to do this, and also how to maintain the saw.

NEW SAW WARRANTY AND SAW REGISTRATION

Be sure to record the saw model and serial numbers, name of dealer, date of purchase and invoice number so you can refer to them whenever necessary. Our HOMELITE warranty is printed on page 23 of this manual. HOMELITE will repair or replace HOMELITE SAW CHAIN free of charge if it is found defective either in material or workmanship.

Fill out the two-part registration card as completely as possible. One part should be given to your dealer. The other part is a questionnaire to be mailed to HOMELITE as soon as possible. We study your comments on this card. It is one way we have of improving our products, and part of our research to develop better products.

CONTENTS

FOR YOUR SAFETY

Although this booklet later on tells you how to use the saw safely and correctly, here are some of the important points to be kept constantly in mind:

- During starting, steady the saw with the side of your knee against the rear handle and hold saw down firmly on the ground with one hand on the front handle bar.
- Always keep both hands on the saw when it is running. Be sure to use the proper grip on the handle bar (see page 7) and maintain your balance and control of the saw.
- Never let the chain contact any obstacle other than the work at hand. Never let it contact other limbs or touch the ground.
- Helpers and bystanders must be kept a safe distance from the operator and the cutting chain.
- Keep clear of a moving chain. Do not touch it. Shut engine off before making any saw repairs or adjustments.
- After completing a cut, don't move away until chain stops. Shut off the engine before carrying the saw between cuts. Put a scabbard over the blade when transporting the saw.
- Select a path of safe retreat before making a felling cut.
- Beware of falling limbs. Wear a "hard hat" in the woods and during felling of large trees.
- Use wedges to control the fall of a tree or prevent binding during bucking.
- If there is anything wrong with the saw, get it fixed before further use. Keep the chain sharp and properly tensioned. A dull, misfiled or loose chain will chatter and buck, and can cause saw to kick back.
- Keep fuel in clearly labeled safety type cans. Fuel your saw over ground that presents no hazard of fire. Move at least 10 feet away from fueling spot before starting up the saw.
- Avoid spillage of fuel, and wipe saw down if fuel is spilled on it. Do not bring fuel where there is fire of any kind.
- Keep the saw clean and free of leaves, sawdust, pitch and oil.
- Do not operate with fuel cap loose or muffler or filters removed. Use spark arresters under "dry woods" conditions and always where required by law.
- Use only the correct fuel mixtures made from the ingredients recommended in this manual.
- Keep a fire extinguisher handy.
- For 15 minutes after stopping work, check the area to be sure there are no smoldering embers. Put out any fires and report them, listing causes if known, to the proper authorities.
- Study this manual to learn the best and safest ways to use your chain saw.

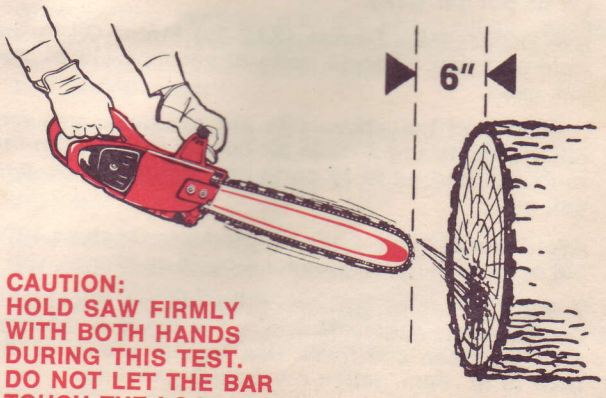
PREPARING YOUR NEW SAW

Study the assembly instructions and familiarize yourself with the basic construction of the saw. This saw is a high-performance lightweight model engineered to allow the owner to make the majority of minor repairs himself.

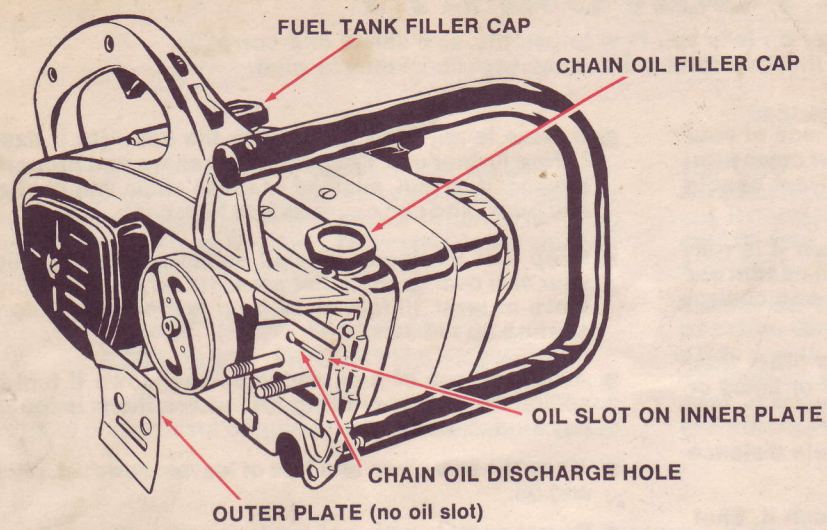
CHAIN OIL SYSTEM

The chain oil filler cap is located on top of the saw to the left of the guide bar mounting pad.

1. TYPE OF OIL: HOMELITE® Bar and Chain Oil should be used just as it comes from the container, as it is formulated to flow freely even at below zero temperatures. Any brand of motor oil including reprocessed motor oil may be used as a substitute. The weight of the oil to be used is according to the temperature. Above 40° F. use SAE-30 weight. Below 40° F. switch to SAE-10 or even a lighter weight, or if necessary add kerosene to whatever weight oil you have until it flows freely. No dirty or used oil should be put into the chain oiler as it may damage the oil pump.
2. HOW OFTEN TO FILL THE CHAIN OIL RESERVOIR: The reservoir should be filled with oil at the start. The volume of oil discharged depends on the engine speed. However, always fill up the chain oil reservoir every time you fuel the saw.
3. The flow at operating speed is about 10cc per minute. Check the oil tank every few minutes at first, and add oil whenever the level is low. After some experience using the saw, you will know how long you can operate without running out of chain oil. As a check whether the chain is getting adequate protection: hold the nose of the bar toward and about 6" from the butt end of a log. Throttle up to cutting speed for a second or two. If oil is thrown off the chain onto the wood, it proves that the chain is getting oil.



CAUTION:
HOLD SAW FIRMLY
WITH BOTH HANDS
DURING THIS TEST.
DO NOT LET THE BAR
TOUCH THE LOG.



CAUTION

Select bare ground for fueling. Do not smoke or bring any flame near fuel. Move at least 10 feet from the fueling spot before you crank the engine.

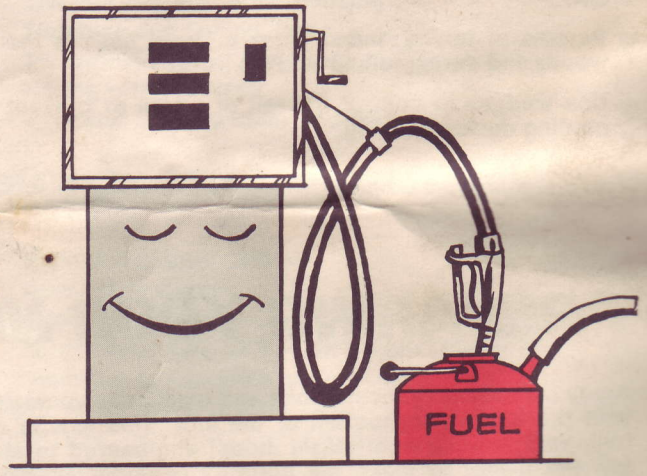
FUELING THE SAW

FUEL RESERVOIR: The fuel tank holds one pint of fuel, enough for up to 30 minutes of continuous running. The fuel filler cap is located at left rear of the engine cover. Always loosen the cap a half-turn and let the tank depressurize before you unscrew the cap further. This cap is valved to let air into the tank and should be kept clean. During fueling, take precautions not to let sawdust and dirt enter the fuel tank or cap valve.

1. **FUEL TO USE: The 2-cycle engine is lubricated by oil mixed with gasoline. The amount of oil required per gallon of gasoline depends upon the type of oil used. Use only the gasolines and oils recommended below. Always handle fuel in clean safety type fuel cans. To be sure of a thorough mixture, pour half of the gasoline into the mixing can first, then pour in all of the oil; add remainder of gasoline and agitate or stir vigorously.**

NOTE: Always measure out the recommended quantities of gasoline and oil accurately, and mix them together *thoroughly* before pouring the fuel into the saw tank. Never mix fuel directly in the saw tank.

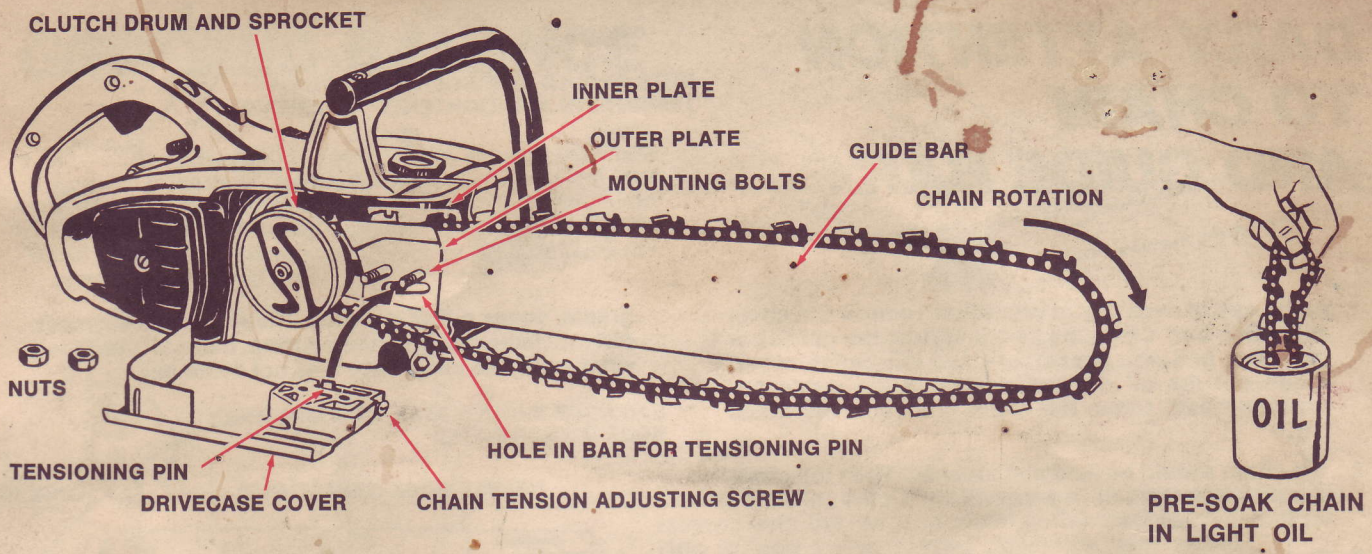
2. **For best performance and longest possible service life, use PREMIUM HOMELITE® 32:1 Motor Oil (SAE-40) in the ratio of 1 part of oil to 32 parts of gasoline (¼ pt. per gal. gas.).**
3. **Use HOMELITE® 2-cycle (SAE-30) Motor Oil in the ratio of 1 part oil to 16 parts of gasoline (½ pt. per gal. gas.).**
4. **If neither of the above oils are available, use any other good brand 2-cycle air cooled motor oil in the ratio of 1 part oil to 16 parts of gasoline (½ pt. per. gal. gas.).**
5. **Avoid use of multi-grade oil products (such as 10W-30) or any oils formulated for 4-cycle engines.**
6. **A wide variety of gasoline products are acceptable for use in this engine. However, the gasoline selected must be clean and fresh. Use regular grade, or low lead (0 to .5gm/gallon maximum) gasoline.**



USE REGULAR, LOW LEAD OR UNLEADED GASOLINE TO MAKE ALL FUEL FOR THIS ENGINE

One 8 oz. can of HOMELITE® PREMIUM SAE-40 2-cycle oil can be mixed with 2 gallons of gasoline for 32:1 mix fuel.

Mix 8 oz. can of HOMELITE® SAE-30 2-cycle motor oil or another brand of SAE-30 2-cycle motor oil with one gallon of gasoline.

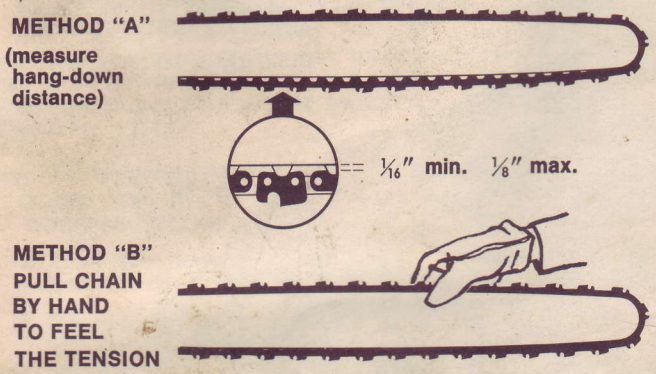


GUIDEBAR AND CHAIN ASSEMBLY

1. Before doing anything else, presoak the chain by immersing it in light oil, at least for 15 minutes and preferably overnight.
2. Remove the clutch cover to expose the chain drive sprocket, guide bar mounting pad, and the two guide bar plates. Keep the inner guide bar plate (the one having an oil slot in it) on the mounting pad.
3. Slide the guide bar onto the mounting bolts and put the outer plate on over the bolts and against the bar.
4. Hold the chain in the approximate mounting position and check the teeth. The teeth should face in the direction of chain rotation which is away from the sprocket along the top edge of the bar.
5. Loop and angle the chain to slide through the small space between the clutch drum and the sawdust shield (at about the 11 o'clock position relative to the clutch). Fit the chain over the clutch and onto the sprocket. Then begin at the sprocket to feed the drive links into the top bar groove, continuing on around the bar nose until the chain is on the bar.
6. Turn the tension adjustment screw in the clutch cover to place the tension adjusting pin where it will engage the hole in the guide bar when the cover is put in place.
7. Put the cover on the bolts against the outer bar plate and make sure the pin is in the hole. Hold assembly in place with the two nuts — finger tight to permit adjustment of the chain tension.

CHAIN TENSION

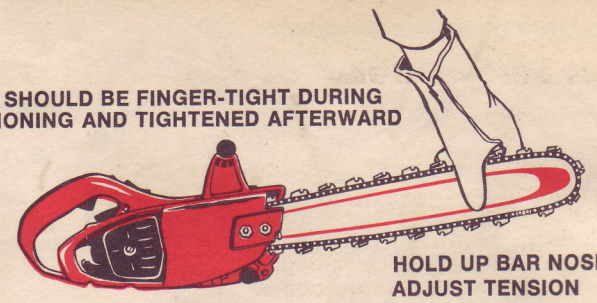
The proper amount of chain tension depends on the length and type of guide bar used. The instructions given here are correct for all lengths of bars up to 20 inches. The tension for hard-nose bars must be looser than that for sprocket nose bars.



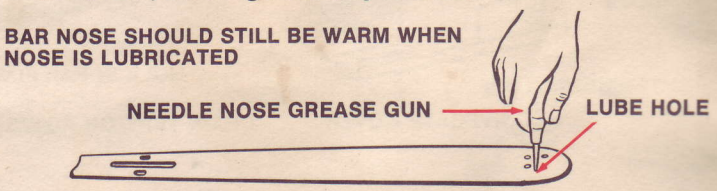
1. The tension can be gauged in two ways. METHOD A FOR HARD NOSE BARS: measure the "hang-down" distance at its loosest point between the chain tie strap and the bar rail at the middle of the chain span as shown in drawing; METHOD B FOR SPROCKET NOSE BARS: using a glove or rag for protection, pull the chain along the bar and make the tension so that the chain is snug against the bar without causing binding but can still be pulled around the guide bar by hand.
2. When hot from operation, the chain may sag away from the bar a bit, but this sag should not be allowed to exceed 1/8" as measured in method A. This applies to either type of bar nose.
3. When adjusting the chain tension, always hold up the tip of the bar to take up any play between the bar mounting slot and the mounting bolts. Keep the nose up until tension has been set and the mounting nuts tightened to lock the bar at that tension.
4. After setting tension, pull the chain along the bar several times, then recheck the tension as this may have relieved some of the stiffness in the new chain and bar assembly.
5. Start and run the engine at part throttle so the chain rotates slowly around the bar. After one or two minutes, stop engine and readjust tension if chain is now too loose.
6. Now the chain and bar assembly is ready for cutting. But after each few cuts you will find the new chain loose and again in need of tensioning. However, this "stretching" of new chain will slow up and virtually cease after the first half-hour or so of cutting.

NOTE: DO NOT MAKE ANY CUTS UNLESS THE CHAIN TENSION IS CORRECT!

DAILY ATTENTION TO CHAIN AND GUIDE BAR

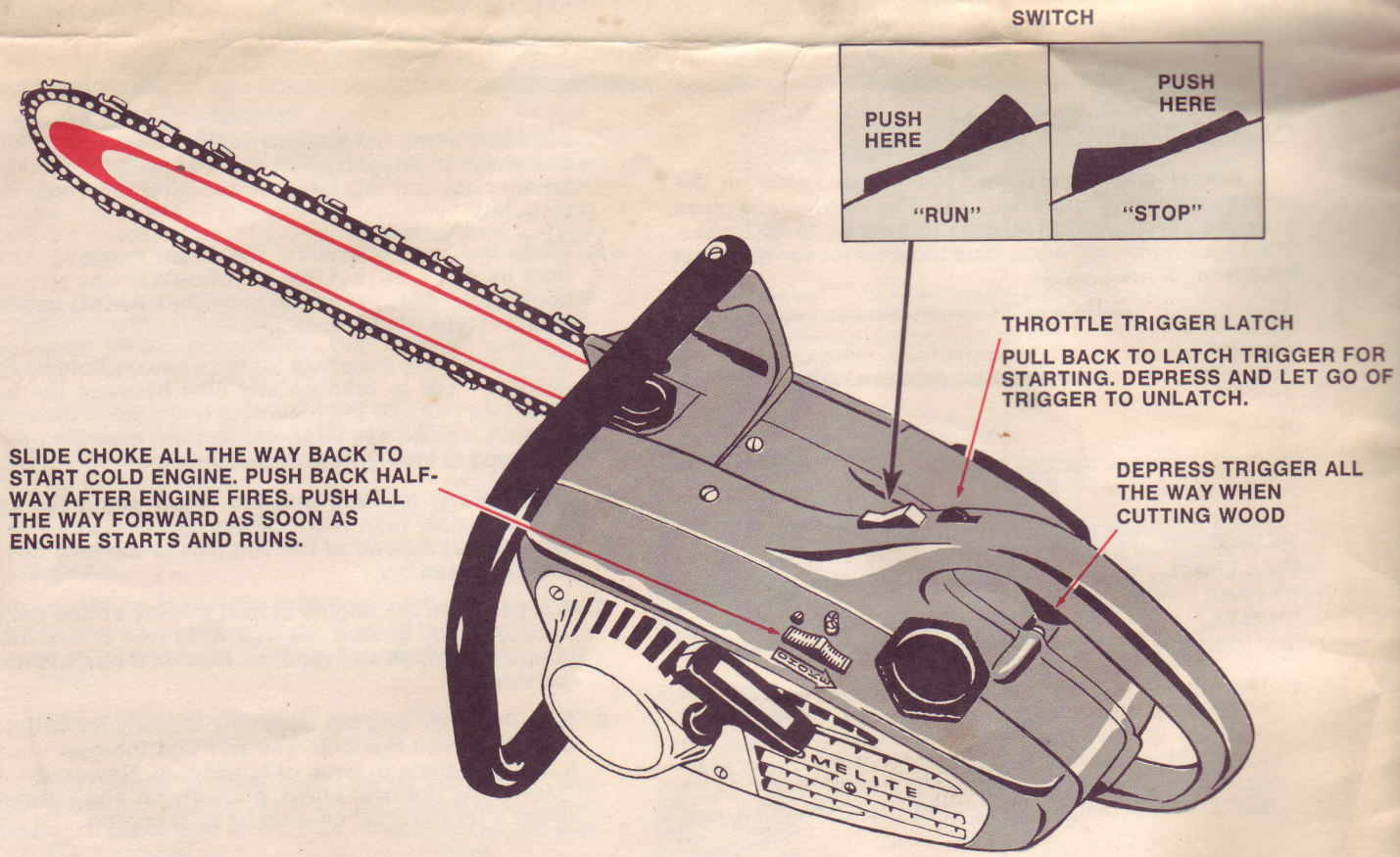


1. At the end of each day of operation, remove the chain and guide bar. Clean the sawdust from the guide bar mounting pad, the clutch area and the clutch cover. Clean out the oil discharge hole in the guide bar mounting pad. Clean the chain groove in the guide bar.
2. The chain should be filed and cleaned. Then the chain should be immersed in a can of light oil until ready for the next use.
3. Sprocket nose guide bars must be lubricated while still warm from use, at the end of each day of cutting. Using needle nose of Lube Gun #24258 filled with HOMELITE ALL-TEMP Multi-Purpose grease, pump grease into the sprocket nose bearing through the small grease hole in the side of the bar nose. Keep pumping until the dirty grease is forced out and fresh grease oozes out of the nose. This removes sawdust, dirt and moisture from the bearing. If bar is lubricated when cold, the old grease may not come out.



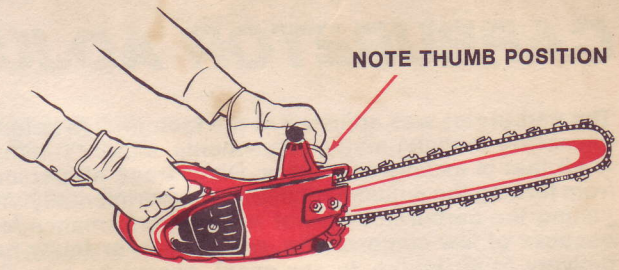
A sprocket nose bearing is good as long as it turns freely with no roughness or binding. However, it can be replaced with a new sprocket nose assembly (HOMELITE A-67050) whenever necessary. Both the chain drive and nose sprockets should be replaced whenever a new chain is being installed.

HOW TO START, STOP AND HOLD THE SAW CORRECTLY



GRIP AND BALANCE

1. The only way to hold the saw so that you can maintain control in case it jumps or kicks back toward you during operation is to use the grip shown. Always use this grip and hold onto the saw firmly with both hands when the engine is running. Wear non-slip gloves for maximum grip and protection.



USE PROPER GRIP—
ALWAYS KEEP BOTH HANDS
FIRMLY ON THE SAW

PULL STARTER STRAIGHT UP TO CRANK ENGINE

2. During starting, hold the saw down firmly on a level surface with the bar and chain in the clear. Use the side of one knee to hold down the rear handle, and one hand to hold down the front handle. Use the other hand for cranking the engine. Do not use any technique which would bring your foot or leg near the bar and chain.

3. Always keep your weight well balanced on both feet. Since you will be exerting pressure to cut, guard against loss of balance by being ready to hold up on the saw as it cuts through the material.

IMPORTANT:

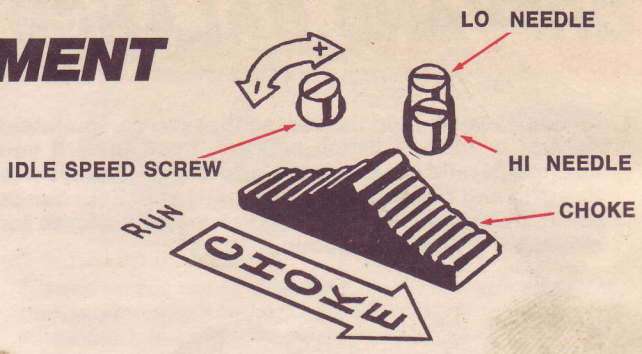
Know how to operate the saw controls, and how to hold the saw during both cranking and operating.

STARTING AND STOPPING

The trigger latch is on the top of the rear handle, the choke control button is on top left of the engine cover. The rocker type positive ON/OFF control (ignition) switch is located on the rear handle where the operator can push it to "OFF" without releasing his grip on the handle. Push front end of switch for "RUN", push rear end for "STOP".

1. Slide choke control button as far back as it will go (for cold start), and push down the front end of the ignition switch for "RUN".
2. Hold saw down firmly on a clean surface with guide bar and chain in the clear.
3. For cold starting, pull the trigger latch back to open the throttle partially. CAUTION: when the trigger is depressed all or part way during starting, the chain will turn when the engine starts. A warm engine should require neither choking nor trigger latching.
4. Pull the starter grip as briskly as you can to give the engine a rapid spin. NOTE: To prevent damage to the starter, do not yank cord out to the very end; hold grip and let cord rewind evenly instead of letting it snap back.
5. Crank until engine starts up or fires — if it does not keep going, move the choke button to a half-way position before cranking again.
6. IMPORTANT: As soon as engine runs, use throttle trigger to release trigger latch and control engine speed; at the same time, ease the choke button forward to open the choke as the engine warms up. Do not operate with engine choked or partly choked except briefly during warm-up.
7. Pick saw up, assume balanced cutting stance, and squeeze trigger to open throttle fully before the chain contacts the wood.
8. Apply light pressure on the saw to make it feed smoothly and rapidly. Always do the cutting at full throttle, but throttle back when the load is removed. IDLE SAW WHEN NOT ACTUALLY CUTTING WOOD. Do not cut at part throttle or force the saw to cut as this allows the clutch to slip and overheat.

CARBURETOR ADJUSTMENT



The carburetor was adjusted at the factory. It is seldom necessary to make major adjustments. Minor "triming" is all that is usually necessary. Discourage all persons from turning the adjustment needles experimentally. Adjusting the carburetor cannot restore performance lost because of low compression, poor spark, or faulty fuel delivery or air intake. In any event, *always be sure the air filter is clean, before you make any carburetor adjustments.*

ADJUSTMENT IF ENGINE CANNOT BE STARTED

1. With a small screwdriver, turn the HI and LO mixture adjustment needles slowly clockwise until both are gently seated. (Careful! Forcing needle into seat can render carburetor unadjustable, requiring caburetor replacement.) Then turn the HI needle out 1 full turn and the LO needle ¾ turn.
2. Latch the trigger for starting, and fololw instructions to start the saw. Unlatch the trigger to let the saw idle. CAUTION: CHAIN WILL TURN WHEN ENGINE STARTS AND MAY NOT STOP WHEN ENGINE IS IDLED.
3. If chain turns at idle throttle, turn the idle speed screw *slowly counterclockwise* until the chain stops. Now make final adjustments as instructed below.

ADJUSTMENTS AFTER ENGINE IS AT OPERATING TEMPERATURE

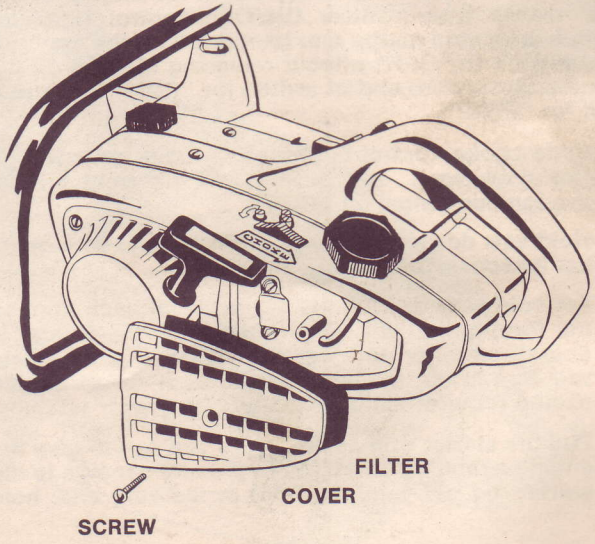
1. Run the saw for a few minutes to get the engine warm, then idle the engine and do the following:
   a) Turn the idle speed screw clockwise until the chain begins to turn. Note this screw setting.
   b) Turn the idle speed screw in the other direction until the engine starts to falter. Note this screw setting.
   c) Set the idle speed screw midway between the setings noted in a) and b).
2. ADJUST FOR PROPER IDLE: Adjustment of both the LO needle and the idle speed screw are required for fine tuning of the idle. Adjust the LO needle slowly in one direction, then in the other, to find where the engine idles the fastest on this temporary setting of the idle speed screw. NOW, if this speed is faster or slower than desired: if so fast that the chain turns, or so slow that the engine falters, change the idle speed by readjusting the idle speed screw. THEN, readjust the LO needle for the fastest idling at this idle speed screw setting. NOTE: for fine tuning, this sequence may need to be repeated several times.
3. ADJUST HI NEEDLE FOR MAIN OPERATION: With bar and chain clear of all obstacles, turn the HI needle clockwise until the saw cannot accelerate from idle to wide open throttle at no load. Now turn the HI needle the other way, a little at a time, until the engine accelerates smoothly from idle to wide open throttle without a cutting load. IMPORTANT: From this point, *turn the HI needle another ½ turn counterclockwise.*

THE AIR FILTER

The air filter should be removed and cleaned twice each day of operation, or more frequently if extremely dirty operating conditions are encountered. A dirty filter causes saw to run excessively rich, smoking excessively, using fuel at a fast rate and lacking in power.

Never attempt carburetor adjustment until the air filter has been checked and cleaned or replaced.

1. Remove air intake cover (left rear side of saw) by taking out the cover mounting screw. Clean sawdust from air intake area of saw before removing the filter.
2. Clean filter by tapping it against a clean surface. Occasionally, give it a thorough cleaning in a non-oily cleaning solvent and let it dry before further use. Filters do not cost much so you may find it practical to keep a few spares on hand for instant changing.
3. Cleaning does not remove all dirt particles from the filter pores. Therefore, replace the filter after several months of use or more than 30 cleanings.



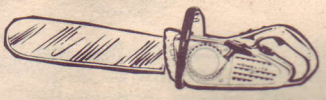
WOOD CUTTING INSTRUCTIONS

GLOSSARY OF OPERATING TERMS

BACK CUT	The felling cut made in back side of tree toward the notch.
BORING CUT	A blind cut made into the wood, principally with the nose of the bar.
BUCKING CUT	Usually any cuts made to section up a felled tree or log.
FELLING CUT	The back cut which causes the tree to fall.
FELLING NOTCH	A horizontal cut-out made on side tree is to fall, the inside edge of the notch being 90° to line of fall.
HINGE WOOD	Wood left uncut between the notching and felling cuts; hinge holds tree on stump, guides it over.
"NO LOAD" SPEED	Running the engine or saw without applying any work load; carburetor often adjusted at wide open throttle — no load.
OVERBUCKING	Using bottom edge of bar to cut downward through a log.
UNDERBUCKING	Using top edge of bar to cut upward through a log.
SPRING POLE	Sapling bent and held down under tension by another fallen tree.
SAW KERF	The width of the saw blade or chain cutting including the set of the teeth; also the cut made by a saw blade or chain.
WIDOW MAKER	Tree with broken limbs or dead branches presenting a hazard.

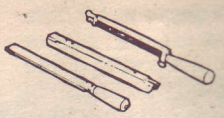
EQUIPMENT

Always take along your saw (in a carrying case or with the guide bar in a scabbard), a supply of fuel mixture in safety type fuel cans, oil for the chain oiler, some bucking and felling wedges, a sharp single blade axe, and touch up tools for chain maintenance. Under dry woods conditions, a fire extinguisher or shovel should also be available in case of a fire. All power saws should be equipped with an exhaust muffler and, if need be or required by local regulations, a spark arrester.


CHAIN COVER (SCABBARD)


SAFETY FUEL CAN


SHARP AXE


CHAIN FILING TOOLS


BUCKING AND FELLING WEDGES

CHAIN OIL


FIRE EXTINGUISHER

PERSONAL PROTECTIVE EQUIPMENT

Your attire should include sturdy shoes with non-slip soles, non-slip work gloves that improve your grip, good fitting clothing and pants with no cuffs. A hard hat is recommended whenever you go into the forest or are working under large trees. Glasses or goggles with safety lenses should always be worn while you are cutting. If you use the saw regularly for many hours a day, you should also be fitted for and wear hearing protection devices (head set type or ear plugs).

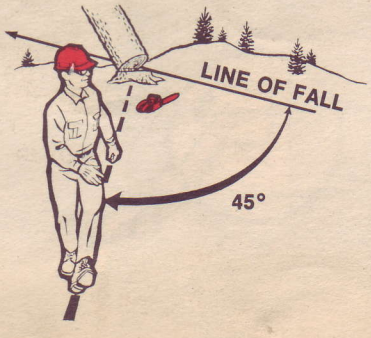

CUFFLESS PANTS, TRIM FITTING CLOTHING


NON-SLIP SHOES AND GLOVES


SAFETY "HARD" HAT


SAFETY GOGGLES


HEARING PROTECTION DEVICES

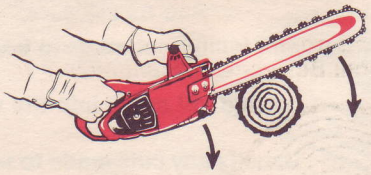


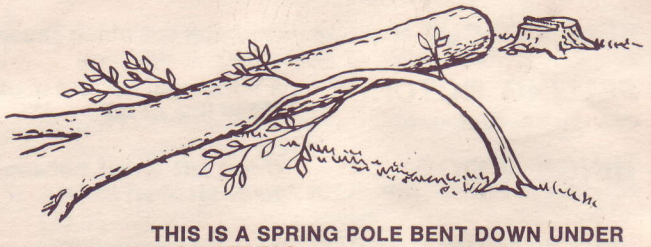
WORK AREA PRECAUTIONS

Prepare immediate cutting area by cleaning out undergrowth likely to interfere with operator and saw, and removing dead material which could cause fire. Prepare a path of safe retreat to the rear and diagonal to the line of fall. Keep all bystanders from the work area.

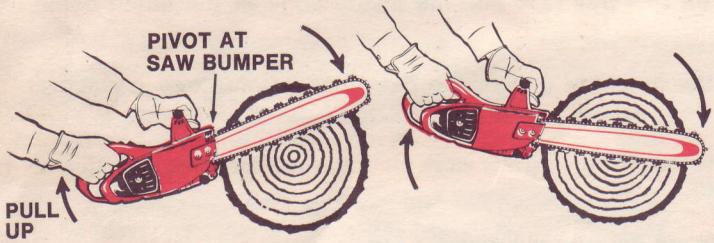
BASIC SAWING TECHNIQUES

When cutting small logs and limbs, open the throttle fully just before letting the chain touch the wood. It is safest to cut with the saw bumper up against the wood. If you cut further out along the bar, the chain will have a tendency to pull you and the saw towards the work, so you must take care to brace yourself against this slight pull. (The reverse will be true if you are using the top of the bar to snip small limbs or "under" buck). Exert light feed pressure to cut straight through the wood, but be ready to ease off on the throttle the moment the cut is completed.





THIS IS A SPRING POLE BENT DOWN UNDER HIGH STRESS.



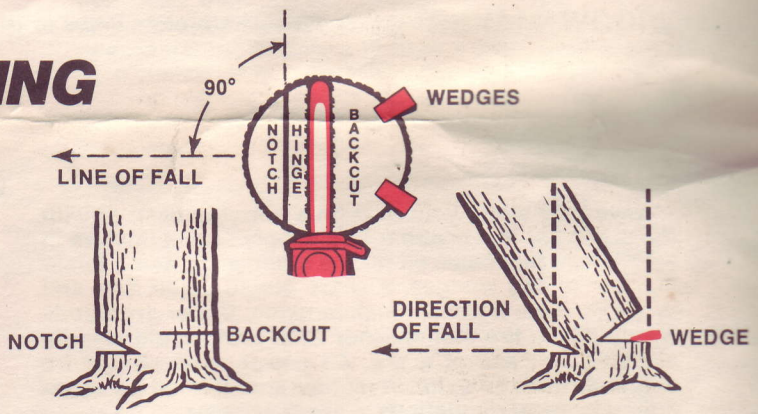
Cutting large logs or felling trees, do as above, but place the saw bumper right up against the wood so that you can pivot the saw at the bumper for best control and easy feeding.

WATCH OUT FOR "SPRING POLES" OR OTHER HIGH STRESS CONDITIONS where a log or tree could spring up or shift when stress is relieved by cutting.

The above instructions tell you basically how to make the saw cut. *NOW* it is up to you to study the following instructions and diagrams to learn how to apply this technique to various situations that will confront you.

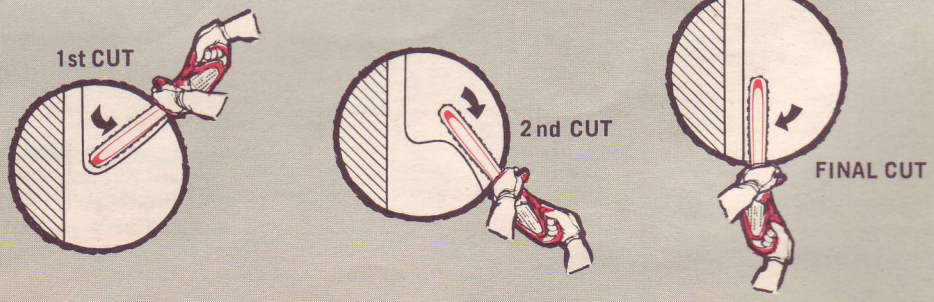
NOTCHING AND FELLING

When felling a tree, consider factors such as wind, the natural lean and balance of the tree, location of large limbs and whether the trunk is sound, hollow, or partially rotted. Watch for dead limbs overhead. Cut a notch ⅓ the diameter of the trunk and at a right angle to the line of fall as shown. Make the back cut at least 2″ higher than the notch and leave a hinge of uncut wood to guide the tree over (see hinging note). If there is any chance that the tree might not go over in the desired direction, or may rock back and bind the saw, stop cutting before the back cut is completed and use wooden, plastic or magnesium wedges to open the cut and tilt the tree in the desired direction of fall. Never let a wedge contact the chain—kick-back will result. Large diameter trees should always be wedged over in this manner. Do not cut through the hinge. Large trees can be felled in a series of cuts with a short blade. As shown, the final cut must leave hinge wood parellel to the notch.



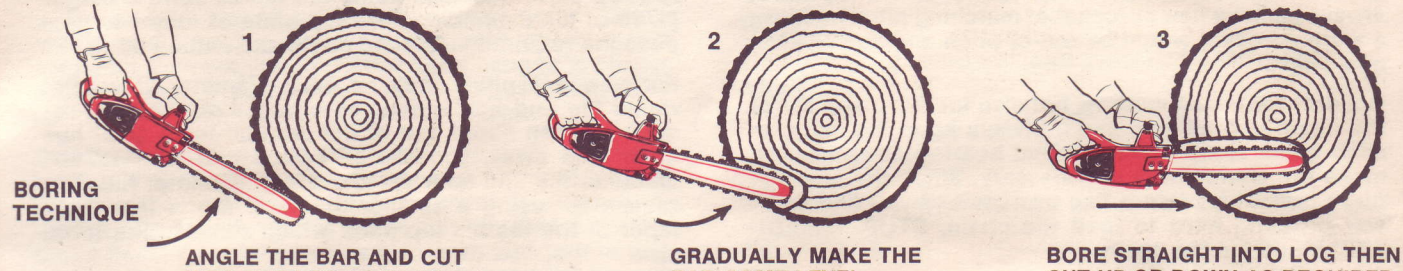
HINGING NOTE: The hinge wood is what controls the fall of the tree. If the hinge has the same thickness from end to end (backcut parallel to the notch) the direction of fall will be at a right angle to the notch. If the notching and back cuts are not parallel, the tree will fall more in the direction of the thicker end of the hinge. If the hinge is cut through, the tree could fall in any direction and might twist off the stump.

SEQUENCE USED TO FELL TREES UP TO TWICE BAR LENGTH IN DIAMETER



BORING WITH THE NOSE

Do not attempt to bore with the nose of the bar until you have become proficient in operating the saw and are sure of your own capabilities as well as those of the saw. Boring is something resorted to only when there is no better way to make a cut. It may be necessary to bore when some obstruction — another tree or log, a rock or the ground — prevents you from placing the long edge of the bar against the wood. Boring is also employed to cut "blind holes" such as holes in fenceposts or cut-outs for log-cabin windows. One way to minimize the danger of the saw kicking back, is to begin with an angular cut, making contact with the wood as far back from the bar nose as possible; when this cut is deep enough to become a guide, exert downward pressure to bring the bar gradually into the line for boring. Then bore into the wood.



ANGLE THE BAR AND CUT INTO THE LOG AS IN #2

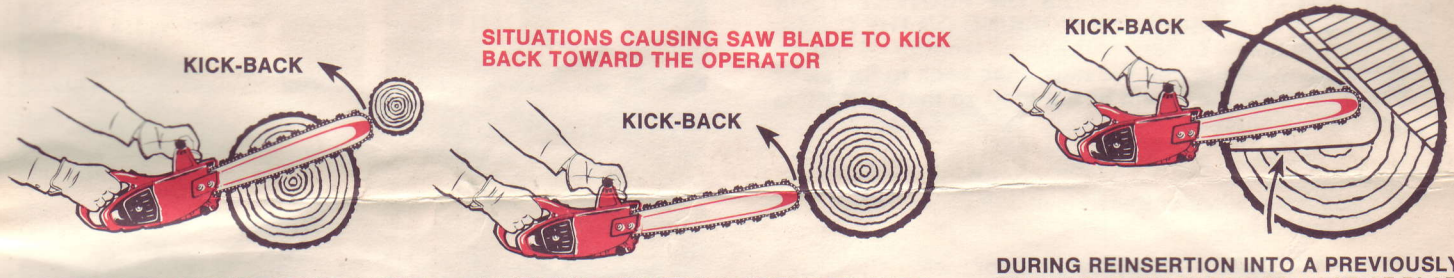
GRADUALLY MAKE THE BAR COME LEVEL

BORE STRAIGHT INTO LOG THEN CUT UP OR DOWN AS REQUIRED

AVOIDING KICK-BACK

If you are cutting with the nose of the bar, you must be extra careful to protect against the possibility that saw may kick back. The saw will kick back any time the top section or upper nose section of the rotating chain hits any solid object such as the bottom of an incompleted previous cut, the side of the saw kerf as blade is being withdrawn, or wood when you are trying to start a boring cut, or other material next to the log you are cutting.

SITUATIONS CAUSING SAW BLADE TO KICK BACK TOWARD THE OPERATOR



WHEN NOSE STRIKES SOME OBJECT SUCH AS ANOTHER LOG

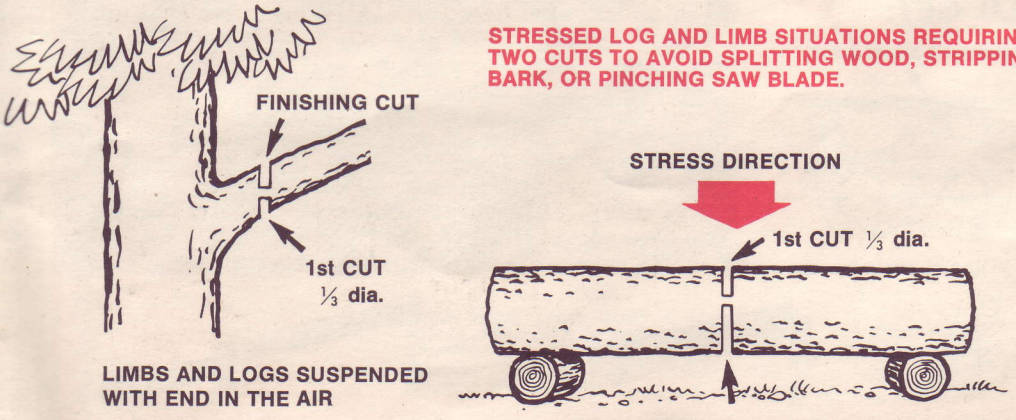
WHEN INCORRECTLY STARTING TO BORE

DURING REINSERTION INTO A PREVIOUSLY BEGUN CUT, WHEN TOP OR NOSE OF BLADE HITS BOTTOM OR SIDE OF THE KERF (the cut)

STRESSED LOG AND LIMB SITUATIONS

Remember wood is heavy and that it bends or flexes. As you cut through a log, you weaken it at the cut and it will bend *there* unless it is lying flat on the ground and under no stress. To avoid closing of the cut and pinching of the saw blade, therefore, you must cut a stressed log or limb in such a way that the cut will open instead of closing on the bar. In addition, you may wish to avoid splitting the wood or stripping off the bark. This can all be done as shown below. NOTE: With large logs, insert a wedge into the cut to hold it open.

STRESSED LOG AND LIMB SITUATIONS REQUIRING TWO CUTS TO AVOID SPLITTING WOOD, STRIPPING BARK, OR PINCHING SAW BLADE.



LIMBS AND LOGS SUSPENDED WITH END IN THE AIR

FINISHING CUT: UNDERBUCK

STAND ON UPHILL SIDE WHEN CUTTING BECAUSE LOG MAY ROLL.

MAINTENANCE AND ADJUSTMENT

HOMELITE SAW CHAIN

Your saw has a fast-cutting chain with a sprocket which matches it in pitch. When the chain is to be replaced, always install a new sprocket of matching pitch because a worn sprocket would be out-of-pitch and damage the new chain.

Not only for fastest cutting, but also for maximum life of the chain and all saw parts, always keep the chain in such good, sharp condition that bearing down hard to make the chain cut is unnecessary. When the sawdust turns from chips into a fine powder and you find yourself pressing hard to feed the chain, STOP IMMEDIATELY and file the chain.

Uniformity and accuracy are necessary for success in filing saw chain. These are easiest to obtain with a file holder which has the required 35° top filing angles marked on it, and also holds the file at correct height (1/10 of file diameter above top plate of tooth) to produce the required side plate angle and cutting edge.

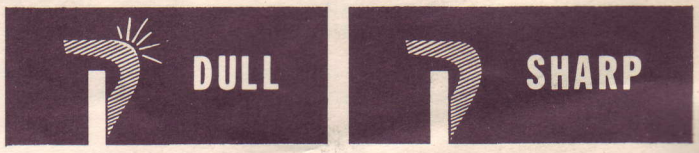
For new 3/8 pitch chain, a 7/32 diameter "fast-cut" round file and holder (our assembly A-23133-A) is required. When about half of the original tooth steel has been filed away, you should switch first to a 13/64″ diameter file and later on to a 3/16″ diameter file. The reason for using a smaller diameter file is the slight taper of the tooth's top plate which reduces the tooth size.

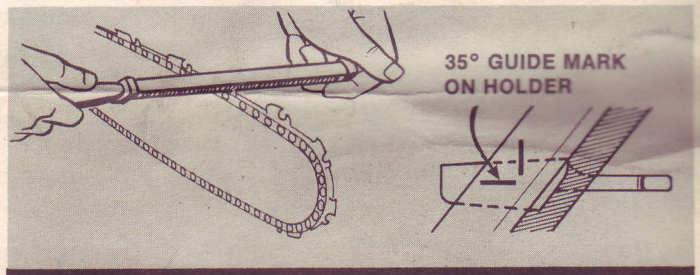
HOW TO FILE CUTTERS

A chain filing vise holds the cutters rock-steady for filing; but you can do a satisfactory job "on the bar" if you tighten up the tension a bit so the chain does not wobble, and do all of the filing near the midpoint of the bar. ALWAYS WEAR GLOVES OR PROTECT YOUR HANDS WITH A RAG WHEN WORKING ON THE CHAIN. Be sure to file all cutters to the same length — if you replace worn cutters, file the new ones back to the same length as the other teeth in the loop so that all cutters get a biting chance.

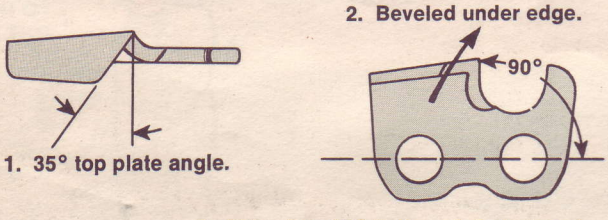
Here's What You Should Do:

1. Hold file against cutter face at 35° angle (marked on file holder).
2. Keep file level — do not let it dip or rock.
3. File in one direction only — towards front corner of the tooth. Move file away from tooth face on return stroke.
4. Use light but firm pressure, mostly towards back of tooth. Avoid heavy downward filing pressure. The holder will keep 10% of the file above the top plate, automatically producing a beveled hollow-ground under edge.
5. Put a few firm strokes on every tooth, filing all cutters on one side of the chain, then all cutters on the other. Rotate file in holder occasionally.
6. A sharp edge will not reflect light. Examine the edge to see if the dulled area has been removed.

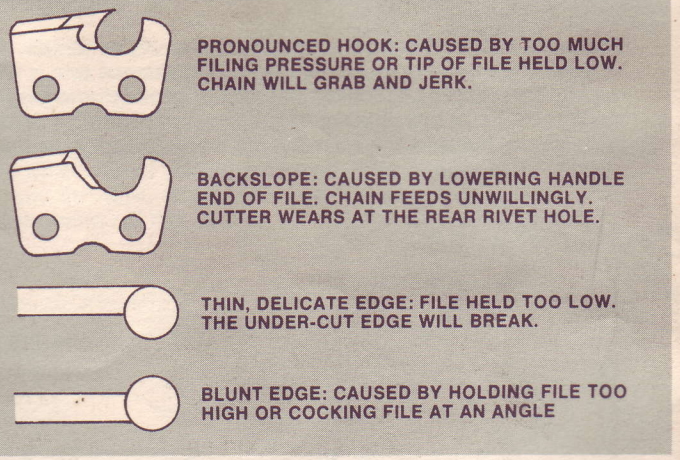




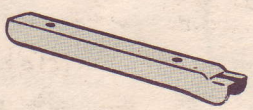
HERE'S WHAT YOU SHOULD GET:



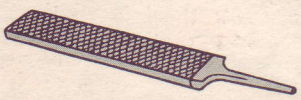
THE FOLLOWING ARE EXAMPLES OF ERRORS IN FILING



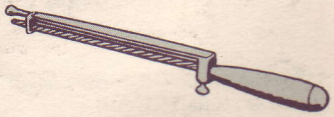
EQUIPMENT



DEPTH GAUGE JOINTERS, ADJUSTABLE OR SET TYPE

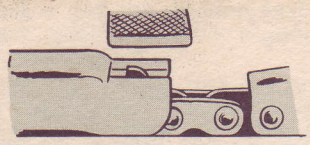


8″ FLAT FILE FOR FILING AND SHAPING DEPTH GAUGES.



A-23133-A FILE HOLDER WITH 1/32″ DIAMETER ROUND FILE.

HOW AND WHEN TO SET DEPTH GAUGE CLEARANCE

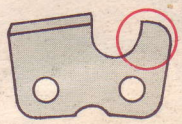


CHECK DEPTH GAUGE SETTING

Every third or fourth time the teeth are sharpened, or if a large amount of steel is removed from the cutters, the depth gauges should be filed to correct depth. Use a depth gauge jointer and a flat file, both of which are available from your dealer. After filing gauges to proper depth, round off the front third of all gauges uniformly to facilitate smooth entry of gauges into the cut.

Depth gauges control the size chips the teeth can cut. A tooth with a "high" gauge cannot bite, and a chain that cannot get a good bite requires too much feed pressure. On the other hand, setting gauges so low that the chain takes too large a bite causes it to grab and jerk during cutting. The depth at which you should keep the gauges depends upon the type of chain and the type of wood you cut. New 3/8" pitch chains have gauges factory set to .025" depth for a mixed hardwood-softwood diet. If you cut mostly softwood, you may find that a depth of .030" is more satisfactory.

SHAPE OF DEPTH GAUGES:



ORIGINAL AND CORRECT CONTOUR

WRONG: TOO BLUNT TO FEED SMOOTHLY

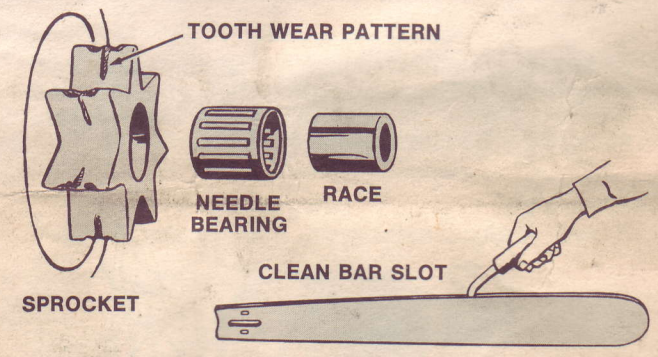
WRONG: NOT ENOUGH STRAIGHT SECTION LEFT TO ACT AS DEPTH GAUGE.

MAINTENANCE OF GUIDE BAR AND SPROCKET

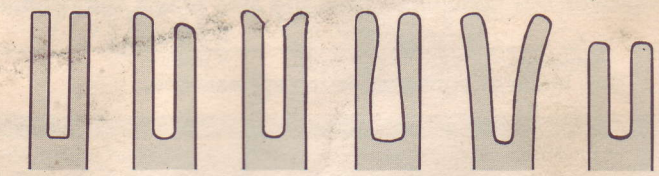
THE SPROCKET must always match the chain in pitch. Wear changes the pitch. Always either change the sprocket whenever you install a new chain, or be sure the old sprocket is still in "like new" condition. The sprocket bearing should be cleaned and lubricated with light film of #24551 ALL-TEMP *Multi-Purpose* GREASE at least every 100 operating hours. Sprocket and clutch work can be done by your dealer, or you can purchase the necessary tools and a Pictorial Service Guide (see order blank) and do the service work yourself.

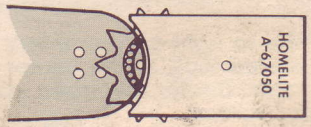
THE BAR should be kept clean. Examine it periodically. With a flat file, remove any burrs that occur along the bar rails, because burrs interfere with cutting. Pinching in a cut, boring excessively with the nose, and running with the chain too "dry", too tight, or too loose all result in excessive bar wear and damage. It is possible to straighten bent bars, close bar rails, regrind unevenly worn rails, and deepen the bar groove. When the rails have been worn or ground down, check for chain clearance in the bar groove: if the chain hits bottom anywhere, check with your dealer to see whether the bar can be reconditioned or must be replaced.

SPROCKET NOSE GUIDE BARS are designed to allow replacement of the nose sprocket. NOTE: When saws are used for heavy wood cutting and land clearing, the sprocket nose requires lubrication every second or third fueling. To change the nose sprocket, drill through centers of the rivet heads and punch out the old rivets. Install the new sprocket assembly just as it comes from the replacement nose kit. When installing new rivets, peen the heads out smoothly with light taps, then strike several blows with flat head of the hammer until the rivets fill up the holes.

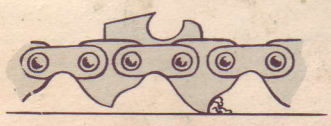


WEAR PATTERNS IN GUIDE BAR GROOVE AND BAR RAILS:

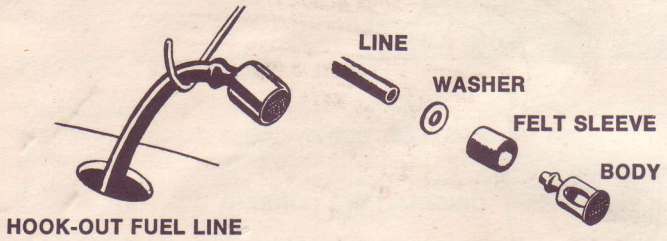




CHAIN DRIVE LINKS MUST HAVE SHARP POINTS TO CLEAN SAWDUST FROM BAR GROOVE, AND GROOVE MUST BE DEEP ENOUGH FOR DRIVE LINK TO CLEAR ALL THE WAY AROUND BAR.



FUEL TANK and FILTER

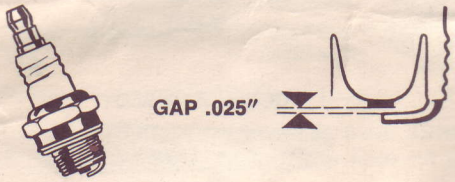


The fuel tank is vented through the fuel filler cap. If passages to or from the valve become plugged, the valve will not operate and the engine will not get enough fuel. The inlet opening is located under the lip of the cap below the aluminum plug on the edge of the cap. Whenever the saw refuses to start, or starts and then loses power, see if loosening the cap temporarily improves performance. If it does, replace vented cap: if it does not, check for a clogged fuel filter, or for improper carburetor adjustment. The FELT FILTER on the end of the flexible fuel line may be expected to last for many months without clogging. Under unusually dirty operating conditions or if water enters the fuel tank, however, inspect the filter and change as necessary. To remove the filter, remove the fuel cap and fish for the flexible pick-up tube with a hook as shown in the sketch. Gently pull the fuel pick-up out through the filler hole. Pull the fuel pick-up body and sleeve off the flexible fuel line. Note flat washer between line and pick-up body. Then pull the sleeve off the top end of the fuel pick-up body. Clean the filter pick-up body, then slide a clean filter sleeve onto the body. Assemble body and washer to fuel line and drop them into the tank.

IGNITION, COOLING and EXHAUST SYSTEM MAINTENANCE

These are grouped together here because the maintenance can be done at the same time.

1. SPARK PLUG: The engine has a miniature, self-sealing tapered seat type Champion #DJ-7J or AC #CS45T. Always check to make sure that the connector boot is firmly pressed on the spark plug.



Incorrect engine oil, incorrect fuel mixing, wrong carburetor adjustments or excessive flooding of the engine during starting, will cause deposits to form on the plug electrodes. After many hours of use the plug may also require cleaning and regapping of the electrodes. The firing gap is .025". Always clean the insulator and the electrodes prior to setting the gap. Always bend the side electrode toward the center electrode when setting the gap. Rounded or pitted electrodes should be filed smooth and square to induce the spark to jump the gap.

If the spark plug is suspected of being faulty, try a new one in its place. If the new one works, discard the old one. However, the condition of the old plug tells a story about your engine:

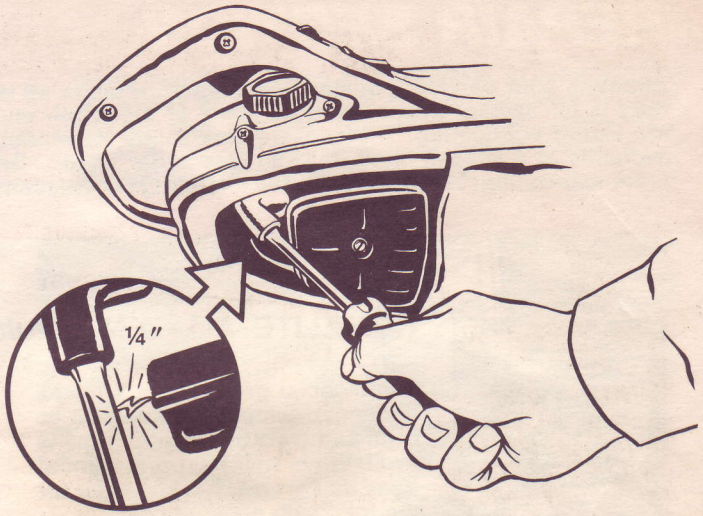
Dry, black or light gray to tan appearance.	This is a normal appearance of plug after considerable service.
Sooty, oily black carbon on bottom and electrodes.	Engine has been getting too much fuel or too much oil in the fuel; or ignition voltage may be low; or wrong heat range plug has been used.
White to light gray powdery deposits, or burnt gray blistered look of the center electrode porcelain insulator. Center electrode appears melted and insulator burned.	Engine running too hot. Keep air intake clean. Also check carburetor adjustment and look for an air leak in fuel system or in engine walls.
Yellow ash deposit. Core bridging or gap bridging with carbon or other deposits.	Caused by additives in gasoline or oil; use proper ingredients when mixing fuel. Engine in need of overhaul due to prolonged usage; or wrong oil or incorrect fuel mixture.

2. While the plug is out, the ignition system should be checked to see whether there is a good spark being generated by the magneto:

   a) Using a screwdriver with an insulated handle, insert the tip into the spark plug boot to contact the spring connector inside. If the tip is too wide to fit into the connector, slide it between the boot and the connector.

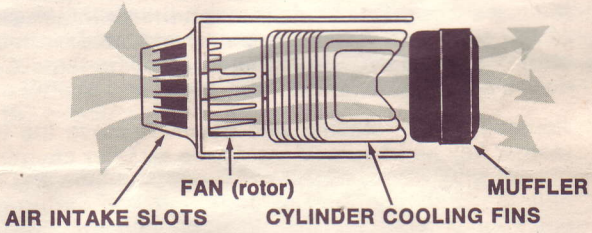
   b) Holding the screwdriver well back on the insulated handle, position the screwdriver so there will be an air gap of ¼" between the screwdriver shaft and a metal edge of the muffler.

   c) With switch turned to "ON", crank the engine briskly and observe whether a spark jumps the ¼" gap. NOTE: In bright sunlight you can hear the "snap" of a strong spark even though you may not be able to see it.

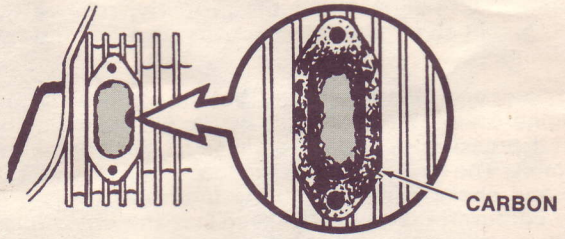


BROAD, BLUE OR WHITE SPARK	Magneto is O.K.
WEAK RED OR YELLOW SPARK	Magneto output may be low, or there may be an insulation leak.
NO SPARK	Have ignition checked by your dealer.

3. Cooling air drawn in by the fan, flows between the cylinder fins and is discharged around the muffler. In order for the engine heat to be transferred from the fins to the air, the fins must be clean and the air passage open. Do not let sawdust, leaves and dirt build up in this area. If engine appears heavily clogged, remove the engine cover assembly for complete cleaning (see Repair Section page 16).

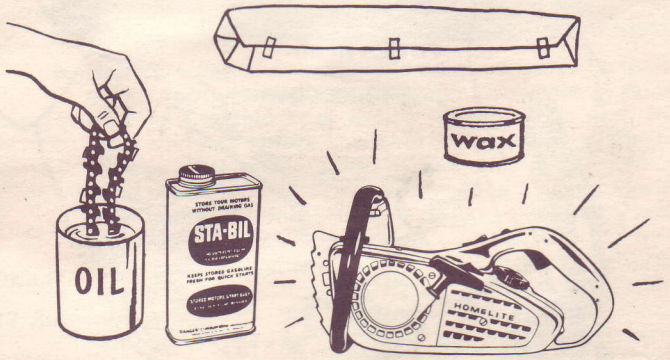


4. Occasionally, the muffler should be removed from the engine and the cylinder fins cleaned down to bare metal. At the same time, deposits should be scraped from all surfaces of the muffler, and the scrapings removed before muffler is reassembled.



STORAGE

Chemicals and moisture in the atmosphere will attack an unprotected saw. Store the chain in oil. Clean the guide bar and wrap it in oiled paper or an oily rag. Add STA-BIL to fuel (according to directions on the Sta-Bil can) and fill fuel tank to the top. Run engine for a few seconds on this mixture and stop engine by pulling back the choke button. Apply auto wax to painted external surfaces of the engine. Store saw in a cool, dry place away from garden chemicals, fertilizers and de-icing salts.



REPAIR SECTION

Although your servicing dealer is equipped to make all necessary repairs on your saw, the information supplied here is for owners who wish to do some of the repair work themselves. For those desiring full service information, the dealer publication "Pictorial Service Guide for Model 150 Chain Saws" and an illustrated parts list are made available at a special price of $2.00 (see order blank). Order all replacement parts through your dealer. For complete satisfaction always use genuine HOMELITE replacement parts and accessories.(See Accessory List on page 20.)

HOMELITE ALL-TEMP *Multi-Purpose* GREASE

This special grease which works under low temperature as well as high-temperature conditions is available in half-pound (8 ounce) cans as Part No. 24551. Use it for the following applications:

1. Daily, in needle nose Lube Gun #24258 to lubricate nose bearing of sprocket nose bars through lube hole in bar nose.
2. After cleaning starter rewind spring, apply a very small amount to each side of the coiled spring with your fingers.
3. Whenever starter is removed, clean pulley shaft and apply a small amount to pulley shaft with your fingers. (This lubricates the rotor nut bearing.)
4. Whenever clutch is removed for service, wipe a small amount onto the clutch needle bearings with your fingers.

REMOVAL OF POWER HEAD FROM ENGINE COVER, AND REASSEMBLY

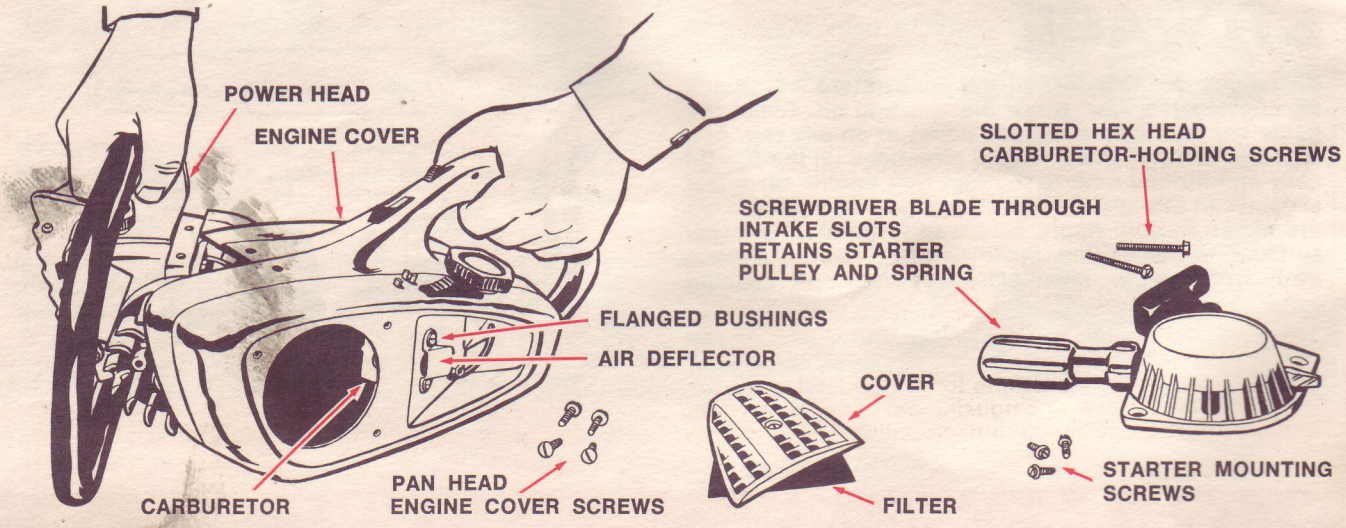
1. Place a screwdriver blade through the air intake slots of the starter to retain the pulley mechanism in the starter housing. NOTE: The starter may be removed if desired, but removal is not required.
2. Remove the air cleaner and cover. Remove the two slotted hex head screws inside the air filter chamber, but DO NOT REMOVE the two brass bushings and the deflector because the bushings hold the carburetor and spacer in place inside the engine cover.
3. Using a screwdriver that fits properly, remove the four pan head engine cover screws (two top and two bottom).
4. Nothing else need be done before removal of the engine cover. Grasp the saw by the two handles and exert pressure to work the cover off the engine assembly. The cover contains the fuel system with throttle and choke controls and the fuel line attached to the carburetor. The power head has the chain oiler, clutch and handle bar and the magneto assembly attached to the short block.

NOTE: To avoid unnecessary wear of the threaded holes for the four cover screws, the cover and power head should be separated only when it is necessary to get at the parts inside the cover, or make repairs to the power head or components attached to it.

5. To reassemble cover to engine, slide the right, front corners of the cover onto the engine block at top and bottom. Push cover as far forward into place as possible, angle cover to slide it between the handle bar and the magneto. Now jiggle and push it past the magneto into place.

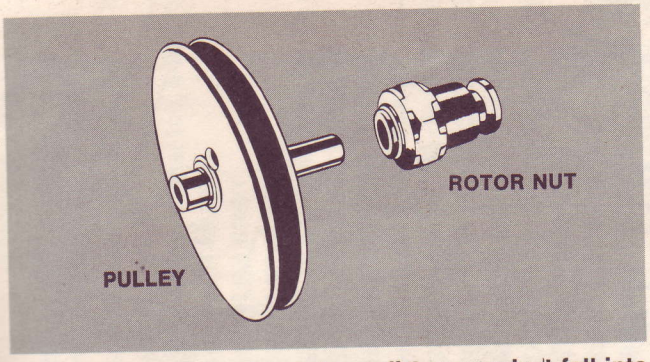
NOTE: If the starter assembly was not removed from the engine cover, it may be necessary to guide the starter pulley into the rotor nut while sliding the cover into place.

6. To fasten cover to engine, treat the four cover screws with Loctite prior to installation. Torque these screws to 45 pound-inches, or about as much as you can hand-tighten them with a blade screwdriver. Now install the two hex head screws to lock the carburetor in place, tightening these screws to 20 pound-inches (minimum). Be sure to fit the air filter and cover back into place properly before tightening the cover screw.

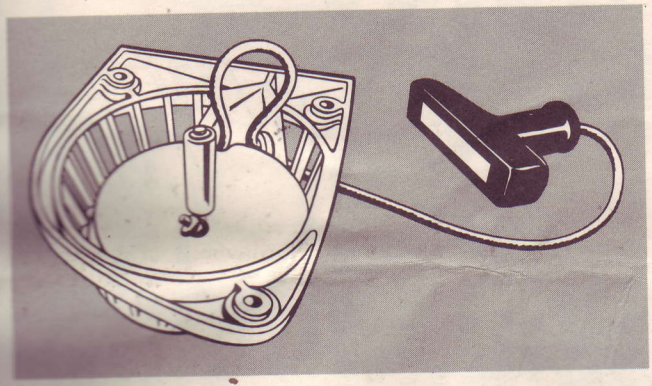


STARTER REPAIRS

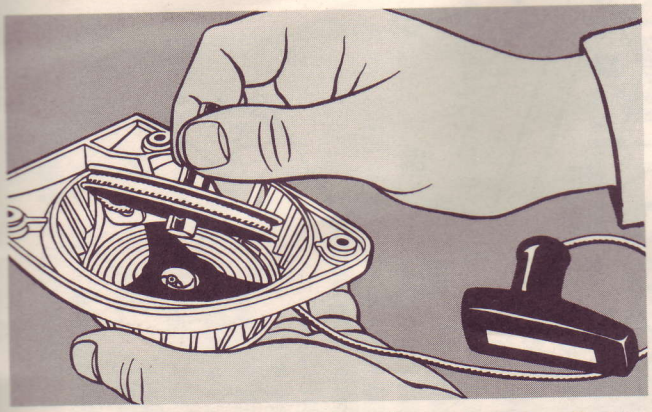
1. Before removing starter, slide a screwdriver blade through the air intake slots to retain the pulley mechanism in the housing. Take out the three slotted, hex head screws and lift starter assembly off the saw.



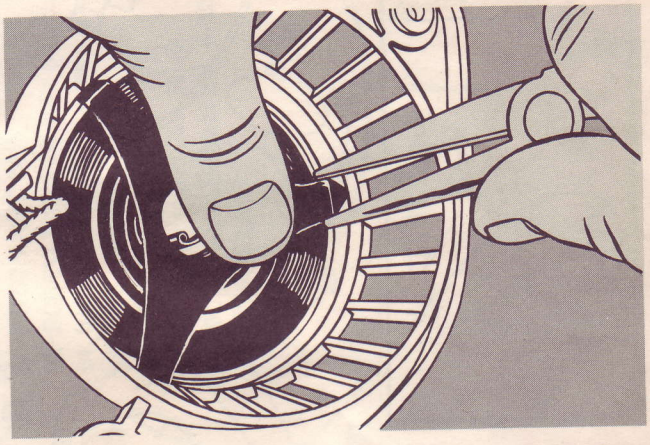
NOTE: Be careful not to let any dirt or sawdust fall into the starter clutch bearing inside the rotor nut on the engine shaft. Whenever the starter is removed, wipe the starter pulley shaft clean and lubricate it with a light film of HOMELITE ALL-TEMP *Multi-Purpose* GREASE. Do not over-grease as this could affect operation of the starter rotor nut bearing.



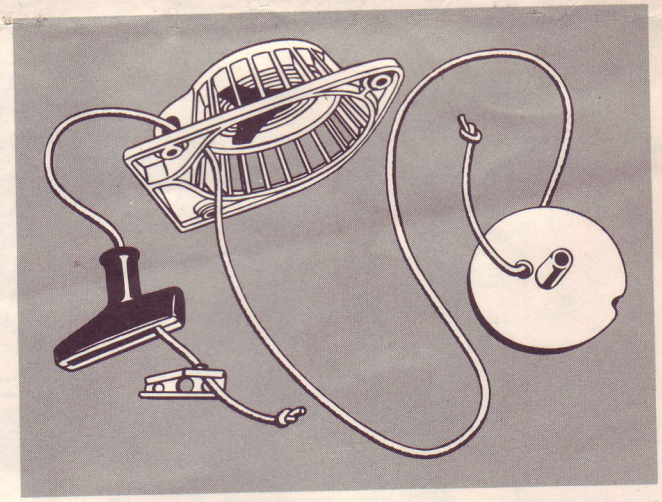
2. To re-tension the starter rope, pull the rope out a short way and hold the pulley from turning. Using the notch in pulley for clearance, pull the rope up between pulley and housing. Wind one or more extra turns onto the pulley and pull rope back into place so it will rewind when pulley is released. NOTE: Do not wind more turns on pulley than necessary to draw starter grip up against housing.



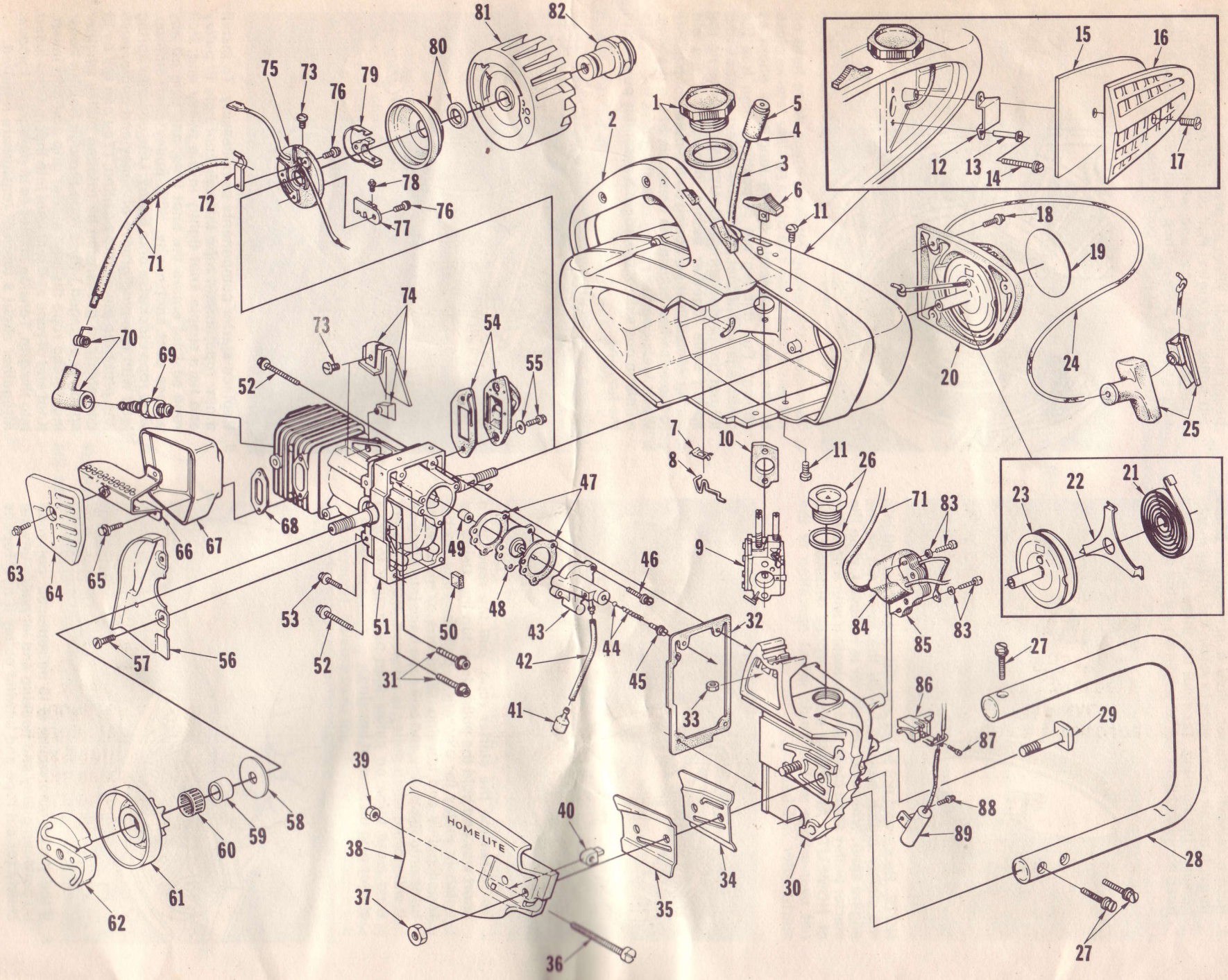
3. If the starter mechanism is to be replaced, pull rope up between pulley and housing and let pulley unwind slowly (or cut rope and unwind pulley if new rope is being installed). When all pretension is removed, lift out pulley as follows: Pull out and angle pulley just enough that you can see where inner spring loop engages the pulley. Then push pulley toward loop and angle it until pulley comes free.



4. To remove the spring retainer, press down hard on the center and grasp one of the retainer legs as close to the end as possible (using long nose pliers as shown). Pull this leg out of position, then free the other legs and lift out the retainer. Next, unhook and lift out the rewind spring. CAUTION: Tape or tie the spring coils together before disposing of the old spring. Install the new spring so the outer loop points to the left when housing is as shown in the drawing. When installing the spring retainer, press the legs in a little to one side of the original assembly position in the housing.



5. Replace starter components as necessary. To install a new rope, thread rope through knot hole in pulley and tie a simple knot tightly in the pulley end. Pull rope so knot enters the knot hole, and trim off any excess past knot neatly. With pulley *shaft-side-up,* wind rope clockwise onto pulley. Line up inner spring loop with retaining groove of pulley and *angle, push* and *press* the pulley into position. (You can tell by fit and ability to get tension by rotating pulley whether spring is engaged.) Pass rope through hole in housing, thread rope through starter grip and grip insert. Knot end of rope and pull knot into insert. Draw insert into the grip. Tension starter as in paragraph 2 above. Altogether about 9 turns of tension are required.


HOMELITE

1 FUEL FILLER CAP & GASKET
2 ENGINE COVER
3 FUEL LINE
4 WASHER
5 FUEL PICK-UP (sleeve and filter body)
6 CHOKE BUTTON
7 CHOKE SPRING
8 CHOKE ROD
9 CARBURETOR
10 CARBURETOR SPACER
* 11 SCREW-pan hd., 10-24 x ½ (4) (45)
12 AIR DEFLECTOR
13 FLANGED BUSHING (2)
14 SCREW-hex washer hd., 8-32 x 1¾ (2) (20)
15 AIR FILTER
16 COVER-air filter
17 SCREW-cover retaining
* 18 SCREW-hex washer hd., 8-32 x ½ (3) (36)
19 DECAL-150 Automatic
20 STARTER HOUSING
21 REWIND SPRING
22 REWIND SPRING RETAINER
23 STARTER PULLEY
24 STARTER ROPE–48" long
25 STARTER GRIP & INSERT
26 OIL FILLER CAP & GASKET
* 27 SCREW-hex washer hd., 10-24 x 1⅛ (3) (45)
28 HANDLE BAR
29 GUIDE BAR BOLT (2)
30 OIL TANK
31 SCREW-socket hd., 8-32 x 1 and washer (4) (40)
32 OIL TANK GASKET
33 NUT-hex center lock, 10-24
34 PLATE-inner guide bar
35 PLATE-outer guide bar
36 SCREW-guide bar adjusting
37 NUT-hex, 5/16-18 (2)
38 DRIVECASE COVER
39 NUT-hex center lock, 10-32
40 GUIDE BAR ADJUSTING PIN
41 OIL FILTER
42 OIL PICK UP LINE
43 OIL PUMP
44 CHECK VALVE SPRING & BALL
45 OILER SPRING SCREW (36)
* 46 SCREW-hex washer hd., 8-32 x ½ (2) (36)
47 OIL PUMP GASKET (2)
48 OIL PUMP PLUNGER
49 BUMPER SLEEVE
50 FELT PACKING
51 "SHORT BLOCK" ENGINE
* 52 SCREW-hex washer hd., 8-32 x 1¼ (4) (36)
53 SCREW-hex washer hd., 8-32 x ½ (2) (36)
54 INTAKE MANIFOLD & GASKET
* 55 SCREW-hex washer hd., 8-32 x ½ and washer (2) (36)
56 SAWDUST SHIELD
* 57 SCREW-pan hd., Taptite, 8-32 x 5/16 (3) (36)
58 THRUST WASHER
59 RACE
60 NEEDLE BEARING
61 SPROCKET & DRUM
62 "S" CLUTCH (100)
63 SCREW-hex washer hd., 8-32 x ½ (36)
64 MUFFLER CAP
65 SCREW-hex washer hd., 8-32 x ½ (2) (36)
66 MUFFLER BAFFLE
67 MUFFLER BODY
68 MUFFLER GASKET
69 SPARK PLUG-Champion DJ-7J (150)
70 SPARK PLUG TERMINAL
71 HI-TENSION LEAD W/SLEEVE
72 HI-TENSION LEAD CLAMP
73 SCREW-pan hd. Plastite, #6 x ⅜ (8)
74 INSULATOR with BUSHING & TERMINAL
75 BREAKER BOX with lead wires installed
* 76 SCREW-pan hd. Plastite, 6 x ⅜ (18)
77 TERMINAL-ground
78 CONTACT SCREW
79 BREAKER POINTS
80 BREAKER BOX COVER with SEAL
81 ROTOR
82 ROTOR NUT (200)
83 SCREW for coil & core (2) (30)
84 IGNITION COIL
85 COIL CORE
86 JUNCTION BLOCK
87 SCREW-pan hd., 6 x ⅜ (18)
* 88 SCREW-pan washer hd., 6-32 x ⅜ (18)
89 CONDENSER

NOTES: FASTENING PARTS MARKED * REQUIRE TREATMENT WITH LOCTITE DURING ASSEMBLY.
NUMBERS IN PARENTHESES ARE NUMBER REQUIRED PER ASSEMBLY.
NUMBERS IN CIRCLES GIVE THE SCREW TORQUES IN POUND-INCHES.

TOOLS AND ACCESSORIES

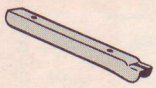
BAR and CHAIN OIL
1 qt. plastic bottle
#24016 — needs no dilution to flow in cold weather

HOMELITE® MOTOR OIL
½ pt. can SAE-30 *#23394*
1 qt. can SAE-30 *#23362*
8 oz. PREMIUM SAE-40
32:1 mix *#24399*
16 oz. SAE 40 PREMIUM 32:1 mix *#24402*

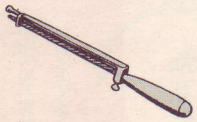
ALL-TEMP *Multi-Purpose* GREASE
½ Lb. can for lubricating starter spring, clutch & rotor bearings and sprocket nose.
#24551

GREASE GUN #24258
for lubricating sprocket nose bearings in guide bar.

FIRE EXTINGUISHER *#24439*
1 lb. pressurized dry chemical



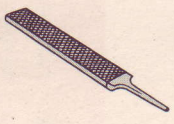
DEPTH GAUGE *.025" #52983*
.030" #52984



FILES **7/32 x 8" *#23134-7***
13/64 x 8" *#24525*

FILE HOLDER *#A-23133-A*

FILE HANDLE *#24222*



FLAT FILE *#22681*

FUEL CAN: *#65577 1 gal.* capacity.
#72763 2½ gals. **capacity**

GUIDE BAR COVER #A-59579-1

SPARK PLUG #68616-S
#DJ-7J Champion

SPARK ARRESTER *#68630*

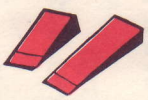
POINT SET #A-68646

FILTER KIT *#A-24532*
Air filter plus two fuel filter sleeves

STARTER CORD KIT *#A-24530*

SPROCKET NOSE KIT *#A-67050* **for replacement of sprocket in guide bar**

SPIKED BUMPER KIT *#A-68655*



WEDGES 5½" *#24061*
7½" *#23944*

PICTORIAL SERVICE GUIDE *#24534*

PARTS LIST *#24535*

OWNERS MANUAL *#24533*

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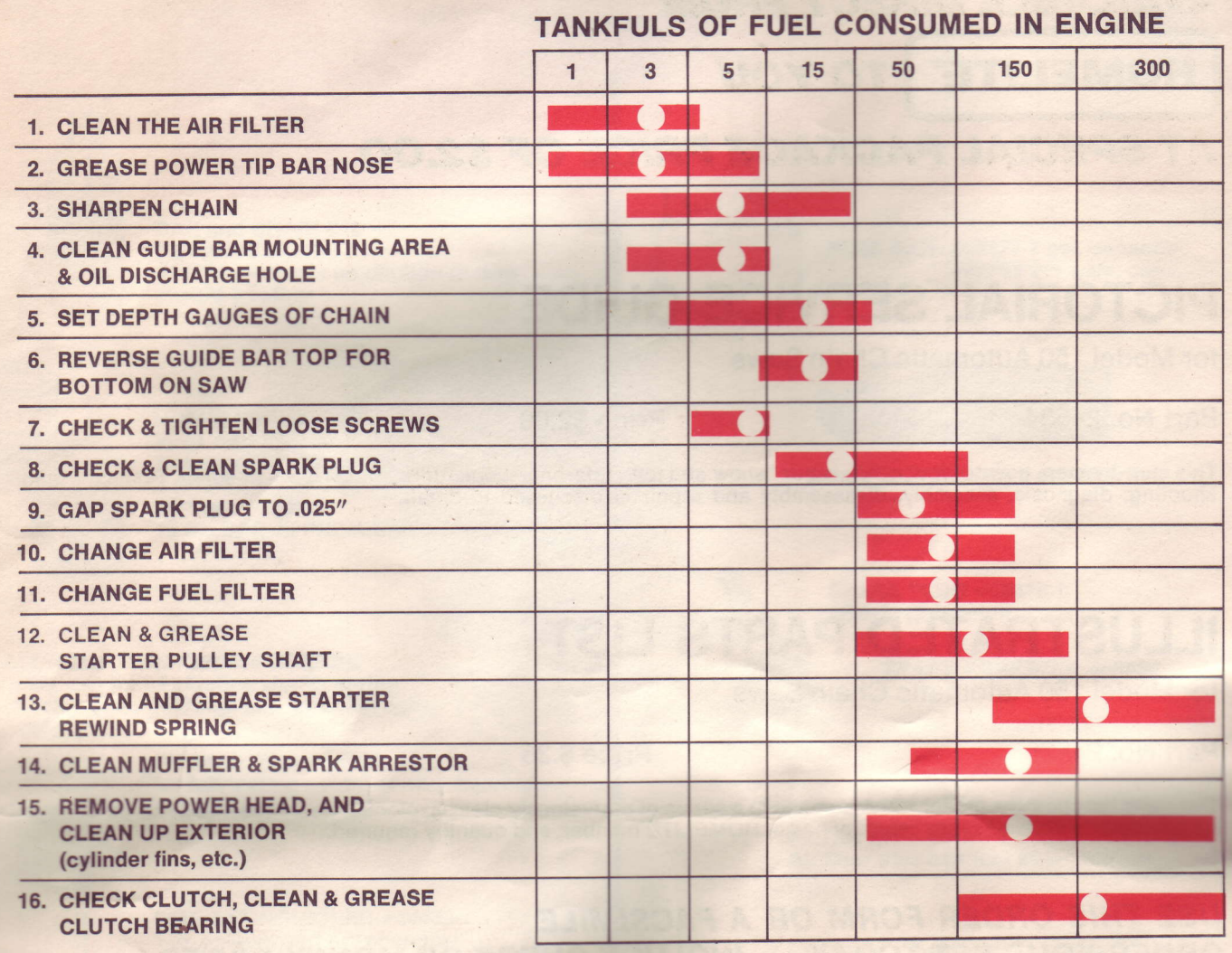

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PORT CHESTER, N.Y. U.S.A.

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SERIAL NO. _____

DATE OF PURCHASE _____

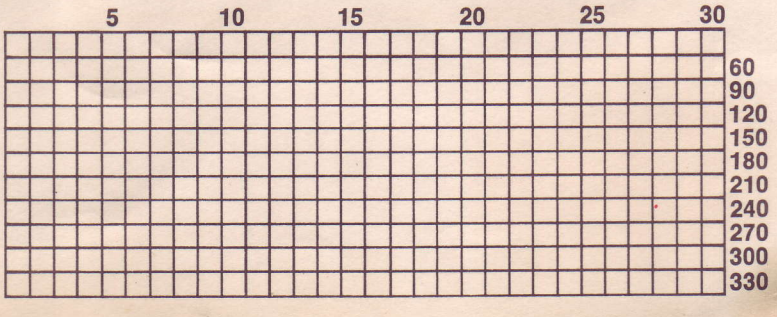
NAME OF DEALER _____

ADDRESS _____

INVOICE NO. _____

Keep track of the use made of your saw by recording the number of times saw is refueled.

PERFORMANCE LOG



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