

OWNERS MANUAL

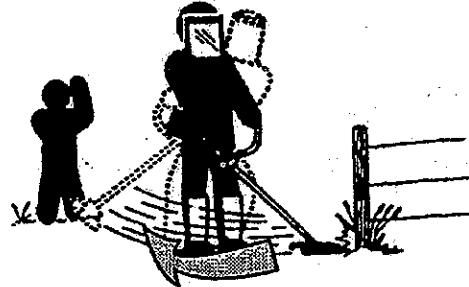
SAFETY RULES



DANGER

THIS POWER UNIT CAN BE DANGEROUS! THIS UNIT CAN CAUSE SERIOUS INJURY OR BLINDNESS TO THE OPERATOR AND OTHERS. THE WARNINGS AND SAFETY INSTRUCTIONS IN THIS MANUAL MUST BE FOLLOWED TO PROVIDE REASONABLE SAFETY AND EFFICIENCY IN USING THIS UNIT. THE OPERATOR IS RESPONSIBLE FOR FOLLOWING THE WARNINGS AND INSTRUCTIONS IN THIS MANUAL AND ON THE UNIT. READ THE ENTIRE OPERATOR'S MANUAL BEFORE ASSEMBLING AND USING THIS UNIT! RESTRICT THE USE OF THIS POWER UNIT TO PERSONS WHO READ, UNDERSTAND AND FOLLOW THE WARNINGS AND INSTRUCTIONS IN THIS MANUAL AND ON THE UNIT.

BLADE CAN THRUST VIOLENTLY AWAY FROM MATERIAL IT CANNOT CUT. BLADE THRUST CAN CAUSE AMPUTATION OF ARMS OR LEGS. KEEP PEOPLE AND ANIMALS 50 FEET (15 METERS) AWAY.

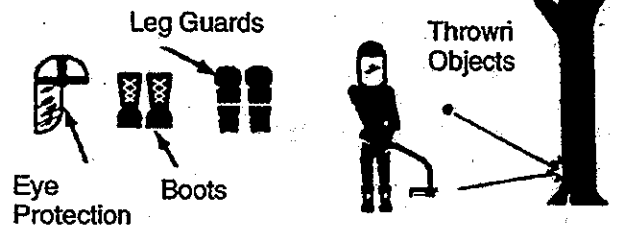


BLADE THRUST

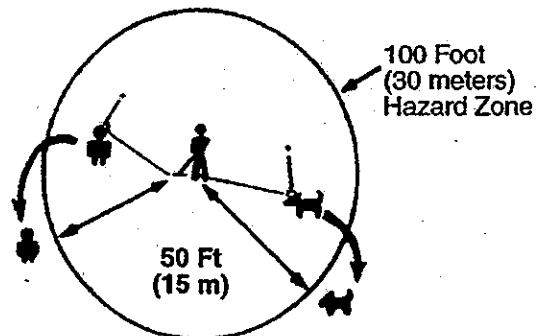


WARNING

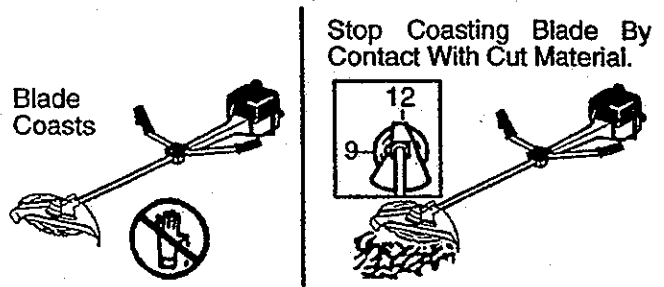
BLADE/TRIMMER LINE CAN THROW OBJECTS VIOLENTLY. YOU CAN BE BLINDED OR INJURED. WEAR EYE AND LEG PROTECTION.



HAZARD ZONE FOR THROWN OBJECTS. BLADE/TRIMMER LINE CAN THROW OBJECTS VIOLENTLY. OTHERS CAN BE BLINDED OR INJURED. KEEP PEOPLE AND ANIMALS 50 FEET (15 METERS) AWAY.



BLADE COASTS AFTER THROTTLE RELEASE. THE BLADE CAN SERIOUSLY CUT YOU OR OTHERS. STOP BLADE WITH CUT MATERIAL.



READ OPERATOR'S MANUAL. FOLLOW ALL WARNINGS AND INSTRUCTIONS. FAILURE TO DO SO CAN RESULT IN SERIOUS INJURY.



Operator's Manual



Safety Labels

HARDWARE CONTENTS

Hardware shown full size



(4) Screws



(2) Mounting
Screws

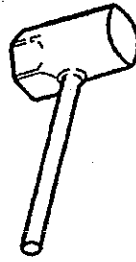


(2) Lock
Washers



(2) Nuts

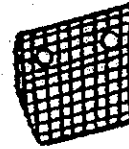
Parts bag contents not shown full size



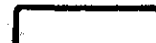
Blade Nut/
Spark Plug
Wrench



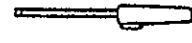
Locking Pin



Spark
Arrestor Screen

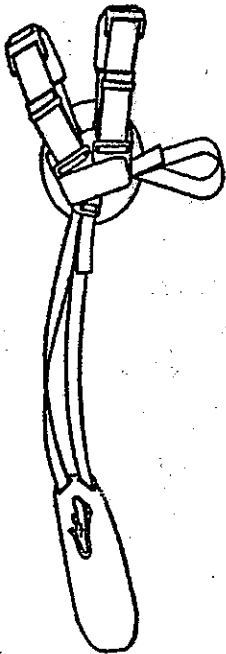


Hex Key



Carburetor
Screwdriver

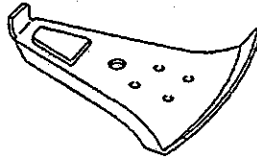
Parts packed separately in carton



Shoulder Harness



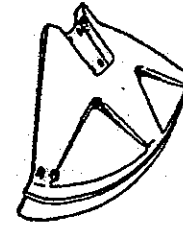
3.2 oz. Oil



Metal Blade Shield



Line Limiter



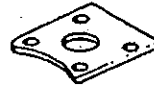
Plastic Line Trimmer Shield
with Line Limiter Hardware



Operator's Manual



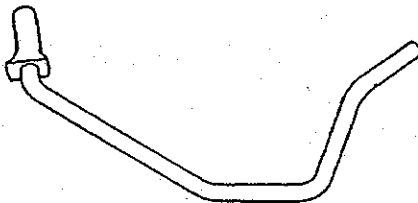
Brush Tri-Blade



Shield Support
Plate



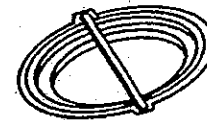
Dual Line Cutting Head



Handlebar



Sapling Saw Blade



Blade Transport/
Storage Cover

TOOLS REQUIRED FOR ASSEMBLY

Torque Wrench—reference torque values are provided throughout this manual for tightening hardware.

Phillips Screwdriver

8 mm Wrench

Provided with your Brushwacker:

Hex Key

Blade Nut/Spark Plug Wrench

Locking Pin

TO REMOVE BRUSHWACKER FROM CARTON

- Remove loose parts included with Brushwacker.
- Remove the loose plastic parts bag from the carton.
- Remove all packing material.
- Check carton thoroughly for additional loose parts.

ASSEMBLY



WARNING:
IF THIS UNIT IS RECEIVED ASSEMBLED, REVIEW ALL STEPS IN THIS SECTION TO BE SURE ASSEMBLY IS CORRECT AND PROPERLY ADJUSTED FOR THE OPERATOR.

HOW TO ASSEMBLE YOUR BRUSHWACKER



DANGER:
THE HANDLEBAR MUST BE ASSEMBLED CORRECTLY IN THE MOUNTING BRACKET SO THE HANDLEBAR IS A BARRIER TO KEEP THE OPERATOR'S FEET FROM BEING CUT BY THE BLADE.

HANDLEBAR ASSEMBLY (See Fig. 1)

Before installing the *handlebar*, you must unthread the thumb screw securing the mounting brackets to the outer housing.

Refer to Figure 15 for proper handlebar position.

- Place the *handlebar* between the upper and lower bracket. The mounting bracket should be between the arrows on the handlebar. Secure with thumb screw.
- We recommend you adjust the angle of the handlebar for best comfort and balance after the unit is assembled.

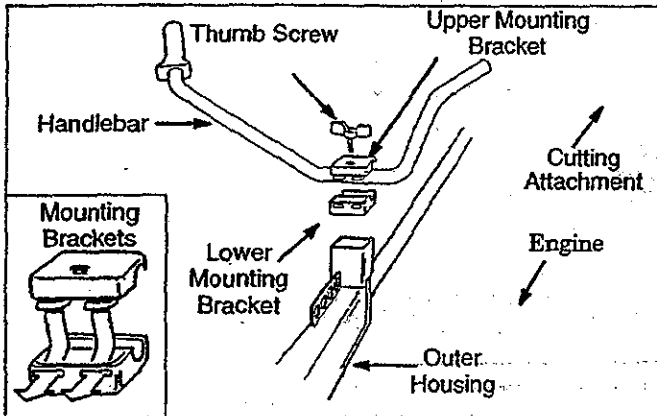


Figure 1

THROTTLE HANDLE ASSEMBLY (See Fig. 2)

- Remove the retention screw from the *throttle handle*.
- Slide the *throttle handle* onto the right side of the handlebar and align with the screw hole in the handlebar. The throttle trigger should be facing away from the engine.
- Insert retention screw and tighten with hex key.
- Secure loose cable to handlebar adjacent to mounting brackets with clip.

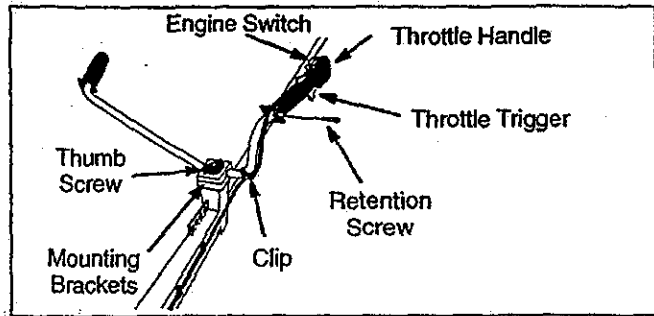


Figure 2

SPARK ARRESTOR SCREEN ASSEMBLY (See Fig. 3)

Your Brushwacker is shipped with a spark arrestor screen accessory. If you plan to use your Brushwacker in an area where a spark arrestor muffler is required by local, state, or federal authorities (See "Special Notice" on page 4), proceed to install as follows.

- Loosen 4 screws from cylinder cover with hex key. Remove cylinder cover.

IMPORTANT: TWO(2) SCREWS HOLD ALL OF THE MUFFLER PARTS TOGETHER.

- Loosen 2 screws from muffler screen cover with hex key. Remove the muffler as an assembly to become familiar with it's disassembly/reassembly sequence.
- Hold muffler with the screws up.
- Remove the following: muffler gasket, muffler body, reinforcement plate, baffle plate, and distance pipes.
- Turn over the muffler cover with the screws down.
- Remove 2 screws and raise muffler screen cover.
- Position spark arrestor screen between the muffler cover and the muffler screen cover. Align holes and reinsert 2 screws.
- Turn over muffler cover with screws up.
- Reinstall in the following order: distance pipes, baffle plate, and reinforcement plate. Seat muffler body over muffler cover and snap them together. Reinstall muffler gasket.
- Insert 2 screws in cylinder and tighten securely (60-80 lb-in).
- Replace the cylinder cover making sure the muffler guard interlocks with the crank case assembly. Insert 4 screws and tighten securely.

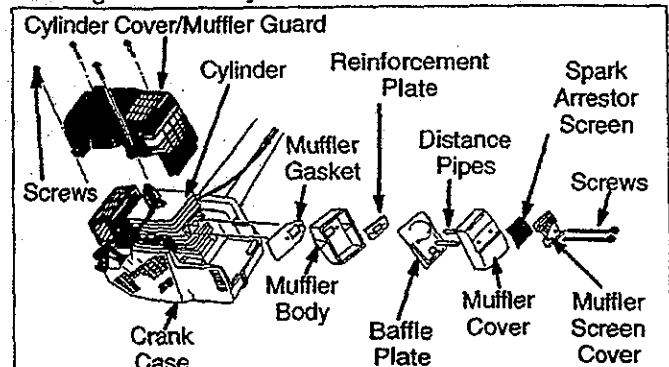


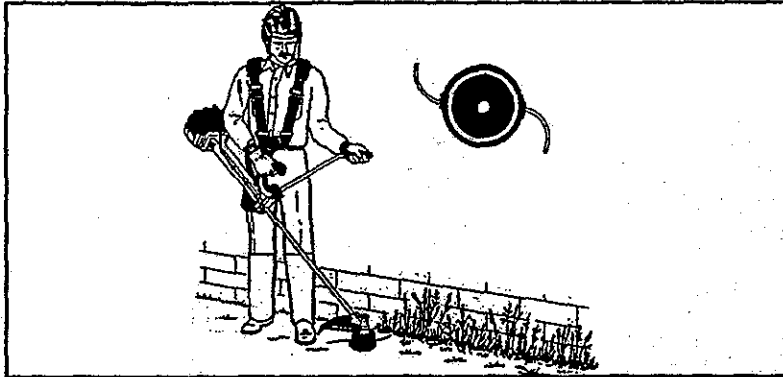
Figure 3

ASSEMBLY

Your brushwacker can be assembled in 3 distinct configurations as follows:

Go to the section for the desired configuration and follow the instructions as provided.

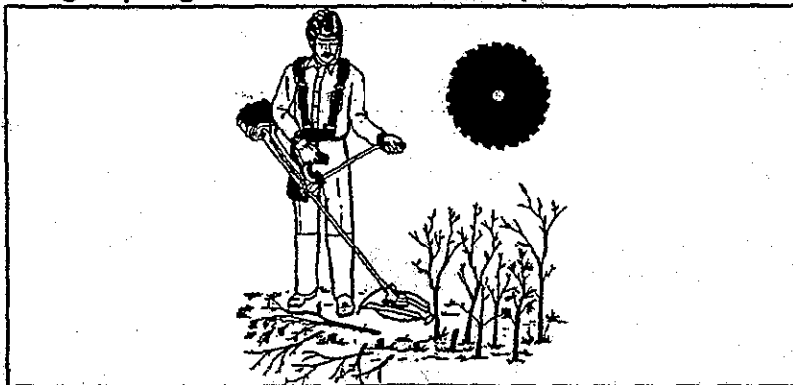
Dual Line Head – for grass & light weeds



Brush Tri-Blade – for heavy weeds and light brush up to 1/2" diameter



Saw Blade – for cutting saplings and similar media up to 2 1/2" in diameter



ASSEMBLY

CUTTING LINE HEAD CONFIGURATION

Brush and Saw Blade Configurations follow this section.



WARNING:

THE LINE LIMITER IS SHARP AND CAN CUT YOU. BE SURE TO WEAR GLOVES WHILE WORKING WITH THE LINE LIMITER.

THE PLASTIC LINE TRIMMER SHIELD MUST BE PROPERLY INSTALLED FOR ALL LINE TRIMMER USAGE. THE PLASTIC LINE TRIMMER SHIELD PROVIDES PARTIAL PROTECTION FROM THE RISK OF THROWN OBJECTS TO THE OPERATOR AND OTHERS.

INSTALLING LINE LIMITER ONTO PLASTIC LINE TRIMMER SHIELD (See Fig. 4)

- Position *line limiter* onto the plastic line trimmer shield.

IMPORTANT: ALTHOUGH SCREW HOLES EXIST ON BOTH EDGES OF THE PLASTIC LINE TRIMMER SHIELD, MAKE SURE YOU INSTALL THE *LINE LIMITER* ON THE SIDE SHOWN IN THE ILLUSTRATION.

- Secure line limiter to the plastic line trimmer shield using the two mounting *screws*, *lock washers*, and *nuts* found in the loose parts bag using a *phillips screwdriver* and *8mm wrench*.
- Tighten securely.

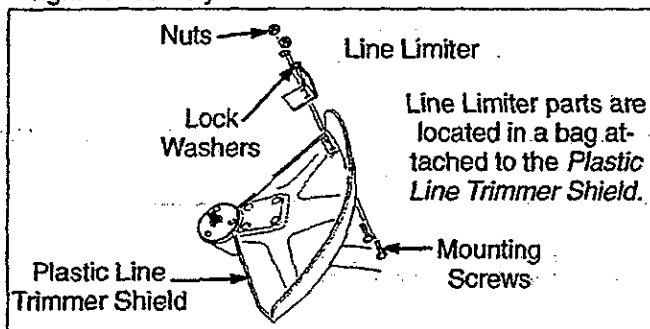


Figure 4

PRE-INSTALLATION

If the metal blade shield is installed on the unit, you must first remove the *nut*, *support flange*, *blade*, and *metal blade shield* as follows before installing the *plastic line trimmer shield* and *dual line cutting head*.

- Clip blade transport/storage cover over the blade. (Refer to figure 9)
- To remove blade (See Figures 11 or 14), place locking pin through the gearbox and driving disk to prevent the arbor shaft from turning and remove the blade nut by turning clockwise with blade nut/spark plug wrench. Save parts removed for future use.
- Remove 4 screws with hex key holding the metal blade shield. Save these 4 screws for installation of the plastic line trimmer shield.

INSTALLING THE PLASTIC LINE TRIMMER SHIELD (See Fig. 5)

- Place the *plastic line trimmer shield* on the gearbox, and align the four screw holes as illustrated.
- Place the *shield support plate* under the shield and align the four screw holes.
- Secure the *plastic line trimmer shield* using the 4 mounting *screws* provided in the loose parts bag.
- Tighten evenly (70 lb-in minimum) using the *hex key* provided in the loose parts bag.

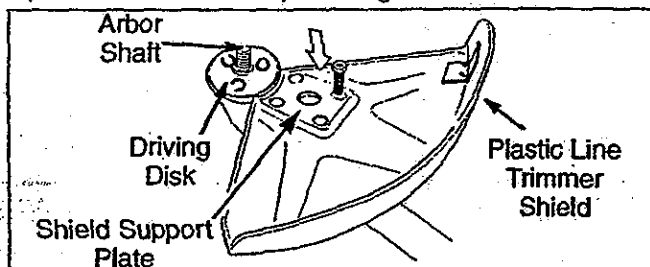


Figure 5

INSTALLING THE DUAL LINE HEAD (See Fig. 6 & 7)

Before installing the dual line head, make sure the *driving disk* is in place on the gear box.

- Rotate the hex fastener on the dual line head counterclockwise onto the *arbor shaft*.
- Turn the *arbor shaft* to align one of the three holes in the *driving disk* with the hole in the *gearbox*.
- Insert the *locking pin* through the *gearbox* and *driving disk*. This will lock the *driving disk* and prevent the arbor shaft from turning while you tighten the dual line head.
- While holding the *locking pin* in place, tighten the dual line head onto the arbor shaft counterclockwise using the blade nut/spark plug wrench (15-20 lb-ft).

Should the arbor shaft continue to turn while you are tightening the dual line head, re-position the *locking pin* through the *gearbox* and *driving disk*.

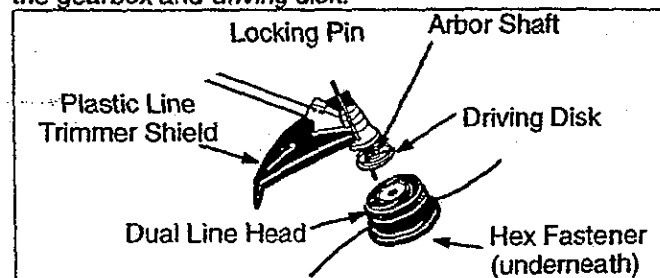


Figure 6

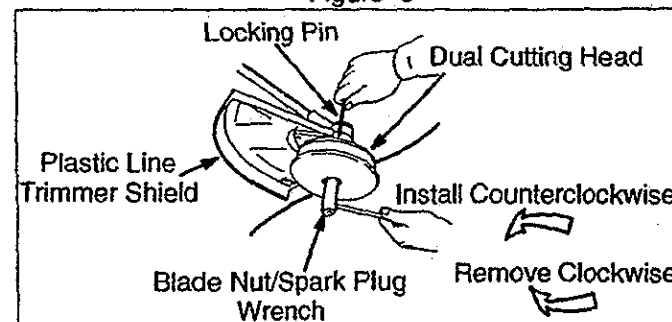


Figure 7

ASSEMBLY

BRUSH TRI-BLADE CONFIGURATION

Cutting Line Head configuration is located before this section; Saw Blade configuration follows this section.



DANGER:

THE METAL BLADE SHIELD MUST BE PROPERLY INSTALLED ON THE UNIT ANYTIME THE UNIT IS USED WITH THE BLADE. THE FORWARD TIP ON THE METAL BLADE SHIELD HELPS TO REDUCE THE OCCURRENCE OF BLADE THRUST WHICH CAN CAUSE SERIOUS INJURY SUCH AS AMPUTATION TO THE OPERATOR OR BYSTANDERS.

THE BLADES ARE SHARP AND CAN CUT YOU. BE SURE TO WEAR GLOVES WHILE WORKING WITH BLADES.

RE-INSTALLATION

When the plastic line trimmer shield is installed on the unit, you must first remove the *dual line cutting head* before installing the blade, support flange, nut and metal blade shield.

To remove (See Figure 7), place locking pin through the gearbox and driving disk to prevent the arbor shaft from turning and remove the dual line head by turning clockwise with blade nut/spark plug wrench. Save parts removed for future use.

Remove 4 screws with hex key holding the plastic line trimmer shield. Save these 4 screws for installation of the metal blade shield.

If you have already configured your unit for Saw Blade use, you have already installed the metal blade shield and you would remove the saw blade and go directly to "Installing the Brush Tri-Blade".

INSTALLING THE METAL BLADE SHIELD (See Fig. 8)

Place metal blade shield on the gearbox and align four screw holes.

Place the shield support plate under the blade guard and align the four screw holes.

Secure the metal blade shield using the 4 mounting screws provided.

Tighten evenly (70 lb-in minimum) using hex key provided in loose parts bag.

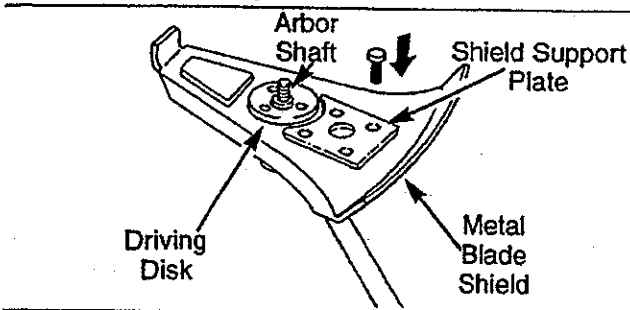


Figure 8

BLADE TRANSPORT/STORAGE COVER (See Figure 9)

The blade transport/storage cover should always be used when handling either blade.

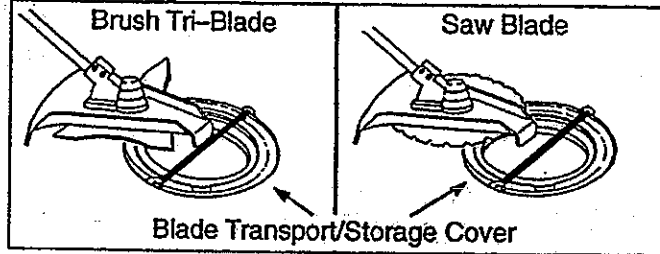


Figure 9

INSTALLING THE BRUSH TRI-BLADE (See Fig. 10 & 11)

NOTE: The blades in figures 10 & 11 are shown without the blade transport/storage cover for clarity.

Before installing the brush tri-blade, make sure the *driving disk* is in place on the gearbox.

- Place *brush tri-blade* onto support flange making sure the hole in the center of the blade is fitted around the raised center step on the support flange.
- Place *support flange* and blade onto *arbor shaft*. The blade should not move from side to side.
- Insert *locking pin* through the *gearbox* and *driving disk*. This will lock the *driving disk* and prevent the arbor shaft from turning while you tighten the *nut*.
- Begin threading the *nut* (counterclockwise) onto the end of the *arbor shaft*.
- While holding *locking pin* in place, tighten the *nut* on the arbor shaft counterclockwise using the *blade nut/spark plug wrench* (20-35 lb-ft).

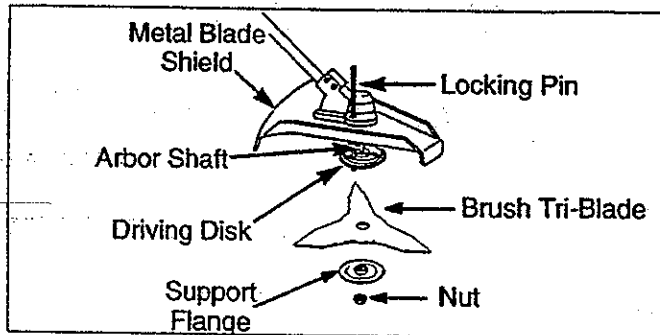


Figure 10

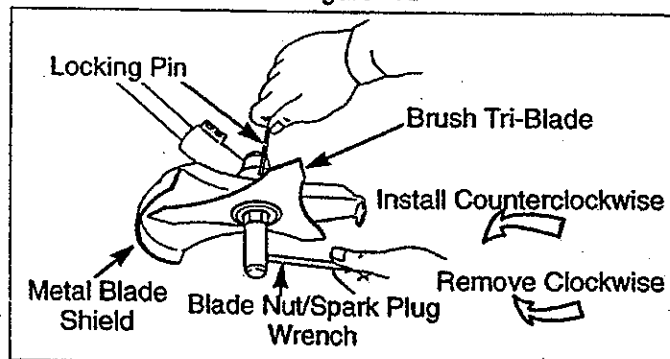


Figure 11

ASSEMBLY

SAW BLADE CONFIGURATION

Cutting Line Head and Brush Tri-Blade configurations are located before this section.



DANGER:

THE METAL BLADE SHIELD MUST BE PROPERLY INSTALLED ON THE UNIT ANYTIME THE UNIT IS USED WITH THE BLADE. THE FORWARD TIP ON THE METAL BLADE SHIELD HELPS TO REDUCE THE OCCURRENCE OF BLADE THRUST WHICH CAN CAUSE SERIOUS INJURY SUCH AS AMPUTATION TO THE OPERATOR OR BYSTANDERS.

THE BLADES ARE SHARP AND CAN CUT YOU. BE SURE TO WEAR GLOVES WHILE WORKING WITH BLADES.

PRE-INSTALLATION

If the plastic line trimmer shield is installed on the unit, you must first remove the *dual line cutting head* before installing the blade, support flange, nut and metal blade shield.

- To remove (See Figure 7), place locking pin through the gearbox and driving disk to prevent the arbor shaft from turning and remove the dual line head by turning clockwise with blade nut/spark plug wrench. Save parts removed for future use.
- Remove 4 screws with hex key holding the plastic line trimmer shield. Save these 4 screws for installation of the metal blade shield.
- Go to "Installing The Metal Blade Shield" before proceeding.

If you have already configured your unit for brush tri-blade use, you have already installed the metal blade shield and should remove the brush tri-blade.

INSTALLING THE SAW BLADE (See Fig. 12 , 13 , & 14)

NOTE: The blades in figures 12-14 are shown without the blade transport/storage cover for clarity.

Before installing the blade, make sure the *driving disk* is in place on the gear box.

IMPORTANT: WHEN INSTALLING THE SAW BLADE, THE ARROW ON BLADE SHOULD POINT IN THE DIRECTION INDICATED.

- Place *saw blade* onto support flange making sure the hole in the center of the blade is fitted around the raised center step on the support flange.
- Place *support flange* and blade onto *arbor shaft*. The blade should not move from side to side.
- Insert *locking pin* through the *gearbox* and *driving disk*. This will lock the *driving disk* and prevent the arbor shaft from turning while you tighten the *nut*.
- Begin threading the *nut* counterclockwise onto the end of the *arbor shaft*, which is a left-hand thread. To tighten, turn counterclockwise; to loosen, turn clockwise.
- While holding *locking pin* in place, tighten the *nut* on the *arbor shaft* counterclockwise using the *blade nut/spark plug wrench* (20-35 lb-ft).

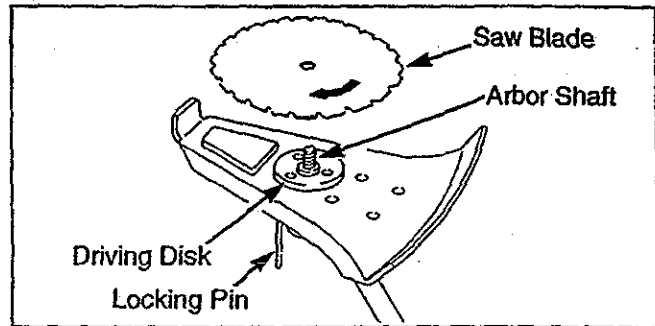


Figure 12

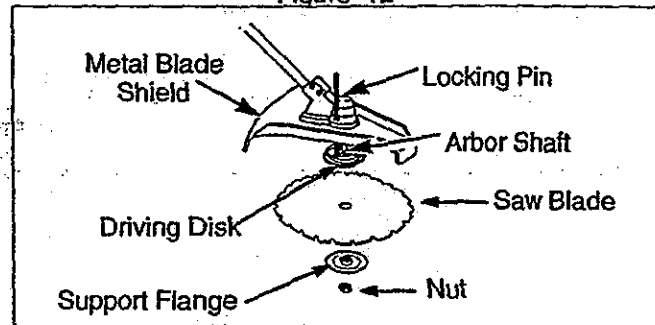


Figure 13

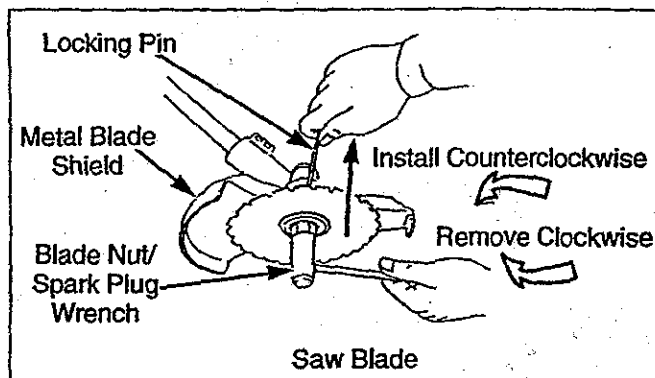


Figure 14

CHECK LIST

- Check all fasteners. Make sure they are tight and there are no loose parts.
- Check to make sure the *Throttle Cable* is positioned and clipped to the Brushcutter handlebar.
- Check the *Line Limiter*. Make sure the *Line Limiter* is correctly fastened to the *plastic line trimmer shield*, with the long leg of the *Line Limiter* pointing toward the center of the *shield*.
- Make sure the blade is secure.
- Turn the blade by hand. If the blade binds against the shield or wobbles, the blade is not centered. Reinstall the blade.
- Make sure the long arm of the handlebar extends to the left of the tube and in front of the operator.
- With the unit supported by its harness strap, adjust handle angle for best comfort and balance before first use.

OPERATION

KNOW YOUR BRUSHWACKER (See Fig. 15)

READ THIS OPERATOR'S MANUAL AND SAFETY RULES BEFORE OPERATING YOUR BRUSHWACKER. Compare the illustrations with your unit to familiarize yourself with the location of the various controls and adjustments. Save this manual for future reference.

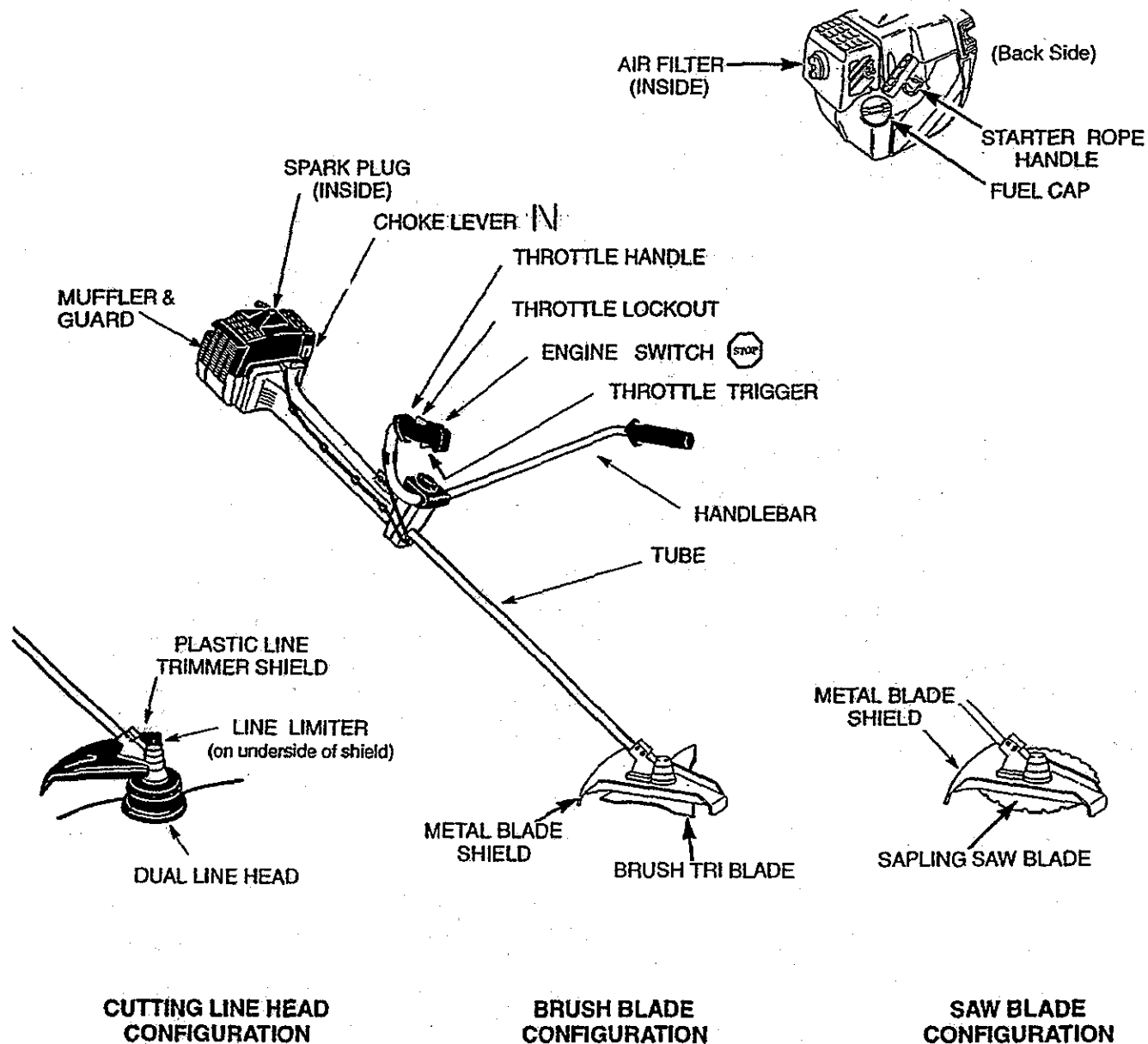


Figure 15

The ENGINE SWITCH has a stop position.

The STARTER ROPE HANDLE is used for starting the engine.

The CHOKE LEVER provides additional fuel to the engine when starting a cold engine.

The THROTTLE LOCKOUT prevents the THROTTLE TRIGGER from being squeezed accidentally.

The THROTTLE TRIGGER controls engine speed.

The DUAL LINE CUTTING HEAD is designed to cut grass and light weeds.

The BRUSH TRI-BLADE is designed to cut grass, weeds, and brushy vines up to 1/2 inch in diameter.

The SAW BLADE is designed to cut grass, weeds, and woody brush and small trees up to 2 1/2 inches in diameter.

OPERATION

STOPPING YOUR ENGINE

- Move engine switch to the "STOP" position.
- If engine does not stop, move the choke lever upward (Full Choke).

SHOULDER HARNESS (Fig. 16)

WARNING:
WHEN WORKING WITH A BRUSHWACKER IT SHOULD ALWAYS BE HOOKED TO A SHOULDER HARNESS. IF NOT, YOU CANNOT CONTROL THE BRUSHWACKER SAFELY WHICH CAN CAUSE INJURY TO YOURSELF OR OTHERS.

- Place harness on the shoulders with the latch on the chest, the Danger Sign on the back, and the hook on the right thigh. The hook should be roughly 15" (38cm) above your knee, or 6" (15cm) below the waist.
- Attach hook through one of the suspension holes on the outer housing and adjust the shoulder harness for balance so the blade or dual line head is level with the ground.
- Tension the side belts so that the weight is evenly distributed across your shoulders. A properly adjusted shoulder strap will support the entire weight of the unit, freeing your arms and hands to guide and control the cutting motion.

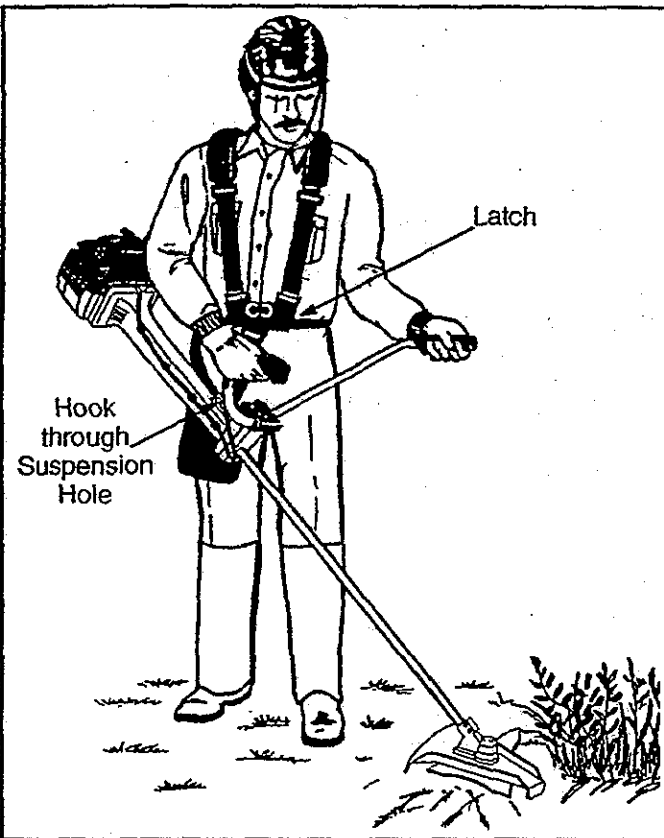


Figure 16

BLADE TRANSPORT/STORAGE COVER (Fig. 17)

- Turn off the engine before installing the blade transport/storage cover over the blades.
- Attach the blade transport/storage cover over the blade, which may be on or off of the unit.

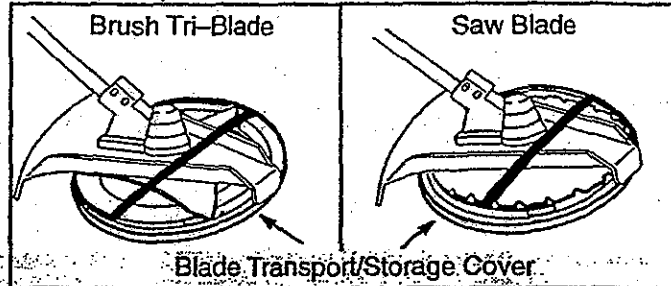


Figure 17

HANDLEBAR ADJUSTMENT (Figure 18)

- Turn the engine off before adjusting handlebar.
- Put on shoulder harness and hook on the unit.
- Adjust the handlebar by slightly unthreading the thumb screw and rotating the handlebar forward or backward. Ensure the mounting brackets remains between the arrows on the handlebar.
- Tighten the thumb screw before starting the engine.

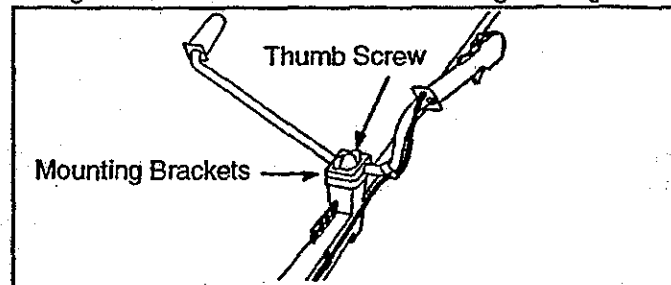


Figure 18

THROTTLE TRIGGER & LOCKOUT (Fig. 19)

- The throttle trigger controls engine speed. At idle, a centrifugal clutch automatically disengages the blade/dual line head from the engine. The blade/dual line head will coast to a stop.
- The throttle lockout must be depressed before the throttle trigger can be depressed. Also, the throttle lockout prevents unintentional activation of the throttle trigger.

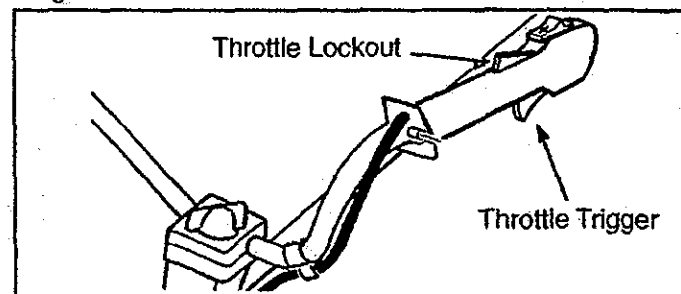


Figure 19

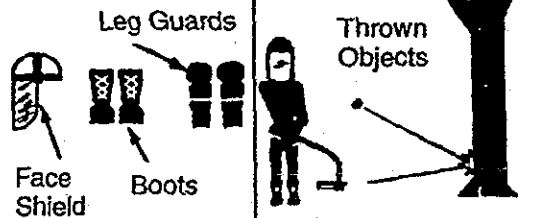
OPERATION-SAFETY

BLADE SAFETY

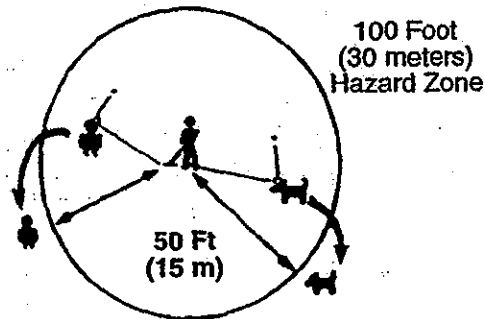


WARNING

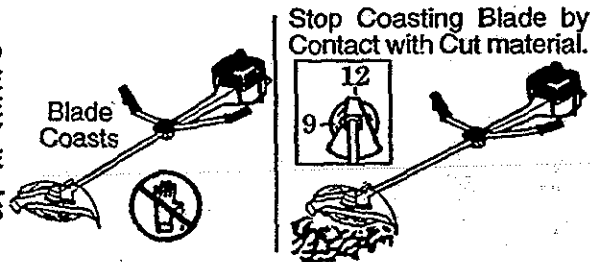
THROWN OBJECTS – THE RAPIDLY MOVING BLADE CAUSES OBJECTS TO BE THROWN VIOLENTLY. THE SHIELD WILL NOT PROVIDE COMPLETE PROTECTION TO THE OPERATOR OR OTHERS. THE OPERATOR MUST WEAR A SAFETY FACE SHIELD OR GOGGLES. ALWAYS WEAR SAFETY LEG GUARDS AND BOOTS. KEEP OTHERS AT LEAST 50 FEET (15 METERS) AWAY.



HAZARD ZONE – THIS UNIT WILL THROW OBJECTS AND CUT. KEEP OTHERS INCLUDING CHILDREN, ANIMALS, BYSTANDERS, AND HELPERS AT LEAST 50 FEET (15 METERS) AWAY FROM THE OPERATOR AND UNIT. STOP THE ENGINE AND BLADE IMMEDIATELY IF YOU ARE APPROACHED. IN AREAS WHERE OTHER PEOPLE AND ANIMALS ARE PRESENT, SUCH AS NEAR SIDEWALKS, STREETS, HOUSES, ETC., IT IS STRONGLY RECOMMENDED THAT THE OPERATOR USE THE BUDDY SYSTEM; THAT IS, HAVE ANOTHER PERSON SERVE AS A "LOOK OUT," KEEPING HIMSELF AND OTHERS AT LEAST 50 FEET (15 METERS) AWAY FROM THE OPERATOR.



COASTING BLADE – THE BLADE CONTINUES TO SPIN AFTER THE ENGINE IS STOPPED OR THE THROTTLE IS RELEASED. THE COASTING BLADE CAN THRUST, THROW OBJECTS, OR SERIOUSLY CUT YOU IF ACCIDENTALLY TOUCHED. STOP THE BLADE BY LEAVING IT IN CONTACT WITH MATERIAL ALREADY CUT. USE THE "9 O'CLOCK" POSITION AS THE POINT OF CONTACT.



OPERATOR SAFETY

Always wear eye protection when operating, servicing, or performing maintenance on your unit. Refer to "Accessories."

Always wear long pants, long sleeves, boots and gloves. Wearing safety leg guards is recommended. Do not go barefoot or wear sandals, jewelry, short pants, short sleeves. Being fully covered helps to protect you from pieces of toxic plants thrown by the blade or cutting head. Secure hair so it is above shoulder length. Secure loose clothing, or clothing with loosely hanging ties, straps, tassels, etc.; they can be caught in moving parts.

Do not operate this unit when you are tired, ill, or under the influence of alcohol, drugs, or medication.

Always use the handlebar and a properly adjusted shoulder strap. Refer to "Assembly" and "Operation".

Do not swing the unit with such force that you are in danger of losing your balance.

Never start or run the engine inside a closed room or building. Breathing exhaust fumes can kill.

Keep handles free of oil and fuel.

IIIT SAFETY

Inspect the entire unit before each use. Replace damaged parts. Check for fuel leaks and make sure all handles, guards, and fasteners are in place and secure. Be sure the metal blade shield is properly attached. The metal blade shield *must be* installed for all blade usage.

- Make sure the blade is properly installed and securely fastened. Refer to "Assembly."
- Be sure the blade stops turning when the engine idles. Refer to "Trouble Shooting Chart."
- Make carburetor adjustments with the drive shaft housing supported to prevent the blade from contacting any object.
- Hold unit by hand; do not use harness for support.
- Keep others away when making carburetor adjustments.
- Have all maintenance and service not explained in this manual performed by a Sears Service Center.
- Use only Sears blades and accessories.

CUTTING SAFETY

- Inspect the area to be cut before each use. Remove objects (rocks, broken glass, nails, wire, string, etc.) which can be thrown or become entangled in the blade.
- Always keep the engine on the right side of your body. Hold the unit firmly with both hands.
- Keep firm footing and balance. Do not over-reach.
- Keep blade below waist level.
- Do not raise the engine above your waist. The blade can come dangerously close to your body.
- Cut at full throttle.
- Cut from your right to your left.
- Use only for jobs explained in this manual. Do not use the blade as an edger. The shield does not provide adequate protection.

OPERATION-SAFETY

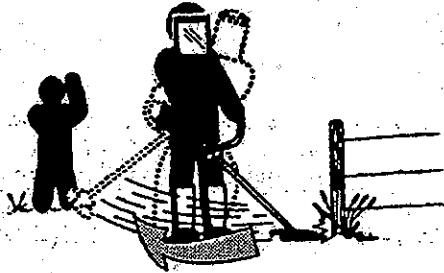
BLADE SAFETY



DANGER

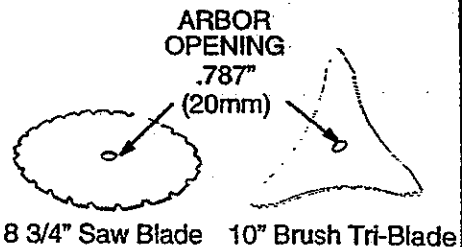
THIS POWER UNIT CAN BE DANGEROUS! THIS UNIT CAN CAUSE SERIOUS INJURY OR BLINDNESS TO THE OPERATOR AND OTHERS. THE WARNINGS AND SAFETY INSTRUCTIONS IN THIS MANUAL MUST BE FOLLOWED TO PROVIDE REASONABLE SAFETY AND EFFICIENCY IN USING THIS UNIT. THE OPERATOR IS RESPONSIBLE FOR FOLLOWING THE WARNINGS AND INSTRUCTIONS IN THIS MANUAL AND ON THE UNIT. READ THE ENTIRE OPERATOR'S MANUAL BEFORE ASSEMBLING AND USING THIS UNIT! RESTRICT THE USE OF THIS POWER UNIT TO PERSONS WHO READ, UNDERSTAND AND FOLLOW THE WARNINGS AND INSTRUCTIONS IN THIS MANUAL AND ON THE UNIT.

BLADE THRUST – WHEN THE SPINNING BLADE CONTACTS ANYTHING IT CANNOT CUT, A DANGEROUS REACTION MAY OCCUR CAUSING THE ENTIRE UNIT AND OPERATOR TO BE THRUST VIOLENTLY IN ANY DIRECTION. THIS REACTION IS CALLED BLADE THRUST. AS A RESULT, THE OPERATOR CAN LOSE CONTROL OF THE UNIT. USE HANDLEBAR, SHOULDER HARNESS, AND KEEP METAL BLADE SHIELD IN PLACE. MAKE SURE OTHERS ARE AT LEAST 50 FEET (15 METERS) AWAY. KEEP BLADE SHARP. CUT AT FULL THROTTLE AND FROM YOUR RIGHT TO LEFT. KEEP HANDS, FEET AND UNIT IN PROPER POSITION; REFER TO “GUARD AGAINST BLADE THRUST.”



BLADE THRUST

PROPER BLADE – USE ONLY THE 8 3/4 INCH SAW BLADE OR 10 INCH BRUSH TRI-BLADE AND PROPER HARDWARE AS SHOWN. THE USE OF ANY OTHER PARTS CAN RESULT IN SERIOUS INJURY. DO NOT USE ANY ACCESSORY OR ATTACHMENT OTHER THAN THOSE RECOMMENDED BY THE MANUFACTURER FOR USE WITH THIS UNIT. BLADES THAT ARE BENT, WARPED, CRACKED, BROKEN, OR DAMAGED CAN FLY APART AND CAUSE SERIOUS INJURY. DO NOT USE; THROW AWAY.



8 3/4" Saw Blade 10" Brush Tri-Blade

BLADE THRUST IS a reaction that only occurs when using a bladed unit. This reaction can cause serious injury such as amputation. Carefully study this section. It is important that you understand what causes *blade thrust*, how you can reduce the chance of it occurring, and how you can remain in control of the unit if *blade thrust* occurs.

WHAT CAUSES BLADE THRUST?

Blade Thrust can occur when the spinning blade contacts an object that it does not cut. This contact causes the blade to stop for an instant and then suddenly move or “thrust” away from the object that was hit. The “thrusting” reaction can be violent enough to cause the operator to be propelled in any direction and lose control of the unit. The uncontrolled unit can cause serious injury if the blade contacts the operator or others.

WHEN DOES BLADE THRUST OCCUR?

Blade thrust can occur without warning if the blade snags, stalls, or binds. This is more likely to occur in areas where it is difficult to see the material being cut. By using the unit properly, the occurrence of *blade thrust* will be reduced and the operator will be less likely to lose control.

The forward tip on the metal blade shield helps to reduce the occurrence of *blade thrust* but cannot prevent the occurrence. The operator must follow all warnings and safety instructions in this manual to lessen the chance of *blade thrust* occurring and to maintain control of unit if the reaction does occur.

REDUCE THE CHANCE OF BLADE THRUST

- Cut vegetation up to 2 1/2" diameter saplings with saw blade.
- Cut only grass, weeds, and woody brush up to 1/2" in diameter with the brush tri-blade. Do not let the blade contact material it cannot cut such as stumps, rocks, fences, metal, etc., or clusters of hard, woody brush having a diameter greater than 2 1/2 inches.
- Keep the blade sharp. A dull blade is more likely to snag and thrust.
- Cut only at full throttle. The blade has maximum cutting power at full throttle and is less likely to bind or stall.
- “Feed” the blade deliberately and not too rapidly. The blade can thrust away if it is fed too rapidly.
- Cut only from your right to your left.

OPERATION



WARNING:

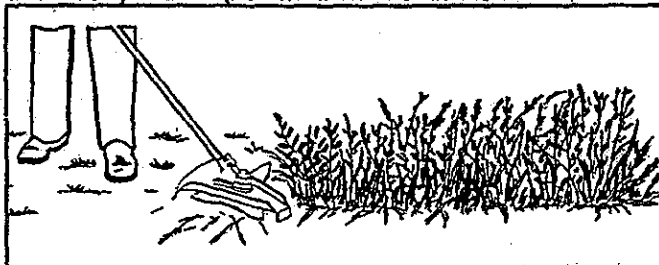
THE BLADE CONTINUES TO SPIN AFTER THE ENGINE IS TURNED OFF. THE COASTING BLADE CAN SERIOUSLY CUT YOU IF ACCIDENTALLY TOUCHED.

THE OPERATOR OR OTHERS MUST NOT TRY TO CLEAR AWAY CUT MATERIAL WITH THE ENGINE RUNNING OR THE BLADE TURNING.

STOP ENGINE AND BLADE BEFORE REMOVING MATERIALS WRAPPED AROUND THE BLADE SHAFT.

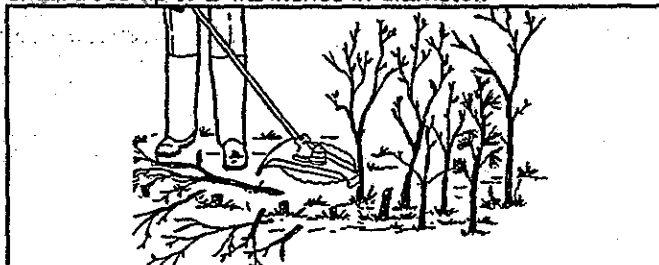
BRUSH TRI-BLADE:

The Brush Tri-Blade is designed to cut grass, heavy weeds, and woody brush up to 1/2 inch in diameter.

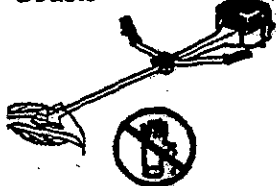


SAPLING SAW BLADE:

The Saw Blade is designed to cut weeds, woody brush and small trees up to 2 1/2 inches in diameter.



Blade Coasts



Stop Coasting Blade by Contact with Cut material.

12



OPERATING / USE TIPS (Figure 20)

To establish a rhythmic cutting procedure:

- Plant feet firmly, comfortably apart.
- Cut while swinging the upper part of your body from right to left.
- Move forward to the next area to be cut after the return swing and plant feet once more.
- Use the 8 o'clock to 10 o'clock position for cutting.
- Bring the engine to full throttle before entering the material to be cut. The blade has maximum cutting power at full throttle and is less likely to bind, stall, or cause blade thrust, which can result in serious injury to the operator or others. Refer to "Guard Against Blade Thrust".
- Always release throttle trigger and allow engine to return to idle speed when not cutting.
- Cut only from your right to your left. Swinging the unit in the same direction as the blade spins increases the cutting action.

To reduce the chance of material wrapping around the blade, follow these steps:

- Cut at full throttle.
- Swing the unit into material to be cut from your right to your left.
- Avoid the material just cut as you make the return swing.

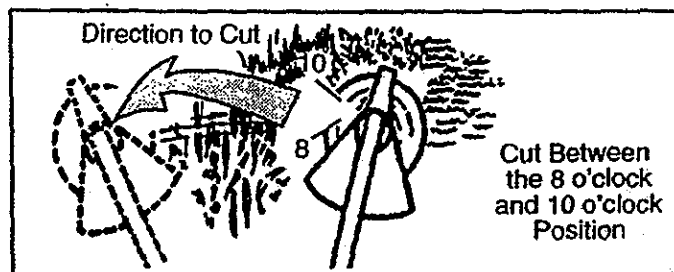


Figure 20

OPERATION-SAFETY

LINE TRIMMER SAFETY

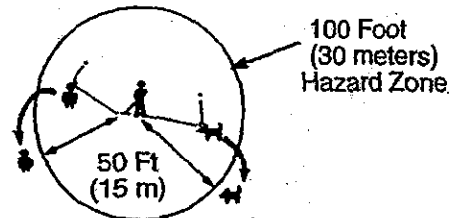
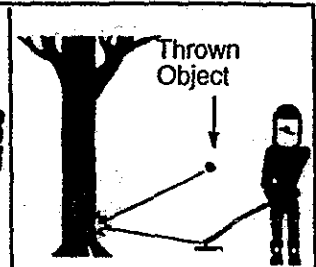
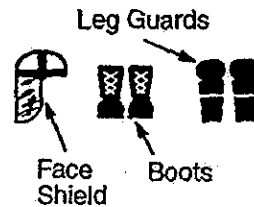


WARNING:

THE RAPIDLY MOVING LINE CAUSES OBJECTS TO BE THROWN VIOLENTLY. THE PLASTIC LINE TRIMMER SHIELD WILL NOT PROVIDE COMPLETE PROTECTION TO THE OPERATOR OR OTHERS. THE OPERATOR MUST WEAR A SAFETY FACE SHIELD OR GOGGLES. ALWAYS WEAR HEAVY, LONG PANTS AND BOOTS. KEEP OTHERS AT LEAST 50 FEET (15 METERS) AWAY.

THIS UNIT WILL THROW OBJECTS AND CUT. KEEP OTHERS INCLUDING CHILDREN, ANIMALS, BYSTANDERS AND HELPERS AT LEAST 50 FEET (15 METERS) AWAY FROM THE OPERATOR AND TOOL. STOP THE ENGINE IF YOU ARE APPROACHED.

DUAL LINE HEAD PARTS THAT ARE CHIPPED, CRACKED OR DAMAGED IN ANY OTHER WAY CAN FLY APART AND CAUSE SERIOUS INJURY. DO NOT USE. REPLACE DAMAGED PARTS BEFORE USING THE UNIT.



Manual Advance Dual Line Head



Use Only Good Quality Replacement Parts

OPERATOR SAFETY

- Always wear eye protection when operating, servicing, or performing maintenance on your unit. Refer to "Accessories."
- Do not operate this tool when you are tired, ill or under the influence of alcohol, drugs, or medication.
- Always wear long pants, long sleeves, boots and gloves. Wearing safety leg guards is recommended. Do not go barefoot or wear sandals, jewelry, short pants, short sleeves. Being fully covered helps to protect you from pieces of toxic plants thrown by the blade or cutting head.
- Secure hair so it is above shoulder length. Secure loose clothing, or clothing with loosely hanging ties, straps, tassels, etc.; they can be caught in moving parts.
- Do not swing the tool with such force that you are in danger of losing your balance.
- Never start or run the engine inside a closed room or building. Breathing exhaust fumes can kill.
- Keep handles free of oil and fuel.

CUTTING SAFETY

Inspect the area to be cut before each use. Remove objects (rocks, broken glass, nails, wire, string, etc.) which can be thrown or become entangled in the dual line head.

- Always use the shoulder harness.
- Always keep the engine on the right side of your body.
- Hold the tool firmly with both hands.
- Keep firm footing and balance. Do not over-reach.
- Keep the trimmer head below waist level.
- Do not raise the engine above your waist.
- Keep all parts of your body away from the dual line head and muffler when engine is running.
- Use only for jobs explained in this manual.

UNIT SAFETY

- Inspect the entire unit before each use. Replace damaged parts. Check for fuel leaks and make sure all fasteners are in place and securely fastened.
- Use only .095" diameter good quality monofilament line. Never use wire or rope, string, etc.
- Be sure the plastic line trimmer shield is properly attached.
- Make sure dual line head is properly installed and securely fastened. Refer to "Assembly."
- Be sure dual line head stops turning when engine idles. Refer to "Carburetor Adjustments."
- Make carburetor adjustments with the drive shaft housing supported to prevent the dual line head from contacting any object.
- Keep others away when making carburetor adjustments.
- Use only good quality accessories or attachments.

OPERATION

RIMMER LINE ADVANCE (Fig. 21)



WARNING:
STOP ENGINE BEFORE ADVANCING LINE.

Turn off the engine.

Unhook the unit from the shoulder harness and put the unit on the ground.

Push blue lock button in on dual line head with left hand and pull one line out with right hand. As line begins to exit, release lock button and pull both lines until dual line head locks.

Retract excess line, push lock button in on dual line head with left hand and turn blue ring on dual line head counterclockwise.

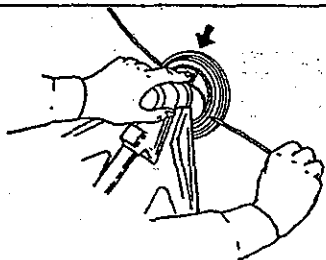


Figure 21

OPERATING / USE TIPS

(Fig. 22 , 23 , 24 , 25 , & 26)



WARNING:
USE MINIMUM SPEED AND DO NOT CROWD THE LINE WHEN CUTTING AROUND HARD OBJECTS (ROCK, GRAVEL, FENCE POSTS, ETC), WHICH CAN DAMAGE THE DUAL LINE HEAD, BECOME ENTANGLED IN THE LINE, OR BE THROWN CAUSING A SERIOUS HAZARD.

ALWAYS WEAR EYE PROTECTION. NEVER LEAN OVER THE DUAL LINE HEAD. ROCKS OR DEBRIS CAN RICOCHET OR BE THROWN INTO EYES AND FACE AND CAUSE BLINDNESS OR OTHER SERIOUS INJURY.

The line will easily remove grass and weeds from around walls, fences, trees, and flower beds; but it also can cut the tender bark of trees or shrubs and scar fences. To help avoid damage especially to delicate vegetation or trees with tender bark, shorten line to 4-5 inches and use at partial throttle.

The tip of the line does the cutting. You will achieve the best performance and minimum line wear by not crowding the line into cutting area.

For trimming or scalping, use partial throttle to increase line life, especially:

- during light duty cutting.
- near objects around which the line can wrap such as small posts, trees or fence wire.

Always release throttle trigger and allow engine to return to idle speed when not cutting.

Hold bottom of the dual line head about 3 inches above ground and at an angle.

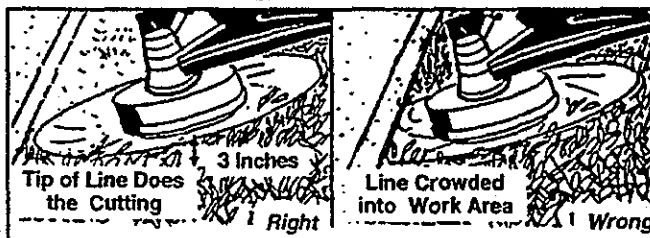


Figure 22

- **TRIMMING** - Allow only the tip of the line to make contact. Do not force trimmer line into work area.

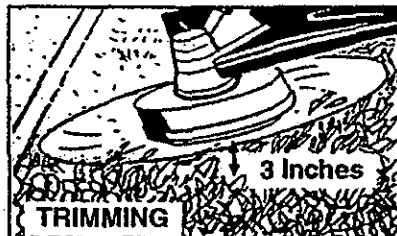


Figure 23

REMEMBER

Keep dual line head 3 inches above the ground while trimming.

- **SCALPING** - The scalping technique removes unwanted vegetation. Allow the tip of the line to strike ground around trees, posts, monuments, etc. *This technique increases line wear.*

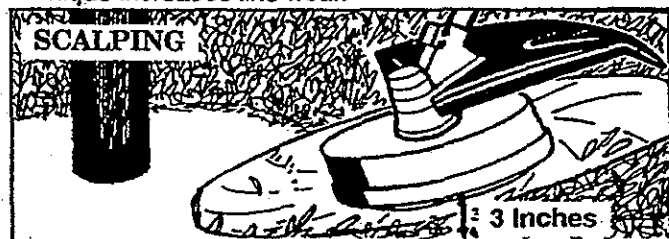


Figure 24

- **MOWING** - Your trimmer is ideal for mowing in places conventional lawn mowers cannot reach. Keep the line parallel to the ground. To avoid scalping the ground and damaging the unit, do not press dual line head into ground.

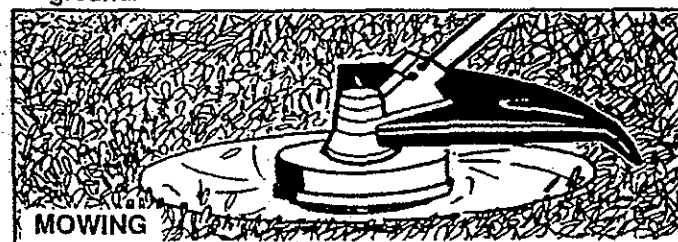


Figure 25

- **SWEEPING** - The fanning action of the rotating line can be used for a quick and easy clean up. Keep the line parallel to and above surfaces being swept and move unit from side to side.

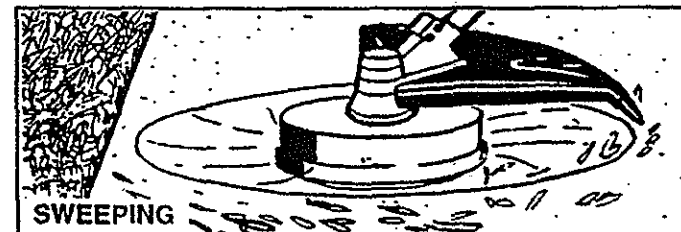


Figure 26

OPERATION

BEFORE STARTING ENGINE:



WARNING:

BE SURE TO READ THE FUEL SAFETY INFORMATION IN THE SAFETY RULES SECTION ON PAGE 2 OF THIS MANUAL BEFORE YOU BEGIN.

IF YOU DO NOT UNDERSTAND THE FUEL SAFETY SECTION DO NOT ATTEMPT TO FUEL YOUR UNIT; SEEK HELP FROM SOMEONE THAT DOES UNDERSTAND THE FUEL SAFETY SECTION OR CALL THE CUSTOMER ASSISTANCE HOTLINE AT 1-800-235-5878.

GASOLINE

The two-cycle engine on this product requires a fuel mixture of regular unleaded gasoline and a high quality 2-cycle engine oil (AIR-COOLED) for lubrication of the bearings and other moving parts. The correct fuel/oil mixture is 40:1 (see Fuel Mixture Chart). Too little oil or the incorrect oil type will cause poor performance and may cause the engine to over-heat and seize.

Gasoline and oil must be premixed in a clean approved fuel container. Always use fresh regular unleaded gasoline.

This engine has been certified to operate on unleaded gasoline.

IMPORTANT: Experience indicates that alcohol blended fuels called gasohol (or using ethanol or methanol) can attract moisture, which leads to oil/gas separation and formation of acids during storage. Acidic gas can damage the fuel system of an engine while in storage. To avoid engine problems, the fuel system should be emptied before storage for 30 days or longer. Drain the gas tank, then run the fuel out of the carburetor and fuel lines by starting the engine and letting it run until it stops. Use fresh fuel next season. See STORAGE instructions for additional information. Never use engine or carburetor cleaner products in the fuel tank or permanent damage may occur.

FUEL STABILIZER

Fuel stabilizer is an acceptable alternative in minimizing the formation of fuel gum deposits during storage. Add stabilizer to gasoline in fuel tank or storage container. Always follow the fuel mix ratio found on the stabilizer container. Run engine at least 5 minutes after adding stabilizer to allow the stabilizer to reach the carburetor. You do not have to drain the fuel tank for storage if you are using fuel stabilizer.

CRAFTSMAN 40:1 2 cycle engine oil is specially blended with fuel stabilizers. If you do not use this Sears oil, you can add a fuel stabilizer (such as Craftsman No. 33500) to your fuel tank.

2-CYCLE OIL:

CRAFTSMAN 40:1 2 cycle oil is strongly recommended. This oil is specially blended with fuel stabilizers for increased fuel stability (extends fuel life up to 5 times longer) and reduced smoke.

If CRAFTSMAN 2 cycle oil is not available, use a good quality 2 cycle AIR-COOLED engine oil that has a recommended fuel mix 40:1.

IMPORTANT! Do not use:

- AUTOMOTIVE OIL
- BOAT OILS (NMMA, BIA. etc.)

These oils do not have proper additives for 2-cycle, AIR-COOLED engines and can cause engine damage.

GASOLINE AND OIL MIXTURE

Mix gasoline and oil as follows:

- Consult chart for correct quantities.
- Do not mix gasoline and oil directly in the fuel tank.

FOR ONE GALLON:

- Pour 3.2 ounces of high quality, 2-cycle engine oil into an empty, approved one gallon gasoline container.
- Add one gallon of regular unleaded gasoline to the gallon container, then securely replace the cap. Shake the container momentarily.
- The mixture is now ready for use. Fuel stabilizer can be added at this time if desired; follow mixing instructions on the label.

FUEL MIXTURE CHART

40:1 Fuel:Oil Mix Ratio

<u>Gasoline</u>	<u>Oil (fl. oz.)</u>
1 gallon	3.2
1.25 gallons	4.0
2.5 gallons	8.0

NOTE: One gallon fuel containers will hold more than one gallon. If too much gasoline is in the container, the resulting gas-to-oil fuel mixture will not be correct for proper engine operation.

OPERATION

TOPPING YOUR ENGINE

Move engine switch to the "STOP" position. If engine does not stop, move the choke lever upward (Full Choke).

TARTING YOUR ENGINE (Fig. 27)



DANGER:
THE DUAL LINE HEAD OR BLADE WILL
TURN WHEN THE ENGINE STARTS.



WARNING:
FOR SAFE STARTING AND OPERATION,
FOLLOW ALL SAFETY PRECAUTIONS
IN THIS OPERATOR'S MANUAL AND LA-
BELS ON THE UNIT. DRESS PROPERLY
BEFORE STARTING ENGINE.

AVOID ANY BODILY CONTACT WITH
THE MUFFLER WHEN STARTING A
WARM ENGINE. A HOT MUFFLER CAN
CAUSE SERIOUS BURNS.

BEFORE STARTING THE ENGINE:

Fuel engine. Move 10 feet (3 meters) away from fueling site.

Rest engine and shield on ground, supporting trimmer head or blade off ground.

STARTING A COLD ENGINE OR WARM ENGINE AFTER RUNNING OUT OF FUEL:

Move the *engine switch* to the "START" position. Turn *choke lever* upward to automatically set the choke and throttle advance for starting.

NOTE: If throttle trigger is squeezed accidentally during starting, it will be necessary to reset throttle advance by turning the choke lever back up.

For hot engine restart, turn *choke lever upward* to set throttle advance for starting and then return *choke lever* to normal position before starting engine.

Hold brushwacker against the ground with your left hand.

- Pull *starter handle* with your right hand until engine attempts to run or pops.
- After engine attempts to run, turn *choke lever* downward and repeat starting attempts until engine runs.
- After 10 seconds running, squeeze *trigger* to release *throttle advance* and return engine to idle.

NOTE: *Choke and throttle advance* are disengaged when *trigger* is squeezed.

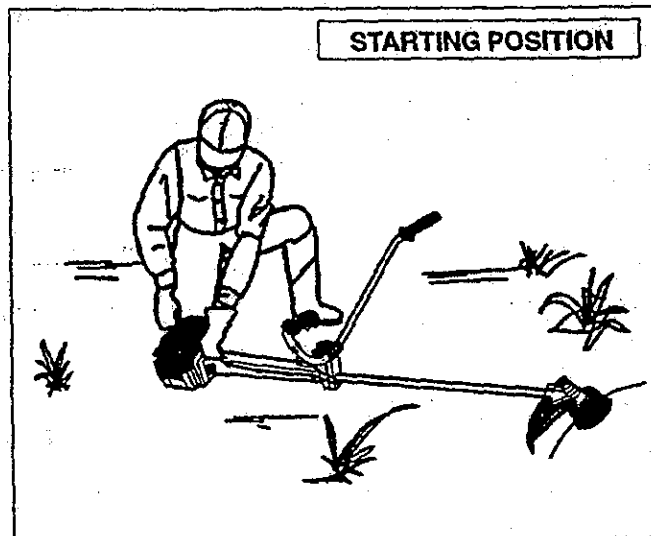


Figure 27

STARTING A WARM ENGINE THAT HAS NOT RUN OUT OF FUEL

Turn the *choke lever* upward to set throttle advance for starting and then return the *choke lever* to the normal downward position before starting the engine.

STARTING A FLOODED ENGINE:

Flooded engines can be started by moving the engine switch from the "STOP" position and the choke lever in the "Off Choke" position; then, pull the rope to clear the engine of excess fuel. This could require pulling the starter rope many times depending on how badly the unit is flooded.

If the unit still doesn't start, call the Customer Assistance Hotline at 1-800-235-5878.

CUSTOMER RESPONSIBILITIES

MAINTENANCE SCHEDULE

Fill in dates as you complete regular service	Before Use	After Use	Every 5 hrs.	Every 10 hrs.	Every 25 hrs.	Every Season	Service Dates						
Clean unit and labels.		✓											
Check for damaged or worn parts.	✓												
Check for loose fasteners and parts.	✓												
Clean Air Filter			✓			✓							
Replace Spark Plug						✓							
Inspect Muffler (Service if necessary)						✓							
Clean/Replace Spark Arrestor Screen (if installed)				✓									
Check Gearbox Lube						✓							

GENERAL RECOMMENDATIONS

The warranty on this unit does not cover items that have been subjected to operator abuse or negligence. To receive full value from the warranty, the operator must maintain unit as instructed in this manual.

Some adjustments will need to be made periodically to properly maintain your unit.

All adjustments in the "Service and Adjustments" section of this manual should be checked at least once each season.

- Once a year, replace the spark plug, replace air filter element and check blades for wear. A new spark plug and a clean/new air filter element assures proper air-fuel mixture and helps your engine run better and last longer.
- Follow the maintenance schedule in this manual.

CLEAN UNIT AND LABELS

- Clean the unit using a damp cloth with a mild detergent.
- Wipe off the unit with a clean dry cloth.

BEFORE EACH USE

CHECK FOR DAMAGED/WORN PARTS

- Blades – replace blades that are bent, warped, cracked, or damaged in any way.
- Dual line head – replace trimmer head parts that are bent, warped, cracked, or damaged in any way.
- Fuel cap – replace broken or leaking fuel cap.
- Gearbox – replace a cracked gearbox.
- Shields – replace shields that are bent, warped, cracked, or damaged in any way.

LUBRICATION CHART (Fig. 28)

WARNING

DISCONNECT THE SPARK PLUG BEFORE PERFORMING MAINTENANCE EXCEPT FOR CARBURETOR ADJUSTMENTS.

REPLACE BLADE OR DUAL LINE HEAD PARTS THAT ARE CRACKED, CHIPPED, OR DAMAGED IN ANY OTHER WAY BEFORE USING THE UNIT.

INSPECT THE ENTIRE UNIT. REPLACE DAMAGED PARTS. CHECK FOR FUEL LEAKS AND MAKE SURE ALL FASTENERS ARE IN PLACE AND SECURELY FASTENED.

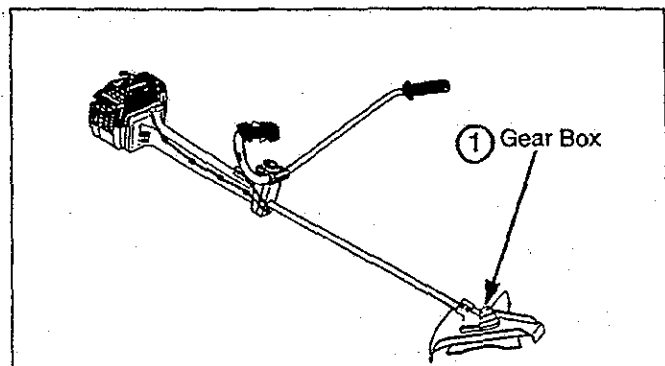


Figure 28

- ① General purpose lithium base gear grease.

CUSTOMER RESPONSIBILITIES

CHECK FOR LOOSE FASTENERS/PARTS

Blade Nut
Dual Line Head Nut
Handlebar, Mounting Bracket, and Thumb Screw
Throttle Handle
Cylinder Cover/Muffler Guard
Air Filter Cover
Muffler
Gearbox

CHECK GEAR BOX LUBRICATION

(Fig. 29)

Normally it is not necessary to change the grease except during service of the gearbox assembly.

Remove the gearbox plug to check the grease level. Grease level should be 3/4 full. Use a general purpose lithium base grease.

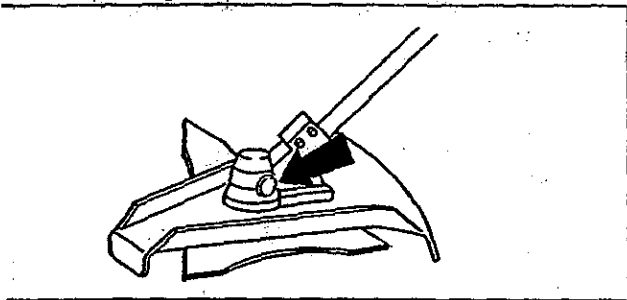


Figure 29

CLEAN AIR FILTER (Fig. 30)

A dirty air filter decreases the life and performance of the engine and increases fuel consumption and harmful emissions.

Always clean after 5 tanks of fuel or 5 hours of operation, whichever is less. Clean more frequently in dusty conditions.

Loosen the screw on the air filter knob enough to remove the cover from the engine.

Remove air filter from cover.

Wash air filter in soap and water.

Squeeze air filter dry and replace in cover.

Reinstall the air filter cover, making sure the choke exit slot is placed over the choke lever.

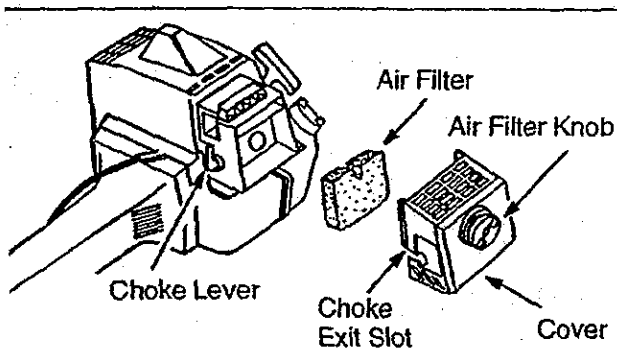


Figure 30

REPLACE SPARK PLUG (Fig. 31)

The spark plug should be replaced each year to ensure the engine starts easier and runs better.

Spark Plug gap should be .020".

- Loosen 4 screws from cylinder cover with hex key. Remove cylinder cover.
- Pull off the spark plug boot.
- Remove and discard the spark plug from the cylinder.
- Replace with correct spark plug and tighten with blade nut/spark plug wrench (10-12 lb-ft).
- Cover spark plug with spark plug boot.
- Replace the cylinder cover making sure the muffler guard interlocks with the crank case assembly. Insert 4 screws and tighten securely.

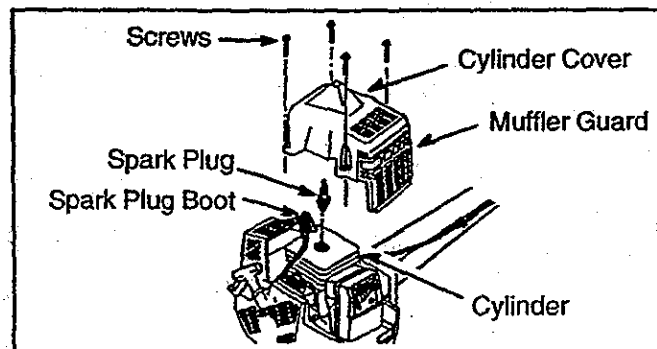


Figure 31

INSPECT MUFFLER AND SPARK ARRESTOR SCREEN (IF INSTALLED)

As the unit is used, carbon deposits build up on the muffler and spark arrestor screen (if installed), and must be removed to avoid creating a fire hazard or affecting engine performance.

Required cleaning is every 10 hours of operation.

Replace the spark arrestor screen if breaks occur.

CLEANING THE SPARK ARRESTOR SCREEN

- Disconnect the spark plug wire.
- Remove the *spark arrestor screen*. (Refer to the Spark Arrestor Screen Assembly section of this manual).
- Clean the *spark arrestor screen* with a wire brush or replace if breaks are found in the screen.
- Reassemble parts. (Refer to the Spark Arrestor Screen Assembly section of this manual).

SERVICE AND ADJUSTMENTS

DUAL LINE REPLACEMENT



WARNING

TRIMMER HEAD PARTS THAT ARE CHIPPED, CRACKED, BROKEN, OR DAMAGED IN ANY OTHER WAY CAN FLY APART AND CAUSE SERIOUS INJURY. DO NOT USE. REPLACE DAMAGED PARTS BEFORE USING THE UNIT.

THE LINE SAVER MUST BE INSTALLED ONLY FROM THE INSIDE OF THE TRIMMER HEAD. IF INSTALLED ON THE OUTSIDE OF THE TRIMMER HEAD, THE LINE SAVER CAN FLY OFF AND BECOME A DANGEROUS MISSILE.

USE ONLY .095" DIAMETER GOOD QUALITY LINE. NEVER USE WIRE, ROPE, STRING, ETC.

USE ONLY SPECIFIED SEARS REPLACEMENT PARTS. USE OF OTHER BRANDS OF REPLACEMENT PARTS CAN CAUSE DAMAGE TO YOUR UNIT OR INJURY TO THE OPERATOR OR OTHER. DAMAGE/INJURY CAUSED BY USE OF ACCESSORIES/ATTACHMENTS NOT SPECIFICALLY RECOMMENDED BY SEARS WILL NOT BE REIMBURSED

IMPORTANT: ALWAYS CLEAN DIRT AND DEBRIS FROM SPOOL AND HUB WHEN PERFORMING ANY TYPE MAINTENANCE.

IMPORTANT: IF LINE SAVER FALLS OUT, REINSTALL IT FROM THE INSIDE OF THE TRIMMER HEAD.

INSTALLING SPOOL WITH LINE ALREADY WOUND (Fig. 32 , 33 , 34 , 35 , & 36)

NOTE: The line saver can become worn during use. After a groove is worn into line saver, remove it from the hub, turn it upside down, and reinstall it (with spool removed) to provide a new wear surface.

- Insert the locking pin in the gearbox hole while rotating the cutting head until it locks.
- Use spark plug wrench (clockwise) to loosen the cutting head nut.
- Pull apart the cover and hub. It may be difficult to pull cover and hub apart due to an "O" ring located within the cutting head.
- Remove spool from the hub.
- Remove any existing line from the spool.
- Insert line separately into two holes on spool. Push lines completely into holes.
- Following the arrow located on the spool, wind both lines simultaneously and tightly by separating lines with forefinger. Secure lines into locking lugs.
- Insert lines through holes keeping lines secure in locking lugs. Before pushing spool completely into hub, pull lines out of locking lugs. Spool should now fit completely into hub.
- Snap cover and hub back together.
- To reinstall, go to "Installing The Dual Line Head" in the Assembly section.

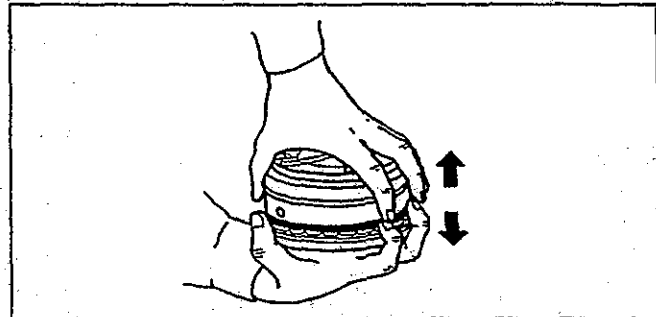


Figure 32

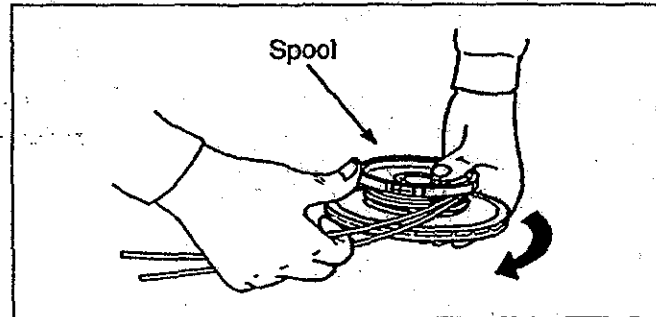


Figure 33

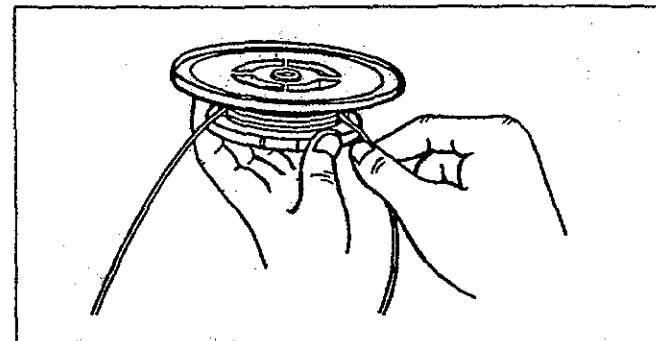


Figure 34

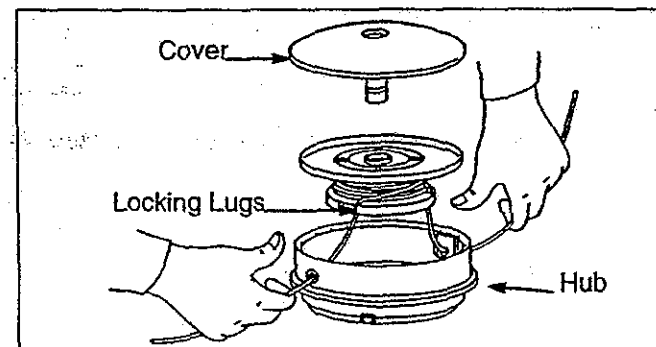


Figure 35

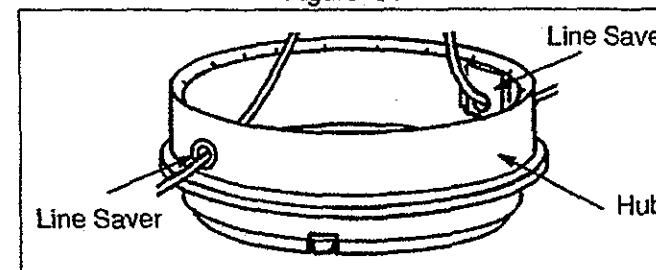


Figure 36

SERVICE AND ADJUSTMENTS

BLADE SHARPENING



DANGER:

ALWAYS STOP THE ENGINE BEFORE SHARPENING A BLADE. THE BLADE WILL CONTINUE TO SPIN AFTER THE ENGINE STOPS OR AFTER THE THROTTLE TRIGGER HAS BEEN RELEASED. MAKE SURE THE BLADE HAS STOPPED COASTING AND DISCONNECT THE SPARK PLUG BEFORE PERFORMING WORK ON THE BLADE.

ALWAYS REPLACE A BLADE THAT IS BENT, WARPED, CRACKED, OR DAMAGED IN ANY OTHER WAY. NEVER ATTEMPT TO STRAIGHTEN AND RE-USE A DAMAGED BLADE. USE ONLY THE SPECIFIED REPLACEMENT BLADE.

WEAR PROTECTIVE GLOVES WHEN HANDLING OR PERFORMING MAINTENANCE ON THE BLADE TO HELP AVOID INJURY.

TO PREVENT THE BLADE FROM CRACKING OR FLYING APART AFTER SHARPENING, DO NOT FILE WITHIN 1/4 INCH OF THE RADII SHOWN

BRUSH TRI-BLADE SHARPENING (Fig. 37)

- The 3 point, 10 inch blade is reversible. When the cutting edge on one side becomes dull, turn the blade over. When both sides of cutting edges become dull, the blade may be resharpened.
- Check blades for flatness periodically. Lay the blade on a flat surface and inspect the blade for flatness before sharpening. Throw away any blade that is not flat.
- File or grind each edge in the same manner to maintain a balanced blade. Balance can be checked by hanging the blade on a nail at three positions allowing each point to face north. If the blade rotates at any time, it is not balanced; therefore, file the heavier edge.
- If abnormal vibration occurs after blade sharpening, stop the unit, remove the blade from the unit, and recheck blade balance.

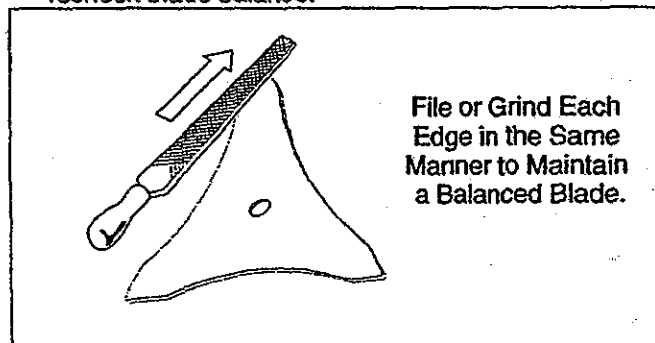


Figure 37

LINE LIMITER

When the cutting edge on one side becomes dull, turn the blade over.

When both sides of cutting edges become dull, sharpen with a flat file.

The line limiter can be sharpened while attached to the plastic line trimmer shield.

Avoid damage to the plastic shield while sharpening the limiter blade.

SAW BLADE SHARPENING (Fig. 38)

- Check blades for flatness periodically. Lay the blade on a flat surface and inspect the blade for flatness before sharpening. Throw away any blade that is not flat.
- File or grind each edge in the same manner to maintain a balanced blade. Balance can be checked by hanging the blade on a nail at two positions, 90 degrees apart. If the blade rotates at any time, then it is not balanced; therefore, file the heavier edge.
- If abnormal vibration occurs after blade sharpening, stop the unit, remove the blade from the unit, and recheck blade balance.

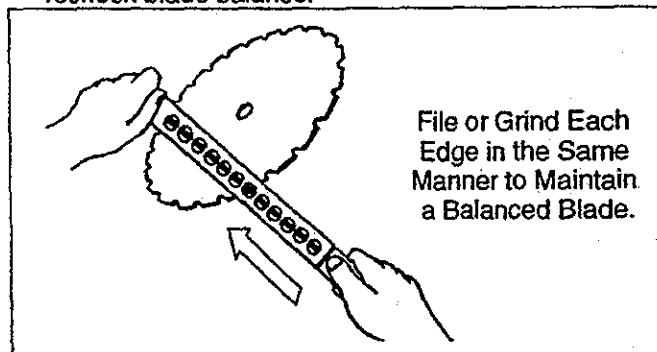


Figure 38

SERVICE AND ADJUSTMENTS

CARBURETOR ADJUSTMENTS

Carburetor adjustment is critical and if done improperly can permanently damage the engine as well as the carburetor. Please read all instructions and consult the Troubleshooting section of this manual before beginning this process.

If engine does not start, it may be flooded. If in doubt, read the section on flooded engine in the starting section of this manual prior to beginning any adjustments.

If you are unsure about adjusting the carburetor or experience any problem while attempting this process, please call the 1-800 number listed on the front cover of this manual for further assistance.

The carburetor has been adjusted at the factory for sea level conditions. Adjustments may become necessary if the unit is used at significantly higher altitudes or if you notice any of the following conditions:

- Blade or trimmer head moves when the engine runs at idle speed. See "Idle Speed Adjustment."
- Engine will not idle. See "Idle Speed Adjustment" and "Low Speed Mixture Adjustment."
- Engine dies or hesitates when it should accelerate. See "Acceleration Adjustment."
- Loss of cutting power which is not corrected by air filter cleaning. See "High Speed Mixture Adjustment."

NOTE: If the Cutting Attachment rotates during idle, turn the idle speed adjusting screw ("T") counterclockwise until the Cutting Attachment stops.



CAUTION:
MAKE ALL CARBURETOR ADJUSTMENTS WITH TRIMMER HEAD ATTACHED. DO NOT ATTEMPT TO ADJUST CARBURETOR WITH BLADE ATTACHED DUE TO DIFFICULTY OF PROPERLY SETTING CARBURETOR. SEVERE ENGINE DAMAGE COULD OCCUR.



WARNING:
MAKE CARBURETOR ADJUSTMENTS WITH THE LOWER END SUPPORTED TO PREVENT TRIMMER HEAD FROM CONTACTING ANY OBJECT. HOLD UNIT WITH YOUR HAND.

THE TRIMMER HEAD WILL BE SPINNING DURING MOST OF THIS PROCEDURE. WEAR YOUR PROTECTIVE EQUIPMENT AND OBSERVE ALL SAFETY PRECAUTIONS.

IN "LOW SPEED MIXTURE ADJUSTMENT" RECHECK IDLE SPEED AFTER EACH ADJUSTMENT. THE TRIMMER HEAD MUST NOT MOVE AT IDLE SPEED.

CARBURETOR PRESETS (Fig. 39)

The Carburetor has three adjusting screws:

- L = Low speed mixture adjusting screw
- H = High speed mixture adjusting screw
- T = Idle speed adjusting screw

If your engine will not start due to suspected improper carburetor adjustment, the following presets may be required. If used, it is recommended that all steps within the adjustment procedure be completed in order to assure a properly set carburetor. If presets are not needed, proceed to section "Idle Speed Adjustment."

Very small adjustments can affect engine performance. It is important to turn the screw a very small amount per adjustment and test performance before making further adjustments. Each adjustment should be no more than the width of the slot in the adjusting screw.

- Turn both of the mixture screws (marked "H" and "L") clockwise until they stop. Do not force the screws as damage can occur. Then, turn each screw one (1) full turn counterclockwise.

- Turn idle speed screw ("T") clockwise 1/2 turn.
- Start the engine and operate for ten (10) minutes to warm up. Go to "Adjusting Procedure."

ADJUSTING PROCEDURE

Engine operating speeds: Maximum operating speed: 11,000 RPM.

IDLE SPEED ADJUSTMENT

- Allow the warm engine to idle.
- Adjust the Idle Speed Screw until the engine continues to run without stalling and without the blade or semi-automatic head turning.
 - Turn screw clockwise to increase engine speed if engine stalls or dies.
 - Turn screw counterclockwise to slow engine down and/or to keep the blade or trimmer head from turning.
- No further adjustments are necessary if blade or trimmer head does not turn at idle speed and if performance is satisfactory.

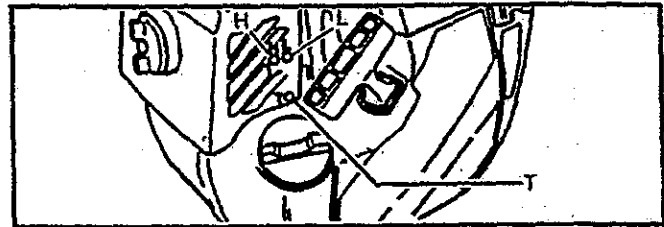


Figure 39

LOW SPEED MIXTURE ADJUSTMENT

- Allow engine to idle.
- Turn the Low Speed Mixture Screw slowly clockwise until the RPM Starts to drop. Note the position.
- Turn the Low Speed Mixture Screw slowly counterclockwise until the RPM speeds up and starts to drop again. Note the position.
- Set the Low Speed Mixture Screw at the midpoint between the two positions.

HIGH SPEED MIXTURE ADJUSTMENT

IMPORTANT: DO NOT OPERATE ENGINE AT FULL THROTTLE FOR PROLONGED PERIODS WHILE MAKING HIGH SPEED ADJUSTMENTS AS DAMAGE TO THE ENGINE CAN OCCUR.

- Make a test cut in grass.
- Based on performance of the unit while cutting, adjust the high speed mixture screw in 1/16 turn increments as follows:
 - Clockwise if unit smokes or loses power while cutting. Do not adjust for best power by sound or speed, but judge by how well the unit performs during operation.
 - Counterclockwise if the unit has speed while not cutting, but dies or lacks power while cutting.
- Repeat the test cut in grass.
- Continue with 1/16 turn adjustments until the unit performance is acceptable while cutting.
- After completing adjustments, check for acceleration.
- If unit accelerates properly no further adjustments are necessary. If not proceed to acceleration check.

ACCELERATION CHECK

- If the engine dies or hesitates instead of accelerating, turn the Low Speed Mixture Screw 1/16 of a turn at a time counterclockwise until you have smooth acceleration.
- Check the idle speed for stability and that the blade or trimmer head does not turn. Adjust as necessary.
- Recheck for smooth acceleration and stable idle.
- Repeat process as necessary for acceptable performance.

STORAGE

Immediately prepare your unit for storage at the end of the season or if it will not be used for 30 days or more.



WARNING:

ALLOW THE ENGINE TO COOL, AND SECURE THE UNIT BEFORE STORING OR TRANSPORTING IT IN A VEHICLE.

STORE UNIT AND FUEL IN AN AREA WHERE FUEL VAPORS CANNOT REACH SPARKS OR OPEN FLAMES FROM WATER HEATERS, ELECTRIC MOTORS OR SWITCHES, FURNACES, ETC.

STORE UNIT WITH ALL GUARDS IN PLACE, POSITION SO THAT ANY SHARP OBJECT SUCH AS BLADES CANNOT ACCIDENTALLY CAUSE INJURY TO PASSER BY.

STORE THE UNIT OUT OF THE REACH OF CHILDREN.

TRIMMER/BRUSHCUTTER STORAGE INSTRUCTIONS

Your trimmer/brushcutter is to be stored for a period of time, clean it thoroughly prior to storage. Remove any dirt, grease, oil, etc. Store in a clean dry area.

Clean the entire unit.

Clean air filter. Refer to "Customer Responsibilities".

Open the dual line head assembly and clean any dirt, grass or debris that has collected. Inspect the cutting line, if old (chalky look and sticky to the touch), remove and discard. Install fresh new line the next time product is to be used.

Lightly oil external metal surfaces to prevent rust from forming.



CAUTION: Wear protective gloves when handling blade. The blade is sharp and can cut you even when it is not moving.

If your unit is equipped with a blade, remove it from the unit. Refer to "Assembly". Apply a coating of oil to the entire surface of the blade and wrap it in heavy paper, cloth, or plastic. Also apply a light coat of oil to gear housing threads, then tighten blade nut for storage.

Reassemble all loose parts, being sure that all handles and guards are in place and are securely fastened. Replace any damaged parts.

The recommended storage position is either vertically with the fuel cap on top, or horizontally with the fuel cap up. **Do not store unit with the cutting attachment up, above the engine.**

ENGINE

Never use engine or carburetor cleaner products in the fuel tank or permanent damage may occur to fuel system components.

Follow these instructions:

1. Drain the fuel from the unit into an approved fuel container.
2. Drain the fuel lines and carburetor by starting the engine and letting it run until it stops.
3. Allow the engine to cool before storage.

IMPORTANT: It is important to prevent gum deposits from forming in essential fuel system parts such as the carburetor, fuel filter, fuel line or tank during storage. Also, experience indicates that alcohol blended fuels, those that use ethanol or methanol (called gasohol or oxygenated fuel), can attract moisture and form acidic gas which will damage your engine. To avoid engine problems, the fuel system should be emptied before storage of 30 days or longer.

Fuel stabilizer is an acceptable alternative in minimizing the formation of fuel gum deposits during storage. Add stabilizer to the gasoline in the fuel tank or fuel storage container. Always follow the mix instructions found on stabilizer container. Run engine at least 5 minutes after adding stabilizer to allow the stabilizer to reach the carburetor.

Craftsman 40:1 2-cycle engine oil is specially blended with fuel stabilizers. If you do not use this SEARS oil, you can add a fuel stabilizer (such as Craftsman #33500) to your fuel tank.

- Remove spark plug and pour 1 teaspoon of 40:1 oil mix through the spark plug opening. Slowly pull the starter rope 8 to 10 times to distribute oil to inner engine surfaces.
- Replace spark plug with a new one of the recommended type and heat range. Refer to "Product Specifications".
- Clean air filter. Refer to "Customer Responsibilities".
- Reinstall all covers and hardware removed for access; tighten all screws and fasteners.
- Check entire unit for loose screws, nuts, and bolts. Replace any damaged, broken, or worn parts.
- Use fresh fuel having the proper gasoline to oil ratio at the beginning of the next season.

OTHER

- Do not store gasoline from one season to another.
- Replace your gasoline can if your can starts to rust. Rust and/or dirt in your fuel system will cause problems.
- Store your unit in a well ventilated area and covered, if possible, to prevent dust and dirt accumulation. Do not cover with plastic. Plastic cannot breathe and will induce condensation and eventual rust or corrosion.

IMPORTANT: NEVER COVER UNIT WHILE ENGINE AND EXHAUST AREAS ARE STILL WARM.

TROUBLE SHOOTING POINTS

TROUBLE SHOOTING CHART

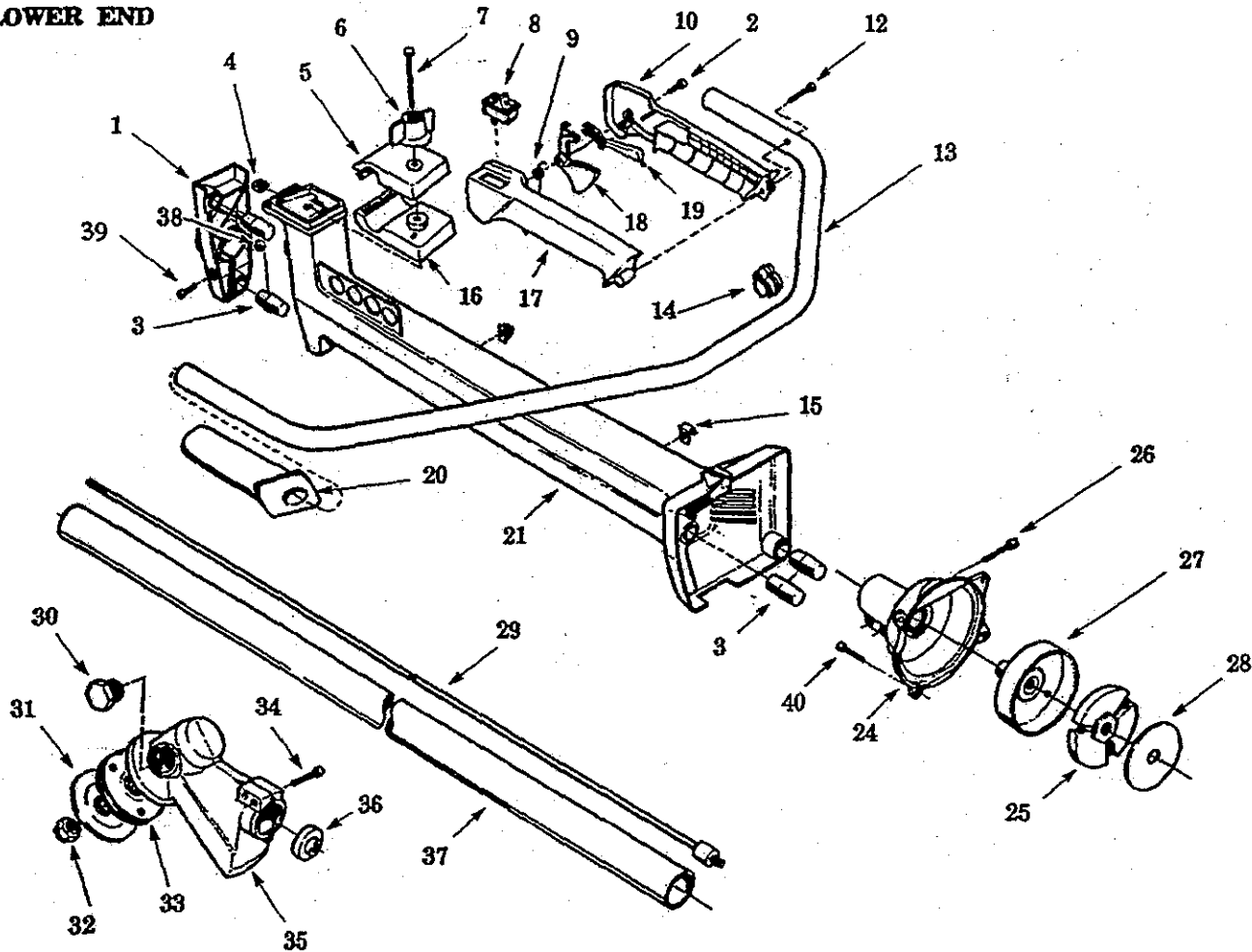
SYMPTOM	CAUSE	REMEDY
Engine will not start or will run only for a few seconds after starting.	<ol style="list-style-type: none"> 1. Engine switch on stop. 2. Fuel tank empty. 3. Engine flooded. 4. Spark plug not firing. 5. Fuel not reaching carburetor. 6. Carburetor requires adjustment. 	<ol style="list-style-type: none"> 1. Move switch to on position. 2. Fill tank with correct fuel mixture 3. See "Starting Instructions." 4. Install new plug/check ignition system. 5. Clean fuel filter; inspect fuel line. 6. See "Carburetor Adjustments."
Engine will not idle properly.	<ol style="list-style-type: none"> 1. Air filter is dirty. 2. Carburetor requires adjustment. 	<ol style="list-style-type: none"> 1. Clean air filter. 2. See "Carburetor Adjustments."
Engine will not accelerate, lacks power, or dies under a load.	<ol style="list-style-type: none"> 1. Air filter dirty. 2. Spark plug fouled. 3. Carburetor requires adjustment. 4. Muffler outlets plugged; or spark arrestor screen obstructed. 	<ol style="list-style-type: none"> 1. Clean or replace air filter. 2. Clean or replace spark plug and re-gap. 3. See "Carburetor Adjustments." 4. See "Inspect Muffler and Spark Arrestor Screen."
Engine smokes excessively.	<ol style="list-style-type: none"> 1. Air filter dirty. 2. Fuel mixture incorrect/Too much oil. 3. Carburetor requires adjustment. 	<ol style="list-style-type: none"> 1. Clean or replace air filter. 2. Refuel with correct fuel mixture. 3. See "Carburetor Adjustments."
Engine runs hot.	<ol style="list-style-type: none"> 1. Fuel mixture incorrect. 2. Spark plug incorrect. 3. Carburetor requires adjustment. 	<ol style="list-style-type: none"> 1. See "Before Fueling Engine." 2. Replace with correct plug. 3. See "Carburetor Adjustments."
Cutting attachment turns at idle speed.	<ol style="list-style-type: none"> 1. Carburetor requires adjustment. 2. Throttle cable binding. 3. Clutch requires repair. 	<ol style="list-style-type: none"> 1. See "Carburetor Adjustments." 2. Contact your Sears Service Center. 3. Contact your Sears Service Center.
Cutting attachment stops under a load or does not turn when engine is accelerated.	<ol style="list-style-type: none"> 1. Carburetor requires adjustments. 2. Drive shaft broken. 3. Clutch requires repair. 	<ol style="list-style-type: none"> 1. See "Carburetor Adjustments." 2. Contact your Sears Service Center. 3. Contact your Sears Service Center.
Line does not advance or breaks while cutting.	<ol style="list-style-type: none"> 1. Line improperly routed in head. 2. Line improperly wound onto spool. 3. Line size incorrect. 4. Dirt accumulated on cover cut-outs. 5. Line is too old. 	<ol style="list-style-type: none"> 1. Remove cover. Check line routing. 2. Rewind line tightly and evenly. 3. Use only .095" good quality monofilament line. 4. Clean cover cut-outs. 5. Install new line using .095" good quality monofilament line.
Line welds on spool/melts together	<ol style="list-style-type: none"> 1. Line size incorrect. 2. Incorrect spool. 3. Line improperly wound onto spool. 4. Crowding line against material being cut. 5. Cutting at higher speed than necessary. 6. Line is too old. 	<ol style="list-style-type: none"> 1. Use only .095 good quality monofilament line. 2. Use proper spool. 3. Rewind line tightly and evenly. 4. Cut with tip of line. 5. Reduce cutting speed. 6. Install new line using .095" good quality monofilament line.
Line pulls back into head.	<ol style="list-style-type: none"> 1. Too little line outside of head. 2. Line size incorrect. 	<ol style="list-style-type: none"> 1. Remove cover. Pull 4" of line to outside. 2. Use .095" good quality monofilament line.

*If situations occur which are not covered in this manual, use care and good judgement.
If you need assistance, contact your SEARS Service Center/Department or the
CUSTOMER ASSISTANCE HOTLINE at 1-800-235-5878.*

REPAIR PARTS

SEARS BRUSHWACKER™ - MODEL 358.798280

LOWER END



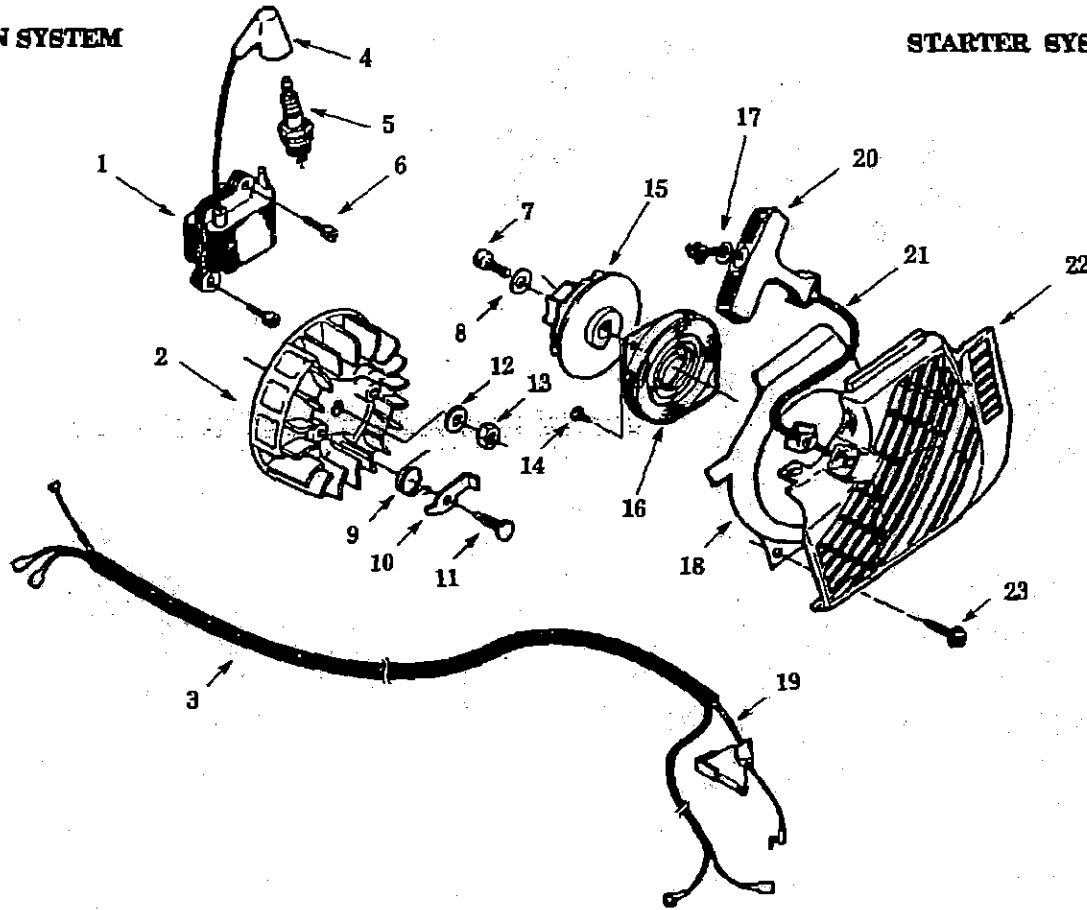
Key No.	Part No.	Description	Key No.	Part No.	Description
1	502-203106	Anti-Vibe Holder	21	502-203304	Outer Housing
2	503-210722	Screw	24	502-189402	Clutch Housing
3	502-203202	Anti-Vibe Isolator	25	503-161302	Clutch Assembly (Complete)
4	502-197101	Nut	26	503-200230	Screw
5	502-217003	Mounting Bracket (Incl. 16)	27	502-215701	Clutch Hub
6	502-219301	Thumb Screw	28	503-521203	Washer
7	725-238171	Screw	29	502-211101	Drive Shaft & Housing Assy (Incl. 37)
8	503-098302	Engine Switch	30	502-212901	Gearbox Plug
9	502-199301	Spring	31	502-031003	Support Flange
10	502-199104	Throttle Handle (right side)	32	502-045501	Nut
12	503-210738	Screw	33	502-194601	Driving Disk
13	502-196002	Handlebar (Incl. 14 & 20)	34	503-200225	Screw
14	502-211201	Clip	35	502-185001	Gearbox Assy. (Incl. 30)
15	502-204901	Clip	36	502-193601	Gearbox Seal
16	502-217003	Mounting Bracket (Incl. 5)	37	502-211101	Drive Shaft & Housing Assembly (Incl. 29)
17	502-199002	Throttle Handle (left side)	38	731-231401	Nut
18	502-199203	Throttle Trigger	39	503-200230	Screw
19	502-199403	Throttle Trigger Lock	40	503-210725	Screw
20	502-199702	Handle Grip			

REPAIR PARTS

SEARS BRUSHWACKER™ - MODEL 358.798280

IGNITION SYSTEM

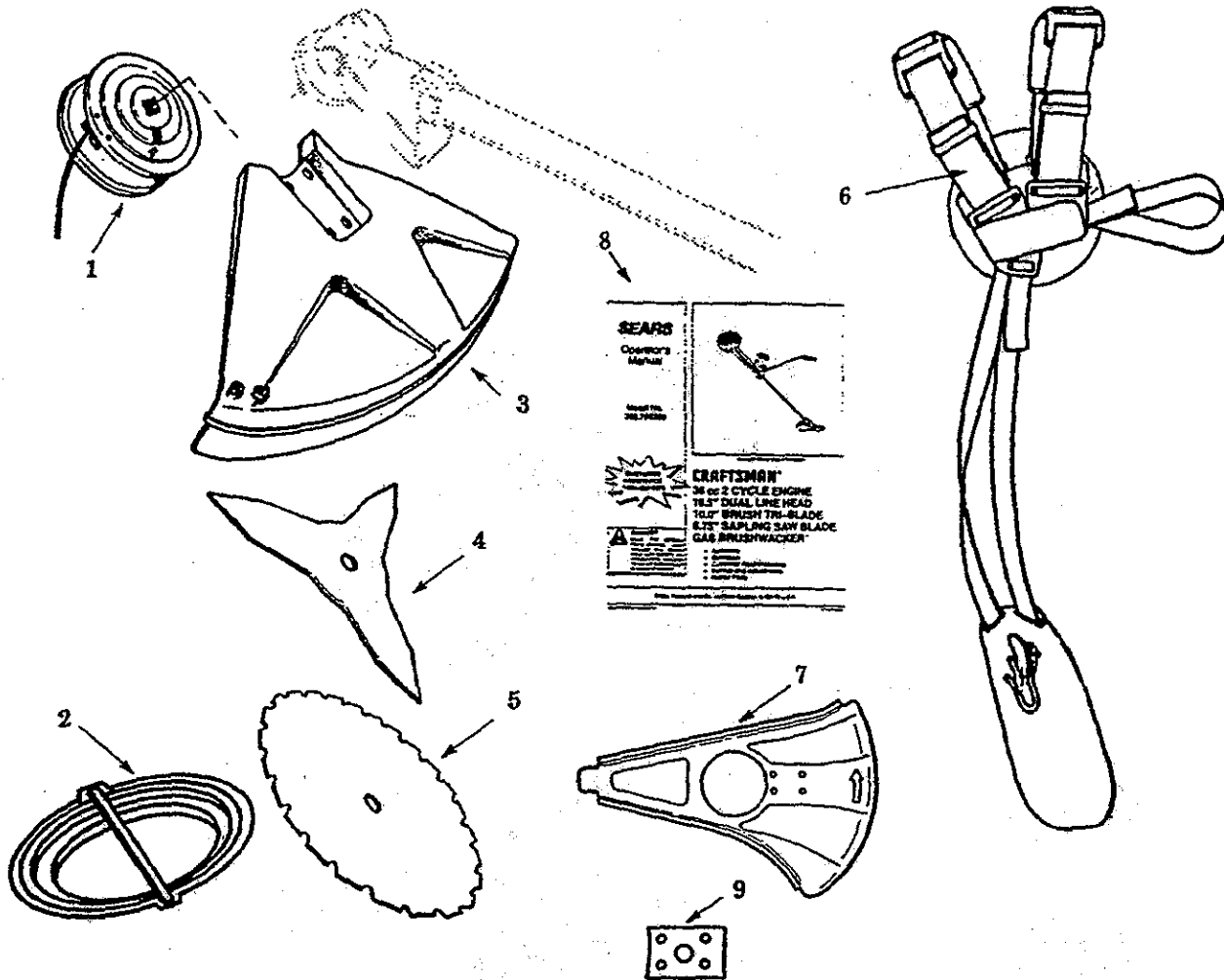
STARTER SYSTEM



Key No.	Part No.	Description
1	530-039145	Ignition Module
2	502-195901	Flywheel Assy. (Incl. 2 ea. of 9, 10, & 11)
3	502-206901	Cable Assy.
4	501-485402	Spark Plug Boot
5	503-235108	Spark Plug
6	503-202516	Screw
7	503-210722	Screw
8	503-230035	Washer
9	530-042059	Spring
10	530-042058	Starter Dog
11	530-015226	Starter Dog Pin
12	503-230101	Washer
13	503-221011	Flywheel Nut
14	503-212906	Screw
15	503-775301	Starter Pully
16	502-200601	Starter Spring
17	503-142902	Washer
18	502-218501	Air Baffle
19	502-189801	Throttle Cable Assy.
20	530-037357	Starter Handle
21	505-305125	Starter Rope
22	502-218303	Starter Housing (Incl. 7, 8, 14 thru 17, & 20 thru 21)
23	503-210722	Screw

REPAIR PARTS

SEARS BRUSHWACKER™ - MODEL 358.798280



Key No.	Part No.	Description
1	502-260804	Dual Cutting Head
2	503-810101	Blade Transport/Storage Cover
3	502-274803	Plastic Shield (Incl. Line Limiter)
4	502-175804	255mm Weed Blade
5	502-268305	225mm Brush Blade
6	503-736309	Harness Assy (Complete)
7	503-799301	Metal Shield (Brushcutter use)
8	530-082400	Operator's Manual
9	503-811501	Shield Support Plate

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ACCESSORIES

These accessories and attachments were available when the unit was originally purchased. They are also available at most Sears retail outlets and service centers. Most Sears stores can order these items for you when you provide the model number of your unit.

Accessories						
Safety Goggles	2-exit Manual Cutting Head	Bulk Line	Saw Blade	Tri-cut Brush Blade	Spark Plug	2-cycle Engine Oil
						 3.2oz. 8oz. 16oz.

SEARS

Operator's Manual

Model No.
358.798280

**IF YOU NEED REPAIR
SERVICE OR PARTS:**

**REPAIR SERVICE
1-800-4-REPAIR
(1-800-473-7247)**

**ORDERING PARTS
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(1-800-366-7278)**

**CUSTOMER
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All parts listed herein may be ordered through Sears, Roebuck and Co. Service Centers and most Retail Stores.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION

- PRODUCT - "GAS BRUSHWACKER"
- MODEL NUMBER - 358.798280
- PART NUMBER
- PART DESCRIPTION

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