

\$1.00

OWNER'S GUIDE

ASSEMBLY • OPERATION • MAINTENANCE • PARTS



**3 H.P.
EDGER**

Model Numbers

**249-604-000
24604-9**

Important: Read Safety Rules and Instructions Carefully

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Instructions given with this symbol are for personal safety. Be sure to follow them.



This unit is equipped with an internal combustion engine and should not be used on or near any unimproved forest-covered, brush-covered or grass-covered land unless the engine's exhaust system is equipped with a spark arrester meeting applicable local or state laws (if any). If a spark arrester is used, it should be maintained in effective working order by the operator.

In the State of California the above is required by law (Section 4442 of the California Public Resources Code). Other states may have similar laws. Federal laws apply on federal lands. A spark arrester for the muffler is available through your nearest engine authorized service center.



To reduce the potential for any injury, comply with the following safety instructions. Failure to comply with the instructions may result in personal injury.

SAFE OPERATION PRACTICES FOR EDGERS

TRAINING

1. Read this owner's manual carefully in its entirety before attempting to assemble or operate this machine. Be completely familiar with the controls and the proper use of this machine before operating it. Keep this manual in a safe place for future and regular reference and for ordering replacement parts.
2. Your edger is a precision piece of power equipment, not a plaything. Therefore, exercise extreme caution at all times.
3. Never allow children to operate a power edger. Only persons well acquainted with these rules of safe operation should be allowed to use your edger.
4. Keep the area of operation clear of all persons, particularly small children and pets. Stop engine when they are in the vicinity of your edger. Although the area of operation should be completely cleared of foreign objects, an object may have been overlooked and could be accidentally thrown by the edger in any direction and cause serious personal injury to the operator or any others allowed in the area.
5. No one should operate this unit while intoxicated or while taking medication that impairs the senses or reactions.

PREPARATION

1. Thoroughly inspect the area where the equipment is to be used. Remove all stones, sticks, wire, bones and other foreign objects which could be picked up and thrown by the edger in any direction and cause serious personal injury to the operator or any others allowed in the area.
2. Do not operate equipment when barefoot or wearing open sandals. Always wear substantial footwear.
3. Check the fuel before starting the engine. Gasoline is an extremely flammable fuel. Do not fill the gasoline tank indoors, while the engine is running, or while the engine is still hot. Wipe off any spilled gasoline before starting the engine as it may cause a fire or explosion.
4. Disengage the blade clutch on units so equipped before starting the engine.
Never attempt to make a wheel adjustment while the engine is running.
6. Never operate the equipment in wet grass. Always be sure of your footing. A slip and fall can cause serious personal injury. Keep a firm hold on the handle and walk, never run.

OPERATION

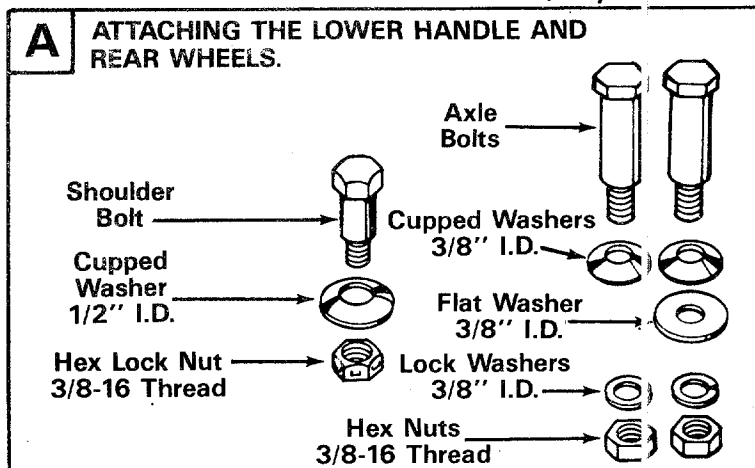
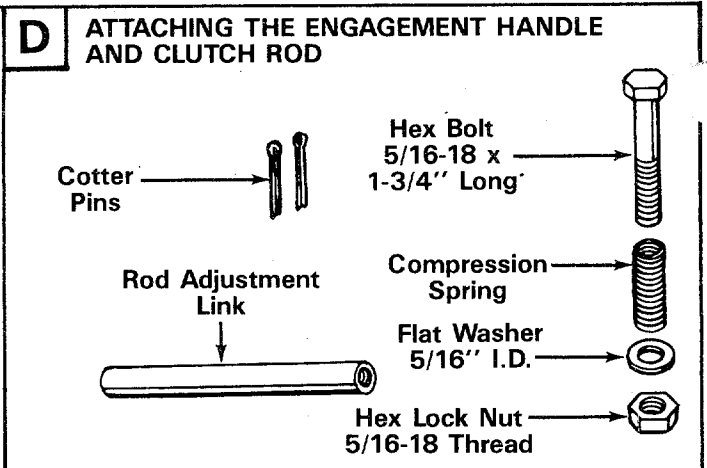
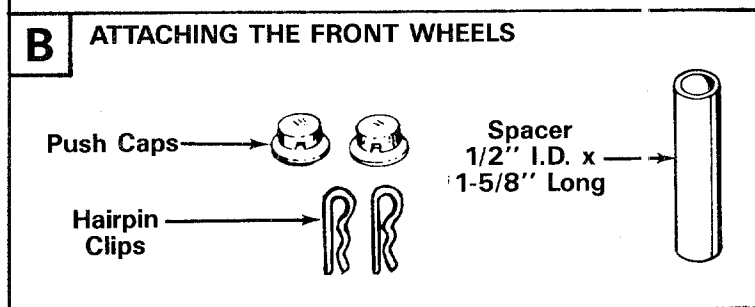
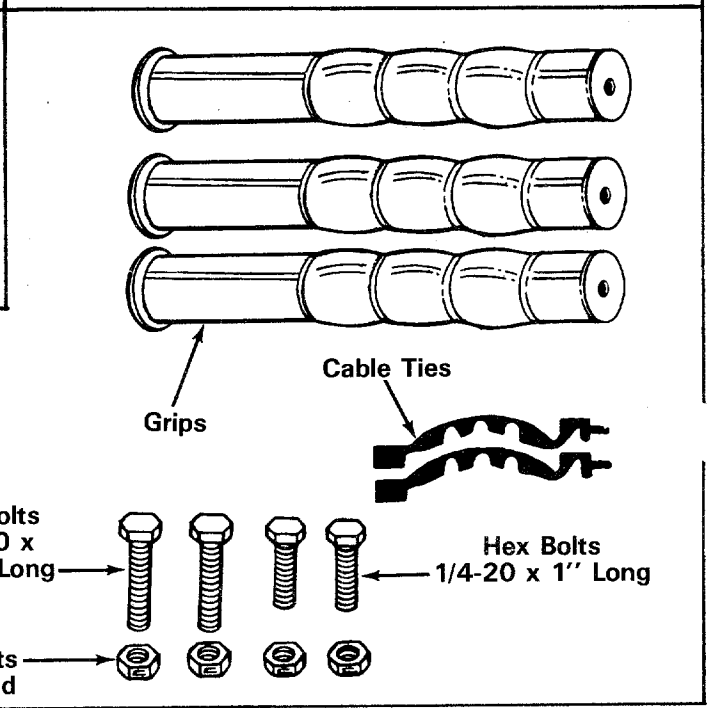
1. Never operate this edger unless wearing safety glasses or some other suitable eye protection at all times the engine is running.
2. Do not change the engine governor settings or overspeed the engine.
3. Do not put hands or feet near or under rotating parts. Keep clear of the discharge opening at all times as the rotating blade can cause injury.
4. Stop the blade when crossing gravel drives, walks or roads.
5. After striking a foreign object, stop the engine, remove the wire from the spark plug, and thoroughly inspect the edger for any damage. Repair the damage before restarting and operating the edger.
6. If the equipment should start to vibrate abnormally, stop the engine and check immediately for the cause. Vibration is generally a warning of trouble.
7. Stop the engine whenever you leave the equipment, before cleaning the guard assembly, and when making any repairs or inspections.
8. Before cleaning, repairing or inspecting, make certain the blade and all moving parts have stopped. Disconnect the spark plug wire, and keep the wire away from the spark plug to prevent accidental starting.
9. Do not run the engine indoors.
10. Shut the engine off and wait until the blade comes to a complete stop before unclogging guard assembly.
11. Never operate edger without proper guards, plates or other safety protective devices in place.
12. Never allow the rotating blade to operate directly against concrete walk or drive.

MAINTENANCE AND STORAGE

1. Check the blade and engine mounting bolts at frequent intervals for proper tightness.
2. Keep all nuts, bolts, and screws tight to be sure the equipment is in safe working condition.
3. Never store the equipment with gasoline in the tank inside of a building where fumes may reach an open flame or spark. Allow the engine to cool before storing in any enclosure.
4. To reduce fire hazard, keep the engine free of grass, leaves, or excessive grease.

CONTENTS OF HARDWARE PACK

(May contain extra hardware)

| | |
|---|--|
| <p>A ATTACHING THE LOWER HANDLE AND REAR WHEELS.</p>  <p>Shoulder Bolt</p> <p>Cupped Washer 1/2" I.D.</p> <p>Hex Lock Nut 3/8-16 Thread</p> <p>Axle Bolts</p> <p>Cupped Washers 3/8" I.D.</p> <p>Flat Washer 3/8" I.D.</p> <p>Lock Washers 3/8" I.D.</p> <p>Hex Nuts 3/8-16 Thread</p> | <p>D ATTACHING THE ENGAGEMENT HANDLE AND CLUTCH ROD</p>  <p>Cotter Pins</p> <p>Rod Adjustment Link</p> <p>Hex Bolt 5/16-18 x 1-3/4" Long</p> <p>Compression Spring</p> <p>Flat Washer 5/16" I.D.</p> <p>Hex Lock Nut 5/16-18 Thread</p> |
| <p>B ATTACHING THE FRONT WHEELS</p>  <p>Push Caps</p> <p>Hairpin Clips</p> <p>Spacer 1/2" I.D. x 1-5/8" Long</p> |  <p>Carriage Bolts 1/4-20 x 1-1/4" Long</p> <p>Lock Washers 1/4" I.D.</p> <p>Hex Nuts 1/4-20 Thread</p> <p>Self-Tapping Screw</p> <p>Hex Bolts 1/4-20 x 1-1/4" Long</p> <p>Hex Lock Nuts 1/4-20 Thread</p> <p>Grips</p> <p>Cable Ties</p> <p>Hex Bolts 1/4-20 x 1" Long</p> |
| <p>C ATTACHING THE UPPER HANDLE, THROTTLE CONTROL AND HANDLE PANEL</p> | |

IMPORTANT: This unit is shipped **WITHOUT GASOLINE** or **OIL**. After assembly, service engine with gasoline and oil as instructed in the separate engine manual packed with your unit.

NOTE: Reference to right or left and side of the edger is observed from the operating position.

ASSEMBLY INSTRUCTIONS

UNPACKING

Tools Required for Assembly

- (1) Adjustable Wrench
- (1) 7/16" Open End or Box Wrench
- (1) 9/16" Open End or Box Wrench
- (1) Pair of Pliers
- (1) Hammer
- (1) Block of Wood

1. Remove the edger from the carton by opening the top flaps and lifting the unit out. Be careful of the staples. Make certain all parts and literature have been removed from the carton before the carton is discarded.
2. Disconnect and ground the spark plug wire against the engine.
3. Stretch out the throttle control cable and place on the floor. Be careful not to bend or kink the cable at any time during assembly.
4. Separate the contents of the hardware pack according to the illustration above for identification purposes.

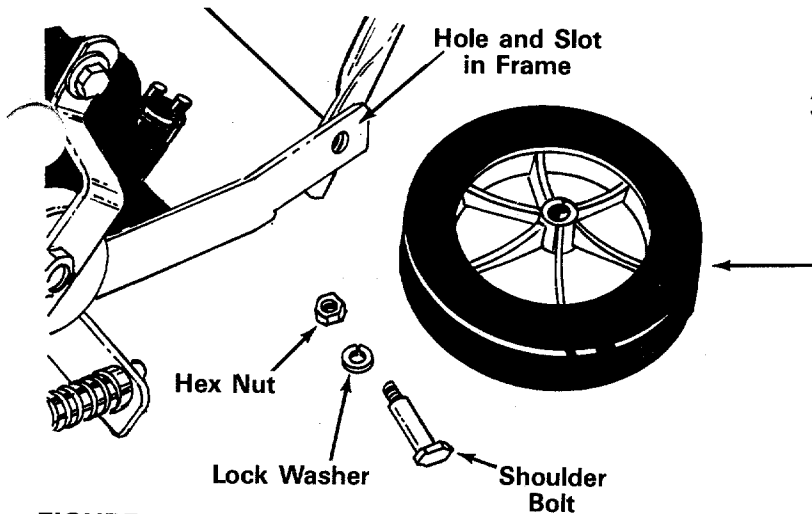


FIGURE 1

ATTACHING THE LOWER HANDLE AND REAR WHEELS (Hardware A)

1. Line up holes in lower handle with holes in the frame. Insert axle bolt through left rear wheel (larger), and secure to frame and handle using 3/8" lock washer and hex nut. See figure 1.

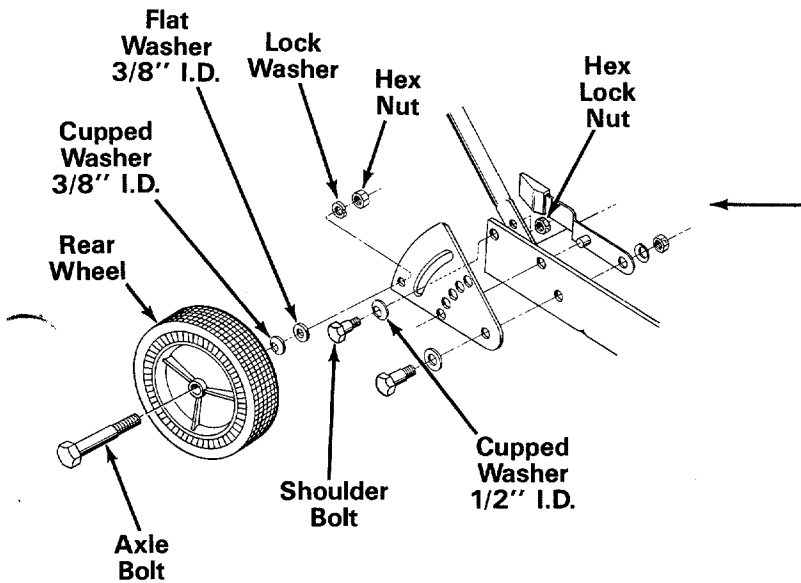


FIGURE 2

2. Assemble the right rear wheel as follows. See figure 2.

- a. Place 1/2" I.D. cupped washer on shoulder bolt (crowned side of washer goes against the head of the bolt). Insert shoulder bolt through slot in curb height adjuster, frame and lower handle. Secure with hex lock nut. Do not overtighten as height adjuster must be able to pivot.
- b. Insert axle bolt through rear wheel. Place 3/8" cupped washer on axle bolt (crowned side against the wheel).
- c. Place 3/8" I.D. flat washer on axle bolt, against cupped washer. Secure to rear hole in curb height adjuster with 3/8" lock washer and hex nut.

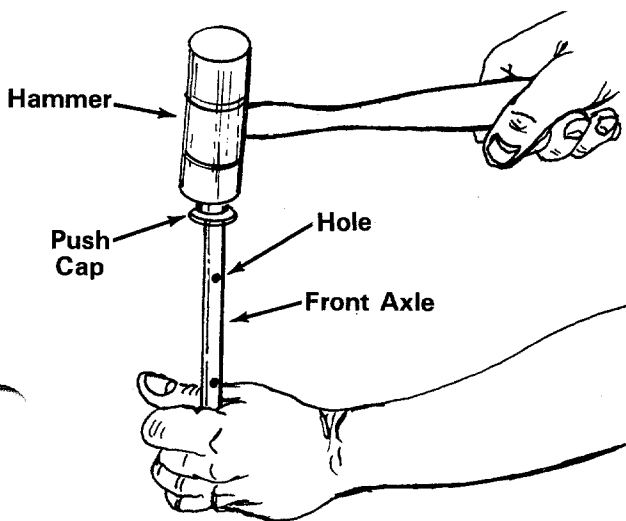


FIGURE 3

ATTACHING THE FRONT WHEELS (Hardware B)

1. Using a hammer, tap one push cap onto the end of the front axle which has a hole closer to it. See figure 3.

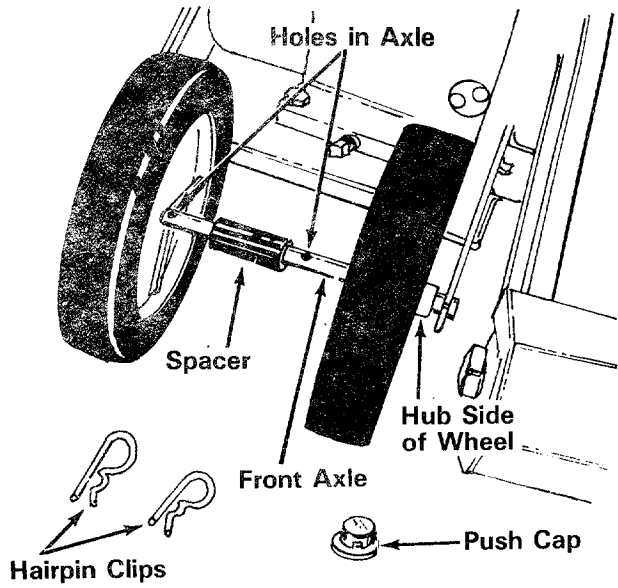


FIGURE 4

- Starting on the right side of the edger, place the axle through the support arm on the frame. Then place axle through one wheel so the hub of the wheel is to the outside of the unit. Next place axle through spacer, the other wheel (hub to the outside of the unit) and through second support arm. See figure 4. Secure with push cap by tapping it on with a hammer. See figure 5. It is necessary to hold a block of wood or a second hammer against the push cap on the other side of the axle.

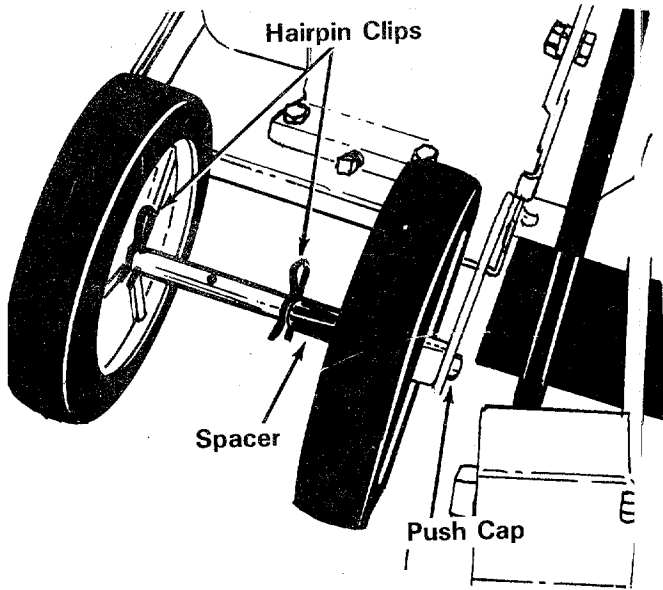


FIGURE 5

- Secure the front wheels and axle in position using two hairpin clips. See figure 5.

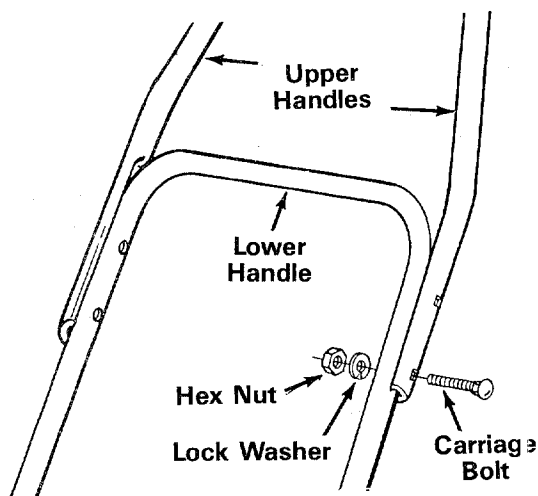


FIGURE 6

ATTACHING THE UPPER HANDLE, THROTTLE CONTROL AND HANDLE PANEL (Hardware C)

- Slip the three handle grips on the upper handles and the engagement handle. They will slip on more easily if you first soak them in warm, soapy water.
- Assemble the two upper handles to the lower handle with four carriage bolts, lock washers and hex nuts. Tighten only finger tight at this time. See figure 6.

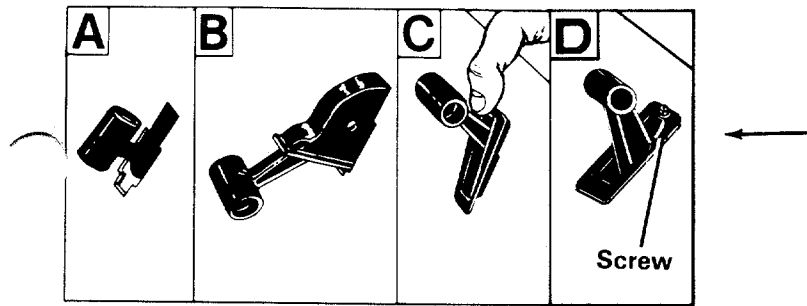


FIGURE 7

3. Assemble the throttle control to the handle panel as follows:
 - A. Hold the throttle control assembly beneath the handle panel. Turn the control sideways and insert the lever up through the wide portion of the slot on the handle panel. See figure 7A.
 - B. After the end of the lever is through the slot, turn and then tip the control forward as shown in figure 7B to slide it through the slot.

NOTE

The lever must be all the way to the back of the control housing as shown in figure 7B.

- C. Push the control back into the slot in the handle panel and press in place. Be certain the control is locked securely into the slot. See figure 7C.
- D. Secure the throttle control to the handle panel using the self-tapping screw. See figure 7D.

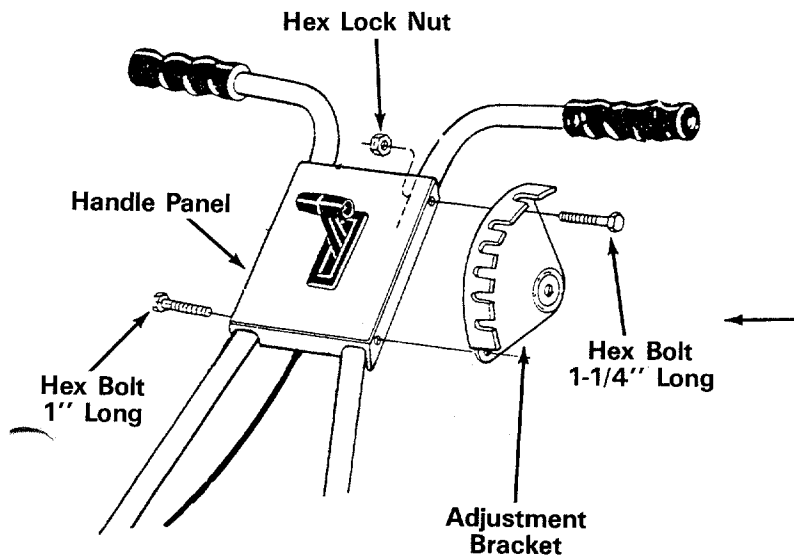


FIGURE 8

4. Place the handle panel over the upper handles and line up the holes. See figure 8.
5. Secure the right hand side of handle panel with two hex bolts 1" long and hex lock nuts. Do not tighten.
6. Secure the adjustment bracket to the left hand side of handle panel with hex bolts 1-1/4" long and hex lock nuts. See figure 8.
7. Now tighten securely all four bolts and nuts at handle panel and four bolts and nuts at lower handle.
8. Secure the throttle control cable to handles with two cable ties.

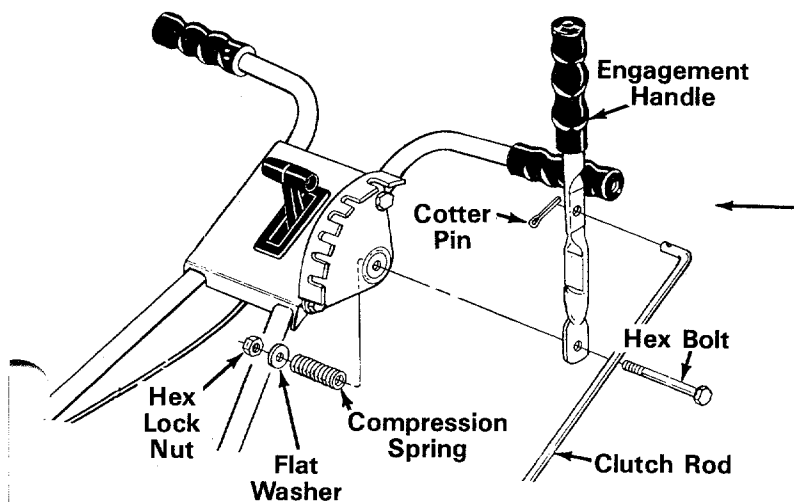


FIGURE 9

ATTACHING THE ENGAGEMENT HANDLE AND CLUTCH ROD (Hardware D)

1. Place hex bolt 1-3/4" long through bottom hole in engagement handle as shown in figure 9, then through hole in adjustment bracket.
2. Secure hex bolt with compression spring, flat washer and hex lock nut on the inside of the adjustment bracket.
3. Secure bent end of clutch rod half to engagement handle with one cotter pin. See figure 9.

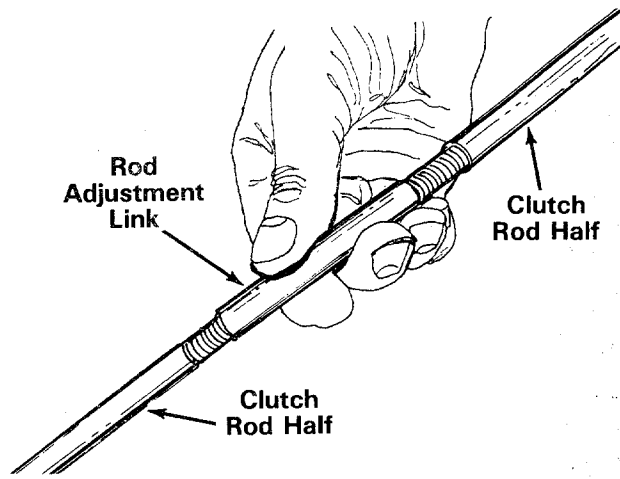


FIGURE 10

4. Thread rod adjustment link onto the upper clutch rod half, using about half of the threads. See figure 10.
5. Thread the lower clutch rod half into the bottom of the rod adjustment link. See figure 10.

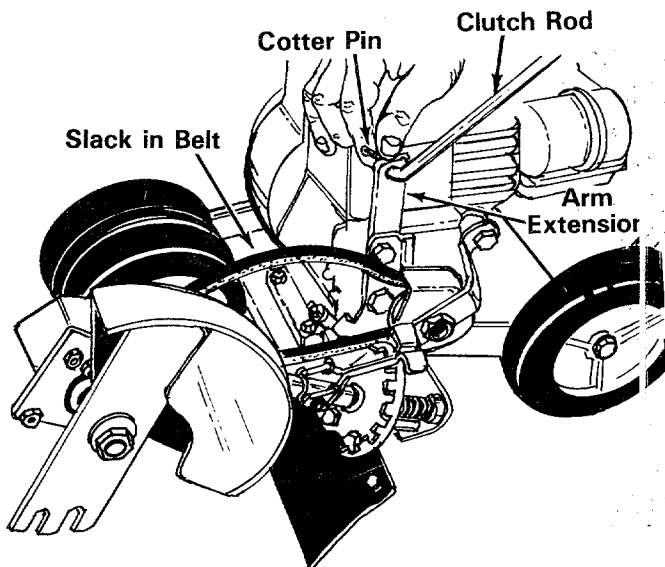


FIGURE 11

6. Pull the blade and guard assembly all the way back by hand until there is slack in the belt. See figure 11.
7. Secure the end of the lower clutch rod half to the arm extensior on the pivot bracket with cotter pin. See figure 11.

CONTROLS

THROTTLE CONTROL

The throttle control lever is located on the handle panel. It regulates the engine speed and stops the engine. See figure 12.

DEPTH CONTROL ADJUSTMENT

The engagement handle controls the clutching and declutching of the belt. To declutch, the handle is pulled back toward the operator. The farther forward the handle is pushed, the deeper the cut. To move the engagement handle, first move it to the left so the handle is out of the notch. See figure 12.

NOTE

If belt slips when engagement handle is in the engaged position, lengthen the clutch rod by turning the rod adjustment link. Refer to figure 10.

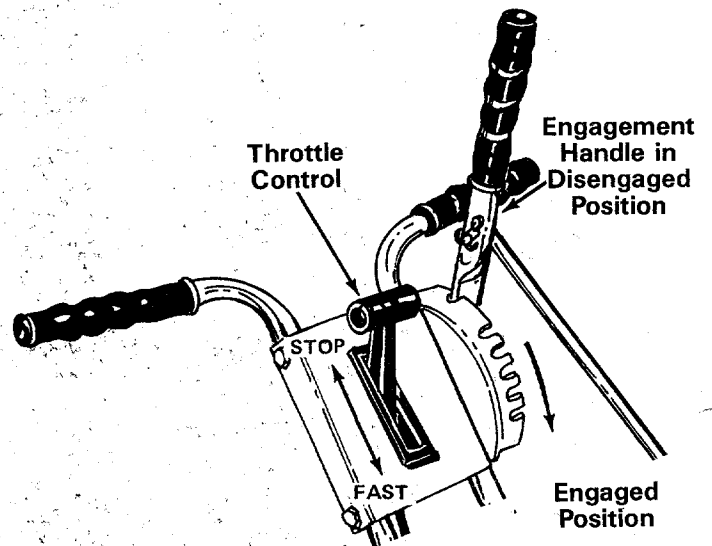


FIGURE 12

BLADE PLANE ADJUSTMENT

The cutting blade can be adjusted to eight positions from vertical to horizontal. To adjust, release the adjustment lever on the pivot bracket and rotate the spindle housing. Place adjustment lever in notch desired. See figure 13.

When the blade is adjusted toward the horizontal position, the front wheels must also be adjusted. Remove the two hairpin clips and slide the spacer and wheel to the right as shown in figure 14. Reinsert the hairpin clips.

NOTE

If the wheels are not adjusted, the blade will hit the left front wheel, causing the belt to slip.

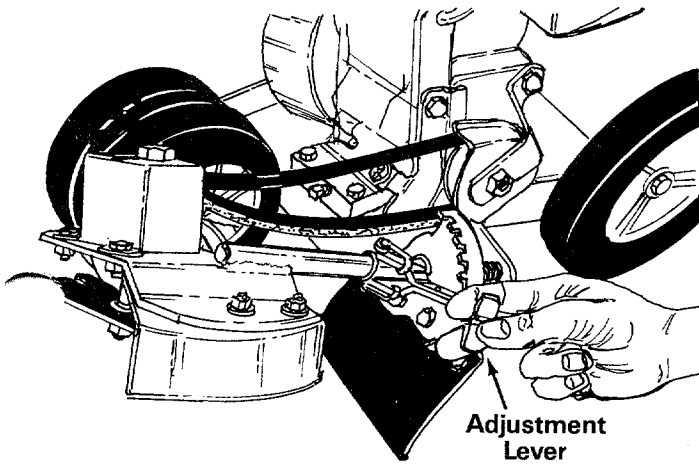


FIGURE 13

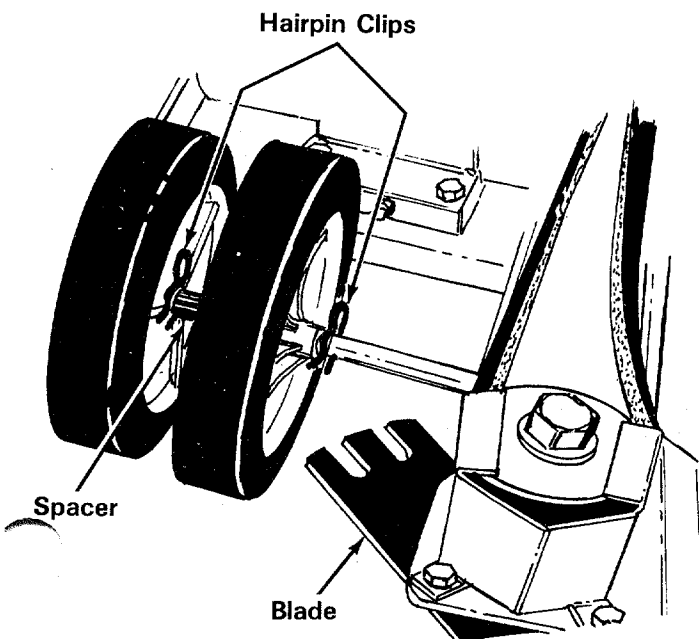


FIGURE 14

Become familiar with all the controls and adjustments before operating the edger so you can adjust it easily to a variety of cutting and trimming conditions. While the engine is running, **DO NOT ATTEMPT TO MAKE ANY ADJUSTMENTS** except with the throttle control.

OPERATION

1. Fill the crankcase with oil using a high quality detergent oil classified "For Service MS." Nothing should be added to the recommended oil. **SUMMER** — Use SAE 30. **WINTER** — (Below 40 °F.) Use SAE 5W-20 or SAE 10W. Place the engine level. Remove filler plug. **FILL THE OIL SUMP TO POINT OF OVERFLOW.** Pour slowly. See figure 15.
2. Fill the fuel tank with clean, fresh, lead-free, low lead, or regular grade leaded gasoline. **DO NOT MIX OIL WITH GASOLINE.**

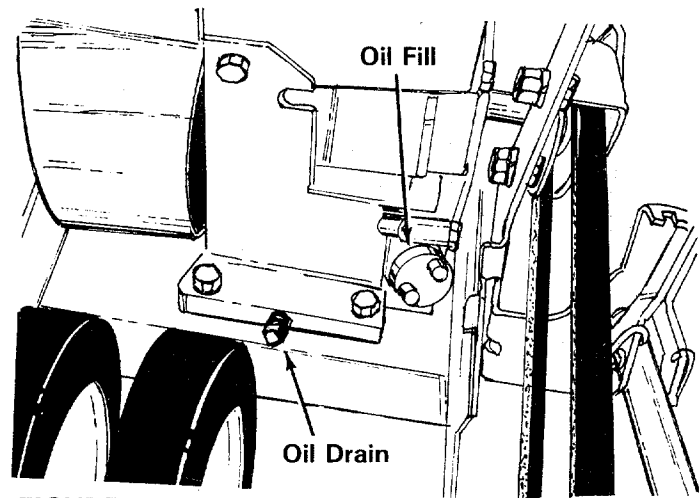


FIGURE 15

3. Move the engagement handle (depth control) back as far as it will go and place in the last notch. See figure 12.
4. Set the throttle control in "START" position.
5. Pull the choke knob out.

NOTE

A warm engine may not require choking.

6. Grasp the starter handle and pull out the cord rapidly. Return it slowly to the engine. If the engine does not start after two pulls, move the throttle control to the "FAST" position.
7. After engine starts, push choke knob in gradually.

To stop engine, move throttle control to "STOP" position. Disconnect spark plug wire and ground to prevent accidental starting while equipment is unattended.



CAUTION

Rotating cutting blade may throw objects causing personal injury. Always wear safety glasses or some other suitable eye protection at all times the engine is running. Keep area clear of bystanders and do not operate without guards in place.

OPERATING THE EDGER

1. Set the adjustment lever (refer to figure 12 in the second notch at the top to edge vertically. See figure 16.

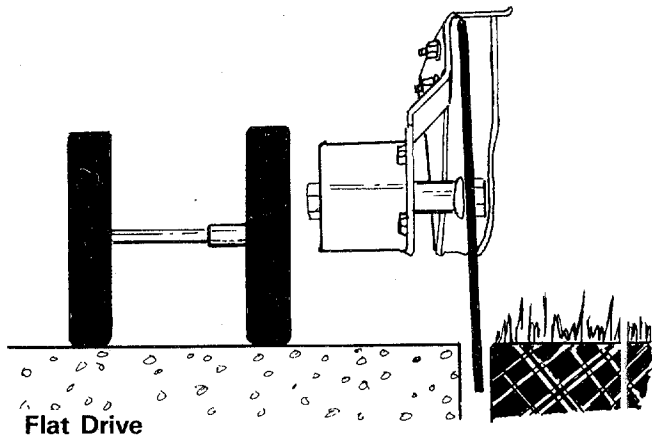


FIGURE 16

2. Set the adjustment lever (refer to figure 13) in the first notch at the top for trenching. See figure 17.

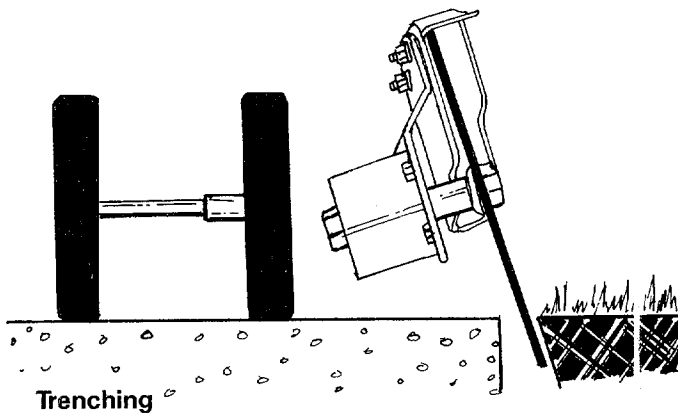


FIGURE 17

3. To edge along a curb, remove the hairpin clip from the left side of the front axle, slide the left wheel toward the right side of the unit and replace the hairpin clip. See figure 18. Lower the right rear wheel by moving the height adjustment lever toward the engine, pivoting the wheel to the desired depth and releasing the lever. See figure 19.

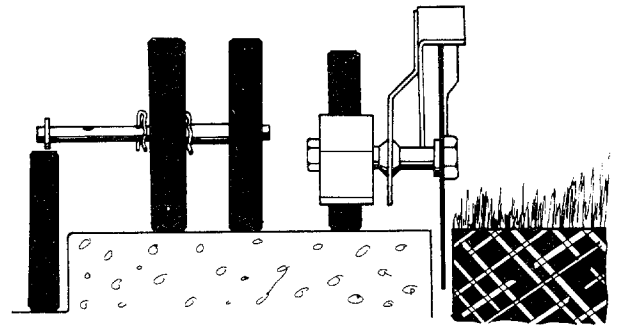


FIGURE 18

Height Adjustment Lever

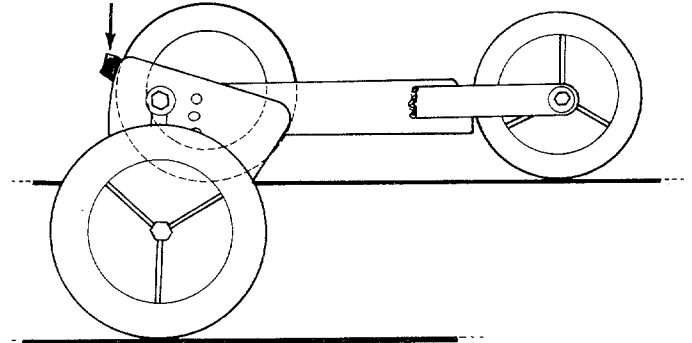


FIGURE 19

4. To operate the unit as a trimmer, move the adjustment lever and rotate the cutting blade 90°. See figure 20. Move the front wheels all the way to the right, as described in the Control section.



CAUTION

Do not adjust the blade guard with the engine running.

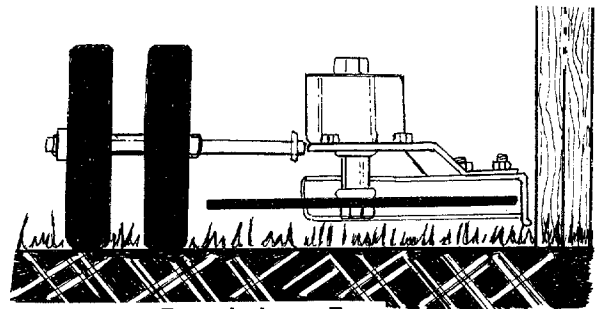


FIGURE 20

LUBRICATION

Wheels - The wheels are plastic and require no lubrication.

Engine - Refer to engine manual for lubrication instructions.

Cutting Head Bearings - The two ball bearings in the cutting head are lubricated and sealed at the factory and require no lubrication. Lubricate all other moving parts with engine oil.

Shaft - Lubricate the two bearings and under the compression spring on the shaft with light oil at least once a season. See figure 21.

MAINTENANCE



WARNING

Disconnect the spark plug wire and ground against the engine before performing any adjustment, repairs or maintenance.

BLADE REMOVAL

Use a wrench on both sides of the blade when removing it for replacement.

BELT REMOVAL

1. To remove the V-belt, remove the belt guard assembly at the engine pulley. Remove the hex nuts and lock washers. See figure 21.
2. Remove the belt guard at the spindle assembly by removing two hex bolts, lock washers and hex nuts. See figure 22.
3. Remove the old belt, and reassemble with a new belt, part number 754-0142.

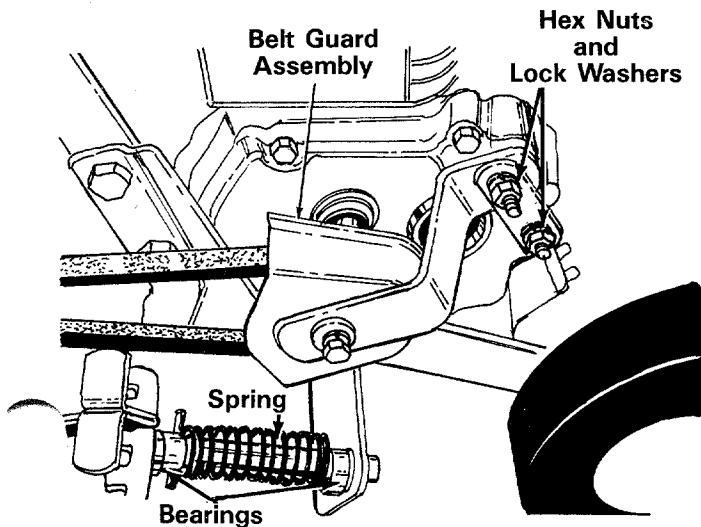


FIGURE 21

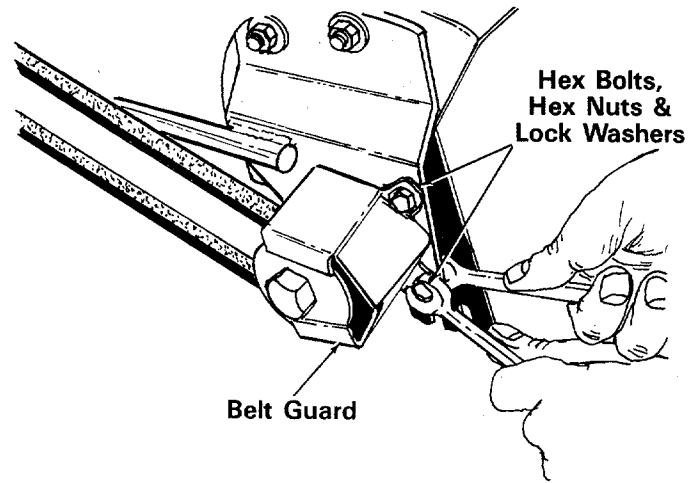


FIGURE 22

ENGINE OIL

Check oil level before starting engine and after every 5 hours of operation. Add oil as necessary to keep level full to point of overflowing. Before removing plug, clean area around plug to prevent dirt from entering oil fill opening. Refer to figure 15.

Change oil after first 5 hours of operation. Thereafter, change every 25 hours. Change oil while engine is warm. Oil may be drained thru oil drain plug. Crankcase capacity - 1-1/4 pints.

Refer to engine manual for complete instructions for care and maintenance of engine.

OFF-SEASON STORAGE

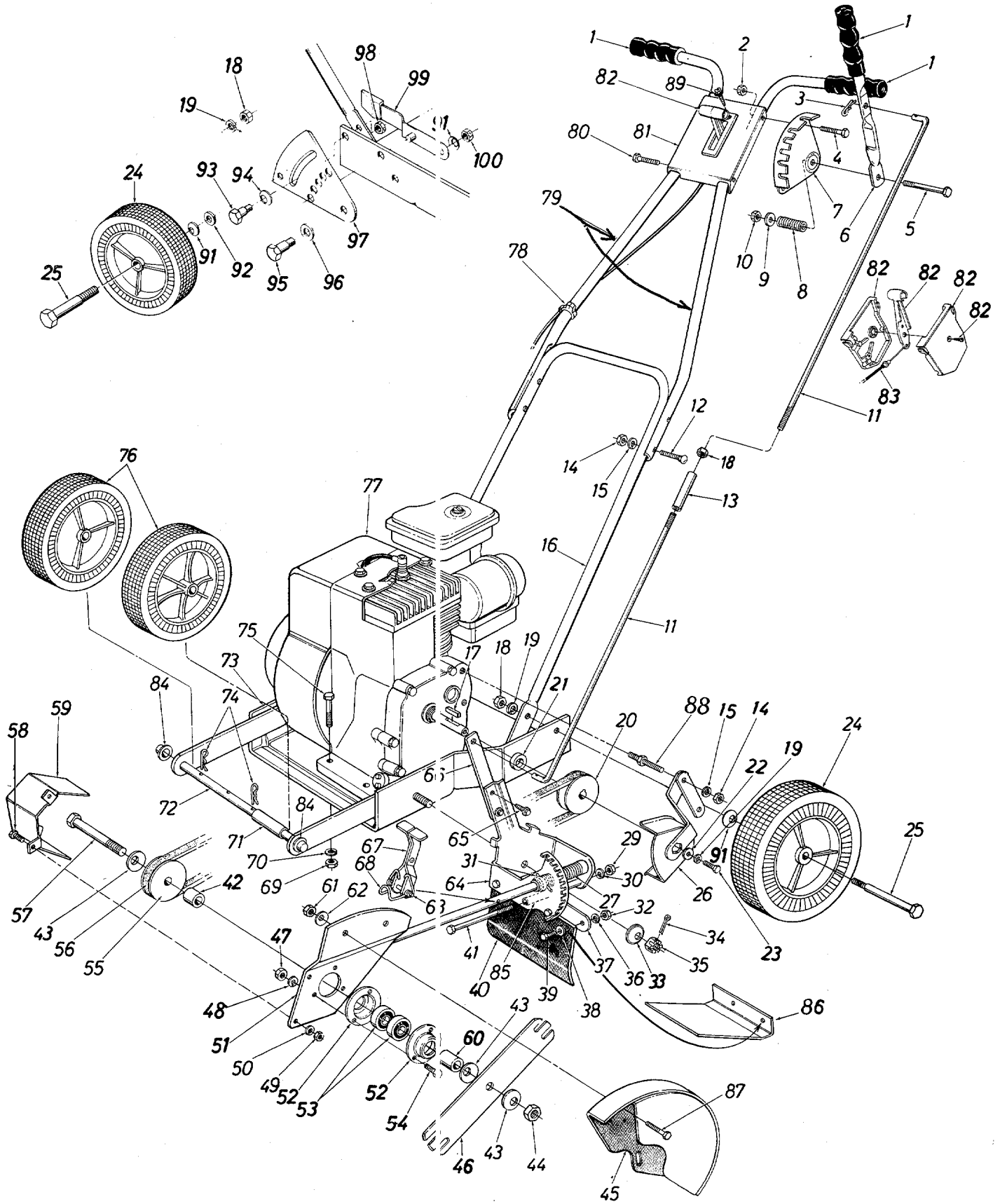
The following steps should be taken to prepare unit for storage.

1. Clean and lubricate unit thoroughly.
2. Refer to engine manual for correct engine storage instructions.
3. Coat unit's cutting blade with chassis grease to prevent rusting.
4. Store unit in a dry, clean area.

NOTE

When storing any type of power equipment in an unventilated or metal storage shed, care should be taken to rustproof the equipment. Using a light oil or silicone, coat the equipment, especially springs and bearings.

Models 604 and 24604



Models 604 and 24604


PARTS LIST FOR MODEL 604 EDGER

| REF. NO. | PART NO. | COLOR CODE | DESCRIPTION | NEW PART | REF. NO. | PART NO. | COLOR CODE | DESCRIPTION | NEW PART |
|----------|-------------|------------|-----------------------------------|----------|----------|-----------|------------|--|----------|
| 1 | 07071 | | Black Grip | | 52 | 15319B | | Bearing Housing | N |
| 2 | 712-0107 | | Hex L-Nut 1/4-20 Thd. | | 53 | 741-0155 | | Ball Bearing .62" I.D. | |
| 3 | 714-0115 | | Cotter Pin 1/8" Dia. | | 54 | 710-0258 | | Hex Bolt 1/4-20 x .62" Lg.* | |
| 4 | 710-0106 | | Hex Bolt 1/4-20 x 1.25" Lg.* | | 55 | 756-0449 | | 3/8" "V"-Pulley | |
| 5 | 710-0380 | | Hex Bolt 5/16-18 x 1.75" Lg.* | | 56 | 754-0142 | | "V"-Belt | |
| 6 | 749-0666 | | Engagement Handle | | 57 | 710-0929 | | Hex Bolt 5/8-18 x 4.5" Lg.* | |
| 7 | 781-0081 | | Adjustment Bracket | | 58 | 710-0258 | | Hex Bolt 1/4-20 x .625" Lg.* | |
| 8 | 732-0369 | | Compression Spring 1.38" Lg. | | 59 | 781-0086 | | Belt Guard | |
| 9 | 736-0264 | | Fl.-Wash. .344" I.D. | | 60 | 750-0118 | | Sleeve .90" Lg. | |
| 10 | 712-0158 | | Hex L-Nut 5/16-18 Thd. | | 61 | 712-0267 | | Hex Nut 5/16-18 Thd.* | |
| 11 | 747-0498 | | Clutch Rod Half 18.25" Lg. | | 62 | 736-0242 | | Bell.-Wash. .345" I.D. | |
| 12 | 710-0111 | | Carriage Bolt 1/4-20 x 1.25" Lg.* | | 63 | 715-0121 | | Spring Pin Spir. 1/4" Dia. | |
| 13 | 750-0628 | | Rod Adjustment Link | | 64 | 781-0090 | | Pivot Bracket Ass'y. | |
| 14 | 712-0287 | | Hex Nut 1/4-20 Thd.* | | 65 | 710-0600 | | Hex Wash. Hd. Self Tap Scr. 5/16-24 x .50" Lg. | |
| 15 | 736-0329 | | L.-Wash. 1/4" I.D.* | | | | | | |
| 16 | 749-0453 | | Lower Handle (Painted) | | 66 | 781-0075 | | Arm Extension | |
| | 09955 | | Lower Handle (Chrome) | | 67 | 781-0093 | | Adjustment Lever Ass'y. | |
| 17 | 714-0122 | | Sq. Key 3/16" x .75" Lg. | | 68 | 732-0188A | | Torsion Spring | N |
| 18 | 712-0798 | | Hex Nut 3/8-16 Thd.* | | 69 | 712-0267 | | Hex Nut 5/16-18 Thd.* | |
| 19 | 736-0169 | | L.-Wash. 3/8" I.D.* | | 70 | 736-0119 | | L.-Wash. 5/16" I.D.* | |
| 20 | 756-0327A | | Engine Pulley | N | 71 | 750-0622 | | Spacer 1.62" Lg. | |
| 21 | 750-0212 | | Spacer .75" I.D. | | 72 | 738-0613 | | Axle 8.75" Lg. (Front) | |
| 22 | 736-0258 | | Fl.-Wash. .385" I.D. | | 73 | 781-0083 | | Base Ass'y. | |
| 23 | 710-0152 | | Hex Bolt 3/8-24 x 1" Lg.* | | 74 | 714-0101 | | Hair Pin Cotter 1/2" Dia. | |
| 24 | 734-1162A | | Rear Wheel Ass'y. 8" x 1.75" | N | 75 | 710-0442 | | Hex Bolt 5/16-18 x 1.5" Lg.* | |
| 25 | 738-0108 | | Shoulder Bolt .498" Dia. | | 76 | 734-1161A | | Front Wheel Ass'y. 7" x 1.50" | N |
| 26 | 13960---638 | | Belt Guard Ass'y. | | 77 | ----- | | Engine | N |
| 27 | 732-0187 | | Compression Spring | | 78 | 726-0192B | | Cable Tie | N |
| 29 | 712-0267 | | Hex Nut 5/16-18 Thd.* | | 79 | 749-0668 | | Upper Handle (Painted) | |
| 30 | 736-0119 | | L.-Wash. 5/16" I.D.* | | | 749-0667 | | Upper Handle (Chrome) | |
| 31 | 715-0247 | | Spring Pin Spir. 3/16" Dia. | | 80 | 710-0106 | | Hex Bolt 1/4-20 x 1.25" Lg.* | |
| 32 | 712-0287 | | Hex Bolt 1/4-20 Thd.* | | 81 | 781-0092A | | Handle Support Plate | N |
| 33 | 736-0112 | | Bell.-Wash. .535" I.D. | | 82 | 831-0796 | | Throttle Control Box Ass'y. | |
| 34 | 714-0115 | | Cotter Pin 1/8" Dia.* | | 83 | 746-0635 | | Throttle Control Wire 30" Lg. | |
| 35 | 712-0114 | | Hex Slotted Nut 1/2-20 Thd. | | 84 | 726-0221 | | Push Cap 1/2"Dia. | |
| 36 | 736-0329 | | L.-Wash. 1/4" I.D.* | | 85 | 711-0386 | | Spacer 3.765" Lg. | |
| 37 | 781-0087 | | Flap Bracket | | 86 | 781-0095 | | Debris Deflector .25" Lg. | |
| 38 | 736-0342 | | Fl.-Wash. .25" I.D. | | 87 | 710-0118 | | Hex Bolt 5/16-18 x .75" Lg. Spec. | |
| 39 | 710-0289 | | Hex Bolt 1/4-20 x .50" Lg.* | | 88 | 751-0271 | | Stud 1/4-20 x 2.12" Lg. | |
| 40 | 731-0725 | | Flap | | 89 | 710-0779 | | Self-Tap Scr. #10 x .50" Lg. | |
| 41 | 710-0402 | | Hex Bolt 5/16-18 x 4.5" Lg.* | | 91 | 736-0105 | | Bell.-Wash. .40" I.D. | |
| 42 | 750-0229 | | Spacer 1.030" Lg. | | 92 | 736-0280 | | Fl.-Wash. .39" I.D. | |
| 43 | 736-0317 | | Bell.-Wash. .63" I.D. | | 93 | 738-0258 | | Shld. Bolt .5" Dia. | |
| 44 | 712-0221 | | Hex Ins. L.-Nut 5/8-18 Thd. | | 94 | 736-0255 | | Bell.-Wash. .515" I.D. | |
| 45 | 781-0076 | | Guard Ass'y. | | 95 | 738-0183 | | Shld. Bolt .50" Dia. | |
| 46 | 781-0080 | | Edger Blade | | 96 | 736-0272 | | Fl.-Wash. 51" I.D. x 1" | |
| 47 | 712-0287 | | Hex Nut 1/4-20 Thd.* | | 97 | 781-0100 | | Curb Height Adjuster | |
| 48 | 736-0329 | | L.-Wash. 1/4" I.D.* | | 98 | 712-0375 | | Hex L-Nut 3/8-16 Thd. | |
| 49 | 712-0287 | | Hex Nut 1/4-20 Thd.* | | 99 | 732-0552 | | Spring Adj. Lever | |
| 50 | 736-0329 | | L.-Wash. 1/4" I.D.* | | 100 | 712-0266 | | Hex Jam Nut 3/8-16 Thd. | |
| 51 | 781-0078 | | Spindle Plate Ass'y. | | | | | | |

*For faster service order standard nuts, bolts and washers locally. If these items cannot be obtained locally, order by part number and size as shown on parts list.

638 — MTD Red
621 — Brilliant Fire Mist (24604)

When ordering parts, if color or finish is important, use the appropriate color code shown at left. [e.g. MTD Red (part no.)-638]




NOTE

Specifications subject to change without notice or obligation.

NOTE: The engine is not under warranty by the edger manufacturer . . . If repairs or service is needed on the engine, please contact your nearest authorized engine service outlet. Check the "Yellow Pages" of your telephone book under "Engines—Gasoline."

**Find It Fast
In The
Yellow Pages**



TROUBLE SHOOTING CHART

| PROBLEM | CAUSE(S) | CORRECTIVE ACTION(S) |
|---|---|---|
| 1. Engine fails to start. | A. Check fuel tank for gas. B. Spark plug lead wire disconnected. C. Faulty spark plug. | A. Fill tank if empty. B. Connect lead wire. C. Clean, adjust gap or replace. |
| 2. Hard starting or loss of power. | A. Spark plug wire loose. B. Dirty air cleaner. | A. Connect and tighten spark plug wire. B. Clean air cleaner as described in engine manual. |
| 3. Engine overheats. | A. Carburetor not adjusted properly. B. Air flow restricted. C. Engine oil level low. | A. Adjust carburetor. See engine manual. B. Remove blower housing on engine and clean as described in the engine manual. C. Fill crankcase with the proper oil. |
| 4. Excessive vibration at blade. | A. Spindle bent. B. Ball bearings worn out. | A. Replace spindle. B. Replace ball bearings. |
| 5. Belt slips. | A. Belt worn or stretched. B. Clutch handle will not remain in clutch plate. | A. Adjust clutch rod or replace belt. B. Readjust spring tension at clutch handle. |
| 6. Blade guard pivots forward, throwing dirt on operator. | Cam lever and carriage bolt on guard are loose. | Readjust guard, tighten cam lever and carriage bolt. |

NOTE: For repairs beyond the minor adjustments listed above, please contact your local authorized service dealer.

