

Important: (1) Normal maintenance and adjustments to the product is the responsibility of the customer. (2) Normal wear and tear is not covered under warranty. (3) Rubber/plastic parts and consumables such as blades, clutch and clutch-bell, spark-plugs, nylon line, air-filters, fuel-filters, oil seals etc. are not covered under the warranty.

No Warranty On Electrical Motor / Electrical Parts / Battery Etc.

Incidental / Consequential Loss: KisanKraft Limited or its manufacturers will not be liable for general damages, including bodily injuries, or for incidental or consequential damages including, but not limited to, loss of use, loss of profits, loss of production, expense of substitute equipment or other commercial loss or damage.

Limitation of Liability: This limited warranty is in lieu of all other express warranties, obligations, or liabilities. Any implied warranties, obligations or liabilities, including, but not limited to, any implied warranty of merchantability shall be limited in duration to the applicable warranty period. Any action for breach of any warranty hereunder, including, but not limited to, any implied warranty of merchantability must be brought within the applicable warranty period.

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Receipt is required for availing warranty services

Jurisdiction: All disputes are subject to Bangalore court's jurisdiction.

Our Products	<ul style="list-style-type: none"> ◆Chainsaws◆Brush Cutters and Accessories◆Harvesters◆ ◆Engines and Water Pumps◆Hand Tools◆Garden Tools◆ ◆Cultivators and Accessories◆Sprayers and Accessories◆ ◆Transplanter and Post Hole Digger◆Milking Machines◆
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This warranty is null & void, if you fail to register the warranty with KisanKraft by sending the KisanKraft Copy with dealer's stamp.

KisanKraft Limited (formerly known as KisanKraft Machine Tools P Ltd)

🌐: www.kisankraft.com ✉: info@kisankraft.com ☎: +91.80.22178200

Product	Portable Leaf Blower and Vacuum	KisanKraft Invoice Date	
Brand	KisanKraft	KisanKraft Invoice No.	
Model	<input type="checkbox"/> KK- LBV-260 <input type="checkbox"/> KK - LBV-650		
WARRANTY PERIOD	6 MONTHS	FOR THE SPECIFIED PERIOD FROM THE DATE OF SALE OR DELIVERY WHICHEVER IS EARLIER.	
Dealer's Invoice Date		Dealer's Invoice No.	
Buyer's Info (Name, Address, Phone, etc.):		Dealer's Stamp (Address, Phone, TIN, etc.):	
Buyer's Sign		Dealer's Sign	

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This warranty will only cover defects arising under normal usage.

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What is not covered: The *warranty shall become null and void* and neither KisanKraft Limited nor any of its manufacturers, nor its authorized dealers assumes any responsibility, if the failure was caused by the following:

- (1) Operation of product with incorrect fuel or lubricants, (2) Incorrect usage of machine or misuse, (3) Lack of maintenance, (4) Negligence, (5) Accident or physical damage, (6) Repairs made by unauthorized parties and/or with unauthorized parts, (7) Improper set up, adjustments, tampering or altered products

Note: *The purchase is not contingent upon a product demonstration. The purchaser shall satisfy himself with the product, including any product demonstration or verification of any function, before buying. KisanKraft Limited or its authorized dealers, including online sellers, shall not be liable to give any on-site demonstration after purchase of any of the product.*

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Wide Range of Products for Every Need



For more information give **MISSED CALL: 07676065555**



Many of our products have BIS: ISI certification.



User Manual



KisanKraft Limited

(Formerly known as KisanKraft Machine Tools Pvt Ltd)

Sri Huchhanna Tower, #4, 1st Main, 7-A Cross, Maruthi Layout, Dasarahalli,
HAF Post, Hebbal, Bangalore 560024, Karnataka, INDIA

- ◆ Bangalore (HO) ◆ Ahmedabad ◆ Bhopal ◆ Bhubaneswar ◆ Coimbatore ◆
- ◆ Guwahati ◆ Shimla ◆ Hubli ◆ Hyderabad ◆ Jaipur ◆
- ◆ Karnal ◆ Kolkata ◆ Lucknow ◆ Pune ◆ Raipur ◆

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BODY PARTS DIAGRAM & LIST-KK-LBV-65030

2 STROKE PETROL ENGINE- MANUAL33

KisanKraft has a large range of products to serve the farmers. A list of our products is given below:

<p>Brush Cutters and Accessories</p> <ul style="list-style-type: none"> Brush Cutter/Power Weeder Backpack Brush Cutter Tea Pruner Pole pruner with Engine Reaper Attachment Blades-Circular Blades (2 & 3 points) Baffle Nylon Rope Tap & Go <p>Chainsaws</p> <ul style="list-style-type: none"> Petrol Chainsaw Electric Chainsaw Chain Sharpening Machine <p>Engines and Water Pumps</p> <ul style="list-style-type: none"> Engine –Diesel-(Horizontal) Engine –Diesel(Vertical) Engine-Kerosene Water Pump with Petrol Engine Water Pump with Kerosene Engine Water Pump with Diesel Engine <p>Hand Tools</p> <ul style="list-style-type: none"> Secateurs Folding Saw Garden Rake Garden Shovel Hedge Shear Lopper Telescopic Hedge Shear Telescopic Lopping Shear Tree Pruner Telescopic Steel Pipe & Fruit Picker Bag Sheep Shear <p>Garden Tools</p> <ul style="list-style-type: none"> Electric Pressure Washer Hedge Trimmer Lawn Mower (Electric, Petrol & Manual) Leaf Blower 	<p>Cultivators and Accessories</p> <ul style="list-style-type: none"> Petrol and Diesel <p>Sprayers and Accessories</p> <ul style="list-style-type: none"> Battery Sprayer Portable Power Sprayer Trolley Sprayer Manual Knapsack Sprayer Manual Pressure Sprayer Rose Cans Hose Crimping Machine HTP Sprayer HTP Delivery Hose HTP Hose Reel HTP Stand HTP Gun / Lance(Brass Rod) Knapsack Power Sprayer Mister / Duster / Granuel Spreader HTP Sprayer Set with Diesel Engine HTP Sprayer Set with Kerosene Engine Fogging Machine <p>Milking Machine</p> <ul style="list-style-type: none"> Wood Shredder Fodder Ensiling Chaff Cutter Fodder Grinder Chaff Cutter Fodder Mini Chaff Cutter <p>Harvester</p> <ul style="list-style-type: none"> Maize Sheller Maize Sheller + Dehusker Maize Combine Harvester Onion Digger Carlotti Italy Tea Leaf Harvester Sugarcane Combine Harvester Sugarcane Leaf Stripper <p>Transplanter and Post Hole Digger</p> <ul style="list-style-type: none"> Paddy Transplanter (2 & 8 Rows) Transplanter-Vegetable & Tobacco Post Hole Digger(4” to 14” Augers)
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After removing carbon accumulated on the electrodes and the insulator, adjust the clearance between the electrodes at 0.6 ~ 0.7 mm



⚠ When mounting the plug cap, push it in securely

Cleaning of fuel filter

Using a piece of wire, or the likes, pull out the fuel filter and wash with clean white kerosene. When it is fouled heavily, replace the filter and also wash the tank inside.

⚠ Use of fire is strictly prohibited

Carbon removal

Remove carbon from the muffler in-/outlet, cylinder and piston. This work requires engine servicing skill and some tools. Consult the dealer or nearest service center.

⚠ CAUTIONS DURING INSPECTION

- Disconnect the ignition plug wires before inspection or adjustment to prevent unexpected start of engine.
- Do not touch the engine immediately after operation to prevent burn.
- Use of fire is strictly prohibited when handling the fuel (gasoline).
- Make sure to clean spilled fuel sufficiently before using the engine.
- Do not wash the engine with water.
- Do not change the setting revolution speed carelessly. (Consult your dealer when changing the revolution speed.)

STORAGE

When releasing the engine from operation for more than 30 days, it must be serviced and stored as follows with care to prevent the starting trouble or malfunction due to degeneration of fuel.

1. Drain the fuel from the fuel tank and start to run the engine till it is stopped due to use-up of fuel.
2. Wash the inside of fuel tank and fuel filter with white kerosene.
⚠ Use of fire is strictly prohibited
3. Removing the ignition plug, inject a small quantity of new engine oil through the plughole. After idling slowly for few revolutions operating the recoil starter, install the ignition plug. Pull the recoil starter again and stop it at the position where it is felt heavy.
4. Clean the external surfaces with soft cloth and store it at a dry place free from fires.

NOTE: If the unit is left over without draining fuel, impurities in the fuel could clog the fuel passages such as the carburetor, fuel filter, or others, and cause engine troubles. Make sure to drain the fuel when storing the unit for a long period of time.

⚠ Sufficient care must be taken not to use fires at the vicinity when handling the fuel.

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INSPECTION AND SERVICE

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Table of regular inspections

Item \ Time	Before Each Operation	At Every 50-hours	At Every 100-hours	2 Years
Inspection and retightening of bolts, nuts	✓			
Inspection of fuel leakage	✓			
Inspection, cleaning of air cleaner	✓			
Cleaning at cooling air inlet, cooling fin and around muffler	✓			
Inspection, cleaning of ignition plug		✓		
Inspection, cleaning of fuel filter		✓		
Removal of carbon from muffler, cylinder		✓		
Cleaning of spark arrestor		✓		
Replacement of ignition plug			✓	
Replacement of fuel piping (fuel pipe and grommet)				✓

INSPECTION AND SERVICE BEFORE EACH OPERATION

Cleaning of air cleaner

Wash the element with white kerosene and then immerse it in engine oil. Squeeze it tightly with single hand.



Use of fire is strictly prohibited



Cleaning and service at respective sections

- Clean thoroughly around the muffler.
- Clean the cooling fins and the cooling air inlet.
- Inspect and retighten bolts and nuts.
- Inspect the fuel leakage.

INSPECTION AND SERVICE AT EVERY 50-HOUR

Cleaning and adjustment of ignition plug

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ADJUSTING THE CARBURETOR

! Engine revolution speed is adjusted at the optimum condition before shipping from the factory. It should be adjusted only when it fails to operate properly. (Consult your dealer when adjustment is necessary.)

1. Use the slow speed adjusting screw to adjust the slow speed revolutions.
 - Right turns: Increase the revolution speed.
 - Left turns: Slow down the revolution speed.

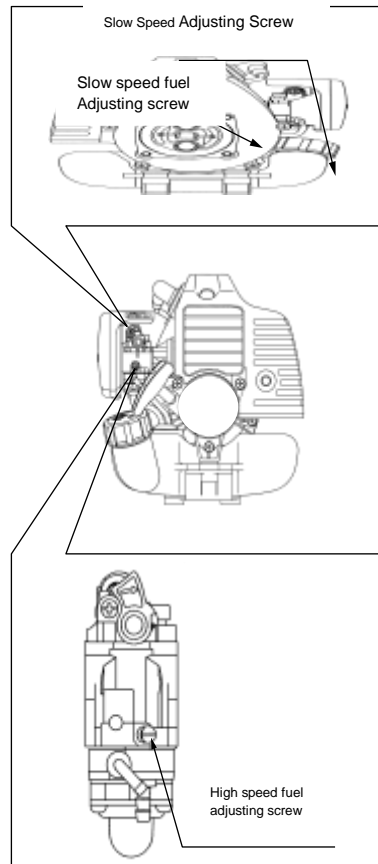
! Increasing the slow revolution excessively causes the driven equipment unable to stop even if the throttle lever is returned. The revolution speed should not be increased excessively.

2. In case with the slow speed fuel adjusting screw Normal position is where it is returned by one turn from the fully closed position (right turn).
 - Right turns: Increase the thickness of fuel.
 - Left turns: Decrease the thickness of fuel.

3. In case with the high speed fuel adjustment screw
 - Right turns: Decrease the thickness of fuel.
 - Left turns: Increase the thickness of fuel.

! Fuel adjustment for the carburetor is completed at the optimum condition before shipping from the factory. When it is necessary to adjust, consult your dealer.

! Do not decrease the thickness of fuel too much. (It could result in the seizure trouble of engine.)



BEFORE GETTING STARTED

We wish to thank you for choosing our blower. We are confident that the high quality of our machine will meet your requirement and satisfaction and that your blower will give you long-lasting service. The blower model combines the advantages of state-of-the-art technology with user friendly design. Before starting to use your machine, make sure to read this manual carefully, which has been purposely drawn up to provide you with all the necessary information for proper use, in compliance with basic safety requirements

SAFETY INSTRUCTIONS

- Inspect the unit before use. Replace any missing or damaged parts.
- Check for fuel leaks. Make sure all fasteners are in place and secure. Replace parts that are cracked, chipped, or damaged in any way. Do not operate the unit with loose or damaged parts.
- Carefully inspect the area before starting the unit. Remove all debris and hard or sharp objects such as glass, wire, etc.
- Be aware of the risk of injury to the head, hands and feet.
- Keep all children, bystanders, and pets outside a 50 feet (15 m) radius away; as there is a risk to bystanders from thrown objects. Bystanders should be encouraged to wear eye protection. If you are approached, stop the unit immediately.
- Use only original equipment manufacturer replacement parts.
- Squeeze the throttle control and check that it returns automatically to the idle position. Make all adjustments or repairs before using unit.
- Do not operate this unit when tired, ill, or under the influence of alcohol, drugs or medications.
- This unit is intended for adult use only. Do not allow children or untrained individuals to use the unit.
- Familiarize yourself with the controls and proper use of your unit prior to using.

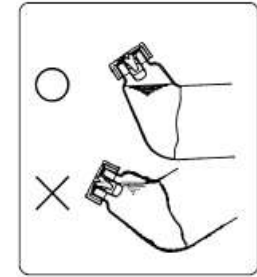
DURING OPERATION

- Never start or run the unit inside a closed room or building. Breathing exhaust fumes can be fatal. Operate this unit only in a well ventilated outdoor area.
- Wear safety glasses or goggles that meet ANSI Z87.1 standards and are marked as such. Wear ear/hearing protection when operating this unit. Wear a face or dust mask if the operation is dusty.
- Wear heavy long pants, boots, gloves and a long sleeve shirt. Do not wear loose clothing, jewelry, short pants, and sandals or go barefoot. Secure hair above shoulder level.
- Use the unit only in daylight or good artificial light.

- Avoid accidental starting. Be in the starting position whenever pulling the starter rope. The operator and unit must be in a stable position while starting. (Refer to Starting/Stopping Instructions.)
- Only use this tool for its intended purpose.
- Do not overreach. Always keep proper footing and balance.
- Always hold the unit with both hands when operating. Keep a firm grip on handle or grips.
- Keep hands, face, and feet at a distance from all moving parts.
- Do not touch the engine or muffler. These parts get extremely hot from operation, even after the unit is turned off.
- Do not operate the engine faster than the speed needed to blow, or vacuum.
- Do not operate the unit with loose or damaged parts. Stop the unit, switch the engine to off, and disconnect the spark plug for maintenance or repair.
- Use only original equipment manufacturer replacement parts and accessories for this unit. These are available from your authorized service dealer. Use of any unauthorized parts or accessories could lead to serious injury to the user, or damage to the unit, and void your warranty.
- Keep unit clean of vegetation and other materials.
- To reduce fire hazard, replace faulty muffler and spark arrestor. Keep the engine and muffler free from grass, leaves, excessive grease or carbon build up.
- It is recommended to use the full blower nozzle extension so the air stream can work close to the ground.
- In order to prevent damage from vibration and/or damage to the ears, you should not keep the machine working more than one hour at a time.
- It is recommendation to operate the machine only at reasonable hours – not early in the morning or late at night when people might be disturbed.
- Do not operate the machine near open windows, etc.
- It is recommended to use rakes and brooms to loosen debris before blowing/vacuuming.
- It is recommended to slightly dampen surfaces in dusty conditions or use 6 mister attachment.
- Allow the engine to cool before storing or transporting.
- Store the unit in a dry area, locked up or up high to prevent unauthorized use or damage, out of the reach of children.
- Never soak or spray the unit with water or any other liquid. Keep handles dry, clean and free from debris. Clean after each use, see Cleaning and Storage instructions.
- Keep these instructions. Refer to them often and use them to instruct other users. If you lend someone this unit, also lend them this operation manual.

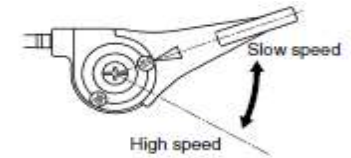
CAUTION

- Place the engine at a horizontal position when the driven equipment is not used at the rest time, or others, in summer season. (If the tank is tilted as much as the inside of fuel cap is submerged in the fuel, the fuel may leak.)
- Do not touch the engine body, especially the muffler, during or immediately after stopping the operation. (There is risk of burn.)



PRECAUTIONS DURING OPERATION

- After starting the engine, set the throttle lever at the slow speed position and warm up the engine for approx. 2~3 minute. As the engine warms up, the engine will be accelerated smoothly.
- Do not attempt to raise the engine speed abruptly immediately after the start because the lubrication oil may not be distributed at all over the engine.
- If the throttle lever is turned to the fully opened position, the revolution speed picks up to a considerably higher level, which could not only shorten the life of engine but also cause trouble. It should be avoided to race the engine at high speed under no load condition or raise the speed unnecessarily.
- Before starting operation, make sure to inspect the engine in accordance with the "Inspection before starting the engine".
- Do not operate the engine at the indoor or a place with poor ventilation. (Exhaust gas contains odorless and harmful carbon monoxide.)
- Do not insert in or approach hands or foot at the moving or rotating sections.
- Stop the engine immediately if it has been discovered any leakage of fuel or gas from the carburetor, muffler, fuel tank, crankcase, cylinder or mating face at respective sections. (Contact a dealer or service center for repair.)
- Do not change the setting revolution speed of engine unnecessarily.
- Be careful not to touch highly heated muffler or sections on the engine to avoid possible risk of burn.
- Do not operate the engine while withered grasses, leaves or other inflammable substances are sticking in or around the muffler cover.
- Do not touch the ignition plug cap or high-voltage cord during operation. (There is risk of electric shock or physical injury.)
- Do not operate the engine with the muffler or air cleaner cover removed



up operation for 2 to 3 minutes in this condition. Observing the condition of the engine, move the throttle lever to a desired engine speed.

START

⚠ CAUTION

- Before starting the engine, confirm that the area of radius 15 m around the engine is completely evacuated.
- Do not operate the engine when any flammable material (gasoline, volatile chemicals, or others) is present around it.
- Driven equipment may start simultaneously with the start of engine. Carefully read the instruction manual of the equipment and start the engine carefully.
- When a class FC oil is used, a larger resistance may be felt when pulling the recoil starter grip under low temperature condition or at the initial operation at the next season. This is related to the characteristic of the oil and there is no problem on the engine. Once started, it will return to the normal condition

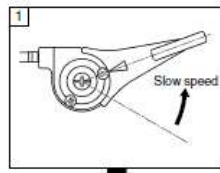
Concerning New Start System

It can start even if it is pulled slower than normal.

- If the rope is pulled (vigorously) till it will not come out any more, it could damage the recoil mechanism.
- Do not disassemble the recoil. It is dangerous to disassemble the inside of recoil. (Consult your dealer when it is necessary to replace related parts.)
- If the decompression slot of cylinder is clogged, the engine may start slower than normal. Clean the slot to restore the normal condition.

STOP

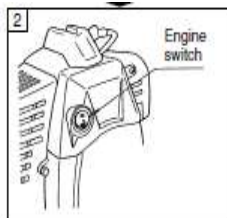
1. Set the throttle lever at the slow speed position.



2. Turn the engine switch to the "OFF" position. (Switch position may vary depending on the specifications. Refer to the instruction manual of driven equipment.)

In case of a push button type switch, keep pressing the push button till the engine stops completely.

- Replenish the fuel before using up completely. It will make easier at the next starting.
- When there is no subsequent work, drain the fuel from the fuel tank and restart the engine to use up the fuel remaining in the carburetor.



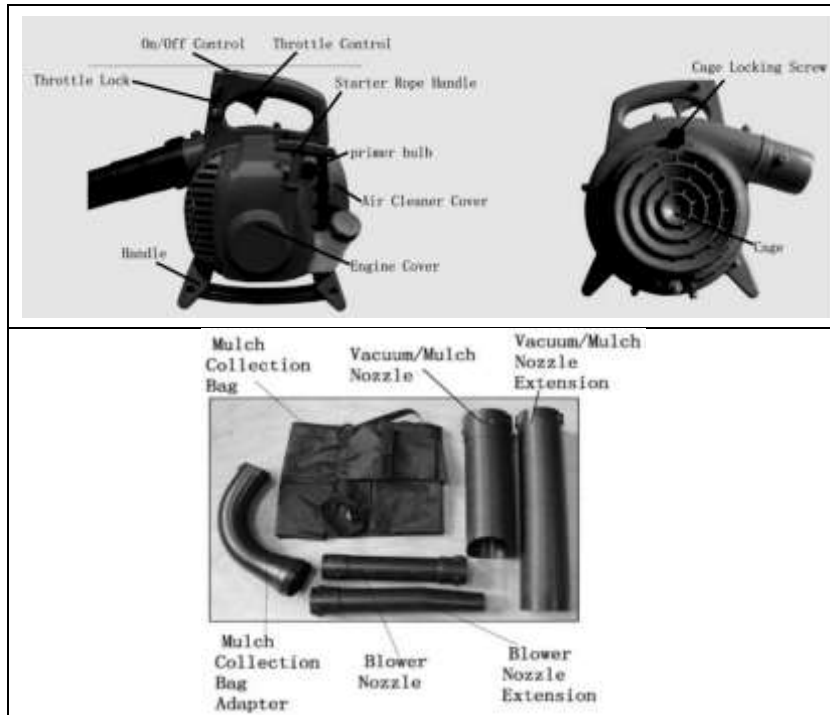
SAFETY DECALS

Symbol Form /shape					
Symbol description / Application Read and understand Operator's	Read and understand Operator's Manual.	Wear eye protection to protect your eyes.	Wear ear protection to protect your ears	Keep bystanders away	Hot Surface

TECHNICAL SPECIFICATIONS

Product Code	KK-LBV-260	KK-LBV-650
Rated Power	0.74 kW	2.7 kW
Displacement	26cc	63cc
Engine Type	2 stroke	
RPM	7500 rpm	6800 rpm
Fuel Used	Petrol	
Weight of the Machine	6.1kg(vacuum) & 5.6 kg(blower)	11 kg
Average Air Volume	130 L/sec	300 L/sec
Fuel tank capacity	600 ml	1200 ml
Oil (mixing)	50 ml/1 L of petrol	50 ml/1 L of petrol

PRODUCT OVERVIEW- KK-LBV-260

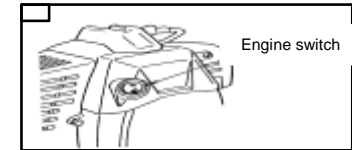


Specific Rules for Blower/Vacuum:

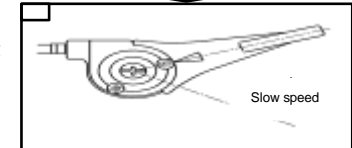
- Do not use the machine to pick up humid material, water, liquids, pieces of glass, iron, stones or tin cans, this could be very dangerous for you and the machine.
- Do not use the machine to pick up hot embers or material which is burning, smoking or smoldering. Do not use the machine to pick up lit cigarettes. Do not use the machine to pick up material which has been contaminated by flammable or explosive materials. Do not suck in highly flammable fumes. Always check that the material picked up by your machine is not flammable, toxic or explosive.
- Do not use the vacuum mode without the dust bag in place.
- Always keep the area to be cleaned free from wires, stones, debris, tin cans and other obstacles.
- Avoid colliding with hard objects which could damage your machine.

START (STARTER LEVER TYPE UNIT)

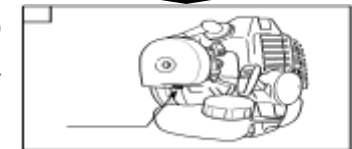
1. Turn the engine switch to the "ON" side.



2. Set the throttle lever at the slowest speed position.

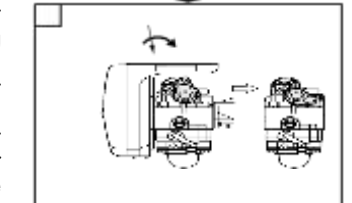


3. Push the priming button repeatedly with finger till it hits the top. (More than 10 times)



Pressing the priming button is necessary to prime the fuel to facilitate the start-up. Since any excess amount of primed fuel returns to the tank, there is no problem of over-priming. Prime the fuel rather more than sufficiently to avoid starting trouble.

4. Turn down the starter lever of carburetor to set it at the start position.

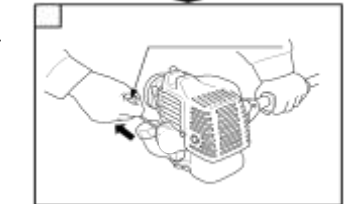


It is not necessary to operate the starter lever when the engine is warmed up (For about 15 minutes after stopping the engine.)

(To be left in the operating position)

Depending on specifications, the starter lever may be provided at the throttle wire side.

5. While holding down the engine firmly, grasp the recoil starter grip and pull vigorously



CAUTION:

- When the engine stops on the way after starting, or
- When the engine fails to start after trying the recoil operation for 7 to 8 times.




Return the starter lever to the operating position and try the recoil operation.

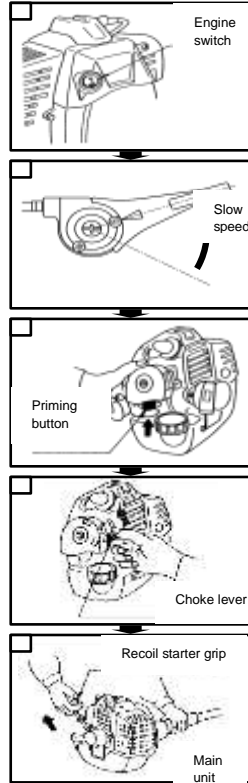
6. If you move the throttle lever to the high-speed side a little after the engine has started, the starter lever returns to the operating position. Continue the warm-

OPERATION INSTRUCTIONS

Methods of starting & stopping the engine

START (CHOKE TYPE UNIT):

1. Turn the engine switch to the "ON" side.
2. Set the throttle lever at the slow speed position.
3. Push the priming button repeatedly with finger till it hits the top. (More than 10 times) Pressing the priming button is necessary to prime the fuel to facilitate the start-up. Since any excess amount of primed fuel returns to the tank, there is no problem of over-priming. Prime the fuel rather more than sufficiently to avoid starting trouble.
4. Turn the choke lever to the fully closed position (at the  Mark). When sufficient fuel is retained and the engine is warm, set the choke lever at the fully opened position (at the  mark)
5. While holding down the engine firmly, grasp the recoil starter grip and pull vigorously
6. When the engine has started, return the choke lever gradually to the fully opened position (at the  Mark).
If only exploding sounds are heard, but it does not start, return the choke lever to the fully closed position and pull the starter grip vigorously once again.



- Keep bystanders and animals at least 15m away from the working area.
- Do not manually insert objects into the blower/vacuum tube.
- Do not insert your hands and fingers into the vacuum opening or exhaust opening.
- Hold the machine firmly in both hands when working with it.
- The machine must not be used by anyone under the age of 16.

ASSEMBLY- KK-LBV-260



NOTE: Place the unit on the ground or on a work bench to make attachment installation or removal easier.

ASSEMBLING THE BLOWER

1. Push the protection into the straight nozzle pipe, and then push the blower nozzle pipe over the straight nozzle pipe and locking pin, the arrowhead on the blower nozzle pipe should be on the same line with the straight nozzle pipe. Rotate the pipe clockwise to lock. Then tighten the screw in place to secure. (Fig.3).
2. With the air vent closed, push the straight nozzle pipe over the discharge port and locking pin, the arrowhead on the straight nozzle pipe should be on the same line with the volute case. Rotate the pipe clockwise to lock. (Fig.4).

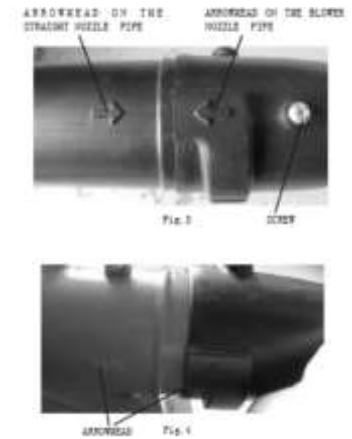




Fig. 5

3. Tighten the screw in place to secure. (Fig.5)

ASSEMBLING THE VACUUMS



1. Loosen the Cage Screw and pull down the Cage



2. Install vacuum attachments in sequence shown, aligning the grooves on the nozzles with the pegs. Slide the nozzles clockwise onto the pegs



3. Rotate the connector pipe clockwise to lock, the arrowhead on the connector pipe should be on the same line with the volute case



4. Tighten the screw in place to secure.



5. Insert the connector pipe into the side opening of the vacuum bag. Wrap the Velcro strap around the bag and pipe to secure the bag in place. Place the shoulder strap over your left shoulder and adjust the Shoulder Strap Adjustment as necessary.

INSPECTION OF RESPECTIVE SECTIONS:

Make sure to inspect these sections before operating the engine.

Inspection of fuel

- Is sufficient quantity of oil reserved?
- Is not the fuel degenerated?
- Use the proper fuel referring to the "Fuel" section.

CAUTION

- Sufficient care must be taken on the fire not only when replenishing but also handling fuel. It could cause fire or explosion.
- Securely close the oil tank cap. Fuel may leak if the cap is tightened aslant. It will never leak if the cap is tightened properly. (Excluding: TL tank cap breather type)

Inspection of clogging

- Check the cooling fins, around the muffler and cooling air inlet for trash or withered grasses trapped.
- Remove them if necessary

Inspection of air cleaner

- Is not fouled the air cleaner element?
- When the element is fouled or it is not impregnated with oil, inspect and service it in accordance with "Inspection and servicing before each operation"

Inspection of screws and nuts

- Check respective sections for loose or missing screws or nuts.
- Service them if necessary.

Inspection of fuel pipes

- Check for cracks or fissures on the fuel pipe and grommet, disconnection or fuel leakage from joints on the fuel tank and carburetor.

CAUTION

Cracks, fissures or disconnection from joints could cause fire or explosion by leaked fuel. Service or replace damaged fuel pipe and grommet.

INSPECTION BEFORE OPERATING THE ENGINE

NOTE: In 2 Stroke engine the gasoline and engine oil are mixed and poured together.
FUEL: Use mixed oil of ordinary regular gasoline for vehicle and special 2-cycle engine oil with the proportion as shown by the following table.
 Mixing ratio (Volumetric ratio):

Gasoline : 2-cycle engine oil
40: 1

- Do not use degenerated oil (with sour smell).
- (It could cause engine trouble such as the starting error, insufficient output, etc.)
- Make sure to clean spilled fuel. It could foul clothes or cause fire.
- Do not use 4-cycle engine oil. (It could cause fouled plug, bound piston ring, clogged muffler, or other problem.)
- Take care while handling gasoline. (As there is a risk of explosion.)

ADJUSTMENT OF THROTTLE WIRE:

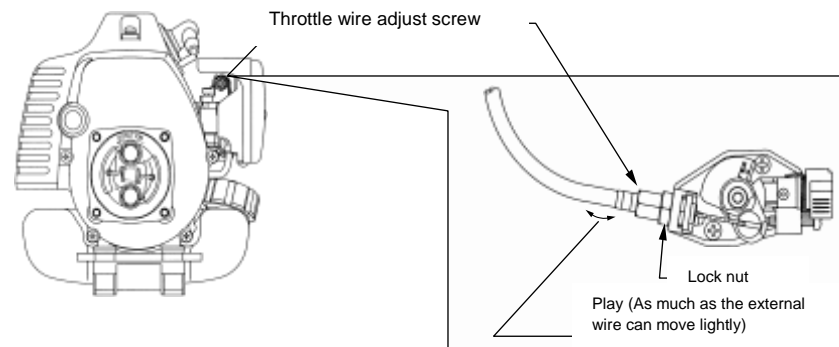
Adjust the play on the throttle wire to 0.5 ~ 1.0 mm.

LARGER PLAY

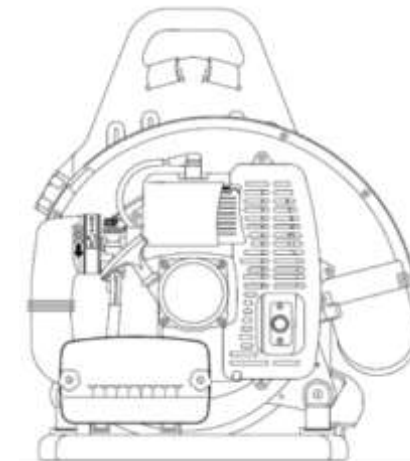
- It could cause the starting trouble.
- Revolution speed could rise unexpectedly when the external wire of throttle wire comes off from the position.

NO PLAY

- Driven equipment may fail to stop even if the throttle lever is returned.



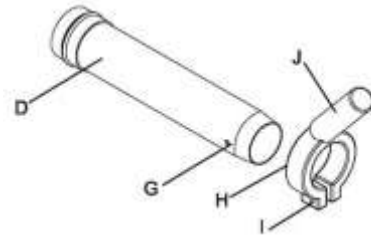
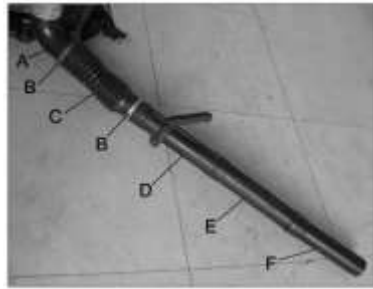
PRODUCT OVERVIEW- KK-LBV-650



ASSEMBLY-LBV-650

INSTALL BLOWER PIPES/STICK HANDLE

1. Assemble straight pipe with swivel (D) flexible pipe (C) .
2. Assemble flexible pipe (C) to elbow (A) on blower.
3. Assemble clamps (B) onto both ends of flexible pipe (C) and tighten.
4. Loosen wing nut (I) completely and expand open, stick handle clamp (J) .
5. Align notches (H) in handle clamp with pipe pegs (G) stick handle should be angled away from operator.
6. Slide stick handle onto pipe with swivel (D) .
7. Position stick handle for comfortable operation and tighten wing nut (I) .
8. Assemble straight pipe (E) to pipe with swivel (D) , turning straight pipe counter-clockwise to lock in place, then tighten the screw in place to secure.
9. Assemble straight pipe (F) to straight pipe (E) turning, then tighten the screw in place to secure.
10. The way of installation is shown in the diagram below. The accelerator controller is fitted in spraying tube



STARTING & STOPPING INSTRUCTIONS

STARTING INSTRUCTIONS

1. Fill the fuel tank with the amount of Fuel/oil mixture needed for the job.
2. Turn switch to " " position(ON of "ON/OFF")
3. **ONLY FOR COLD ENGINE START.**
Pull the choke to the fully extended position so that the choke is closed.
4. Press and release the primer bulb 5-10 times until it is full of fuel



Note: Important safety items quoted in this manual do not necessarily cover all situations or conditions that could occur. Although sufficient care has been taken to assure the safety of the engine, operators or service personnel must observe necessary precautions to operate it safely and protect themselves from possible dangers.

COMPONENTS OVERVIEW

<ol style="list-style-type: none"> 1. Recoil starter grip 2. Starter lever 3. Cooling air inlet 4. Fuel tank cap 5. Fuel tank 6. Muffler 7. Exhaust outlet (Types vary depending on the specifications.) 	<ol style="list-style-type: none"> 8. Engine switch (Types vary depending on the specifications.) 9. Clutch 10. Ignition plug cap 11. Air cleaner 12. Carburetor 13. Priming button

SAFETY INSTRUCTIONS



You have to observe the descriptions indicated with this mark because they contain very important information to assure the safety

- No person who does not understand the content of this manual should be allowed to operate the engine.
- Engine should not be operated indoors or in places with poor ventilation. (Exhaust gas contains odorless and harmful carbon monoxide.)
- Do not insert in or approach hands or foot near the moving or revolving sections.
- Do not store, spill or use gasoline at the vicinity of fire, stove, furnace or devices using the pilot flame or sparks like water heater or others. (There is risk of explosion.)
- Do not refill the fuel indoors or at a place not well ventilated.
- Do not smoke while filling the fuel.
- Do not remove the fuel tank cap or refill the fuel while the engine is still running or immediately after operation when the engine is still hot. (Wait for more than 2 minutes after terminating the operation before refilling the fuel.)
- Do not operate the engine when gasoline has spilled, smell of gasoline is felt as there is a risk of explosion.
- Do not adjust the setting engine speed unnecessarily.
- Do not check sparks while the ignition plug is removed.
- Do not operate the engine with the muffler or air cleaner cover removed. (Inspect particularly the muffler at regular intervals for loose mounting screws, breakage or leakage, and repair or replace it if any abnormality is observed.)
- Do not operate the engine when grass, leaves or inflammable substances are sticking in or around the muffler.
- Do not touch parts of muffler or engine at high temperatures. (There is risk of burns.)
- Do not touch the ignition plug or high-voltage cord during operation. (There is risk of electric shock or physical injury.)
- Make sure to stop the engine whenever the work is interrupted or moving the engine to another place.
- Do not operate the engine alone. (It must be connected to the driven equipment when it is operated).
- Check frequently the parts used on the fuel line for cracks or leakage, and replace them if necessary.
- Remove dirt, grass or other trash from the cooling fins and the cooling air inlet. (Make sure to stop the engine and the driven equipment before the cleaning.)
- Make sure to use always new gasoline. (Old gasoline may cause sticky substance adhering at the inside of carburetor causing trouble in operation.)
- Before starting the engine, confirm that the area of radius 15 m around it is evacuated and no tank filled with fuel, or others are not left over.
- Use only genuine parts supplied from the manufacturer. Use of parts other than the genuine parts could cause engine trouble or premature abrasion.

- Place the unit firmly on the ground or a very sturdy work surface. Make sure all bystanders area minimum of 50 feet (15m) away. Do not attempt to start near pilot lights or any open flame. Do not smoke. Be sure the throttle lock is in the middle of tortoise and rabbit, Grasp the Starter Rope with one hand and press the engine cover with the other, pull the starter rope slowly until you feel the engine engage and then start the machine by pulling the starter rope upwards briskly. The unit should start within 10 pulls, then make the choke full open. Once warm, the engine should start on the first pull. If it fails to start, re-prime the bulb and ensure the choke lever is in the correct position.



- Squeeze the throttle control slightly to warm up the engine for 15 to 30 seconds. In cold weather, move the throttle slowly until the engine warms up for 30 to 60 seconds.



FULL OPEN

NOTE: When starting the engine in very hot or cold conditions it may be necessary to squeeze the throttle open while pulling the starter rope.

WHEN THE ENGINE STARTS

For maximum performance and operating life, allow the engine to warm before use.

- Run the engine for 2-3 minutes at idle speed until the operating temperature is reached.
- As the engine warms, open the choke gradually by slowly pushing the choke control in to the fully retracted position.
- The engine should now be ready for use.

IF THE ENGINE DOES NOT START

Repeat the appropriate starting procedures. If the engine still will not start, follow the "Starting a Flooded Engine" instructions below:

STARTING A FLOODED ENGINE

1. Disconnect the spark plug lead, and use the spark plug wrench to remove the spark plug in a counter-clockwise direction
2. If the spark plug is fouled or is soaked with fuel, clean or replace the plug as required.
3. Clear excess fuel from the combustion chamber by cranking the engine several times while the spark plug is removed.
4. Install the spark plug and firmly tighten it with the spark plug wrench. If a torque wrench is available, torque the spark plug to 148-165 inch-pounds. Reconnect the spark plug lead.



 WARNING	Incorrect spark plug installation can result in serious engine damage.
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STOPPING INSTRUCTIONS

1. Release your hand from the throttle control. Allow the engine to cool down by idling.
2. Push the switch to the off position.

	If the engine continues to run with the ignition button in the “O” position, stop the engine by pulling the choke out to the fully closed position or opening the cage
--	--

BLOWER MODE

Before operating the unit, check for the following:

- The operator is wearing proper clothing, eye and ear protection
 - All blower attachments are properly installed and secure.
1. Start the unit.
 2. Direct the nozzle in the direction in which to blow
 3. Pull the throttle control.
 4. Set the throttle setting device at any desired speed by pushing the knob to the lock position. To adjust throttle speed, push the throttle lock to the off position, adjust, and relock the throttle control.



2 STROKE PETROL ENGINE- USER MANUAL



BEFORE GETTING STARTED

This manual describes various cautions necessary to operate the engine properly. Before starting the engine, read the manual and understand the proper method of use. (Improper use of the engine could result in accident or injury.) Use the engine after reading and understanding also the manual of equipment driven by the engine. Keep the manual at a safe place where you can refer whenever needed.

Part .No	Part Name	Part .No	Part Name
B-29	Grommet Fuel Pipe	B-78	Screw M5x30 (Star)
B-30	Fuel Pipe Short	B-79	Screw ST2.9X18
B-31	Fuel Pipe Long	B-80	N/A
B-32	Petrol Filter	B-81	Long Spring
B-33	Pipe (Air Cleaner)	B-82	N/A
B-34	Clip Big (Air Cleaner)	B-83	N/A
B-35	Clip Small (Air Cleaner)	B-84	SPRING (Throttle Lock)
B-36	Air CLEANER INSIDE COVER	B-85	N/A
B-37	Plate (Air Cleaner)	B-86	N/A
B-38	Element (Thin)	B-87	Spring (Push Button)
B-39	Element (Thick)	B-88	N/A
B-40	Frame (Air Cleaner)	B-89	Check Screw ST2.9x13
B-41	Air CLEANER OUTSIDE COVER	B-90	Wire Sleeve/Tube
B-42	Screw (Air Cleaner)	B-91	Throttle Cable
B-43	Screw M5x14(Star)	B-92	Switch on/off
B-44	RUBBER PILLAR	B-93	Nut M5(Nylon)
B-45	SAFTYBELT	B-94	Leaver Assy
B-46	Volute Case(Frame Side)	B-95	Screw
B-47	PLUG(Volute Case)	B-96	N/A
B-48	Bolt M5x35(Allen)	B-97	N/A
B-49	IMPELLER		

VACUUM/MULCHER MODE

Before operating the unit, check for the following:

- All vacuum attachments are properly installed and secure.
- Make sure Mulch Collection Bag is not twisted or constricted in any way.
 1. Start the unit.
 2. Place collection bag strap over the left shoulder and adjust the strap as necessary
 3. Pull the starter to start the vacuum
 4. Set the throttle setting device at desired speed.
 5. Empty the bag as necessary by removing it from unit and opening the zipper Located at the top edge.



NOTE: Do not operate this unit with the cage side up or the handle side down. This will cause oil contamination and smoke to come out the exhaust.



When operating the unit for collecting, if the entrance of the collecting pipe is jammed with lots of leaves, Do stop the engine, and then make the pipe clean immediately, or else it will damage your machine seriously.

OIL AND FUEL MIXING INSTRUCTIONS

- Fuel used for this model is a mixture of unleaded fuel and approved 2-stroke oil. When mixing fuel with two-stroke engine oil, use only 93 octane or higher unleaded petrol known to be of good quality. This will help to avoid possible damage to engine fuel lines and other engine parts.
- When preparing fuel mixture, mix only the amount needed for the job you are to do. Always use fresh fuel/oil mixture for optimum performance of your unit.
- Stale fuel mixture will lead to difficulty in starting your unit and poor performance. Do not use fuel that has been stored. Two-stroke fuel may separate.
- Shake the fuel container thoroughly before each use.

FUEL MIXING RATIO

Petrol :Oil
30:1



WARNING

- Never operate this machine without the fuel cap securely in place.
- Using a less rate of oil (e.g. 50:1) will cause the unit to overheat and will not be covered by the manufacturer's warranty.
- Do not mix fuel and oil directly into the engine fuel tank of the unit.

- Never fill the fuel tank to the very top.
- Never add fuel to the tank in a closed non-ventilated area.
- Keep sparks and open flames at a distance from the work area.
- Be sure to wipe off spilled fuel before attempting to start the engine.
- Do not attempt to refuel a hot engine

ADJUSTMENTS

The idle speed of the engine is adjustable. An idle adjustment screw is on the rear side of the carburetor, you could adjust the idle speed of the engine with a socket spanner through the hole of the engine cover.

NOTE: Careless adjustments can seriously damage your unit. An authorized service dealer should make carburetor adjustments



ADJUSTING THE ENGINE IDLE SPEED:



The machine pipes and air vent cover must be installed while adjusting the engine idle speed. The Engine idle speed will also be affected if either the air vent cover or machine pipes are blocked, damaged or incorrectly installed.

If, after checking the fuel and cleaning the air filter, the engine still does not idle, adjust the idle speed screw as follows:

1. Start the engine and let it run at a high idle for a minute to warm up. Refer to Starting/Stopping
2. Release the throttle trigger and let the engine idle. If the engine stops, use a small Philips or a blade to turn the idle speed screw in, clockwise, 1/8 of a turn at a time (as needed) until the engine idles smoothly

NOTE: Checking the fuel, cleaning the air filter, and adjusting the idle speed should solve most of the engine problems. If not and all of the following are true:

- The engine does not idle.
- The engine hesitates or stalls on acceleration.
- There is a loss of engine power.

Check the spark plug for proper gap and condition. If problem still occurs, have the carburetor adjusted by an authorized service dealer.

Part .No	Part Name	Part .No	Part Name
B-01	LEFT BAND	B-50	Screw ST4.8x16
B-02	RIGHT BAND	B-51	LEFT LINK PLATE
B-03	Belt buckle	B-52	RIGHT LINK PLATE
B-04	BACK CLIP	B-53	Volute Case(Engine Side)
B-05	BACK MAT	B-54	Support/Bedding
B-06	Nut M-6(Flanged)	B-55	Bracket (coil Wire)
B-07	FRAME	B-56	Screw ST M5x1C
B-08	Protect Net (Upper)	B-57	Washer 6 Plain
B-09	Screw ST4.2X14	B-58	Washer 6 Spring
B-10	Screw M5x25(Star)	B-59	Screw M6x35(Allen)
B-11	Washer 5 Plain	B-60	Screw M5x55 (Star)
B-12	Protect Net(Lower)	B-61	Screw ST4.2x9.5
B-13	Bolt M5x30(Star)	B-62	Gasket Metal (Guide Cover)
B-14	Washer 5 Spring	B-63	Gasket(Guide Cover)
B-15	LEFT LOOP	B-64	Protection / Guide Cover
B-16	N/A	B-65	Screw ST M5x16
B-17	Bolt M5x16 (Star)	B-66	Pan Joint/Hose Bend
B-18	Washer 5 Plain	B-67	Clip Big (Flexible Hose)
B-19	Bolt M5x20(Star)	B-68	Hose (Flexible)
B-20	RIGHT LOOP	B-69	Clip Small (Flexible Hose)
B-21	FUEL TANK	B-70	Pipe (1)
B-22	Nut M5 (Flanged)	B-71	Nut M6 (Wing)
B-23	N/A	B-72	Handle
B-24	N/A	B-73	Screw M6x45 (Hex)
B-25	Gasket (Fuel Tank Lid)	B-74	Pipe (2)
B-26	N/A	B-75	Pipe (3)
B-27	Fuel Tank Lid Assy	B-76	Screw ST
B-28	Sleeve Fuel Pipe	B-77	Earth Line

BODY PARTS DIAGRAM & LIST-KK-LBV-650

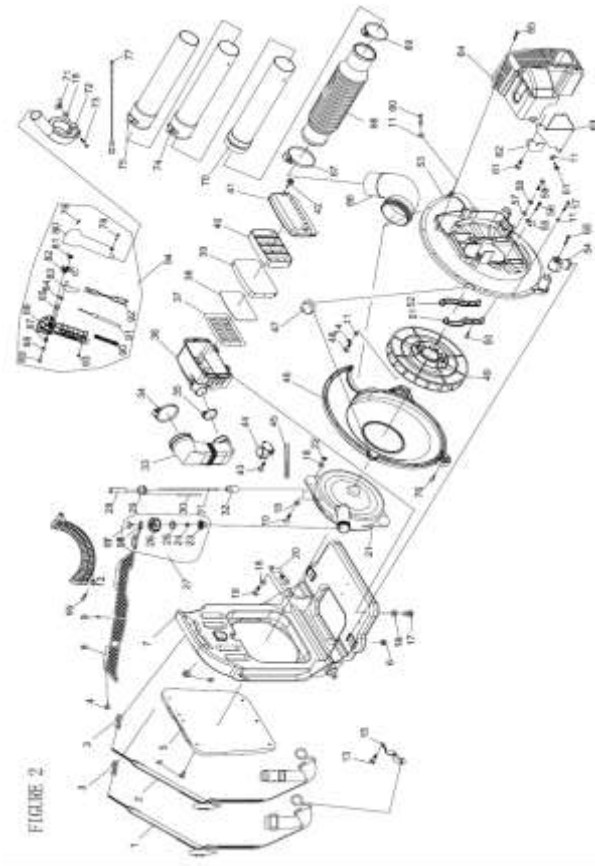


FIGURE 2

MAINTENANCE

	<ul style="list-style-type: none"> Some maintenance procedures may require special tools or skills. If you are unsure about these procedures, take your unit to an authorized service dealer. Never do maintenance or repairs with the unit running. Always do maintenance and repairs on a cool unit. Disconnect the spark plug wire to ensure the unit does not start.
--	--

MAINTENANCE SCHEDULE

The required maintenance procedures should be performed at the frequency stated in the table. They should also be included as part of any seasonal tune-up.

Frequency	Maintenance Required
Daily	Remove dirt and debris from the blower exterior. Inspect the engine, tank, and hoses for possible leaks, and repair as necessary. Inspect the engine cooling fins for accumulation of dirt or debris, and clean as necessary. Inspect the entire machine for damage, loose or missing components or fastenings, and repair as necessary.
Every 5 hours	Clean and re-oil the air filter.
Every 10/15 hours	Check spark plug condition and gap.
Every 50 hours	Inspect the entire machine and tubes for damage, including loose or missing components, and repair as necessary. Check spark plug condition and gap. Check fuel filter.
Periodically	Clean the spark arrestor screen.

CHECKING AND CLEANING THE AIR FILTER

This should be done more frequently in dusty conditions:

- Accumulated dust in the air filter will reduce engine efficiency, increase fuel consumption and allow abrasive particles to pass into the engine. Do clean the air filter with pure gasoline every eight hours to maintain in a clean condition.



2. Light surface dust can readily be removed by tapping the filter.
3. Heavy deposits should be washed out with a suitable solvent.
4. Remove the filter cover by pressing the part of the inside cover.



CHECKING THE SPARK PLUG

1. Use the spark plug wrench to remove the spark plug (turn counter-clockwise to remove)
2. Clean and adjust the spark plug gap to 0.6 ~ 0.7mm. Replace any damaged or visibly worn spark plug.
3. Install the spark plug finger-tight in the cylinder head, and then tighten it firmly with the spark plug wrench. If a torque wrench is available, torque the spark plug to 148-165 inch-pounds.



	Never allow dirt or debris to enter the cylinder bore. Before removing the spark plug thoroughly clean the spark plug and cylinder head area. Allow the engine to cool before servicing the spark plug. Incorrect spark plug installation can result in serious engine damage.
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CHECKING THE FUEL FILTER

1. The fuel tank is fitted with a filter. The filter is situated at the free end of the fuel pipe and can be picked out through the fuel port with a piece of hooked wire or the like
2. Check the fuel filter periodically. Do not allow dust to enter the fuel tank. A clogged filter will cause difficulty in starting the engine or abnormalities in engine performance.
3. When the filter is dirty, replace the filter.
4. When the inside of the fuel tank is dirty, it can be cleaned by rinsing the tank out with petrol.



LUBRICATION

1. Remove the spark plug.
2. Pour approximately 1/40z of oil into the cylinder through the spark plug hole.
3. Before reinstalling the spark plug, pull the recoil starter 2 or 3 times to distribute the oil over the cylinder walls.

Part .No	Part Name	Part .No	Part Name
E-25	Ignition Coil	E-63	Screw ST2.9x8.5 (Choker)
E-26	Screw M4x6 (star)	E-64	Carburetor
E-27	Washer 4 Spring	E-65	Gasket (Carburetor)
E-28	Bolt M4x20(Hex)	E-66	Screw M5x30 (star)
E-29	Grommet (Coil)	E-67	Insulator
E-30	Bolt M5x20(Star)	E-68	Gasket (Insulator)
E-31	Retainer	E-69	Guide Air Plate
E-32	Stop Wire	E-70	Screw M5x10(Star)
E-33	Key 3x13 (Crank Shaft)	E-71	Gasket (Guide Air Plate)
E-34	Crankshaft	E-72	Screw M5x20(Star)
E-35		E-73	Cover (Big) Muffler
E-36	Needle Bearing Piston Pin	E-74	Cover (Small) Muffler
E-37	Circlip Piston Pin	E-75	Starter Assy
E-38	Piston Pin		

Part .No	Part Name	Part .No	Part Name
E-01	Bolt M6x16 (Allen)	E-39	Piston
E-02	Washer 6 Spring	E-40	Piston Ring (2)
E-03	Washer 6 Plain	E-41	Piston Ring (1)
E-04	Muffler	E-42	Gasket (Cylinder)
E-05	Muffler Gasket	E-43	Crankcase (Small)
E-06	Muffler Gasket	E-44	Starter Reel
E-07	Washer 6 Spring	E-45	Nut -M 10 (Hex)
E-08	Bolt M6X75-10.9 (Allen)	E-46	Screw (Starter)
E-09	Washer 6 Plain	E-47	Washer Plain(Starter)
E-10	Bolt M5x20 (Allen)	E-48	Guide Slice
E-11	Cap Spark Plug	E-49	Washer Wave(Starter)
E-12	Spring Spark Plug	E-50	Start Wheel
E-13	Spark Plug	E-51	Rope
E-14	Cylinder	E-52	Rope Reel/pulley
E-15	Nut M10X1.25(Fly Wheel)	E-53	Recoil Spring
E-16	Washer 10 Spring	E-54	Case (Starter)
E-17	Washer 10 Plain	E-55	Handle (Starter)
E-18	Fly Wheel	E-56	Pack (Handle)
E-19	Oil Seal	E-57	Screw M5x50(Star)
E-20	Bolt M5x35 (Allen)	E-58	Baffle
E-21	Crankcase (Big)	E-59	Chocker
E-22	Pin Crankcase	E-60	Check(Inside Cover)
E-23	Bearing 6202	E-61	Gasket (Air Cleaner)
E-24	Gasket Crankcase	E-62	Handle (Choker)

CLEANING AND STORAGE

CLEANING

- Use a small soft brush to clean the outside of the unit. Do not use strong detergents. Household cleaners that contain aromatic oils such as pine and lemon, and solvents such as kerosene, can damage plastic housing or handle. Wipe off any moisture with a soft cloth.
- Empty the vacuum bag. Turn it inside out and shake off any excess debris. Hand wash the empty vacuum bag annually with soapy water and allow to air dry.

STORAGE

- Never store the unit with fuel in the tank.
- Allow the engine to cool before storing.
- Lock up the unit to prevent unauthorized use or damage.
- Store the unit in a dry, well-ventilated area.
- Store unit out of reach of children.

LONG TERM STORAGE (WINTER)

If the unit has to be stored for an extended time, follow the following storage procedure.

1. Drain all fuel from the fuel tank. Do not store mixed fuel for more than 60 days.
2. Start the engine and allow it to run until it stalls. This ensures that all the fuel has been drained from the carburetor.
3. Allow the engine to cool. Remove the spark plug and put 30m1 of high quality motor oil or 2-stroke oil into the cylinder. Pull the starter rope slowly to distribute the oil. Reinstall the spark plug.
4. Thoroughly clean the unit and inspect for any loose or damaged parts. Repair or replace damaged parts and tighten loose screws, nuts or bolts. The unit is ready for storage.

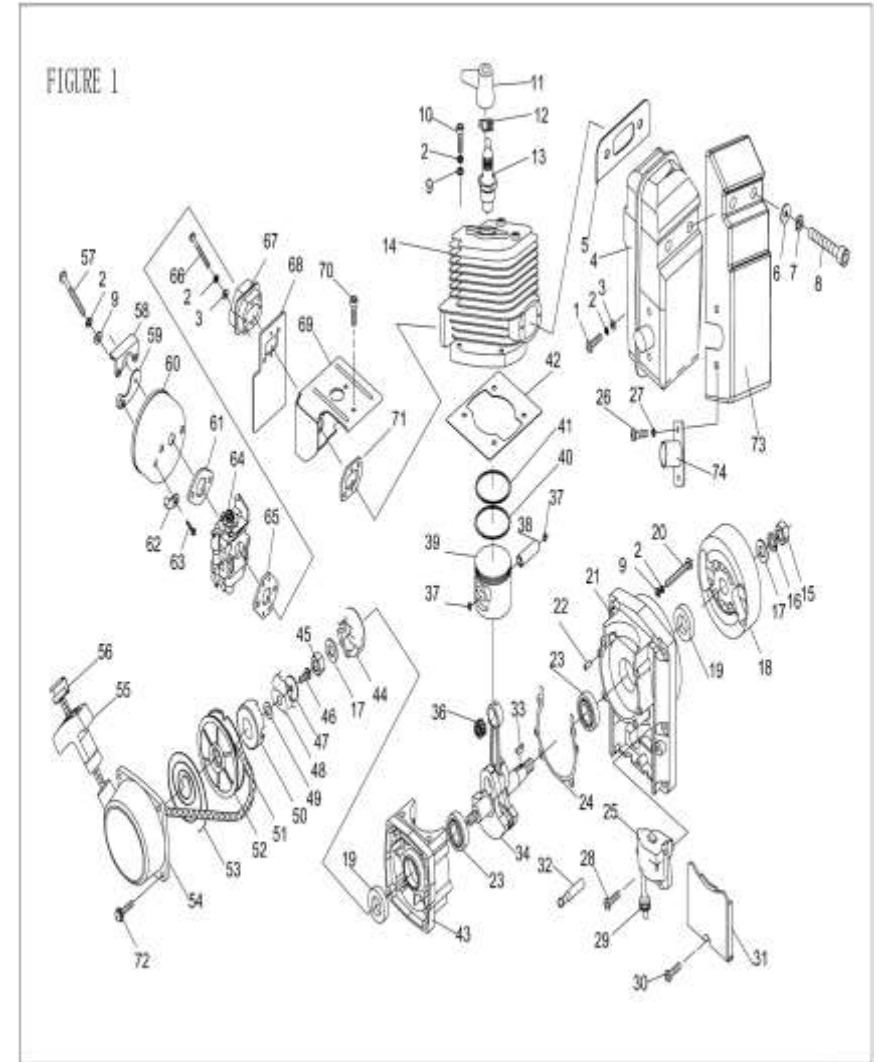
TRANSPORTING

1. Allow the engine to cool before transporting.
2. Secure the unit while transporting.
3. Tighten the fuel cap before transporting

TROUBLESHOOTING

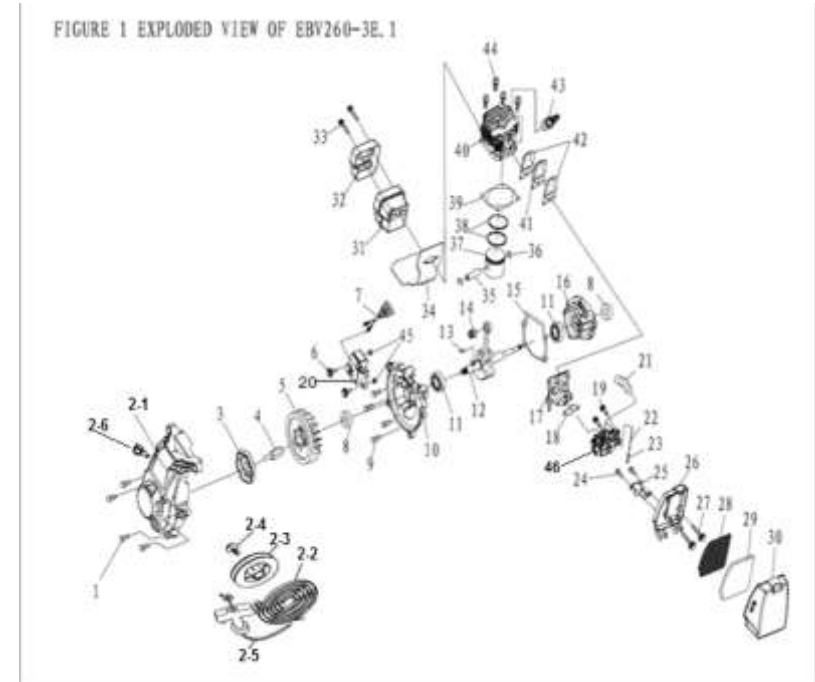
Problem		Cause	Remedy	
Engine Cranks	Fuel at Carburetor	No fuel at carburetor	Fuel strainer clogged Clean the fuel strainer	
			Fuel line clogged Clean the fuel line	
			Carburetor Contact the dealer	
	Fuel at cylinder	No fuel at cylinder	Carburetor Contact the dealer	
		Muffler wet with fuel	Fuel Mixture is too rich Open choke Clean/replace air filter Adjust carburetor Contact the dealer	
	Spark at end of plug wire	No spark at end of plug wire	Stop switch off	Turn switch on
			Electrical problem	Contact the dealer
			Interlock switch	Contact the dealer
	Spark at plug	No spark at plug	Spark gap incorrect	Adjust the gap to 0.65mm
			Covered with carbon	Clean or replace spark plug if necessary
Fouled with fuel			Clean or replace spark plug if necessary	
Spark plug defective			Replace the spark plug	
Engine does not crank		Internal engine problem	Contact the dealer	
Engine runs Dies or accelerates poorly		Air filter is dirty	Clean or replace the air filter	
		Fuel filter is dirty	Replace the fuel filter	
Engine Runs properly	Blower does not work, is weak or uneven	Blower Pipe clogged, lose or damaged	Unclog, Tighten and Replace if necessary.	

ENGINE PARTS DIAGRAM & LIST-KK-LBV-650



Part .No	Part Name	Part .No	Part Name
B-01	Pipe(2) (INLET)	B-28	Fuel Pipe Grommet
B-02	Pipe(1) (INLET)	B-29	Petrol Filter
B-03	screw S.T M5x10	B-30	BUY # 35
B-04	Switch Carapace	B-31	BUY # 35
B-05	Switch	B-32	BUY # 35
B-06	Switch Lock	B-33	BUY # 35
B-07	Screw S.T M5x20	B-34	Gasket Fuel Tank
B-08	Nut M8x1 LH Thread	B-35	Fuel Tank Lid Assy
B-09	Comminute Board / Blade	B-36	Block (Starter handle)
B-10	Washer (Impeller)	B-37	Starter Handle
B-11	Impeller	B-38	Outside Control(Throttle)
B-12	Washer 6 (Impeller)	B-39	Protection(Cover big)
B-13	Volute Case (Big)	B-40	Inside Control(Throttle)
B-13-1	Volute Case (Small)	B-41	Screw (Protection)
B-14	Spring (Throttle Lock)	B-42	Sealing washer 3.15*1.8
B-15	Lock Handle(Throttle)	B-43	Pin (protection cover)
B-16	Stop Wire	B-44	Spring (protection cover)
B-17	Stop Switch	B-45	Pipe(1) (OUTLET)
B-18	Control Handle	B-46	Pipe(2) (OUTLET)
B-19	Baffle/Wire Clip	B-47	Collecting pipe
B-20	Screw ST 4.2x9	B-48	Collecting bag
B-21	Screw ST M5x10	B-49	Screw M5x10 (Star)
B-22	Wind-Leading Cover	B-50	Protection(Cover small)
B-23	Oil Cuff/Primer bulb	B-51	Protection(Pipe outlet)
B-24	Spring (Bedding)	B-52	Screw S.T M5x16
B-25	Throttle (Cable)	B-53	Connection (Spring Bedding)
B-26	Fuel Pipe (Long)	B-54	Fuel tank
B-27	Fuel Pipe (Short)	B-55	Stand (Fuel tank)

ENGINE PARTS DIAGRAM & LIST-KK-LBV-260



Part .No	Part Name	Part .No	Part Name
E-01	Screw M5x14(Allen)	E-21	Inlet Pipe/Breather Hose
E-02	Starter assy	E-22	Fuel pipe(115mm)
E-2-1	Starter cover	E-23	Connection(Fuel Pipe)
E-2-2	Recoil Spring	E-24	Screw ST4.8X9.5
E-2-3	Rope Reel	E-25	Fuel throttle bracket
E-2-4	Screw (Rope Reel)	E-26	Air cleaner inside cover
E-2-5	Starter Rope	E-27	Screw M5x50 (Allen)
E-2-6	Rope Guide	E-28	Air filter baffle
E-03	Starter reel	E-29	Air filter sponge
E-04	Link shift(Fly wheel)	E-30	Air cleaner outside cover
E-05	Fly wheel	E-31	Muffler
E-06	Screw M5x20(Allen)	E-32	Cover (Muffler)
E-07	Parking / Wire	E-33	Screw M5x60 (Allen)
E-08	Oil seal 12X22X6	E-34	Gasket (Muffler)
E-09	Screw M5x18 (Allen)	E-35	Piston pin
E-10	Crank Case (Big)	E-36	Cir clip piston pin
E-11	Bearing 6001	E-37	Piston
E-12	Crank shaft	E-38	Piston ring
E-13	Key 3x5x13 (Crank Shaft)	E-39	Gasket (Cylinder)
E-14	Needle Bearing (Piston Pin)	E-40	Cylinder
E-15	Gasket (Crankcase)	E-41	Read valve assy
E-16	Crank Case (Small)	E-42	Gasket (Insulator)
E-17	Insulator	E-43	Spark plug
E-18	Gasket (Carburetor)	E-44	Check Screw M5x18 (Allen)
E-19	Screw M5x14 (Allen)	E-45	Gasket (lg-coil)
E-20	Ignition Coil	E-46	Carburetor

BODY PARTS DIAGRAM & LIST-KK-LBV-260

