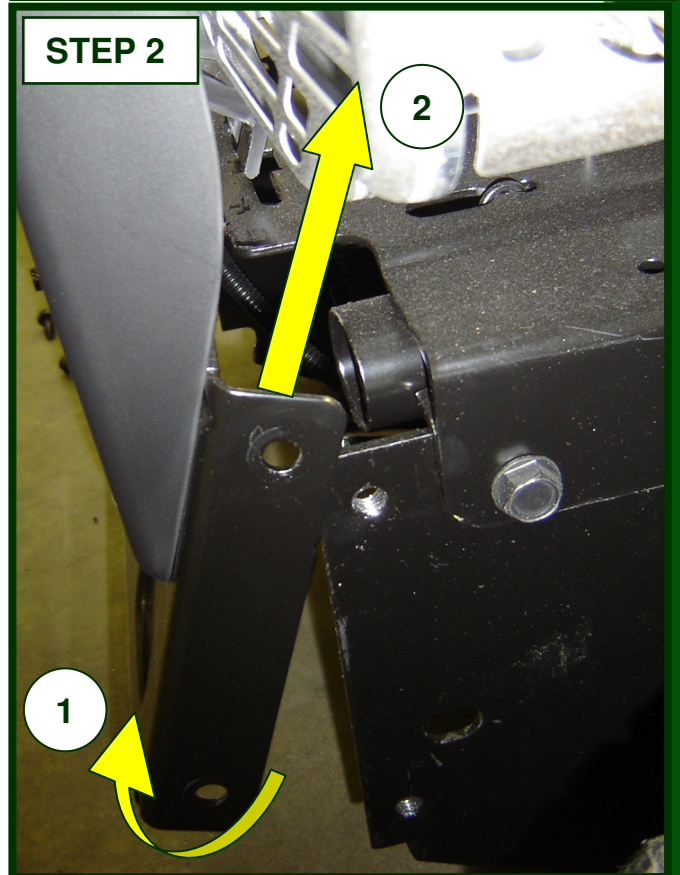
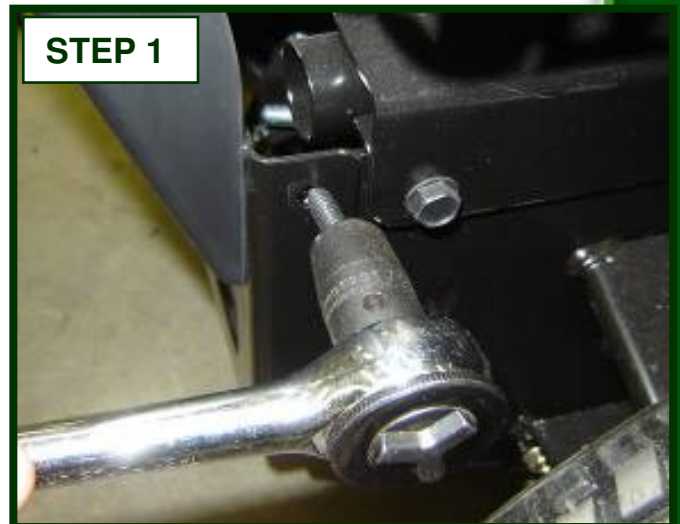


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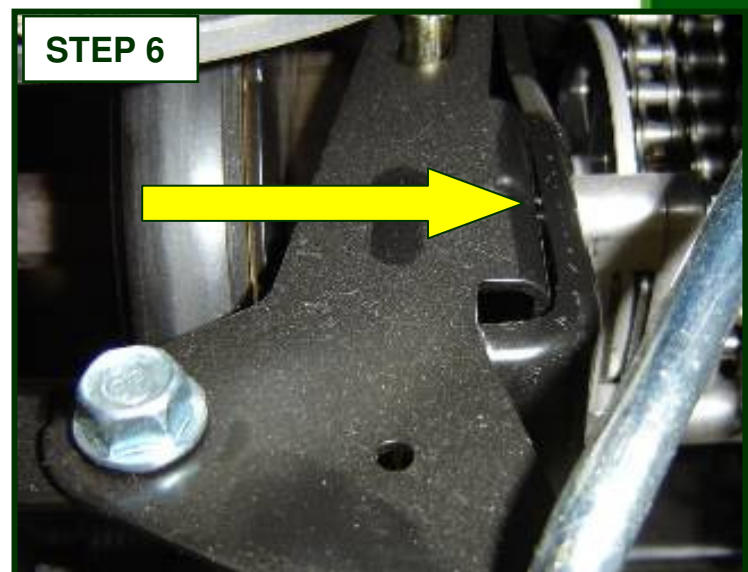
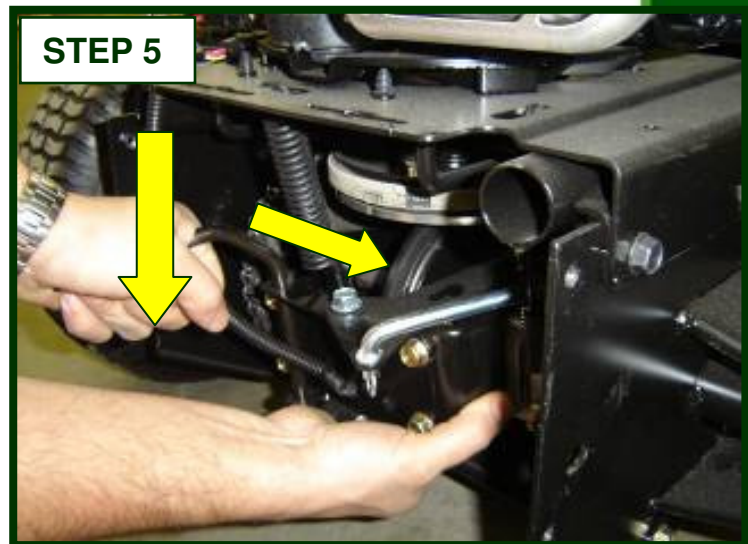
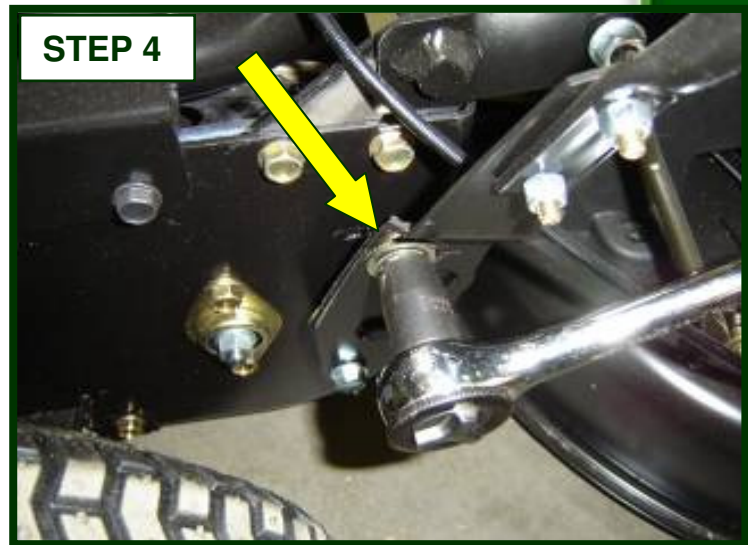
!!! Make sure unit is on a flat level surface and place a wheel chock on one of the tires to prevent rolling.

1. Remove 4 screws (2 on left hand side, 2 on right hand side) from back plate using 1/2 inch socket or wrench.
2. Rotate bottom of back plate out away from transmission (1) and then pull up carefully (2) to remove interlocking tabs on top of engine plate.
3. Shift unit into reverse. Be sure to clutch unit with brake pedal when shifting.



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4. Loosen the bolt on the shift lever that has the gold washer underneath it 2 full turns using $\frac{1}{2}$ inch socket or wrench. DO NOT REMOVE.
5. Using left hand push down on rod releasing the friction wheel from the engine, with rod held down use right hand and pull friction wheel all the way to the right of transmission.
6. Friction wheel is all the way to the right when there is only a small gap, about an $\frac{1}{16}$ of an inch, between the two pieces. When friction wheel is in place release rod and allow wheel to re-engage on engine pulley.



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7. Hold shifter just slightly forward of reverse position and proceed to re-tighten screw loosened in Step 4 with $\frac{1}{2}$ inch socket or wrench. Be careful not to over tighten, screw should be tightened to a torque of 20-23 ft-lbs.



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8. After screw is tightened in step 7, remove wheel chock and sit on unit, depress brake to clutch and shift into neutral then start unit. Slowly release brake, if unit does not move, neutral is properly set. If unit begins to move forward or reverse, re-chock wheel and repeat steps 3 through 8.

9. If unit is functioning correctly, re-assemble back plate to rear of unit using 4 screws that were removed in Step 1. Be sure to engage tabs at top on engine plate (1) then rotate plate into position (2) and install screws.

