



OPERATORS MANUAL

WEED AND GRASS TRIMMER MODEL SRM-200

CAUTION!

Read Rules for Safe Operation
and Instructions Carefully

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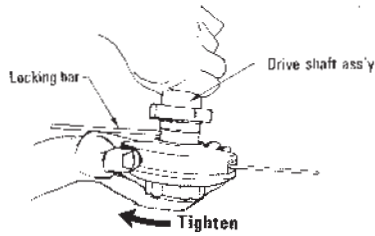


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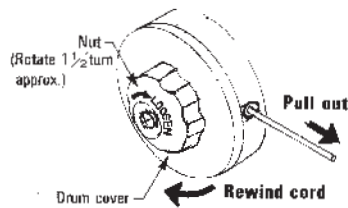
HANDLING OF NYLON CORD CUTTER HEAD

Install the nylon cord cutter head as follows.

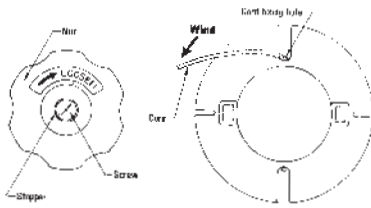
ASSEMBLING



ADJUSTMENT OF NYLON CORD



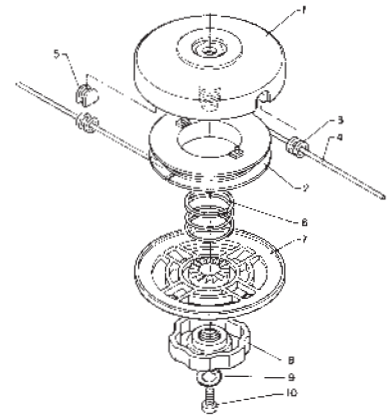
INSTALLING OF NEW NYLON CORD



1. Insert locking bar as shown.
2. Tighten head counter-clockwise.

1. Loosen nut 1-1/2 turn approximately clockwise.
2. Pull out nylon cord to a specified length. (Approx. 5 in. : 13 cm)
3. Turn reel drum cover clockwise to rewind nylon cord when necessary.
4. After adjusting the length, tighten nut securely.

*When tip of cord worn out, cracked or shortened, cut the tip and adjust exposed cord length properly as above.



Key No.	Part Name
1	Drum, cord reel
2	Cord reel
3	Cord guide
4	Nylon cord
5	Plug cord guide
6	Spring
7	Drum cover
8	Nut
9	Stopper
10	Screw

1. Remove screw and stopper. (standard thread)
2. Remove nut (lefthand thread)
3. Take out cord reel and wind nylon cord as shown. Insert cord end into cord fixing hole and start the windings.
4. Assemble the parts backward of above steps 1 to 3.

IMPORTANT

RULES FOR SAFE OPERATION

1. Obey Rules and/or Regulations in your area.
2. Read this Operator's Manual well to acquaint yourself with how to handle the unit safely and effectively before use.
 - Before starting operation, study the working procedures well.
 - If there is anything doubtful, contact and inquire with an Echo distributor or dealer.
3. Never operate the unit when you are fatigued.
 - Fatigue causes carelessness.
 - Keep sufficient rest periods and breaks when operating the unit.
 - Be more cautious before rest periods and before the end of your shift.
4. Handle gasoline with care. It is highly inflammable.
 - Always store gasoline in an approved container.
 - Handle at a clean and cleared place and away from fire.
 - Do not smoke while handling fuel.
 - Always stop the engine to refuel the tank.
 - Do not refuel a hot engine. Wait until the engine has cooled down.
 - Avoid spilling fuel or oil. Spilled fuel should always be wiped up.
 - Move at least three meters (10 feet) away from the fueling point before starting engine.
 - Do not move the fuel tank cap when engine is still warm or running.
5. When transporting, checking or adjusting the unit be sure the engine is stopped.
6. Do not operate in unventilated areas. Exhaust gas is highly poisonous.
7. Do not operate without the safety guard in correct position.
8. Use only the cutter blade designated by the manufacturer for this model. Make sure that the cutter is correctly fixed according to the instructions. Blade has to be well leveled and sharpened, teeth bottom must be well rounded.

Levelling should not be adjusted while engine is in motion. When crack is noticed on the cutter blade, never use it, but replace with a new one.
9. Before starting up the engine, make sure that the cutter blade is not contacting anything.
10. Always wear safety footwear, safety goggles and ear protectors where possible.
11. Do not allow either people or animals into the work area.
 - When two or more operators are working together, a safe distance should be kept between them.
12. Do not smoke when operating.
13. Be sure of your footing when operating.
14. Always hold the unit firmly with both hands with the thumb and fingers encircling the handles.
15. To avoid hitting small stones or other debris, do not cut too close to the ground.
16. Before setting down the trimmer, switch off the engine.

CONTENTS

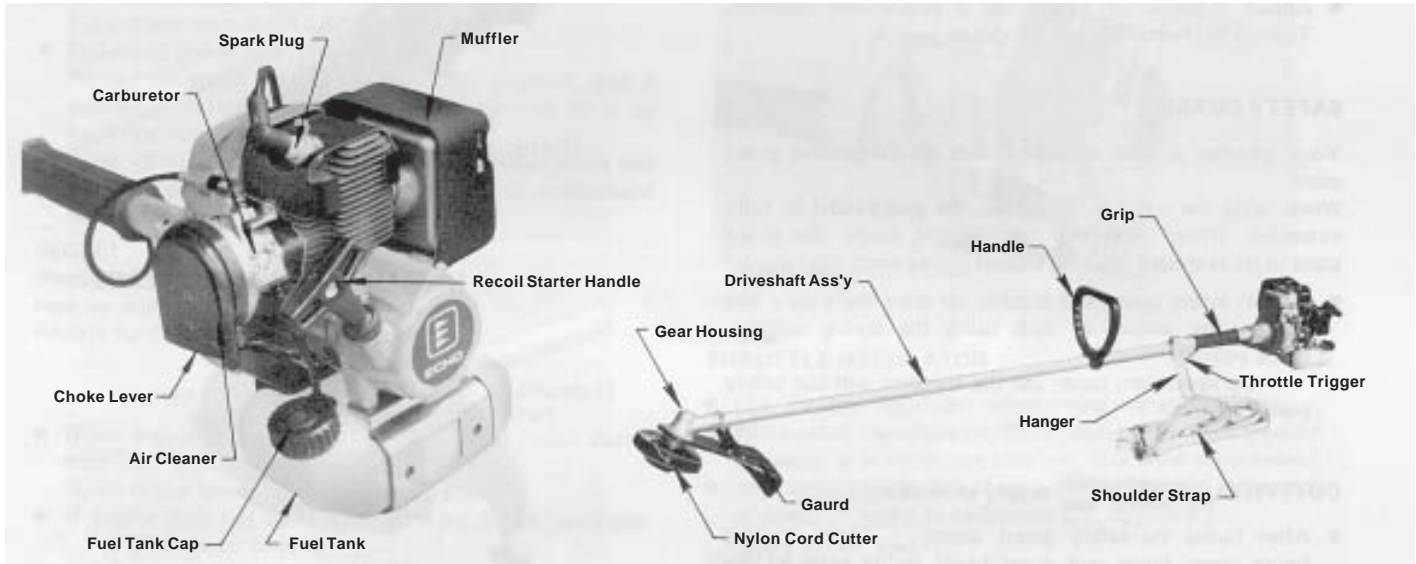
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TECHNICAL DATA

Dimension	L x W x H	cm (in.)	169 x 19 x 21.5 (66.5 x 7.6 x 8.2)
Weight		kg (lbs)	5.0 (11.0) : w/o shoulder harness and cutter head
Engine	Type Displacement Max revolution Carburetor Ignition Spark plug Starter Clutch	cc (cu.in.) rpm	Air cooled two stroke single cylinder 21.2 (1.29) 8,000 Walbro diaphragm type WA Flywheel magneto: contact breaker point system NGK-BM6A or CHAMPION CJ-8 Recoil starter Automatic centrifugal clutch
Fuel	Mixing ratio Tank capacity	 litre (FL.OZ.US)	Regular grade gasoline 20 parts: ECHO brand motor oil (or an air cooled two stroke engine oil of a reputable brand name) 1 part 0.5 (16.9)
Drive shaft ass'y	Cutter Cutter (option) Cutter (option) Gear housing Lubrication Drive shaft Safety guard		Nylon cord cutter head 8 cutter blade, 8 in. : plastic cutter blade Circular saw, 8 in. 60 degree spur bevel gears, ratio 1:1.25 (Counter-clockwise) Shell Delpena or good quality lithium grease High tensile solid steel, 5 bearings Steel plate mounted on the gear housing

Technical data subject to change without notice.

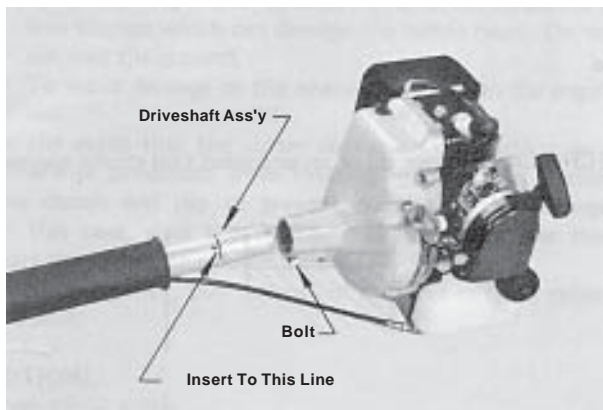
NOMENCLATURE OF PARTS



ASSEMBLING

DRIVE SHAFT

- Stand engine upright on a level floor.
- Loosen bolt at drive shaft end of the engine.
- Fit drive shaft assembly ensuring that the drive shaft is correctly engaged.
- The line on drive shaft housing must be in contact with the engine.
- Rotate drive shaft housing until gear housing is in line with the engine.
- Tighten bolt to fasten drive shaft ass'y.



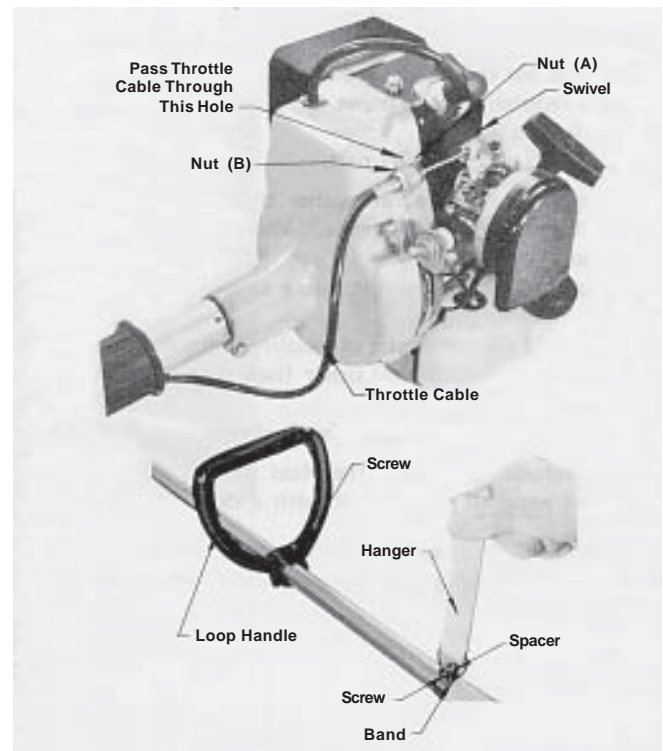
HANGER FOR SHOULDER STRAP

- Install hanger for shoulder strap as shown.
 - Remove screw and set hanger with a spacer.
 - Tighten screw securely.

THROTTLE CABLE

As the engine is delivered with throttle cable (engine side) separated, assemble the cable to carburetor as follows.

- Remove nut (A) from throttle cable.
- Insert throttle cable through the hole of crankcase as shown.
- Replace nut (A) finger tight, and attach the inner cable to swivel on throttle lever ensuring that the nipple fits into socket provided on one side of slot.
- Tighten nut (A) to secure in this position.
- Check that throttle operates freely and returns to idle position.
- Do not loosen nut (B) unnecessarily, as it is located properly at the factory.



LOOP HANDLE

- Assemble loop handle and loop handle bracket to drive shaft ass'y loosely.
- Adjust location of handle to a convenient position. Tighten the bolts securely. (Refer to page 4)

SAFETY GUARD

Your trimmer is now equipped with an extendable guard plate.

When using the nylon cord cutter, the guard must be fully extended. When using the metal/plastic blade, the guard plate in its extended position should not be used. (See figure)

- Fit the safety guard and bracket on drive shaft ass'y and tighten the screws or nuts using the spring washers. (Nine points)
- For safe operation, never use the trimmer without safety guard.

CUTTER BLADE (Optional supply at extra cost)

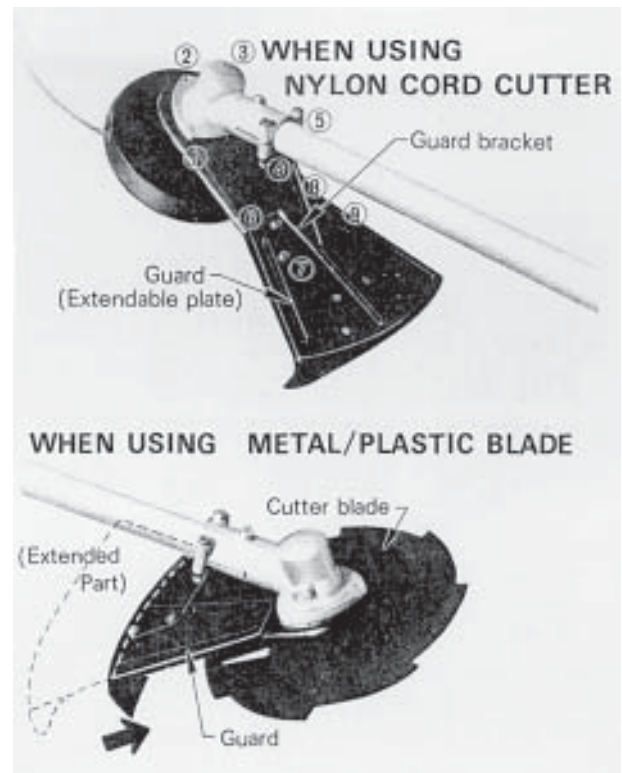
- After fixing the safety guard, assemble the inner blade fixing plate, blade and outer blade fixing plate to the PTO shaft, then fit the nut finger tight.
- Lock the bearing housing and inner blade fixing plate with locking rod and tighten the nut with box wrench. (Counterclockwise)

(NOTE) The nut has left hand threads.

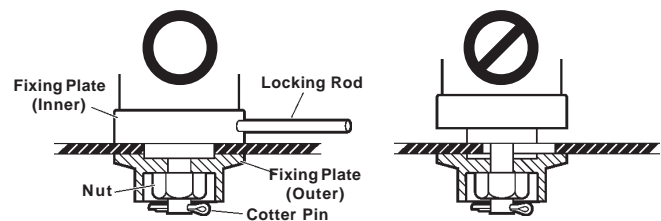
- As for the NYLON CORD CUTTER HEAD follow the instructions, page 1.

SHOULDER STRAP

- Fit shoulder strap to hanger, and readjust length of strap to maintain the cutter head parallel to the ground.



Assemble cutter blade properly

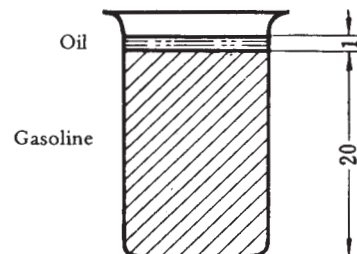


OPERATION

- Check for loose nuts, bolts and screws before using the unit every use.

FUEL

- Fuel used for this model is a mixture of regular grade gasoline and ECHO brand motor oil or an aircooled two stroke engine oil of a reputable brand name.
- Mixture ratio is Gasoline 20 parts: Oil 1 part.
 - Fuel mixture at a rate other than 20:1 may cause malfunction of the engine. Watch out for mixture ratio.
 - Pour 1/2 of the gasoline into a safe container, add oil and mix thoroughly.
 - Now add the remainder of gasoline and mix again.
 - Do not use motor oil other than that recommended above.
 - Do not mix directly in engine fuel tank.



Fuel mix chart

US		IMPERIAL		METRIC	
GAS	OIL	GAS	OIL	GAS	OIL
GAL.	FL.OZ.	GAL.	FL.OZ.	LITERS	C.C.
1	6.4	1	8	4	200
2	12.8	2	16	8	400
5	32.0	5	40	20	1,000 (1 Liter)

STARTING COLD ENGINE

- Turn switch to START/RUN position as shown.
Turn choke lever to START (Close) position.
- Pull recoil starter until the engine fires.
Now, turn choke lever to RUN (Open) position, and if necessary, restart the engine again and allow to warm up for a few minutes before using.
- After idling, gradually open throttle and cutter blade will start to operate as the engine attains clutch engagement speed of 3000 ~ 3400 RPM approx.

(NOTE)

Recoil starter: Use short pulls — only 1/2–2/3 of starter rope for starting.

Always hold the unit firmly with both hands.

STARTING WARM ENGINE

- When engine is warm, start it by pulling recoil starter rope with switch positioned at START/RUN.
(Keep choke lever in RUN (Open) position.)
- If engine does not start in a few tries, follow same procedures as to start cold engine.

STOPPING ENGINE

- Release throttle trigger and allow to run at an idle speed.
- Turn ignition switch to "STOP" position.

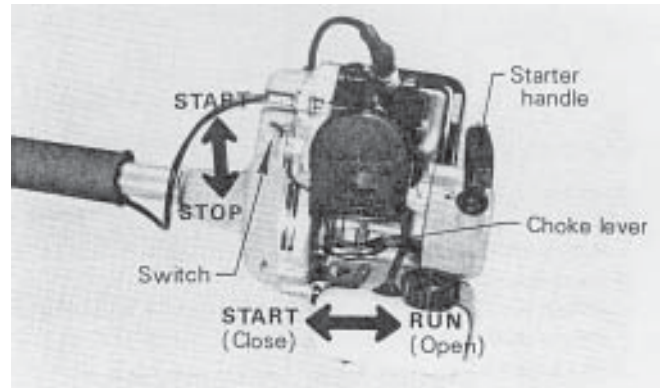
OPERATING THE TRIMMER

- Adjust handle to a convenient position for trimming as instructed on page 5.
- Allow the engine to warm up at a fast idle for a few minutes.
- Increase engine speed as necessary.
- When trimming weed or grass, swing the cutter head from right to left as you move forward.
 - Avoid striking any obstruction such as rocks, stones or tree stumps which can damage the cutter head. Do not cut into the ground.
 - To avoid damage to the engine, do not run the engine unloaded at full throttle.
- In the event that the cutter strikes an obstruction or is otherwise prevented from rotating in normal operation, the clutch will slip to prevent possible engine damage. In this case, stop the engine, free the cutter and then start the operation again.
- In an emergency, pull out pin of shoulder strap to detach the unit.

(CAUTION)

Do not allow either people or animals into the work area.
Always wear safety goggles when cutting.
Dress properly — Avoid loose clothing.

When grass or weeds have clogged the cutter head affecting normal operation, first, stop the engine and then remove it.



THROTTLE REGULATOR

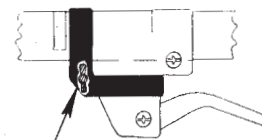
- Use throttle regulator when using metal/plastic blade.
- When using metal/plastic blade (optional) ensure throttle regulator is in its proper position. (See illustration below)
- High speed needle (H) of carburetor should be set as rich as possible. (Refer to carburetor setting page 8.)

(CAUTION)

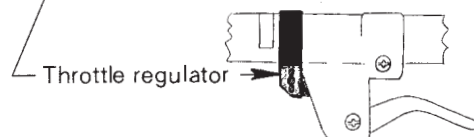
Always open high speed needle more than 1-1/8 turn.

- When using nylon cord cutter, throttle regulator should not be used.
- Loosen thumb bolt on regulator and move regulator from left side to right side. (See illustration)

When using steel/plastic cutter blade.



When using Nylon cutter.

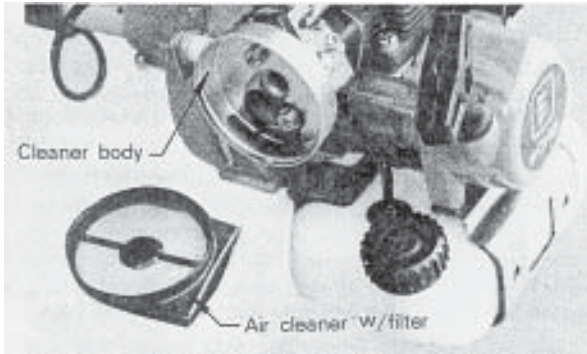


MAINTENANCE AND CARE

= ALWAYS KEEP THE UNIT CLEAN =

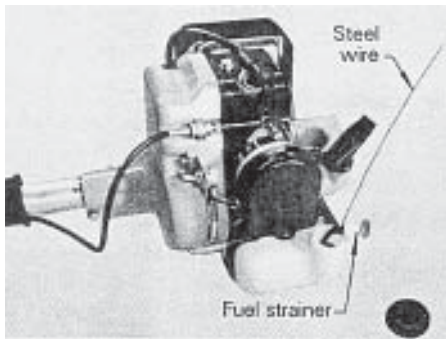
AIR FILTER

- Clean every day.
 - Remove air cleaner cover w/filter.
 - Brush off dust lightly or wash it in a non-inflammable solvent.
 - When you wash it in a solvent, dry it completely before putting back in place.



FUEL STRAINER

- Check periodically.
 - Do not allow dust to enter into fuel tank.
 - Clogged strainer will cause difficulty in starting engine or abnormalities in engine performances.
 - Pick up fuel strainer through fuel inlet port with a piece of steel wire or the like.
 - When strainer is dirty, wash it in a non-inflammable solvent.



MUFFLER AND EXHAUST PORT

- Clean as necessary.
- Carbon deposit in cylinder exhaust port and muffler will reduce engine output.
 - Muffler can be removed by taking off muffler cover.
 - Be careful not to scratch cylinder or piston when cleaning cylinder exhaust port.

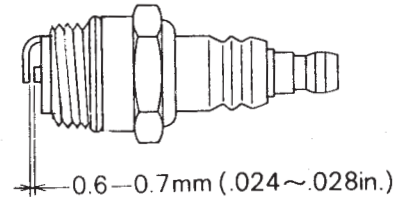
CYLINDER FINS

- Check periodically.
- Clogged fins will result in poor engine cooling.
- Remove dirt and dust from between fins to let cooling air pass easily.

SPARK PLUG

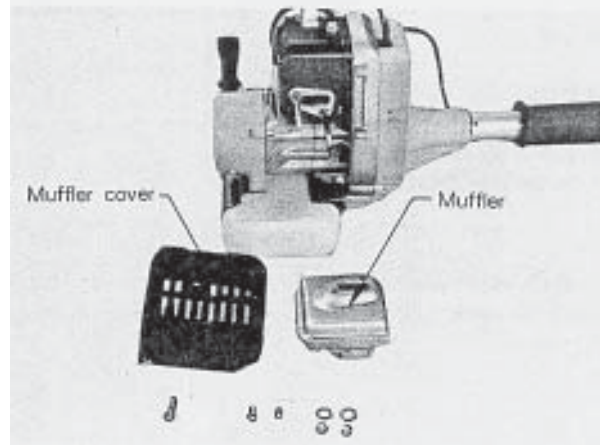
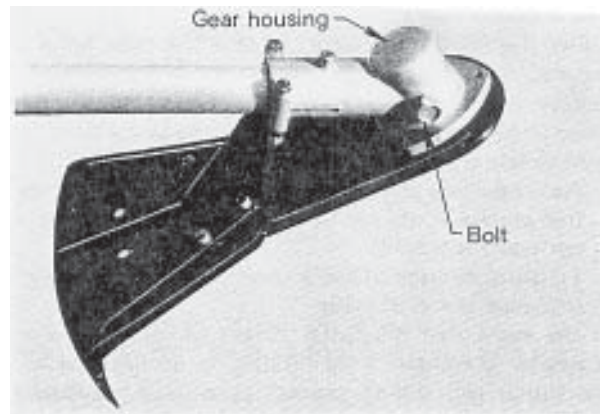
- Check periodically.
- Standard spark gap is 0.6–0.7 mm (0.024–0.028 in.).
- Replace if either electrode is worn or if the insulator is fouled by oil or other deposits.
- TORQUE = 145 – 155 kg-cm (125 – 135 in. lb)

CAUTION
Do not over torque.



GEAR HOUSING

- Remove the bolt every 50 hours and check.
- Replenish as necessary, but do not overfill.
 - Shell delpena or good quality lithium multi grease is recommendable.



CARBURETOR

- Carburetor is set at the factory. So normally, further adjustment is unnecessary. If readjustment is required, refer to the following instructions.

CARBURETOR ADJUSTMENT

The diaphragm carburetor has three external adjustments, and to some extent, the adjustment of each will affect the other two. It will be necessary, therefore, to readjust each until satisfactory performance is achieved.

1. Idle speed adjusting screw.

This adjustment controls the throttle opening in the idle position.

2. Low (LO) speed needle screw.

The low speed needle controls the volume of fuel/oil mixture at low engine speed. It also controls the supplementary fuel required to obtain smooth progression from idling to high speed.

3. High (HI) speed needle screw.

The high speed needle controls the volume of fuel/oil mixture at full throttle opening.

Turn both 'HI' and 'LO' needles clockwise until fully closed.

Do not use excessive force

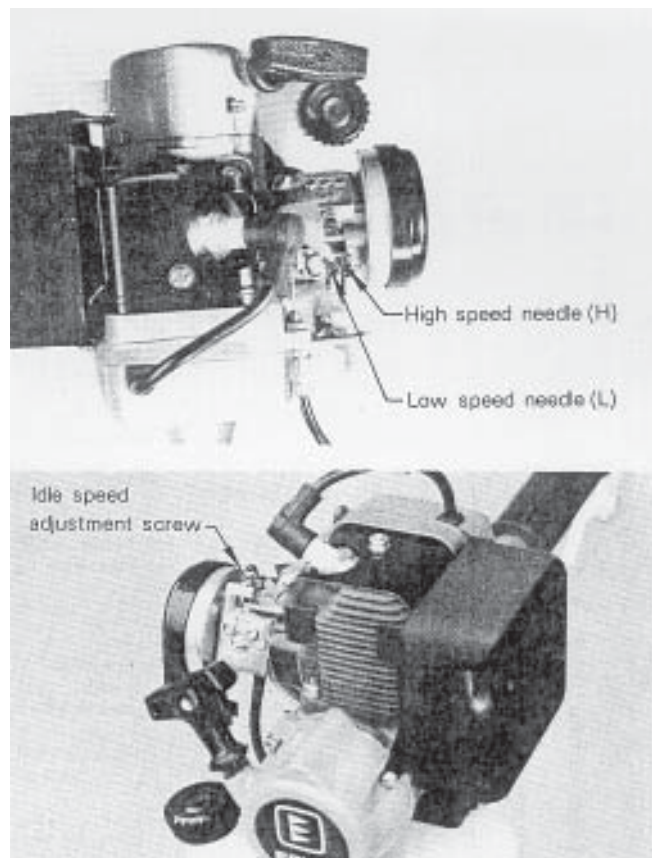
Unscrew the 'LO' needle one complete turn.

Turn the idle speed adjustment screw clockwise until the throttle is slightly open.

Start the engine and run for a few minutes on high idle until the engine is warm. Allow the engine to idle, and if necessary, readjust the idle speed screw to keep the engine from stalling.

'LO' SPEED ADJUSTMENT

Turn the 'LO' needle clockwise slowly and note the position at which the engine speed is reduced. Now turn the 'LO' needle counterclockwise and again note the position when speed is reduced. Set the needle in the midway position. Finally, adjust the engine idling speed by turning the idle speed screw in a clockwise direction until the clutch just begins to engage. This indicates a speed of 3000–3400 RPM. Now reduce engine speed by turning the screw counterclockwise one half turn.



'HI' SPEED ADJUSTMENT

Engine must be at normal operating temperature.

Turn the 'HI' needle counterclockwise 1-1/4 turns.

Run the engine at full throttle and turn the 'HI' needle slowly clockwise until the engine runs smoothly without "four stroking" on no load.

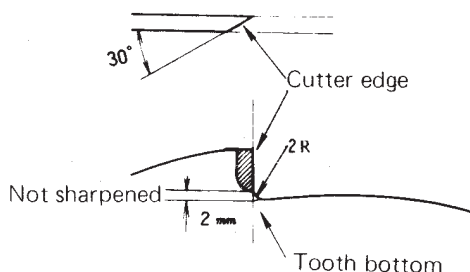
Turn the needle open again (counterclockwise) 1/8" turn to obtain optimum fuel for full power under load conditions.

CAUTION

DO NOT RUN THE ENGINE ON FULL THROTTLE LONGER THAN 5-6 SECONDS TO AVOID DAMAGE TO ENGINE.

8 CUTTER BLADE

- Use only the blade designated by the manufacturer for this model.
- When crack is noticed on the blade, never use it, but replace with a new one.
- Round the teeth bottom for 1 – 2 mm radius in order to avoid the crack using a round file.
 - Rounded part is not to be sharpened.
 - Sharpen each cutter equally so as to retain the balance of the blade.
 - In sharpening the edge by use of a grinder, do not cool the cutter abruptly by immersing it in water.



NYLON CORD CUTTER

- Refer to instructions, page 1.

TROUBLE SHOOTING

Poor performance of the engine and/or trimming mechanism can normally be prevented by carefully following the above instructions.

Poor performances can easily be corrected even by a beginner.

When the engine does not function properly check the following three (3) points first.

- Is engine compression adequate?
- Is fuel system in good condition and is enough fuel being supplied?
- Is electrical system in good condition and is spark plug operating normally?

When there is serious trouble with the unit, do not try to repair it yourself but have your distributor or dealer do it for you.

For detailed **TROUBLE SHOOTING** refer to tables 1 and 2. Locate the problem on the following charts and repair as necessary.

Table 1

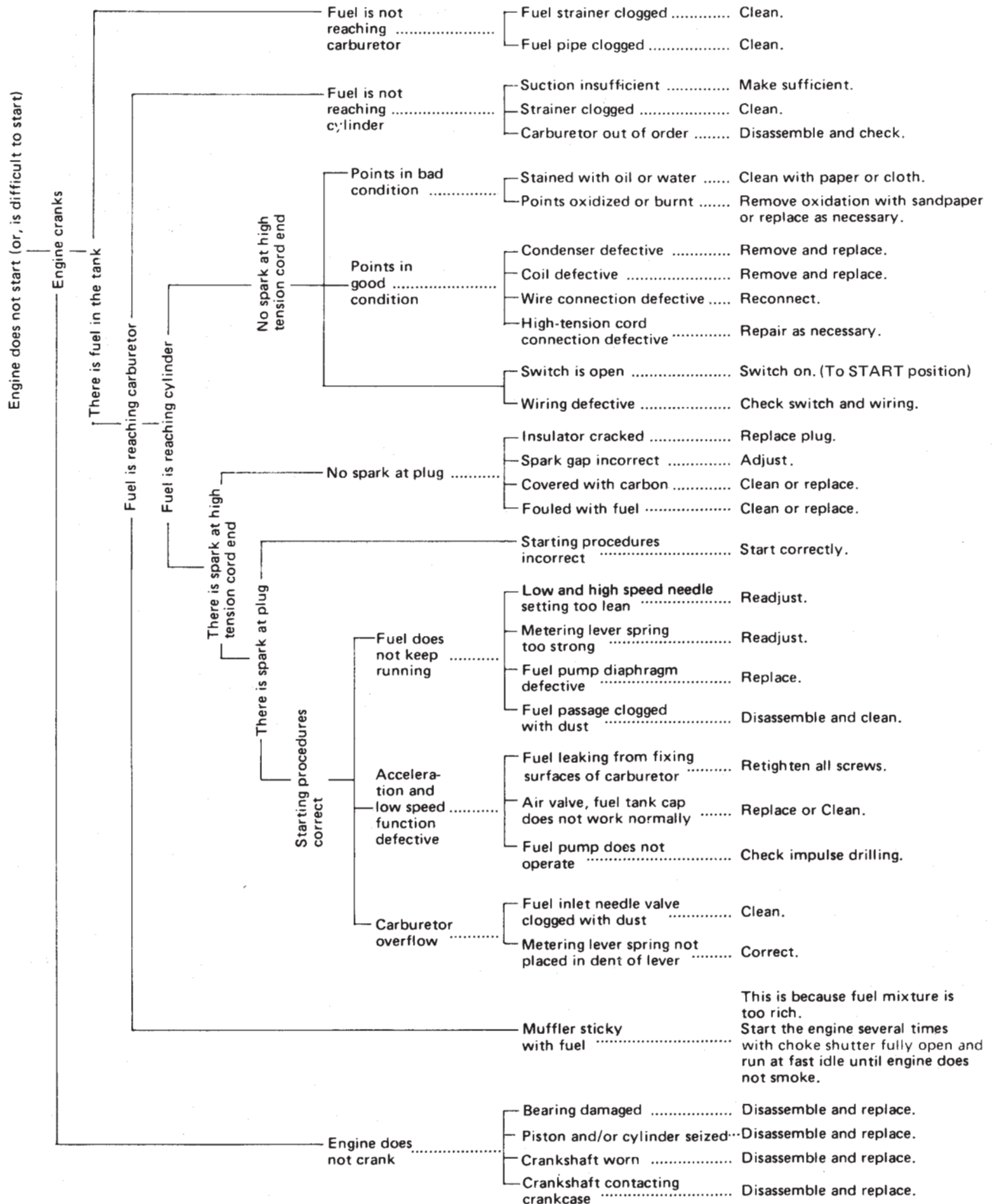
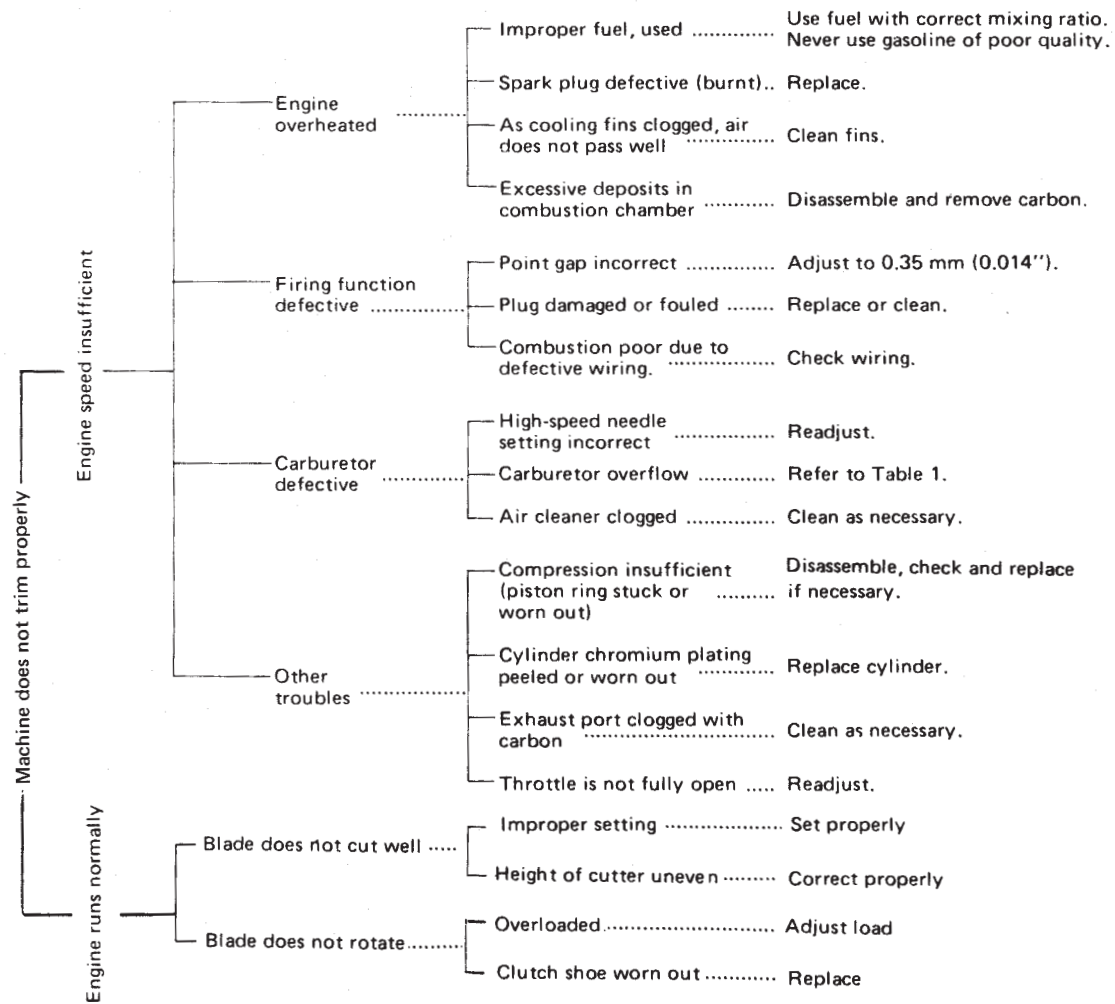
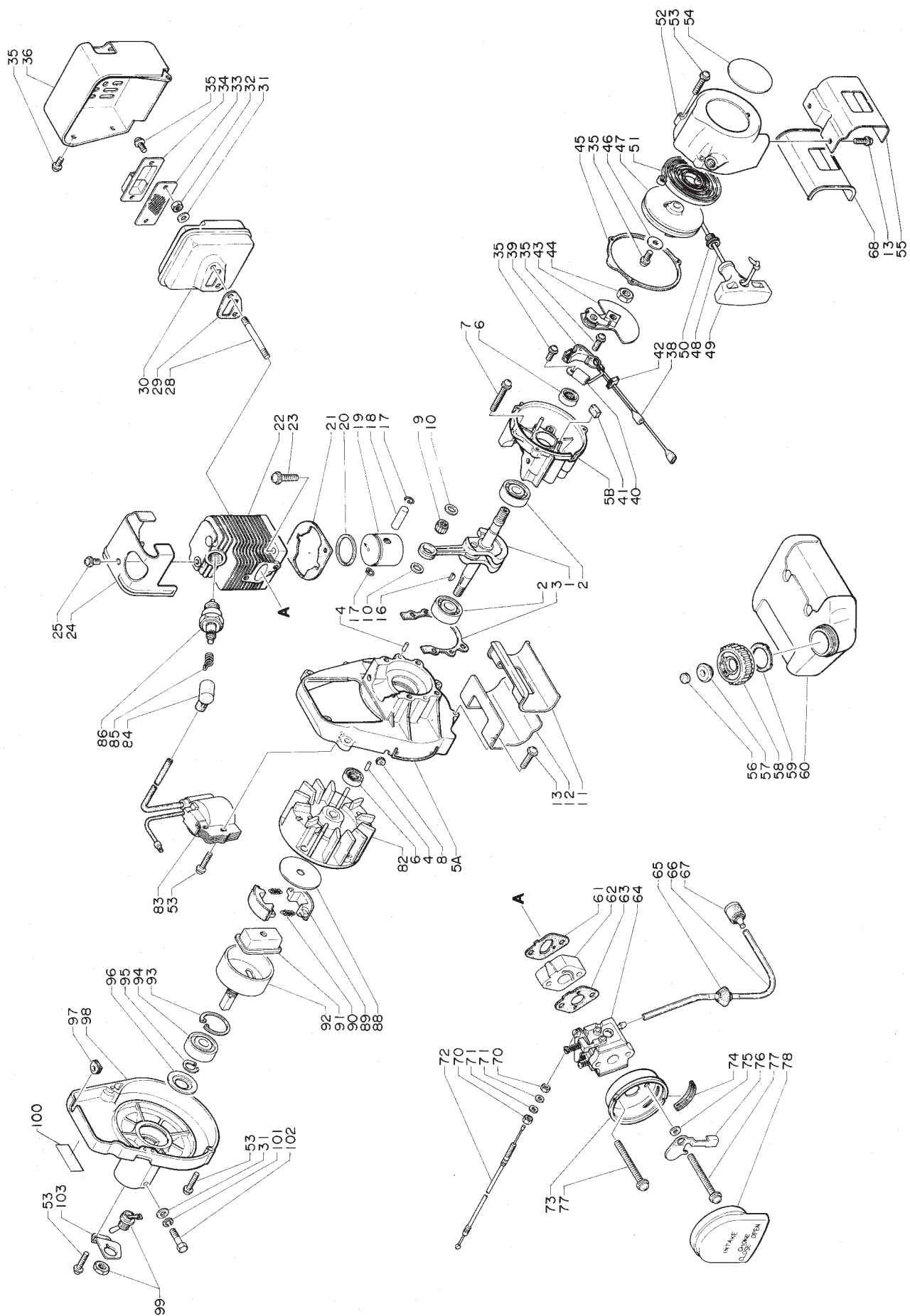


Table 2

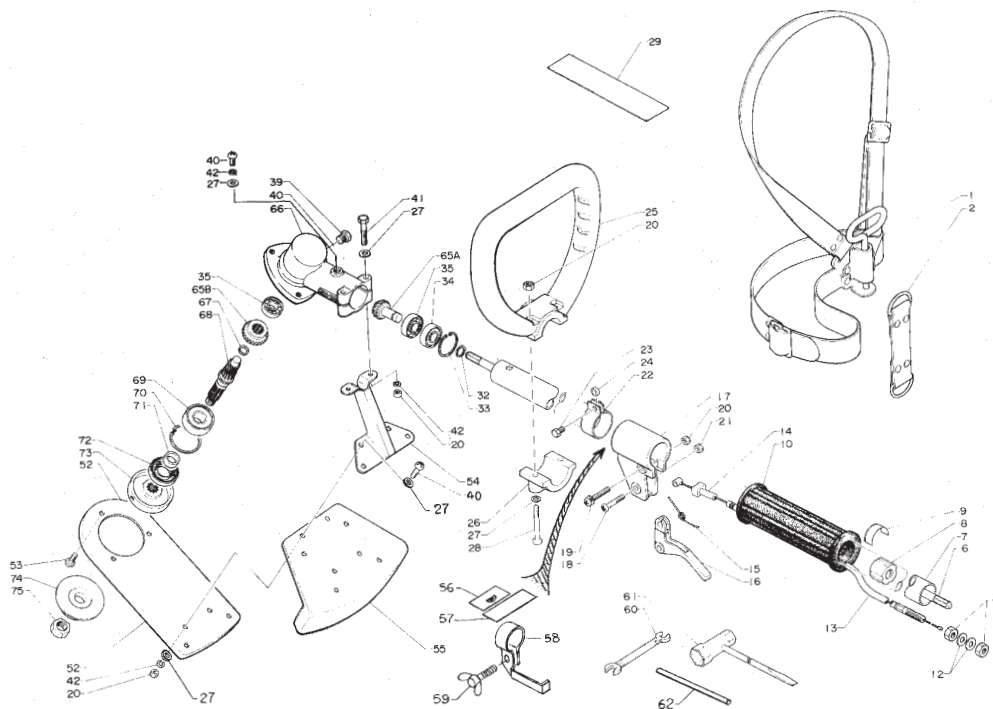


STORAGE AFTER USE

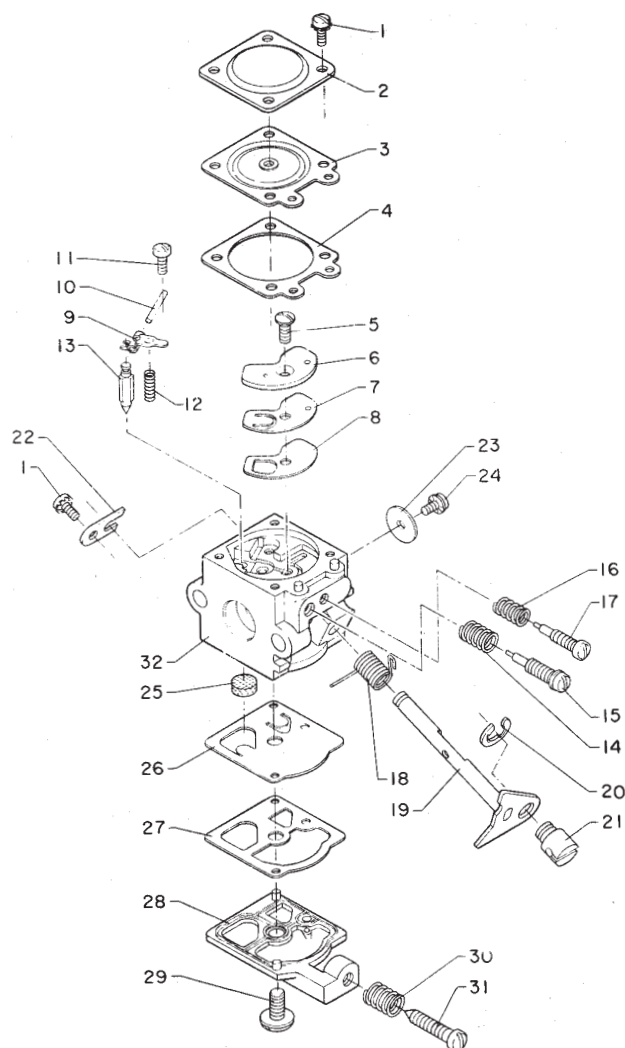
- Inspect and adjust every part of the unit.
 - Completely clean every part, and repair, if necessary.
 - Apply thin coating of oil on metal parts to prevent rust.
 - Remove the cutter head, apply sufficient oil coating and wrap up in plastic.
- Drain fuel tank, pull starter handle slowly a few times to drain fuel from carburetor.
- Pour a small amount of clean motor oil into spark plug hole, pull starter handle and then crank the engine until TOP DEAD CENTER.
- Store in a dry area, free from dust.



Key No.	Part No.	Q'ty	Description	Key No.	Part No.	Q'ty	Description
1- 1	100 100-0652 1	1	Crankshaft	1-52	-177 209-0632 0	1	Starter case
2	900 810-3620 0	2	Ball bearing 6200	53	900 242-0402 0	9	Screw 4x20 w/W, SW
3	100 242-0492 0	1	Gasket, crankcase	54	890 112-0603 1	1	Decal, ECHO
*5	100 200-0652 0	1	Crankcase set	55	131 918-0652 0	1	Bracket, fuel tank
4	-100 215-0393 0	4	Knock pin	***	131 004-0632 0	1	Cap ass'y, fuel tank
6	100 213-0593 0	2	Oil seal	56	-131 315-0502 0	1	Filter, check valve
7	900 242-0503 0	4	Screw 5x30 w/W, SW	57	-131 314-0632 0	1	Check valve
8	156 114-0492 0	1	Grommet	58	-131 017-0743 0	1	Cap, fuel tank
9	100 113-0593 0	1	Needle bearing	59	-131 016-0492 0	1	Gasket, fuel tank cap
10	100 014-0652 0	1	Spacer, piston pin	60	131 010-0652 0	1	Fuel tank
11	131 920-0652 0	1	Cushion	61	130 010-0652 0	1	Gasket
12	131 910-0652 0	1	Bracket, fuel tank	62	130 017-0652 0	1	Insulator
13	900 242-0401 4	4	Screw 4x14 w/W, SW	63	130 016-0492 1	1	Gasket
16	100 131-0652 0	1	Woodruff key	64	123 000-0652 0	1	Carburetor ass'y
17	100 015-0463 0	2	Circlip, piston pin	65	132 115-0492 0	1	Grommet
18	100 013-1021 0	1	Piston pin	66	132 010-0492 0	1	Fuel pipe
19	100 010-0652 0	1	Piston	67	131 205-0653 0	1	Fuel strainer
20	100 011-0533 0	1	Piston ring	68	131 924-0652 0	1	Cushion
21	101 010-0492 0	1	Gasket, cylinder base	*73	130 301-0492 0	1	Case, air cleaner
22	101 011-0652 0	1	Cylinder	74	-178 810-0492 0	1	Grommet
23	900 242-0602 2	2	Screw 6x22 w/W, SW	75	178 516-0083 0	1	Washer
24	101 514-0652 0	1	Cylinder cover	76	178 515-0492 0	1	Choke shutter
25	900 242-0501 0	1	Screw 5x10 w/W, SW	77	900 242-0505 7	2	Screw 5x57 w/W, SW
28	101 014-0056 0	2	Stud bolt	78	130 310-0492 0	1	Air filter
*	145 803-0652 0	1	Muffler ass'y (S.A.M.)	82	156 200-0652 0	1	Flywheel
29	-145 510-0652 0	1	Gasket, muffler	83	156 126-0652 0	1	Ignition coil
30	-145 806-0652 0	1	Muffler body	84	159 012-0162 0	1	Cap, spark plug
33	-145 862-0652 0	1	Screen	85	159 011-0051 0	1	Coil spring, plug cap
34	-145 862-0652 0	1	Lid, muffler	86	159 010-0033 0	1	Spark plug
35	-900 242-0401 0	4	Screw 4x10 w/W, SW	88	175-019-0492 0	1	Side plate
36	-145 621-0652 0	1	Muffler cover	89	175 009-0513 0	2	Clutch shoe
31	900 600-0000 5	3	Washer 5	90	175 018-0513 0	2	Clutch spring
32	433 020-0083 0	2	Lock nut 5	91	175 016-0492 0	1	Clutch boss
35	900 242-0401 0	2	Screw 4x10 w/W, SW	92	175 010-0492 0	1	Clutch drum
38	156 505-0652 0	1	Ground lead	93	900 702-0003 2	1	Circlip 32
39	156 101-0652 0	1	Breaker point set	94	900 819-3620 1	1	Ball bearing 6201
40	156 127-0652 0	1	Condenser	95	900 701-0001 2	1	Circlip 12
41	156 134-0373 0	1	Oil pad	96	175 053-0492 0	1	Stopper
42	150 114-0492 0	1	Grommet	97	156 110-0492 0	1	Grommet
43	177 305-0492 0	1	Ratchet ass'y	98	101 511-0652 0	1	Fan cover
44	900 502-0000 8	1	Nut 8	99	163 400-0652 0	1	Switch
45	100 615-0492 0	1	Gasket, starter case	100	890 135-0893 0	1	Decal, name
**	177 200-0632 0	1	Recoil starter ass'y	101	900 605-0000 5	1	Spring washer 5
35	-900 242-0401 0	1	Screw 4x10 w/W, SW	102	900 151-0502 5	1	Bolt 5x25
46	-177 214-0463 0	1	Washer	103	163 810-0652 0	1	Bracket, switch
47	-177 215-0492 0	1	Recoil drum	Remarks: *5 Including 4, 5A and 5B. * Consisting of 29, 30 and 33 thru 36. ** Consisting of 35 and 46 thru 52. *** Consisting of 56 thru 59. *73 Including 74.			
48	-177 226-0653 0	1	Starter rope				
49	-177 228-0653 0	1	Starter handle				
50	-177 227-0533 0	1	Rope guide				
51	-177 220-0653 0	1	Rewind spring				



Key No.	Part No.	Q'ty	Description	Key No.	Part No.	Q'ty	Description
2*1	301 000-0753 0	1	Shoulder strap	42	-900 605-0000 5	4	Spring washer 5
2	-301 305-0753 0	1	Strap	52	-699 011-0893 0	1	Bracket
6	610 011-0893 0	1	Shaft, drive	53	-900 242-0501 0	3	Screw 5x10 w/W, SW
7	610 206-0893 0	1	Housing ass'y, drive shaft	54	-699 015-0893 1	1	Bracket, safety guard
8	-610 105-0893 0	4	Bush	55	-699 010-0893 1	1	Safety guard
9	890 152-0493 0	1	Decal	60	895 112-0033 0	1	Spanner 8x10
10	351 012-0893 0	1	Grip	61	895 410-1063 0	1	Wrench 17x19
11	900 502-0000 6	2	Nut 6	62	897 518-0113 0	1	Fixing rod
12	900 600-0000 6	2	Washer 6	*	610 402-0893 0	1	Gear housing ass'y
13	178 001-0893 0	1	Throttle cable	27	-900 600-0000 5	3	Washer 5
14	128 048-0563 0	1	Spacer	32	-610 337-0893 0	1	Circlip
15	178 043-0693 0	1	Spring, return	33	-900 702-0002 5	1	Circlip 25
16	178 010-0563 0	1	Throttle trigger	34	-900 803-0060 9	1	Ball bearing 609
17	178 024-0893 0	1	Bracket, throttle trigger	35	-900 800-0060 9	2	Ball bearing 609
18	178 110-0533 0	1	Screw	39	-900 100-0800 6	1	Bolt 8x6
19	900 220-0502 8	1	Screw 5x28	40	-900 220-0501 0	1	Screw 5x10
20	900 500-0000 5	3	Nut 5	41	-900 100-0503 5	2	Bolt 5x35
21	433 020-0083 0	1	Lock nut 5	42	-900 605-0000 5	3	Spring washer 5
22	301 207-0893 0	1	Hock	65	-610 301-0893 0	1	Gear set
23	900 100-0501 0	1	Bolt 5x10	66	-610 460-0893 0	1	Gear housing
24	699 012-0333 0	1	Spacer	67	-610 335-0713 0	1	Circlip
25 26	351 201-0893 0	1	Handle set	68	-610 360-0893 0	1	Shaft, P.T.O.
20	-900 500-0000 5	2	Nut 5	69	-900 810-0620 1	1	Ball bearing 6201
27	-900 600-0000 5	2	Washer 5	70	-900 702-0003 2	1	Circlip 32
28	-900 220-0504 0	2	Screw 5x40	71	-610 315-0713 0	1	Spacer
29	890 160-0753 0	1	Decal, caution	72	-610 413-0713 0	1	Oil seal
42	900 605-0000 5	2	Spring washer 5	73	-610 338-0893 0	1	Plate, blade fixing
**	699 100-0893 1	1	Safety guard ass'y	74	-610 314-0413 1	1	Plate, blade fixing
20	-900 500-0000 5	4	Nut 5	75	-900 511-0001 0	1	Nut 10 L-h
40	-900 220-0501 0	4	Screw 5x10				
56	890 173-0923 0	1	Decal	Remarks: * 1 Including 2. 7 Including 8. * Consisting of 27, 32 thru 35, 39 thru 42 and 65 thru 75. ** Consisting 20, 40, 42 and 52 thru 55.			
57	890 144-0893 0	1	Decal				
58	178 027-0893 0	1	Bracket				
59	900 117-0501 4	1	Bolt 5x14				



Key No.	Part No.	Q'ty	Description	Key No.	Part No.	Q'ty	Description
3- *	123 000-0652 0	1	Carburetor ass'y (WA-81)	3-20	-123 127-1063 0	1	Clip
1	-123 144-0393 0	5	Screw	21	-123 172-0432 0	1	Swivel
2	-123 142-0393 0	1	Cover, metering diaphragm	22	-123 127-0393 0	1	Clip, throttle shaft
3	-123 141-0393 0	1	Diaphragm, metering	23	-123 116-0523 0	1	Valve, throttle
4	-123 140-0393 0	1	Gasket, m./diaphragm	24	-123 114-0393 0	1	Screw, throttle valve
5	-123 167-0523 0	1	Screw, circuit plate	25	-123 126-0393 0	1	Screen, inlet
6	-123 166-0393 0	1	Plate, circuit	26	-123 112-0393 0	1	Diaphragm, fuel pump
7	-123 165-0393 0	1	Diaphragm, circuit plate	27	-123 125-0393 0	1	Gasket, fuel pump
8	-123 164-0393 0	1	Gasket, circuit plate	28	-123 124-1113 0	1	Cover, fuel pump
9	-123 123-0393 0	1	Lever, metering	29	-123 110-0393 0	1	Screw, pump cover
10	-123 138-0393 0	1	Pin, metering lever	30	-123 133-1113 0	1	Spring, idle screw
11	-123 139-0393 0	1	Screw, metering lever pin	31	-123 134-0653 0	1	Screw, idle adjustment
12	-123 122-0393 0	1	Spring, metering lever	32	-Not Available	1	Body ass'y
13	-123 137-0393 0	1	Valve, inlet needle	Remarks: * Consisting of 1 thru 32.			
14	-123 119-0393 0	1	Spring, H.S. needle				
15	-123 120-0653 0	1	Needle, high speed				
16	-123 121-0393 0	1	Spring, idle needle				
17	-123 118-0652 0	1	Needle idle				
18	-123 113-0393 0	1	Spring, throttle return				
19	-123 117-0502 0	1	Shaft, throttle				



KIORITZ CORPORATION

5-1 SHIMORENJAKU, 7-CHOME, MITAKA, TOKYO 181

CABLE ADDRESS: KIORITZ MITAKA

TELEX ADDRESS: KIORITZ A J26592