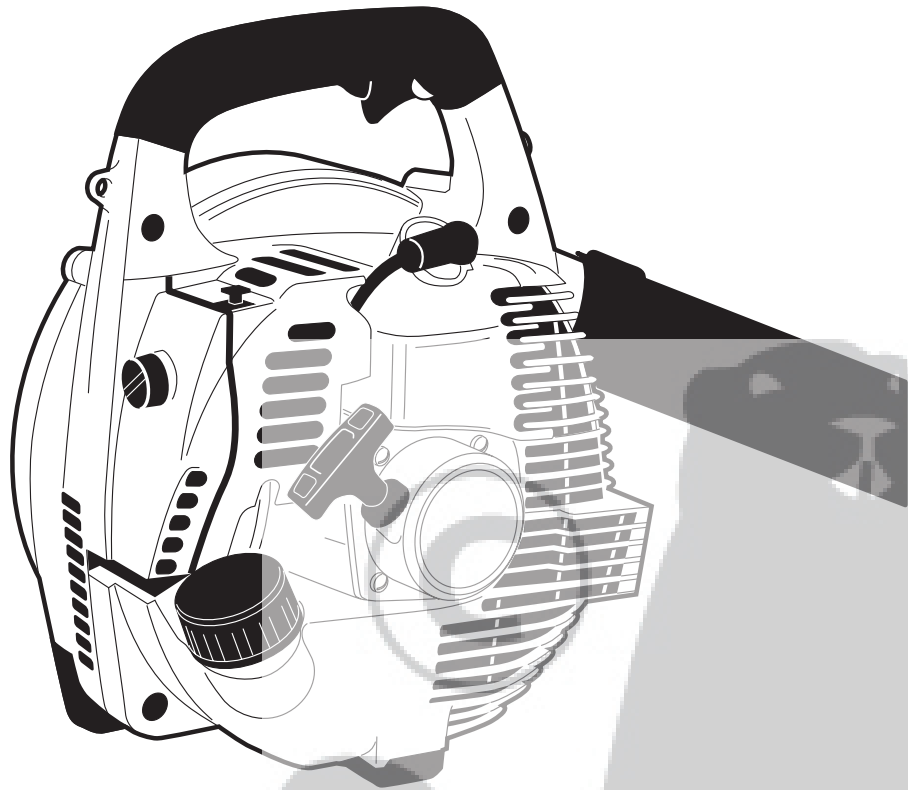


**SHINDAIWA OWNER'S/
OPERATOR'S MANUAL**

EB240 BLOWER



WARNING! Minimize the risk of injury to yourself and others!
Read this manual and familiarize yourself with its contents. Always wear eye and hearing protection when operating this unit.



Introduction

Your Shindaiwa EB240 has been designed and built to deliver superior performance and reliability without compromise to quality, comfort, safety, or durability. Shindaiwa high performance engines represent the leading edge of 2-cycle engine technology, delivering exceptionally high power at remarkable low displacement and weight. As an owner/operator, you'll soon discover for yourself why Shindaiwa is simply in a class by itself!

IMPORTANT!

The information contained in this manual describes machines available at the time of publication.

While every attempt has been made to give you the very latest information about your Shindaiwa product, there may be some differences between your machine and what is described here. Shindaiwa reserves the right to make changes to products without prior notification, and without obligation to make alterations to machines previously manufactured.

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Attention Statements

Throughout this manual are special "attention statements" surrounded by boxes and preceded by the triangular Attention Symbol.



WARNING!

A statement preceded by the triangular attention symbol and the word "WARNING" contains information that should be acted upon to prevent serious bodily injury.

CAUTION!

A statement preceded by the word "CAUTION" contains information that should be acted upon to prevent mechanical damage.

IMPORTANT!

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

NOTE:

A statement preceded by the word "NOTE" contains information that is handy to know and may make your job easier.

Safety Precautions

IMPORTANT!

The operational procedures described in this manual are intended to help you get the most from your machine, and to protect you and others from harm.

These procedures are guidelines for safe operation under most conditions, and are not intended to replace any safety rules and/or laws that may be in force in your area. If you have questions regarding your machine, or if you do not understand something in this manual, your Shindaiwa dealer will be glad to assist you.



Read and follow this manual and make sure anyone using this unit does likewise. Failure to do so could result in serious injury or machine failure. Keep this manual for future reference.



Always wear eye and hearing protection during the operation of this unit. A hard hat will provide additional security.



Sound Power Level (measure in accordance with 2000/14/EC)



Never operate power equipment of any kind if you are tired or if you are under the influence of alcohol, drugs, medication or any other substance that could affect your ability or judgement.



WARNING!

The engine exhaust from this product contains substances which are harmful to your health.

CAUTION!

Never operate this machine without the muffler installed and properly functioning!

The Properly Equipped Operator



WARNING!

Use Good Judgment

ALWAYS wear eye protection that complies with ANSI Z 87.1 or your applicable national standard to shield against thrown objects.

NEVER run the engine indoors! Make sure there is always good ventilation. Fumes from engine exhaust can cause serious injury or death.

ALWAYS stop the machine immediately if it suddenly begins to vibrate or shake. Inspect for broken, missing or improperly installed parts.

ALWAYS keep the unit as clean as practical. Keep it free of loose vegetation, mud, etc.

ALWAYS keep the handles clean.

ALWAYS disconnect the spark plug wire before performing any maintenance work.

ALWAYS turn off the engine before putting the unit down. When transporting the unit in a vehicle, properly secure it to prevent turnover, fuel spillage and damage to the unit.

NEVER insert any foreign objects into the air intake or outlet opening of the blower while in operation.

Be Aware of the Working Environment

WARNING!

Do not make unauthorized modifications to this unit!

Using the Blower

In the hands of an experienced operator, the EB240 can efficiently move a wide variety of debris ranging from grass clippings to gravel. As a general rule, try to operate your EB240 at the **lowest throttle setting** necessary to get the job done:

- Use low throttle settings when clearing lightweight materials from around lawns or shrubbery.
- Use medium to higher throttle settings to move lightweight grass or leaves from parking lots or walkways.
- Use full throttle when moving heavy loads such as dirt or snow.

IMPORTANT!

Blower noise increases at higher throttle settings! Always use the lowest throttle setting required to get the job done!

Always wear eye protection such as a face shield or goggles while operating this unit. Never operate the blower when visibility is poor.

Wear hearing protection when operating this unit.

Wear a dust mask to reduce the risk of inhalation injuries.

Wear close-fitting clothing to protect legs and arms. Gloves offer added protection and are strongly recommended. Do not wear clothing or jewelry that could get caught in machinery or underbrush. Secure hair so it is above shoulder level. NEVER wear shorts!

Always be aware of the strength and direction of the blower discharge stream. Never direct the blower discharge stream toward people or animals!

Keep a proper footing and do not overreach. Maintain your balance at all times during operation.

Wear appropriate footwear (non-skid boots or shoes): do not wear open-toed shoes or sandals. Never operate the unit while barefoot!

24010

Reduce the risk of bystanders being struck by flying debris. Make sure no one is within 15 meters (50 feet)—that's about 16 paces—of an operating blower.

Avoid long-term operation in very hot or very cold weather.

15 METERS

50'

Make sure bystanders or observers outside the 15-meter "danger zone" wear eye protection.

Do not direct the air blast towards bystanders. The high air flow could blow small objects at great speed causing possible eye injury.

Never operate the blower if any component parts are damaged, loose, or missing!

Be constantly alert for objects and debris that could be thrown from the air blast and bounced from a hard surface.

Be extremely careful of slippery terrain, especially during rainy weather.

24010B

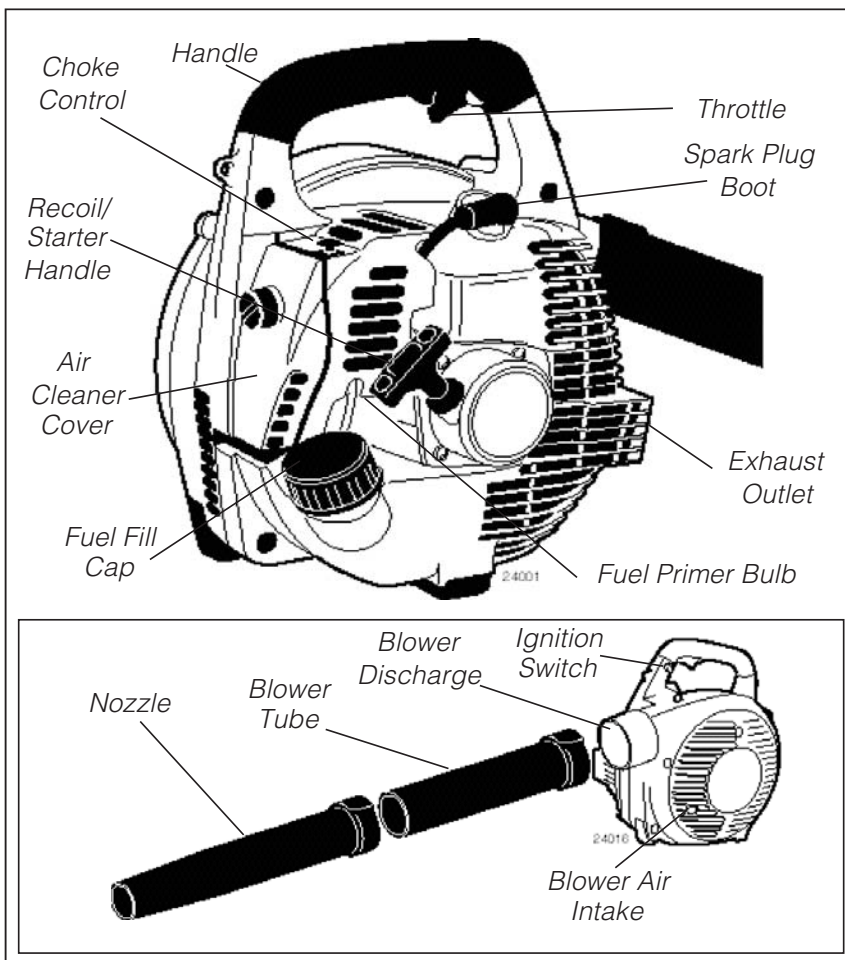
Unit Description

Using the accompanying illustrations as a guide, familiarize yourself with your unit and its various components. Understanding your unit helps ensure top performance, long service life, and safer operation.



WARNING!

Do not make unauthorized modifications or alterations to any of these products or their components.



Specifications

Prior to Assembly

Before assembling, make sure you have all the components required for a complete unit:

- Blower/Engine assembly
- Blower tube
- Nozzel
- This Owner's/Operator's manual and a tool kit containing a tool bag, 4 mm hex wrench and a combination spark plug/13 mm socket wrench/screwdriver.
- Tool bag

Carefully inspect all components for damage.

IMPORTANT!

The terms "left", "left-hand", and "LH"; "right", "right-hand", and "RH"; "front" and "rear" refer to directions as viewed by the operator during normal operation.

Shindaiwa reserves the right to make subsequent modifications to this unit without prior notification.

Specifications subject to change without notice.

Model Name	EB240/EC1
Engine Model	SEB240EC
Engine Type	2-cycle, vertical cylinder, air cooled
Dry Weight (Excluding blower tubes.)	4.2kg
Bore x Stroke	33mm x 28mm
Displacement	23.9 cm ³
Engine Speed at Maximum Power Output	7,500 (min ⁻¹) rpm
Maximum Power Output	0.7 kW
Engine Speed at Idling	2,500 (min ⁻¹) rpm
Maximum Engine Speed	8,000 (min ⁻¹) rpm
Fuel/Oil Ratio	50:1
Fuel Tank Capacity	500 cm ³
Carburetor	Walbro diaphragm with primer pump
Ignition System	Fully Electronic, transistor controlled
Spark Plug	NGK BMR6A
Air Cleaner	Dry Element Type
Starting Method	Recoil Starter
Stopping Method	Toggle Switch
Dimensions (L x W x H)	330 x 230 x 330mm
Sound Pressure Level	Idling 72 dB (A)
(in accordance with ISO 7917)	WOT 94 dB (A)
Sound Power Level	Idling 82 dB (A)
(in accordance with ISO 3744)	WOT 105 dB (A)
Vibration Level	Idling 4.4m/s ²
(in accordance with EN 28662)	WOT 12.3m/s ²

Assembling the Blower

WARNING!

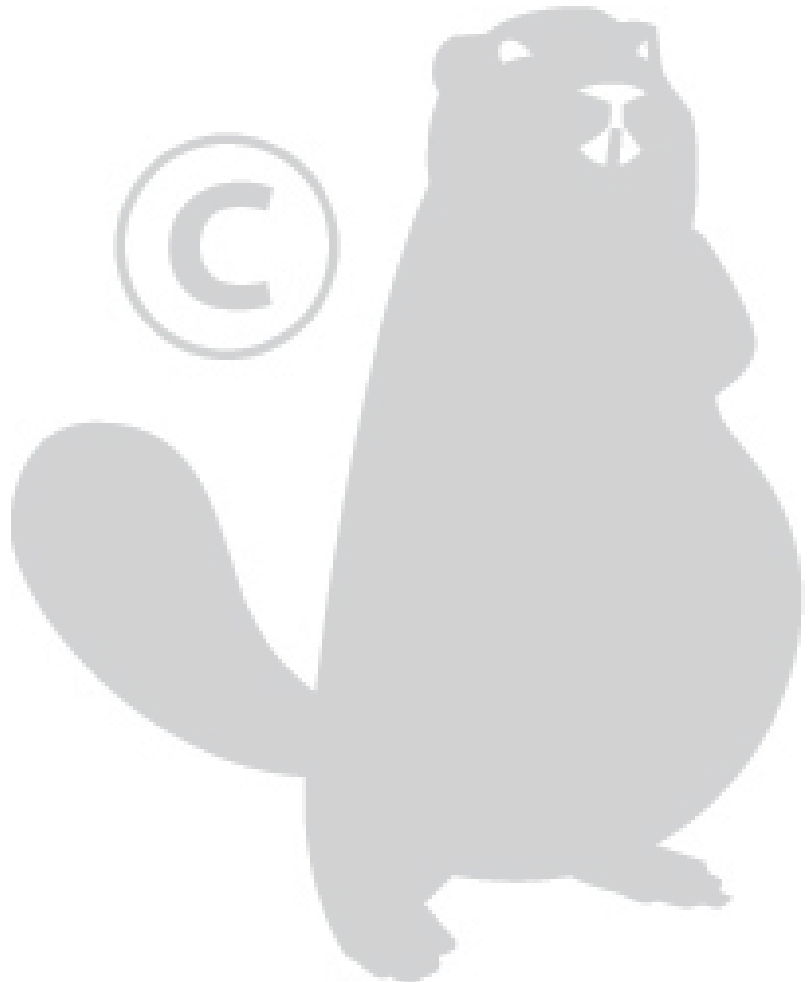
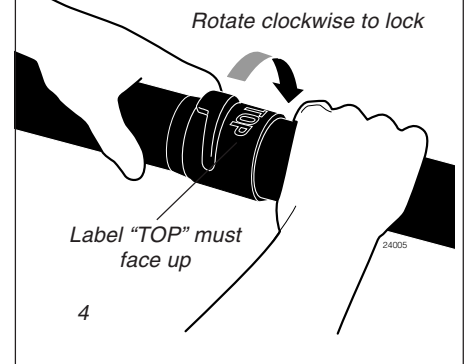
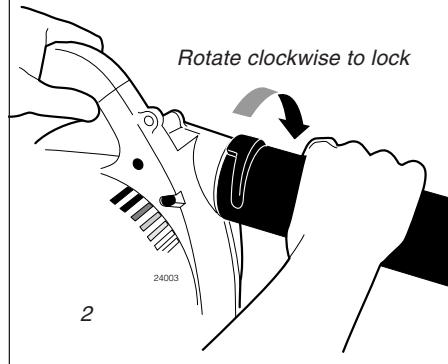
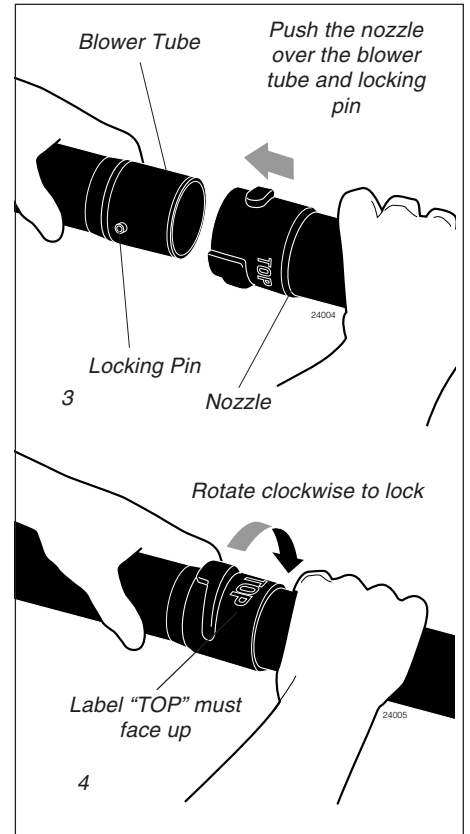
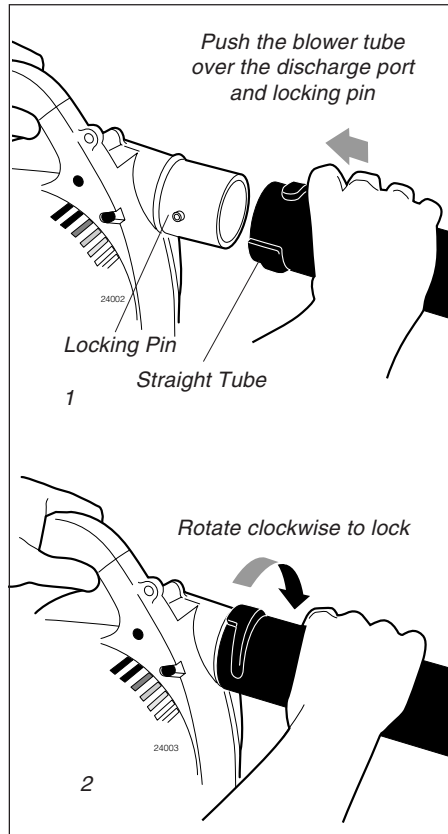
Danger from rotating impeller! Stop the engine before installing or removing the blower tubes! Never perform any maintenance or assembly procedures on this unit while the engine is running!

Place the blower upright on the ground or on a sturdy work surface.

1. Grasp the blower tube as shown, and push the tube over the blower discharge port and locking pins.
2. Lock the blower tube to the blower discharge port by rotating the tube as shown.
3. Grasp the nozzle with the label "TOP" positioned as shown, and then push the nozzle over the straight tube and locking pins.
4. Lock the nozzle to the straight tube by rotating the nozzle as shown.

IMPORTANT!

Blower tube installation affects both blower balance and performance! The tube and nozzle are correctly installed when the label "Top" is visible to the operator during normal operation.



Mixing Fuel

CAUTION!

Some gasolines contain alcohol as an oxygenate! Oxygenated fuels may cause increased operating temperatures. Under certain conditions, alcohol-based fuels may also reduce the lubricating qualities of some mixing oils. Never use any fuel containing more than 10% alcohol by volume!

Generic oils and some outboard motor oils may not be intended for use in high-performance air cooled 2-cycle engines, and should never be used in your Shindaiwa engine!

CAUTION!

This engine is designed to operate on a 50:1 mixture consisting of unleaded gasoline and a Premium 2-cycle mixing oil only. Use of Non-approved mixing oils can lead to excessive maintenance costs and/or engine damage.



WARNING!

Minimize the risk of fire!

- Stop the engine before refueling.
- Always allow the unit to cool before refueling!
- Wipe all spilled fuel and move the unit at least 3 meters (10 feet) from the fueling point before restarting!
- Never smoke or light any fires near the unit or fuels!
- Never place any flammable material near the engine muffler!
- Never operate the engine without the muffler and spark arrester in place and properly functioning!
- Never operate this blower if fuel system components are damaged or are leaking!

IMPORTANT!

Mix only enough fuel for your immediate needs! If fuel must be stored longer than 30 days and Shindaiwa One oil with fuel stabilizer is not used, it should first be treated with a fuel stabilizer such as StaBil™.

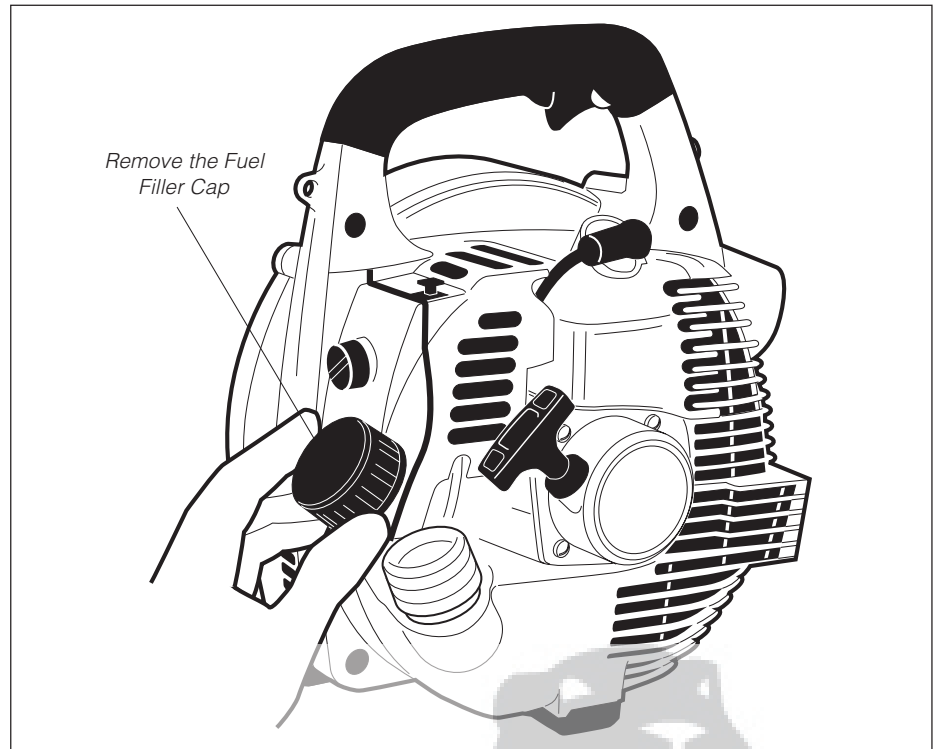
Filling the Fuel Tank

- Use only fresh, clean unleaded gasoline with a pump octane rating of 87 or higher.
- Mix gasoline with 50:1 Shindaiwa Premium 2-cycle mixing oil or with an equivalent high quality 2-cycle mixing oil.

Example of 50:1 mixing quantities:

- 1 liter of gasoline to 20 ml mixing oil.
- 5 liters of gasoline to 100 ml. mixing oil.

1. Place the blower upright on the ground or on a sturdy work surface and wipe any debris from around the fuel cap.
2. Remove the fuel cap.
3. Fill the tank with a clean, fresh fuel mixture.
4. Replace the cap and wipe away any spilled fuel before starting the blower.



Starting the Engine



WARNING!

Danger from rotating impeller!

The impeller will rotate whenever the blower is operated! Never operate this blower unless the intake cover and blower tubes are properly installed and in good working order!

Danger from thrown dust or debris! Always wear eye protection when operating this machine! Never direct the blower stream toward people or animals! Never operate this blower unless all controls are properly installed and in good working order.

CAUTION!

The recoil starter can be damaged by abuse!

- Never pull the starter cord to its full length!
- Always engage the starter before cranking the engine!
- Always rewind the starter cord slowly!

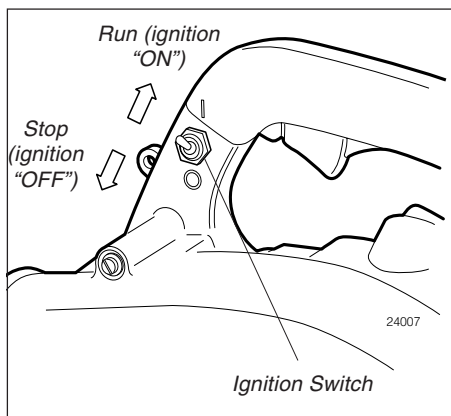
Never operate the blower if blower tubes are missing or damaged!

IMPORTANT!

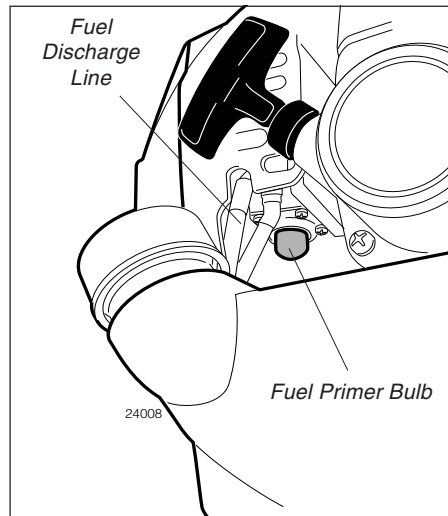
The engine ignition is controlled by a two-position "ON-OFF" switch located on the left side of the blower handle grip. This switch is typically labeled "I" for ON and "O" for OFF.

Starting Procedure

1. Switch the ignition to the "I" (ON) position.



2. Prime the fuel system by repeatedly depressing the fuel primer bulb until no air bubbles are visible in the fuel discharge line.



IMPORTANT!

The primer system only pushes fuel through the carburetor. Repeatedly pressing the primer bulb will not flood the engine with fuel.

3. **Cold Engine Only.** Choke the engine by pulling the choke control to the fully extended position (choke is closed).
4. Place the blower on the ground, and hold the blower handle firmly with your left hand.
5. Grasp the starter cord with your right hand and pull the starter cord slowly until you feel the starter engage, then...
6. ...start the blower by pulling the starter cord upward rapidly.

If necessary, repeat Step 6 two or three times until the engine starts.

When the engine starts

IMPORTANT!

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

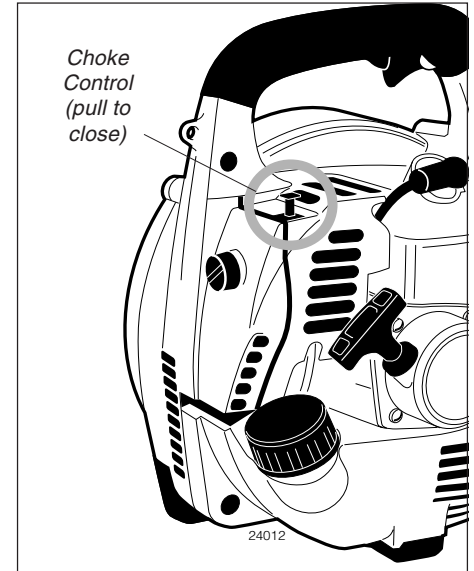
1. Run the engine at idle speed until operating temperature is reached (2 or 3 minutes).
2. As the engine warms, open the choke gradually by slowly pushing the choke control in to the fully retracted position.
3. The blower should now be ready for use.

If the engine does not start

Repeat the appropriate starting procedures for "hot" or "cold" engine. If the engine still will not start, follow the "Starting a Flooded Engine" procedure (below).

Starting a flooded engine

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



2. If the spark plug is fouled or is soaked with fuel, clean or replace the plug as required.
3. Clear excess fuel from the combustion chamber by cranking the engine several times while the spark plug is removed with ignition off.

CAUTION!

Incorrect spark plug installation can result in serious engine damage!

4. Install the spark plug and firmly tighten it with the spark plug wrench. If a torque wrench is available, torque the spark plug to 16.7 - 18.6 N-m (170 - 190 kg-cm). Reconnect the spark plug lead.
5. Repeat the starting procedures for "warm engine."
6. If the engine still fails to fire or start, refer to the troubleshooting flowchart at the end of this manual.

Adjusting Engine Idle

IMPORTANT!

Blower tubes and intake cover must be installed while adjusting engine idle! Engine idle speed will also be affected if either the intake cover or blower tubes are blocked, damaged or incorrectly installed! A clean and unrestricted airflow is essential to your blower's engine performance and durability! Before attempting any carburetor idle adjustments, inspect and clean the engine air cleaner as described on page 9 of this manual.

NOTE:

Carburetor fuel mixture adjustments are preset at the factory and cannot be serviced in the field.

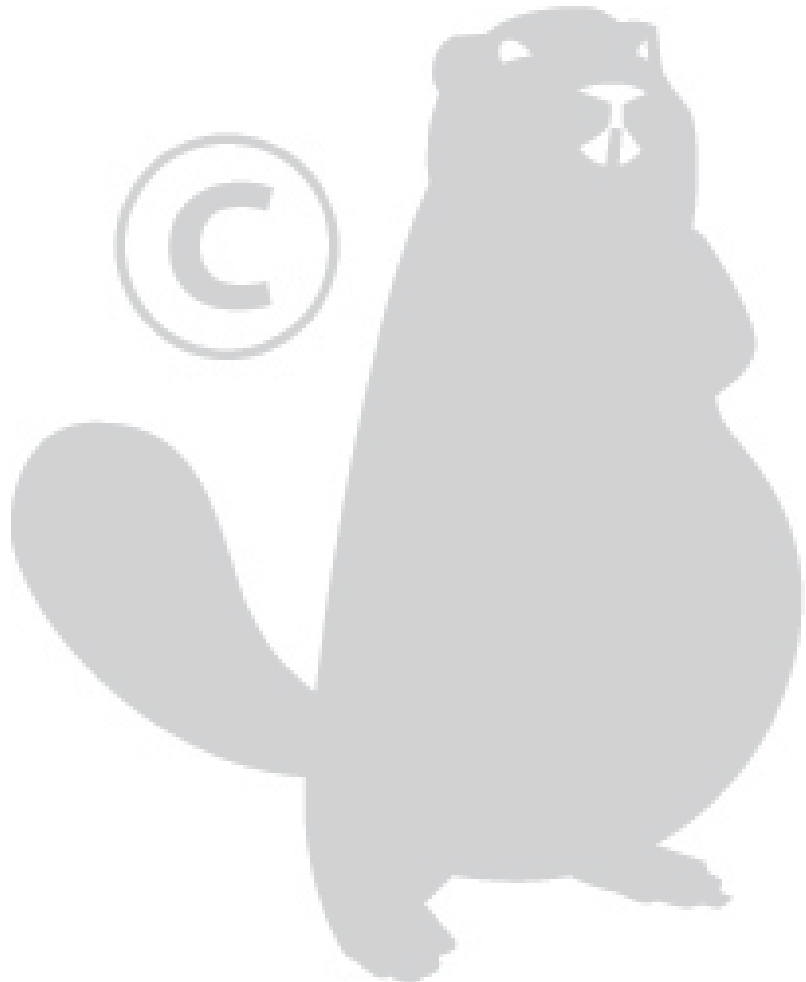
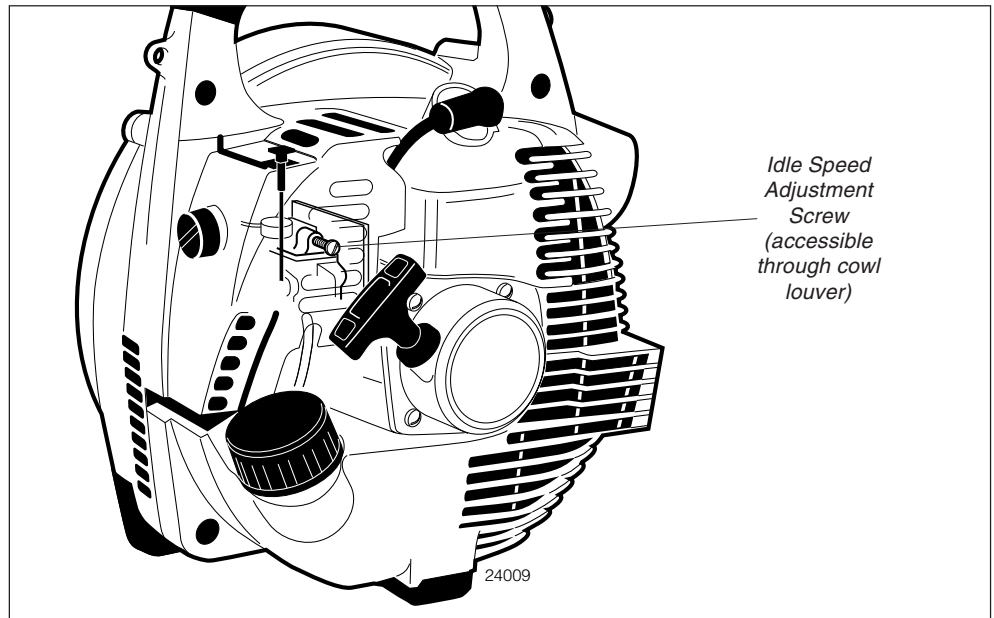
1. Start the engine by following the procedures described on the preceding pages.
2. Run the engine at idle speed until operating temperature is reached (2-3 minutes).
3. Use a screwdriver to adjust the engine idle speed to 2,500 min^{-1} (rpm).
 - Turn the idle screw clockwise to increase engine idle speed.
 - Turn the idle screw counter-clockwise to decrease engine idle speed.

Stopping the Engine

1. Cool the engine by allowing it to run at idle for 2 to 3 minutes.
2. Stop the engine by moving the ignition switch to the "O" (OFF) position.

IMPORTANT!

If the engine continues to run with the ignition switch in the "O" (OFF) position, stop the engine by pulling the choke control out to the fully closed position. See the troubleshooting section on page 12 of this manual.



Maintenance

IMPORTANT!

MAINTENANCE, REPLACEMENT OR REPAIR OF EMISSION CONTROL DEVICES AND SYSTEMS MAY BE PERFORMED BY ANY REPAIR ESTABLISHMENT OR INDIVIDUAL; HOWEVER, WARRANTY REPAIRS MUST BE PERFORMED BY A DEALER OR SERVICE CENTER AUTHORIZED BY SHINDAIWA KOGYO CO., LTD. THE USE OF PARTS THAT ARE NOT EQUIVALENT IN PERFORMANCE AND DURABILITY TO AUTHORIZED PARTS MAY IMPAIR THE EFFECTIVENESS OF THE EMISSION CONTROL SYSTEM AND MAY HAVE A BEARING ON THE OUTCOME OF A WARRANTY CLAIM.



WARNING!

Before performing any maintenance, repair or cleaning work on the unit, make sure the engine is completely stopped. Disconnect the spark plug wire before performing service or maintenance work.



WARNING!

Non-standard parts may not operate properly with your unit and may cause damage and lead to personal injury.

NOTE:

Using non-standard replacement parts could invalidate your Shindaiwa warranty.

Daily Maintenance

CAUTION!

Dirty or damaged cooling system components may allow the engine to overheat, possibly causing serious engine damage!

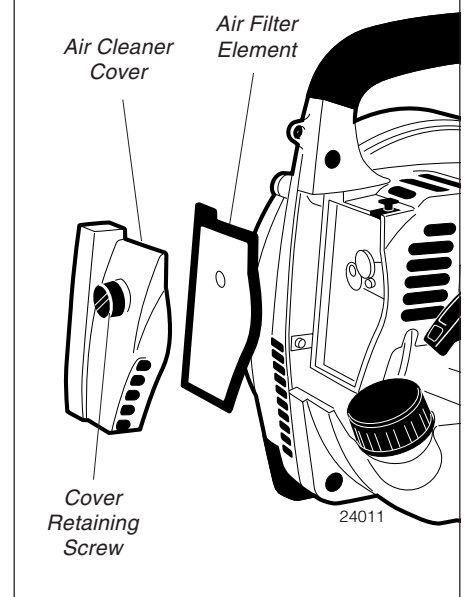
CAUTION!

Operating the blower with loose, missing, or damaged components could allow the engine to overspeed, possibly causing serious engine damage!

- Remove all dirt and debris from blower exterior and the engine. Check the cooling fins and air cleaner for clogging and clean as necessary.
- Inspect the engine, tank, and hoses for possible fuel leaks, and repair as necessary.
- Inspect the entire blower for loose, damaged, or missing components, and repair as necessary.
- Carefully remove any accumulations of dirt or debris from the muffler and fuel tank. Dirt build-up in these areas can lead to engine overheating, fire or premature wear.

10 Hour Maintenance

(more frequently in severe conditions)



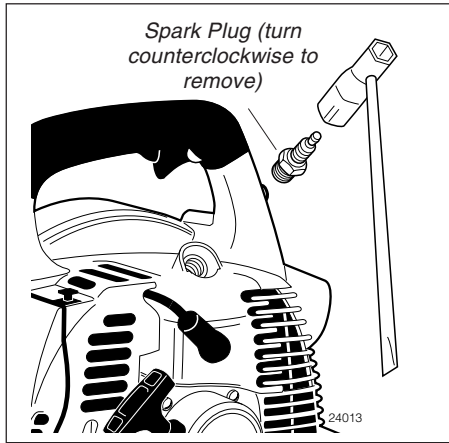
CAUTION!

Never operate the blower if the air cleaner assembly is damaged or missing!

1. Loosen the air cleaner cover retaining screw, and remove the cover and filter element.
2. Inspect the element. If the element is distorted or damaged, replace it with a new one.
3. Wash the air filter element in soap and water and let dry before reinstalling it. Wash the air cleaner cover in soap and water and wipe or blow dry.
4. Install the air filter element and cover, and then tighten the cover retaining screw.



Every 10/15 Hours



CAUTION!

NEVER allow dirt or debris to enter the cylinder bore! Before removing the spark plug, thoroughly clean the spark plug and cylinder head area! Allow the engine to cool before servicing the spark plug! Cylinder threads can be damaged by tightening or loosening the spark plug while the engine is hot! Incorrect spark plug installation can result in serious engine damage!

1. Use the spark plug wrench to remove the spark plug (turn counter-clockwise to remove).
2. Clean and adjust the spark plug gap to 0.6 mm (0.024"). Replace any damaged or visibly worn plug with a NGK BMR6A or equivalent type plug of the same heat range.
3. Install the spark plug finger-tight in the cylinder head, then tighten it firmly with the spark plug wrench. If a torque wrench is available, torque the spark plug to 16.7 - 18.6 *N-m* (170 - 190 kg-cm).

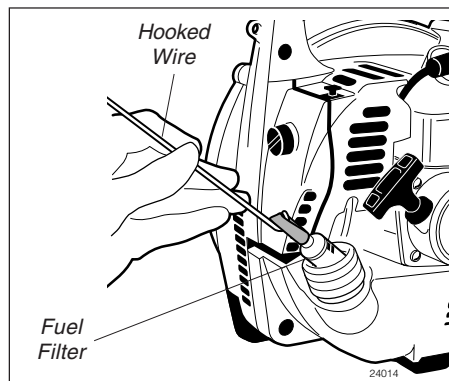
Every 50 Hours

(more frequently if you note reduced performance)

- **INSPECTION** Inspect the entire blower and tubes for damage, including loose or missing components, and repair as necessary.
- **SPARK PLUG** Replace the spark plug with a NGK BMR6A (or equivalent), gapped to 0.6 mm (0.024").

CAUTION!

Make sure you do not pierce the fuel line with the end of the hooked wire. The line is delicate and can be damaged easily.



- **FUEL FILTER** Use a hooked wire to extract the fuel filter from inside the fuel tank, and then remove and wash the filter element in clean fuel. Before reinstalling the filter, inspect the condition of the fuel line. If damage or deterioration are noted, the blower should be removed from service until it can be inspected by a Shindaiwa-trained service technician.
- **COOLING SYSTEM** Remove the engine cover (as described under "Spark Arrester"), and use a wood or plastic scraper and a soft brush to remove dirt and debris from the cylinder fins and crankcase.

Long Term Storage

(30 days or longer)

Whenever the unit will not be used for 30 days or longer, use the following procedures to prepare it for storage:

- Clean external parts thoroughly.
- Drain all the fuel from the fuel tank.

IMPORTANT!

All stored fuels should be stabilized with a fuel stabilizer such as STA-BIL™ if Shindaiwa One oil with fuel stabilizer is not used.

- To remove the remaining fuel from the fuel lines and carburetor with the fuel drained from the tank;

1. Prime the primer bulb until no more fuel is passing through the return tube.
2. Start and run the engine until it stops running.
3. Repeat steps 1 and 2 until the engine will no longer start.

CAUTION!

Gasoline stored in the carburetor for extended periods can cause hard starting, and could also lead to increased service and maintenance costs.

- Remove the spark plug and pour about 7 grams of 2-cycle mixing oil into the cylinder through the spark plug hole. Slowly pull the recoil starter 2 or 3 times so oil will evenly coat the interior of the engine. Reinstall the spark plug.
- Before storing the machine, repair or replace any worn or damaged parts.
- Remove the air cleaner element from the carburetor and clean it thoroughly with soap and water. Let dry and reassemble the element.
- Store the unit in a clean, dust-free area.

Spark Arrester Maintenance

WARNING!

Never operate the unit with a damaged or missing muffler or spark arrester! Operating with missing or damaged exhaust components is a fire hazard and could also damage your hearing.

Hard starting or a gradual loss of performance can be caused by carbon deposits lodged in the spark arrester screen, muffler or cylinder exhaust port. For maximum performance, the muffler and spark arrester screen should be periodically cleaned as follows:

1. Remove the spark plug.

CAUTION!

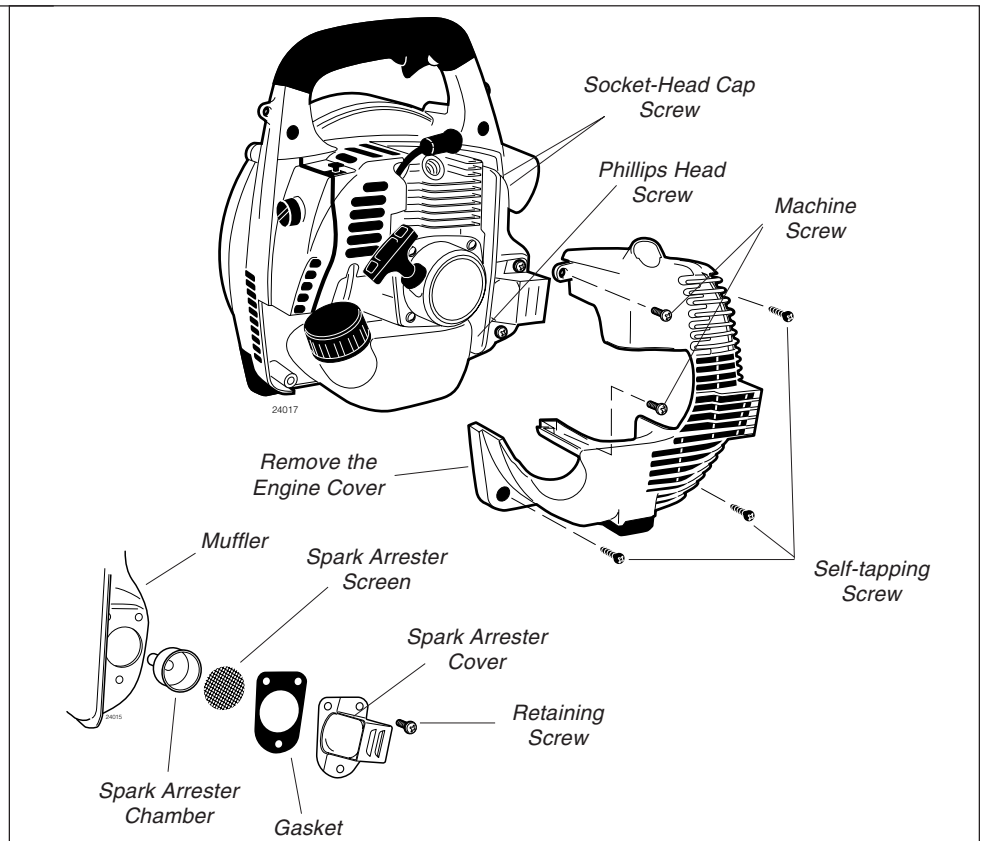
Always replace cover screws in the same holes as removed! Substitution or incorrect assembly of engine cover screws can permanently damage aluminum castings and plastic components!

2. Remove (3) self-tapping screws and (2) machine screws from the engine cover, and then gently move the engine cover aside.
3. Remove the (3) spark arrester retaining screws, then remove the spark arrester cover, screen, gasket, and chamber.
4. Use a plastic scraper or wire brush to remove carbon deposits from the arrester screen, chamber, and cover.
5. Inspect the screen carefully, and replace any screen that has been perforated, distorted, or is otherwise unserviceable.
6. Remove the (2) socket-head cap screws and (1) Phillips head screw, then remove the muffler.
7. Gently tap the muffler on a wood surface to dislodge any loose carbon.
8. Inspect the cylinder exhaust port for excessive carbon buildup.

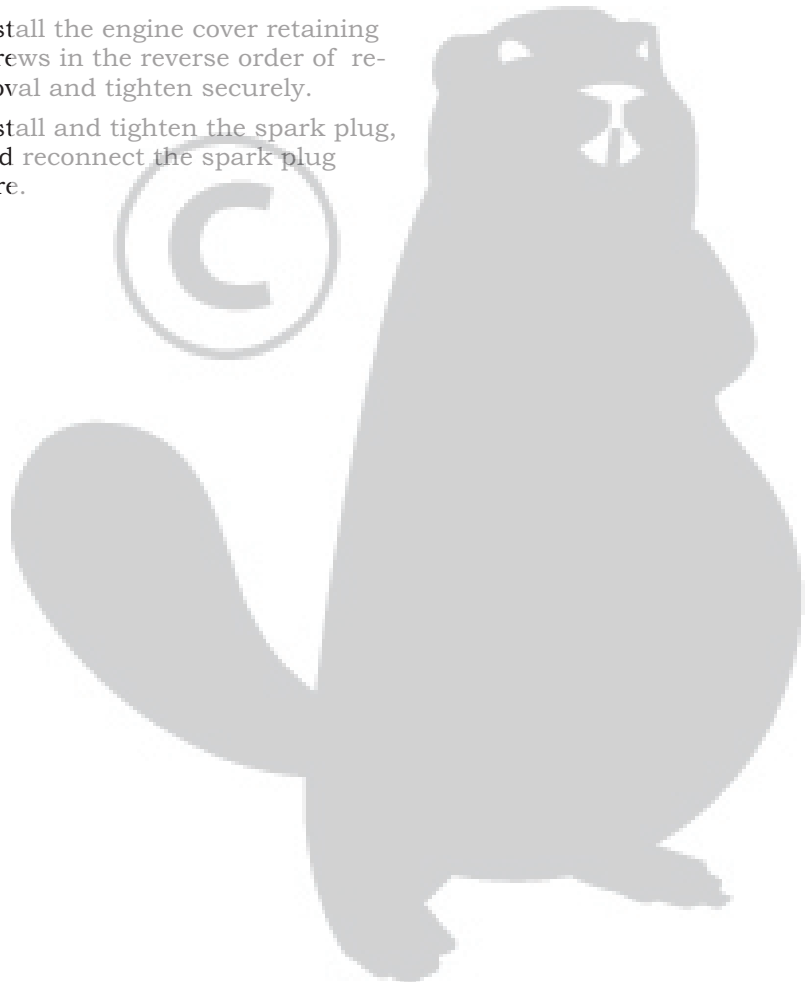
IMPORTANT!

If carbon deposits are severe or if no performance improvement is noted, your EB240 blower should be inspected by an authorized Shindiawa servicing dealer.

9. Reinstall the muffler in the reverse order as described in step 6 and securely tighten the (2) socket-head cap screws and Phillips head screw.



10. Install the chamber, screen, gasket and cover in the reverse order of disassembly, and then install and securely tighten the (3) cover retaining screws.
11. Install the engine cover, and verify that the fuel line connections are still tightly in place.
12. Install the engine cover retaining screws in the reverse order of removal and tighten securely.
13. Install and tighten the spark plug, and reconnect the spark plug wire.



Troubleshooting Guide

ENGINE DOES NOT START

What To Check	Possible Cause	Remedy
Does the engine crank? YES ↓	NO → Faulty recoil starter. Fluid in the crankcase. Internal damage.	Consult with an authorized servicing dealer.
Good compression? YES ↓	NO → Loose spark plug. Excess wear on cylinder, piston, rings.	Tighten and re-test. Consult with an authorized servicing dealer.
Does the tank contain fresh fuel of the proper grade? YES ↓	NO → Fuel/mixture incorrect, stale, contaminated.	Refill with clean fresh unleaded gasoline with a pump octane of 87 or higher, mixed with 50:1 Shindaiwa Premium 2-cycle mixing oil or an equivalent high quality 2-cycle mixing oil. Re-start.
Is fuel visible and moving in the return line when priming? YES ↓	NO → Check for clogged fuel filter and/or vent.	Replace fuel filter; Check for proper venting. Replace vent as necessary. Re-start
Is there spark at the spark plug wire terminal? YES ↓	NO → The ignition switch is OFF (“O”) Faulty ignition ground. Faulty ignition unit.	Move switch to ON (“I”) and re-start. Consult with an authorized servicing dealer.
Check the spark plug.	If the plug is wet, excess fuel may be in the cylinder. The plug may be fouled or improperly gapped. The plug may be damaged internally or of the wrong size.	Crank the engine with the plug removed, reinstall the plug, and re-start. Clean and re-gap the plug to 0.024 inch (0.6 mm). Re-start. Replace the plug with a NGK BMR6A or equivalent spark plug of the correct heat range. Adjust the spark plug electrode gap to 0.024 inch (0.6 mm). Re-start.

Troubleshooting Guide (Continued)

LOW POWER OUTPUT

What To Check	Possible Cause	Remedy
Is the engine overheating?	Operator is overworking the unit.	Use lower throttle setting.
	Carburetor air/fuel mixture is too lean.	Consult with an authorized servicing dealer.
	Improper fuel ratio.	Refill with clean fresh unleaded gasoline with a pump octane of 87 or higher, mixed with 50:1 Shindaiwa Premium 2-cycle mixing oil or an equivalent high quality 2-cycle mixing oil. Re-start.
	Fan, fan cover, cylinder fins dirty or damaged.	Clean, repair or replace as necessary.
	Carbon deposits on piston or in the muffler.	Consult with an authorized servicing dealer.
Engine is rough at all speeds. May also have black smoke and/or unburned fuel at the exhaust.	Clogged air filter element.	Clean or replace the air filter.
	Loose or damaged spark plug.	Tighten or replace the spark plug.
	Air leakage or clogged fuel line.	Repair or replace filter and/or fuel line.
	Water in the fuel.	Drain and refill with clean fresh unleaded gasoline with a pump octane of 87 or higher, mixed with 50:1 Shindaiwa Premium 2-cycle mixing oil or an equivalent high quality 2-cycle mixing oil. Re-start.
	Piston seizure.	Consult with an authorized servicing dealer.
	Faulty carburetor and/or diaphragm.	Consult with an authorized servicing dealer.
Engine is knocking.	Overheating condition.	Idle engine until cool; find reason for overheat.
	Improper fuel.	Check fuel octane rating; check for presence of alcohol in the fuel. Refuel as necessary.
	Carbon deposits in the combustion chamber.	Consult with an authorized servicing dealer.

Troubleshooting Guide (Continued)

LOW POWER OUTPUT

Symptom	Possible Cause	Remedy
Poor acceleration.	Clogged air filter element.	Clean or replace the air filter element.
	Clogged fuel filter.	Replace the fuel filter as required.
	Carburetor mixture too lean.	Consult with an authorized servicing dealer.
	Idle speed set too low.	Adjust: 2500 (\pm 250) min ⁻¹ (rpm)
Engine stops abruptly.	Ignition switch turned OFF.	Set the switch to "I" (ON) and re-start.
	Fuel tank empty.	Refuel.
	Clogged fuel filter.	Clean or replace filter as required.
	Water in the fuel.	Drain and refill with clean fresh unleaded gasoline with a pump octane of 87 or higher, mixed with 50:1 Shindaiwa Premium 2-cycle mixing oil or an equivalent high quality 2-cycle mixing oil. Re-start.
	Shorted spark plug or loose terminal.	Clean or replace spark plug; tighten the terminal.
	Ignition failure.	Consult with an authorized servicing dealer.
	Piston seizure.	Consult with an authorized servicing dealer.
Engine difficult to shut off.	Ground (stop) wire is disconnected, or switch is defective.	Test and replace as required.
	Overheating due to incorrect spark plug.	Replace the plug with a NGK BMR6A or equivalent spark plug of the correct heat range. Adjust the spark plug electrode gap to 0.024 inch (0.6 mm). Re-start.
	Overheated engine.	Idle engine until cool.
Excessive vibration.	Warped or damaged blower fan.	Inspect and replace fan as required.
	Loose bolt or fastener.	Tighten as required.
	Internal engine damage.	Consult with an authorized servicing dealer.

DECLARATION OF CONFORMITY

We hereby declare the Shindaiwa Blower,
Model EB240 (EB240/EC1)

meets the following respective requirements.

Council Directives:

89/336/EEC as amended
98/37/EC as amended
2000/14/EC as amended
2002/88/EC as amended

Standard taken:

EN 292 parts 1&2
CISPR 12

Measured sound power level: 105dB(A)

Guaranteed sound power level: 107dB(A)

Technical documentation is kept by:

K. Maeda DIV. Manager
Engineering Research and Development DIV.

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19th August, 2004

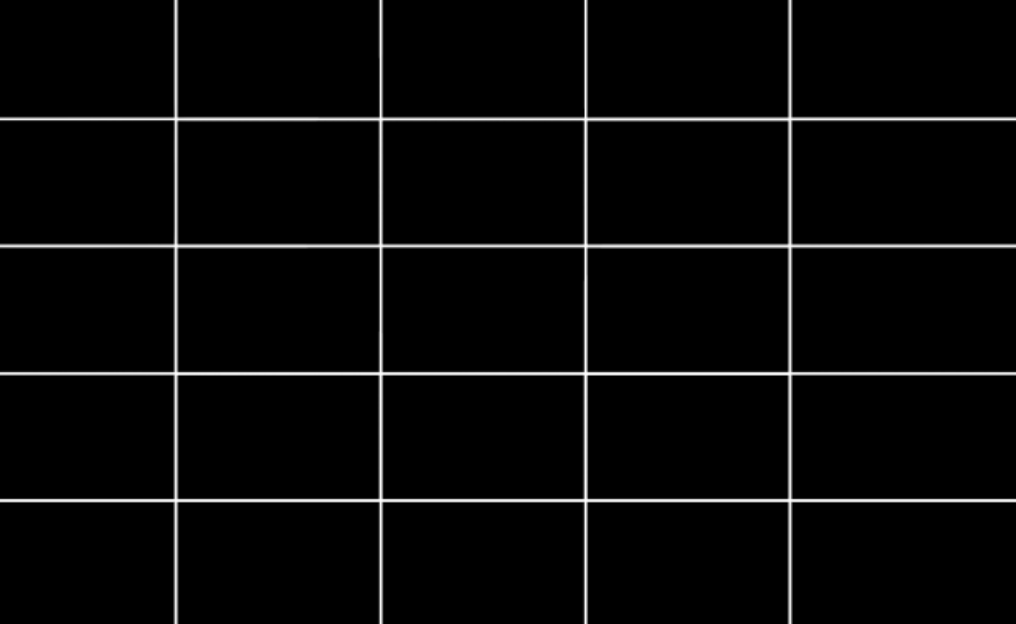


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