

STIHL®

STIHL BT 360

Instruction Manual



Fuel

Your engine requires a mixture of gasoline and engine oil.



WARNING

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

STIHL MotoMix

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

STIHL MotoMix uses STIHL HP Ultra two-stroke engine oil for an extra long engine life.

MotoMix is not available in all markets.

Mixing Fuel



NOTICE

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

Gasoline

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

Gasoline with an ethanol content of more than 10% can cause running problems in engines with a manually adjustable carburetor and should not be used in such engines.

Engines equipped with M-Tronic deliver full power when run on gasoline with an ethanol content of up to 25% (E25).

Engine Oil

If you mix the fuel yourself, use only STIHL two-stroke engine oil or another high-performance engine oil in accordance with JASO FB, JASO FC, JASO FD, ISO-L-EGB, ISO-L-EGC or ISO-L-EGD.

STIHL specifies STIHL HP Ultra two-stroke engine oil or an equivalent high-performance engine oil in order to maintain emission limits over the machine's service life.

Mix Ratio

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

Examples

Gasoline Liters	STIHL engine oil 50:1	
	Liters	(ml)
1	0.02	(20)
5	0.10	(100)
10	0.20	(200)
15	0.30	(300)
20	0.40	(400)
25	0.50	(500)

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

Storing Fuel

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

Fuel mix ages – only mix sufficient fuel for a few weeks work. Do not store fuel mix for longer than 30 days. Exposure to light, the sun, low or high temperatures can quickly make the fuel mix unusable.

STIHL MotoMix may be stored for up to 2 years without any problems.

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



WARNING

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

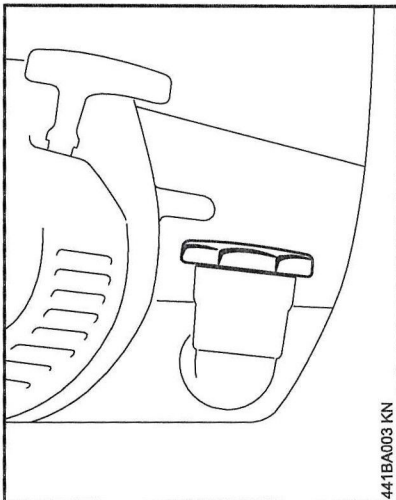
- Clean the fuel tank and canister from time to time.

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

Fueling



Preparations



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

Fill up with fuel.

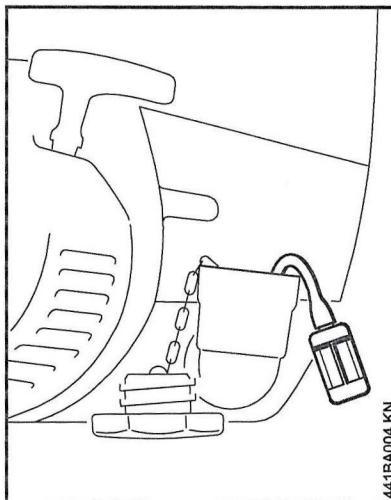
Take care not to spill fuel while fueling and do not overfill the tank. STIHL recommends you use the STIHL filler nozzle for fuel (special accessory).



WARNING

After fueling, tighten down the filler cap as securely as possible by hand.

Change the fuel pickup body every year



- Drain the fuel tank.
- Use a hook to pull the fuel pickup body out of the tank and take it off the hose.
- Push the new fuel pickup body into the hose.
- Place the fuel pickup body in the tank.

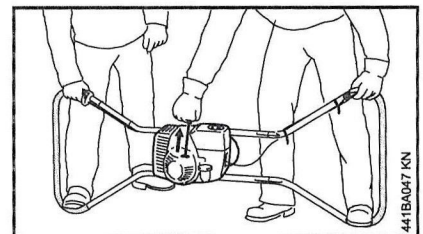
Starting / Stopping the Engine

Starting the Engine

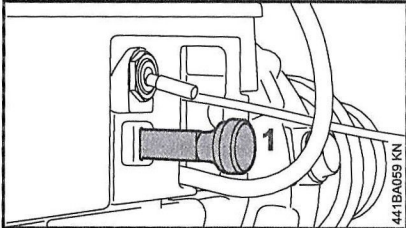


WARNING

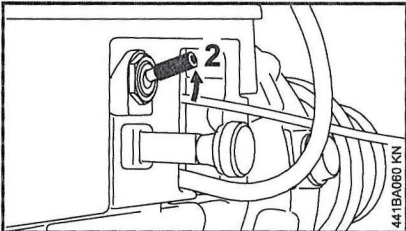
To reduce the risk of serious accidents and injury never start the engine with the auger in the spindle.



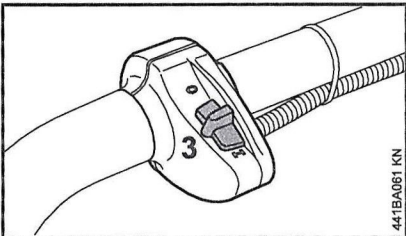
- Place the machine on the ground so that it rests on the handle frame with the throttle lever at the top. Both operators must hold the handlebar steady and secure it by putting one foot through each end of the handlebar and pressing down.
- Observe safety precautions – see chapter on "Safety Precautions and Working Techniques".



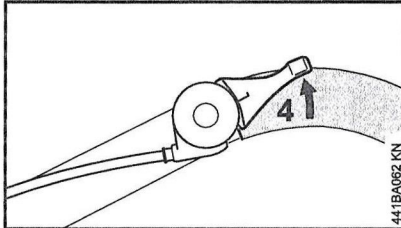
- Pull the choke knob (1) out if the engine is cold. Push the choke knob (1) in if the engine is warm (also use this position if engine has been running but is still cold).



- Move the stop switch (2) away from "STOP".

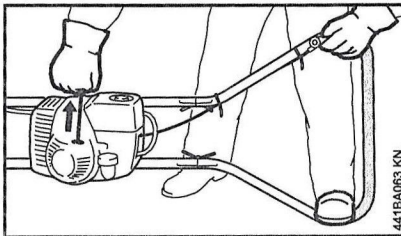


- Move the stop switch (3) to I.



- Turn the throttle lever (4) with your left hand until it is in line with the handlebar (starting throttle position).

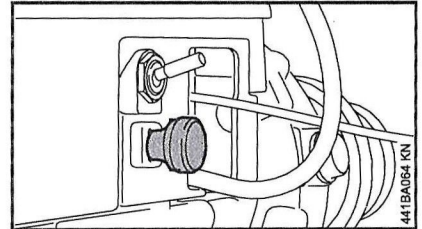
Cranking



- Pull the starter grip slowly with your right hand until you feel it engage and then give it a brisk strong pull. Do not pull out the starter rope to full length – it might otherwise break.
- Do not let the starter grip snap back. Guide it slowly back into the housing so that the starter rope can rewind properly.

If the engine is new, pull the starter rope several times to prime the fuel system.

When the engine begins to fire:



- Push in the choke knob and continue cranking.

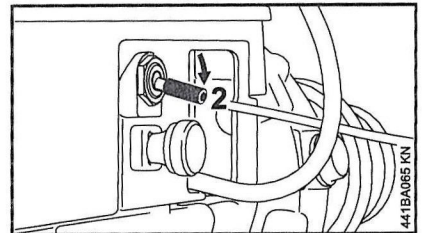
As soon as the engine runs

- Release the throttle lever immediately – the engine will settle down to idling speed.

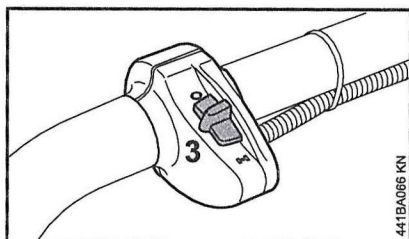
Make sure the carburetor is correctly adjusted. The drilling spiggle must not rotate when the engine is idling.

Your machine is now ready for operation.

Shut off the engine



- Move the stop switch (2) on the powerhead to STOP.



- Move the stop switch (3) on the handlebar to 0.

Other Hints on Starting

At very low outside temperatures

- Warm up the engine.

If the engine does not start

If you did not push in the choke knob quickly enough after the engine began to fire, the combustion chamber is flooded.

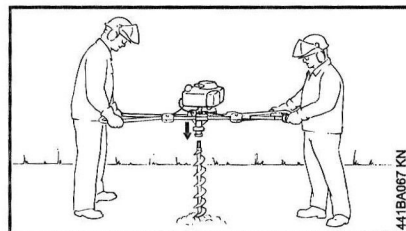
- Move the stop switch on the powerhead to **STOP**.
- Move the stop switch on the handlebar to 0.
- Remove the spark plug – see "Spark Plug".
- Dry the spark plug.
- Crank the engine several times with the starter to clear the combustion chamber.
- Refit the spark plug – see "Spark Plug".
- Move the stop switch on the powerhead away from **STOP**.
- Move the stop switch on the handlebar to I.

- Push in the choke knob – even if the engine is cold.
- Now start the engine.

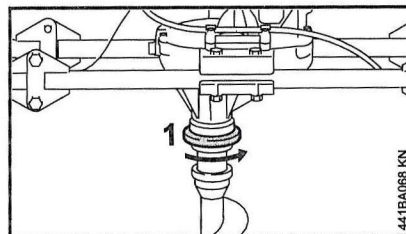
If fuel tank has been run completely dry and then refueled

- Pull the starter rope several times to prime the fuel system.

Fitting the Auger



- Hold the auger bit vertically and drop it from a height of about 50 cm so that its tip pierces the ground and stays upright.
- With the engine running at idle speed, position the powerhead on the upright auger bit. Make sure the end of the auger properly engages the drilling spindle's coupling.



- Lock the auger in the drilling spindle by rotating the clamp ring (1) one quarter turn counterclockwise.

Operating Instructions

During Break-In Period

A factory-new machine should not be run at high revs (full throttle off load) for the first three tank fillings. This avoids unnecessary high loads during the break-in period. As all moving parts have to bed in during the break-in period, the frictional resistances in the engine are greater during this period. The engine develops its maximum power after about 5 to 15 tank fillings.

During Operation

After a long period of full throttle operation, allow the engine to run for a short while at idle speed so that engine heat can be dissipated by the flow of cooling air. This helps protect engine-mounted components (ignition, carburetor) from thermal overload.

After Finishing Work

Storing for a short period: Wait for the engine to cool down. To avoid condensation, fill the fuel tank and keep the machine in a dry place, well away from sources of ignition, until you need it again. For longer out-of-service periods – see "Storing the Machine".

Working with shaft extension (special accessory)

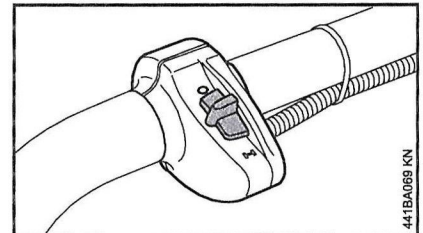
Do not fit the shaft extension until the full length of the auger is in the hole.

WARNING

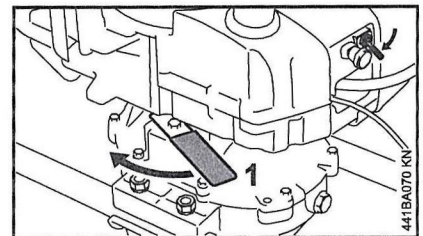
Starting a hole with the shaft extension fitted increases the risk of personal injury because the unit is then at chest height and cannot be controlled properly. For the same reason the shaft extension must be removed before the full length of the auger is pulled out of the hole.

Releasing a Trapped Auger

If the auger jams in the hole – shut off the engine immediately.



- Move the stop switch on the handlebar to 0.



- Move the stop switch on the powerhead to **STOP**.
- Swing the interlock lever (1) to the left to block the gearbox.
- Rotate the whole machine counterclockwise to unwind the auger from the ground.

The interlock lever is designed to disengage automatically if the maximum unwinding torque is exceeded. This reduces the risk of damaging the drilling gear.