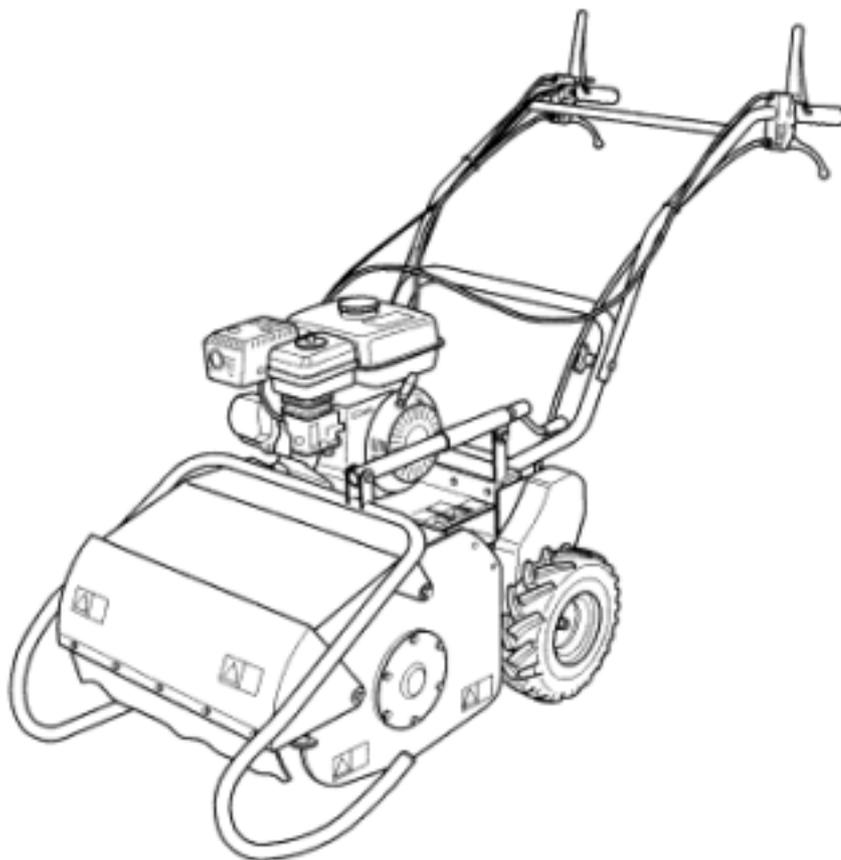


# **solo**<sup>®</sup>

**FLAIL MOWER  
WITH HONDA GX 160 ENGINE**

**MODEL 526S**



**OPERATING AND SAFETY INSTRUCTIONS**

CODICE E059400

01.05.03



# OPERATING AND SAFETY INSTRUCTIONS

## **FLAIL MOWER MOD. 526S**

### **FOREWORD**

This machine may only be utilized for the purpose for which it was designed, i.e. agricultural use, for the cutting of shoots, grass and brushwood.

Any other use other than that stated, not covered or deducible from this Manual and the enclosed Engine Manual is "PROHIBITED".

Failure to comply with instructions in this Manual and in the Engine Manual releases the manufacturer from all liability, in particular for any damage resulting from improper or incorrect use, through negligence, superficial interpretation or flagrant disregard for the safety requirements herein.

Get your dealer to explain how to use the machine in optimum safety conditions.

Always perform the checks as prescribed herein before each work session with the machine.

Should any information given in the following pages be unclear or not straightforward please contact the manufacturer directly.

### **1. USE OF THE MANUAL**

This Manual consists of numbered pages and enclosures featured in the list of contents.

Before operating the machine the user must read the instructions in the Operator's Manual carefully as well as those of the Engine Manual enclosed.

Use of the flail mower by more than one operator (individually), means that they must have carefully read the Operator's Manual and the Engine Manual **before using it**.

The aforementioned manuals form an integral part of the machine and must therefore be kept intact and in good condition, in a known, easily accessible place for the entire working life of the machine, even if the flail mower is passed on to another owner. The purpose of these manuals is to provide the information necessary for the safe and competent use of the product. In the instance of wear or purely for a greater technical working knowledge, the manufacturer may be contacted directly. The Notes Section at the end of the Flail mower Manual is for the addition of any complementary notes.

## **Contents of the FLAIL MOWER Manual**

1. Use of the Manual
2. Notices on the machine
- 3. Technical data**
4. Lifting and transportation
5. Main parts of the machine
6. Controls and adjustments
7. Assembly instructions for the handlebars
8. Safety information
  - a) General instructions
  - b) Training
  - c) Preparation
  - d) Working use
  - e) After work
9. Transportation of the machine
10. Description of the safety systems and guards
11. Operations to be carried out before switching on
12. Starting and driving the flail mower
13. Cutting tips
14. Checks
  - A) tyre pressure
  - B) cable control adjustment
  - C) belt adjustment
  - D) checking and replacing the flails
  - E) sharpening the flails
15. Maintenance and storage
16. Cleaning the machine
17. Seasonal long-term storage periods
18. Decommissioning and scrapping
19. Technical assistance
20. Warranty
21. CE marking
22. Troubleshooting

Enclosure 1. NOTES

Enclosure 2. Declaration of Conformity

## 2. NOTICES ON THE MACHINE

In this Manual all safety information appears in special boxes headed "WARNING".

### WARNING

This heading is used to draw the user's attention to hazardous areas or moving parts of the machine. It is also used in instances where failure to comply with the instructions given may result in injury to persons and animals or damage to property.

The symbols affixed to the machine serving to warn of danger during its use and maintenance are as follows:



The user must read the instruction manual provided



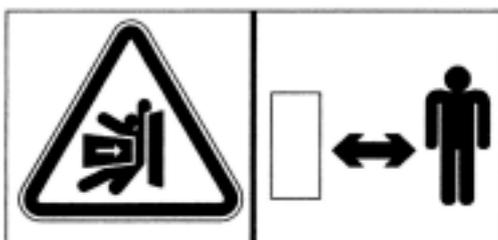
Danger of foreign objects being thrown outwards. Keep a safe distance.



Warning. Always disconnect the cable from the engine spark plug.



Danger of hand injury. Switch off the engine.



Danger of crushing. Keep a safe distance.



Danger of injury to both upper and lower limbs. Do not put hands or feet inside the cutting element while in motion.



Danger of getting caught up in rotating parts. Do not put hands in the rotating parts.



Danger of foreign objects being thrown outwards. Safety goggles must be worn.



Earmuffs must be worn. Do not allow children near the machine when in operation.



Caution: hot parts. Danger of burns. Fire hazard.

The symbols affixed to the machine serve to warn of danger during its use and maintenance.

It is vitally important to understand the meaning of the danger notices and all messages should be kept in legible condition. In the instance of wear these notices should be replaced and use of the machine suspended while without such notices.

The operator is advised to observe the warnings given on the affixed notices.

### 3. TECHNICAL DATA OF THE FLAIL MOWER MOD. 526S

ENGINE	:	petrol, HONDA GX 160
ENGINE CAPACITY	:	4.0 kW (5.5 HP)
WORKING WIDTH	:	50 cm
CUTTING HEIGHT	:	adjustable 20 - 80 mm
CUTTING SYSTEM	:	24-flail rotor
SPEED GEARS	:	1 forward gear
TRANSMISSION	:	mechanical
GEARS	:	in oil bath
SPEED	:	forward (1) 2.5 km/h
START	:	recoil

SERVICE BRAKE ON TRANSMISSION PULLEY

ROTOR BRAKE

HEIGHT-ADJUSTABLE HANDLEBARS

TYRES : TRACTOR 4.00-4

DIMENSIONS L x W x H (mm) : 1600x570x1050 mm

WEIGHT (kg) : 96

ACOUSTIC PRESSURE, measured according to EN 12733 : 89 dBA

ACOUSTIC POWER, measured according to EN 12733 : LWA 98 dBA

HANDLEBAR VIBRATION ( EN 12 733) AW = 5.1 m/sec\_

## **Environmental conditions**

Unless otherwise stated at the time of ordering it is understood that the machine is to work normally in the environmental conditions covered by the following points. Environmental conditions other than those described may cause mechanical breakage resulting in the creation of dangerous situations for persons.

### ALTITUDE

The altitude of the place in which the machine is to be used must not exceed 1500 m above sea level.

### TEMPERATURE

Minimum ambient temperature: -5°C

Maximum ambient temperature: +50°C

### ATMOSPHERIC CONDITIONS

The electrical equipment will function correctly in atmospheric conditions with a relative humidity up to 50% at a temperature of 40°C and at 90% with a temperature up to 20°C (without condensate).

### ATMOSPHERE WITH RISK OF EXPLOSION AND/OR FIRE

The standard machine herein described is not designed to work in explosive atmospheres or in those with risk of fire.

## **4. LIFTING AND TRANSPORTATION**

All material is carefully checked by the manufacturer before shipping. The flail mower is delivered in a wooden crate or cardboard box with the handlebars disassembled.

Upon receipt of the machine make sure that it has not been damaged during transit and that the packaging has not been tampered or any parts removed. Report any damage or missing parts immediately to the driver and the manufacturer with photographic documentation.

After assembling the handlebars, as per the instructions given in paragraph 7 of this manual, the machine may be moved on its own wheels.

The manufacturer is not liable for any damage caused by transportation of the machine after its delivery.

### **WARNING**

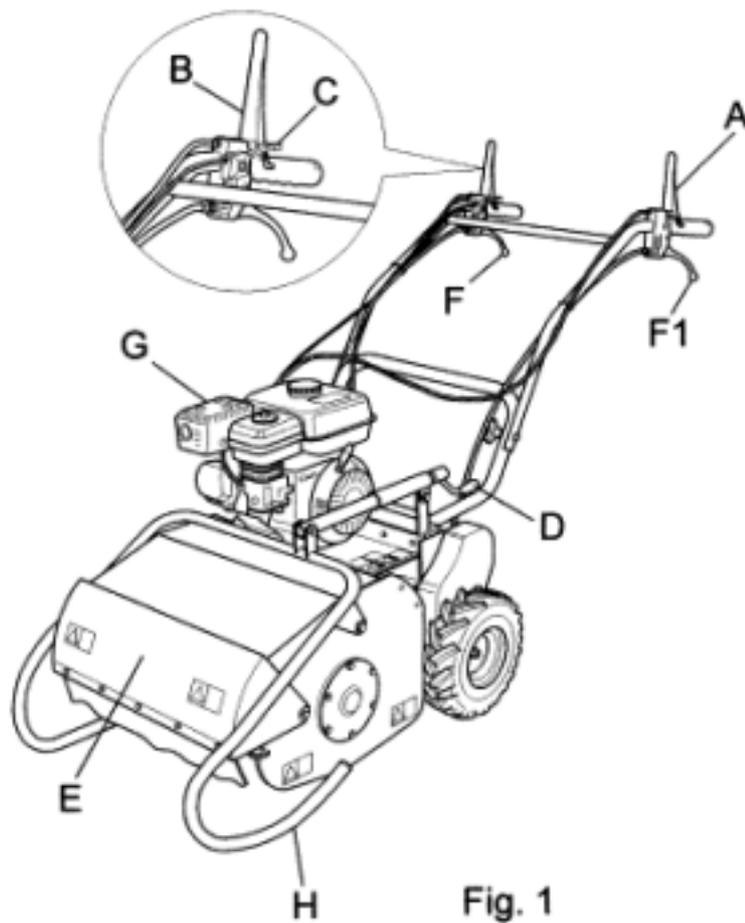
Extreme care must be taken during handling to prevent overturning. Avoid steep gradients to prevent loss of control.

Make sure that there are no persons present within the danger area.

## 5. MAIN PARTS OF THE MACHINE

The machine consists of the following main parts

- A - Flail rotor clutch control lever
- B - Forward clutch control lever
- C - Accelerator control lever
- D - Cutting height adjustment lever
- E - Front guard
- F - Right wheel release lever
- F1 - Left wheel release lever
- G - GX 160 K1 engine
- H - Front slide
- I - On/off switch (1/0)



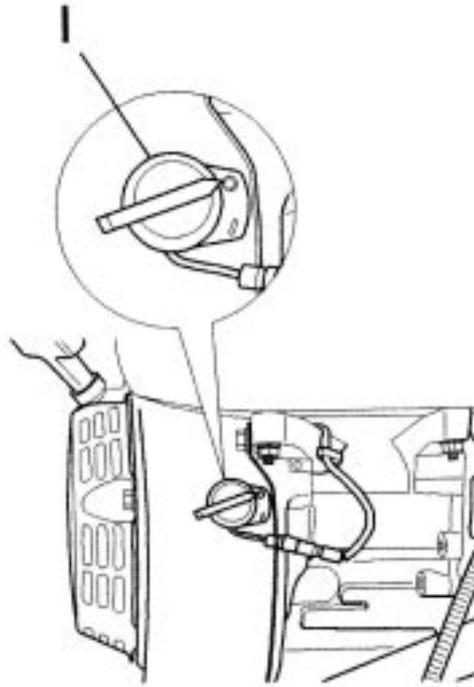


Fig. 1 bis

## 6. CONTROLS AND ADJUSTMENTS

### A) FLAIL ROTOR CLUTCH CONTROL LEVER

This is used to engage and disengage rotary movement of the flail holder rotor. Lowering the lever engages the clutch and releasing it disengages the clutch. The flail brake is connected to this lever, so the brake operates automatically when the lever is released and the rotor stops within a few seconds.

#### WARNING

The flail rotor rotates at high speed if the engine is running and the flail clutch is engaged, regardless of the position of the forward clutch.

### B) FORWARD CLUTCH CONTROL LEVER

This lever only has two positions: engage and disengage. Lowering the lever engages the clutch and releasing it disengages the clutch. The service brake is connected to this lever. The brake operates automatically when the clutch is disengaged.

### C) ACCELERATOR CONTROL LEVER

This is used to adjust the number of engine revolutions according to the operations to be carried out. Hence at switch on the lever will be positioned on the minimum setting whilst during work operations it will be positioned as required by use.

#### **D) CUTTING HEIGHT ADJUSTMENT LEVER**

This lever serves to adjust the cutting height. Warning: if the cutting height is set too low the following undesirable consequences may occur:

- foreign objects such as stones, etc., may be thrown outwards
- dirt and mud may accumulate inside the rotor guard, thus impeding regular discharge of cut grass.
- premature flail wear and possible breakage of the same.

#### **E) FRONT GUARD**

The front guard ( Fig. 1, ref. E) opens or closes automatically according to the amount of grass to be cut. Use of the machine with the guard left open is strictly prohibited. This may cause the outward projection of objects.

The guard may only be set in the open position during flail replacement operations with the machine switched off.

#### **F and F1) RIGHT AND LEFT WHEEL RELEASE LEVERS**

These make directional changes easier during forward movement or manoeuvring of the machine.

**WARNING: never use the release levers instead of the forward clutch control lever since release of the two wheel release levers at the same time automatically disengages the service brake, thus overriding its safety function. This precaution must be observed particularly when working on steep banks.**

#### **H) FRONT CUTTER SLIDE**

This is the front support of the machine which helps to set cutting height adjustment.

#### **I) ON SWITCH**

Two-position switch:

(1)for starting the engine

(0 for switching off the engine

## 7. ASSEMBLY INSTRUCTIONS FOR THE HANDLEBARS

The flail mower is delivered with the handlebars disassembled. Remove the cardboard packaging or crate (to be disposed of in an appropriate manner, in accordance with current regulations in force).

To assemble, proceed as follows :

- Lift the handlebar (Fig. 2 ref. A) and insert it in the support shown in Fig. 2 ref. E.
- Select the required height by inserting the screws (fig. 2 ref. D) in one of the two upper or lower holes ( Fig. 2 ref. F,G) on the handlebar support ( fig. 2, ref. E). Place the washers ( fig. 2 ref. C) on the appropriate screws ( fig. 2, ref. D) and fit the knobs (fig. 2 ref. B), screwing them down tightly.

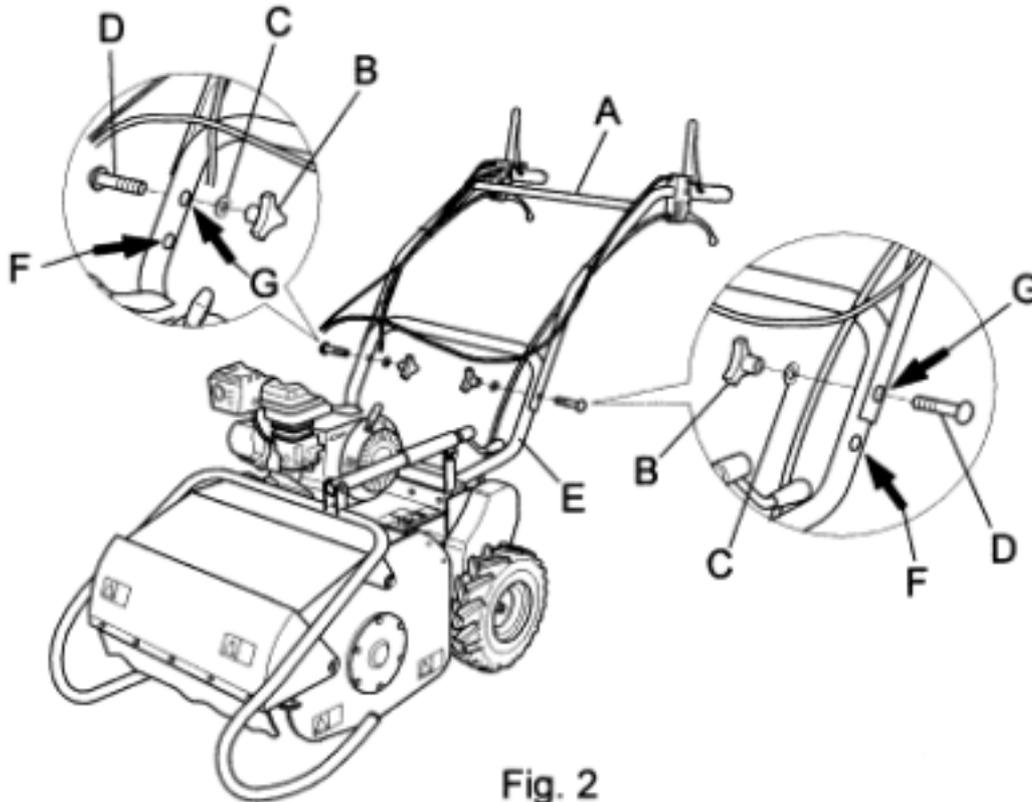


Fig. 2

Before switching on ensure that the machine has been fully assembled correctly.

## 8. SAFETY INFORMATION

Before using the flail mower it is essential that the operator has understood the warnings, do's and don'ts and precautionary measures given in this manual and in the engine manual: the prevention of injury to the operator, third parties, animals or objects directly depends on observance of these instructions.

### **A) GENERAL INSTRUCTIONS**

- Use of the flail mower for purposes other than those envisaged is strictly prohibited.
- Climbing aboard and/or riding on the flail mower is strictly prohibited.
- Tampering with the safety systems and guards is strictly prohibited.
- Modifications to devices/components not envisaged by the manufacturer are strictly prohibited.
- The electrical parts of the engine must be protected at all times.

### **B) TRAINING**

- Read the Operator's Manual and the Engine Manual before using the machine.
- Use of the machine by minors under the age of 16 years or by persons without the necessary psychological and physical capabilities is forbidden.
- Do not use the machine near other persons or within enclosed areas.
- The placing of hands, other parts of the body and clothing in the moving parts of the machine is prohibited.
- It is forbidden to approach the moving parts.
- Before carrying out any inspection or servicing operations make sure that the engine has been switched off and the spark plug wire removed.

### **C) PREPARATION**

- Make sure that the working area around the machine is free of obstacles and has sufficient lighting.
- Before switching on the engine make sure there are no persons, animals or vehicles in the vicinity.
- Before switching on the engine make sure that both engagement levers (forward clutch control lever - Fig. 1, ref. B and flail clutch control lever - Fig. 1, ref. A) are in the disengaged position (released) ; the service brake will be on automatically.
- Before switching on the machine make sure that the screws, fixing elements and protection devices are in place and that the affixed notices are legible.
- Then: Make sure that the wheel fixing bolts have been tightened fully.
- Secure all flail nuts and fixing bolts to prevent their loss during work operations. Replace any old or worn flails.
- The guard in front of the flails ( Fig. 1, ref. E) must always be closed while the machine is in use.
- When switching on the engine check the position of the various control levers (see the section on "Controls and adjustments").

- Supervise the clothing of personnel operating the machine: a long-sleeved jacket with close-fitting cuffs, long, close-fitting trousers, heavy-duty footwear, and a protective cap or helmet should be worn. Avoid wearing loose-tailed clothing, unbuttoned jackets or torn, undone or partially zipped up items to prevent them from being caught up in the moving parts.
- Safety goggles and ear protection devices must be worn. Safety gloves must also be worn during machine operation and maintenance.
- Do not switch on and operate the flail mower in enclosed areas since the engine gives off carbon monoxide fumes which are colourless, odourless, tasteless and extremely dangerous.
- Take care when handling fuel. Fuel is highly flammable and its vapours explosive :
  - Only use an approved container
  - Take care not to remove fuel caps or top up the tank with the engine running.
  - Allow the engine to cool before proceeding with fuel-filling operations.
  - Do not smoke during this operation.
  - Never fill the machine with fuel in an indoor ambient
  - It is advisable to use a wide funnel to prevent spillage of fuel on the engine and on other surfaces of the flail mower
  - If any fuel is spilled do not attempt to switch on the engine; simply move the machine away from the area of spillage before switching on.
  - After filling up with fuel reposition and screw the fuel tank cap right down.
- Do not rest the flail mower or the fuel container in indoor environments with naked flames

#### d) **WORKING USE**

- When working keep everyone at a minimum distance of 10 metres from the machine.
- Keep the engine well ventilated and clog-free (materials and other residue) to prevent damage to the engine and risk of fire. **Clean the cooling fan and fins regularly**. Clean the air filter at the same time as well.
- Drive smoothly, avoiding brusque starts, braking and turns.
- Take care not to touch the silencer when hot.
- When reversing make sure there are no children or animals around. Take care not to get caught up in the moving parts of the machine.
- If a slipping belt causes abnormal noise, smells or overheating, switch off the engine immediately and check the machine to prevent the outbreak of fire and damage to the transmission.
- The rotating flails are extremely dangerous. Keep away from the rotor guard when the flails are in motion. Do not help the grass into the housing using hands or feet and do not allow anyone to stand either in front of the machine or in its direction of travel.

**WARNING.** During work operations the grass is shredded and expelled by the machine. However, if the grass is damp it tends to build up inside the flail housing, thus leading to the incorrect feeding of the grass to be cut. The result is that even on short grass the engine may tend to cut out. Remove the build-up of grass inside the housing (with the engine switched off) using a stick of wood, or wait until the grass dries out before resuming cutting. If during work operations the engine tends to stop due to overloading, the cutting height must be increased, or only part of the machine working width must be used.

- When working in a stony or obstacle-riddled area try to remove as many objects as possible before commencing cutting. Then work at a greater cutting height than usual.

**WARNING**

**Stones and other objects may be thrown outwards in direction of the operator or of other persons in the vicinity.**

**Keep at a safe distance from persons, animals and objects.**

- If the cutting mechanism accidentally comes into contact with an object (stump or stone), switch off the engine and carry out the following operations:
  - Inspect the damage
  - Do not attempt to repair it if unskilled to do so
  - Check that no parts have come loose
- Do not use the machine if it does not work properly or is broken: seek authorized service.
- It is strictly prohibited to leave the flail mower running whilst unsupervised.
- It is strictly prohibited to transport the machine with the engine running. When loading the machine onto a vehicle, the inclination of the ramps must not exceed 15°.

**WARNING!**

**EXERCISE CAUTION WITH GRADIENTS . Danger of machine overturning.**

- Given its outdoor use, it is advisable not to use the flail mower when it is raining.
- The area next to the engine exhaust may reach a high temperature.

**WARNING!**

**Danger of burns.**

- Do not go near water fountains or precipices and do not cross narrow bridges during work operations to prevent the risk of falling.
- Do not work on steep banks with gradients in excess of 10°.
- Take special care on steep banks; avoid working upstream of the machine so as not to run the risk of slipping under it, particularly when the ground is wet.
- Avoid working on the shoulder, between flat ground and a steep bank. The machine may skid or slip.
- In the instance of difficulty or emergency stop simply release the forward clutch control and flail rotor levers.
- Work on flat ground for the utmost safety.

E)AFTER USE.

- Before moving away from the machine, switch off the engine by moving the switch (Fig.1 bis,ref.l) to the 0 position.
- For greater safety shut off the feed cock (Fig. 3).

## 9.TRANSPORTATION OF THE MACHINE

### LOADING AND UNLOADING FROM A VEHICLE

- For transportation it is preferable to use a vehicle with an open bed.
- Choose firm, flat ground.
- Switch off the vehicle's ignition, put into reverse gear, pull on the hand brake and block the tyres with chocks to prevent accidental movement of the vehicle.

**WARNING**

Raise the flail mower cutting unit to maximum height to prevent danger of its catching the ramp edges

- Do not stand in front of the machine
- Firmly hook the loading ramps onto the vehicle bed.  
Use stable load ramps with a non-slip surface strong enough to take the weight of the machine.  
The inclination of the ramps must not exceed 15°.  
Recommended length : at least 3<sup>1</sup>/<sub>2</sub> times the vehicle bed's height from the ground.  
Recommended width : to be chosen according to the tyre width of the machine
- Proceed with the loading of the machine, manoeuvring it carefully. Set the accelerator lever at minimum (Fig. 1, ref. C)
- During loading/unloading operations on the ramps avoid operating the flail clutch (Fig. 1, ref. A), and the right and left wheel release levers (fig. 1, ref. F and F1) because such actions may prove extremely dangerous.
- Line the front slide up with the centre of the loading ramps.
- Take care when the machine passes from the loading ramps to the vehicle bed, because a shift in balance occurs.
- Once loaded, turn off the engine using the relative switch (Fig. 1 bis, ref. l), make sure that the service brake has automatically come into operation upon release of the forward clutch control lever ( fig. 1, ref. B), block the machine wheels using chocks and firmly tie the machine to the vehicle.

## 10. DESCRIPTION OF THE SAFETY AND GUARD SYSTEMS

### **WARNING**

The safety devices must never be tampered with. It is necessary to understand how they work and safeguard their efficiency and correct operation. In the instance of doubt, problems or malfunction contact your dealer.

### **FORWARD CONTROL AND FLAIL MOVEMENT LEVERS**

When released both of these levers instantly disengage the transmission connected to them, thus automatically engaging their respective brakes, hence the machine service brake in the first case and flail rotor rotation in the second.

In this way they act as safety devices.

In the instance of difficulty or sudden emergency, the quick release of these levers will return them to their standard position (raised).

### **FRONT GUARD**

The front guard (Fig. 1, ref. E) opens or closes automatically according to the amount of grass to be cut. Use of the machine with the guard left open is strictly prohibited. This may cause the outward projection of objects.

The guard may only be set in the open position during flail replacement operations with the machine switched off.

## 11. OPERATIONS TO BE CARRIED OUT BEFORE SWITCHING ON

Position the flail mower outdoors on sufficiently firm, flat soil. Read the instructions provided by the engine manufacturer in the relative manual and follow them carefully to prevent situations arising which may endanger either persons or the machine.

Then check:

- the state of the flails by inspecting them;
- that all the screws are tightened, particularly those securing the flails;
- that the guards and safety devices are securely tightened.
- Before switching on the flail mower make sure that there are no persons in the vicinity.

During operation do not allow persons near the machine, especially children. The operator is responsible for any harm done persons in the working area of the machine.

### **Oil recommendations**

Before switching on the engine check the oil level and top up, if necessary, while keeping it in a horizontal position. Do not overfill.

Use of a high-grade detergent oil is recommended (refer to the enclosed engine manual).

### **Fuel recommendations**

Use of fresh, clean lead-free petrol is advised.

**WARNING. IT IS ADVISABLE TO CONSULT THE ENGINE MANUAL BEFORE SWITCHING ON THE MACHINE.**

## 12. STARTING AND DRIVING THE FLAIL MOWER

The machine can be switched on once all the aforementioned preliminary operations have been carried out.

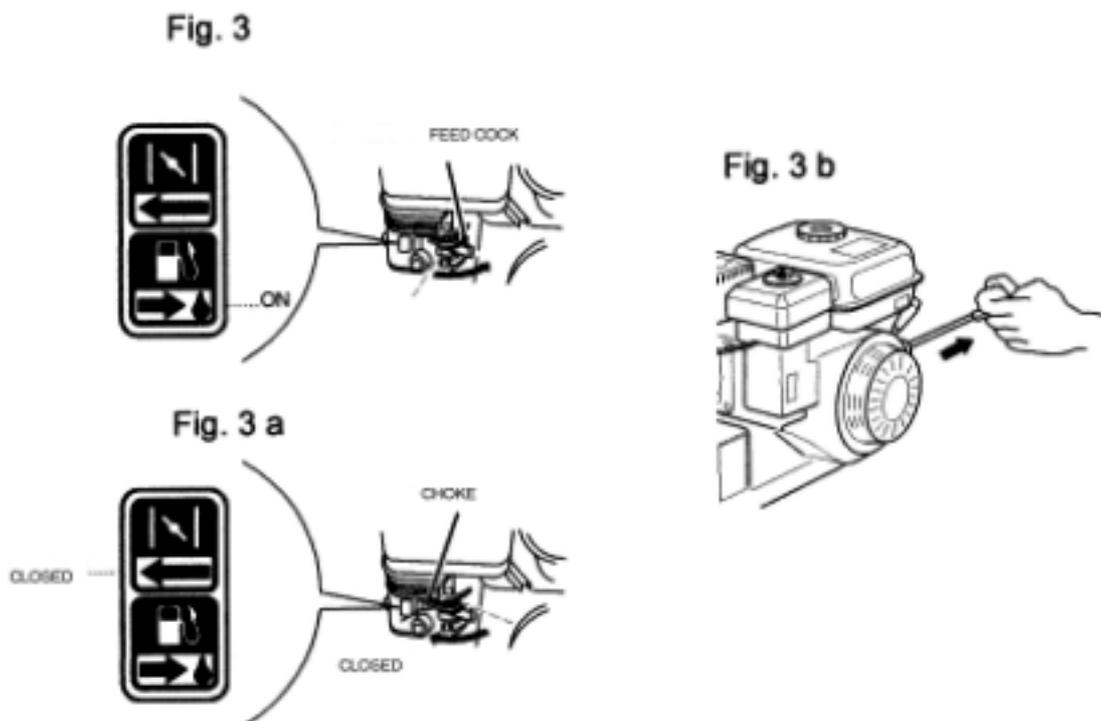
Place the feed cock in the OPEN position (direction shown by the arrow) ( fig. 3)

Bring the choke to the CLOSED position for a cold start (direction shown by the arrow, Fig. 3a)

Set the accelerator lever at the minimum position.

Grip the engine pull lead handle ( fig. 3b ) and pull gently until you feel the "bite", then pull on the lead sharply to overcome the pressure, prevent kickback and switch on the engine. Repeat the procedure, if necessary, with the accelerator lever in INTERMEDIATE position. Once the engine is running, set the accelerator lever in the MINIMUM position and gently return the choke to the OPEN position (Fig. 3a)

Cleaning of the machine is recommended after use (see the section "Cleaning the machine").



## DRIVING THE MACHINE

**WARNING. When using the machine for the first time it is advisable to get the feel of it by executing manoeuvres on flat ground free of foreign objects. Cut in a straight line at low speed, slightly overlapping the section cut previously.**

After switching on the engine following the instructions given in the previous paragraph:

1. Engage the flail rotor clutch control lever ( Fig. 1, ref. A) after accelerating a little.

Warning.

Select a suitable cutting height to prevent the flails from striking foreign objects.

2. To move the machine, accelerate and then engage the forward clutch using the relative lever (Fig. 1, ref. B).
3. To stop the flails release the relative lever ( Fig. 1 ref. A); the flail rotor brake will function automatically.
4. To stop the machine, release the relative lever (Fig. 1 ref. B); the service brake will function automatically.  
Then switch off the engine by moving the switch to the position (O) as shown in figure 1 bis, ref. I).
5. To move the machine with the engine switched off, disengage both wheel locks using the levers as shown in figure 1, ref. F and F1.  
Warning: to use the wheel release mechanism consult the section “Main parts of the machine”, refs. F and F1.

## 13. CUTTING TIPS

- 1) Before commencing cutting operations, read the safety instructions given in the previous sections.
- 2) Before engaging flail movement using the relative lever ( figure 1, ref. A) the guard ( fig. 1, ref. E) must be fully lowered to prevent the outward projection of objects.
- 3) At first the setting of a relatively high cutting height is recommended (using the relative lever in figure 1, ref. D), lowering it gradually according to working conditions.
- 4) Engage the flail clutch (Fig. 1, ref. A) only after having carried out the machine switch-on and gear engagement operations.
- 5) Before engaging the flail clutch (Fig. 1, ref. A), gradually move the accelerator (Fig. 1, ref. C) until the required speed is reached.
- 6) Engage the flail clutch (Fig. 1, ref. A) gradually. Overly brusque flail clutch engagement may stall the engine.

**WARNING. Take great care because the flails rotate at very high speed.**

## 14. CHECKS

- Adjust the belt and cable control tension after the first few working hours to compensate initial loosening.
- Briefly operate all the machine's components to detect any abnormal noises or overheating.
- During the initial running in period avoid heavy-duty usage to encourage proper settling of the mechanical parts.
- Never neglect maintenance operations after work and carry out all prescribed checks regularly.

### A) TYRE PRESSURE

Regularly check the tyre pressure. If both two tyres are not inflated to average pressure the machine will tend to travel sideways during operation.

### B) CABLE CONTROL ADJUSTMENT

To adjust the cables place the machine on flat ground, switch off the engine and disconnect the wire from the spark plug.

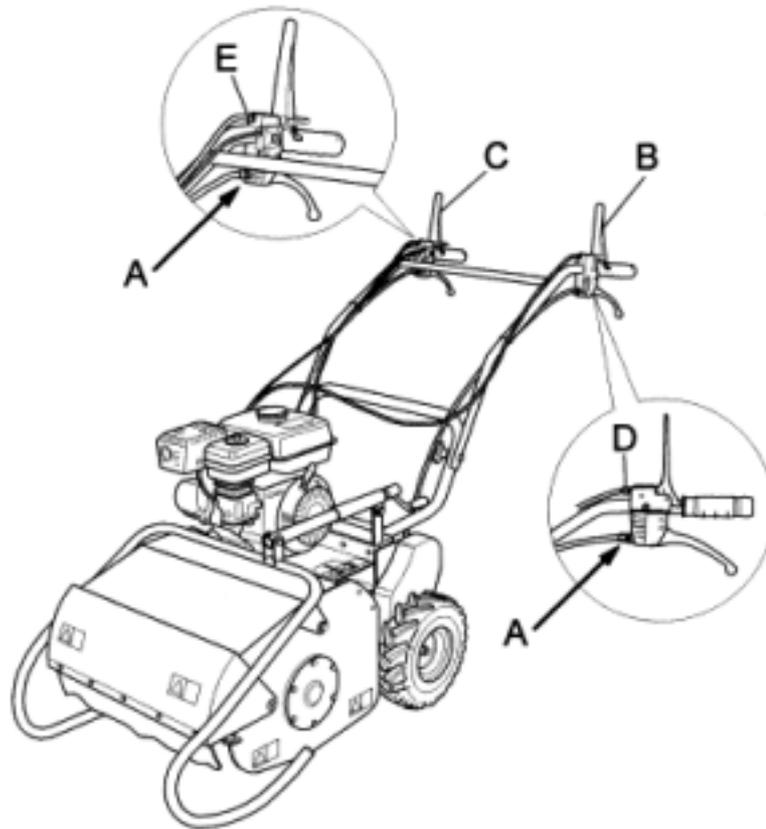


Fig. 4

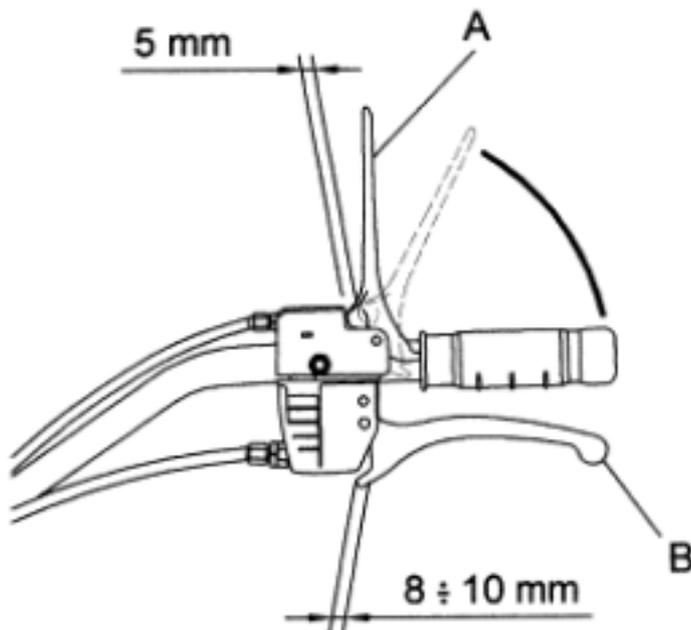


Fig. 5

**B1) RIGHT AND LEFT WHEEL RELEASE CABLES ( FIG. 4 REF. A E FIG. 5 RIF. B)**

For the machine to operate correctly there must be a play of 8-10 mm on the right and left wheel release lever ( fig. 5, rif. B). If this is not the case, adjust the special screw ( fig. 4, ref. A) by loosening or tightening it.

The above drawing shows the cable of the left lever. Of course, the same operation should also be performed for the right wheel release lever.

**B2) FLAIL HOLDER ROTOR CONTROL CABLE ( FIG. 4 REF. B)**

For the machine to operate correctly there must be a play of 5-6mm ( fig. 5, ref. A) on the flail lever. If this is not the case, adjust the special screw ( fig. 4, ref. D) by loosening or tightening it.

Should adjustment of the special screw prove ineffective then the belts need to be adjusted. For this operation refer to section 14 C "BELT ADJUSTMENT" in this manual.

**WARNING**

**After having made the adjustments as described above, check that the flail rotor brake is still working properly, stopping roller movement immediately.**

This check can also be performed using the flail holder rotor control lever. In fact, if when lowered a certain resistance is felt immediately, remaining constant to the end of its stroke, it is caused by the fact that the brake cable does not have the necessary play for its operation. Figure 5, ref. A shows the optimum working condition. Hence the first part of the lever stroke for approximately 5 mm (broken line) presents a lower resistance compared to that of the second part (solid line).

### B3) Forward control cable (Fig. 4 ref. C)

For the machine to operate correctly there must be a play of 5-6mm ( fig. 5, rif. A) on the forward control lever of the machine ( fig. 5, ref. A). If this is not the case, adjust the special screw ( fig. 4, ref. E ) by loosening or tightening it.

Should adjustment of the special screw prove ineffective then the belts must be adjusted. For this operation refer to section 14 C "BELT ADJUSTMENT" in this manual.

### C) BELT REPLACEMENT

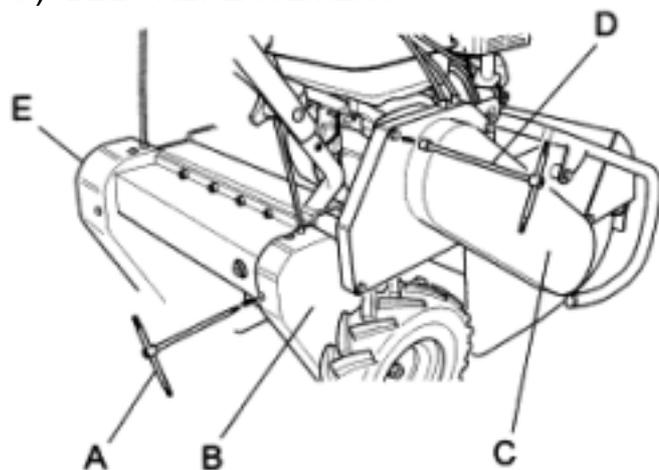


Fig. 6

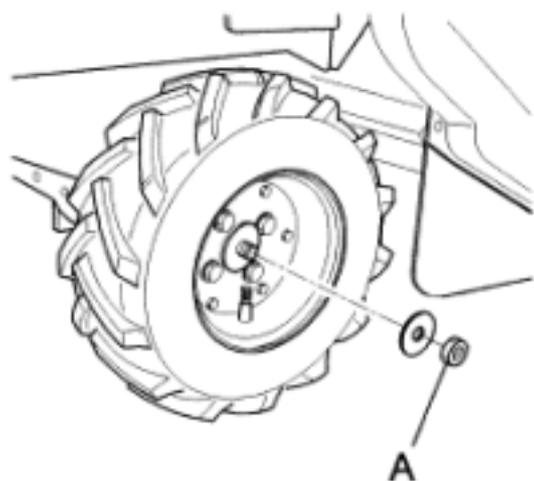


Fig. 7

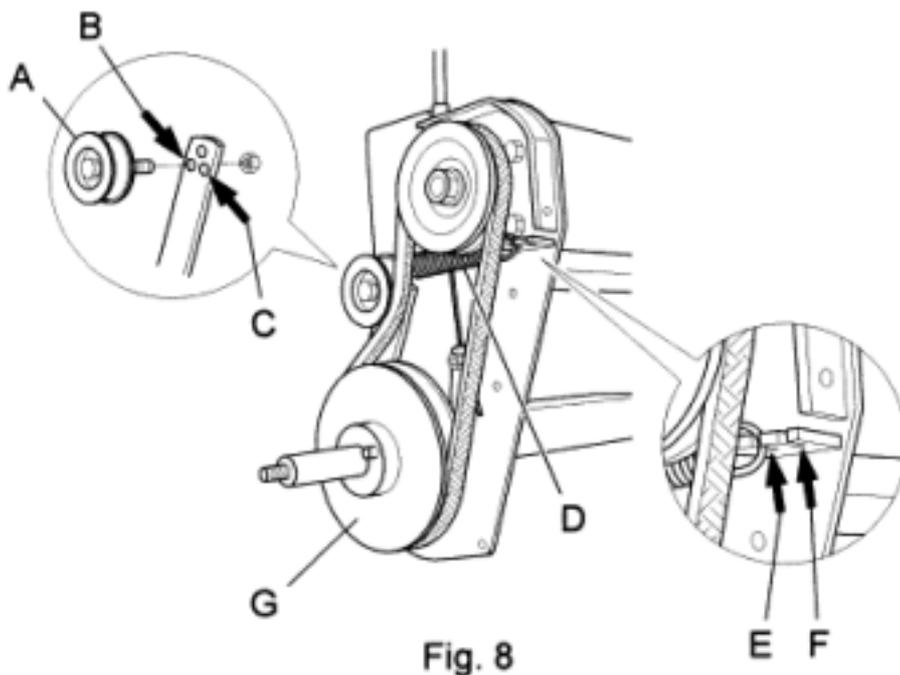
### C1) WHEEL RELEASE BELT

- remove the wheel illustrated in fig. 7, by unscrewing and removing the central fixing screw ( fig. 7, ref. A)
- Remove the plastic guard ( fig. 6 ref. B, E), by undoing and removing the fixing screws using the wrench illustrated in 6 ref. A.
- If the belt is slack and therefore unable to ensure proper drive to the wheel, proceed as follows:
  - 1) Move the tightener ( fig. 8 ref. A ) from hole B to hole C shown in fig. 8. Should this operation fail to restore the belt to optimum working position:
  - 2) Move the spring ( fig. 8, ref. D) from position E to position F as shown in fig. 8.
- If the belt is too tight after this operation:
  - 3) Move the tightener ( fig. 8, ref. A) from hole C back to hole B in figure 8.

To check that the belt performs correctly after this operation make the following check:

- Try turning the pulley manually ( fig. 8, ref. G) anti-clockwise. It should not move; if it does, the belt is not sufficiently tight and so the above adjustment phases must be repeated.
- Then repeat the same check, this time keeping the wheel release lever raised ( fig. 5, ref. B). Now the pulley should be able to turn freely.

Of course, adjustment is the same for both wheel release belts (right and left).



## C2) FLAIL ROTOR BELT

- Remove the plastic guard ( fig. 6 ref.C), by undoing and removing the fixing screws using the wrench illustrated in 6 ref. D.
- If the belt ( fig. 9 ref. A) is slack and therefore unable to ensure proper drive to the flail rotor, move the tightener ( fig. 9, ref. B) from the lower hole ( hole C ) to the upper hole ( hole D).

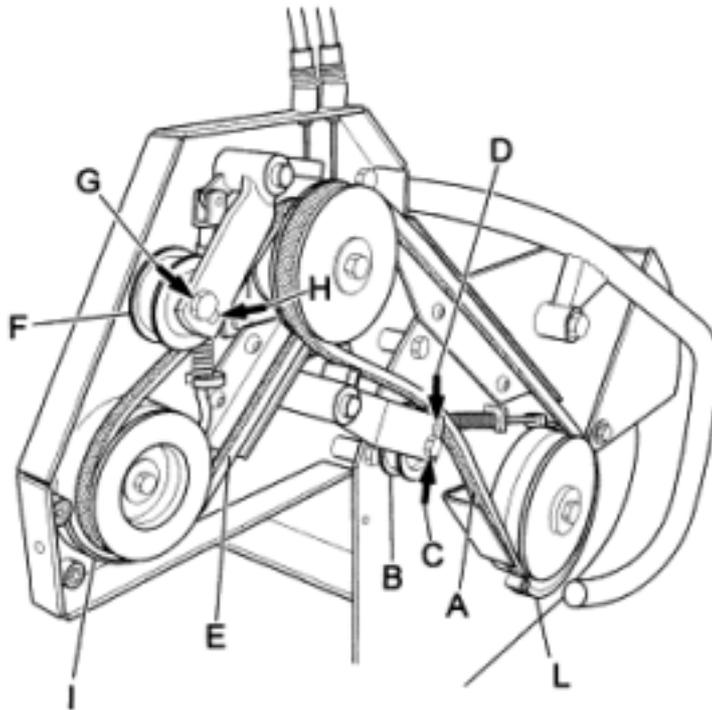


Fig. 9

## C3) MACHINE DRIVE BELT

- Remove the plastic guard ( fig. 6 ref.C) by undoing and removing the fixing screws using the wrench illustrated in figure 6 ref. D.
- If the belt ( fig. 9 ref. E) is slack and therefore unable to ensure proper drive to the machine forward pulley, move the tightener ( fig. 9, ref. F) from the upper hole ( hole G) to the lower hole ( hole H).

**WARNING.** After having made the above adjustments check that the flail rotor brake (fig.9, ref.L) and service brake ( fig. 9, rif.I) work properly, stopping roller movement and machine movement respectively.

**THE TWO BRAKES ARE CORRECTLY ADJUSTED WHEN THE FLAIL ROTOR LEVER ( FIG. 4, REF. B) AND FORWARD CONTROL LEVER ( FIG. 4, REF. C) HAVE 5 MM OF PLAY AS INDICATED UNDER THE SECTION “ADJUSTMENT OF THE CONTROL CABLES”. SHOULD THE SAID BRAKES FAIL TO PERFORM THEIR SAFETY FUNCTION AFTER CORRECT LEVER ADJUSTMENT, CHECK THE STATE OF WEAR OF THE BRAKE LINING AND REPLACE THE BRAKES IF NECESSARY.**

#### D) CHECKING AND REPLACING THE FLAILS

Always check the state of the flails before commencing work. Do not forget to switch the engine off!

Checking and replacement of the flails requires the assistance of another person to hold the handlebars down to tilt up the front part of the machine.

The flails will be presented as shown in figure 10.

- During work operations if the flails (Fig. 10, ref. A ) strike stones or stumps stop straightaway and make sure that they have not become bent or broken. Damaged flails must be replaced.
- If the flails are very worn, cracked or bent, they make snap and project objects outwards, risking serious accident.
- It requires specific experience and suitable equipment to replace and repair flails.
- Use heavy-duty work gloves to check or replace the flails to avoid risk of injury to hands.
- The flail fixing screws and relative nuts ( fig. 10, ref. B) are also subject to wear. Always replace them at the same time as the flails, using bolts and screws of the same strength and type.
- When some of the flails are broken or bent they give rise to excessive vibration at high speed.
- The flails are reversible, so when they become blunt on one side they can be assembled on the other.
- Generally speaking, unless it's a question of only 1 or 2 flails, all the flails should be replaced at the same time to prevent the occurrence of vibration.
- Even the flail rotor holder (fig. 10, ref. C) may cause vibration. If so, it should be replaced.
- The flails wear more quickly on dry, sandy ground. In these conditions they should be replaced more frequently.
- It is advisable to keep spare flails handy.

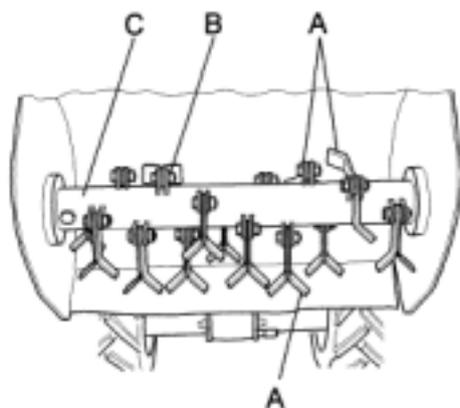


Fig. 10

**To remove the flails proceed as follows:**

1. Switch off the engine and disconnect the spark plug wire
2. Adjust the cutting height to maximum
3. Open the front housing.
4. Check the state of the flails.
5. Check that the flails are not cracked, bent, excessively worn or broken. If they are, either reverse them (turning them 180°) or replace them.

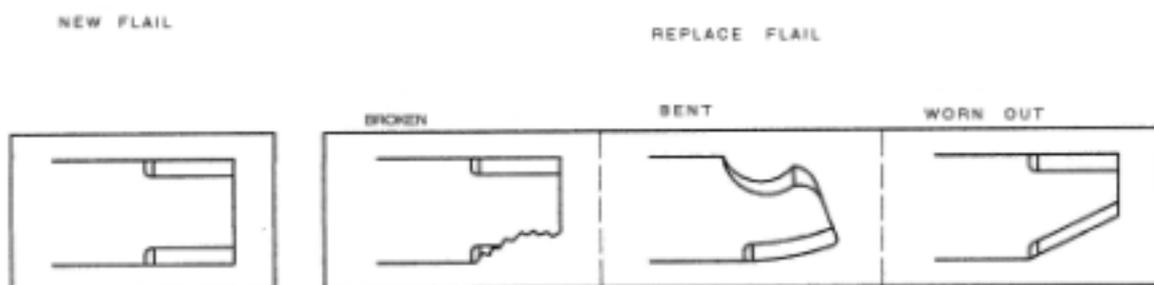


Fig. 11

**E) SHARPENING THE FLAILS**

To sharpen the flails proceed as follows:

1. Wear a safety helmet, goggles and heavy-duty work gloves. Work with care.
2. Hold the flail firmly.
3. Do not grind parallel to the cutting edge. Do not grind the cutting edge to razor sharpness; leave a flat edge of 0.4-0.6 mm. If honed to razor sharpness the cutting flail will wear down very quickly.
4. Grind all the flails in the same way so as to maintain rotor balance.
5. When grinding the flail only remove a little material at a time and spray with water to lower the temperature. If the flail overheats during sharpening it will lose temper and become less wear resistant.
6. If the rotor is off balance after the flails have been sharpened the resulting vibrations may damage the machine.

## 15. MAINTENANCE AND STORAGE

- All operations on the machine must be carried out exclusively by authorized personnel.
- Always switch off the engine when checking, adjusting or servicing the machine.
- Allow the machine to cool down before inspection.
- The belt guards (Fig. 6 ref.B,C, E) and flail guards ( Fig. 1 ref. E) must always be correctly installed and intact. If they become damaged, have them repaired before the machine is used again.
- Make sure that all the guards of rotating and moving parts are in place.
- For greater safety, when replacing the flails replace all the fixing screws and nuts at the same time, as described in section 14, point D.
- Inspect the fuel lines. These should be replaced if damaged or after a maximum of three years, along with the fixing bands. Old lines may leak fuel.
- Check and regularly adjust the forward clutch control, flail clutch control, brakes and accelerator.
- Cover the machine with a sheet after the engine and silencer have cooled down.
- Have the flail and service brakes replaced by an authorized workshop if their safety function does not work perfectly.
- It is strictly forbidden to place/leave unattended on the flail mower any potentially dangerous objects which may put the safety of persons or the machine at risk.
- Keep the machine in a good, clean state; do not leave it outside exposed to inclement weather conditions.
- After use store the machine in a place where children have no access. Always allow the machine to cool down before putting it away.
- After use store the machine in a place where fuel vapours cannot reach a naked flame or sparks.
- In the instance of a long period of non-use, drain the fuel tank completely.

Use of the machine does not require specific lighting.

However, the recommended minimum amount of light (e.g. 200 lux) is enough to be able to read the notices on the machine and to operate it without running risks caused by poor light.

### CHECKING AND REPLACING THE TRANSMISSION OIL.

Check the transmission oil level using the relative oil level screw ( fig. 12 ref. A). If oil leaks out upon removal of this screw then there is enough of it in the transmission. If not, remove the filling cap shown in fig. 12 ref. B, then top up with **AGIP TELIUM OIL VSF 320 oil**.

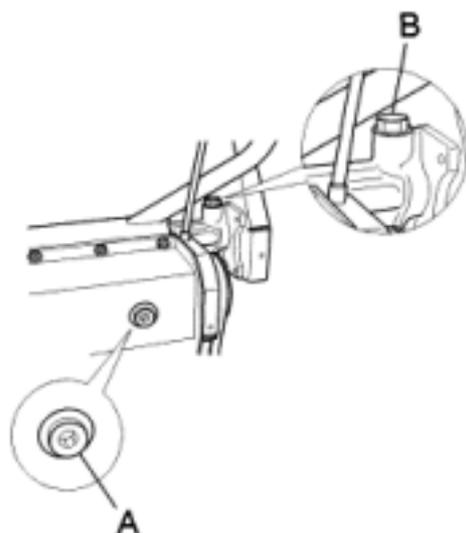


Fig. 12

The oil should be replaced after the first 20 hours of use and after this every 100 working hours.

Remove the drainage cap shown in figure 12bis ( ref. A), which is the same as the oil level cap, tilting the machine by the handlebars (fig. 2 ref.A) towards the operator and resting the grips on the ground. Allow all the oil to drain out into a suitable container. Then raise the machine again, returning it to its initial position and, after having replaced the drainage cap ( fig. 12bis, ref. A), fill the transmission from the filling cap (fig. 12, ref.B) with **AGIP TELIUM VSF 320** transmission oil.

Replace the lid securely to prevent leakage of oil.

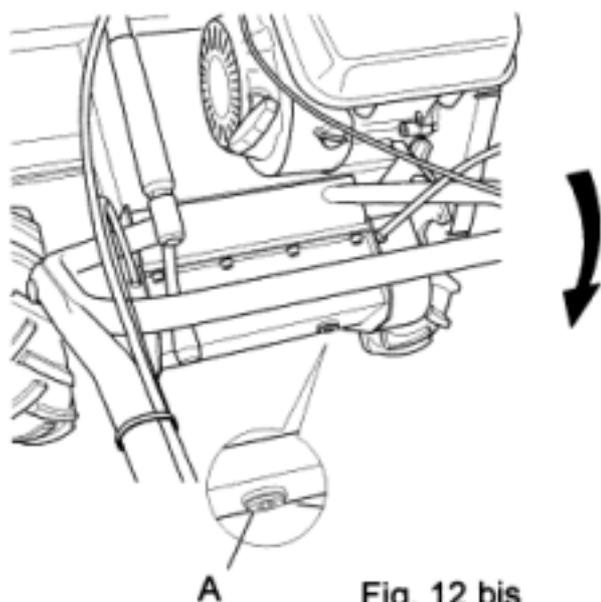


Fig. 12 bis

## 16. CLEANING THE MACHINE

Proceed in the following order:

- Switch off the engine and disconnect the spark plug wire;
- Clean the engine and the outside of the machine with a cloth soaked in a little oil.
- Clean all parts of the machine, particularly the starting unit, air filter, exhaust and carburetor. It is advisable to follow the instructions given in the engine manual.
- Clean the inside of the belt guard (fig. 6, ref.C, D, E) with a blast of compressed air.
- To clean the inside of the flail guard ( fig. 1 ref. E), wash with a jet of water straight after use while still damp.  
When washing carefully cover and protect the electrical parts of the engine, the carburetor, the air filter and the exhaust from the water to prevent engine problems.
- To clean the flail area a tool should be used (stick of wood).

## 17. SEASONAL LONG-TERM STORAGE PERIODS

To store the flail mower for prolonged periods of non-use, proceed as follows:

- Park the machine on flat, firm, clean ground.  
Oil deposits on the ground where the machine is positioned may cause irreparable damage to the tyres.
- Disconnect the spark plug wire;
- Clean the machine carefully as described in section "Cleaning the machine"
- Make sure that all screws and nuts are fully tightened.
- Retouch with paint any parts which have become exposed during use.
- Store the machine in a clean, dry place.
- Empty the fuel tank, following the instructions given in the engine manual;
- Regularly check the tyre pressure, and adjust if necessary.
- Lubricate all moving parts and have any necessary repairs to the machine carried out.

## 18. DECOMMISSIONING AND SCRAPPING

After the working life of the flail mower the user must have it dismantled and its components removed as per EEC directives or in accordance with current legislation in force in his country, taking particular care over the dismantling of the following materials of environmental impact:

- plastic parts
- rubber parts
- coated electric wiring
- petrol engine
- metal parts
- toxic substances

## - 19. TECHNICAL ASSISTANCE

Routine maintenance must be carried out as per the instructions given in this Manual. For any instances not covered herein and for technical assistance in general contact your dealer referring to the data given on the identification plate affixed to the machine.

The right reference will ensure swift, precise answers.

For swift delivery of spare parts always quote the following information on the order:

- Machine model and serial number
- Part description and quantity required

For assistance concerning the engine it is advisable to contact the service centre authorized by the engine manufacturer (see engine manual supplied)

## 20. WARRANTY

The flail mower has a 12-month warranty which starts from the day of purchase, (or up to 50 hours' service, if for individual use) or 6 months (or up to 50 hours' service, if for commercial use) excluding the engine, for which the warranty supplied by its manufacturer applies.

The manufacturer will replace free of charge any parts it acknowledges to be faulty. Labour and transportation costs are to be paid by the customer.

For any problems or repair enquiries please contact your dealer. Warranty applications must be forwarded to the manufacturer via the dealer.

Any damage during transit must be reported to the dealer immediately.

As regards any materials not manufactured by us, particularly the engine, the regulations of the respective manufacturers apply. So, any applications for repairs must be forwarded to the specific service centres within those specific areas.

If maintenance work carried out on the machine does not conform to the instructions provided, involving the use of non-original spare parts or without the written authorization of the manufacturer, thus jeopardizing the integrity of the machine or changing its characteristics, the manufacturer will not be liable for the safety of persons or for the faulty operation of the machine.

All unauthorized modifications to the machine invalidate the warranty agreement.

## 21. CE marking

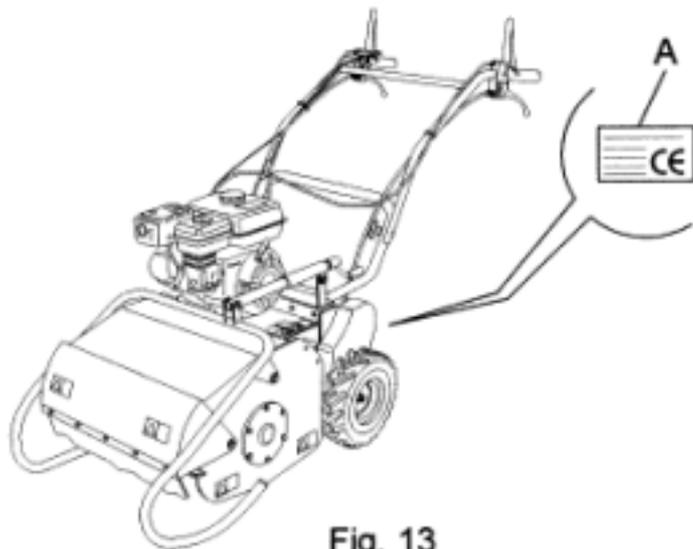
The plate bearing the CE mark gives the main characteristics and information for the identification of the flail mower.

- Manufacturer's details
- Machine model
- Serial number
- Year of construction
- Capacity in kW
- Weight in kg

The above information must not be altered or modified in any way.

It is up to the user to keep the plate clean, legible and in good condition.

The position of the CE plate on the machine is shown in the figure below (13,ref. A):



**Fig. 13**

## 22. TROUBLESHOOTING

The following table illustrates some problems which may arise during operation.

FAULT	CAUSE	ACTION
Grass ejection insufficient	<ol style="list-style-type: none"> <li>1. Grass wet</li> <li>2. Grass too long</li> <li>3. Cutting height too low</li> <li>4. Engine speed too low</li> <li>5. Forward speed too high</li> <li>6. Build-up of grass inside flail housing</li> </ol>	<ol style="list-style-type: none"> <li>1. Wait until the grass has dried</li> <li>2. Go over the grass twice, changing the cutting height</li> <li>3. Increase the cutting height</li> <li>4. Accelerate to maximum</li> <li>5. Decrease forward speed</li> <li>6. Clean the inside of the flail housing</li> </ol>
Machine does not cut the grass completely	<ol style="list-style-type: none"> <li>1. Forward speed too high</li> <li>2. Engine speed too low</li> <li>3. Grass too long</li> <li>4. Flails worn or broken</li> <li>5. Build-up of grass inside flail housing</li> </ol>	<ol style="list-style-type: none"> <li>1. Decrease forward speed</li> <li>2. Accelerate to maximum</li> <li>3. Go over the grass twice, changing the cutting height</li> <li>4. Replace the flails</li> <li>5. Clean the inside of the flail housing</li> </ol>
Machine scalps the ground	<ol style="list-style-type: none"> <li>1. Cutting height too low</li> <li>2. Undulating terrain</li> <li>3. Ground uneven</li> </ol>	<ol style="list-style-type: none"> <li>1. increase the cutting height</li> <li>2. change cutting pattern (e.g. direction)</li> <li>3. increase cutting height</li> </ol>
Belt slips	<ol style="list-style-type: none"> <li>1. belt tension inadequate</li> <li>2. Build-up of grass inside flail housing</li> <li>3. Belt worn</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust the belt tension</li> <li>2. Clean the inside of the flail housing</li> <li>3. Replace belt</li> </ol>
Machine vibrates excessively	<ol style="list-style-type: none"> <li>1. Build-up of grass inside flail housing</li> <li>2. Belt damaged</li> <li>3. Flails bent or broken</li> <li>4. Flail rotor warped</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean the inside of the flail housing</li> <li>2. Replace belt</li> <li>3. Replace flails</li> <li>4. Replace rotor</li> </ol>
Engine overloads during work operations	<ol style="list-style-type: none"> <li>1. Engine speed too low</li> <li>2. Flails worn</li> <li>3. Forward speed too high</li> <li>4. Snarl or build-up of grass on rotor</li> <li>5. Grass too long</li> <li>6. Cutting height too low</li> </ol>	<ol style="list-style-type: none"> <li>1. Accelerate to maximum</li> <li>2. Invert or replace flails</li> <li>3. Decrease forward speed</li> <li>4. Remove grass from flail rotor</li> <li>5. Go over the grass twice, changing the cutting height</li> <li>6. increase the cutting height</li> </ol>
Machine tends to run away on steep banks	<ol style="list-style-type: none"> <li>1. ground too soft</li> <li>2. operator cutting at right angles to bank</li> </ol>	<ol style="list-style-type: none"> <li>1. wait until ground dries</li> <li>2. work in direction of bank</li> </ol>
The cutting unit projects objects outwards	<ol style="list-style-type: none"> <li>1. front guard raised</li> <li>2. front cover open</li> </ol>	<ol style="list-style-type: none"> <li>1. lower the front guard</li> <li>2. close front cover firmly</li> </ol>

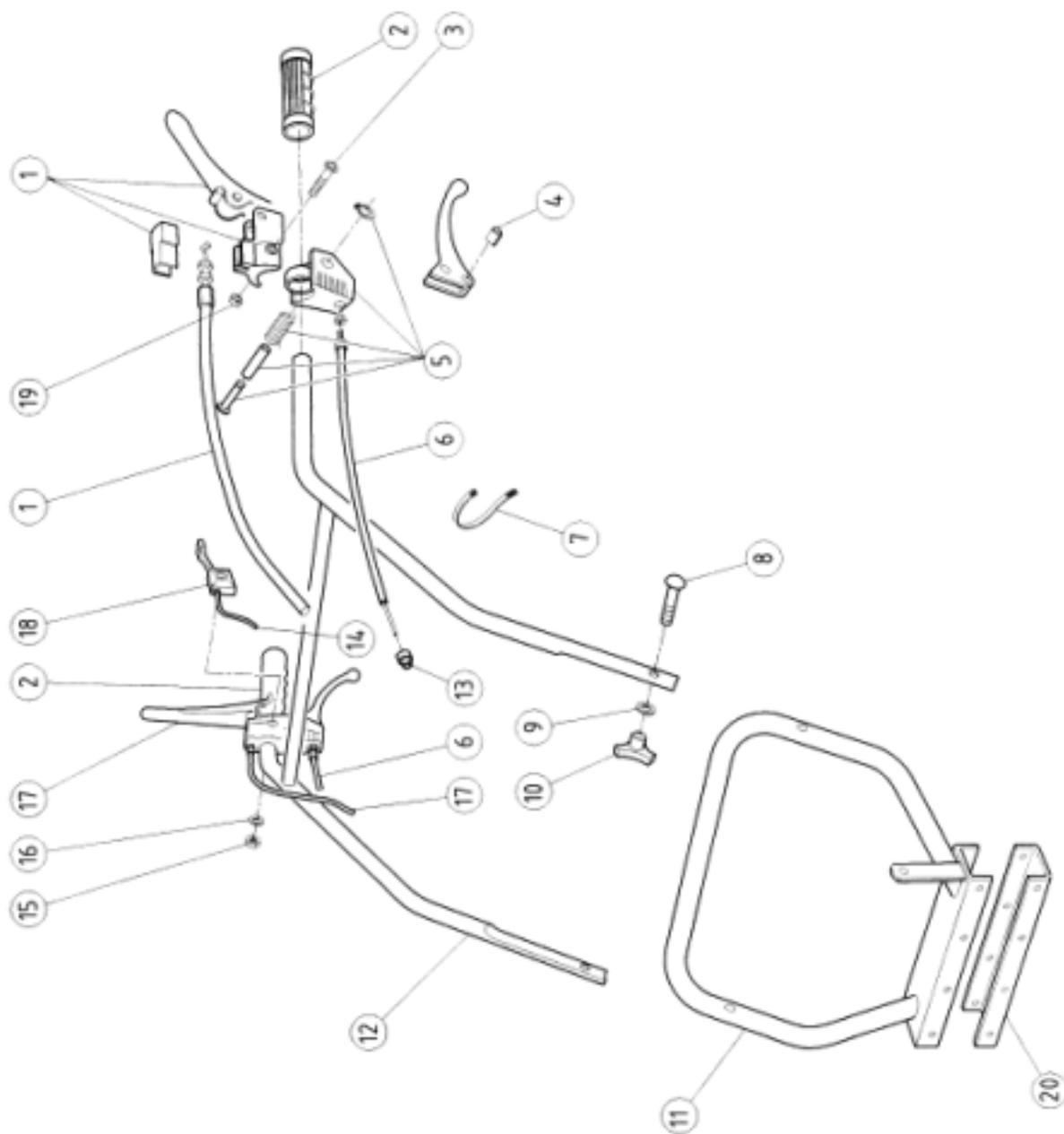
### ENGINE

FAULT	CAUSE	MEASURES TO BE TAKEN
Engine sluggish at switch on	<ol style="list-style-type: none"> <li>1. accelerator not in start-up position</li> <li>2. Choke not closed</li> </ol>	<ol style="list-style-type: none"> <li>1. move the accelerator to the intermediate position</li> <li>2. Close the choke when cold.</li> <li>3. Check the fuel tank and</li> </ol>

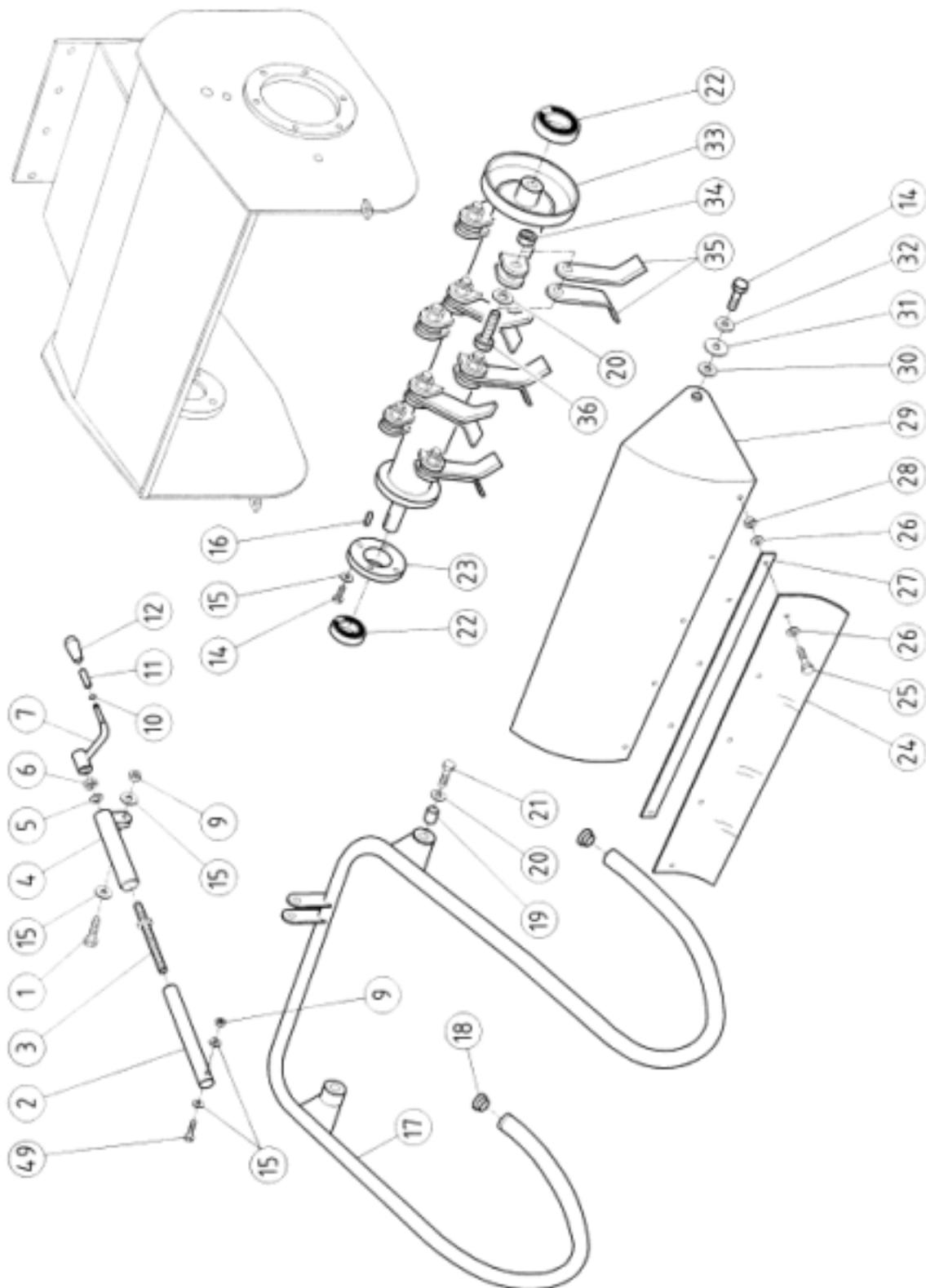
	<ol style="list-style-type: none"> <li>3. Petrol does not arrive</li> <li>4. Air bubbles or water inside the petrol lines</li> <li>5. Thick oil prevents rotation</li> <li>6. Winding or start mechanism faulty</li> <li>7. Spark plug in poor condition</li> </ol>	<ol style="list-style-type: none"> <li>remove any water or sediment.</li> <li>4. Make sure that the feed cock is open.</li> <li>5. Check the lines and bands. Repair or replace if damaged</li> <li>6. Use oil with a viscosity suited to the temperature</li> <li>7. Replace winding or start mechanism</li> <li>8. Clean or replace spark plug. Adjust the distance between the electrodes.</li> </ol>
Poor power	<ol style="list-style-type: none"> <li>1. No fuel</li> <li>2. Air filter blocked</li> <li>3. Elastic bands worn</li> </ol>	<ol style="list-style-type: none"> <li>1. refill the tank</li> <li>2. clean air filter</li> <li>3. replace elastic bands</li> </ol>
Engine stalls	<ol style="list-style-type: none"> <li>1. no fuel</li> <li>2. feed cock shut off</li> </ol>	<ol style="list-style-type: none"> <li>1.refill tank with petrol</li> <li>2.open feed cock</li> </ol>
Exhaust fumes dark	<ol style="list-style-type: none"> <li>1. low grade fuel</li> <li>2. too much engine oil</li> </ol>	<ol style="list-style-type: none"> <li>3. replace with high grade fuel</li> <li>4. restore engine oil to correct level</li> </ol>
Engine emits black smoke and power is poor	<ol style="list-style-type: none"> <li>1. air filter blocked</li> <li>2. choke not fully opened</li> </ol>	<ol style="list-style-type: none"> <li>1. clean air filter</li> <li>2. open the choke completely</li> </ol>
Exhaust fumes bluish	<ol style="list-style-type: none"> <li>1. too much engine oil</li> <li>2. Elastic bands worn</li> </ol>	<ol style="list-style-type: none"> <li>1. restore engine oil to correct level</li> <li>2. replace elastic bands</li> </ol>
Silencer becomes red through overheating	<ol style="list-style-type: none"> <li>1. Air filter blocked</li> <li>2. Inside of self-winding starter blocked with grass cuttings</li> </ol>	<ol style="list-style-type: none"> <li>1. clean air filter</li> <li>2. clean self-winding starter housing</li> </ol>

For any problems not easily resolved or in case of doubt you are advised to contact your dealer.

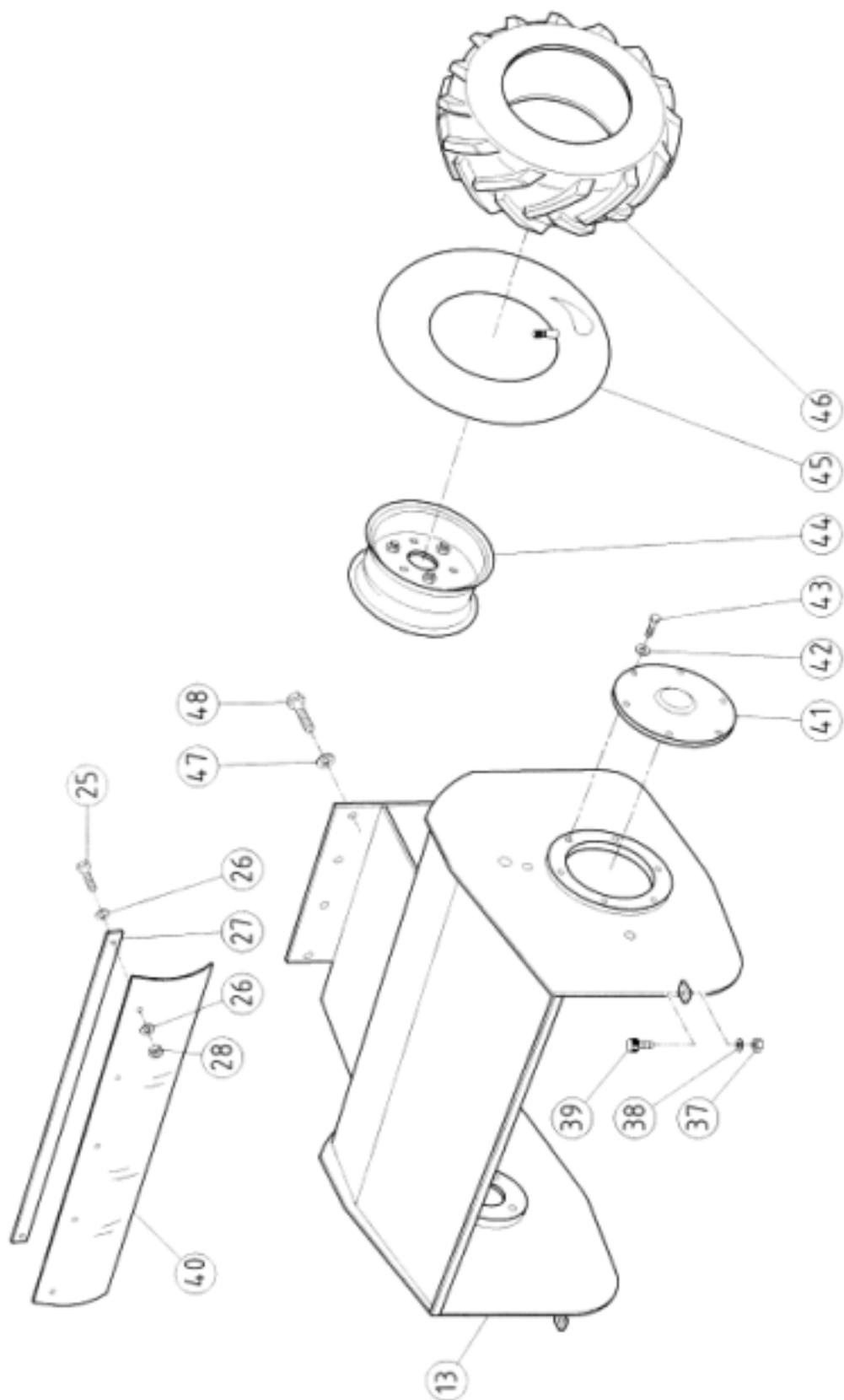




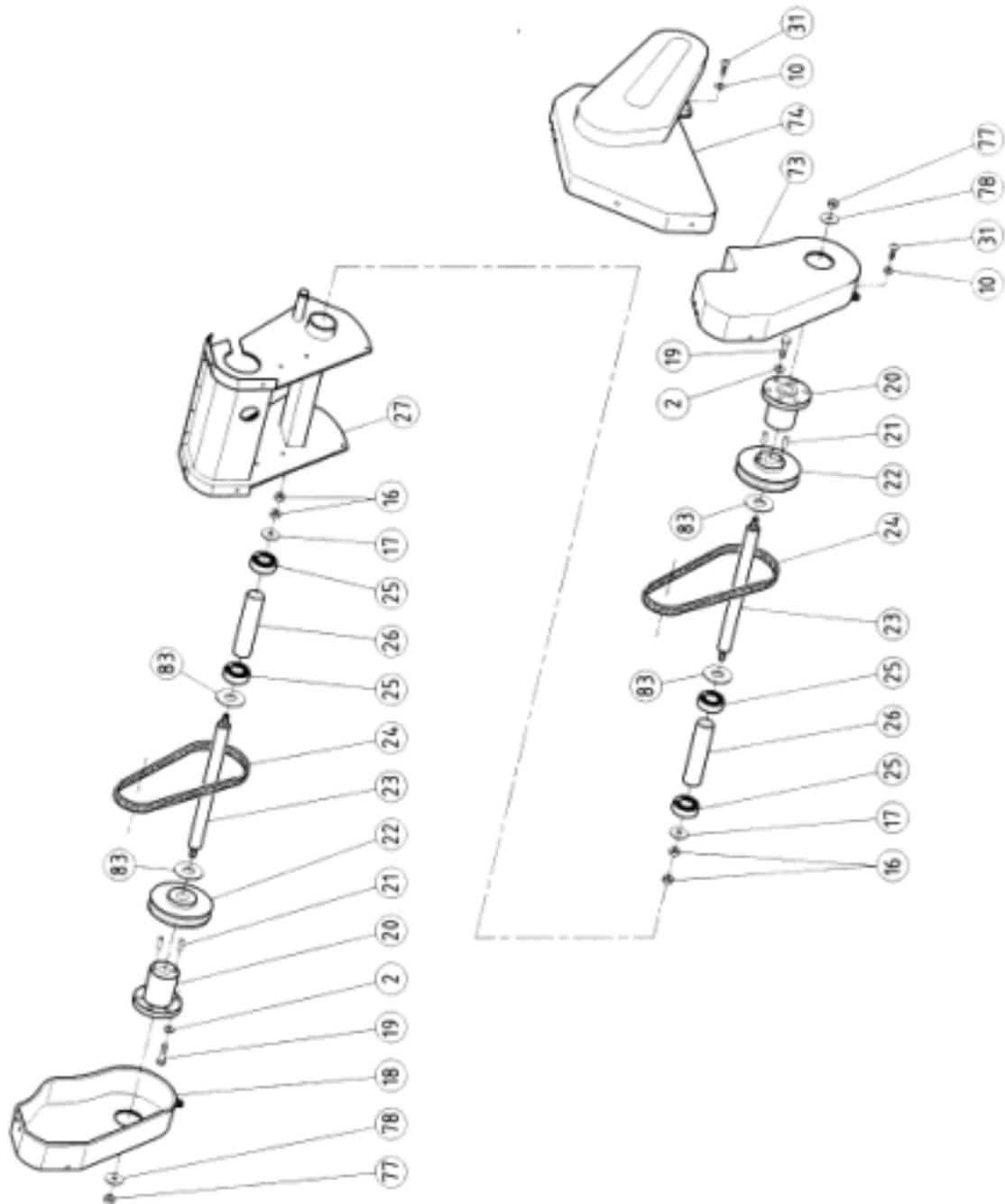
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001	E054800	TIGHTENER LEVER D.26 G.1260 F.240 INOX	NO	1
002	T096200	TUBE GRIP DIAM 26 1MA08010	NO	2
003	CC21500	VTCE M6x55 UNI 5931	NO	2
004	F079301	CABLE FIXING	NO	2
005	F079300	SINGLE LEVER STROKE 16 D.25/28 1LA00010	NO	2
006	E055000	SHEATHED CABLE	NO	2
007	CC24500	BLACK PLASTIC CABLE STRAP	NO	2
008	CC28300	VTTSO TE.TO.QU.SO.TE. M8x50 U5731 without nut	NO	2
009	M066600	WASHER WITH ROUND HOLE R15	NO	2
010	CC12600	HAND WHEEL 55 M8 MOD. 1070/F	NO	2
011	E052300	HANDLEBAR SUPPORT	NO	1
012	E052400	HANDLEBAR	NO	1
013	F079500	SHEATH BUSCHING 8 03806060	NO	2
014	T095900	ACCELER. CABLE SEHEAT mm1010 wire mm 140	NO	1
015	CC16900	SELF-LOCKING A982 M6 H8	NO	1
016	CC02700	RPN U 6592 FE 6	NO	1
017	E054900	YELLOW TIGHTENER LEVER D.26 G.900 F.72 INOX	NO	1
018	T096000	THROTTLE 1AG00215	NO	1
019	CC01100	SELF-LOCKING B985 M6 H6	NO	2
020	E050600	GROUP SUPPORT TRAS. WHIT THREAD	NO	1



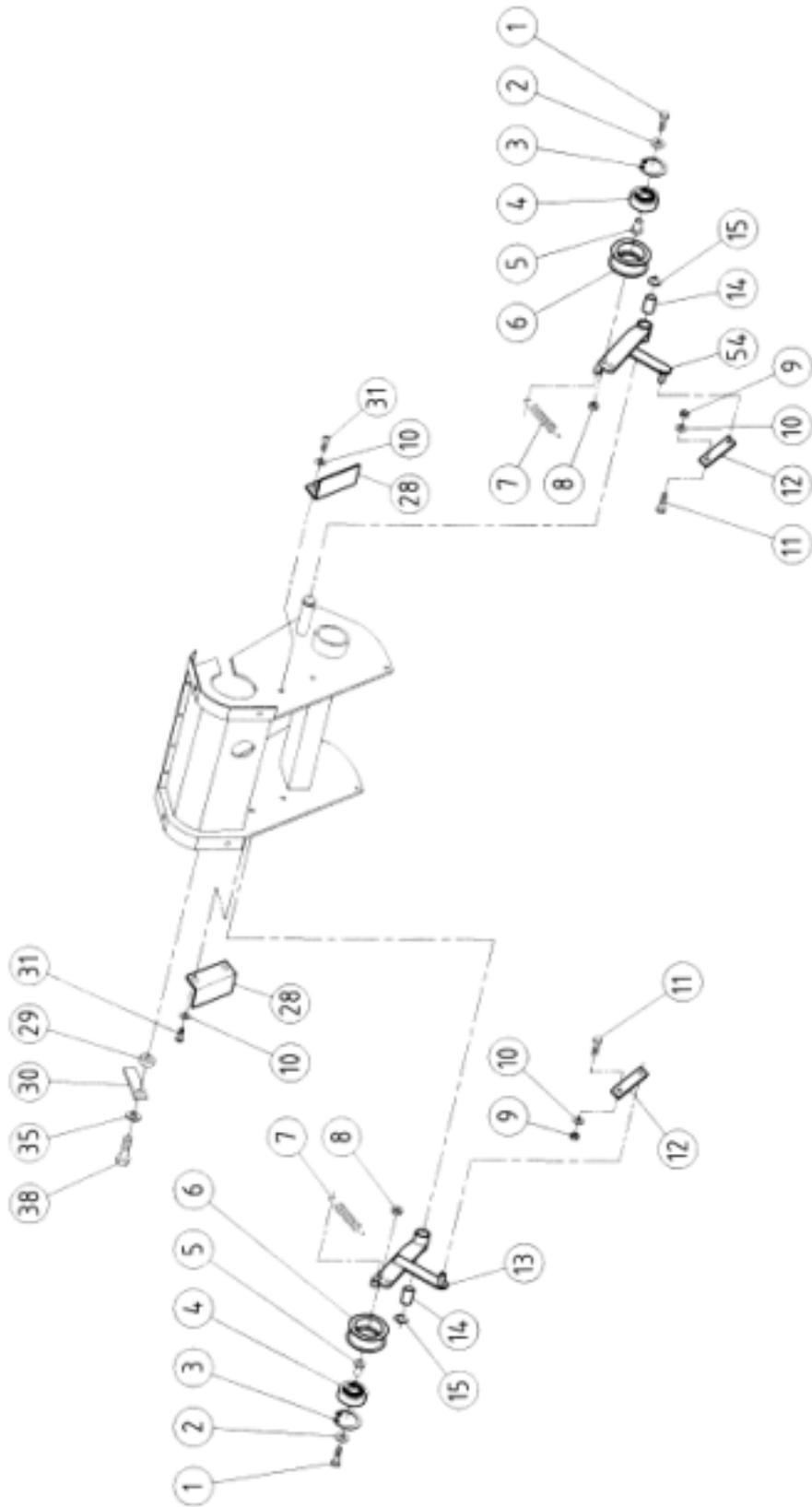
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001	F083600	SCREW CC08200 8x40 CUT TO mm 32	NO	1
002	E052800	ADJUSTMENT POST	NO	1
003	F084200	ADJUSTMENT SCREW	NO	1
004	F084000	ADJUSTMENT POST BRACKET	NO	1
005	C033700	SHIM PS 12.2x24x0.8	NO	2
006	CC17300	DE LOW U 5589 M12 H7	NO	1
007	F074100	ADJUSTMENT HAND LEVER	NO	1
008	CC27100	VTE M8x50 UNI 5737 PART THREADED	NO	1
009	CC08300	SELF-LOCK A982 M8 H10	NO	2
010	F083700	STOP RING	NO	1
011	F083800	BUSH DIAM 10x39.5 HOLE 8	NO	1
012	CC18700	PVC KNOB MOD. 1001/P. D10	NO	1
014	CC08900	VTE M8x16 UNI 5739	NO	6
015	CC01800	RPN U 6592 FE 8	NO	8
016	CC05200	KEY 8x7x30 UNI 6604	NO	1
017	E052500	FRONT SIDE	NO	1
018	CC27300	CLOSING CAP 3100 DIAM 25	NO	2
019	F076500	BUSH 16x10x26.6	NO	2
020	CC16500	CRINKLED WASHER DIAM. 10x21 DIN 137	NO	14
021	CC25400	VTE M10x40 UNI 5737 PART. THREADED	NO	2
022	CC04900	BEARING 25x52x15 6205-2RS1	NO	2
023	F071500	RIGHT ROLLER BRACKET	NO	1
024	E055600	FRONT. PROT. RUBBER STRIP	NO	1
025	CC12700	VTE M5x20 UNI 5739	NO	5
026	CC04600	RPN U 6592 FE 5	NO	10
027	E054400	RUBBER STRIP FIXING PLATE	NO	1
028	CC09800	SELF-LOCK A982 M5 H6.5	NO	5
029	E050400	FRONT PROTECTION 500	NO	1
030	F084400	BUSH 16x8x4	NO	2
031	CC26300	CUP SPRING 16.1x28x0.6	NO	2
032	CC25900	SPLASHBOARD WASHER U 6593 8x24	NO	2
033	E050200	ROLLER 500	NO	1
034	CC17000	SELF-LOCK A982 M10 H11.5	NO	12
035	F075400	FLAIL	NO	24
036	F083000	SCREW M10x36 PART. SMOOTH 24mm	NO	12



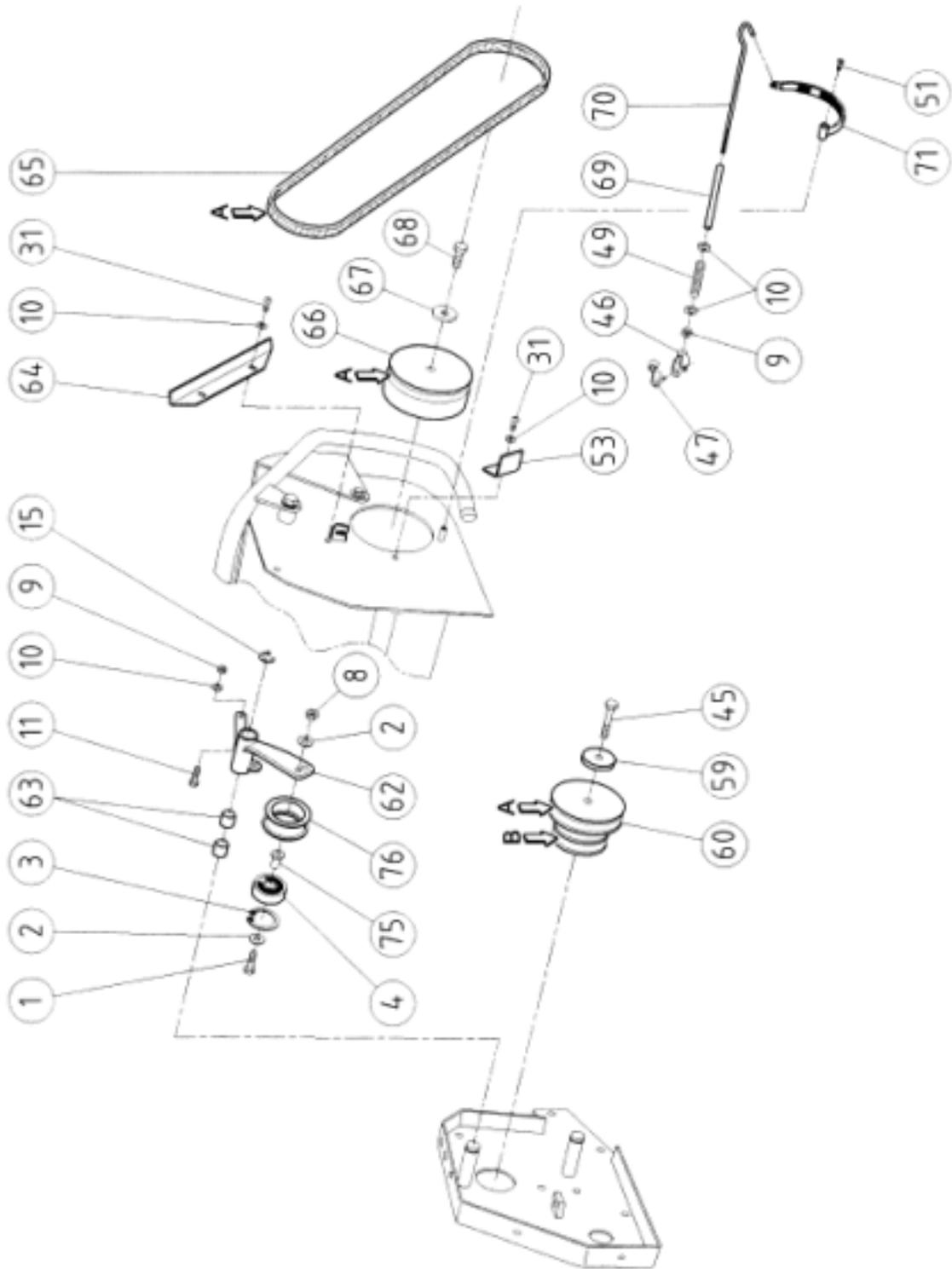
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026	CC04600	RPN U 6592 FE 5	NO	10
027	E054400	RUBBER STRIP FIXING PLATE	NO	1
028	CC09800	SELF-LOCK A982 M5 H6.5	NO	5
037	CC01100	SELF-LOCKING B985 M6 H6	NO	2
038	CC07000	GROWER WASHER U 1751 NORM 6	NO	2
039	CC23700	VIBRATION DUMPER P20x7 SP 16 6MA SH70 283/010	NO	2
040	E055700	BONNET STRIP POST	NO	1
041	F074000	ROLLER BRACKET LEFT COVER	NO	1
042	CC02700	RPN U 6592 FE 6	NO	6
043	CC09500	VTE M8x14 UNI 5739	NO	6
044	E053401	RIM	NO	2
045	E053402	INNER TUBE	NO	2
046	E053403	TYRE COVER	NO	2
047	CC07900	WASHER DIAM. 8 DIN 137 P	NO	8
048	CC09000	VTE M8x12 UNI 5739	NO	8



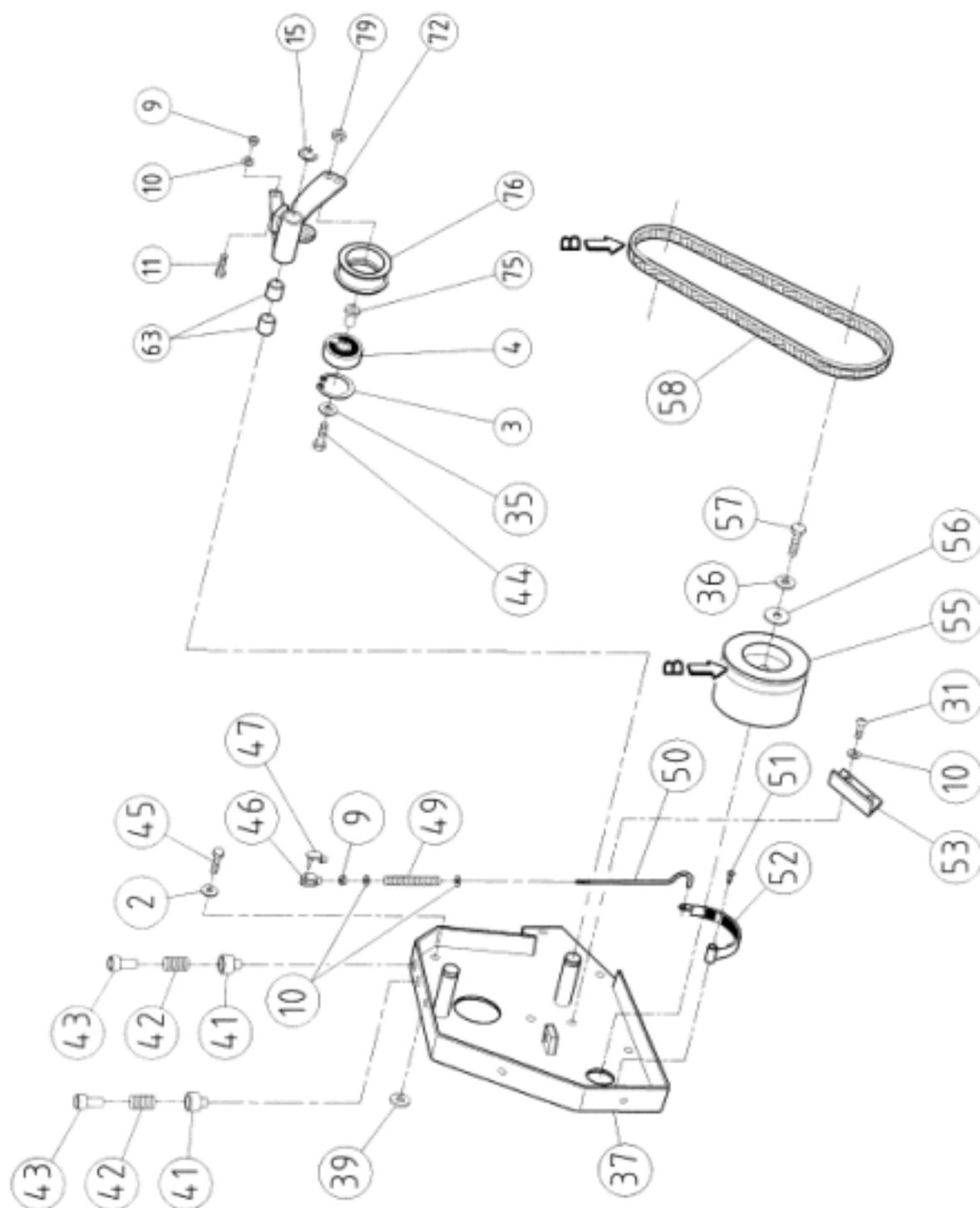
Pos.	Art.No.	Description	Qty	
002	CC01800	RPN U 6592 FE 8	NO	6
010	CC02700	RPN U 6592 FE 6	NO	13
016	CC16700	DE NORM U 5588 M10 H8	NO	4
017	CC28100	SPLASHBOARD WASHER U 6593 10x30x2.5	NO	2
018	E052700	LEFT COVER	NO	1
019	CC08900	VTE M8x16 UNI 5739	NO	6
020	E051600	WHEEL HUB	NO	2
021	C039900	PIN 6x18	NO	4
022	E051300	WHEEL PULLEY COMMAND	NO	2
023	E051500	WHEEL SHAFT	NO	2
024	T090000	BELT TRAP. DAYCO MEGADYNE XDV 48x290 KEVLAR	NO	2
025	CC22300	BEARING 20x42x12 6004 2RS1	NO	4
026	E051800	WHEEL BRACKET SPACER	NO	2
027	E050500	TRASMISSION FRAME	NO	1
031	CC24900	VTCE BUTTON ISO 7380 6x08	NO	13
044	CC07400	MOTOR SHIM PS 20x28x0.5	NO	4
073	E052600	RIGHT COVER	NO	1
074	E053300	BELT GUARD	NO	1
077	CC17000	SELF-LOCK A982 M10 H11.5	NO	2
078	CC29000	SPECIAL WASCHER 10x30x4	NO	2



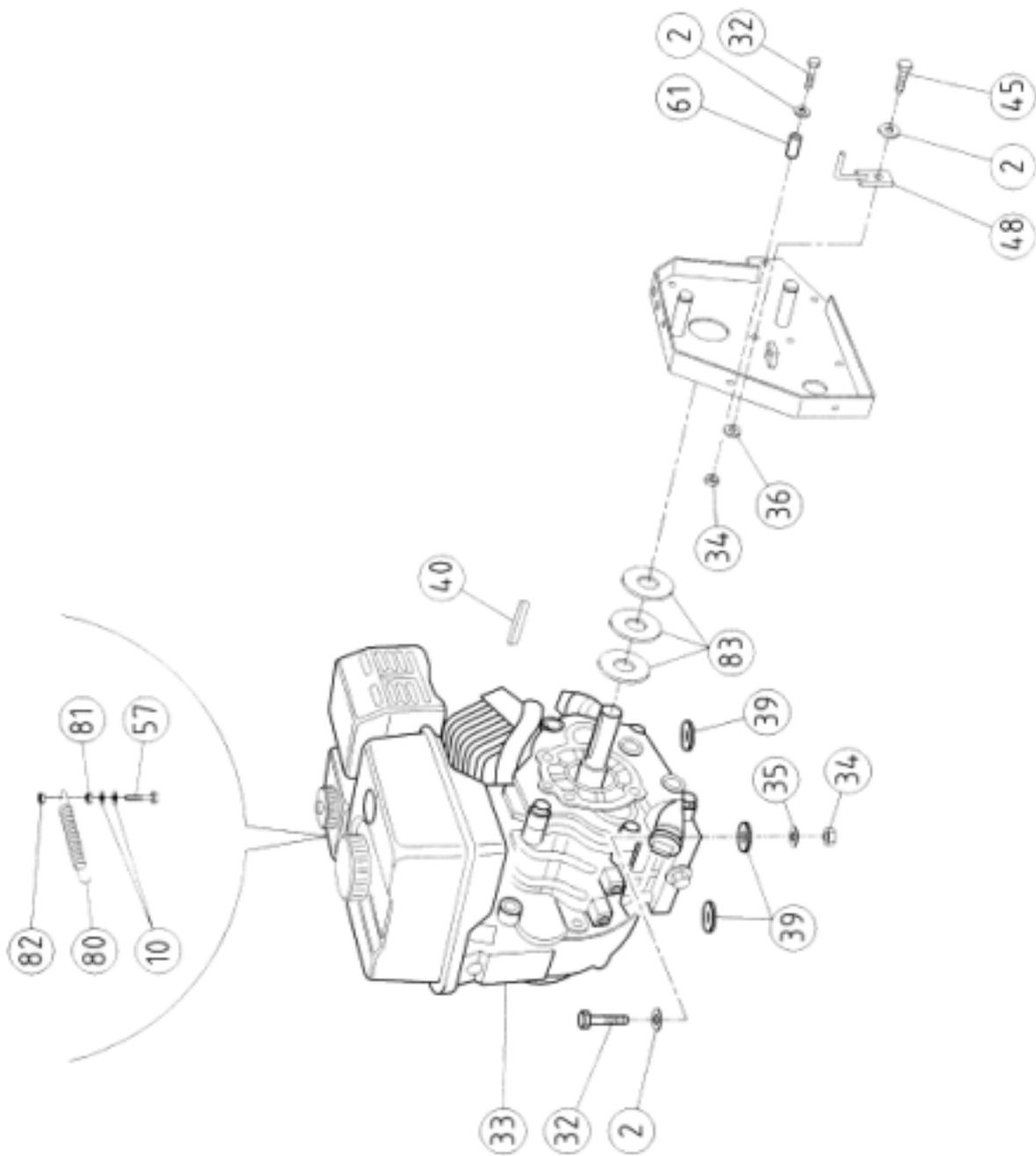
Pos.	Art.No.	Description	Qty	
001	CC13400	VTE M8x30 UNI 5739	NO	2
002	CC01800	RPN U 6592 FE 8	NO	2
003	CC05800	SEEGER I32	NO	2
004	CC05700	BEARING 12x32x10 6201- 2RS	NO	2
005	C035400	BUSH 16x16.5 HOLE 8	NO	2
006	C035300	BUSH 50x20 HOLE 28	NO	2
007	E055500	SPRING	NO	2
008	CC00200	DE NORM U 5588 M8 H 6.5	NO	2
009	CC09200	DE ALTI U 5587 M6 H6	NO	2
010	CC02700	RPN U 6592 FE 6	NO	6
011	F076600	CLAMP 7x20	NO	2
012	E053900	CONNECTING ROD	NO	2
013	E053500	LEFT TIGHTENER	NO	1
014	CC05400	SELF-LOCKING BUSH PCM 121425 B	NO	2
015	CC19800	FLEXIBLE RADIAL RING D10 UNI 7434	NO	2
028	E053700	BELT GUIDE	NO	2
029	F084400	BUSH 16x8x4	NO	1
030	E055300	WIRE GUIDE 15x3x35	NO	1
031	CC24900	VTCE BUTTON ISO 7380 6x08	NO	4
035	CC07900	WASHER DIAM. 8 DIN 137 P	NO	1
038	CC10000	VTE M8x20 UNI 5739	NO	1
054	E053200	RIGHT TIGHTENER	NO	1



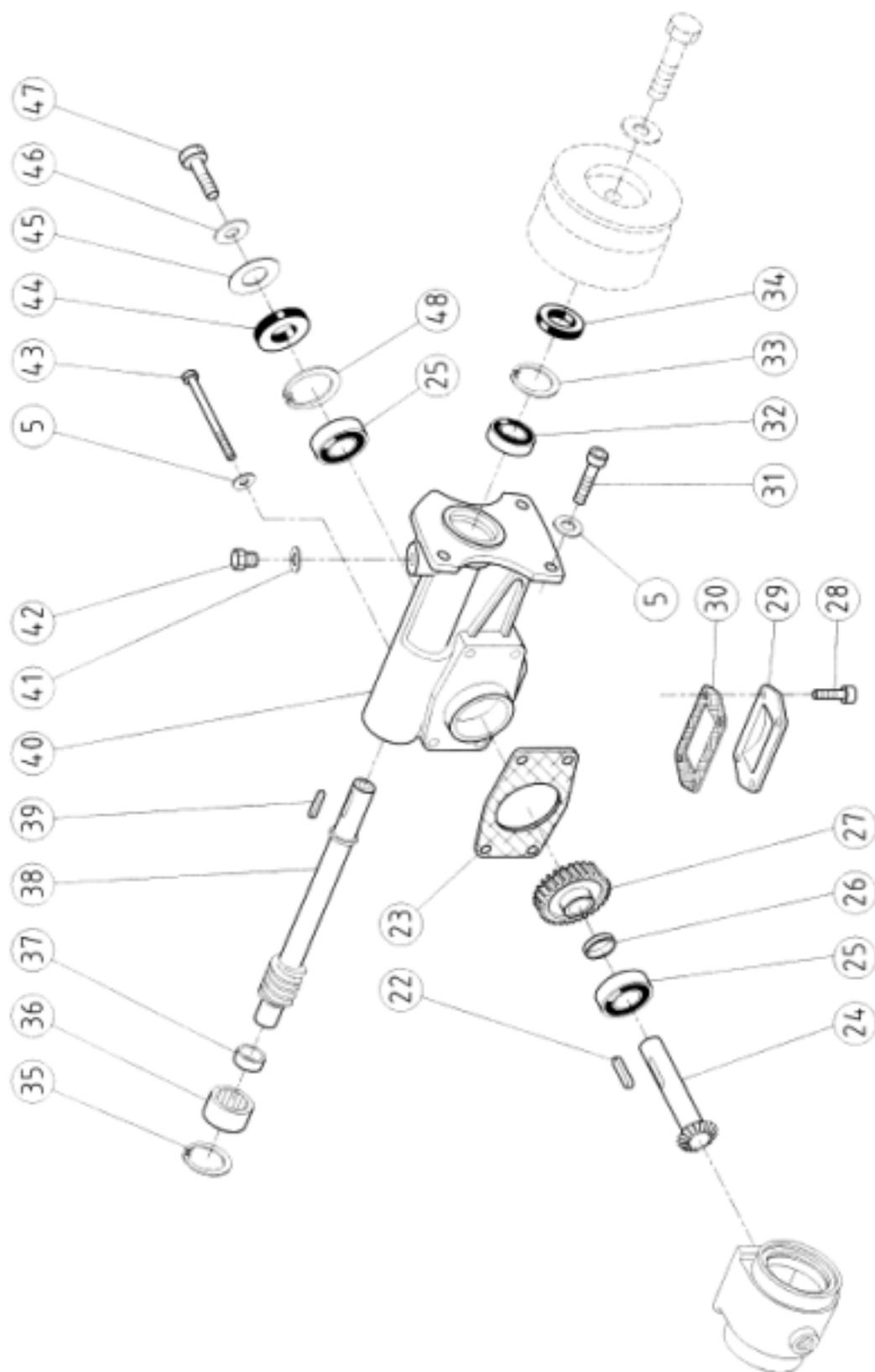
Pos.	Art.No.	Description	Qty	
001	CC13400	VTE M8x30 UNI 5739	NO	1
002	CC01800	RPN U 6592 FE 8	NO	2
003	CC05800	SEEGER I32	NO	1
004	CC05700	BEARING 12x32x10 6201- 2RS	NO	1
008	CC00200	DE NORM U 5588 M8 H 6.5	NO	1
009	CC09200	DE ALTI U 5587 M6 H6	NO	2
010	CC02700	RPN U 6592 FE 6	NO	7
011	F076600	CLAMP 7x20	NO	1
015	CC19800	FLEXIBLE RADIAL RING D10 UNI 7434	NO	1
031	CC24900	VTCE BUTTON ISO 7380 6x08	NO	4
045	CC23300	VTE UNF 8.8 5/16x3/4" (mm19)	NO	1
046	CC28400	FORK 1AC00095	NO	1
047	CC28500	CLIP 1AC00215	NO	1
049	CC26800	SPRING 13x75 CXF	NO	1
051	CC00400	VSP U 5933 M5x12	NO	1
053	E053800	BELT GUIDE	NO	1
059	CC06400	SPLASHBOARD WASHER U6593 8x32x2.5	NO	1
060	E051100	ENGINE PULLEY	NO	1
062	E053000	FORWARD BELT TIGHTENER	NO	1
063	CC21800	SELF-LOCKING BUSH PCM 121415 B	NO	2
064	E053600	ROLLER BELT GUIDE	NO	1
065	T090100	BELT TRAP, XDV 48x430	NO	1
066	E050900	ROTOR PULLEY	NO	1
067	CC24700	SPECIAL WASHER 10x40x5	NO	1
068	CC16600	VTE M10x20 UNI 5739	NO	1
069	E050800	SPACER 10x110x7	NO	1
070	E054600	ROLLER BRAKE TIE-ROD	NO	1
071	E052200	BRAKE BLOCK DIAM. 123	NO	1
075	T092200	BEARING BUSH 16x13.5	NO	1
076	T092000	ROLLER TIGHTENER 49x17	NO	1



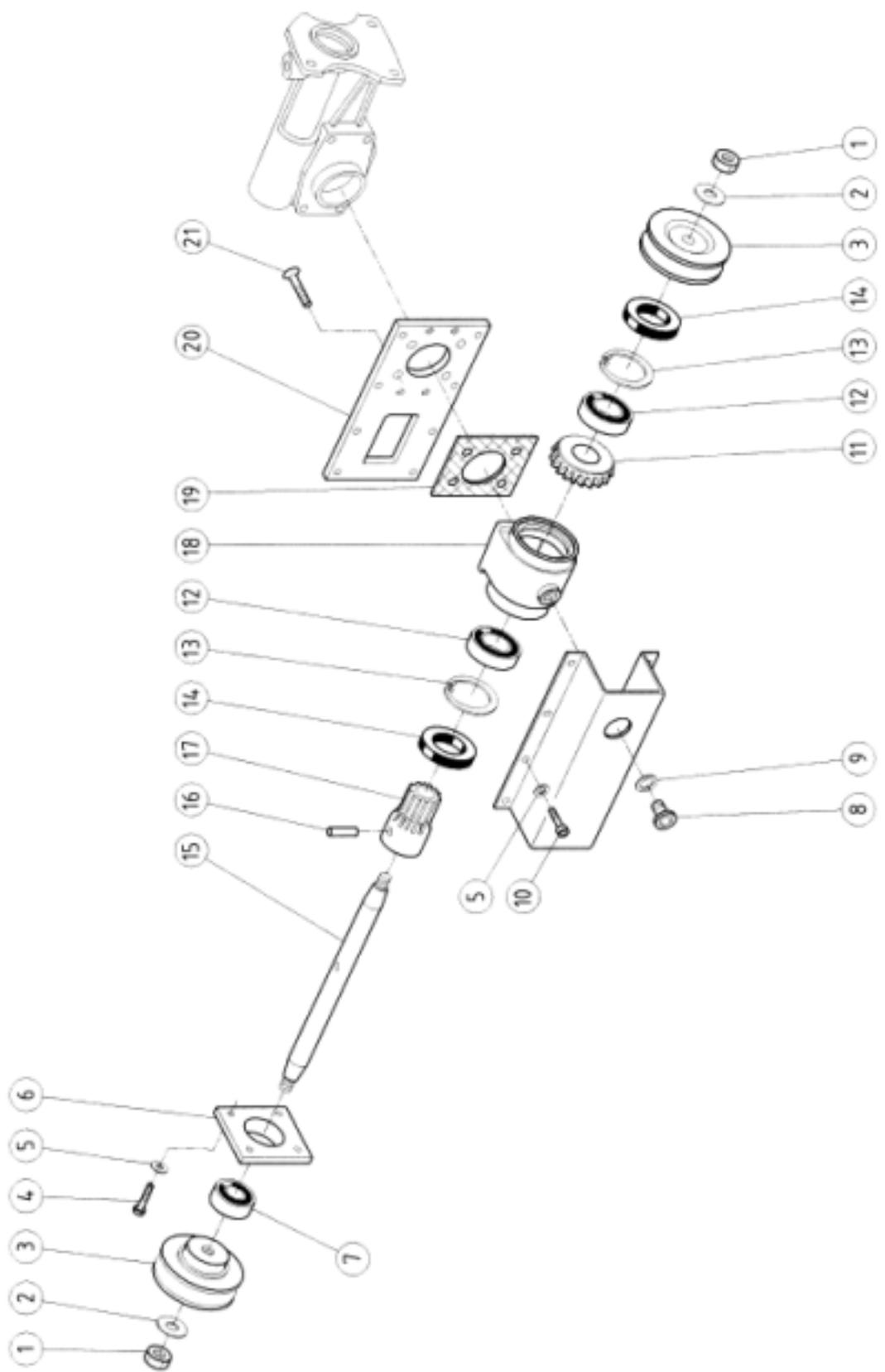
Pos.	Art.No.	Description	Qty	
001	CC13400	VTE M8x30 UNI 5739	NO	1
002	CC01800	RPN U 6592 FE 8	NO	1
003	CC05800	SEEGER I32	NO	1
004	CC05700	BEARING 12x32x10 6201- 2RS	NO	1
009	CC09200	DE ALTI U 5587 M6 H6	NO	2
010	CC02700	RPN U 6592 FE 6	NO	5
011	F076600	CLAMP 7x20	NO	1
015	CC19800	FLEXIBLE RADIAL RING D10 UNI 7434	NO	1
031	CC24900	VTCE BUTTON ISO 7380 6x08	NO	2
035	CC07900	WASHER DIAM. 8 DIN 137 P	NO	1
036	CC07000	GROWER WASHER U 1751 NORM 6	NO	1
037	E052900	BRACKET	NO	1
039	CC25900	SPLASHBOARD WASHER U 6593 8x24	NO	2
041	F084500	SPRING GUIDE 15x22	NO	2
042	M066900	SPRING 12.5x22.5	NO	2
043	F084600	WIRE GUIDE 12x25	NO	2
045	CC23300	VTE UNF 8.8 5/16x3/4" (mm19)	NO	1
046	CC28400	FORK 1AC00095	NO	1
047	CC28500	CLIP 1AC00215	NO	1
049	CC26800	SPRING 13x75 CXF	NO	1
050	E054500	BRAKE TIE-ROD	NO	1
051	CC00400	VSP U 5933 M5x12	NO	1
052	E052100	BRAKE BLOCK DIAM 82	NO	1
053	E053800	BELT GUIDE	NO	1
055	E051000	PULLEY	NO	1
056	CC09600	SPLASHBOARD WASHER U 6593 6x24	NO	1
057	CC21200	VTE M8x18 UNI 5739	NO	1
058	E054700	BELT TRAP. XDV 38x220	NO	1
063	CC21800	SELF-LOCKING BUSH PCM 121415 B	NO	2
072	E053100	ROLLER TIGHTENER	NO	1
075	T092200	BEARING BUSH 16x13.5	NO	1
076	T092000	ROLLER TIGHTENER 49x17	NO	1
079	CC14600	DE LOW U 5589 M8 H5	NO	1



Pos.	Art.No.	Description	Qty	
002	CC01800	RPN U 6592 FE 8	NO	7
010	CC02700	RPN U 6592 FE 6	NO	2
032	CC08200	VTE M8x40 UNI 5737 PART. THREADED	NO	6
033	CC10700	ENGINE HONDA GX 160 K1 QM-E4-OH 5.5 HP	NO	1
034	CC00800	DE ALTI U 5587 M8 H8	NO	6
035	CC07900	WASHER DIAM. 8 DIN 137 P	NO	4
036	CC07000	GROWER WASHER U 1751 NORM 6	NO	1
039	CC25900	SPLASHBOARD WASHER U 6593 8x24	NO	4
040	CC19900	KEY 4.8x4.8x32	NO	1
044	CC07400	MOTOR SHIM PS 20x28x0.5	NO	3
045	CC23300	VTE UNF 8.8 5/16x3/4" (mm19)	NO	1
048	E055400	BELT GUIDE	NO	1
057	CC21200	VTE M6x18 UNI 5739	NO	1
061	E055200	BUSH 16x22.5 HOLE 8.2	NO	2
080	T096900	SPRING CABLE ACCELERATOR 8x48	NO	1
081	CC25600	DE LOW U 5589 M6 H4	NO	1
082	CC01100	SELF-LOCKING B985 M6 H6	NO	1



Pos.	Art.No.	Description	Qty	
005	CC07900	WASHER DIAM. 8 DIN 137 P	NO	7
009	CC11400	SEEGER I42	NO	1
022	CC21000	KEY 6x6x30 UNI 6604	NO	1
023	E054000	GASKET	NO	1
024	E050100	PRIMARY PINION	NO	1
025	CC11200	BEARING 20x42x12 6004	NO	2
026	E052000	PINION SPACER	NO	1
027	M060200	CROWN	NO	1
028	CC21100	TC DIN84 M5x12	NO	4
029	M062300	SMALL COVER	NO	1
030	M062400	GASKET	NO	1
031	CC28700	VTCE M8x12 UNI 5931	NO	3
032	CC11300	BEARING 15x35x11 6202-2RS	NO	1
033	CC12000	SEEGER I35	NO	1
034	CC28800	SEALING RING 26x35x7	NO	1
035	CC11900	SEEGER I28	NO	1
036	CC11700	BEARING BK2216	NO	1
037	CC11800	INTERNAL RING IR 17x22x13	NO	1
038	M060100	WORM SCREW	NO	1
039	CC15000	KEY 5x5x20 UNI 6604	NO	1
040	E054100	TRASMISSION BODY	NO	1
041	CC18801	FIBER WASHER FOR CUP CC18800	NO	1
042	CC18800	PLASTIC CAP M16x1.5	NO	1
043	CC28900	VTE M8x55 UNI 5737 PART. THREADED	NO	4
044	CC11500	SEALING RING 20x42x7 RP	NO	1
045	CC11600	NYLON WASHER 20x42x2	NO	1
046	CC09600	SPLASHBOARD WASHER U 6593 6x24	NO	1
047	CC21300	VTE M6x12 UNI 5739	NO	1



Pos.	Art.No.	Description	Qty	
001	CC26500	DE NORM U 5588 M12 H10	NO	2
002	CC08000	RPN U 6592 FE 12	NO	2
003	E051200	PULLEY	NO	2
004	CC08900	VTE M8x16 UNI 5739	NO	3
005	CC07900	WASHER DIAM. 8 DIN 137 P	NO	19
006	E051900	SHAFT BRACKET	NO	1
007	CC22300	BEARING 20x42x12 6004 2RS1	NO	1
008	S174000	INSET HEXAGONAL CUP DIN 908 M16x1.5 V41.1339	NO	1
010	CC18400	VTCE M8x16 UNI 5931	NO	8
011	S171800	CROWN	NO	1
012	CC30400	BEARING 20x52x15 6304	NO	2
013	CC05000	SEEGER I52	NO	2
014	CC29100	SEALING RING 20x52x7	NO	2
015	E051400	WHEEL SHAFT	NO	1
016	CC28600	PIN DIN 1481 8x32	NO	1
017	E050000	REDUCING COLLAR	NO	1
018	E051700	SUPPORT CONIC COUPLE	NO	1
019	E056100	BEVEL GEAR BRACKET GASKET	NO	1
020	E050700	TRASMISSION PLATE 120x8x260	NO	1
021	CC01600	VSP U 5933 M8x20	NO	4
041	CC18801	FIBER WASHER FOR CUP CC18800	NO	1



# CE DECLARATION OF CONFORMITY

*The undersigned*

SOLO Kleinmotoren GmbH,  
Stuttgarter Str.41  
D-71069 Sindelfingen

*declares under its own responsibility that the new machine*

*type:* FLAIL MOWER with HONDA GX 160

*model:* 526S

*serial number :* No. 000247 to 000248

*year of construction:* 2004

*described as follows:*

Machine for agricultural use for the cutting of shoots, grass and brushwood

*conforms to the Essential Health and Safety Requisites of Directive 98/37/CEE and subsequent amendments.*

*Applicable standard : EN 12733.*

*Sindelfingen 05/02/2004*

*signature:* SOLO Kleinmotoren GmbH



Emmerich

Wolfgang

