

Start the motor using the recoil starter. (If the motor is fitted with an on/off switch this must first be turned to ON before starting.)

For more information on starting and correct operating procedures of the motor, refer to the motor operation manual supplied with the unit.

Increase the motor speed to the maximum setting using the hand throttle lever, before commencing compacting.

The machine should be controlled by grasping the handle with both hands and applying restraint to control the forward motion.

Steer the machine by moving the handle sideways to the right or left.

ALWAYS maintain good footing so that you do not slip and lose control when starting or operating the machine

If the optional water tank is fitted, the flow rate can be controlled by adjusting the cock in the supply hose to the sprinkler bar.

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1. Prior to operation

1-1. Make sure that all dirt, mud, etc., are thoroughly removed from the unit prior to operation. Special effort should be given to the button face of the vibrating plate and those areas adjacent to the cooling air inlet of engine, carburetor, and air cleaner.

1-2. Check all bolts and screws for tightness and make sure all bolts and screws are securely tightened. Loose bolts and screws may cause damage to the Unit.

1-3. Check the V-belt for tightness. The normal slack should be approximately 10-15mm(1/2") when the belts are forcibly depressed in the middle position between the two sheaves.

If there is excess belt play, there could be a decrease in the impact force or erratic vibration, causing machine damage.

1-4. Check the engine oil level and if the engine oil level is low, it should be refilled. Use the proper motor oil as suggested in the table below. (Fig-1)

! IMPORTANT:

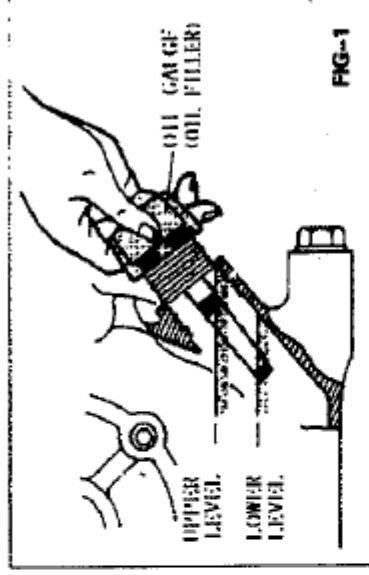
Use the motor oil SAE

When changing the oil, the old oil can be drained by tipping the unit.

The oil will drain easily while it is hot.

1-6. A regular grade gasoline should be used in the engine.

When filling the fuel tank, make sure the fuel filler is used.



Season Temperature	Grade of Motor oil (higher than MS class)
Spring/Summer or Autumn +120°F to +140°F	SAE 30
Winter +40°F to +15°F	SAE 20
Below +15°F	SAE 10W-30

2. Caution

2-1. Be careful with the operating place and ventilation. Avoid operating the machine in a closed room,

tunnel, or other badly ventilated places, since its exhaust contains deadly poisonous carbon monoxide.

If the machine is employed unavoidable operated in such a place, discharge the exhaust out side the room by a suitable means.

2-2. Be careful with the hot members. Mufflers and other hot members are dangerous. Do not touch them with unprepared hand.

2-3. Observe with the following cautions when transporting. Clamp fuel tank cap securely, and turn the fuel valve OFF at the source during Drain gasoline from fuel tank before transporting over a long distance or on rough roads.

2-4. Stop engine without fail before replenishing fuel tank.

Never replenish gasoline while the engine is running or remains hot otherwise spilled or evaporated fuel is liable to catch fire from engine sparks or muffler heat.

Wipe off spilled fuel, if any, before starting engine. Be careful not to spill fuel.

2-5. Keep inflammables away from the vicinity of the exhaust port.

Be careful with gasoline match, straw and other inflammables, since the exhaust port is subjected to a high temperature.

3. Starting

Gasoline Engine

3-1. Turn the STOP SWITCH clock-wise to the position "I"(ON).

3-2. Open the fuel cock.

3-3. Set the speed control lever 1/3 to 1/2 of the way towards the high speed position.

3-4. Close the choke lever.

If the engine is warm or the ambient temperature is high, open the choke lever half-way, or keep it fully open.

If the engine is cold or the ambient temperature is low, close the choke lever fully.

3-5. Pull the starter handle slowly until resistance is felt. This is the "compression" point. Return the handle to its original position and pull swiftly.

Do not pull out the rope all the way.

After starting the engine, allow the starter handle to return to its original position while still holding the handle.

4. Operation

4-1. As the engine warms up, gradually move the choke lever to the OPEN position.

4-2. Move the speed control lever from the LOW to the HIGH position. When the engine speed reaches approximately 2,300-2,600 PRM, the centrifugal clutch engages. If the engine speed increased very slowly, it is possible that the clutch can slip. Do not operate the speed control lever slowly.

OIL ALERT SYSTEM

The Oil Alert System is designed to prevent engine damage caused by an insufficient amount of oil in the crankcase. Before the oil level in the crankcase can fall below a safe limit, the Oil Alert System will automatically stop the engine (the engine switch will remain in the ON position).

! NOTICE

If the engine stops and will not restart, check the engine oil level.

4-3. When compacting asphalt, it is advisable to paint the bottom face of the vibrating plate with diesel fuel.

This will assist in preventing the plate from sticking to the asphalt.

4-4. When shutting off the vibrator, turn the speed control lever from the HIGH to LOW position. Do not move the speed control lever slowly.

5. Transportation

5-1. Be sure to stop the engine while transporting.

5-2. Screw up the fuel tank cap securely and close the fuel valve to avoid fuel leaking.

5-3. In transportation by car, fix machine securely not to move nor to fall down.

In case of driving for long distance or at off-road, tank out fuel from tank.

6. Shutdown

To stop the engine in an emergency, turn the stop switch to the OFF position.

Under normal conditions, use the following procedure:

6-1. Set the speed control lever at the low speed position and allow the engine to run at low speed for 2 or 3 minutes before stopping.

6-2. Turn the stop switch to the OFF position.

6-3. Close the fuel cock.

7. Service & storage

! CAUTION

Flammable liquid: Stop engine and do not smoke or allow work in immediate area when refueling. Fire or explosion could result from flames or sparks.

Moving parts: Shutdown engine before performing service or maintenance. Contact with moving parts can cause serious injury.

High temperature: Allow machine and engine to cool before performing service or maintenance.

Contact with hot components can cause serious burn.

7-1. Daily Service

A. Remove mud, dirt, etc., from the unit.

B. Clean bottom face of the vibrating plate.

C. Check the air cleaner element and clean if necessary.

D. Check all nuts, bolts, and screws for tightness and retighten as necessary.

7-2. Weekly Service

A. AIR CLEANER SERVICE Fig-2
Dirty air cleaner element will cause starting difficulty, power loss, engine malfunctions, and shorten engine life extremely.

Keep the air cleaner element clean.

URETHANE FOAM ELEMENT

Remove the element and wash it in kerosene or diesel fuel. Then saturate it in a mixture of 3 parts kerosene or diesel fuel and 1 part engine oil.

Squeeze the element to remove the mixture and install it in the air cleaner.

URETHANE FOAM DUAL STRUCTURE

1. Clean the urethane foam in the same way as described above.

2. Wash the element in kerosene or diesel fuel. Saturate it in a mixture of 3 parts kerosene or diesel fuel and 1 part engine oil. Shake off excessive oil and reinstall.