



OPERATORS MANUAL ADDENDUM

Attention: Gasoline Requirements

All 2-Stroke RedMax Products are powered by Zenoah Professional-Commercial Duty, Hi-Performance, Hi-RPM, **Air Cooled** 2-Stroke engines.

RedMax/Zenoah – Hi-Performance 2-stroke engines produce higher HP outputs as compared to standard Home Owner Duty or Light Commercial Duty production engines offered by most manufacturers.

The RedMax/Zenoah Engines are registered and certified with CARB (California Air Resources Board) and EPA (Environmental Protection Agency) to operate on CLEAN Mid-grade 89 Octane [R+M]/2 or Premium, unleaded (lead-free) gasoline and RedMax Air-Cooled “Max Life”, Synthetic blend Premium two-stroke engine oil mixed at 50:1 ratio.

This Hi-Performance Air Cooled 2-stroke Engine requires the use of **Minimum** 89 Octane [R+M]/2 (Mid grade or Premium) clean gasoline. Gasoline may contain maximum of 10% Ethanol (grain alcohol) or up to 15% MTBE (Methyl tertiary-butyl ether). Gasoline containing Methanol (Wood Alcohol) is **NOT** approved.

WARNING: Gasoline with a octane rating **lower than 89** will greatly increase the engines operating temperature. Low octane gasoline will cause detonation (knock) resulting in piston seizures and major internal engine mechanical components damage.

Note: IF octane rating of the Mid Grade gasoline in your area is lower than 89 Octane use Premium Unleaded Gasoline. The majority of all 2-stroke engine manufacturers in the USA and Canada recommend using gasoline with 89 Octane or higher.

Note: Failures caused by operating engines on gasoline with octane rating lower than 89 are not covered by the RedMax Two-Stroke engine warranty.

WARNING: Alternative Fuels (Not Gasoline)

Alternative fuels, such as E-15 (15% ethanol), E-20 (20% ethanol), E-85 (85% ethanol) are NOT classified as gasoline and are NOT approved for use in RedMax 2-stroke gasoline engines. Use of alternative fuels will cause major engine performance and durability problems such as: improper clutch engagements, overheating, vapor lock, power loss, lubrication deficiency, deterioration of fuel lines, gaskets and internal carburetor components, etc... Alternative fuels cause high moisture absorption into the fuel/oil mixture leading to oil and fuel separation.

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	EMISSIONS SERVICE BULLETIN # 08 - 02 - R1	Product Service Department
		30 May 2008

To: All RedMax Distributors and Dealers
 Subject: Emission Carburetor: Low Speed Mixture Needle and High Altitude Adjustment Procedures (Fixed Main Jet)
 Emissions Carburetor: Walbro - Model: WYA-76 - PART # 848-F40-8100

PRODUCT MODEL	ENGINE SERIAL NUMBER
TRIMMER: BCZ 2610S	FROM: All units listed with above carburetor model.

The carburetor on the listed model have been factory preset to C.A.R.B. Tier III and E.P.A Phase II emissions regulations. The **idle speed** adjustment is controlled by idle speed throttle valve screw. The Low-speed mixture needle have been preset and sealed to insure compliance with emission regulations. **The Low-speed Fuel mixture needle** adjustment controls the Fuel/Air mixture at idle and mid-range engine speeds. The wide open throttle (WOT) speed operation is controlled by a **Fixed Main Jet**. Extended operation above 4000ft, or after carburetor rebuild, requires readjustment of idle screw and low speed mixture needle to insure the engine continues to comply with

REQUIRED TOOLS

Carburetor adjustment screw driver 2.5mm flat tip, Limiter cap removal tool, Electronic digital tachometer with sensitivity capable to within 10 RPM increments, and One (1) Limiter cap.

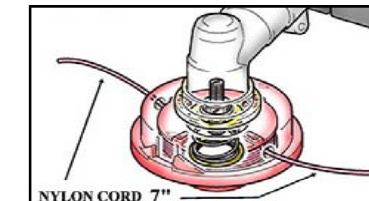
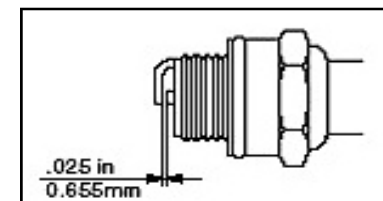
WARNING!!! DANGER!!!

Always operate unit in a well ventilated and clear work area. Keep hands clear of moving, rotating, cutting attachment, or components during adjustment otherwise serious bodily injury may occur.

IMPORTANT !!! PRE - ADJUSTMENT CHECK LIST

Before performing carburetor adjustment, the following areas must be inspected and in good working order.

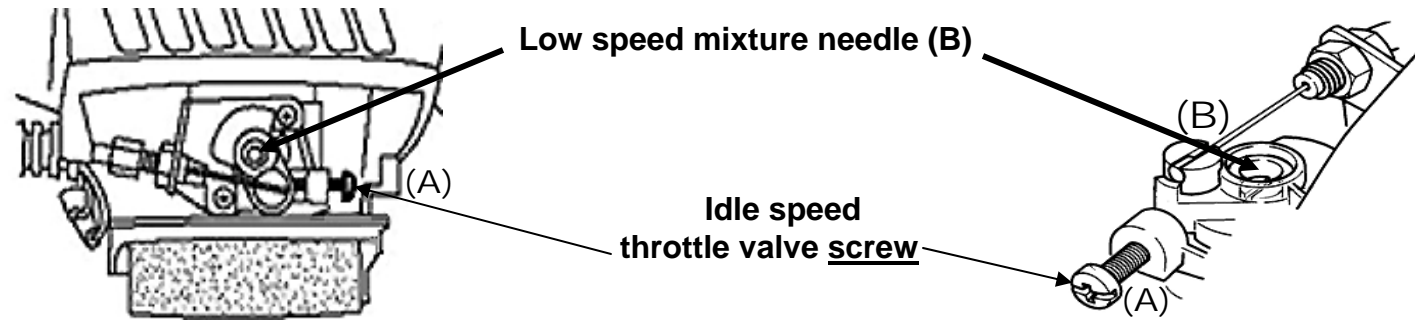
- Correct spark plug set to specified gap must be used.
Spark Plug: NGK- CMR7H Gap: .025 inch (0.65mm)
- Standard nylon head must be installed with **7 inches (180mm)** of line exposed on **both sides**.
- The air filter must be clean and properly installed.
- The carburetor and carburetor insulator block screws must be tight.
- The fuel filter must be clean and properly installed.
- The muffler spark arrestor screen and exhaust port must be clear of carbon.
- The fuel must be fresh (> 89 Octane or higher: RON+MON/2) and properly mixed at 50:1 ratio with RedMax or (ISO-L-EGD/JASO - FD) registered 2-stroke oil.



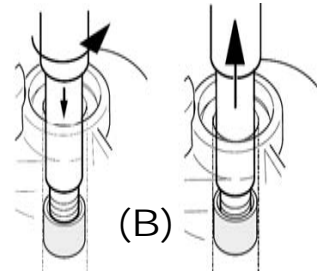
Carburetor Adjustment WITH limiter caps INSTALLED

Start and run engine for 15.5 minutes alternating RPM between, Wide Open Throttle (WOT) for 5 minutes and Idle for 10 seconds. Adjust idle speed throttle valve screw (A) to 3000 RPM +/- 200 RPM. (Idle Speed Throttle valve screw location see Figure A). Unit should Idle at 2800-3200 RPM. The W.O.T. (Wide Open Throttle) should be at 8500-9600 RPM.

If engine does not run correctly after Idle adjustment, follow guidelines for carburetor adjustment With Mixture Limiter Caps Removed.



Carburetor Adjustment WITH limiter cap REMOVED



Low Speed Limiter Cap Removal

1. Screw limiter cap removal tool counterclockwise (CCW) 2 turns into Low speed mixture needle limiter cap (B).
2. Pull limiter cap out from, Low speed mixture needle hole (B).

NOTE : If cap is damaged and stays in the hole, use pick type tool to remove.

Initial Start Settings, if original needle settings were NOT disturbed

1. Turn throttle valve adjust screw (A) IN clockwise (CW) **ONE** and one half (1-1/2) turns.
2. Turn Low speed mixture needle (B) OUT counterclockwise (CCW) 1/8 turn

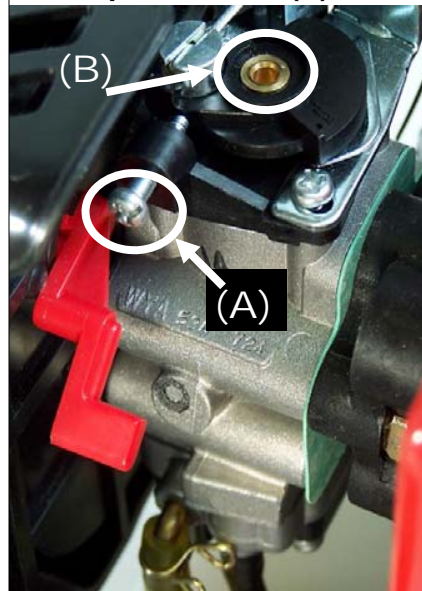
Initial Start Settings, if original settings WERE disturbed

1. Turn throttle valve adjust screw (A) counterclockwise (CCW) until its tip just touches throttle plate stop. Then turn the screw in clockwise. (CW) Six, (6) turns.
2. This unit **DOES NOT** have High speed mixture needle. The High Speed fuel is delivered by internal **FIXED JET**.
3. Turn Low speed mixture needle (B) counterclockwise (CCW) completely out until a clicking sound is heard. Then turn it in clockwise (CW) 12-1/2 turns.
4. **START ENGINE USING WIDE OPEN THROTTLE** to prevent spark plug fouling.
5. If engine idles and **does not** die out at idle, continue to the warm up procedure and Low speed mixture needle adjustment on Page 3.
6. If engine **Does Not Idle and Dies out at idle**, turn Low speed mixture needle (B) in clockwise (CW) 1/8 turn. Again **START ENGINE USING WIDE OPEN THROTTLE and confirm idle condition.**

NOTE : Repeat step 6 until steady idle is obtained before moving to Low speed mixture needle adjustment procedure on Page 3

NOTE : The initial carburetor settings for throttle valve idle speed adjust screw, and Low speed mixture needle is intended to start and run the engine before final carburetor adjustments are made to conform the unit to Emission Regulations. Actual turns required for starting engine may vary slightly.

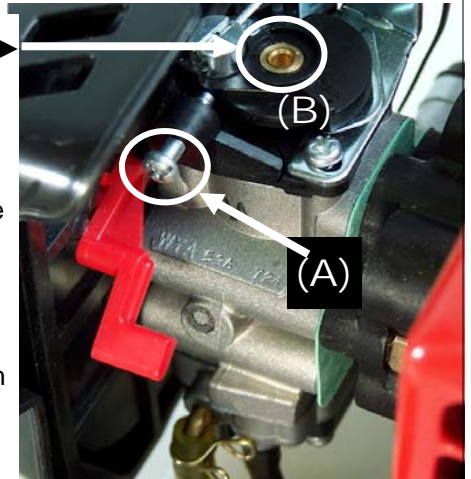
Low-Speed Needle (B)



Start and run the unit to warm up the engine. Engine must be at operating temperature before completing Low speed mixture and High speed mixture needle adjustments. Warm up engine for minimum of **3.5 minutes** by alternating between Wide Open Throttle (WOT) for 1 minute, then idle for 10 seconds.

Low - Speed Mixture Needle Adjustment

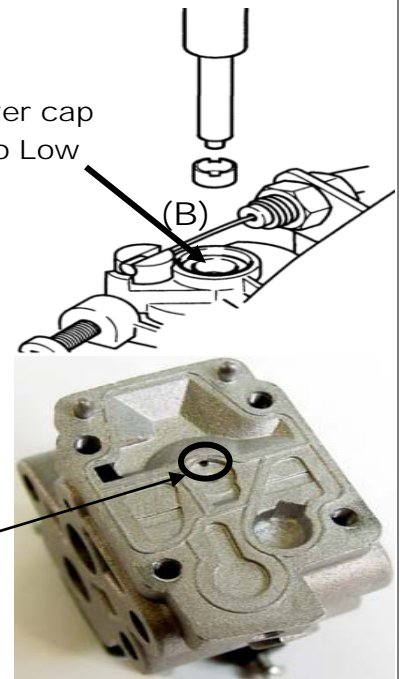
- 1) Set engine Idle Speed at 3700 +/- 50 RPM by turning Idle speed Throttle valve Screw (A). The engine Idle RPM should be stable at 3700 RPM range after Idle speed throttle valve screw (A) adjustment.
- 2) Now Adjust Low speed mixture needle (B) Clockwise (CW) Leaning or Counterclockwise (CCW) Richening, to reach Maximum engine speed **AT IDLE** just before lean drop off, where RPM just begins to drop.
- 3) If the idle speed at lean drop of is **HIGHER** than 3700 rpm. Adjust Idle speed throttle valve screw (A) Counterclockwise (CCW) down 500 RPM.
- 4) Repeat step 2) and 3) as needed using 500 RPM step reduction, until maximum lean drop of speed is reached and speed **AT IDLE** is stable at 3700 +/- 50 RPM
- 5) Turn Low speed mixture needle (B) counterclockwise (CCW) in 1/8th turn increments and **Rich Down** the mixture 600-800 RPM to reduce engine speed **AT IDLE**, down to 3000 RPM



NOTE : Engine speed must be allowed to stabilize a minimum of 20 seconds after each 1/8th of a turn adjustment of Low speed mixture needle to assure accurate tachometer readings. **Verifying Engine RPM Using Tachometer**

- 6) After adjusting carburetor **Stop** engine for 10 seconds.

IMPORTANT: To comply with the Emission regulations, insert new limiter cap in the Low speed mixture needle hole. Press new limiter caps deep into Low speed mixture needle hole (B) to prevent tampering.



High Speed Mixture Fixed Jet NO Adjustment

- 1) **Re-Start engine and verify engine idle speed range from 2800 to 3200 RPM.**
- 2) Verify Wide Open Throttle (WOT) engine speed range from **8500 to 9600 RPM.**

When adjustments are completed, the engine should idle and accelerate smoothly.

NOTE: If problem persists, check carburetor and **FIXED MAIN JET** for, dirt, varnish, gum, moisture and corrosion contamination.

ATTENTION !!! IMPORTANT !!!

Carburetor adjustments with caps removed must be conducted by Authorized Emission Certified Servicing Dealers ONLY. The dealer must supply the unit to the customer in the original configuration, using manufacturer's carburetor adjustment procedure, which includes having the limiter caps in place before the unit is put into service . Knowingly removing or rendering inoperative a device, element, or design installed on or in a non-road engine which is in compliance with E.P.A. or C.A.R.B. regulations is classified as TAMPERING. TAMPERING is a violation of FEDERAL LAW, resulting in significant civil penalties (fines) of up to \$25,000 for each violation.