

BRUSHCUTTER TROUBLESHOOTING

WILL NOT SELF-PROPEL

Before performing maintenance on any unit, always disconnect and ground spark plug wire.

A. Belt

1. Ensure belt is fully seated in grooves of both pulleys.

B. Drive Cable

1. Ensure cable is adjusted to apply proper tension to the idler to prevent belt slippage. Spring should be stretched enough in the engaged position to allow a business card to slide between the coils.
2. Check to ensure cable is connected properly on both ends to ensure full travel.
3. Check routing and mounting so cable is not making any sharp bends or cannot swivel due to over tightened mount bolts on the handle.
4. Check handle, distance from bottom mount bolt to back of handle should be 19.25 inches. Shorter distance will make the cable appear too long.

C. Drive Wheels

1. Check both sides to ensure that the keys (item 133) are installed on the axles.

D. Transaxle Drive Pulley

1. Key installed in shaft and set screw is tight or snap ring is in place.

E. Shift Linkage

1. Connected on both ends and has full range of motion and detents are felt for gear selection.

F. Transaxle

1. Between gears, corrected by moving the shifter in either direction.

G. Drive Clutch Idler

1. Has full range of motion and pulley is running on flat side of belt.

DRIVE BELT FALLS OFF

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A. Pulley Alignment

1. Transaxle pulley installed so the hub is on the top and the set screw is tight. (Page 6)
2. Check for excessive wobble on transaxle drive pulley.
3. Ensure the spacer is installed between the clutch brake and the engine.

B. Drive Clutch Idler

1. Aligned so that top flange of pulley is close to the top edge of the belt engine off lever engaged. (See drive adjustment sheet page 5)
2. Full range of motion and not contacting other components.

C. Belt Guides

1. (See drive adjustment sheet page 5)

D. Belt

1. Distorted not running true with pulleys.
2. Stretched beyond limits and needs to be replaced.

E. Drive Cable

1. Adjusted to ensure proper tension on belt in engaged position.

F. Transaxle

1. Mounting hardware secure.

CREEPS OR WILL NOT STOP SELF-PROPELLING

Before performing maintenance on any unit, always disconnect and ground spark plug wire.

A. Drive Cable

1. Tension adjusted too far not allowing full declutch of the idler.
2. Check cable for binding caused by routing or fraying.

B. Drive Clutch Idler

1. Has freedom of movement and full travel from engage to disengage.
2. Idler pulley running against flat side of belt.

C. Drive Clutch Lever

1. Has freedom of movement for full travel from engage to disengage.

D. Belt Guides

1. With drive lever engaged should have 1/8-inch clearance between belt and guide.

E. Belt

1. Wrong length belt.

CLUTCH DRAGGING/ENGINE HARD TO PULL OVER

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A. Spacer (Item 131 Part #830113)

1. Installed between engine and clutch.

B. Clutch

1. Actuating lever against end of slot.
2. Lever has freedom of movement disengaged to engage.

C. Cable

1. Routed properly to prevent binding or shortening.
2. Frayed at either end preventing full travel.
3. Should have some slack when disengaged.

D. Control Lever

1. Has freedom of movement throughout its full range of motion engaged to disengage?

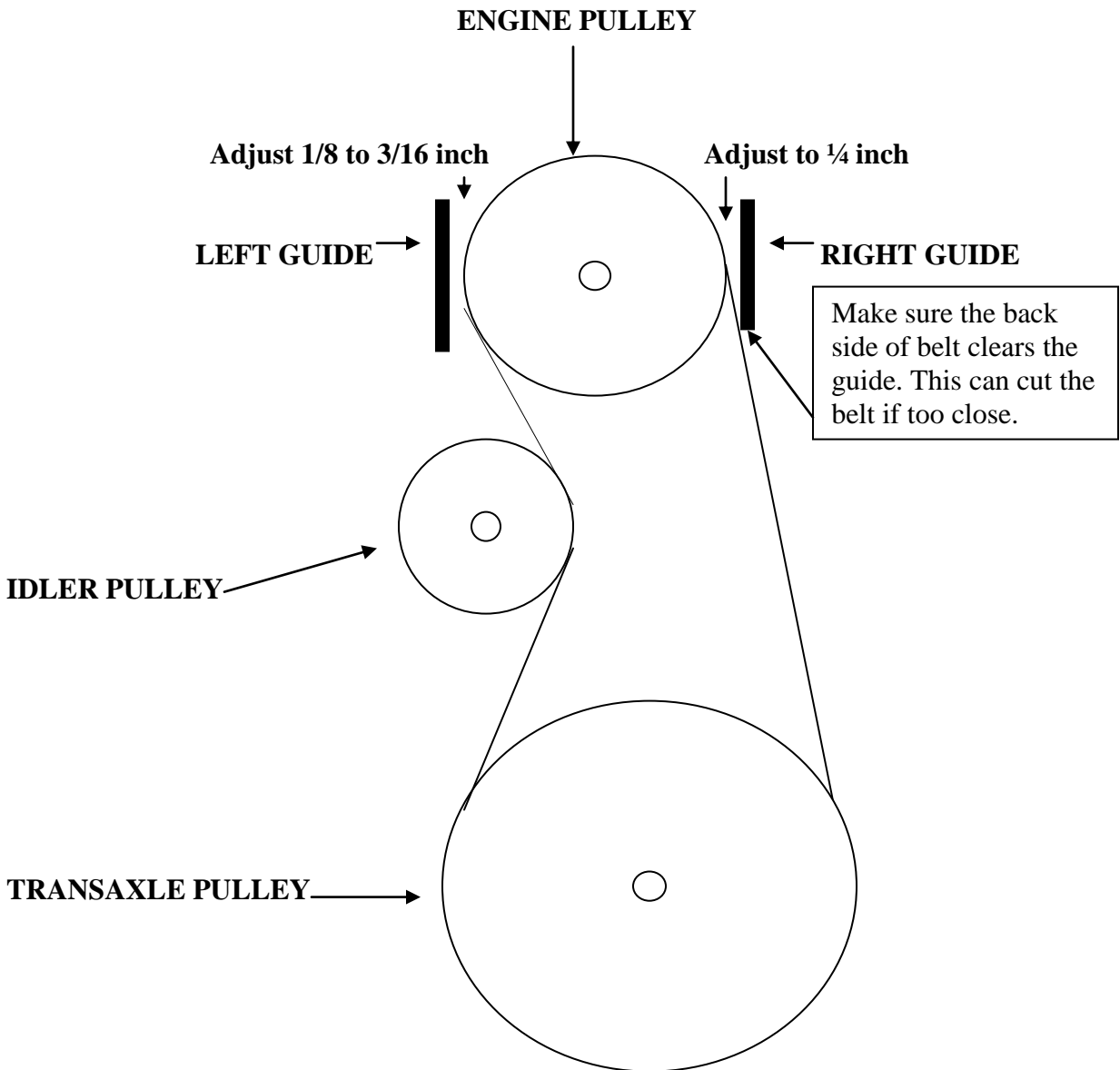
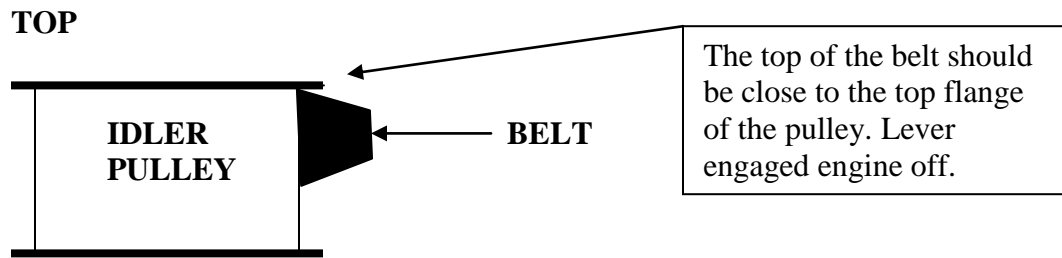
ENGINE STALLS WHEN ENGAGING BLADE LEVER

A. Spindle (Blade)

1. Rotates freely with belt loosened. If not disassemble spindle assembly and check for spacer between bearings. (Item 37 Part# 500115)

NOTE: Spindle should have some up and down play when fully assembled pulley and blade bolts tight.

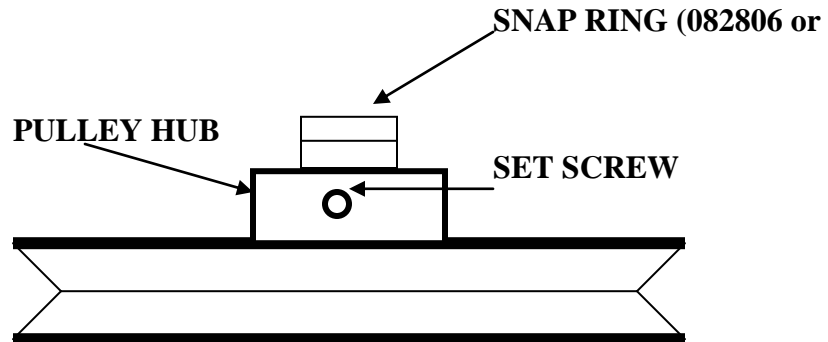
CHECK ALL ADJUSTMENTS WITH DRIVE LEVER ENGAGED AND ENGINE OFF



This illustration shows the proper configuration of the drive pulley on the transaxle.

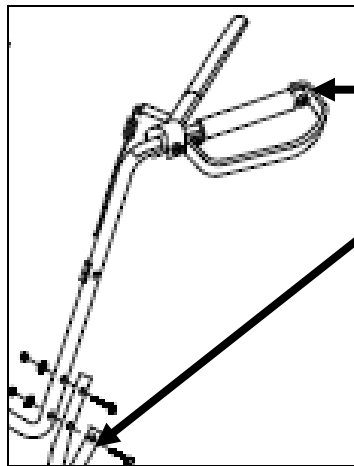
TOP

later)



NOTE; Units with serial numbers 082806XXX or later will have a snap ring securing the pulley to the shaft instead of the setscrew.

If drive cable appears too long measure between these two points.



Distance between the back of the handle and the center of the lower mount bolt should be 19 ¼ inches. If less than 19 ¼ the handle is bent down and will require straightening or replacement.