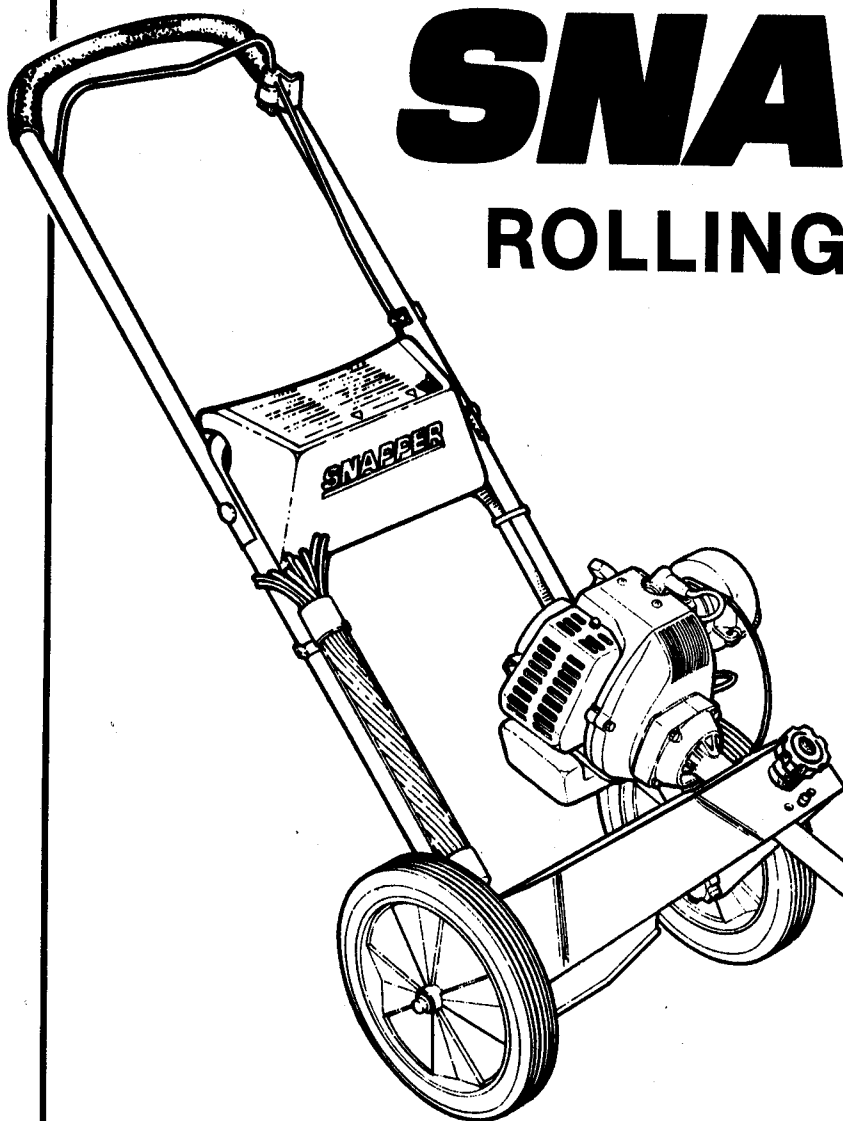


Safety Instruction & Operator's Manual for

# SNAPPER®

## ROLLING TRIMMERS



### MODEL 4150 RT

#### GENERAL SPECIFICATIONS

TYPE \_\_\_\_\_ AIR COOLED, TWO-CYCLE  
 DISPLACEMENT \_\_\_\_\_ 40.6cc  
 IDLE (DECLUTCH) RPM \_\_\_\_\_ 2700\*  
 CLUTCH ENGAGE RPM \_\_\_\_\_ 3500\*  
 FULL OPERATION RPM \_\_\_\_\_ 8200\*  
 FUEL MIX RATIO \_\_\_\_\_ 32 to 1\*\*  
 FUEL TANK CAPACITY \_\_\_\_\_ 30 oz.  
 SPARK PLUG TYPE \_\_\_\_\_ CHAMPION CJ8  
 SPARK PLUG CAP \_\_\_\_\_ .028"  
 IGNITION TYPE \_\_\_\_\_ SOLID STATE  
 TRIMMER HEAD \_\_\_\_\_ FIXED LINE HEAD  
 TRIM LINE DIAMETER \_\_\_\_\_ .130"

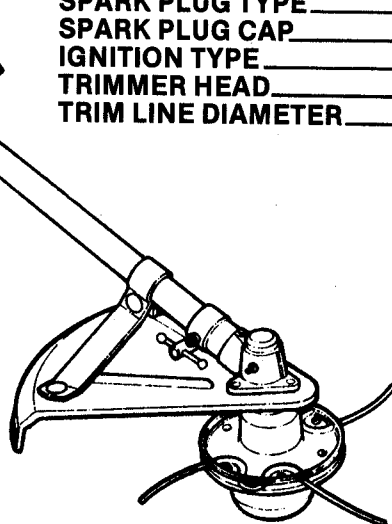
### MODEL 2450 RT

#### GENERAL SPECIFICATIONS

TYPE \_\_\_\_\_ AIR COOLED, TWO-CYCLE  
 DISPLACEMENT \_\_\_\_\_ 24.1cc  
 IDLE (DECLUTCH) RPM \_\_\_\_\_ 2800\*  
 CLUTCH ENGAGE RPM \_\_\_\_\_ 3600\*  
 FULL OPERATING RPM \_\_\_\_\_ 6500-7800\*  
 FUEL MIX RATIO \_\_\_\_\_ 32 to 1\*\*  
 FUEL TANK CAPACITY \_\_\_\_\_ 22 oz.  
 SPARK PLUG TYPE \_\_\_\_\_ CHAMPION CJ8  
 SPARK PLUG GAP \_\_\_\_\_ .028"  
 IGNITION TYPE \_\_\_\_\_ SOLID STATE  
 TRIMMER HEAD \_\_\_\_\_ FIXED LINE HEAD  
 TRIM LINE DIAMETER \_\_\_\_\_ .105"

\*Approximate-plus or minus 200 RPM

\*\*Recommend Use of SNAPPER 2 Cycle Oil Only!



*Thank you for buying a Snapper Product! Before operating your trimmer, read this manual carefully and pay particular attention to the Important Safety Instructions on page two. Remember that trimmers and all power equipment can be dangerous if used improperly and keep in mind that safety requires careful use in accordance with the instructions... and common sense!*

**SNAPPER POWER EQUIPMENT**

McDonough, GA • 30253



MANUAL #2-3540 (IR 12/89)

Printed in U.S.A.

# IMPORTANT SAFETY INSTRUCTIONS

**WARNING:** Failure to comply with the following instructions may result in serious injury to the operator or other persons. The owner of the trimmer must understand these instructions and, furthermore, must allow only persons who understand these instructions to operate the unit. Each person operating the trimmer must be of sound mind and body and must not be under the influence of any substance which might impair vision, dexterity, or judgement. If you have any questions pertaining to your trimmer which your dealer cannot answer to your satisfaction, call or write the Customer Service Department at SNAPPER POWER EQUIPMENT, McDonough, Georgia, 30253. (Phone 404-957-9141).

## TRAINING

1. Read this Manual carefully. Be thoroughly familiar with the controls and proper use of the equipment.
2. DO NOT allow children in yard when trimmer is operated.
3. DO NOT allow pre-teenage children to operate trimmer.
4. Allow only responsible teenagers with mature judgement to operate trimmer and only under close supervision.
5. Keep the area clear of all persons, particularly small children, and pets. Keep all children bystanders & helpers outside a 30 ft. radius, stop engine if approached.

## PREPARATION

1. DO NOT operate trimmer without safety glasses or goggles.
2. Thoroughly inspect the area where the trimmer is to be used and remove all stones, sticks, wire, bones and other objects that could cause injury if thrown at high speeds.
3. Do not operate trimmer when barefoot or wearing open sandals. Always wear substantial footwear and long pants.
4. Never operate trimmer without proper guards, shields or other safety protective devices in place and properly connected. Inspect to determine that these safety devices are installed properly, are in good repair, and operate properly. If the condition or operation of these devices is questionable, they must be repaired or replaced before using the trimmer.
5. Fill gasoline tank before starting engine. Mix in an approved gasoline container. Do not smoke near open gasoline container. Do not fill gasoline tank indoors or when engine is running. Allow engine to cool for at least ten minutes before refilling. Wipe off any spilled gasoline before starting engine. Move away from fueling site before starting engine. Do not run engine indoors.
6. Use trimmer only in daylight or in good artificial light.
7. Never operate trimmer in wet grass. Keep a firm hold on the handle and walk slowly, never run.

8. Use only for task explained in this manual.

## OPERATION

1. Do not put hands or feet near or under rotating parts while engine is running.
2. Stop or idle engine when crossing gravel drives, walks, or roads, and under any conditions where thrown objects might be a hazard.
3. After striking a foreign object or if unit vibrates abnormally, stop the engine, disconnect and secure spark plug wire. Inspect the unit for any damage and repair the damage.
4. Stop engine before leaving unit.
5. Before cleaning, repairing or inspecting, make certain head or blade has stopped. Disconnect and secure spark plug wire away from plug to prevent accidental starting.

## MAINTENANCE AND STORAGE

1. Keep all nuts, bolts, and screws tight to be sure unit is in safe operating condition.
2. Never store unit with gasoline in the tank inside of a building where fumes may reach an open flame or spark. Allow engine to cool before storing in any enclosure.
3. To reduce fire hazard, keep unit free of grass, leaves or excessive grease.
4. Have your trimmer inspected and serviced each year by an authorized Snapper dealer. Determine if any additional devices are available which might upgrade the safety of your trimmer.
5. Use only factory specified Snapper attachments, accessories and fasteners.
6. Secure the unit & empty the fuel tank before transporting in a vehicle.
7. Store unit so that sharp objects will not accidentally cause injury.



## SAFETY INSTRUCTIONS for BRUSH CUTTERS WITH BLADES



Read and follow all instructions included with the original unit--failure to do so can result in serious injury.

1. Inspect the unit prior to operation for damaged or worn parts and for loose fasteners.
2. Do not attach a blade to the unit without the proper installation kit or hardware.
3. Always use the steel shield.
4. Wear safety eyewear and long pants, work boots and gloves.
5. Install blade to blade holder hardware with holes properly aligned and securely fastened. Failure to do so can allow blade to spin off.
6. Inspect the blade any time it contacts pebbles, rocks or other hard objects. Replace chipped, cracked, warped or otherwise damaged blades or chain parts with factory specified SNAPPER replacement blades.
7. Make sure blade stops running at idle speeds. A coasting blade can be dangerous.
8. Keep all bystanders, children and pets at least 30 feet away.
9. Cut in the recommended cutting direction.

### "BLADE THRUST (KICK-BACK) PRECAUTIONS"

1. **DANGER: ALWAYS GUARD AGAINST BLADE THRUST.** This is a "kick-back" or "blade-bounce" type reaction. This reaction can be violent enough to cause loss of control and serious injury to the operator or others.
2. **REDUCE THE CHANCES OF BLADE THRUST.**
  - a. Use the proper blades, use 8 point blade for cutting heavy weeds and small underbrush (3/8" diameter or less), use the 80 tooth blade for heavier brush and small saplings. Use the new SNAPPER chain blade for all types of cutting, it also greatly reduces blade thrust.
  - b. Keep blade sharp. Dull blades are more likely to snag or thrust back. Check blade any time it contacts any rocks, wire or metal post.
  - c. Cut at full throttle.

**BLADE SHARPENING** - Periodically check the blade for nicks and cracks. Always discard any blade where damage is apparent!

**NOTE:** Only 8 tooth blades & chain blades can be sharpened.

Sharpen the 8 tooth blade as described below:

Sharpen each tooth with a file. "Round" each tooth and file a radius at the base as shown in FIG. 1 to minimize the chances of cracks developing in these critical areas.

Refer to proper chain blade sharpening included with blade.

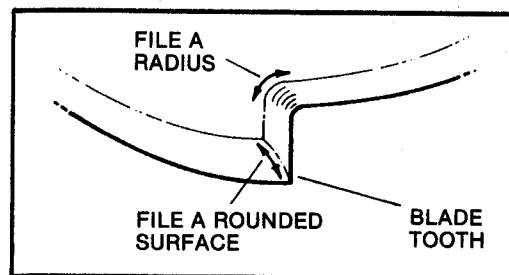


FIG. 1 - BLADE SHARPENING

## INTRODUCTION

The **SNAPPER** 2450RT and 4150RT are versatile, multi-purpose Rolling Trimmers equipped with a **FIXED LINE HEAD** (4). For cutting, the head sits flat on the ground surface. For trimming and edging around trees, walks, driveways, etc. the head is tilted. To operate in hard to reach areas or along fences & buildings, the head may be adjusted to the right or left.

The head can be adjusted to the 90° vertical position for edging or add the steel blade Edging Kit for a smoother edging cut.

## OPERATING PROCEDURE

Become thoroughly familiar with the location and function of each control **BEFORE** operating your trimmer. Refer to FIG. 1 - A.

\* **RIGHT** and **LEFT** are determined from the operator's position behind the Upper Handle (24).

**KNOW AND OBSERVE THE IMPORTANT SAFETY INSTRUCTIONS WHEN OPERATING THE TRIMMER!**

**NOTE: Always wear safety goggles and protective clothing when operating trimmer. Ear plugs & goggles are provided for your convenience. Keep bystanders out of area.**

Model 4150 RT is shown in illustrations unless otherwise noted.

## OPERATING/SERVICE POINTS

1. AIR CLEANER
2. DEBRIS SHIELD
3. ENGINE
4. FIXED LINE HEAD
5. FOAM GRIP
6. FUEL CAP (NOT SHOWN)
7. FUEL TANK
8. GEAR HEAD
9. GLIDE BALL
10. KNOB-HANDLE ADJUSTING
11. ADJUSTING KNOB
12. LOWER HANDLE
13. MAIN FRAME
14. MOMENTARY SWITCH
15. MUFFLER SHIELD
16. PANEL W/INSTRUCTIONS
17. SPARK PLUG
18. SWIVEL MOUNT
19. "T"-BOLT
20. THROTTLE BAIL
21. THROTTLE CABLE
22. TRAILING SHIELD
23. TUBE W/LINE
24. UPPER HANDLE
25. WHEEL

## STARTING/STOPPING UNIT

To engage the unit, squeeze the **THROTTLE BAIL** (20) against the **FOAM GRIP** (5) on **UPPER HANDLE** (24). To stop the unit, release the bail, allowing the engine RPMs to drop below 3400 and return to an idle (disengaging the clutch).

**NOTE: If time permits, release the THROTTLE BAIL (20) BEFORE stopping the engine, thus permitting the clutch to disengage first.**

Be prepared to stop quickly - should an emergency occur! Stop the engine by pushing the **MOMENTARY SWITCH** (14) down until the engine stops. Refer to FIG. 2.

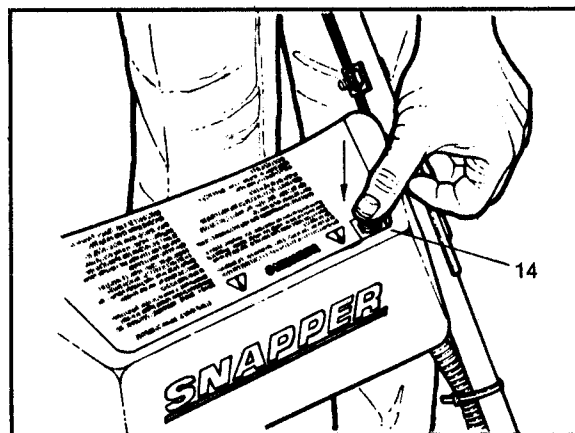
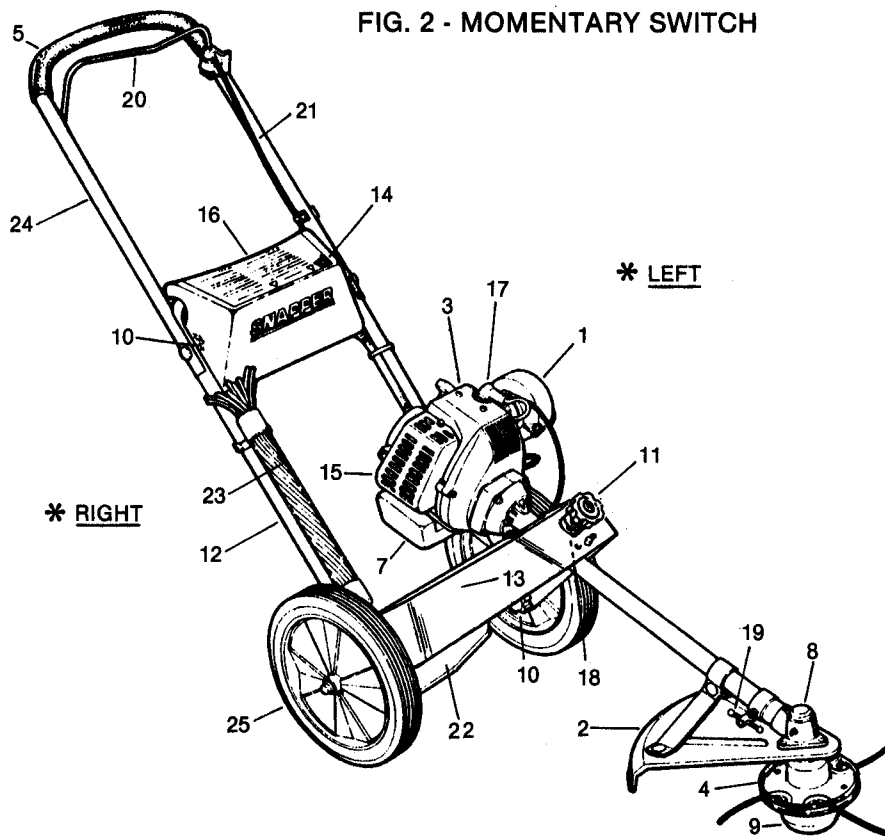


FIG. 2 - MOMENTARY SWITCH



4 FIG. 1 - A - LOCATION OF CONTROLS/FEATURES

## PRE-MIX FUEL (32 to 1 RATIO)

Only use the EXACT mixture of 32 parts gasoline to 1 part 2-cycle air cooled engine oil - for proper lubrication. DO NOT use the special 50:1 ratio oils. Use a good quality regular grade leaded or unleaded gasoline with **SNAPPER** special formulated 2-cycle engine oil - #6-0744 4 oz. bottle.

### 32:1 RATIO - U.S. STANDARD FLUID MEASUREMENTS

GALLONS-GASOLINE	1	2	3	4	5
OIL-OUNCES 2-CYCLE	4	8	12	16	20

Observe all safety precautions and use an approved container - fuel is very flammable!

Pour some gasoline into the container first - followed by the oil. Close container and mix components by shaking. Add remaining gasoline and again mix until blended. Always shake container before filling FUEL TANK (7) and only add fuel when the engine is COOL!

**NOTE:** To help prevent gum/varnish build-up in the carburetor, use only clean fresh fuel. Using a gas additive such as STA-BIL® will keep fuel from creating gum/varnish build-up.

## PRIMING/STARTING/STOPPING ENGINE

**NOTE:** When starting the engine, DO NOT pull the rope all the way out, or let the handle "SNAP" back. After each pull, carefully guide the handle back to the retracted position - to prolong recoil starter life!

1. Pump the primer bulb on FUEL TANK (7), while holding the tickler valve in until fuel starts flowing through overflow tube as shown in FIG. 3. Priming is not required with a warm engine. **NOTE:** Failure to hold tickler valve in while priming will flood the engine.
2. Move the CHOKE LEVER (A) to the CHOKE position on cold engines. Place your foot on the wheel to secure unit while pulling the starter rope. Pull the starter handle with the right hand using full strokes until the engine starts to run. Refer to FIG. 4.
3. After the engine has warmed up for approximately 5 seconds, move the choke lever (A) down to the RUN position.
4. Stop the engine by pushing the MOMENTARY SWITCH (14) down until the engine stops. Refer to FIG. 2, PG. 4.

**NOTE:** If the choke lever (A) is not moved to RUN, engine flooding or difficult starts on subsequent attempts can result.

**CAUTION:** The FIXED LINE HEAD (4) may rotate when the choke lever is set between CHOKE and RUN!

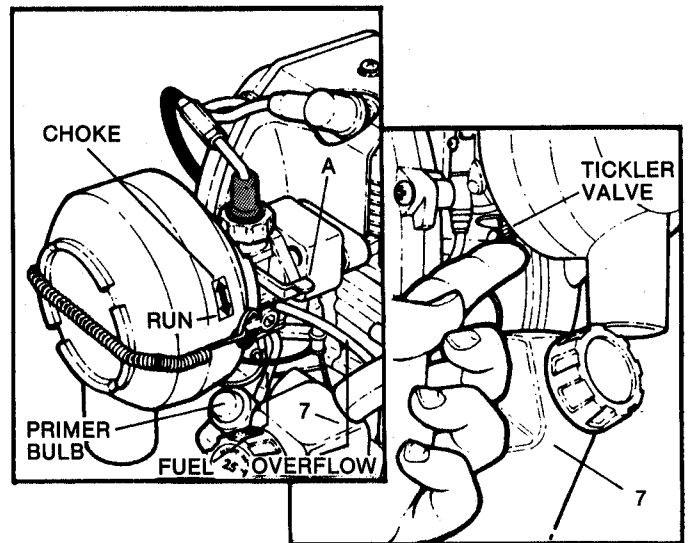


FIG. 3 - PRIMING THE ENGINE

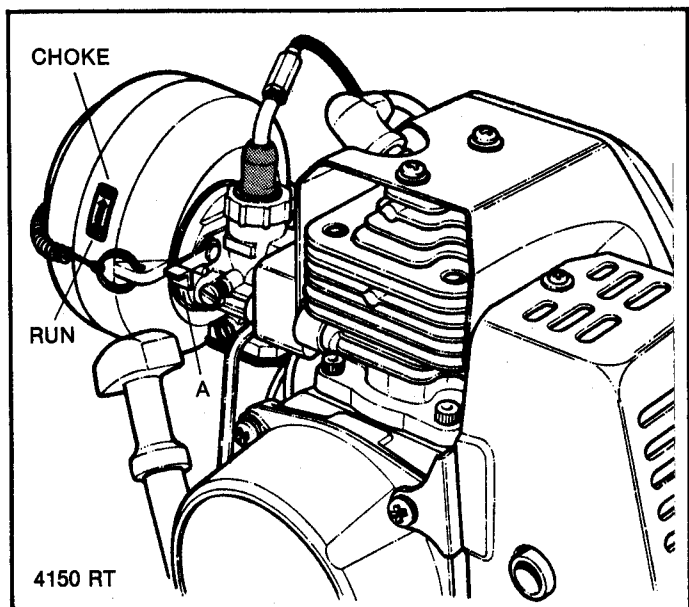


FIG. 4 - CHOKING THE ENGINE

## CUTTING/TRIMMING OPERATION

**ADJUSTING FOR CUTTING** - In the cutting mode, the trimming assembly (A) is centered - with the SWIVEL MOUNT (18) pin (Y) located in (center) hole (X) which is in the top of MAIN FRAME (13). The FIXED LINE HEAD (4) will rest on the ground surface and the DEBRIS SHIELD (2) will be parallel with the ground surface. Refer to FIG. 5 and FIG. 5-A and proceed as follows:

1. Face ADJUSTING KNOB (11) and turn it COUNTER-CLOCKWISE to locate pin (Y) in the center hole (X). Then tighten KNOB (11) by turning CLOCKWISE.
2. To level the head and shield, turn "T"-BOLT (19) COUNTER-CLOCKWISE (to loosen), then rotate the GEAR HEAD (8) COUNTER-CLOCKWISE until it stops - turn "T"-BOLT CLOCKWISE to retighten.

When cutting in congested areas, such as near fence rows, the head can be positioned either to the RIGHT or LEFT by locating pin (Y) in the appropriate hole in MAIN FRAME (13) top.

**CAUTION:** Wear goggles and keep bystanders out of area.

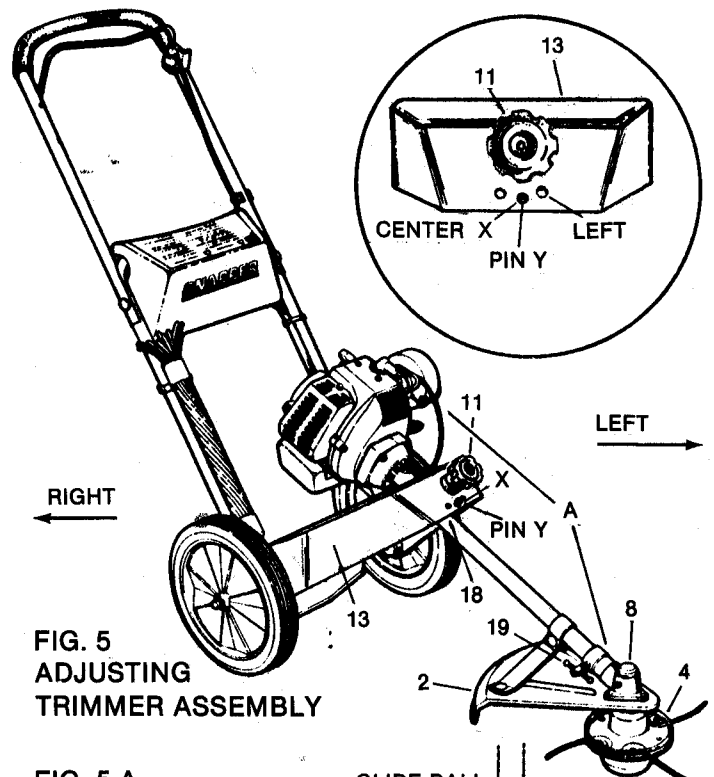
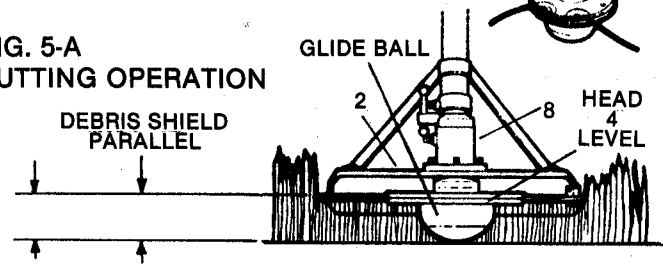


FIG. 5-A CUTTING OPERATION



**ADJUSTING FOR TRIMMING** - Loosen "T"-BOLT (19), rotate FIXED LINE HEAD (4) CLOCKWISE to desired angle as shown in FIG. 6 - retighten "T"-BOLT. (locate pin (Y) in LEFT hole in MAIN FRAME (13) top).

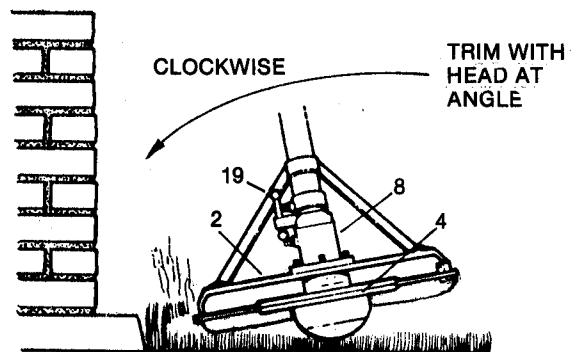


FIG. 6 - TRIMMING OPERATION

**ADJUSTING FOR VERTICAL EDGING** - Locate pin (Y) in LEFT hole in MAIN FRAME (13) top. Loosen "T"-BOLT, rotate head CLOCKWISE (90°) until it stops - retighten "T"-Bolt. Refer to FIG. 7.

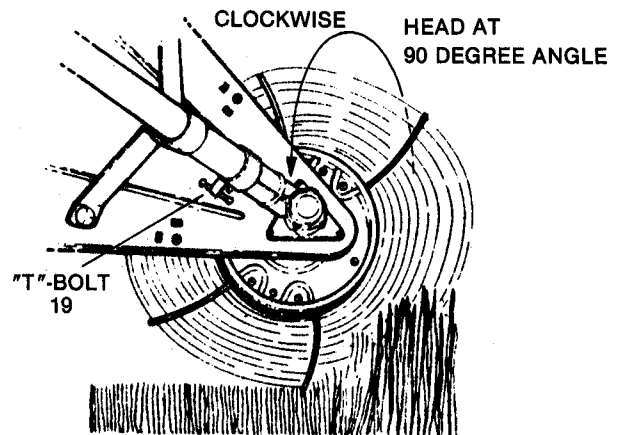


FIG. 7 - EDGING OPERATION

**NOTE:** You can also install the optional steel blade EDGER KIT #6-8031 w/guide wheel for a cleaner cut or first time edging.

## LINE REPLACEMENT

**NOTE:** The 2450RT and 4150RT Rolling Trimmers are designed to use ONLY the **FIXED LINE HEAD (4)** and **GLIDE BALL (9)** - with which they are equipped. The 2450RT uses .105 diameter line and the 4150RT uses .130 diameter line. Use only designated genuine **SNAPPER** parts and line on your trimmer!

Lay the trimmer back (on **UPPER HANDLE (24)**) to elevate the head for easy access. Pull (by hand or with pliers) the remaining used lines from the four formed "U" shaped channels and insert two new lines into channels as shown in FIG. 8.

The lines should be 17" long from tip to tip after installation - with all four equal in length.

Check the tightness of the arbor bolt (C), **GLIDE BALL (9)**, and **FIXED LINE HEAD (4)** at this time - frequently inspect all components for tightness!

Should the **GLIDE BALL** ever wear through, disassemble as shown in FIG. 8. Unscrew the arbor bolt (C) by turning it **CLOCKWISE** while restraining the head by holding the blade spacer or the holder "B" with the large wrench (furnished). Replace the **GLIDE BALL** and reassemble in reverse order.

## CUTTING BLADE - OPTION

The 2450 RT and 4150 RT Rolling Trimmers are designed for quick and easy conversion to use a variety of **SNAPPER** cutting blades for the removal of weeds, brush, and small saplings. The 2450 RT can be fitted with the 8" diameter blade and the 4150 RT accepts either the 8" or 10" diameter blade. Your **SNAPPER** dealer will assist you in selecting the appropriate blade for your needs. We recommend using the new chain blade. Remove the **FIXED HEAD (4)** as shown in FIG. 8 and proceed as described below and as illustrated in FIG. 8-A.

1. Loosen "T"-BOLT (19) and turn (rotate) the **GEAR HEAD (8)** **CLOCKWISE** until it stops (90°) - retighten bolt.
2. Position the blade spacer or holder "A" on the output shaft against the underside of **GEAR HEAD** - with the blade flange toward you.
3. Align the blade on the blade flange with the teeth oriented in the proper direction - rotation is **COUNTER-CLOCKWISE** (from the operator's position). Then place holder "B" or bellville washer on the output shaft against the underside of blade with the recessed surface against the blade.
4. Finally, insert the blade arbor bolt (Short) (D), through the **GLIDE BALL**. While facing the bolt head, screw the bolt **COUNTER-CLOCKWISE** onto the output shaft - securing the **GLIDE BALL**, holder "B"/bellville washer, and blade to the shaft. Hold the blade spacer or holder "A" with the large 38mm wrench (Included in tool kit) and turn arbor bolt **COUNTER-CLOCKWISE** until it is securely tightened. Use 13/16 spark plug socket to tighten.

**NOTE:** 2450 RT utilizes the blade spacer while the 4150 RT has the holder "A" / holder "B" combination between the **GEAR HEAD** and **FIXED LINE HEAD**.

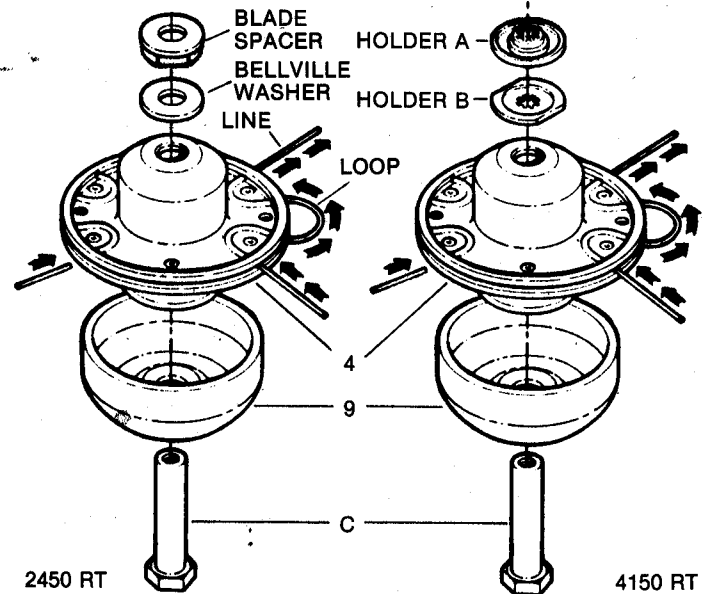


FIG. 8 - INSTALLING NEW LINE

**WARNING:** Before handling the **FIXED LINE HEAD (4)**, be sure the engine is **NOT** running and the **GEAR HEAD (8)** is **COOL** to the touch.

**NOTE:** 2450 RT is fitted with the blade spacer above the blade and bellville washer below. 4150 RT is set up with holder "A" above the blade and holder "B" below. Refer to FIG. 8-A.

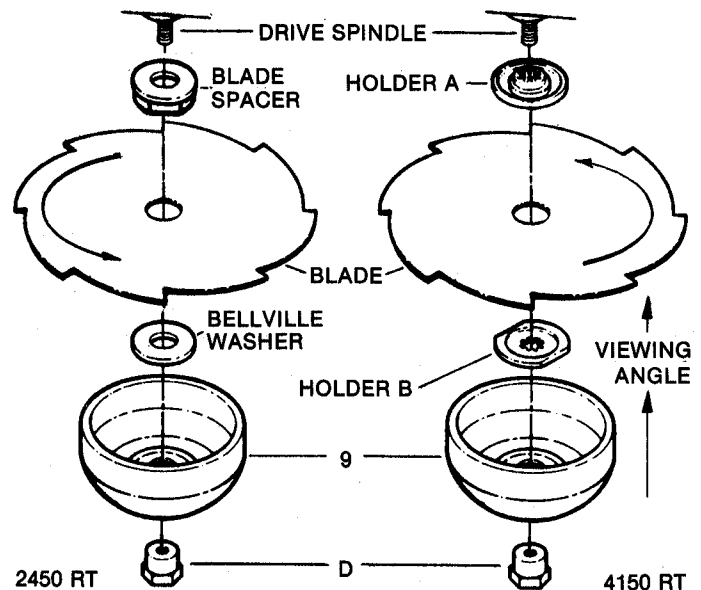


FIG. 8-A - CUTTING BLADE INSTALLATION

**CAUTION:** Use only **SNAPPER** blades - never use substitutes! Differences in mounting hole diameter or variations in material hardness could be dangerous. Also, never attempt to install a blade on your trimmer while the **FIXED LINE HEAD (4)** is already installed. Always use the specified hardware and in proper sequence.

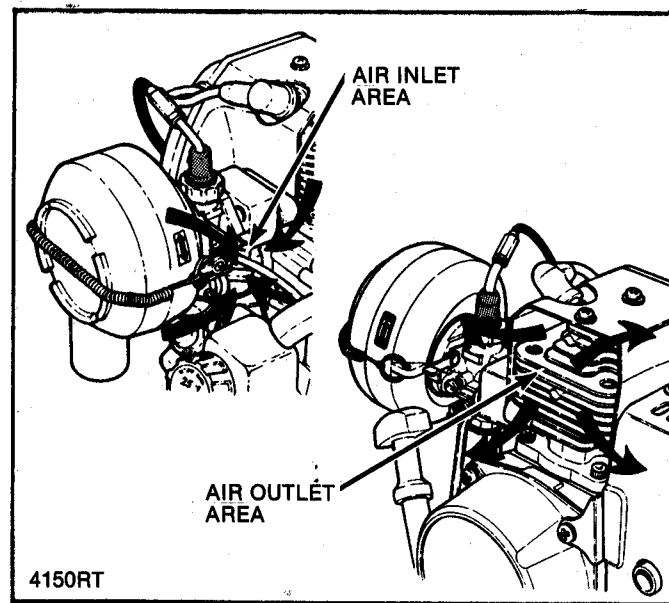
## SERVICE PROCEDURES

**SERVICE ASSISTANCE & PARTS** - To retain the original integrity of your trimmer, use only genuine **SNAPPER** replacement parts. The information in the Parts Manual (accompanying this Operator's Manual) is subject to change. Your **SNAPPER** dealer has the latest up-to-date information as well as replacement parts and service facilities.

For the nearest **SNAPPER** Dealer, check your telephone directory yellow pages under the heading **LAWN MOWERS**.

For maximum performance from your trimmer, inspect its condition before each use and during operation. Always remove any grass, grease or any other accumulation of debris from the engine air intake, fuel tank, spark plug, muffler area, etc. Most routine services can be quickly and easily performed using ordinary hand tools. Always perform the following routine services:

**NOTE:** Keeping debris from accumulating around air inlet areas will keep the flywheel and cylinder areas from clogging up and over heating.



### AIR CLEANER - SERVICE EVERY 10 HOURS

Service the AIR CLEANER (1) more frequently than every 10 hours if the trimmer is operating in dusty/dirty conditions. Refer to FIG. 9 - (A) 24.1cc, (B) 40.6cc.

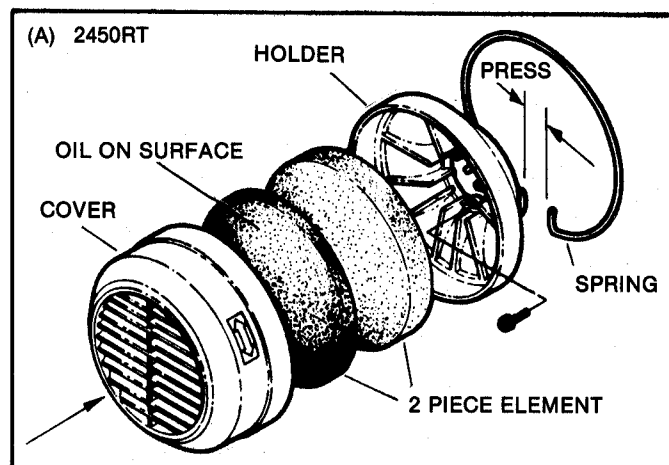
- \* Move choke lever UP to CHOKE position to prevent dirt from entering the carburetor during filter element servicing.

Open the two piece air cleaner cover on the 24.1cc engine (A) by squeezing the spring between your thumb and index finger.

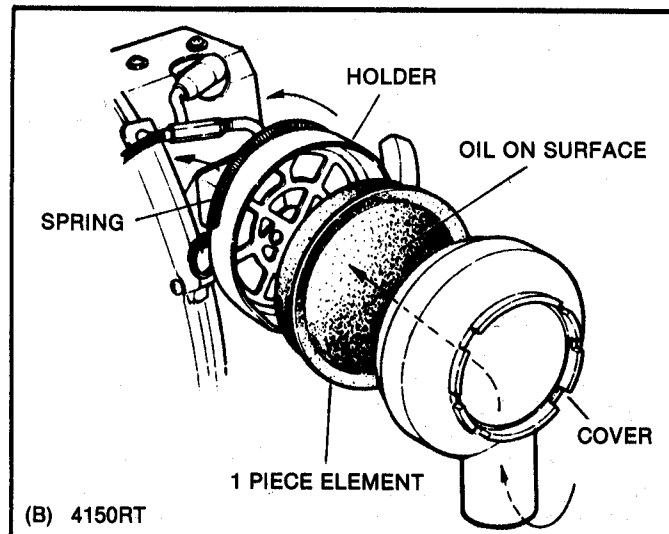
Wash the two-piece element in a non-oil based solvent. Air or blow dry, and evenly distribute a small quantity of SAE 30 engine oil on the surface (one side) of the black filter material. Do not put oil on either surface of the light colored element half. After cleaning the cover and holder, reassemble in reverse order. The oil saturated surface (of the black element half) must be facing outward to contact incoming air FIRST.

Open the two-piece air cleaner cover on the 40.6cc engine (B) by moving the retaining spring up over the cover. Wash the one-piece element in a non-oil based solvent. Air or blow dry, and evenly distribute a small quantity of SAE 30 engine oil on the lighter colored "fuzzy" (rough) surface. After cleaning the cover and holder, reassemble in reverse order. The oil saturated surface (light colored and fuzzy) must be facing outward to contact incoming air FIRST.

**NOTE:** Replace the filter element if frayed, torn, or cracked. Refer to the Parts Manual for the correct replacement number.



**NEVER CLEAN FILTER ELEMENT WITH GASOLINE!**





## GEAR HEAD — SERVICE EVERY 50 HOURS

The GEAR HEAD (8) gets hot during operation - let it cool before servicing!

1. Remove the grease fitting on the RIGHT side of gear head housing and check the level of lubricant. Securely reinstall the fitting and using a hand type grease gun, add quality lithium base #2 multi-purpose grease when required. Refer to FIG. 10.

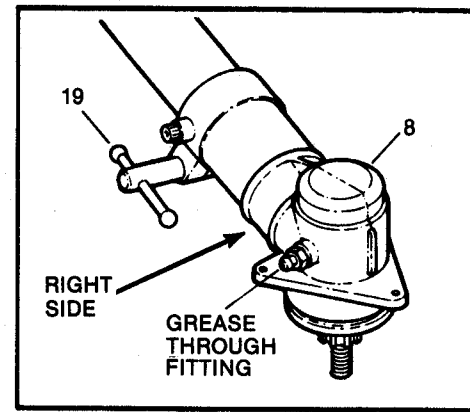


FIG. 10 - GEAR HEAD

## SPARK ARRESTOR - MUFFLER

The 2450RT and 4150RT have removable screen type spark arrestors. A spark arrestor prevents sparks (generated by the engine) from being discharged with the exhaust gases. Without proper service, the arrestor screen can become clogged with carbon, resulting in engine "power loss". Clean the screen after every 5 hours duration of operation - replace if there is deterioration, allowing sparks to escape.

Carefully remove the MUFFLER CYLINDER SHIELD (15) on the 24.1cc engine by unscrewing the two "PHILLIPS" head retaining screws and slip the spark plug wire from its molded retaining clip - disconnect SPARK PLUG (17).

1. Remove the hex lock nut and washer from the threaded stud and remove gasket/muffler cover.
2. Carefully pry the spark arrestor plate (A) from the muffler housing with a flat blade screwdriver.
3. Clean the screen with a wire brush if needed and then wash in a clear solvent. Allow to dry and reassemble in reverse order.

Carefully remove the MUFFLER CYLINDER SHIELD (15) on the 40.6cc engine by unscrewing the three "PHILLIPS" head retaining screws.

1. Unscrew the two "PHILLIPS" head retaining screws and pull spark arrestor out of muffler body - take care not to damage the gasket if prying is required.
2. Clean the screen with a wire brush if needed, and then wash in a clean solvent. Allow to dry and reassemble in reverse order. Replace the gasket if it becomes damaged.

**CAUTION: SERVICE THE SPARK ARRESTOR ONLY WHEN THE ENGINE IS COOL!**

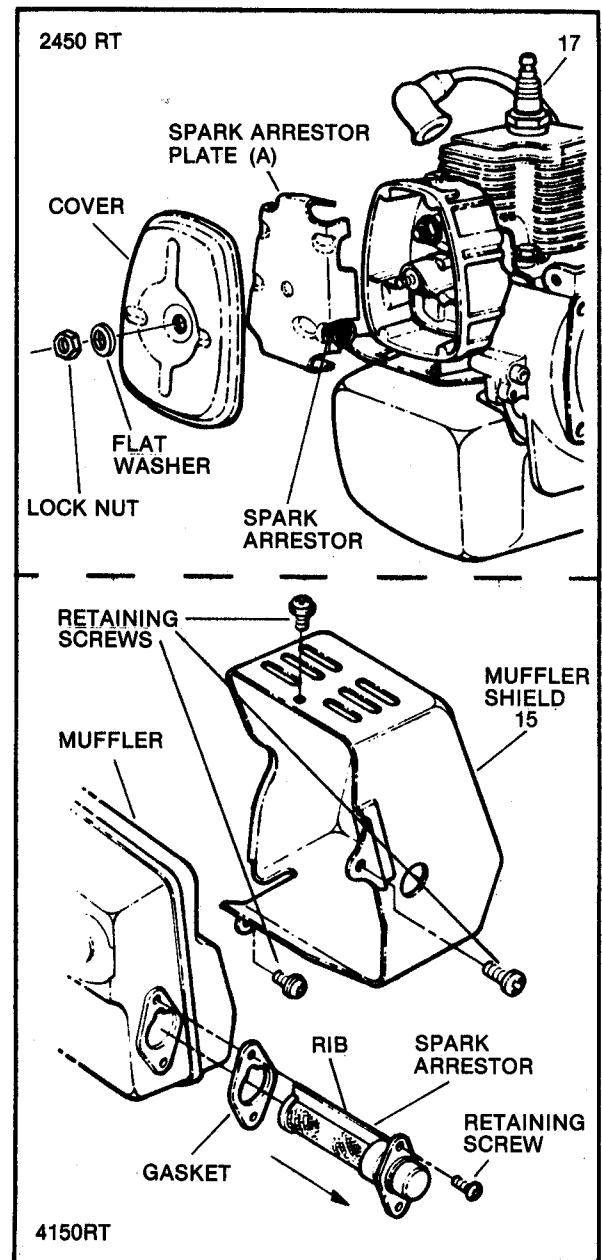


FIG. 11 - SPARK ARRESTOR

## SPARK PLUG SERVICE

The SPARK PLUG (17) can become oil fouled (the electrode becomes carbon fouled) frequently if the engine has been running at low speeds (idling RPM's) for extended periods of time.

1. Inspect/clean the spark plug (electrode) at frequent intervals-especially if the engine is difficult to start.
2. Always use a spark plug wrench or socket when removing/installing a spark plug.
3. Set the "gap" at .028" and use ONLY CHAMPION CJ8 or an equivalent plug.

## FUEL CAP/FILTER

Cleanliness of the fuel system is a must for optimum operation. Refer to FIG. 12 and service (when required) as follows:

1. Remove and inspect FUEL CAP (5). Disassemble and clean the internal venting parts when they become dirty.
2. Using a hooked steel wire (or paper clip), lift (extract) the fuel line (tubing) with filter, through mouth of FUEL TANK (7).
3. Remove the filter from the formed end of fuel line by twisting and pulling it free.

The fuel filter is equipped with either a soft or a hard white outer filter element. The soft, white felt element must be replaced when it becomes dirty while the hard, white Porex element may be washed in a clean, non-oil based solvent and re-used. Gray inner filter elements are re-useable, after being cleaned in the solvent. Air or blow dry re-useable elements before reassembly.

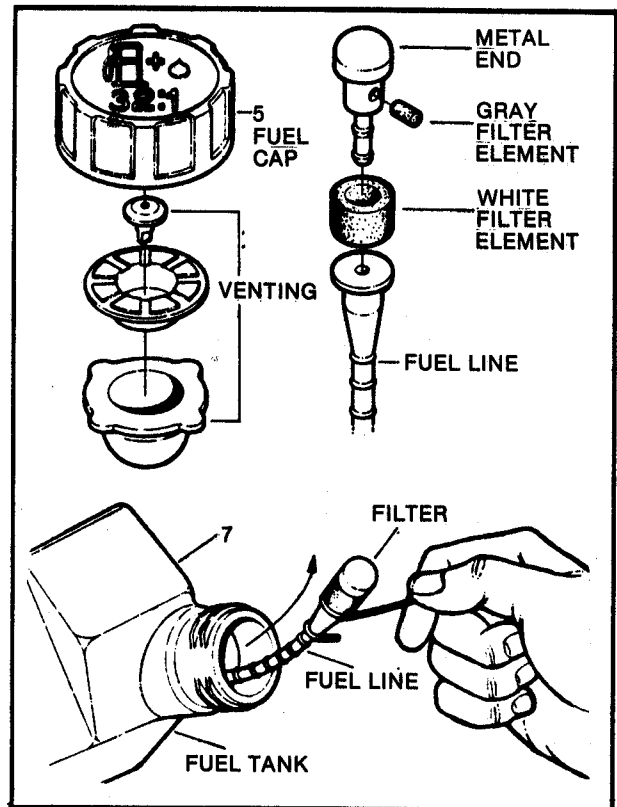


FIG. 12 - FUEL CAP/FILTER

## FUEL SYSTEM - CARBURETOR SERVICE

If, after the AIR CLEANER (1), SPARK PLUG (17) and spark arrestor have been inspected/cleaned, the engine will not start, stalls at idle speed, or stalls during rapid acceleration, refer to FIG. 13 and take the following steps:

1. It is possible that the idle mixture screw (A) needs to be adjusted if the engine starts, but stalls rather than continue to run at an idle speed. Turn the screw CLOCKWISE 1/8 turn (at a time) and restart engine - continue this procedure until the engine runs at an idle.

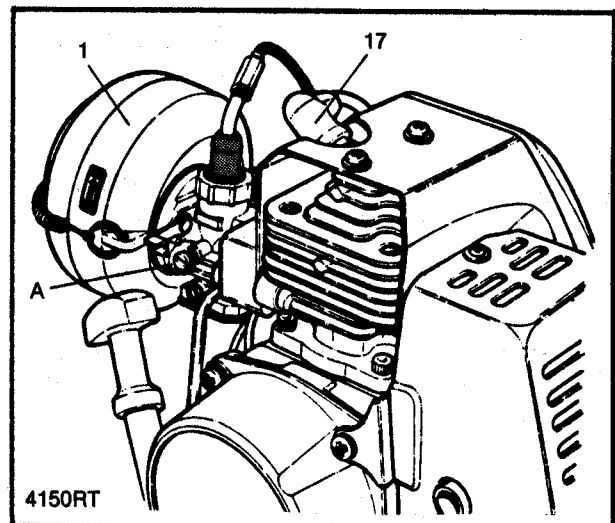


FIG. 13 - SERVICING CARBURETOR

An alternate idle adjustment can be made by changing the TRAVEL length of the THROTTLE CABLE (21). It enters the carburetor top through the rubber cap (C). Refer to FIG. 13-A and proceed as follows:

Loosen lock nut (A) and turn adjusting nut (B) CLOCKWISE to shorten cable, or turn it COUNTER-CLOCKWISE to lengthen the cable. Retighten lock nut (A).

**NOTE:** If while the engine is idling, the FIXED LINE HEAD (4) or cutting blade also rotates, the idle screw needs to be turned COUNTER-CLOCKWISE until the clutch activated head or blade stops.

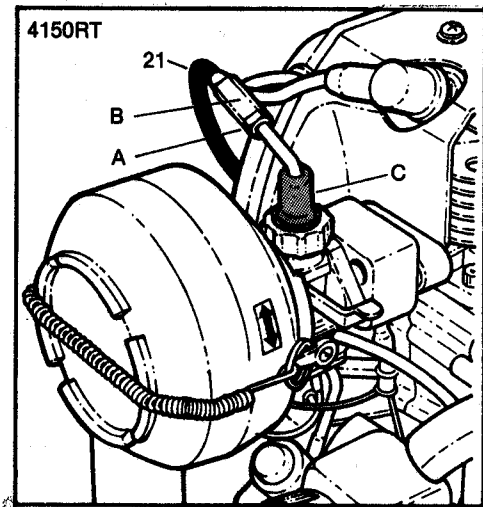


FIG. 13-A- IDLE ADJUSTMENT

**NOTE:** To help prevent gum/varnish build-up in the carburetor, use only clean fresh fuel. Using a gas additive such as STA-BIL® will keep fuel from creating gum/varnish build-up.

- If the engine refuses to start, stalls during rapid acceleration, or has a "power loss" under load, it is recommended that you return the trimmer to your SNAPPER DEALER for inspecting/service as the carburetor is sensitive and can be damaged if incorrectly serviced.

## OFF-SEASON STORAGE

Before storing the unit for 30 days or more (and during off-season), take the following steps:

- Drain the FUEL TANK (7) and run the engine until the tank is dry. Again, the use of a gas stabilizer will help during storage.
- Store the trimmer (under cover) in a dry, out of weather, protected, and inaccessible to children location-such as a locked shed. Never store the trimmer close to a water heater, furnace, or any other machinery which could cause a spark.

**NOTE:** When folding handles to fit into a condensed space, carefully "flex" the THROTTLE CABLE 21 -don't let it get "kinked".

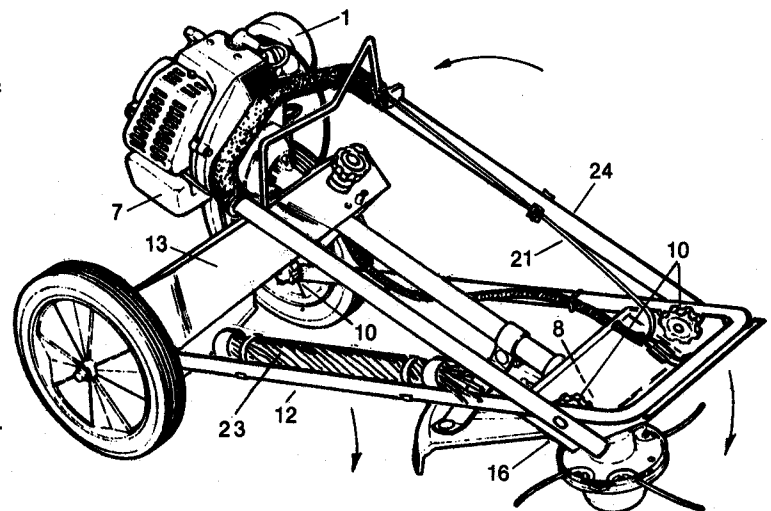


FIG. 14 - STORAGE PREPARATION

To store the unit in "tight" quarters, refer to FIG. 14 and follow these procedures:

- First, remove the tube of extra (replacement) lines or move the tube from the front to the back of LOWER HANDLE (12).
- Loosen both upper KNOBS (10) located inside PANEL (16) and fold UPPER HANDLE (24) rearward.
- Loosen both lower KNOBS (10) located under/inside MAIN FRAME (13) and then "spring" the LOWER HANDLE (12) forward over both retaining pins (one is located on each side of the MAIN FRAME). Rest the PANEL (16) on the GEAR HEAD (8).

**NOTE:** Carefully move the handles past the AIR CLEANER (1) when lowering them onto the GEAR HEAD.

See your SNAPPER Dealer for available options!



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