

LawnMaster®

SAFETY AND OPERATING MANUAL



PETROL BLOWER VACUUM

LMEBV260

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TECHNICAL DATA

Thank you for purchasing the LawnMaster Petrol Blower Vacuum. This manual will explain the functions and use of the Blower Vacuum. Please read this manual carefully before operating the unit.

	MODEL	LMEBV260
MAIN UNIT ENGINE	Dimensions	340x270x370
	Engine Type	1E34FB
	Displacement	26 cc / 2-Stroke Engine
	Fuel	91 Unleaded Petrol
	Fuel & Oil Mixture	40:1
	Carburetor	Diaphragm with Primer
	Ignition	CDI
	Spark Plug	L6RTC
	Starter	Recoil Starter
	Fuel Tank Capacity	500 ml
	Weight	4.5 kg
	Mulching	Tri Blade
	Air Speed	216 km/hr
	Easy Switch From Blower Vacuum to Blower Only	
	45L Zipped Catching Bag & Carry Straps	

Technical Data is subject to change without notice.

INTRODUCTION

The LawnMaster LMEBV260 Blower Vacuum is designed and purpose built to be a lightweight and easy to use blower vacuum, fit to tackle any residential chore while delivering great performance.

With a reliable EBV260 engine, the LawnMaster Blower Vacuum will deliver great performance with compromising quality, comfort, safety, or durability. The EBV260 is a high performance engine with leading edge 2-cycle engine technology that delivers exceptionally high power at remarkably low displacement and weight.

IMPORTANT!

The information in this manual refers to the model and product specifications available at the time of production. While we ensure all the latest information is included, there maybe slight changes or upgraded specifications that are different to the contents of the manual.

Changes to product specifications can be made without prior notice.

CAUTION!

LMEBV260 is equipped with a spark-arresting muffler. Do not operate the unit without either muffler and spark arres-tor installed and or in functioning order!

ATTENTION STATEMENTS

This manual contains special “attention statements” that are highlighted with triangular attention symbols.

WARNING

A statement preceded by WARNING contains Information that should be acted upon to prevent serious bodily injury.

CAUTION!

A statement preceded by the word “CAUTION” contains information that should be acted upon to prevent machine damage.

Additional statements that are not preceded by the attention symbols are:

IMPORTANT!

A statement preceded by the word “IMPORTANT” is one that possesses special significance.

NOTE!

A statement proceeded by word “NOTE” contains information that is handy to know and may make your job easier.



Read and follow this manual. Failure to do so could result in serious injury.



Wear eye and hearing protection at all times when using the unit.



Do not operate this machine if you are tired, ill or under the influences of alcohol, drugs, or medicine.

PRODUCT DESCRIPTION

The instructions outlined in this manual is a helpful resource to help you maximise the use and preserve the quality and performance of the engine, whilst also providing safety information to protect you and others from harm.

These procedures are general guidelines are not intended to replace any regulations and (or) laws that may otherwise be in place.

If you have any question regarding your LMEBV260 Blower Vacuum, contact your local LawnMaster Service Dealership or contact Steelfort.

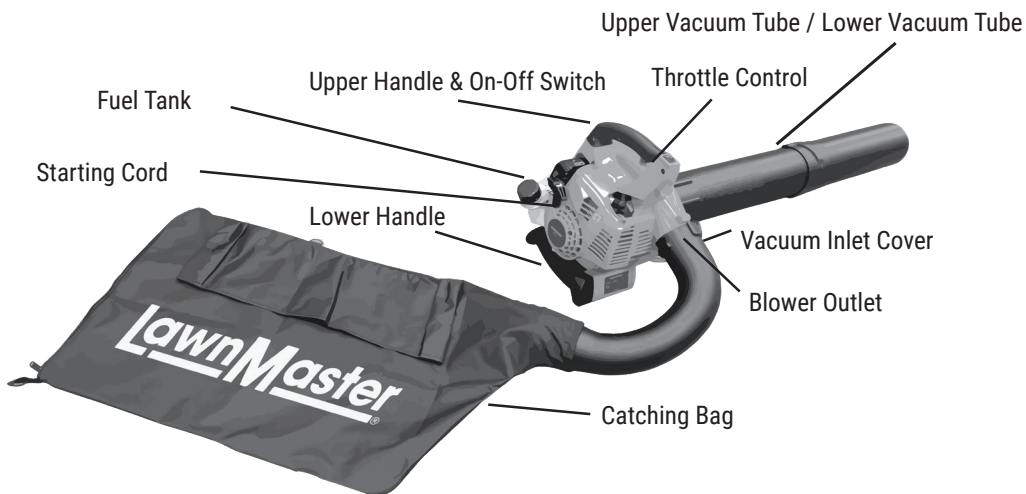
Steelfort Head Office

500 Rangitikei Street,
Palmerston North.
Phone: 06 350 1350

Steelfort Auckland

880 Great South Road,
Penrose, Auckland.
Phone: 09 573 1324

PARTS LISTING



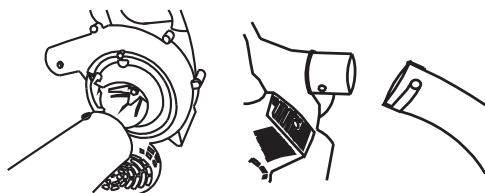
ASSEMBLY

1. Unscrew the knob on the vacuum inlet cover. The screw should remain on the cover at all times.

Handy Tip

Use Silicon Lubricating Spray between the attachments for ease of removal due to dust build-up.

2. Connect both upper and lower vacuum tubes together by aligning the two arrows. Slide-on and twist clockwise to snap into place.



Above Image: Step 3 - Sliding nozzle into place

Right: Step 4 - Connecting elbow tube to blower outlet

3. With the arrow on the lower vacuum tube pointing in the direction of the unit (facing up), slide the tube into place. Twist the tube clockwise to lock into place.

4. Open and unzip the catching bag. Put the 'elbow tube' in the bag. Put the small end of the 'elbow tube' through the elastic hole until it reaches the tapered end. Zip and close the bag.

5. Unscrew M5x10 from the blower outlet and place it aside safely. Align the arrows on the 'elbow tube' with the arrow on the unit on the blower outlet.

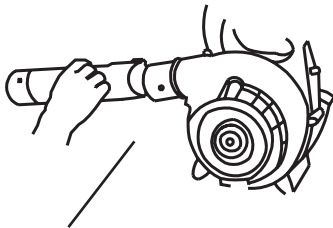
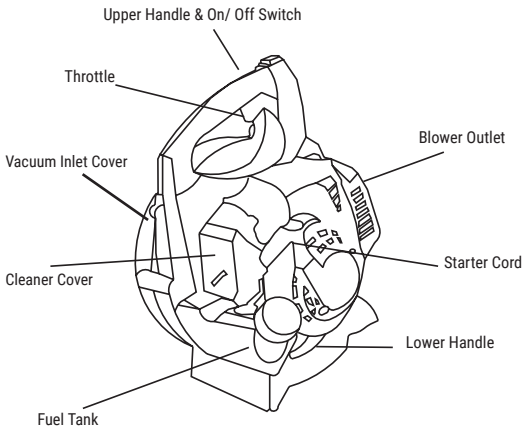
6. Push the 'elbow tube' in and rotate anti-clockwise until the locking screw holes are aligned.

7. Screw M5x10 into place to secure elbow tube and catching bag.

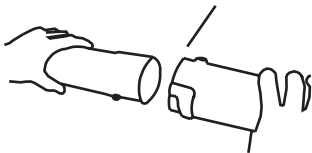
When you are ready to use the unit, clip the shoulder straps into the loops that are attached to the bag. Pull the shoulder strap over the shoulder and adjust for comfort. Carry the bag when using the unit .



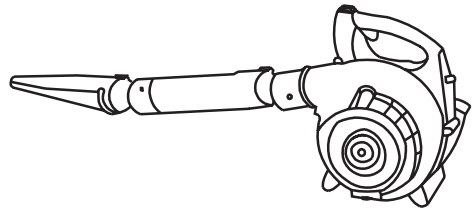
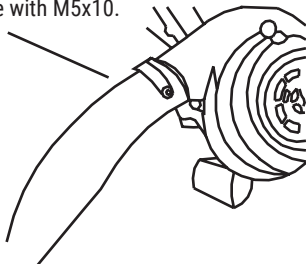
CONVERT TO BLOWER



Connect upper blower tube to the unit by rotating into place. Connect lower blower tube to the upper blower tube with the same rotation motion.



Connect upper blower tube to blower outlet and reinforce with M5x10.



CONVERT TO BLOWER

The following instructions is to convert the Blower Vacuum from vacuum to a blower unit. Ensure the unit is switched off and the catching bag is empty.

1. Unscrew the M5x10 on the blower outlet and place it aside safely. Un-twist the 'elbow tube' clockwise until the arrows align. Take-off the 'elbow tube' and catching bag.

Handy Tip

Use Silicon Lubricating Spray between the attachments for ease of removal due to dust build-up.

2. Attach the upper blower tube to the blower outlet by facing the locking hole up. Twist clockwise until locking holes align. Screw in M5x10 to secure the upper blower tube, then attach the lower blower tube and nozzle.

3. Place the unit on a flat surface, and use two hands to grip the ribs of the upper vacuum tube. Twist anti-clockwise then pull off to remove from the unit.

4. Screw the vacuum inlet cover into place by hand firmly. The Blower Vacuum has now been converted.

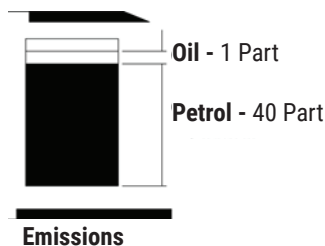
FUEL & OIL MIXTURE

WARNING

Do not fill the fuel tank to the brim and also do not add fuel to the tank in a closed non-ventilated area. Fuel used for this model is a mixture of unleaded petrol and approved engine lubricant.

When mixing petrol with two-cycle engine oil, use only petrol that DOES NOT contain ETHANOL or METHANOL (types of alcohols).

Use 91 unleaded petrol to fuel the unit. This will help avoid possible damage to the engine fuel lines and other engine parts.



The engine uses two-stroke fuel. If you have emission requirements, the mixture ratio of the fuel to oil should be 40:1.

Appropriate Fuel Mixtures

Petrol	2-Stroke Oil
1 Litre	25 ml
2 Litre	50 ml
5 Litre	125 ml

Be careful, a wrong mixture of the fuel will cause machine failure.

Petrol

Use 91 Unleaded Petrol.

STORING FUEL

The tank to store the fuel should be clean, anti-static, high-temperature-resistant, fire prevention and safe.

IMPORTANT

Two-stroke fuel may separate. Shake fuel container thoroughly before every use.

Do not mix more fuel than you expect to use within a month

WARNING

Never transfer or store fuels in the presence of flammable materials!

Before starting the engine, move the unit to safe and clear area that is 10-feet (3-meters) away from any flammable materials!

WHEN FUELING

Always use extreme care when handling fuel as fuel is highly flammable!

Never operate this unit if fuel system components are damaged or are leaking or while the engine is running!

Never attempt to refuel a hot engine!
Always allow the blower engine to cool before fueling!

Never smoke or light any fires near the blower or fuel and only transport and store fuels in an approved container!

Never place flammable material close to the engine muffler!

Never operate the blower without a functioning muffler and or spark arrestor.

Never operate the blower unless it is properly assembled and in good working condition!

STARTING THE UNIT



WARNING

Danger from rotating impeller!

The impeller will rotate when the machine is in operation.

Do not operate the unit unless the intake cover and machine tubes are properly installed and in good working order.

Danger from thrown dust and or debris!

Always wear eye protection when operating the unit!

Do not direct the unit stream towards people or animals. Never operate this machine unless all controls are properly installed and in good working order!



WARNING

The recoil starter can be damaged by the following:

Do not pull the starter cord to its full length.

Always engage the starter before cranking the engine.

Always rewind the starter cord slowly and never operate the machine if the tubes are missing or damaged.

STARTING PROCEDURE

1. Turn the switch to on. Prime the fuel system by repeatedly depressing the fuel primer bulb until no air bubbles are visible in the fuel discharge line.
2. **Cold Engine Only.** Choke the engine by pulling the choke control to the fully extended position (choke is closed).
3. Place the machine on the ground, and hold the machine handle firmly with your right hand.
4. Pull the starter cord slowly until you feel the engine.
5. Start the machine by pulling the starter cord upward in a swift motion rapidly.

If necessary, repeat step 5 two or three times until the engine starts.

WARM START

If engine is warm, DO NOT USE choke to start the engine.

WHEN THE ENGINE STARTS

IMPORTANT

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

1. Run the engine at idle speed until operating temperature is reached (2 to 3 minutes).

2. As the engine warms, open the choke gradually by slowly pushing the choke control in to the fully retracted position.

3. The unit should now be ready for use. If the engine does not start, repeat the appropriate starting procedures for “hot” or “cold” engine. If the engine still will not start, follow the “Starting a Flooded Engine” procedure (below).



WARNING

Incorrect spark plug installation can result in serious engine damage!

STARTING A FLOODED ENGINE

1. Disconnect the spark plug lead, and use the spark plug wrench to remove the plug in a counterclockwise direction.

2. If the spark plug is fouled or is soaked with fuel, clean or replace the plug as required.

MAINTENANCE & CARE



WARNING

Before performing any maintenance on this machine, stop the engine and disconnect the spark plug wire!

Inspect the engine, tank and hose for possible fuel leaks, and repair as necessary and inspect the entire machine for damage, loose or missing components or fastenings, and repair as necessary.

EVERY 10 HOURS (MORE FREQUENTLY IN DUSTY CONDITIONS)

1. Loosen the air cleaner cover retaining screw, and remove the cover and filter element.

2. Inspect the element. If the element is distorted or damaged, replace it with a new one.

3. Wash the element in clean fuel, and squeeze or blow dry. Wash the air cleaner cover in clean fuel, and wipe or blow dry.

4. Install the element and cover, and the tighten the cover retaining screw.

EVERY 10/15 HOURS

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 plug with a champion RCJ6Y or equivalent.

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.

 **CAUTION**

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!

EVERY 50 HOURS

INSPECTION

Inspect the entire machine and tubes for damage, including loose or missing components, and repair as necessary.

SPARK PLUG

Replace the spark plug with a champion L9T(LD), gapped to (0.6-0.7)mm.

FUEL FILTER

Use a wire hook to extract the fuel filter from inside the fuel filter, and then remove and wash the filter element in clean fuel.

Before reinstalling the filter, inspect the condition of the fuel line. If damage or deterioration is noted, the vacuum should be removed from service until it can be inspected by a trained service technician.

STORAGE (30 DAYS OR LONGER)

CLEANING

Thoroughly clean the machine exterior.

INSPECTION

Inspect the entire machine and tubes for damage, including loose or missing components, and repair as necessary.

FUEL

Drain the fuel tank, and then clear the carburetor and lines by running the machine until it stops from lack of fuel.

LUBRICATION

Remove the spark plug, and then pour approximately 1/4-oz of oil into the cylinder through the spark plug hole. Before reinstalling the spark plug, pull the recoil starter 2 to 3 times to distribute the oil over the cylinder walls.

AIR CLEANER

Remove, clean, and reinstall the filter element as described under.

ORDERING REPLACEMENT PARTS

Please quote the following data when ordering replacement parts:

- Type of machine
- Article number of the machine
- Identification number of the machine
- Replacement part number of the part required

For our latest prices and information please visit www.steelfort.co.nz

TROUBLESHOOTING

Problem		Possible Cause	Solution
The Spark Plug Does Not Spark	Spark Plug	Spark Plug Electrode Is Wet	Dry The Electrode
		Covered With Carbon	Clean Or Replace The Spark Plug
		Damaged Insulation	Replace Spark Plug
		Spark Gap Incorrect	Adjust To 0.6-0.7mm
		Spark Plug Electrode Burnt	Replace Spark Plug
	Magneto	Damaged Ht Cable	Repair Or Replace
		Bad Coil Insulation	Replace Coil
		Damage To The Wire Coil	Replace Coil
	The Electronic Firing Unit Is Defective	Replace The Defective Unit	
The Spark Plug Is Functioning Correctly	Compression Ratio Ok And Fueling Well	Too Much Fuel In The Cylinder	Drain Excess Fuel
		Water Or Dirt In The Fuel, Stale Fuel	Replace With Fresh Fuel
	Fueling Well But The Compression Ratio Is Poor	The Cylinder Piston Ring Is Worn Or Damaged	Replace Worn Or Damaged Items
		The Spark Plug Is Loose	Tighten Spark Plug
	Carburettor Not Fueling	No Fuel In The Tank	Add Fuel - May Require Priming
		Filter Gauze Clogged	Clean Filter Gauze Or Replace
		Tank Air Hole Clogged	Clean Tank Air Hole
The Compression Ratio Is Ok	Filter Clogged	Clean Filter	
	Air Is Able To Pass Through	Tighten Fuel Lines To Prevent Air From Penetrating	
	Air Is Able To Pass Through The Carburettor Connection	Tighten Up	
	Engine Is Overheating	Stop The Engine And Let It Cool.	
	Water In The Fuel	Upon Restart, Avoid Long Periods Of Sustained Load.	
	Carbon Clogged Exhaust	Drain And Replace The Fuel	
Engine Overheating	Fuel Mixture Too Lean	Adjust The Carburettor	
	A Cylinder Covered With Carbon	Clean The Cylinder	
Engine Knocking Or Making A Noise	Fuel Has Gone Stale Or Bad	Replace With Clean, Fresh Fuel	
	Carbon In The Cylinder	Clean The Cylinder	
	Some Engine Parts Are Worn Or Damaged	Replace Worn Engine Parts	
Engine Stops Suddenly	The Plug Or Plug Wire Is Loose	Firmly Replace If Loose	
	Piston Seized	Change The Piston	
	Spark Plug Covered In Carbon	Clean Or Replace The Spark Plug	
	The Engine Has Run Out Of Petrol	Refill Tank With Fuel	
Engine Stops Slowly	Carburettor Clogged	Clean The Carburettor	
	The Air Hole In The Tank Is Clogged	Clean The Air Hole	
	Water In The Fuel	Drain And Replace With Fresh Fuel	

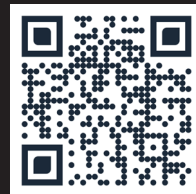
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SCAN TO VIEW THE
LAWNMMASTER RANGE



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