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[Image of parts with specifications]

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* indicates the corresponding field is not applicable or not shown in the table.
RULES FOR SAFE OPERATION

1. Never operate the brushcutter when you are fatigued.
2. Never allow a child to operate the brushcutter.
3. Always wear suitably rugged clothing and safety apparel, including boots, long pants, gloves, ear and eye protection and a helmet. Clothes should not be loose fitting.
4. Before every use of the brushcutter, check the bolt that secures the cutting blade and make sure it is tight.
5. Do not use any cutting tool or attachment that is not explicitly recommended for this machine.
6. During operation, the cutting blade must be checked frequently (with the engine off). Never operate the brushcutter with a cracked blade, replace it as soon as cracks or ruptures appear.
7. The brushcutter must not be used without the blade guard.
8. The operator should make sure that no other person stands within a 10 m (33 feet) radius of the working brushcutter.
9. Before starting the engine, make sure that the cutting blade is free to turn.
10. When transporting the brushcutter, the engine must be off, and the blade must be covered with the blade guard.
11. The cutting blade must not rotate while the engine idles. If it does, the idle speed screw on the carburetor must be adjusted (see ‘engine adjustment’ section).
12. Refuel only with the engine off and away from open flames. Do not smoke while refueling. Take care not to spill or splash fuel on the muffler. After refueling, move the brushcutter to a different area before restarting. Don’t remove the fuel tank cap when the engine is still warm or running.
13. Do not start or operate the engine in a closed area. Exhaust gas is highly poisonous.
14. Do not check the spark plug (for spark) while holding the plug near the cylinder hole, to avoid igniting the fuel vapors evaporating from the cylinder.
15. Before starting the engine, check the throttle for ease of movement.
16. Do not operate the brushcutter with a damaged muffler.
17. Do not cut too close to the ground, in order to avoid hitting stones and other objects.
18. Never start the engine without the transmission.

ASSEMBLY

1. Assemble the blade guard (2) on the shaft using screws (1) and nuts (fig. 1-A).
2. Attach blade as follows (fig. 1-A).
   a. Unscrew bolt (3) turning clockwise. Take off washer (4).
   b. Mount the blade on the flanged washer (5) and make sure the blade seats correctly. Then add the washer (4), cap (6) and small washer (7). Tighten bolt (3) counter-clockwise (torque 25Nm).
   — In order to lock blades or trimmer head for tightening or removal, insert pin (X) into hole (W).

Accessory:

Nylon line trimmer head (8) (fig. 1-B).
— To attach, fit the washer (5), the spring (9) and trimmer head (8) and tighten bolt (10) counter-clockwise (torque 25Nm).

Saw blade guard (11) (fig. 1-C).
Take off flange (13) (fig. 1-B).
Mount guard (11) and fix it by means of 3 screws (12) and spring washer, fit washer (5), the blade on the washer (6) making sure it seats correctly. Now add washer (4), cap (6) and small washer (7). Tighten bolt (3) counter-clockwise (torque 25Nm).

3 Knives blades and skid disk (fig. 1-D-E).
Mount the blade on the flanged washer (5) making sure the blade sits correctly.
Fig. 1-D
Add washer (4), bearing bracket (15), tighten bolt (16) counterclockwise (torque 25Nm). Add skid disc (14) and fix it by means of screws (17) and spring washer (18).

Fig. 1-E
Add the washer (4), the skid disk (14), cap (19); tighten bolt (16) counterclockwise (torque 25Nm).

NOTE: Direction of turn of cutting attachments is indicated by arrow on gear housing Fig. 1.

3. Assemble the engine onto the transmission (shaft) using four screws (1) (Fig. 2).
4. Attach the handle using two screws (1) (Fig. 3).
5. Attaching the throttle cable (Fig. 4):
   — Remove the cover carburetor (Fig. 2).
   — Slip cable (1) through cable tensioner (2).
   — Make sure that the end of the cable sheathing (3) is flush against the inside of the cable tensioner (2), then slip the cable end into the slot in the post (4).
   — Adjust cable tension (1) by turning cable tensioner (2).
   — When proper tension is achieved, re-tighten nut (6). Make sure that the lever (5) touches the idle screw (7) and there is enough slack in the cable to allow the throttle (9) to spring back to the idle position and that the cable sheathings (3) is correctly engaged with the wire clip (6) (Fig. 4).

6. Connect wire (2) and (3) (Fig. 2).
7. Make sure that all components are properly and firmly fastened.

STARTING

FUEL MIX

ATTENTION - This is a two-cycle engine, that requires a fuel mixture of gasoline and engine oil. Lubrication of the engine components is obtained solely from the oil in the fuel mixture.

FUEL/OIL MIXTURE: 1:20 (5%) - (Fig. 5).

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<td>2</td>
<td>12,8</td>
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<td>32,0</td>
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— Fill the brushcutter fuel tank only to 3/4 capacity to allow for fuel expansion.
— Make sure that the throttle lever works properly.
— Place brushcutter on the ground, on a firm, level surface. Make sure that the blade is free to turn.
— Open fuel valve ON (Fig. 7).
— Put switch on START (Fig. 3).
— Prime carburetor by pushing primer bulb (1) (Fig. 6) until fuel drips from overflow pipe (2).
— Then push black button (3) and hold for 2-3 seconds (Fig. 6).
— Set the throttle (1) at half-speed by operating lever (1) and depressing the lock button (2) (Fig. 9).
— Holding the unit firmly down, slowly pull the starter handle until you meet resistance, then pull quickly with a short, sharp stroke (Fig. 8).
— If, after several pulls, engine has not started, repeat all above procedures.

NOTE: When engine is already warmed-up, DO NOT USE PRIMER BULB (1) OR BUTTON (3) to restart (Fig. 6).

— When engine is running, grasp and release the throttle lever.
— Idling should be between 2500 and 3000 rpm. At idling speed, the blade should not turn; if it does, the idle speed on the carburetor must be adjusted (see «engine adjustment» section).

**STOPPING THE ENGINE**
— Let the engine run at idle speed for a few minutes in order to cool it down.
— Shut off fuel valve (OFF) (Fig. 7).
— Turn switch to STOP (Fig. 3).

**PREPARING TO WORK WITH YOUR BRUSHCUTTER**
— Adjust the shoulder harness to fit your body comfortably. The brushcutter should be well-balanced and at a proper working height (Fig. 10-14).
— Hook brushcutter to harness with spring clip (2) and mounting ring on shaft (1) (Fig. 10).
— Find the correct balance by moving hook (3) forward or backward. (Fig. 10).
— Height should be adjusted according to the work you are going to do (4) (Fig. 10).
— Concerning safety quick-release shoulder harness, see Fig. 14.

**OPERATION**
— Operate the brushcutter in the manner shown in fig. 15.
— Use all safety and operating precautions advised in this manual.

**BREAKING-IN THE ENGINE**
— Engine break-in period is approx. 20 hours.
— During this period DO NOT use the brushcutter at full-speed and avoid prolonged high-speed operation.

**ENGINE ADJUSTMENT**

> All engines are tested and carburetors set at the factory. Further adjustments should not be necessary.

**NOTE:** If adjustments are necessary, they can be best be made by your brushcutter dealer.

**CARBURETOR**

There are three basic adjustments (Fig. 6):
- 4 - Idle mixture needle (+ = rich; - = lean)
- 5 - Idle speed screw
- 6 - High speed needle

Basic adjustments before starting:
— Idle mix needle (4) should be placed at the center position mark.
— Gently close high speed needle (6) until it seats, open 1 1/2 turns.
— Back-off the idle speed screw (5) until it barely touches the throttle lever (7), then turn clockwise 5 to 7 turns.
— Start engine and warm up for a few minutes. Adjust idle speed slightly slower than clutch engagement speed.
— Minor idle mix needle (4) adjustments may be necessary to achieve quick acceleration (throttle response). To make mixture richer, turn adjustment counter-clockwise one or two notches. If engine idles roughly, turn adjustment clockwise to lean the mixture.
— Reset idle speed (5) (2500-3000 rpm).

**Blade should NOT turn at idle speed.**

— The high-speed needle (6) must be adjusted at full-throttle with no load on the engine. Proceed as follows: At 1 1/2 turns open, you should hear the rich «gargling» sound of the engine. This sound is called «four-cycling».
— Close the needle (6) clockwise, just far enough to hear the engine increase in speed and break into the fringe of a clean «two-cycle» or «bumble-bee» sound. This adjustment is too lean to work. Open the needle counterclockwise far enough to hear again the rich gargling sound of four-cycling as the speed decreases slightly. The engine should break into a clean two-cycling sound when you put it to work.
— REMEMBER: the fuel mixture is the only source of lubrication in a two-cycle engine. That rich four-cycle sound is good insurance, however, if you set it too rich, you’ll lose power and invite faster carbon build-up in the engine.

**IGNITION**
— Electronic, no maintenance required.
— The spark plug should be checked frequently and replaced if necessary.
— Electrode distance: 0.5 to 0.6 mm; 0.025 inches (Fig. 11-A).
— Spark plug type: Champion CJ-7Y.
— Magneto distance from electronic ignition: 0.3 mm; 0.012 inches (Fig. 11-B).

**MAINTENANCE**
— Air filter: Every 8-10 hours of operation, take the filter cover (1) off and clean filter (2) with gasoline, dry and replace (Fig. 12).
— Gear housing (Fig. 13): refill gear case every 50 working hours. Remove the bolt (1) and, if needed, add multipurpose, lithium-based grease. NOTE: the housing should be filled to only half its volume with grease.
— Blade: in order to get the best results, blades should always be in optimum condition. Maintain using a medium-hard grinding stone (or file). Sharpen using light touches respecting angles and dimensions indicated (Fig. 16).

**STORING**
— Drain the fuel tank and replace the fuel cap.
— Remove the spark plug and deposit a small amount of light oil into the cylinder through the cylinder hole; pull the starter a few times, then replace the spark plug.
— Remove blade and coat with light oil in order to prevent rust.