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THIS MANUAL COVERS A RANGE OF DIFFERENT MASPORT MOWERS. SOME FEATURES MENTIONED MAY NOT APPLY TO YOUR MOWER.

IMPORTANT: Keep these instructions and the engine booklet in a safe place for future reference. They contain important information about your mower.



CAUTION

A CAUTION INDICATES SPECIAL PRECAUTIONS THAT MUST BE TAKEN TO AVOID DAMAGE TO THE MOWER.



WARNING

A WARNING INDICATES SPECIAL PROCEDURES THAT MUST BE FOLLOWED TO AVOID INJURY TO THE OPERATOR OR ANY BYSTANDER.

SAFETY INSTRUCTIONS



PLEASE READ ALL INSTRUCTIONS BEFORE ATTEMPTING TO USE YOUR MOWER.

TRAINING

1. Read the operating and maintenance manuals carefully. Be thoroughly familiar with the controls and the proper use of the equipment. Know how to stop the mower and disengage the controls quickly in an emergency.
2. Never allow children or people unfamiliar with these instructions to operate the mower.
3. Keep the area of operation clear of all persons, particularly small children and pets.
4. Never mow while people, especially children, or pets are nearby;
5. Keep in mind that the operator or user is responsible for accidents or hazards occurring to other people or property.

PREPARATION

1. Thoroughly inspect the area where the equipment is to be used and remove all stones, sticks, wires, bones and other foreign objects before mowing, they could be thrown by the blade.
2. Do not operate the equipment when barefoot or wearing open sandals. Always wear substantial footwear and long trousers. It is advisable to wear suitable eye protection.
3. Check the fuel before starting the engine. Do not smoke while fuelling the engine. Do not fill the fuel tank indoors, never remove the fuel cap off the fuel tank or add fuel when the engine is running or until it has been allowed to cool for several minutes after running. Clean off any spilled fuel before starting the engine.
4. Never attempt to make a wheel height adjustment while the engine is running.
5. Mow only in daylight, and always keep children away from the mowing area.
6. Never operate the equipment in wet grass.

Always be sure of your footing; keep a firm hold on the handle and walk; never run. Never walk backwards while cutting grass.

7. Replace faulty silencers
8. Before using, always visually inspect to see that the blades, blade bolts, and cutter assembly are not worn or damaged. Replace worn or damaged blades and bolts in sets to preserve balance.

OPERATION

1. Disengage all blade and drive controls before starting the engine.
2. Do not tilt the mower when starting the engine.
3. Start the engine carefully with feet well away from the blades.
4. Do not put hands or feet near or under rotating parts. Always keep clear of the blade and discharge opening.
5. Do not change the engine governor settings or over-speed the engine. Excessive speed is dangerous and shortens mower life.
6. Stop the engine when crossing gravel drives, walks or roads.
7. Don't mow over heavy or solid objects as striking them with the blade can cause serious damage to the engine and will void your warranty.
8. After striking a foreign object, stop the engine, remove the wire from the spark plug, thoroughly inspect the mower for any damage, and repair the damage before restarting and operating the mower.
9. If the mower should start to vibrate abnormally, stop the engine, disconnect the spark plug wire, and check immediately for the cause. Vibration is generally a warning of trouble.
10. Stop the engine whenever you leave the mower, even for a moment, before cleaning the mower housing, and when making any repairs or inspections.
11. When cleaning, repairing or inspecting, make certain the blade and all moving parts have stopped and that the engine has had time to cool. Disconnect the spark plug wire, and keep the wire away from the plug to prevent accidental starting.
12. Do not run the engine indoors. Lethal exhaust gases can be produced.

13. Shut the engine off and wait until the blade comes to a complete stop before removing the grass catcher or unclogging the chute.
14. Mow across the face of slopes; never up and down. Exercise extreme caution when changing direction on slopes. Do not mow excessively steep slopes.
15. Never operate the mower without proper guards, deflectors provided by the manufacturer, or other safety devices in place.
16. Never pick up or carry a mower when it is operating.
17. Where a fuel tap is fitted, turn it off at the conclusion of mowing and reduce the throttle setting during runout.
18. Do not operate the engine in a confined space where dangerous carbon monoxide fumes can collect.
19. Walk, never run
20. Use extreme caution when reversing or pulling the mower toward you.
21. Stop the blades if the lawnmower has to be tilted for transportation when crossing surfaces other than grass, and when transporting the lawnmower to and from the area to be mowed.
22. Do not start the engine when standing in front of the discharge chute.

MAINTENANCE

1. Before using, check the blade(s) and blade bolt(s) for wear and damage. Replace worn or damaged blades and bolts in sets to preserve the balance. **DAMAGED BLADES AND WORN BOLTS ARE MAJOR HAZARDS.**
2. Keep all nuts, bolts and screws tight to be sure the mower is in safe working condition.
3. Never store the mower with fuel in the tank inside a building where fumes may reach an open flame or spark. Allow the engine to cool before storing in any enclosure.
4. Store fuel in an approved container safely out of the reach of children in a cool, well ventilated place.
5. To reduce fire hazard, keep the engine free of grass, leaves, or excessive grease.
6. Check the catcher bag frequently for deterioration and wear, and replace worn bags. Check that replacement bags comply with the original manufacturer's recommendations or specifications.

STORING THE MOWER

The handle can be folded to minimise space requirements.

FOLDING THE HANDLE. Loosen the clamp knobs or unlock the handle lever(s) in the middle of the handle and fold the top section over the engine.

Ergoshift models can also be stored by moving the handle to the upright position.



CAUTION

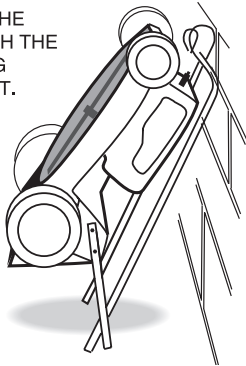
Check that the control cables are not being strained while folding and unfolding the handle. Permanent kinks will make the controls difficult to operate.

TIPPING THE MOWER SAFELY FOR STORAGE OR INSPECTION.

CAUTION

Tilting the mower—Drain fuel, then tilt the mower with the spark plug uppermost. Remove the spark plug lead.

ONLY TILT THE MOWER WITH THE SPARK PLUG UPPER MOST.



ASSEMBLING THE MOWER

Please refer to the following sections when preparing the mower for its first use.

- Fitting the handle
- Preparing the Engine
- Assembling the catcher

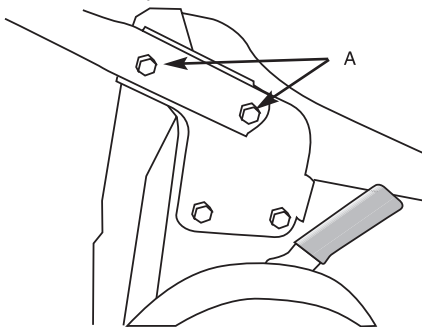
NOTE - The left and right sides of the mower are referred to as viewed from the operating position behind the handle.

FITTING THE HANDLE

In some cases the handle may be completely detached from the mower body although the upper handle may be connected by the throttle control cable. Carefully remove the mower and handles from the box together to avoid damaging the throttle control.

Assembling the 'Screw Lock' Handle.

The lower handle is fitted to the mower using the four bolts located in the handle brackets, two on each side, 'A' in the drawing below. To bolt the lower handle to the mower fit the bolts through the lower handle then fit the handle to the mower body and tighten the nuts on the outside of the mounting brackets using a 13mm A/F socket or spanner.

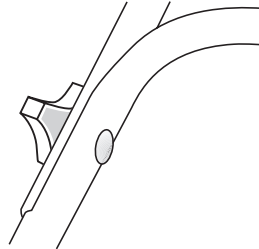


Now attach the upper handle to the lower handle.

CAUTION

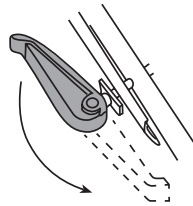
Take care not to rotate the handle before fitting it, as this will tangle the control cable(s).

Fit the two long bolts through the holes in the lower handle from the inside with the round heads snug against the tube. Fit the holes in the upper handle over the two long bolts. Make sure that the throttle control is located on the right hand side. Attach the plastic knob to the outside of the lower handle bolt as shown below and tighten by hand until the upper handle is locked in position.

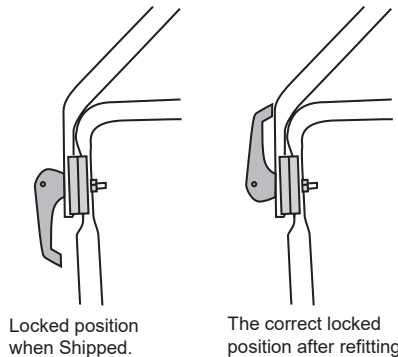


Assembling the 'Cam Lock' Handle.

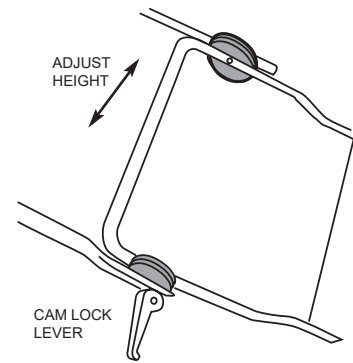
Most of these models are fully assembled when packed, so all that is needed is to remove them from the carton, swing the handle to the operating position and lock the handle lever(s).



The camlock handles on some mowers are reversed for shipping. To turn them around unwind the nut to the end of the thread with a 13mm A/F spanner/socket, pull the camlock handle outwards and rotate it 180°. Retighten the nut until the handle locks firmly in place and it does not change position when in use.



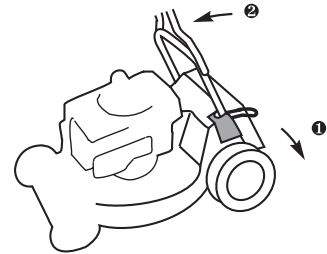
THE 'ERGO' HANDLE



The 'Ergo' handle can be adjusted to your preferred height. Simply release both cam lock levers, move the upper handle to the height required and re-clamp the cam locks. Where the mower has screw type locks, wind the knobs firmly clockwise to lock the handle.

Ergo Shift

Some handles can be rotated forward to give easy access to the rear flap. Depress the foot lever ① and push the handle until you feel resistance—in a near vertical position ②. The handle can be moved back to the mowing position without using the foot lever.



PREPARING THE ENGINE



PLEASE READ AND UNDERSTAND THE ENGINE MANUFACTURERS ENGINE OWNERS MANUAL PRIOR TO OPERATING THE LAWNMOWER.

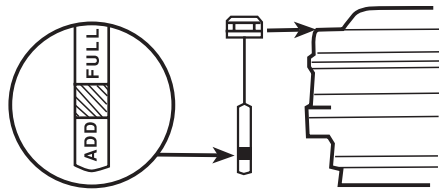
CAUTION

DO NOT START your four stroke engine before making sure that it has been filled with the right amount of the correct grade of oil. See engine instruction book for details.

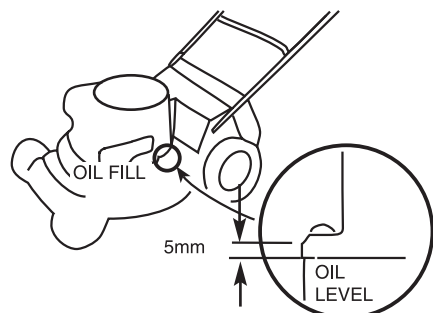
TWO STROKE ENGINES require no special attention to lubrication provided that the fuel/oil mixture is correct at all times.

OIL

Four stroke (cycle) engines are shipped without oil. Place the mower on a level position, unscrew the 'OIL FILL' cap and slowly pour oil into the sump. Fill to the full mark on the dipstick. Use SAE 30 engine oil. When checking the oil level, and before running the engine, screw the dipstick firmly in place.



Checking the oil level if the engine is not fitted with a dip stick.



CHANGING THE ENGINE OIL

FOUR STROKE ENGINES should be checked for oil level every 8 hours running (or daily), and the oil should be drained and replaced after every 50 hours of use.

FUEL



WARNING

PETROL VAPOUR IS HIGHLY FLAMMABLE AND EXPLOSIVE. HANDLE WITH EXTREME CARE. STORE IN AN APPROVED CONTAINER. DO NOT FILL TANK WHEN ENGINE IS RUNNING OR IS STILL HOT. DO NOT ALLOW OPEN FLAME, MATCHES OR SMOKING NEARBY. FILL TANK OUTDOORS IN A WELL VENTILATED AREA. WIPE AWAY ANY SPILLS AND MOVE THE MOWER AWAY FROM ANY PETROL FUMES BEFORE STARTING ENGINE.



CAUTION

If a blue plug is fitted beneath the petrol filler cap it must be discarded. It is for transportation purposes only.

- For two stroke engines fuel ratio, refer to engine instruction book.

When filling the fuel tank, always leave an air space of about 5mm to allow for expansion of the fuel.



CAUTION

USE ONLY CLEAN FRESH PETROL AT ALL TIMES, preferably un-leaded, with an octane rating of at least 91. Four stroke (cycle) engines use straight fuel. Two stroke engines MUST have a fuel and oil mixture. See engine instruction book for details. Always mix two-stroke fuel thoroughly by shaking the oil and petrol together in a clean container before pouring into the engine tank. USE ONLY TWO STROKE (CYCLE) OILS when mixing two stroke fuel. We do not recommend the use of multi-viscosity oils or pre-mixed fuels.

ENGINE

Regular attention to a few simple items will ensure long and trouble-free service from your mower. Carry out the regular maintenance described in the engine manual, and check the engine mounting bolts regularly to be sure they are tight.

NOTE: THE ENGINE IS WARRANTED BY THE ENGINE MANUFACTURER AND NOT MASPORT. YOUR SPECIALIST MASPORT SERVICE DEALER CAN ASSIST WITH ENGINE RELATED WARRANTY MATTERS.



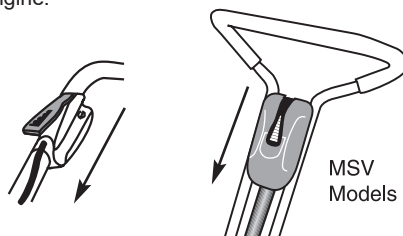
WARNING

Before making any adjustments to your mower make sure that the engine is turned off and that the blade has STOPPED ROTATING. Always disconnect the spark plug wire and make sure it cannot accidentally contact the spark plug before touching anything under the mower housing.

RUNNING THE ENGINE





ENGINE CONTROL


This is mounted at the top of the handle. It operates the choke, if fitted (for cold starting) and allows you to set the governed speed of the engine.



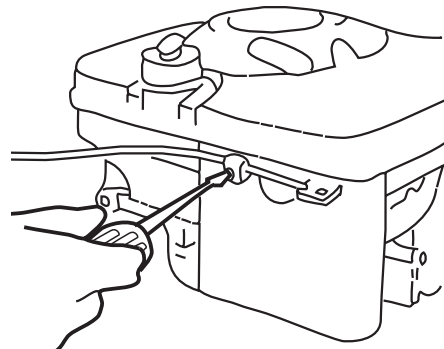
On all models push control forward for full throttle.

You will not need to change the control setting constantly while mowing because the governor holds the selected speed, even under varying cutting loads. The positions for CHOKE (cold start), FAST, SLOW and STOP are usually marked. If STOP is not marked, move the lever beyond SLOW to stop the engine.

Some controls have symbols instead of words. On these,
 means CHOKE,
 means FAST,
 means SLOW,
 means STOP.

If your engine control does not have the word CHOKE or the choke symbol  you have a Pulsa Prime engine. (See RUNNING THE ENGINE, MANUAL START MODELS

ENGINE CONTROL. This MUST be correctly adjusted for easy starting and safe stopping. If you have cold starting problems, adjust the outer sleeve of the control cable under the clamp on the engine at the lower end of the cable. See engine instruction booklet for details. Make any adjustments only with the handle in its normal operating position. After adjusting, check that the choke butterfly fully closes at one end of the control lever travel, and that the ignition stop switch is activated at the other.



STARTING

Ensure that the engine has been prepared correctly (see above) and that the fuel tap (if fitted) is turned ON. We recommend that you check the oil level before every mowing session.



WARNING

NEVER RUN THE ENGINE INDOORS OR IN POORLY VENTILATED AREAS. ENGINE EXHAUST CONTAINS CARBON MONOXIDE, AN ODOURLESS AND DEADLY GAS. KEEP HANDS, FEET, HAIR AND LOOSE CLOTHING AWAY FROM MOVING PARTS.

MANUAL START MODELS. If the engine has not been running recently, set the engine control to the CHOKE position. For Pulsa Prime engines (which have no CHOKE marking or symbol on the control), push the primer bulb on the side of the engine by the carburettor, refer engine owner's manual. (Do this also if you have just refilled the tank after running out of fuel). Grasp the starter grip, pull slowly until a resistance is felt and then pull forcefully to prevent kick-back. Repeat until the engine starts. Do not pull the cord with a jerk or release it until fully rewound.—When the engine starts and has warmed up for a short time, move the control to the desired speed. Should the engine not start due to 'flooding', move the control to SLOW and pull the starter six times to clear the flooding.

ELECTRIC START MODELS.



Please refer to the Electric Start instructions supplied with your mower.



WARNING

OPERATING THE STARTER ROTATES THE CUTTING BLADES - KEEP HANDS AND FEET WELL CLEAR.

HINTS FOR EASY STARTING

1. Stand the mower on a paved drive or path where the blade is clear of the grass. If you must start on the lawn, move to an already cut area and/or raise the cutting height. Do not start the mower on a gravel surface.
2. Start a warm engine with the control in the SLOW position.
3. Keep the mower clean underneath.

HARD STARTING CHECK LIST

Look for these faults:-

- FUEL**
1. Insufficient fuel in tank.
 2. Fuel tap shut off.
 3. Stale fuel.
 4. Water or dirt in fuel.
 5. Blocked air vent in fuel tank cap.

- IGNITION**
1. Loose spark plug wire.
 2. Dirty spark plug electrodes.
 3. Incorrect spark plug gap.
 4. Incorrect spark plug type.

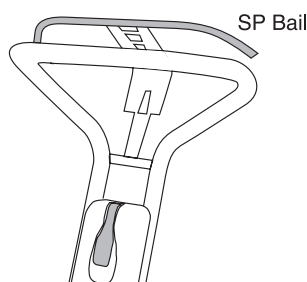
- OTHER**
1. Choked air filter (Dirt or oil).
 2. Engine control cable mis-adjusted.
 3. Cutting blade obstructed.

STOPPING

Move the engine control to stop

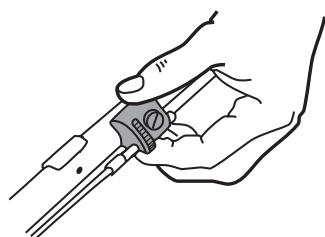
DRIVE CONTROLS

To engage the mower drive, simply push forward on the SP bail arm until it meets the handle grip. Releasing the pressure on the bail will de-clutch the drive mechanism. Naturally you may use the mower as a push model by gripping the handle in the normal way.



ADJUSTING DRIVE CONTROLS

Rotate the thumb wheel anticlockwise to increase clutch pressure.



CAUTION

Adjust only to provide positive drive. Excess pressure will cause cable and belt stretch.

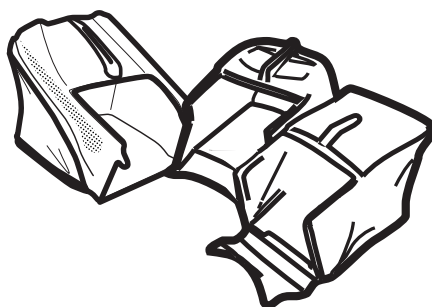
VARIABLE SPEED MODELS

Some models have an extra control mounted at the side of the handle to allow the travel speed of the mower to be varied without changing the engine speed. This control moves into one of eight positions. Move the lever forward to increase travel speed and backward to lower it.

THIS LEVER SHOULD BE MOVED ONLY WHILE THE ENGINE IS RUNNING. [If it is inadvertently moved back when the engine is stationary the drive belt will slacken and slip. To regain traction, move the lever forward with the drive disengaged and the engine running.]

Speed changes can be made whether the mower is moving or not.

THE GRASS CATCHER



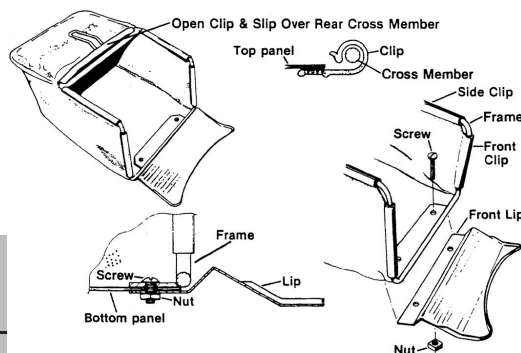
CATCHER ASSEMBLY

There are three catcher types:

- A. Bag Catcher
- B. Moulded Plastic Catcher
- C. Aero Catcher (moulded plastic top sections with fabric side panels.)

A. BAG CATCHER

1. Slide the bag over the wire frame. Fit the plastic clip up under the frame crossmember (the one which is formed into a handle) and hook the clip onto the wire crossmember. You may need a lever such as a screwdriver to open one end of the clip to get it started over the wire.
2. Pass the side and front clips inside the frame and hook them onto the wire in a similar way.
3. Fasten the metal front lip to the catcher assembly by bolting it to the plate on the bottom of the frame. The bottom panel of the catcher should be fitted between the plate and the lip as shown. Fit the screws from the top with the nuts under the lip, and tighten them securely.

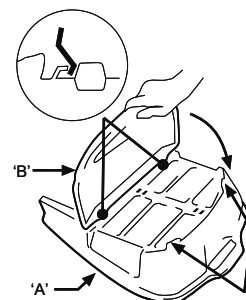


B. MOULDED PLASTIC CATCHER

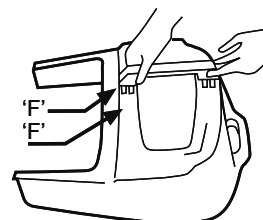
There are two types. One has the top cover and handle already fitted to the top shell of the catcher, while the other requires these parts to be assembled.

If your catcher has these parts already assembled, start at step 4.

1. Place the top of the catcher shell (A) on a firm level surface with its mesh upwards.
2. Holding the top cover (B) with its concave side facing the mesh, lift its rear end and engage the front clips with the hooks on the catcher top shell. Keeping them engaged, swing the rear of the cover downwards and press it down until the barbs on the cover engage with the slots in the shell.

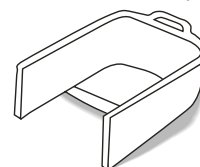


3. Look for the "F" on the handle and ensure that it will be adjacent to the "F" on the catcher shell. Fit the handle by pressing it firmly into the square recesses in the catcher top.



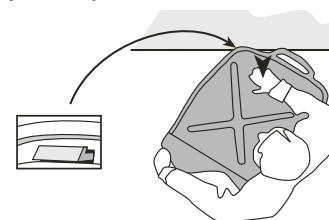
Turn the assembly over to confirm that the barbs on the handle are fully home, and push the tabs on the shell back into position to retain the handle.

4. Place the top shell on a solid work bench, open side up. Don't use a table which may be damaged by scratching.
5. Position the bottom shell, upside down,



over the top shell, carefully aligning the two parts and ensuring the barbed clips are aligned with their corresponding slots and squeeze the rear handles together.

6. Keeping the catcher upside down, move the assembly so the lip and rear handle is supported by the edge of the bench (see diagram) and catcher is trapped between your body and the bench.



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