

Information Before You Start

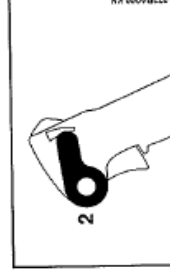
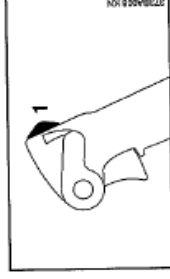
- ⓐ** With the engine stopped and before starting, check the air intakes between the backplate and powerhead for blockages and clean if necessary. A protective screen is available as a special accessory to keep the air intakes clear.

Only machines with catalytic converter



- Move the setting lever to idle position.

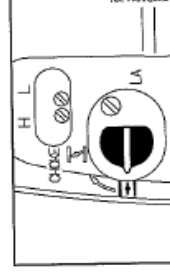
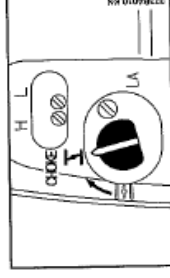
Machines with a catalytic converter must always be switched off with the setting lever in the idle position because the throttle cable will otherwise disconnect itself from the throttle trigger. The throttle cable reconnects itself automatically when the setting lever is moved to the idle position.



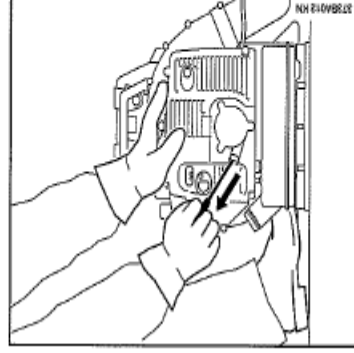
- Observe safety precautions – see chapter "Safety Precautions and Working Techniques".
- Slide the stop switch (1) to **I**.
- Move the setting lever (2) to the center position – **this is the starting throttle position**.

Note:

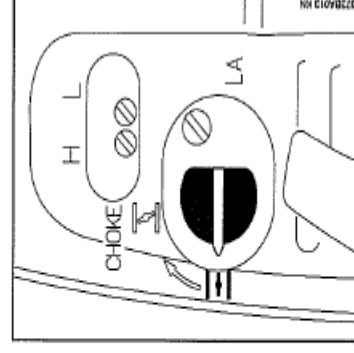
The setting lever can be used to select any throttle opening between idle speed (lower stop) and full throttle (upper stop). Set the lever to idle position before switching off the engine.



- If the engine is **cold**, turn the choke knob to **I**.
- If the engine is **warm**, turn the choke lever to **II**. Also use this position if the engine has been running but is still cold.

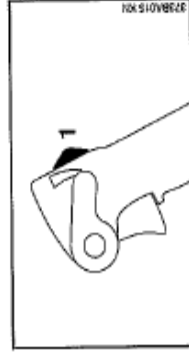


- Put the unit on the ground. Check that bystanders are well clear of the general work area and the nozzle.
- Make sure you have a firm footing: Hold the unit with your left hand on the housing and put one foot against the base plate to prevent it slipping.



When engine begins to fire:

- If engine is **cold**: Turn choke knob to **II** and continue cranking until engine runs.
- If engine is **warm**: Continue cranking until engine runs.



As soon as engine runs:

- Move the setting lever (2) to the lower stop so that the engine settles down to idle speed.

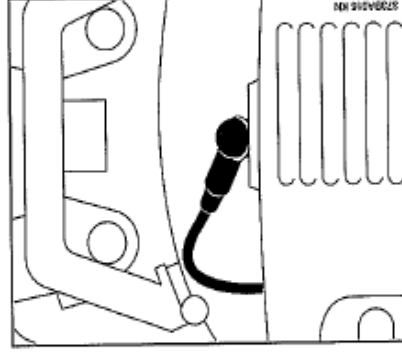
To shut down the engine:

- Slide the stop switch (1) to **0**

At very low outside temperatures: Allow engine to warm up

As soon as engine runs:

- Move the setting lever to the lower stop – the engine settles down to idle speed.
- Open throttle slightly – warm up engine for a short period.



- Fit the spark plug and reconnect the spark plug boot.
- Move the stop switch to **I**
- Turn the choke knob to **II** even if the engine is cold.
- Now start the engine.

Fuel tank run until dry and then refueled

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

If the engine does not start:

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

- Pull off the spark plug boot.
- Unscrew and dry off the spark plug.
- Set the stop switch to **0**
- Open the throttle fully.
- Pull the starter rope several times to clear the combustion chamber.

During break-in period

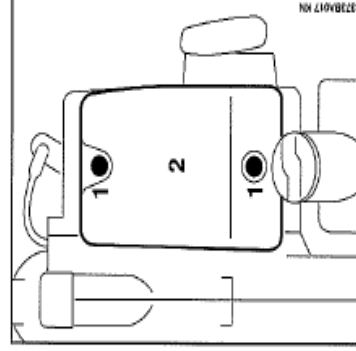
A factory new machine should not be run at high revs (full throttle off load) for the first three tank fillings. This avoids unnecessary high loads during the break-in period. As all moving parts have to bed in during the break-in period, the frictional resistances in the engine are greater during this 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 engine to run for a while at idle speed so that the heat in the engine can be dissipated by flow of cooling air. This protects engine-mounted components (ignition, carburetor) from thermal overload.

After finishing work

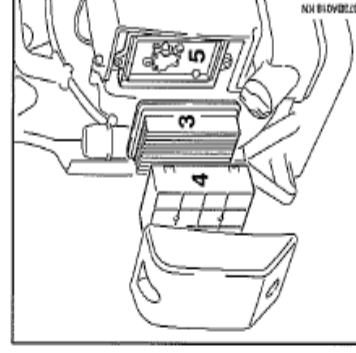
Wait for engine to cool down. Drain the fuel tank. Store the machine in a dry place. Check tightness of nuts and screws (not adjusting screws) at regular intervals and retighten as necessary.



Dirty air filters reduce engine power increase fuel consumption and make starting more difficult.

If there is a noticeable loss of engine power

- Turn choke knob to **I**
- Release the screws (1) and pull off the filter cover (2).



- Remove the main filter (3) from the cover and inspect it – if it is dirty or damaged, fit a new one.
- Take the prefilter (4) out of the filter cover.
- Make sure the prefilter is dry – knock it out on the palm of your hand or blow out with compressed air.
- Always replace a damaged prefilter.

Note:
Always install a new prefilter when you change the main filter.