HERE'S HOW THE OREGON® SAW BAR

*** 20 8 RN**

Length in Inches	Gauge
12"	0=.050"
14"	
18"	**8**=.058"
20"	3=.063"
36"	
(Etc.)	4=.043"

Oregon® Bar Type

POWER MATCH® SYMMETRICAL SPROCKET-NOSE BAR
RN= Symmetrical replaceable sprocket-nose
GN= Symmetrical replaceable sprocket-nose with Guard Mate® holes

REDUCED WEIGHT POWER MATCH® BAR
RW= Symmetrical replaceable sprocket-nose

POWER MATCH® DOUBLE GUARD® SPROCKET-NOSE BAR
RG = Double Guard® replaceable sprocket-nose
GG= Double Guard® replaceable sprocket-nose with Guard Mate® holes

OREGON® PRO SYMMETRICAL SPROCKET-NOSE BAR
PM= Symmetrical replaceable sprocket-nose

LASER TIP SOLID-NOSE BAR
AT = Solid nose with laser-welded stellite tip

PRO-LITE® LAMINATED SPROCKET-NOSE BAR
SL = Sprocket-nose
GL = Sprocket-nose with Guard Mate® holes

LASER-LITE™ LAMINATED SOLID-NOSE BAR
LA = Solid nose with laser-welded stellite tip

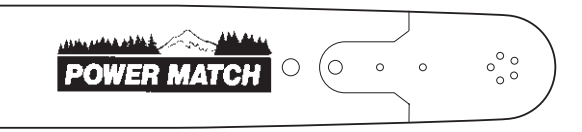
PRO 91® SYMMETRICAL SPROCKET-NOSE BAR
SP = Symmetrical sprocket-nose
GP= Symmetrical sprocket-nose with Guard Mate® holes

MICRO-LITE™ LAMINATED SPROCKET-NOSE BAR
MP= Professional narrow-kerf laminated sprocket-nose
ML= Narrow-kerf laminated sprocket-nose (90 or 95)

DOUBLE GUARD® CONSUMER SPROCKET-NOSE BAR
PX = Double Guard® sprocket-nose (.325" and 3/8")
GD= Double Guard® sprocket-nose with Guard Mate® holes (.325" and 3/8")
SD = Double Guard® sprocket-nose (25 and 91)
DG= Double Guard® sprocket-nose with Guard Mate® holes (25 and 91)

GUARD MATE® HOLES
These holes are built into the noses of certain types of bars and allow the attachment of a Guard Mate® tip guard to help reduce the risk of kickback.

PART-NUMBERING SYSTEM WORKS



D **D009**

Nose Size	Bar Mount
Sprocket-nose Bars	A218 A318 A041 A061 A064 A074 A095 **D009** D176 (Etc.)
Nose Pitch / **Nose-sprocket Tooth Count** A = 1/4" = 10 B = .325" = 10, 11, or 12 **D** = 3/8" = 9, 10, or 11 E = 3/8" = 7 or 9 (3/8" low profile "90" or "91" chains only) F = .404" = 10 or 11 G = .325" = 12 H = 3/8" = 11	
Solid-nose Laser Tip and Laser-Lite™ Bars	**T041 **T061 **T074 **T095 **T218 **T318
Nose Radius X = Extra Small (.95") S = Small (1.12") M = Medium (1.33") L = Large (1.65")	

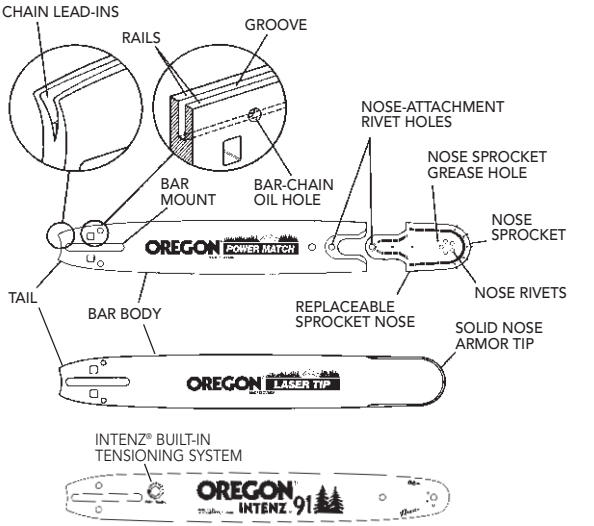
* Oregon® bar part numbers are printed on the bar package, and have 10 digits. Here's what each digit means:

- The first two digits tell the bar's length.
- The third digit tells the bar's groove width or "gauge."
- The fourth and fifth digits tell the bar's type.
- The sixth digit tells either: (a) the nose pitch and nose-sprocket tooth count of any sprocket-nose bar – or – (b) the nose radius of any solid-nose Laser Tip or Laser-Lite™ bar.
- The last four digits identify the bar mount pattern.

** Bars with "T" mounts have the Intenz™ tensioning feature

20 = 20" bar length
8 = .058"gauge
RN = Power Match® Symmetrical
D = 3/8" nose pitch with a 9-, 10-, or 11-tooth nose sprocket
D009 = Bar mount, fits certain models of several brands

OREGON® GUIDE-BAR TERMS

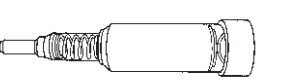


OREGON® GUIDE-BAR-MAINTENANCE TOOLS

SPANNER WRENCH
*Asst'd. P/N's

FLAT FILE WITH HANDLE
File P/N 12211

BAR RAIL DRESSER
P/N 111439



GREASE GUN
P/N's 40469-A, 21939 OR 110534

*Contact your Oregon® dealer for part numbers, wrench sizes and other help selecting the right tools for your bar.

IMPORTANT INFORMATION ON OREGON® INTENZ® GUIDE BARS

Intenz® bars are those which have our patented Intenz® chain-tensioning mechanism built right into the bar itself.

Read and follow the information about Intenz® bars on this page, and provided inside the packaging sleeves of Intenz® bars.

Replacing the bar on saws currently equipped with an Intenz® bar

Chainsaws originally equipped with an Intenz® bar do not have a "bar-adjustment pin" for tensioning the chain. And chainsaws which have been adapted to take an Intenz® bar have had the bar-adjustment pin removed. Since these saws have no bar-adjustment pin: ***always replace an Intenz® bar with another Intenz® bar or the ability to tension the chain will be lost.***

⚠WARNING Failure to tension chain correctly can cause serious injury to the saw operator or bystanders as a result of loose chain jumping off the bar.

Do not use standard-type non-Intenz® guide bars on chainsaws without a bar-adjustment pin. Chain tension can not be maintained on a non-Intenz® bar without the mechanical stop provided by the saw's bar-adjustment pin.

Replacing a standard bar with an Intenz® bar

An Intenz® bar can be fitted to any chainsaw with a compatible bar-mount pattern. If the saw has a bar-adjustment pin, the pin **must** be removed. Carefully follow any instructions provided with replacement bars.

OREGON® GUIDE-BAR MAINTENANCE

ATTENTION: Oregon® urges dealers, chainsaw users, and anyone who services guide bars to become familiar with proper bar-maintenance techniques and the possible dangers which can result if bars are not properly maintained.

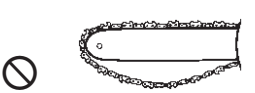
⚠WARNING Always turn off your saw's engine before handling the chain, guide bar or sprocket. Failure to do so can result in severe injury.

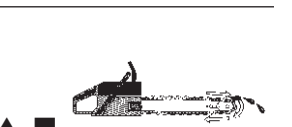
NOTES

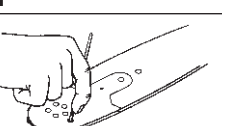
- Never use guide bar as a lever to lift, twist or pry.
- A guide bar requires a constant supply of oil during operation.
- For proper mounting of your guide bar, refer to the operator's manual for your chainsaw.

BASIC GUIDE-BAR-MAINTENANCE TASKS

▲ Before use ■ Often ● Daily ◆ Weekly ⊘ Never





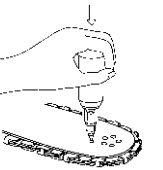


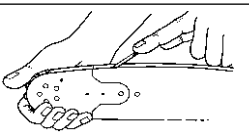
● Clean bar greasehole

CONTINUED...

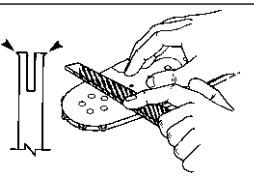
BASIC GUIDE-BAR MAINTENANCE (CONTINUED)

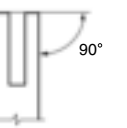
■ Turn nose sprocket while pumping grease until whole sprocket has new grease. Do not push dirt into the hole.



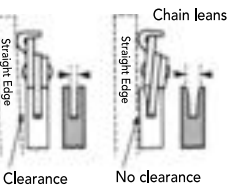


● 



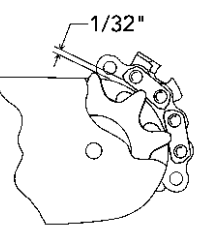
◆ 

◆ With chain on the bar, hold a straightedge against the bar body and against a cutter side plate. A good groove will hold the chain straight, leaving a small gap between the straightedge and bar body.



A worn groove will let the chain lean until straightedge is flush with bar body. Replace bar if groove is worn.

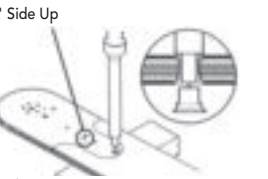
◆ On sprocket-nose bars, check for clearance around the bar's tip between the tops of rails and the bottoms of cutters or tie straps. Replace nose sprockets before cutters or tie straps contact the bar rails.



HOW TO REPLACE OREGON® POWER MATCH BAR NOSES

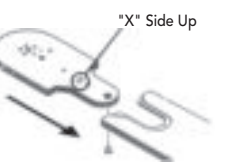
NOTE Select a new Power Match® nose with the correct pitch for your bar and chain. Reduced-kickback Double Guard® replacement noses can be installed on any Power Match® bar and can be used with the same drive-link-count loop of chain.

1. Each Oregon® Power Match bar nose is marked, on one side only, with an "X." Always strike on the "X"-stamped side of Power Match® bar noses. Striking on the wrong side will damage the nose and bar body. Use a punch that will fit through the nose-rivet hole as shown to drive out the single attaching rivet.



2. Remove the old nose. Clean the bar's attachment area.

3. Insert the new nose into the bar body. Insert the Power Match® rivet (part no. 34726) through the underside of the nose, opposite the "X" mark.

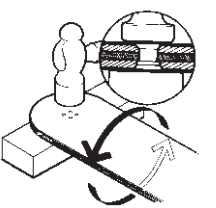


NOTE The rivet will not fit, and cannot be secured, if inserted through the "X" side.

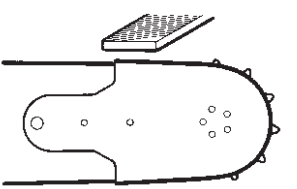
POWER MATCH® BAR NOSES (CONTINUED)

4. With the bar body, nose, and rivet solidly supported on a strong flat metal surface, peen the Power Match® rivet's head down with the flat end of a hammer. Do not hit the bar body, hit only the rivet head. Strike only on the "X" side.

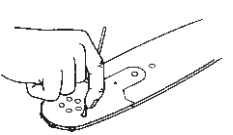
   To check installation, grip the bar body in one hand, the nose in the other hand, and twist. Nose and body should feel like a single, solid piece. If not (if any movement in the nose-bar joint area is felt – or if any clicking sound from the same area is heard), tighten the rivet with a few more hammer strokes.

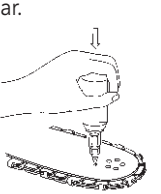


5. File down the rails of new noses to align with the rails of old bar bodies.



6. Grease the new nose sprocket. Pump grease into holes until excess grease appears around the nose-sprocket teeth of the guide bar.

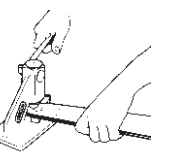




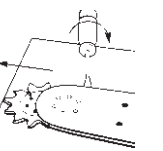
HOW TO REPLACE NOSE SPROCKETS ON PRO-LITE®, AND MICRO-LITE™ PRO BARS

NOTE Select a new nose sprocket with the correct pitch for your bar and chain.

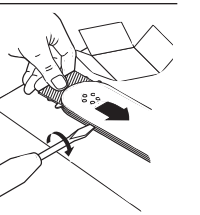
1. Drill or punch out heads from each of the nose-sprocket rivets. Punch out the remainder of the rivets. Use a punch narrow enough to keep from damaging rivet holes in the bar's nose.



2. Use a small screwdriver to spread the bar-nose rails just enough to remove the old nose sprocket. Clean out debris from the sprocket area.



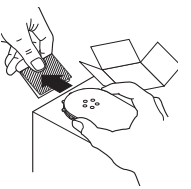
3. Inside the nose-sprocket package you'll find the new sprocket wrapped in a tissue. Be careful to keep the sprocket inside the tissue as you remove it from the package – bearings are easily lost. Slide the tissue and the new sprocket, together, into the bar's nose.



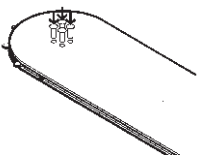
CONTINUED...

PRO-LITE®/MICRO-LITE™ PRO NOSE SPROCKETS (CONTINUED)

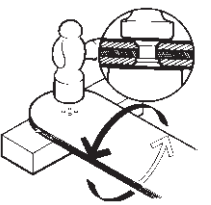
4. Once fully inside the nose, hold the sprocket in place, then remove the tissue.



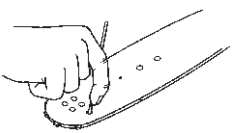
5. Align the sprocket's inner-race holes with the holes in the bar nose. Insert rivets into each hole through the bar. On used bars the nose rails may tend to spread apart. Use a small clamp to hold the nose rails together when inserting and securing the rivets.

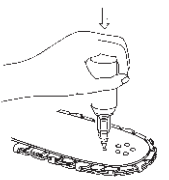


6. With the bar and rivets solidly supported on a strong, flat metal surface, carefully peen the rivet heads down with the flat end of a hammer. Be careful to hit only the rivet head. Do not hit the bar body – this will pinch the nose sprocket. Rivet heads must be snug and secure while still allowing the sprocket to turn freely.



7. Grease the new nose sprocket. Pump grease into hole until excess grease appears around the nose-sprocket teeth of the guide bar.





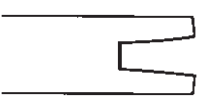
GUIDE-BAR TROUBLESHOOTING

Most guide bar problems occur in the bar rails, and are caused by four things: incorrect chain tension, lack of lubrication, and accidents or irregular operating techniques which pinch the rails or push the drive links sideways against the bar rails.

Look closely at your guide bar and compare it to the following illustrations. See the following pages for remedies to these problems.

PROBLEM
Worn rail conditions

(29)



Rails are spread or worn down, groove becomes spread or shallow.
Remedies: See **T** and **U**.

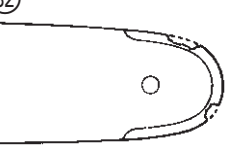
(30)

Outsides or rails develop wire edges.
Remedy: See **T**.

(31)

Rail on one side is worn low.
Remedy: See **U**.

(32)

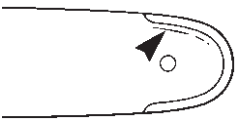


Rails around the tip of solid-nose bars show small cracks or broken-out sections.
Remedy: See **V**.

CONTINUED...

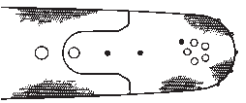
GUIDE-BAR TROUBLESHOOTING (CONTINUED)

(33)



Rails around the tip of solid-nose bars are split at the bottom of the bar groove. **Remedy:** See **V**.

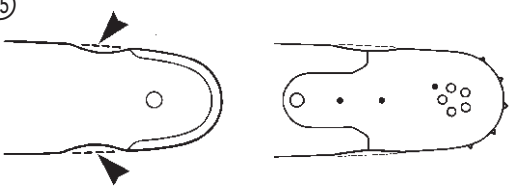
(34)



Rails along the bar body or around the tip of sprocket-nose bars show blue discoloration. **Remedy:** See **W**

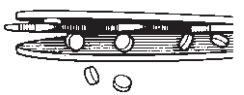
PROBLEM
Bar sprocket-nose failure

(35)



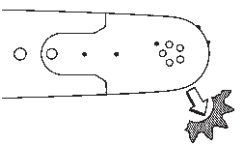
Chipped rails or excessive rail wear just behind the hard stellite alloy on solid-nose bars, or near the nose connection on replaceable-sprocket-nose bars. **Remedy:** See **X**.

(36)



Rails in the tip of a sprocket-nose bar have spread, allowing loss of bearings. **Remedy:** See **Y**.

(37)



The sprocket in a sprocket-nose bar breaks. **Remedy:** See **Y**.

CONTINUED...

GUIDE-BAR TROUBLESHOOTING (CONTINUED)

REMEDIES: (T-Y)

T. Shallow grooves and wire edges are the result of inadequate lubrication, improper tension or normal wear over time. Use a flat file to square up the bar's rails and remove wire edges promptly. Left alone, wire edges can break off, chipping away good rail material. This remedy applies to pictures (29) and (30).

U. A low rail is caused by one of two things: (a) crooked-cutting chain or (b) chain leaning over in a worn groove. Replace the bar. Replace the chain as well if chain continues to lean in the new bar. (For more information on this problem and its causes, refer to pages 70-71, picture (23) and remedy P.) This remedy applies to pictures (29) and (31).

V. Accidents or irregular operating techniques which push the drive links sideways or place excessive pressure on the side of the nose can cause breaks or cracks in the rails of solid-nose bars. Your dealer may be able to repair minor damage on a relatively new bar. This remedy applies to pictures (32) and (33).

W. Pinched rails, lack of lubrication, or accidents and cutting techniques which push the drive links sideways in the groove can create extreme friction which causes blue discoloration. Blue spots on rails are soft and will wear rapidly. Replace the bar. This remedy applies to picture (34).

GUIDE-BAR TROUBLESHOOTING (CONTINUED)

REMEDIES: (T-Y) (CONTINUED)

X. Such wear or chipping near the nose often accompanies heavy limbing, but can also be caused by loose chain tension. Invert the bar on the saw periodically to reduce such wear. On replaceable-nose bars with minor wear, install a new nose and file down the nose's rails as shown on page 81, instruction number 5, for smooth chain flow. If wear is extensive (on solid-nose or replaceable-nose bars), replace the bar. This remedy applies to picture (35).

Y. Frequent boring cuts, loose chain tension, and accidents or irregular operating techniques which twist the nose or push the drive links sideways against the nose's rails will cause such breakage. Install a new replaceable-sprocket nose if possible, otherwise replace the bar.This remedy applies to pictures (36) and (37).