

# **///ATOM<sup>®</sup>**

## **GOLF BUNKER EDGER**

**MODEL 601 2-STROKE**  
(Komatsu-Zenoah powered)

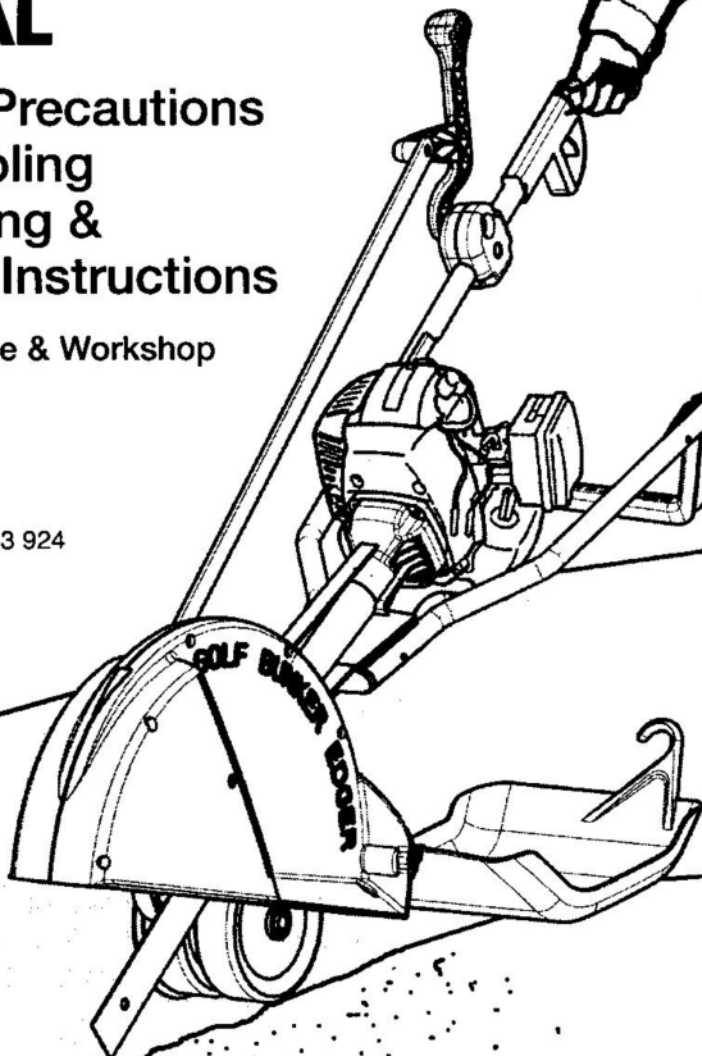
**MODEL 650 4-STROKE**  
(Honda powered)

### **OPERATOR/OWNER MANUAL**

- Safety Precautions
- Assembling
- Operating & Edging Instructions
- Maintenance & Workshop Manual



ACN 000 583 924



**AS WITH ANY  
POWER TOOL  
IMPROPER USE  
CAN CAUSE  
SERIOUS INJURY**

MAKE SURE THIS  
MANUAL IS READ  
AND CAREFULLY  
UNDERSTOOD  
BEFORE STARTING  
OR OPERATING  
THIS EQUIPMENT

#### **IMPORTANT MANUAL – DO NOT THROW AWAY**

Manual always to be available for reference or instructing new operators.  
Please fill in details of purchase on back cover page.

## INTRODUCTION

This Atom Gasoline Powered Golf Bunker Edger is designed to the highest standards to ensure you many hours of uninterrupted service.

Pay special attention to the safety precautions outlined on pages 3 to 5. Only persons who understand this Manual are to operate this Edger.

To receive maximum performance and satisfaction from your Edger, it is important that you read and understand the maintenance and safety precautions before using the edger. Contact your Atom dealer or the Atom distributor in your area if you do not understand or cannot carry out any of the operating instructions in this Manual.

Atom's philosophy is to continually improve all of its products. As a result, engineering changes and improvements are made from time to time. If the operating characteristics or the appearance of your Atom Edger differs from those described in this manual, please contact your Atom dealer for information and assistance. Call (02) 9810 0194 (within Australia) for your nearest servicing dealer.

**NOTE: OUTSIDE AUSTRALIA REFER TO BACK COVER PAGE**

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### SAFETY WARNINGS

THE PURPOSE OF SAFETY WARNING AND NOTES IN THIS MANUAL IS TO ATTRACT YOUR ATTENTION TO POSSIBLE

DANGERS AND THE EXPLANATIONS WITH THEM DESERVE YOUR CAREFUL ATTENTION AND UNDERSTANDING. THE SAFETY WARNINGS IN THIS MANUAL AND ON THE EDGER DO NOT, BY THEMSELVES, ELIMINATE ANY DANGER. THE INSTRUCTIONS OR WARNINGS THEY GIVE ARE NOT SUBSTITUTES FOR PROPER ACCIDENT PREVENTION MEASURES.

### WARNING

Failure to obey a safety warning can result in injury to yourself and others.

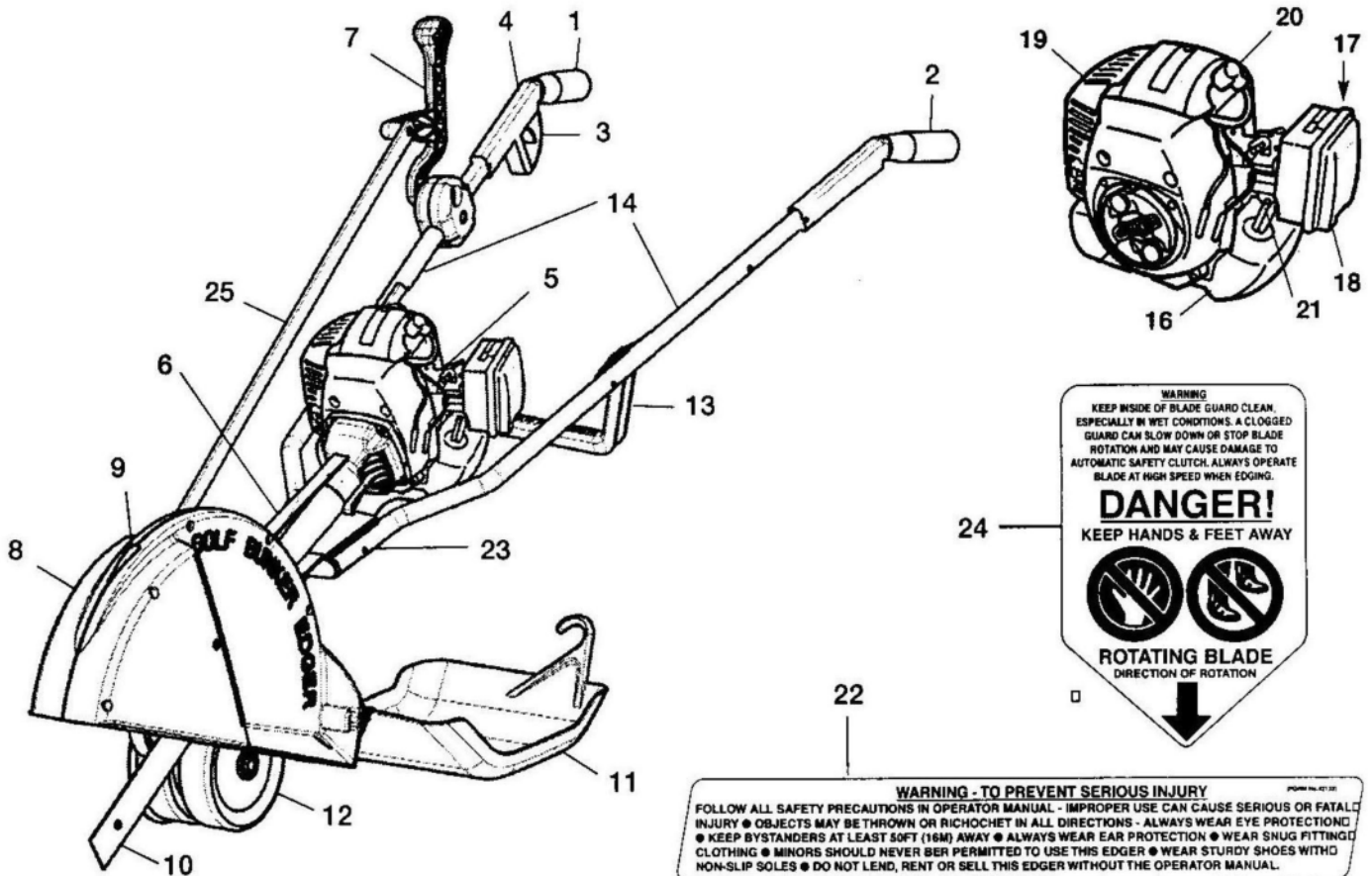
### **! NOTE**

Advises you of information or instructions vital to the operation or maintenance of the equipment.

## PARTS & CONTROLS

- 1,2 The **handles** of the Golf Bunker Edger are held by both hands.
- 3 The **throttle trigger** which increases speed of engine for automatic safety clutch to engage and thus rotate blade.
- 4 **ON/STOP** switch.
- 5 **Starter grip** the grip of the pull starter which is the device to start the engine.
- 6 **Handle nut** for holding handles onto housing.
- 7 **Height adjustment handle** for adjusting depth of cutting blade.
- 8 **Blade cover** reduces the risk of flying debris and direct contact with the feet or hands.
- 9 **Sight guide** for edging.
- 10 **Cutter blade** rotates when engine speed is increased above idle.
- 11 **Grass shield** debris deflector reduces flyback of stones and foreign material.
- 12 **Dual wheels** for moving and guiding edger.
- 13 **Cross Brace**, attaches downward on handle.
- 14 Left and right **Handle Tubes**.
- 15 **Fuel cap**, for sealing the fuel tank filler (not shown).
- 16 **Fuel Tank**.
- 17 **Choke lever** for cold engine starting.
- 18 **Filter housing** covers the air filter element.
- 19 **Muffler** reduces exhaust noises and diverts gases away from operator.
- 20 **Spark Plug terminal cap** connects the spark plug to the ignition wire
- 21 **Fuel pump primer** under carburettor provides additional fuel for starting.
- 22 **Warning Label**, on left handle.
- 23 **Twin Saddle AV Mounting** (both sides).
- 24 **Warning Label**, on blade guard.
- 25 **Height adjustment bar**

## PARTS & CONTROLS (CONTINUED)



## SAFETY PRECAUTIONS

**WARNING** As with any power tool, the use of any edger may be dangerous. It is important that you read, fully understand, and observe the following safety precautions and warnings. Re-read this operator's manual and the safety instructions periodically.

**WARNING** Do not lend, rent or sell this machine without the operator's manual. Be sure that anyone using this unit understands the information contained in this manual before use.

**WARNING** As with any power tool, some special safety precautions must be observed to reduce the risk of personal injury. Careless or improper use may cause serious or even fatal injury.

Safe use of an Atom Golf Bunker Edger involves:

1. The Operator
2. The Atom Edger
3. The use of the Atom Edger

### THE OPERATOR

#### PHYSICAL CONDITION

Operator must be in good physical condition and mental health, and not under the influence of any substance (drugs, alcohol, etc.) which might impair vision, dexterity or judgement (Fig. 3).

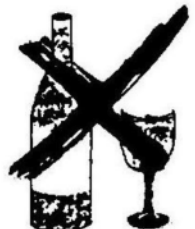


FIG 3

**WARNING** This Edger must not be operated by minors. Bystanders, especially children and animals, should not be allowed in the area where a machine is in use at least 15 metres (50 feet) away (Fig. 4). Never let the unit run unattended.



FIG 4

**WARNING** Electrical shock. Never touch electrical wires or components while the engine is running. They are sources of high voltage and can give you an electrical shock. Replace immediately any faulty tension lead or spark plug cap.

## SAFETY PRECAUTIONS (CONTINUED)

Do not operate the Edger when fatigued. Be alert - if you get tired while operating the machine, take a break. Tiredness may result in loss of control. Working with any power tool can be strenuous. If you have any condition that might be aggravated by strenuous work, check with your doctor before operating the machine.

**! WARNING** Prolonged use of any hand-held powered machine exposing the operator to vibrations may produce whitefinger disease (Raynaud's phenomenon) or carpal tunnel syndrome. These conditions reduce the hand's ability to feel and regulate temperature, produce numbness and burning sensations, and may cause nerve and circulation damage and tissue necrosis.

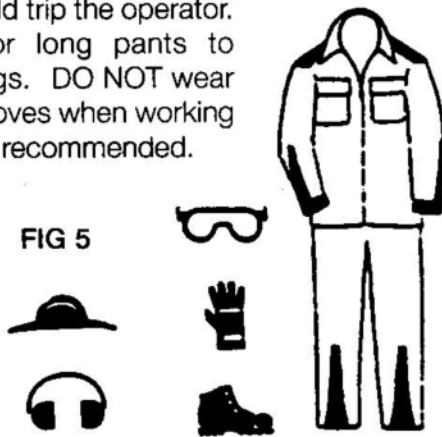
### PROPER CLOTHING

Clothing must be sturdy and snug-fitting, but allow complete freedom of movement (see Fig. 5). Avoid loose-fitting jackets, flared or cuffed pants, or anything that could trip the operator. Wear overalls or long pants to protect your legs. DO NOT wear shorts. Use of gloves when working with the Edger is recommended.

Good footing is most important. Wear sturdy shoes with nonslip soles. DO NOT wear sandals or

operate with bare feet. In hot or sunny conditions, always wear a hat and long sleeve shirt for protection against skin cancers. Use of a good brand of sunscreen cream is also recommended on exposed skin surfaces.

FIG 5



**! WARNING** Proper eye protection is a must. The blade cover may not protect the operator from all fast moving foreign objects, even though the discharge is directed away from the operator, as ricochets and bouncebacks may occur during lawn edging operations. Never operate an Atom Edger unless wearing goggles or properly fitting safety glasses with adequate top and side protection which comply with ANSI Z 87.1.

Replace immediately broken or cracked blade covers and grass shield debris deflector.

Engine noise may damage your hearing. Wear sound barriers (ear plugs or ear muffs) to protect your hearing. Continual and regular users should have their hearing checked regularly.

### SAFE FUELING INSTRUCTIONS

**! WARNING** Gasoline is an extremely flammable and explosive fuel. Use extreme caution when handling gasoline. Do not smoke or bring any fire or flame near the fuel (Fig.6).



Refuel outdoors only. Always switch off the engine and allow it to cool before refueling. Relieve fuel tank pressure by loosening fuel cap slowly. Never remove fuel filler cap while engine is running.

Select bare ground for fueling, then move at least 3 metres (10 feet) from the fueling spot before starting the engine. Wipe off any spilled fuel before starting your Atom Edger and check for leakage.

Always tighten fuel filler cap securely after fueling.

**! WARNING** Always allow engine to cool before refueling. Accidental spillage of gasoline over hot engine could cause fire or explosion to occur with consequent possible disfigurement or fatal injury. Wash and clean hands after fueling.

The Atom Edger unit uses gasoline only for fuel (Refer "Fuel and Oil," page 6).

### SAFE STARTING

You should always inspect your unit before starting it. Make sure the controls and safety devices are working properly.

Place the machine on firm ground or other solid surface in an open area. Maintain good balance and secure footing.

**! NOTE** When you pull the starter grip, do not wrap starter rope around your hand. Do not allow grip to snap back, but guide starter rope slowly back to permit rope to rewind properly.



## SAFETY PRECAUTIONS (CONTINUED)

Failure to follow this procedure may result in injury to hand or fingers or may damage the starter mechanism.

**! WARNING** The Atom Edger is a one-person machine. To reduce the risk of eye or other injury from thrown objects, ensure that bystanders are at least 15 metres (50 feet) away during use. Replace immediately any worn or broken debris deflector shield or blade cover. If approached, release throttle trigger to immediately de-accelerate the engine.

### SAFE WORKING INSTRUCTIONS AND IMPORTANT ADJUSTMENTS

Never operate your machine if it is damaged, improperly adjusted or not completely and securely assembled. At correct idle speed, the blade should not turn. Do not use the Atom Edger with incorrect idle speed; refer speed setting instructions on page 12.

### SAFE MAINTENANCE, REPAIR AND STORING

Use only original Atom replacement parts for maintenance and repair. Use of parts manufactured by others will void warranty and/or may cause serious or fatal injury.

**! WARNING** Always stop the engine, make sure that the blade is stopped, and disconnect the spark plug before adjusting blade height, doing any maintenance or repair work, or cleaning the unit or blade.

Follow the maintenance instructions in the appropriate section of this manual. Any repairs should be carried out by an authorized service dealer or person with suitable servicing experience.

**! WARNING** A worn or damaged muffler is a fire hazard and may cause loss of hearing. Check to see that the muffler is in good condition. The lawn edger must not be operated if the muffler is not functioning properly, is damaged, or has been removed. In order to reduce the risk of fire, do not modify or remove any part of the muffler and ensure it is not worn or broken.

Remember that the risk of forest or grass fires is greater in hot weather.

Check fuel filler cap for leaks at regular intervals. Use the specified spark plug and make sure it and the ignition lead are always in good condition.

**! WARNING** Never touch a hot muffler as burns will result.

Store Atom Edger in a dry, high or locked location and out of reach of children.

**! WARNING** Never store the machine with gasoline inside a building where fumes may reach an open flame or spark (e.g. gas or oil-fired heater appliance, electric motor, etc.).

Before storing for a longer period, always empty the fuel tank.

**! WARNING** Start and operate your unit outdoors and in a ventilated area.

Keep the space behind and beside the engine clear at all times to allow for the escape of hot and toxic exhaust fumes.

Operate your machine under good visibility and daylight conditions only. Work carefully.

**! WARNING** The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

### SAFE WORKING CONDITIONS

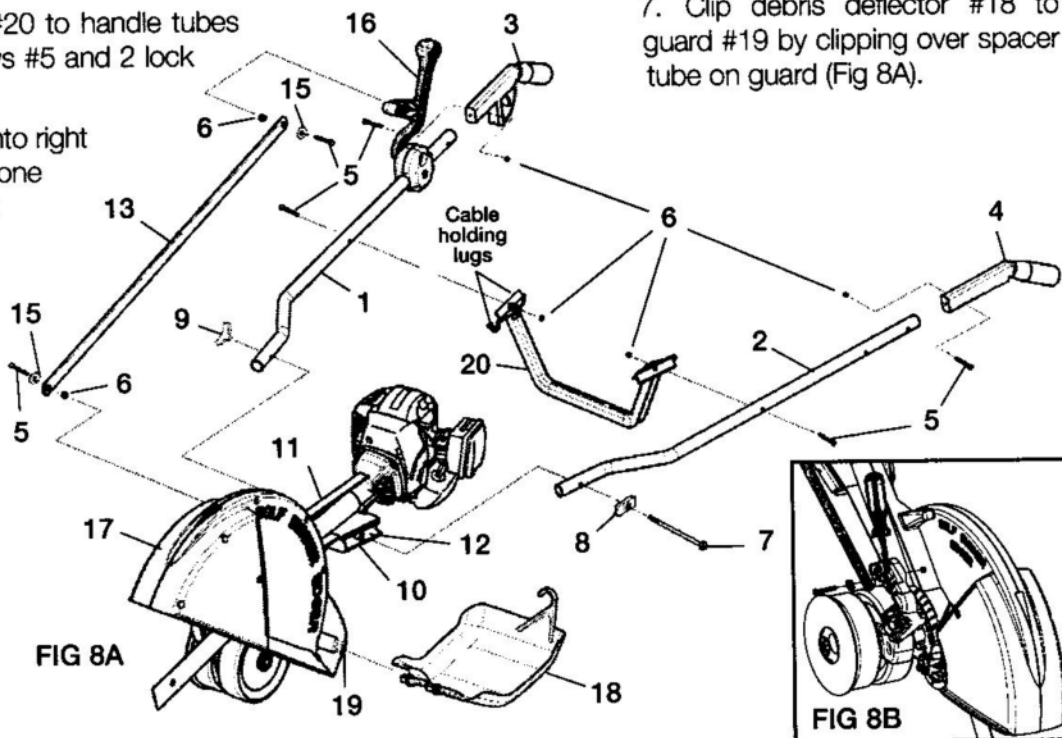
When working with the Atom Edger, always wrap your fingers tightly around each handle. Keep your hands in this position to have your machine under control at all times. NEVER attempt to operate the Atom Edger with one hand, as a loss of control may result in serious or fatal injury.

Make sure the handle grips are in good condition and free of moisture, pitch, oil or grease. Use both hands, one on each handle, to operate and control the lawn edger. Do not overreach. Keep proper footing and balance at all times.

**! WARNING** Do not touch hot engine during and immediately after use as you may burn yourself.

# ASSEMBLING THE ///ATOM GOLF BUNKER EDGER

1. Point black female hex bolt retainer #8 forward and insert the 150mm (6") hex bolt #7 through retainer, through left handle tube #2, through left A.V. rubber saddle #10, through main body #12, through right A.V. rubber saddle #11, through handle tube #1 (Fig 8A).
2. Screw on handle wing nut #9 sufficiently. DO NOT OVERTIGHTEN wing nut as A.V. becomes less effective.
3. Fit handle cross-brace #20 to handle tubes #1 and #2. Use 2 screws #5 and 2 lock nuts #6 provided.
4. Insert trigger handle #3 into right handle tube #1 using one screw #5 and one nut #6 to hold into place.  
NOTE: Throttle cable/switch wire from engine must be fitted under handle and clipped into holding lugs of cross-brace #20. Do not loop throttle/switch wire over handle.
5. Insert left handle #4 into left handle tube #2 using one screw #5 and one nut #6 to hold in place.
6. Attach height adjustment bar #13 to height adjustment handle #16 using 1 screw #5, 1 x washer #15 and 1 nut #6 and tighten. Attach height adjustment bar #13 to height adjuster ball joint #17 using 1 screw #5, 1 x washer #15 and 1 nut #6. To tighten, turn ball joint so slot appears. Put screwdriver into slot to stop ball joint turning and tighten screw (Fig 8B).
7. Clip debris deflector #18 to guard #19 by clipping over spacer tube on guard (Fig 8A).



## FUEL MIX AND FUELING

### ⚠ WARNING

### DANGER!

FUEL IS EXTREMELY FLAMMABLE. HANDLE IT WITH CARE. KEEP AWAY FROM IGNITION SOURCES. DO NOT SMOKE WHILE FUELING YOUR EQUIPMENT.

first, 125ml for every 4 litres of gasoline. Add gasoline. Screw the fuel can cap on tightly and shake the mixture before fueling your machine.

### ⚠ WARNING

Pressure may build up in the canister. Remove fuel cap slowly to avoid injury from fuel spray. Replace fuel cap securely. Take care when handling gasoline. Avoid direct contact with the skin and avoid inhaling fuel vapor.

Before fueling the edger, clean the filler cap and the area around it to ensure that no dirt falls into the tank. Never mix the gasoline and oil in the fuel tank of the edger.

### ⚠ WARNING

Always allow engine to cool before refueling. Accidental spillage of gasoline over a hot engine could cause fire or explosion to occur. See Page 4 - Safety Precautions, Fueling.

Your Atom Edger is powered by a two-stroke, air cooled engine which requires a fuel mixture of gasoline and two-cycle oil that is used for air-cooled engines.

Do not use 2-cycle oil that is used in water-cooled engines (e.g. outboard motors).

### FUEL MIX RATIO

Use a mixture of 32 parts unleaded regular gasoline and 1 part two-cycle oil of good quality such as Castrol 2T 2-cycle oil or equivalent.

Only mix sufficient fuel for a few weeks work and store in an approved safety type container. Pour oil in

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ADJUS

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## FUEL MIX AND FUELING (CONTINUED)

### IMPORTANT

Two-cycle fuel separates and ages. Do not mix more than you will use in a month. Using old fuel can cause difficult starting or engine damage. Shake fuel container to thoroughly mix fuel before each use. Do not attempt to run your engine on gasoline only; this will cause engine failure and void engine warranty.

Need pre-measured engine oil? Contact your local authorized Atom dealer.

### Remember...

- Always mix two-cycle oil with gasoline before fueling your edger. Never, ever run your Edger on gasoline alone. This will ruin your engine and void all warranties.
- Always use a clean gas can and always use unleaded gas.
- Never try to mix the oil and gasoline in the engine fuel tank.
- Always mix oil and gas in the proper proportions: 125ml of two-cycle engine oil to 4 litres of unleaded gasoline.

### ⚠ WARNING

Fill or add fuel to the tank only when the edger is in a horizontal position as shown (Fig. 9). Allow engine to cool down for at least 5 minutes before adding fuel.

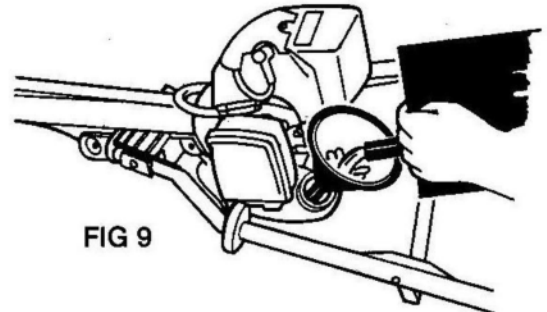


FIG 9

### IMPORTANT NOTE

DO NOT use old or stale oil/gasoline mixture. Always use the proper oil/ gasoline mixture. If you do not, your engine will suffer rapid, permanent damage and you will void the engine warranty.

## STARTING & STOPPING INSTRUCTIONS

1. Place lawn edger on ground in horizontal position (see Fig. 14). Be sure the ignition switch is "ON". Pull switch toward operator to turn ON. Switch located on right side of trigger (See Fig. 10).

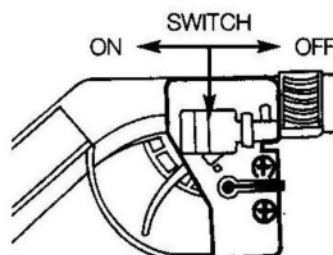


FIG 10

2. Set trigger throttle to 1/2 THROTTLE LOCK by placing hand on handle grip and pushing down safety interlock with thumb, and pulling up and holding trigger with finger (Fig. 11). Then move thumb to hold in 1/2 throttle button, release trigger, then release 1/2 throttle button. Trigger throttle is then engaged at half speed for starting (only).

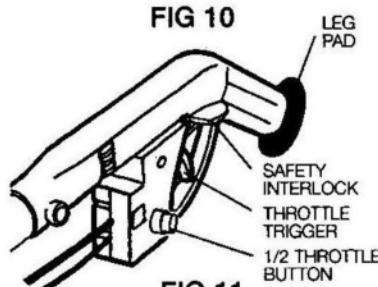


FIG 11

3. COLD START: Slide the choke lever to full choke position (Fig. 12).

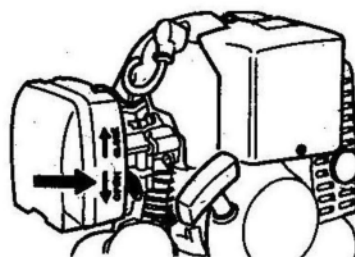


FIG 12

4. Press and release the primer bulb 5 times (Fig. 13).

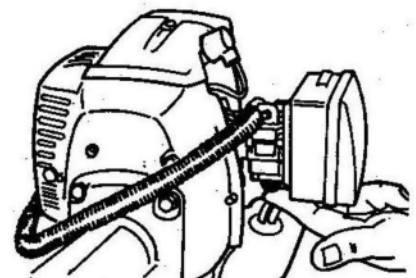


FIG 13

5. Make sure you have a firm footing. Hold down motor with left hand and put one foot on the cross brace. With right hand pull the starter grip slowly until you feel it engage - and then give it a fast pull (Fig. 14).

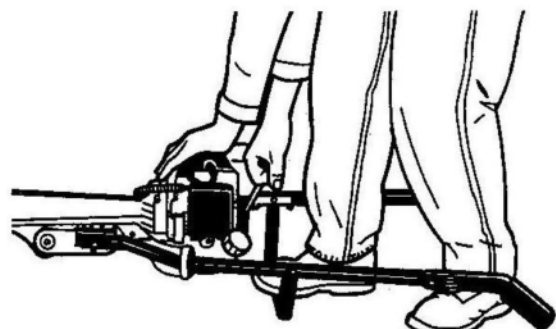


FIG 14

Do not pull out starter rope more than 65cm (26") - it might break. Stand between handles to start. Do not let starter grip snap back. Guide it back slowly so that the starter rope can rewind slowly.

## STARTING & STOPPING INSTRUCTIONS (CONTINUED)

6. PULL THE STARTER ROPE BRISKLY until you hear the engine sound like it wants to run or runs then stops (normally 1-5 pulls).

7. Slide choke lever to PARTIAL CHOKE POSITION (see Fig. 12). Pull starter rope 1-3 times to start engine.

*NOTE: In warm temperature or hot engine, step 7 may not be necessary.*

8. Slide the choke lever to RUN POSITION (Fig.12). Restart and allow the engine to run for a few more seconds on 1/2 throttle lock (engine runs fast). Pull throttle trigger (releases 1/2 throttle lock), & allow throttle trigger to slowly pull back to engine idle.

**! WARNING** The blade will rotate when engine is idling fast, e.g. on starting (1/2 throttle lock) or when engine is cold. TO STOP ENGINE move ignition switch forward into the "STOP" position (Fig. 10).

9. HOT OR WARM START: (Engine has already been started and warmed up). Switch ignition "ON". Set 1/2 THROTTLE LOCK (Fig. 11). Set choke lever to RUN position. Make sure you have a firm footing with one foot on the cross brace. Pull starter until motor runs and let it run for a few seconds before releasing 1/2 THROTTLE LOCK. This allows cooler fuel to enter the carburettor. Allow throttle trigger to slowly pull back to idle.

*NOTE: A built in automatic centrifugal clutch disengages the blade from rotating at engine idle speed. The clutch engages the blade when the engine speed is increased.*

10. Throttle trigger (engine accelerator control) is operated by pushing down interlock with thumb and pulling on trigger (Fig. 11).

11. FLOODED ENGINE: (Engine will not start). If smoke or fuel comes from exhaust and engine will not start.

a) Check that ignition switch is "ON", CHOKE LEVER is on RUN position, throttle is set on 1/2 THROTTLE LOCK position.

b) Pull starter rope up to 10 times to clear engine of fuel so it can start.

c) If engine has excessive fuel that cannot be cleared by (a) & (b) above, remove spark plug from engine and from spark plug terminal, crank engine to clear excess fuel, wipe and dry spark plug of all fuel, re-install spark plug and terminal, and restart as above.

12. To stop engine push switch slide on right side of throttle trigger forward.

**! WARNING** TO AVOID PERSONAL INJURY, NEVER CARRY THE EDGER WHILE THE ENGINE IS RUNNING. Stay clear of the rotating blade. Stop the engine prior to making adjustments and cleaning.

### AFTER FINISHING WORK

Storing for a short period: Keep the unit in a dry place until you need it again. Do not store where open flame or electrical machinery is operating.

Storing for a long period: Drain the fuel tank and run engine until carburettor is dry.

## EDGING INSTRUCTIONS

### SETTING HEIGHT ADJUSTMENT

1. As you edge around the bunker, you will have to adjust the height adjustment according to the depth of the bunker. There are 6 numbered height settings (see Fig 15).

2. To operate the height adjustment, move spring loaded height adjustment arm located on the right hand handle, to the right. Place leg pad on the end of the right hand handle, onto your thigh to help you move the height adjustment arm (see Fig 16). Then move the height adjustment arm forward to lower the height adjustment to the required height. This will lower the depth of the blade in relation to the ground. By pulling the height adjustment arm back will raise the height adjustment. This will raise the blade in relation to the ground. By moving the height

adjustment arm to the left, the height adjustment pin will engage in the required position (see Fig 16).

3. Generally the low side of the bunker where the sand is level with the grass requires the height adjustment to be raised. Use settings 1, 2 or 3.

On the high side of the bunker, the height adjustment can be lowered to the lower setting, i.e. setting no.4, 5 or 6.

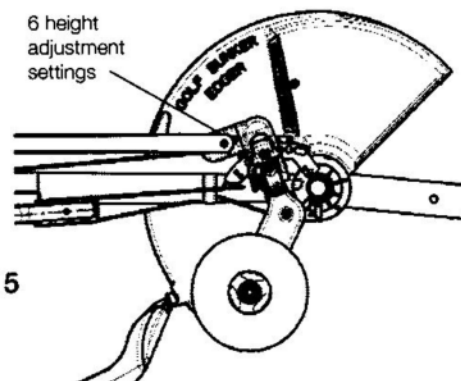


FIG 15



## EDGING INSTRUCTIONS (CONTINUED)

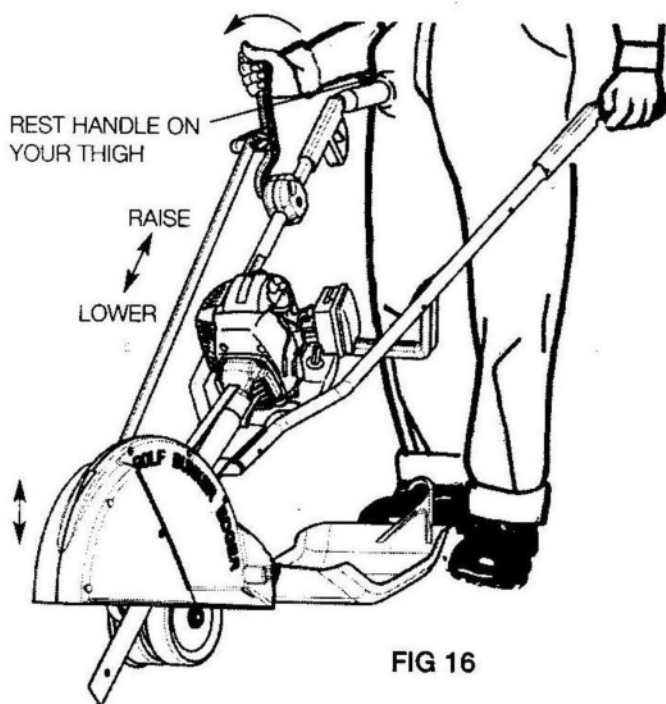


FIG 16

### EDGING THE BUNKER

4. Thoroughly inspect the area where the edger is to be used and remove all stones, sticks, wires and other foreign objects.

5. Line edger up along lip of bunker edge. You can see the edge by looking through the viewpoints at either side of the guard (see Fig 17). Set height adjustment at setting No.1.

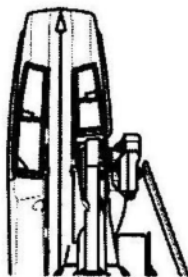


FIG 17

6. Lower the handles slightly and rev the engine up by pulling on the throttle lever so the blade is spinning at high speed. Then raise the handles so the blade contacts the grass. Always edge the bunker in a counter clockwise direction. Adjust the height adjustment to the required depth.

7. As cutting action begins, move the edger forward so that the blade can cut the edge as you move forward. When edging, you will be able to see where you are edging by looking through the viewports on either side of the guard. You will become accustomed to its operation with practice.

### ! WARNING

Only operate unit when moving forward. DO NOT operate walking backwards, as you may trip causing you serious injury.

### ! WARNING

Do not use this edger along deep sloping bunkers, otherwise you may slip or fall causing you serious injury.

8. On shallow sloping bunkers, the disc will help to grip into the grass to reduce the chances of it slipping into the bunker. Always edge the bunker so the blade is running in the vertical plain.

9. If blade jams or stops in the ground, lower handles or pull back unit and recommence.

### ! NOTE

When cutting efficiently, engine speed should be full throttle under load.

### ! WARNING

Stalling the blade in the ground for several seconds may cause the clutch to burn out. Always maintain the blade turning at high speed.

### ! NOTE

Keep inside of blade guard clean, especially in wet conditions. A clogged guard can slow down or stop blade rotation and may cause damage to automatic safety clutch. Always operate blade at high speed when edging.

### ! WARNING

Always keep a firm footing when edging. Do not walk quickly around bunker whilst edging, otherwise you may slip or fall causing you serious injury.

## EDGING INSTRUCTIONS (CONTINUED)

### TRANSPORTING THE EDGER

10. Stop engine. Raise height adjustment of wheel to Position 1. Hook the debris deflector onto the handle as shown (Fig 18).

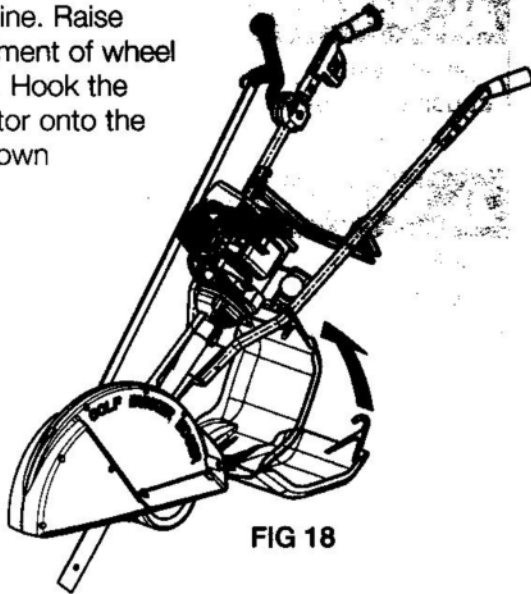


FIG 18

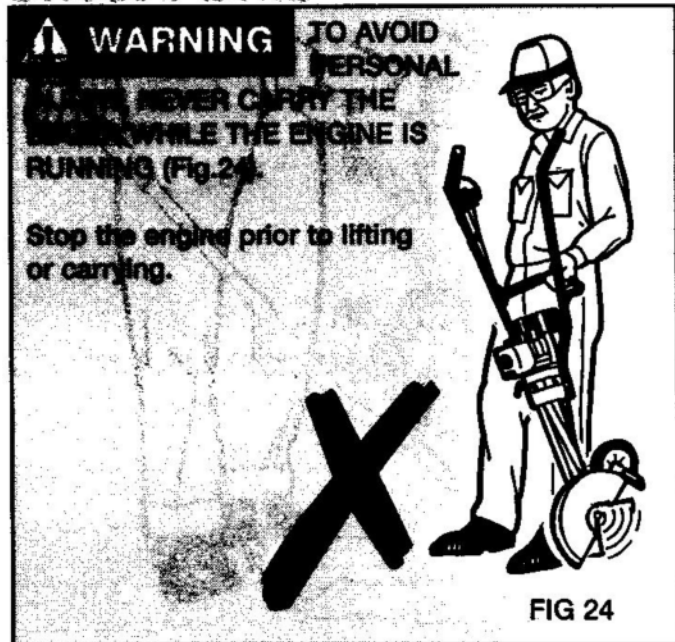


FIG 24

## MAINTENANCE INSTRUCTIONS

### BLADE REPLACEMENT

1. Stop engine. Clean area around dust cover #44042 and pry out with screwdriver (Fig. 25) exposing 14mm hex head for unscrewing blade nut.

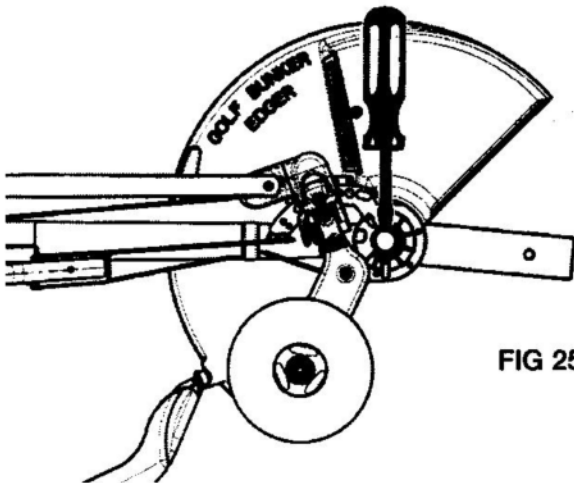


FIG 25

2. Through dust cover hole, place 14 mm socket and place 17 mm wrench on blade nut (Fig. 26).

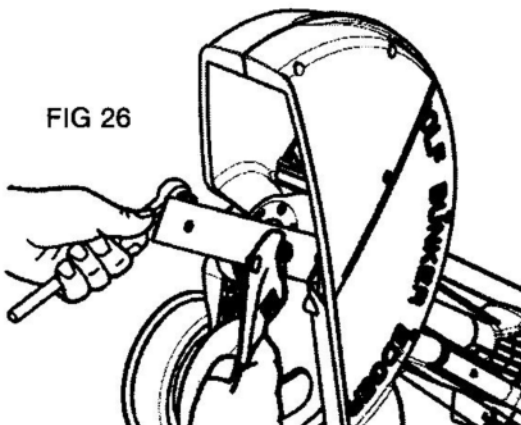


FIG 26

3. Unscrew nut counter (anti) clockwise (normal right hand thread).

4. Remove 2 small washers, one large washer and the blade (Fig 27). Before installing blade and washers, clean all grit and grease. Assemble these parts clean and dry. Fit large washer, new blade, large washer, 2 small washers, and nut. Tighten nut to 15-20 ft. lbs. (20-27Nm) or hand tight with 8" (200mm) or longer spanner.

#### FITTING INSTRUCTIONS

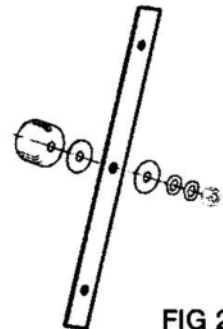


FIG 27

5. Clean plastic dust cap and housing; press back by gently tapping into place. Clean inside blade cover of any built up dirt.

**! WARNING** USE ONLY ATOM BLADES. Other blades have larger size holes (1/2") which will cause out-of-balance vibrations which will damage unit and cause injury. Other blades can also break and cause major injury.

**! NOTE** Do not run engine without blade tightened to blade shaft as gear damage will occur. Do not use other thicker blades as you will damage the unit.

## MAINTENANCE INSTRUCTIONS (CONTINUED)

### TO REMOVE BLADE COVER LID

Remove 6 screws as shown (Fig 28). Lift off cover. To reinstall, reverse procedure with blade cover metal support (#43109) in place.

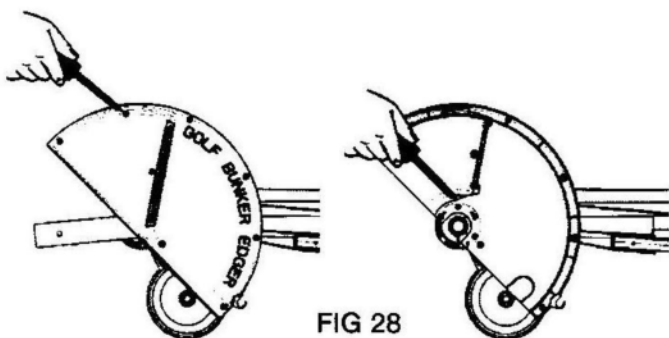


FIG 28

### LOOSE BLADE

Follow steps 1 and 2 of Blade Replacement and tighten nut clockwise.

### LUBRICATION OF GEARS

There is usually sufficient grease to last at least 6 months or 125 hours for professional use before topping it up. The grease in the gear case should be added according to use. Use a light, free-flowing lithium-based grease such as Castrol EPL1 or its equivalent. This is available in a handy to use squeeze pack with nozzle (#43227). Remove two screws marked FILL and BLEED. Inject grease into FILL screw hole and allow grease to begin to eject from BLEED hole indicating gear box is 3/4 full (Fig.29). Refit and tighten BLEED screw and squeeze in 3 to 4 more lots of grease. Refit FILL screw and tighten.

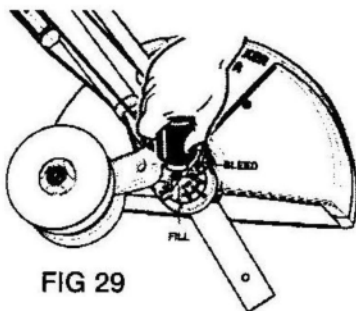


FIG 29

*NOTE: Do not use light or heavy gear oil as it might leak out. If case joint is damaged, clean and dry and use a gasket sealant. Replace o-ring if damaged. Tighten all screws. Refill casing.*

### SPARK PLUG

Recommended spark plug is a Champion RCJ-6Y, or NGK BPMR7A. Specified electrode gap is:

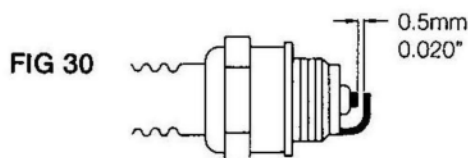


FIG 30

### CHECKING THE SPARK PLUG

If engine is low on power, difficult to start or runs poorly at idling speed, check the spark plug.

- Allow engine to cool down.
- Remove spark plug.
- Clean dirty spark plug.
- Check electrode gap.
- Rectify faults which have caused fouling of spark plug. Possible faults include:
  - Incorrect carburetor setting.
  - Too much oil in oil tank.
  - Old fuel.
  - Dirty air filter.
  - Unfavorable running conditions (e.g. operating at part load).

**Do not clean the spark plug in an abrasive grit spark plug cleaner, as expensive damage to the engine could occur through loose grit damaging chrome in cylinder bore.**

Fit a new spark plug after approximately 100 operating hours or earlier if electrodes are badly eroded.

#### ! NOTE

Using spark plugs other than those designated may result in the engine failing to operate properly or in the engine becoming overheated and damaged.

### AIR FILTER MAINTENANCE

#### ! NOTE

Clean and re-oil the air filter every 5 hours of operation or daily. Sand from bunkers is very abrasive and can damage engine quickly (Fig 31 & 32).

The air filter is one of the most important areas to maintain. If it is not maintained, you will void the warranty. Before cleaning, make sure the unit is turned off.

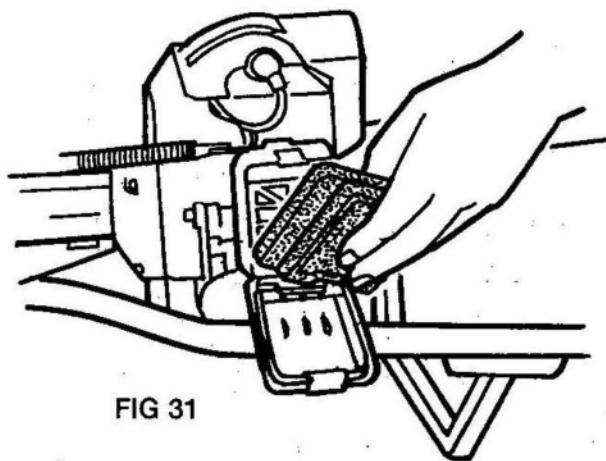


FIG 31

## MAINTENANCE INSTRUCTIONS (CONTINUED)

2. If filter torn or very dirty replace.

3. Wash the filter in detergent and water (Fig. 32). Rinse the filter thoroughly and allow it to dry.

4. Apply enough clean SAE 30 oil to saturate the filter when squeezed. Squeeze the filter to spread the oil and to remove excess oil.

5. Reinstall the filter (Fig. 31) air filter cover.

6. Note sequence of parts (Fig 33A).



FIG 32

### ! NOTE

If the unit is operated with dry or dirty filter or without the air filter &/or carburettor air filter cover, you will void the warranty.

### ! NOTE

CHECK TIGHTNESS OF SCREWS at regular intervals and retighten as necessary especially during the first few hours of operation.



FIG 33A

## CARBURETTOR

This unit is equipped with a diaphragm-type carburettor that has been carefully calibrated at the factory. In most cases, no further adjustment will be required. The condition of the air filter is important to the operation of the edger. A dirty air filter will restrict the air flow, which upsets the fuel-air mixture in the carburettor. The resulting symptoms are often mistaken for an out-of-adjustment carburettor. Therefore, check the condition of the air filter before adjusting the carburettor. Refer to Air Filter Maintenance on page 11. If the following conditions are experienced, it may be necessary to adjust the carburettor:

- The engine will not idle.
- The engine hesitates or stalls on acceleration.

- The loss of engine power that is not corrected by cleaning the air filter and muffler.
- The engine operates in an erratic or fuel-rich condition (indicated by excessive exhaust smoke from the muffler).

### ! NOTE

Careless adjustments can seriously damage the carburettor &/or engine.

## ADJUSTING THE CARBURETTOR

1. The idling screw adjustment is accessible without removing the air filter cover. See Fig. 33B. To increase engine idle speed, turn IDLE SCREW (#1) clockwise (Refer Fig.33B). To decrease engine speed, turn IDLE SCREW counter (anti) clockwise. Throttle trigger to be in idle position.

2. If air filter is dirty then correct idle adjustment can not be made and air filter must be cleaned. Refer to Air Filter Maintenance and Figs 31, 32 and 33A.

### ! NOTE

Edger blade NOT to rotate when engine is idling.

### ! NOTE

Throttle cable wire is NOT to be pulled tight (against trigger throttle). Trigger to have small initial movement before it pulls cable and carby throttle lever.

The throttle cable normal play is .040" to .080" (1 to 2mm) when measured at the carburettor side. Re-adjust with the cable adjuster (#2) as required and re-adjust the idle screw (#1) on carburettor as required.

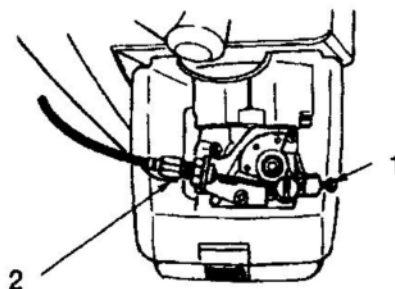


FIG 33B

### ! NOTE

No mixture screws for high or low speed settings are fitted to this carburettor. Use clean fuel and clean air filter. No other adjustment is required due to fixed jets fitted.



## MAINTENANCE INSTRUCTIONS (CONTINUED)

### FUEL FILTER

When the engine runs short of fuel supply and the tank has gasoline in it, clean the fuel filter for blockage (Fig. 34).

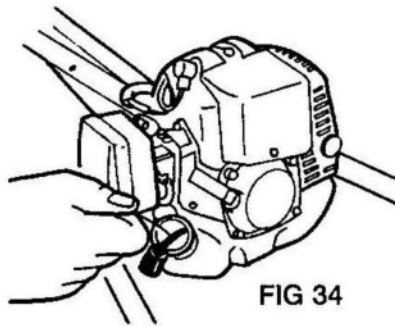


FIG 34

### CHECKING EXHAUST MUFFLER

Tighten exhaust screws. If exhaust gasket is leaking, replace gasket. If the engine is low on power, check the muffler. Allow motor to cool down. Remove and scrape out excess carbon (Fig. 35) on both inlet and exit exhaust or have this done by a service dealer. Replace exhaust spark arrestor if worn, broken or blocked.

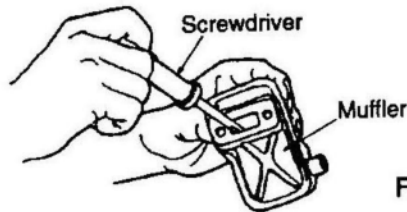


FIG 35

### ! NOTE

If debris causes blockage around the intake air cooling vent or between the cylinder fins, it may cause the engine to overheat, and that in turn may cause mechanical failure on the part of the Atom Edger. Remove air deflector to clean.

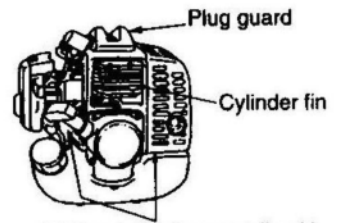


FIG 37

Intake air cooling vent (back)

## TROUBLE SHOOTING TIPS

Engine will not run or runs and stops.

1. Ignition switch is OFF.
2. Choke ON.
3. Partially empty fuel tank.
4. Primer bulb not pushed enough times.
5. Engine is flooded.

1. Turn switch on.
2. Push choke to OFF position.
3. Fill tank.
4. Press primer bulb fully and slowly 5 times.
5. Use starting procedure without choke.

Cutting blade does not turn when operating

1. Blade cover filled with dirt/grass.
2. Clutch slipping.
3. Loose bladenut.
4. Choke partly on.
5. Washers missing.
6. Spacers or parts missing.

1. Clean
2. Cut less depth. Check blades are rotating. Edge at full throttle.
3. Tighten bladenut.
4. Push choke to OFF position.
5. Re-fit washers.
6. Re-fit missing parts.

Gear case leaking

1. Loose screws.
2. Broken O-ring.
3. Grease too thin or oil used.

1. Tighten.
2. Replace.
3. Refill with correct grade grease. See pg 13.

Noisy gears

1. No lubricant in gearcase.
2. Loose bladenut or gear adjustment incorrect.

1. Refill.
2. Reassemble parts correctly.

### ! NOTE

For Engine Troubleshooting see pages 18 and 19.

# ///ATOM MODEL 601 LAWN EDGER PARTS LIST

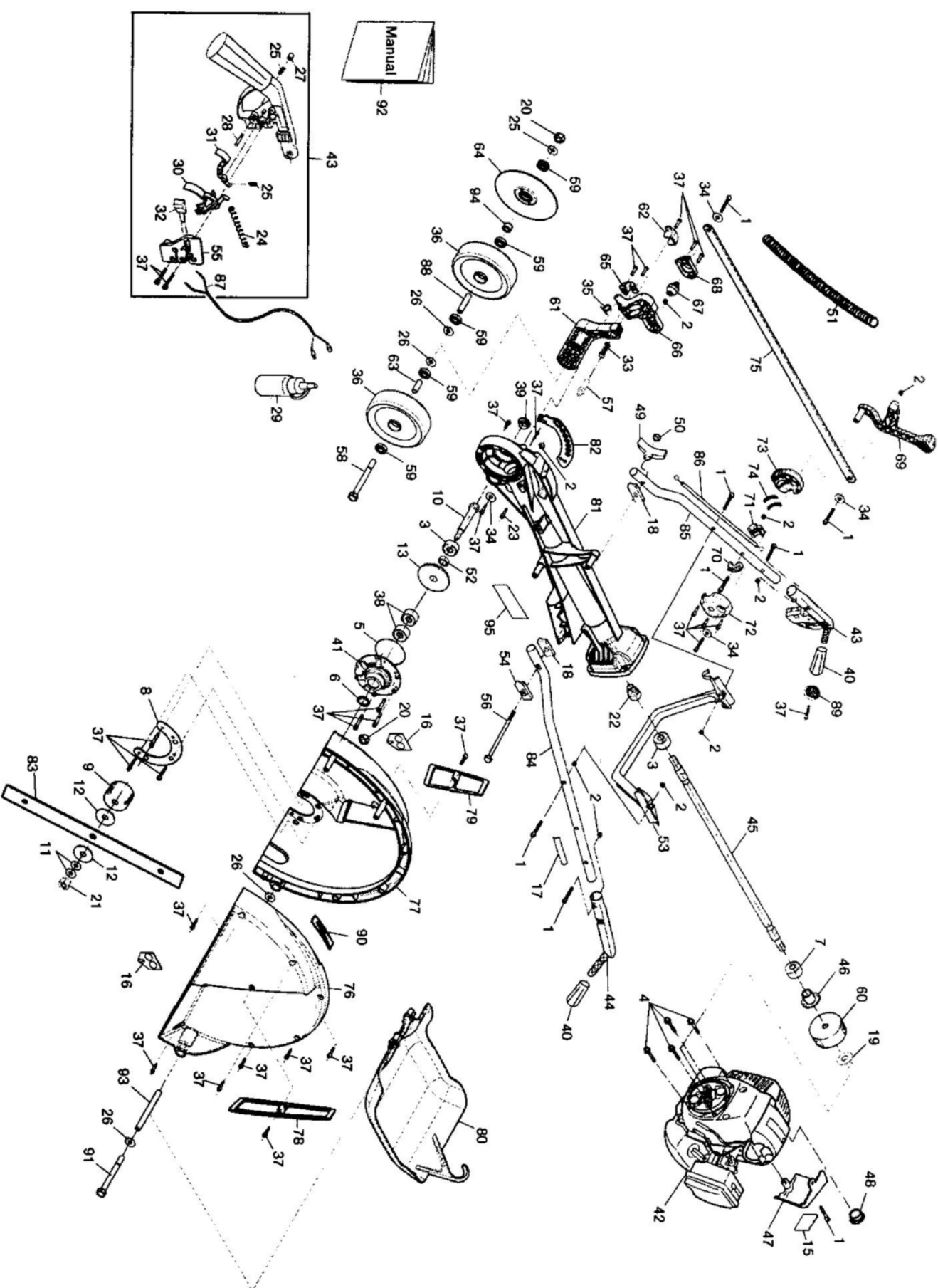
KEY #	PART #	DESCRIPTION
1	40650	SCREW M5 x 36mm
2	40652	NUT NYLOC 5mm
3	40835	N.BEARING 32 x 10 x 12 W/SEAL
4	40838	HEX SCREW 6mm X 19mm
5	40906	"O" RING 64 X 1.75MM
6	42112	FELT SEAL
7	43108	BEARING 37 x 12 x 12
8	43109	BLADE COVER SUPPORT
9	43112	BLADE DRUM
10	43114	BLADE SHAFT DRIVE
11	43115	BLADE WASHER SMALL
12	43116	BLADE WASHER LARGE
13	43122	CROWN GEAR L/E
14	43125	SPACER 15.5MM
15	43127	WARNING LABEL HOT MOTOR
16	43128	WARNING LABEL BLADE COVER
17	43133	WARNING LABEL HANDLE
18	43142	HANDLE AV RUBBER
19	43163	FLANGE NUT 3/8 UNC
20	43172	NUT NYLOC 3/8"
21	43173	NUT M12 X 1.75
22	43176	PINION GEAR LONG (25.4mm)
23	43179	BEARING SCREW M5 X 39
24	43198	TRIGGER COMP.SPRING
25	43199	SPRING,SMALL
26	43218	WASHER 9.77 x 19.05 x 1.6 Z/P
27	43223	THROTTLE HALF BUTTON
28	43224	THROTTLE LOCK PIN
29	43227	GREASE & DISPENSER
30	43288	THROTTLE TRIGGER
31	43292	THROTTLE INTERLOCK
32	43294	SWITCH SLIDE RED
33	43452	HT.ADJ. ARM COMP SPRING
34	43484	WASHER 22.43 X 5.94
35	43719	DEFLECTOR SPRING
36	43765	WHEEL ONLY
37	43790	SCREW 5.5mm for plastic
38	43860	BEARING 32x10x12 + 4mm
39	43910	DUST PLUG RED
40	43922	RUBBER HANDLE GRIP
41	44438	G. MAIN BODY BEARING COVER
42	43947	KOMATSU-ZENOAH MOTOR G34L
43	43960	PRO HANDLE THROTTLE ASSY.
44	43961	PRO LH HANDLE
45	43978	PRO SHAFT (USES FLANGED NUT)
46	43980	FLANGE BUSH SPACER
47	44000	PRO AIR DEFLECTOR (KOM G34L)
48	44001	PRO AIR COWL PLUG (KOM G34L)
49	44003	HANDLE KNOB BLACK W/NUT

KEY #	PART #	DESCRIPTION
50	44006	NUT 1/4" BSW
51	44012	CORRUGATED LOOM 400mm
52	44016	SPACER 8.35mm
53	44062	HANDLE CROSS BRACE
54	44064	HANDLE BOLT HEX PIECE BLACK
55	44069	HANDLE HOUSING SMALL RH
56	44074	HANDLE BOLT 1/4" X 6" BSW
57	44302	HT ADJ PIN
58	44439	G. WHEEL AXLE BOLT 3/8" x 5"
59	44305	SEALED BEARING 28x8x12.8mm
60	44312	PRO CLUTCH DRUM CUP(32mm LONG)
61	44401	GOLF WHEEL ARM
62	44402	HT. ADJ. KNOB
63	44403	WHEEL AXLE TUBE SPACER 32.5
64	44404	STEEL W/HUB DISC (DIA. 165mm)
65	44406	WHEEL ARM LEVER BRACKET
66	44407	WHEEL ARM LEVER
67	44408	BALL JOINT
68	44409	BALL JOINT COVER
69	44410	HT. ADJ OPERATOR HANDLE
70	44411	HT. ADJ. TUBE BRACKET LH
71	44412	HT. ADJ. TUBE BRACKET RH
72	44413	INTERNAL BRACKET LH
73	44414	INTERNAL BRACKET RH
74	44415	SPRING L51mm FOR # 44412
75	44416	HT. ADJ. BAR
76	44417	BLADE COVER LH
77	44418	BLADE COVER RH
78	44419	SCREEN FOR #44417
79	44420	SCREEN FOR #44418
80	44421	GOLF DEBRIS DEFLECTOR
81	44422	GOLF MAIN CASING
82	44423	HT ADJ PLATE
83	44424	GOLF BLADE 17.1/4"
84	44425	GOLF TUBULAR HANDLE LH
85	44426	GOLF TUBULAR HANDLE RH
86	44427	GOLF THROTTLE CABLE ASSY
87	44428	GOLF IGNITION SWITCH WIRE
88	44429	WHEEL AXLE TUBE SPACER LONG 56.6mm
89	44430	LEG PAD
90	44431	GOLF EDGE SIGHT PIECE
91	44432	BOLT, DEBRIS DEFLECTOR 3/8 x 4.5"
92	44433	MANUAL, GOLF EDGER 601
93	44435	SPACER, DEBRIS DEFLECTOR L89mm
94	44436	DISC SPACER BUSH L13.1mm
95	44437	LABEL ATOM (GOLF)

**Key # 42 - For Model 650 use Part # 48002**

**Key # 47 - For Model 650 use Part # 43965**

**Key # 87 - For Model 650 use Part # 44165**



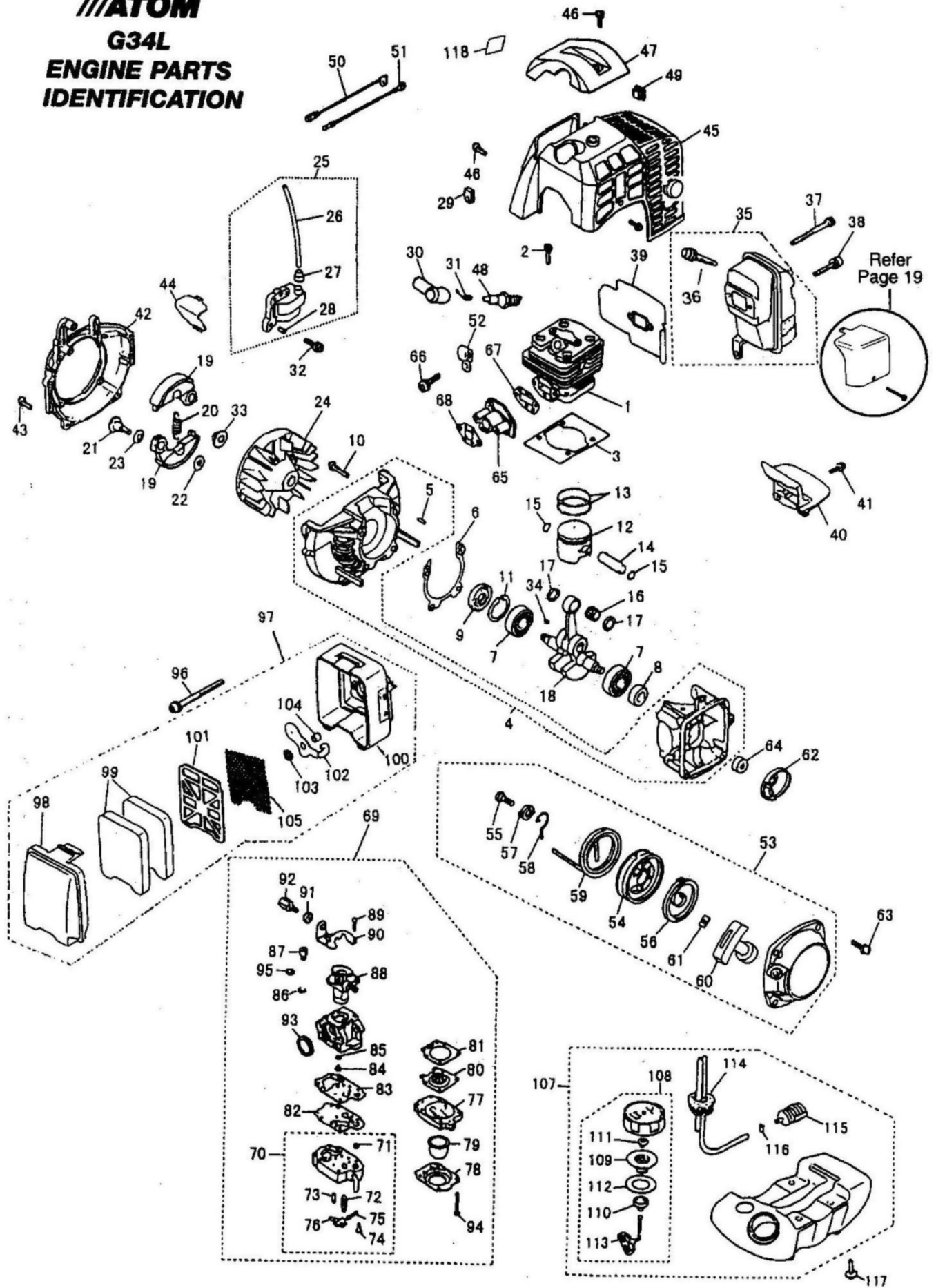
**///ATOM MODEL 601 LAWN EDGER PARTS LIST**

# ///ATOM G34L ENGINE PARTS LIST

KEY #	PART #	DESCRIPTION	QTY	KEY #	PART #	DESCRIPTION	QTY
1	46600	Cylinder	1	60	46659	Knob	1
2	46601	Bolt, M5 x L20	4	61	46660	Plate, Stopper	1
3	46602	Gasket, Base	1	62	46661	Pulley	4
4	46603	Crankcase Comp.	1	63	46662	Screw, M6 x L14	1
5	46604	Pin	3	64	46663	Collar	1
6	46605	Gasket, Case	1	65	46664	Insulator	2
7	46606	Bearing	2	66	46665	Screw, M5 x L20	1
8	46607	Oil Seal	1	67	46666	Gasket, Insulator	1
9	46608	Oil Seal	1	68	46667	Gasket, Carburettor	1
10	46609	Bolt, M5 x L30	4	69	46668	Carburettor Assembly	1
11	46610	Snap Ring	1	70	46669	Body Assembly	1
12	46611	Piston	1	71	46670	Screen	1
13	46612	Ring	2	72	46671	Valve	1
14	46613	Pin	1	73	46672	Spring	1
15	46614	Ring	2	74	46673	Screw	1
16	46615	Bearing	1	75	46674	Pin	1
17	46616	Washer	2	76	46675	Lever	1
18	46617	Crankshaft Comp.	1	77	46676	Body, Purge	1
19	46618	Shoe, Clutch	2	78	46677	Cover, Pump	1
20	46619	Spring	1	79	46678	Pump, Priming	1
21	46620	Screw	2	80	46679	Diaphragm	1
22	46621	Washer	2	81	46680	Gasket, Diaphragm	1
23	46622	Washer	2	82	46681	Diaphragm, Pump	1
24	46623	Rotor	1	83	46682	Gasket, Pump	1
25	46624	Coil Assembly	1	84	46683	Jet	1
26	46625	Cord	1	85	46684	O-Ring	1
27	46626	Cap	1	86	46685	Ring	1
28	46627	Pin	2	87	46686	Swivel	1
29	46628	Grommet	1	88	46687	Valve Assembly	1
30	46629	Cap, Plug	1	89	46688	Screw	2
31	46630	Spring	1	90	46689	Bracket	1
32	46631	Bolt M4 x L22	2	91	46690	Nut, Adjuster	1
33	46632	Nut	1	92	46691	Screw, Adjuster	1
34	46633	Key	1	93	46692	Ring	1
35	46634	Muffler Assembly	1	94	46693	Screw	4
36	46635	Arrestor	1	95	46694	Washer	1
37	46636	Bolt, M5 x L60	2	96	46695	Screw, M5 x L50	2
38	46637	Bolt, M5 x L14	1	97	46696	Cleaner Assembly	1
39	46638	Gasket	1	98	46697	Cover	1
40	46639	Plate	1	99	46698	Filter	2
41	46640	Screw, M5 x L14	1	100	46699	Housing	1
42	46641	Cover	1	101	46700	Plate	1
43	46642	Bolt, M5 x L20	4	102	46701	Valve	1
44	46643	Plate	1	103	46702	Washer	1
45	46644	Cover	1	104	46703	Sleeve	2
46	46645	Screw, M5 x L12	4	105	46704	Screen	1
47	46646	Guard	1	107	46705	Tank Assembly	1
48	46647	Spark Plug	1	108	46706	Cap, Assembly	1
49	46648	Grommet	1	109	46707	Holder	1
50	46649	Cord	1	110	46708	Cap	1
51	46650	Cord, Earth	1	111	46709	Valve	1
52	46651	Clamp	1	112	46710	Packing	1
53	46652	Recoil Assembly	1	113	46711	Stopper	1
54	46653	Reel	1	114	46712	Pipe Clamp	1
55	46654	Screw	1	115	46713	Filter Assembly	1
56	46655	Spring, Spiral	1	116	46714	Clip	1
57	46656	Collar	1	117	46715	Screw, M5 x L22	4
58	46657	Arm	1	118	46716	Label	1
59	46658	Shroud Extension and Stand	1				

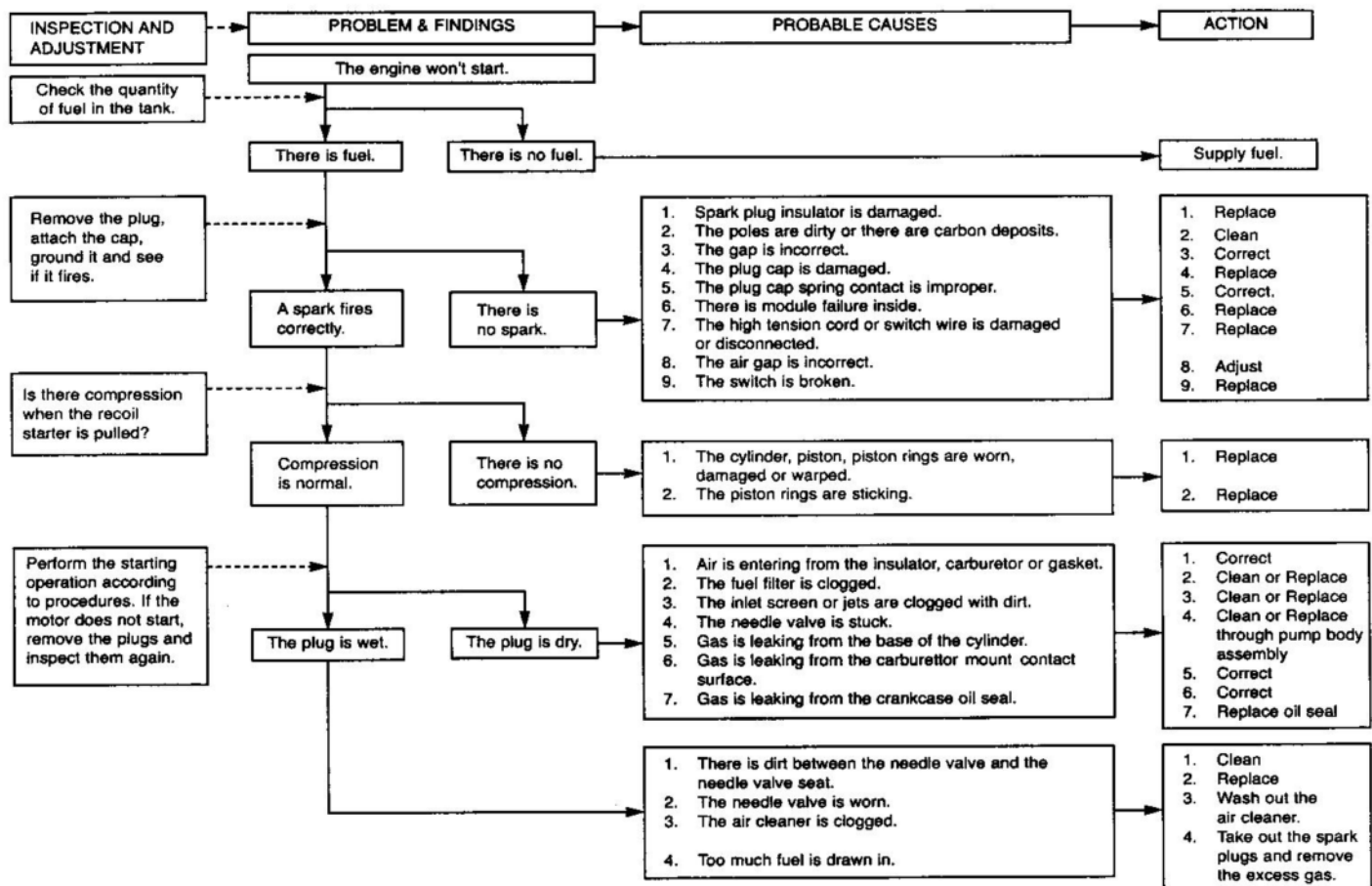


# **///ATOM** **G34L** **ENGINE PARTS** **IDENTIFICATION**

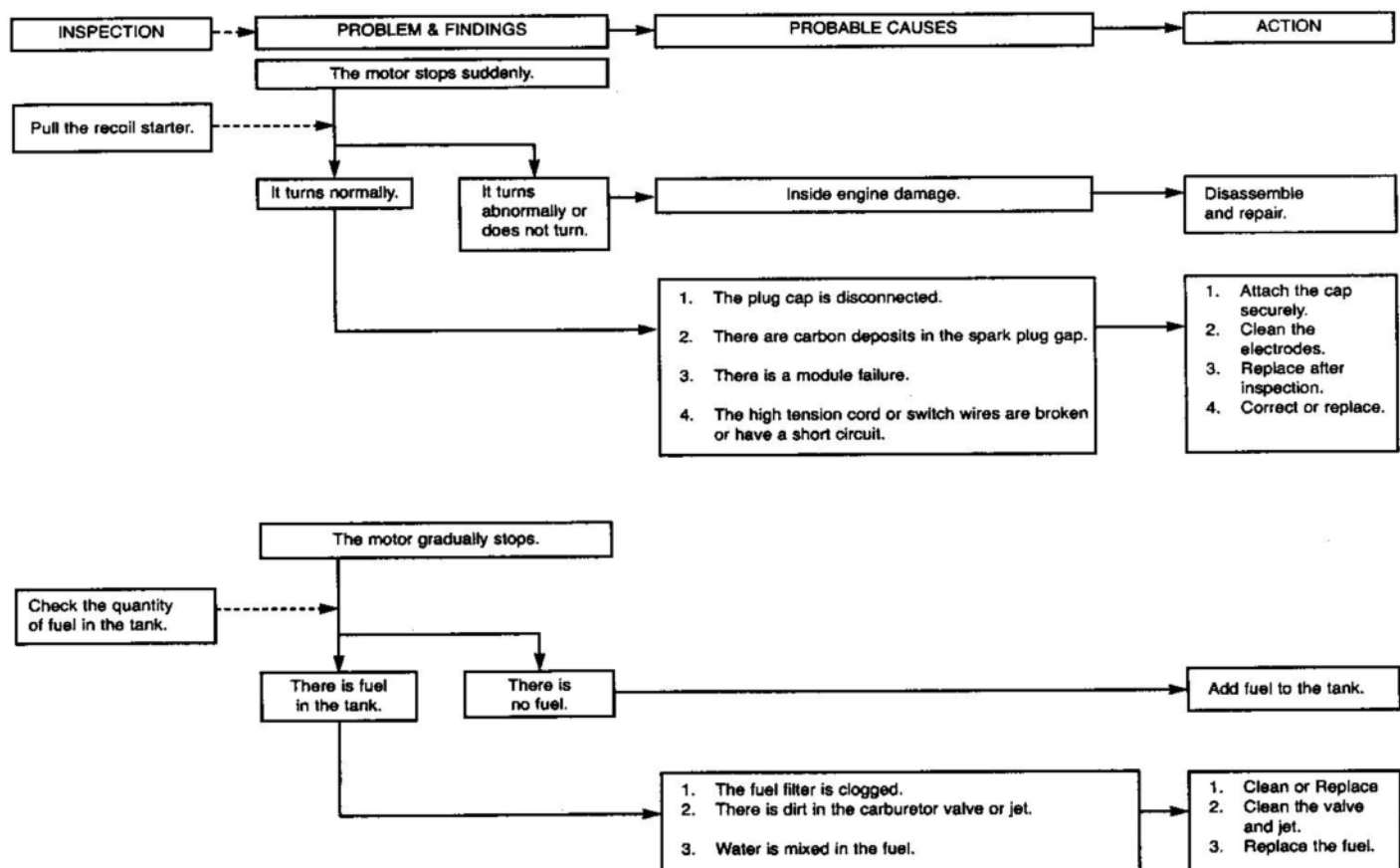


# ENGINE TROUBLESHOOTING

## HARD STARTING - MISSING ROUGH RUNNING

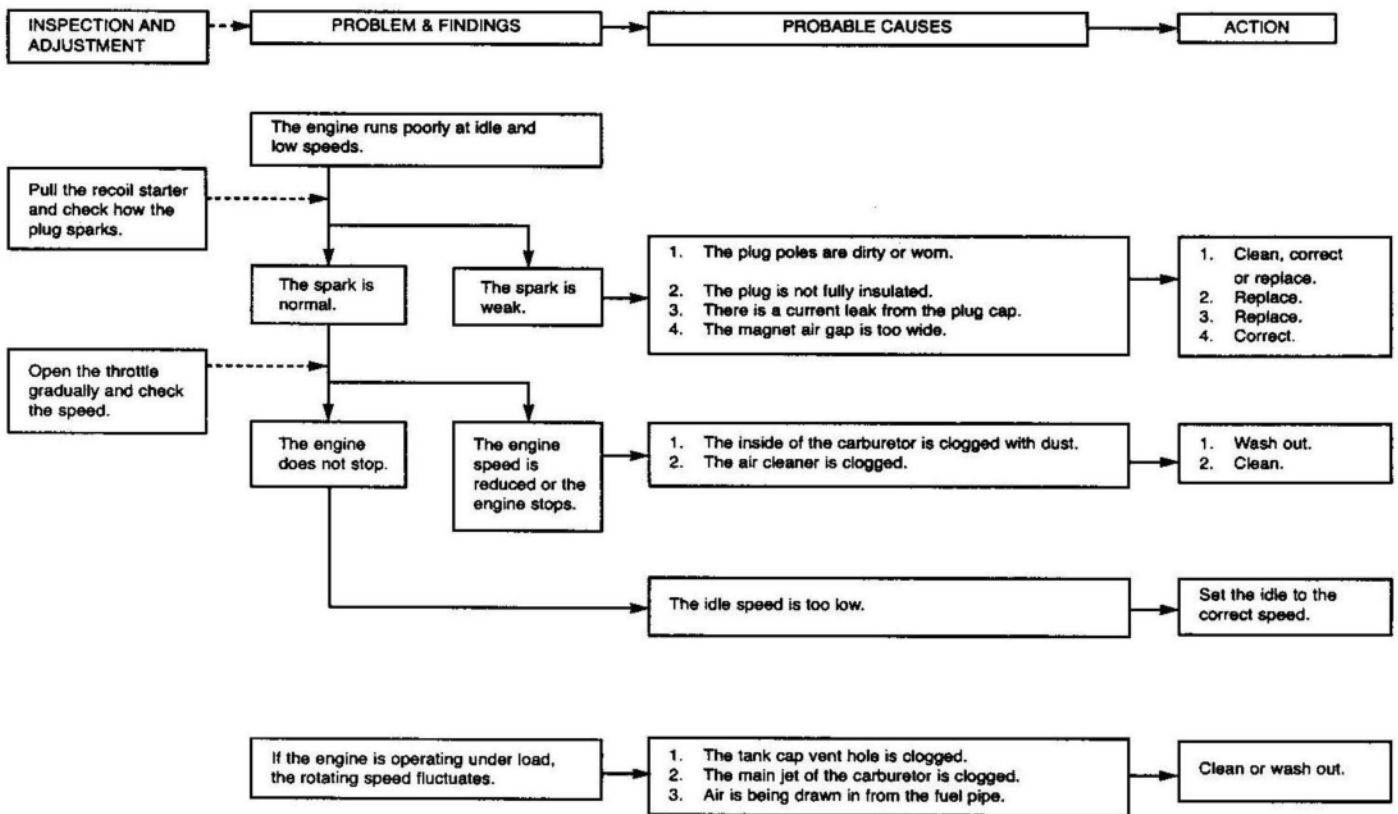


## ENGINE STALLS DURING OPERATION

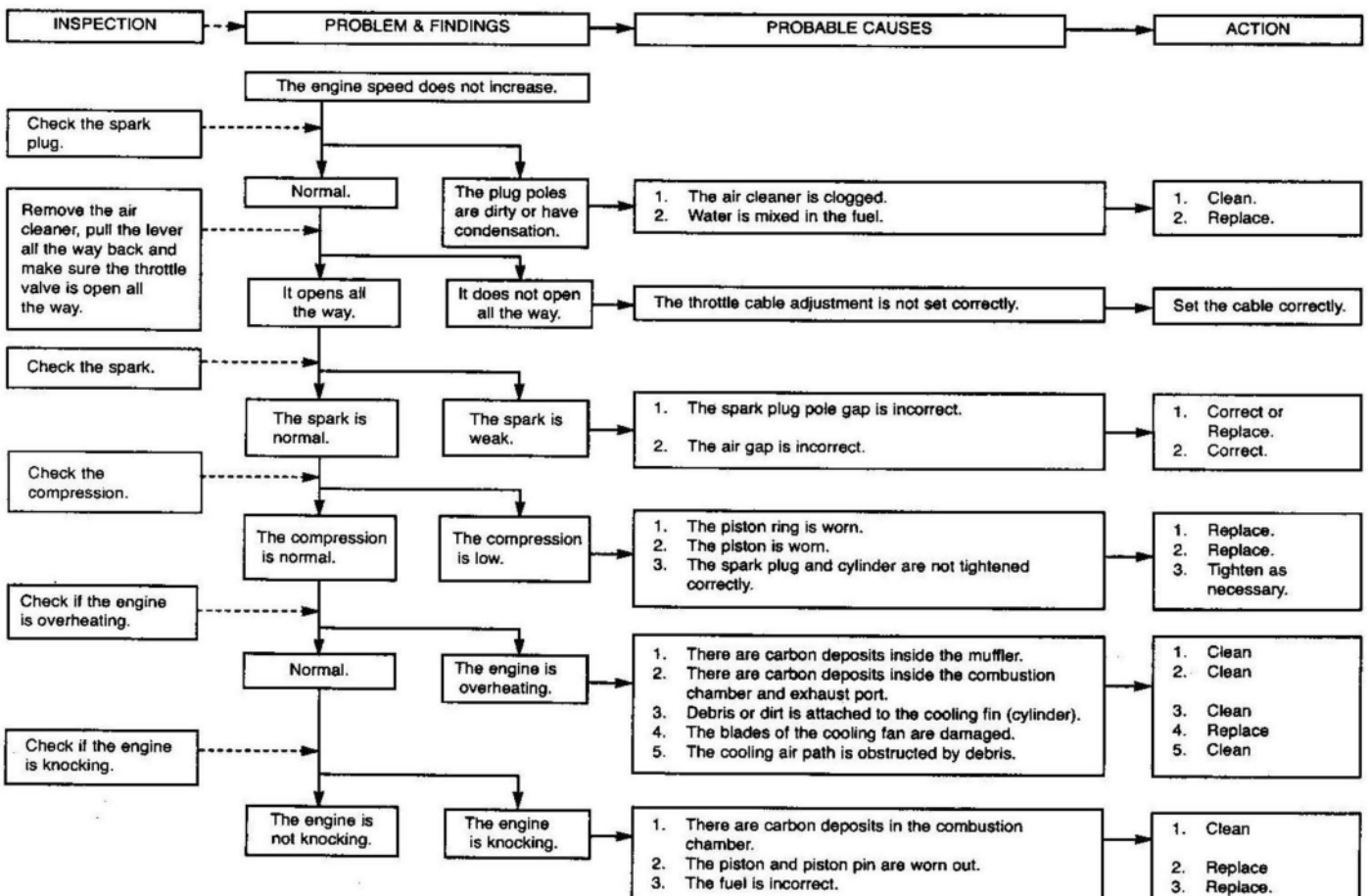


# ENGINE TROUBLESHOOTING (CONTINUED)

## THE ENGINE RUNS POORLY



## INSUFFICIENT POWER OUTPUT



# COMPLETE WORKSHOP MANUAL

## ! NOTE

This information is for persons with suitable servicing experience should this unit ever require workshop repair.

## REMOVING AND REPLACING THROTTLE CABLE

1. Loosen 2 throttle trigger cover screws (A). Pull outer cable forward and lift inner cable and lug out of slot in cover (Figs 38 & 39).

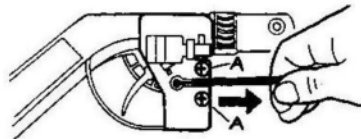


FIG 38

2. To replace throttle cable, reverse above procedure. Outer cable must be pushed fully in before screwing down cover screws (Fig 40)

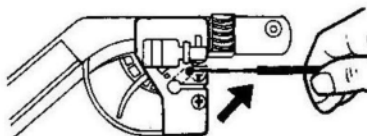


FIG 39

3. At engine end, unclip cable end ferrule from throttle cable holder (1) and pull cable through cable adjuster (2). To replace reverse procedure.

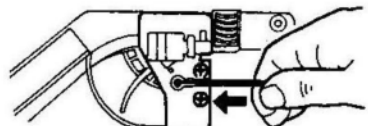


FIG 40

## REMOVING AND REPLACING SWITCH WIRE

1. Remove throttle trigger cover by removing 2 screws (A) shown in Fig 38.

2. Cut or squeeze old terminals of old switch wire to extract same from slide and cover.

3. Fit bayonet terminals of new switch wire (Fig 43).



## WARNING

The right terminal pushed into the red switch slide **MUST** have it's "backside" facing left, towards the left terminal. The left terminal, when pushed into the black cover must lay on it's "back" (Fig 43).

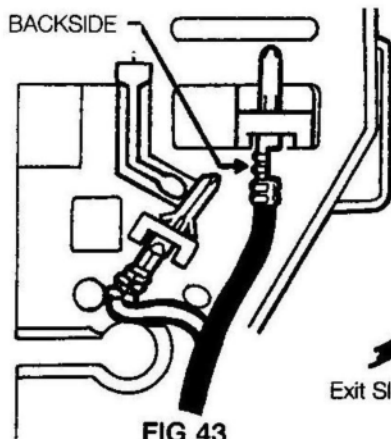


FIG 43

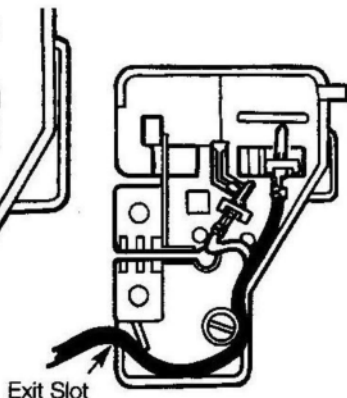


FIG 44

4. With right terminal wire above left terminal wire place twin wire around hollow post, allowing wire flexibility when slide is moved, and clip into exit slot as shown (Fig 44)

## TO REPAIR THROTTLE TRIGGER ASSEMBLY

1. Remove 2 screws (A) as shown in Fig 38 and remove cover and all parts. Re-assemble as follows.

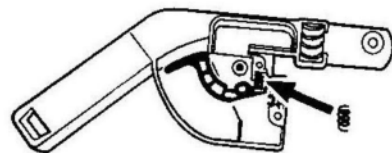


FIG 45

2. Fit throttle inter-lock and compression spring (Fig 45).

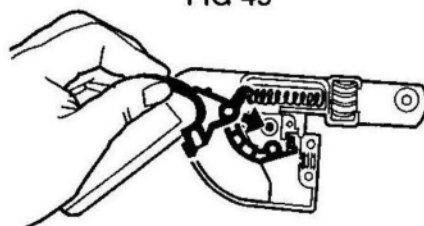


FIG 47

3. Fit throttle trigger with top hook #43288 and throttle trigger compression spring #43198, fit trigger then compression spring (Fig 47).

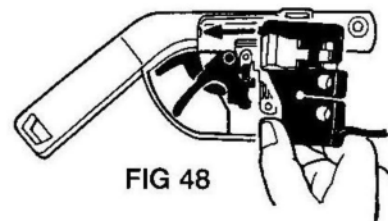


FIG 48

4. Hold trigger in place with finger until throttle cover #44069 is fitted (Fig 48). It is then ready for screwing tight (with 2 screws (A) as shown in Fig 38). Ensure throttle cover rear lug (arrowed Fig. 48) engages underside of handle wall.

## TO REPLACE BLADE SHAFT

1. After removing blade (Refer page 10, Figs 25, 26 and 27) remove blade drum #43112 and felt seal #42112. Inspect threaded end of shaft and file off any rough surfaces so shaft is round and smooth.

2. Hold unit as shown in Fig. 49 and tap shaft through using a 3/8 bolt or similar so that bolt replaces shaft and maintains alignment and contains washers, spacer and gear inside housing - DO NOT TURN HOUSING OVER.

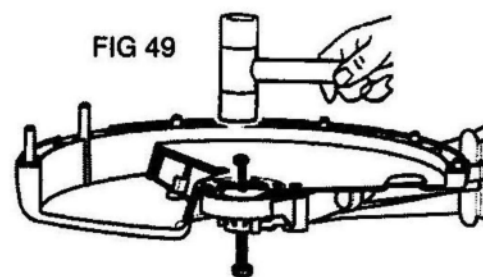


FIG 49



3. Carefully push new blade shaft #43114 up into bearing and tap through carefully so washers, crown gear and spacer remain in position and the 3/8 bolt is pushed out (Fig. 50).

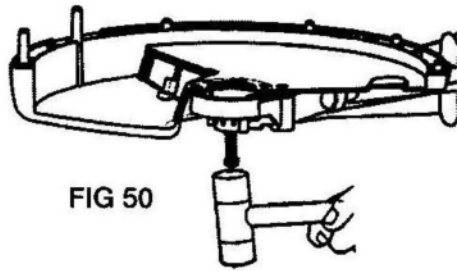


FIG 50

4. When blade shaft comes through, turn assembly over. Tap blade shaft so head of shaft is against bearing.

5. Re-assemble in reverse order all parts listed in 1. above. Refit blade (as per instructions on Pg 10, Figs 25, 26 and 27) and tighten up to 15-20 ft lbs (20-27Nm) or hand tight with 8" (200mm) or larger spanner. Head of blade shaft must pull up tight against bearing, otherwise blade will become loose during use.

## ! NOTE

**Shaft clearance under flange nut.** Shoulder of shaft not to protrude through clutch drum more than 1mm. If protrusion of shoulder is more than 1mm, flanged nut will not tighten clutch drum. See Fig 56 for correct installation.

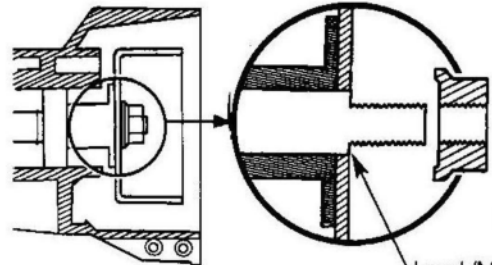


FIG 56

Level (Max. 1mm shaft protrusion)

## ! NOTE

If shaft is difficult to knock out, remove complete main body bearing cover housing (see p.22, Removing Gear Assembly Shaft).

## TO REMOVE ENGINE

1. Remove throttle cable (Fig 40, page 20), unclip switch wire from motor.

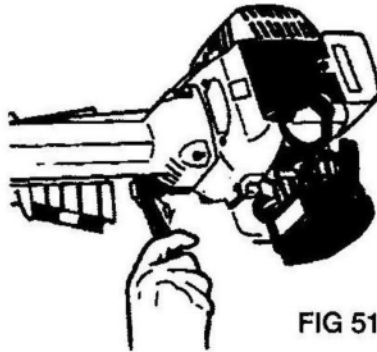


FIG 51

2. Unscrew with 8mm (5/16") socket spanner, 4 screws around clutch housing Fig 51.

## TO REMOVE CLUTCH DRUM

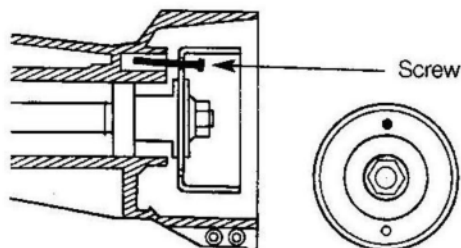


FIG 55

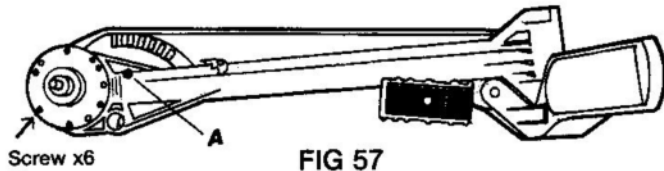
1. Slide long thin screw through hole in clutch drum and ribs in body casing. Unscrew flanged nut in anti-clockwise direction.

2. Replace clutch drum with new clutch drum kit if worn or out of round. Fit and retighten.

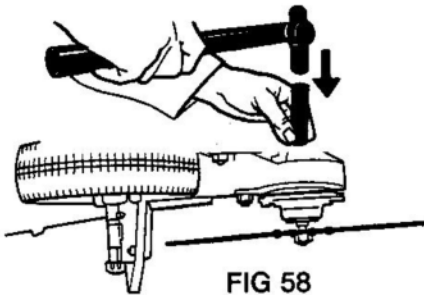
## COMPLETE WORKSHOP MANUAL (CONTINUED)

### TO REMOVE REAR ASSEMBLY AND MAIN DRIVE PINION SHAFT

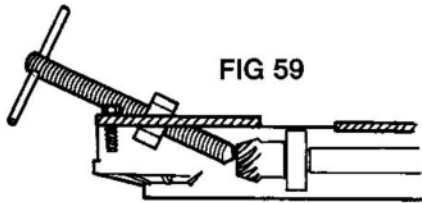
1. Remove blade cover as shown in Fig 28, page 11.
2. Remove 6 screws holding main bearing housing (Fig 57) shown marked. Remove bearing holding screw A.



3. Turn edger over to remove dust cover (refer Fig 25, page 10).

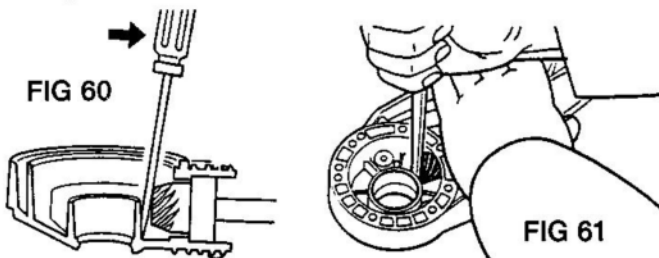


4. With a soft punch, tap hex end blade shaft as in Fig 58 until cover and gear assembly pops out of body housing.

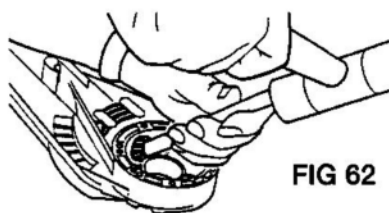


5. If service tool available, remove shaft after fixing to main casing with existing screws and screwing out (Fig 59).

6. If no service tool available, use a screwdriver to lever pinion back. Turn screwdriver on end to lever further (Fig 60-61).

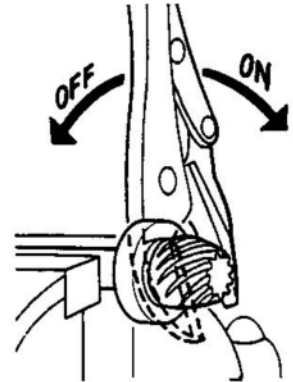


7. With a copper or brass punch (7/16" or 10mm in diameter) about 10" long, hold housing and tap pinion shaft out Fig 62.



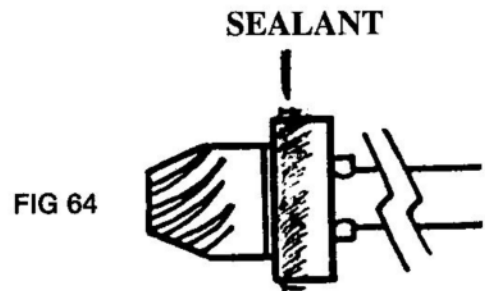
### TO REMOVE PINION

1. Hold shaft in vice between two pieces of aluminum so as not to damage shaft.



2. To remove pinion, grip shaft just behind bearing in jaws of vice (Fig. 63) and unscrew pinion counter (anti) clockwise (normal thread) with vice grips. If tight, heat to break loctite seal.

3. Fit new pinion with fresh loctite on thread, making sure it is tight up to spacer washer #43229, (Fig. 64) and washer does not move.



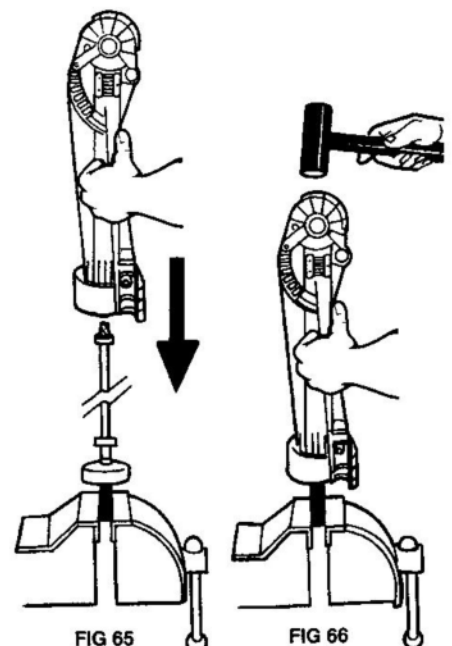
4. To remove clutch drum, grip shaft just behind bearing in aluminium vice jaws and impact off with 14mm (9/16") hex socket. See Page 21 for replacement of drum.

### ASSEMBLING MAIN HOUSING

1. Clean and dry bearing. Place oil resistant gasket sealant (e.g. Fullerprene 303) around bearing as in Fig. 64.

2. Place and lock-up a 15mm diameter (approx.) brass drift vertically in a vice (Fig. 65).

3. Hold centre of clutch drum nut on top of drift and slide main body housing down over shaft (Fig. 65 & 66).



**! NOTE** DO NOT USE A STEEL DRIFT as a punch as you will damage the pinion teeth.

## COMPLETE WORKSHOP MANUAL (CONTINUED)

4. With a soft hammer, tap casing down until it bottoms on pinion bearing (Fig. 66).
5. Fit bearing location screw (See Fig. 57 marked A) and leave nut loose.
6. Using a screwdriver, lever pinion firmly back onto bearing locating screw and tighten nut (Fig. 60 & 61).

### ! NOTE

Bearing must be forward to allow bearing locating screw to be fitted, then pinion and bearing forced back onto screw. If this is not done, pinion or crown gear could be tight. Correct distance is 6mm (.236") Fig. 67.

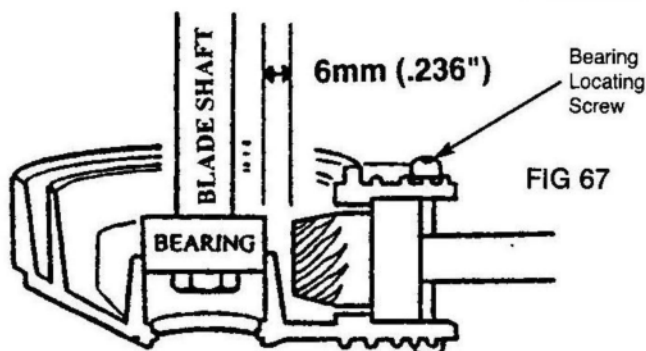


FIG 67

7. Replace crown gear if teeth are worn. See sequence of assembly (Fig. 68).

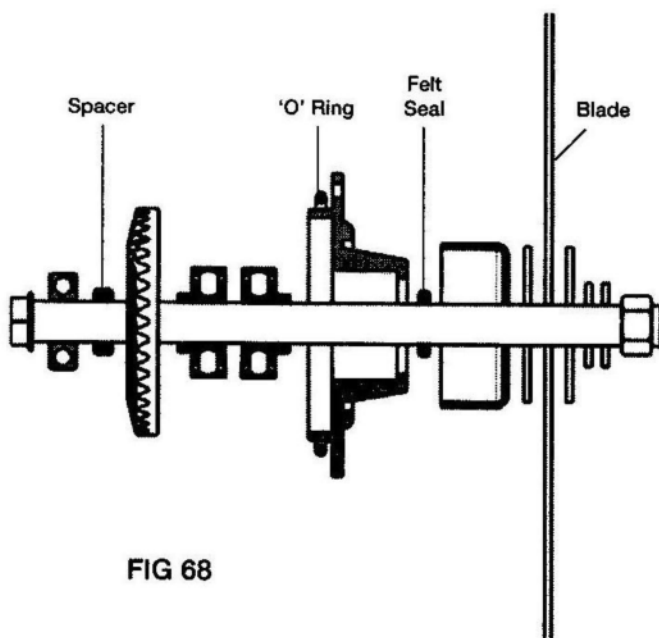


FIG 68

8. Check and renew O' ring #40906 if necessary. Fit assembly into housing. If bearing is loose in housing, smear loctite around bearing before assembling. Carefully drive down (making sure gears are meshing) by gently tapping around bearing area (Fig. 69) and turning clutch drum. Refit 6 screws around shaft.

9. Fill or top up with gear lubricant. See Page 11 "LUBRICATION OF GEARS".

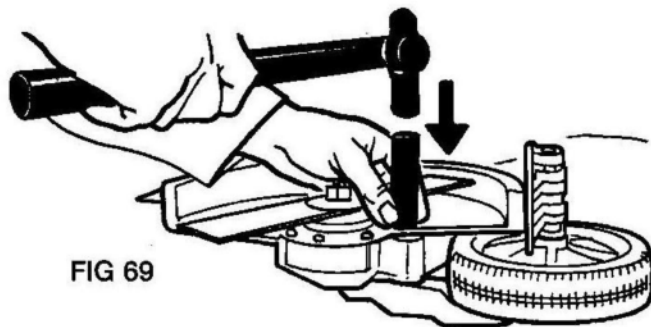


FIG 69

10. Fit blade (see page 10) and bearing cap and check rotation that gears are not binding. It should turn smoothly from clutch end. Backlash at end of blade about 2-4mm. Refit blade cover lid, engine, handles and test.

### TO REPAIR CLUTCH

Replace these parts if the Clutch spring is broken, the Clutch fibre is worn or the Clutch bolt or shoe holes are worn (Fig 70).

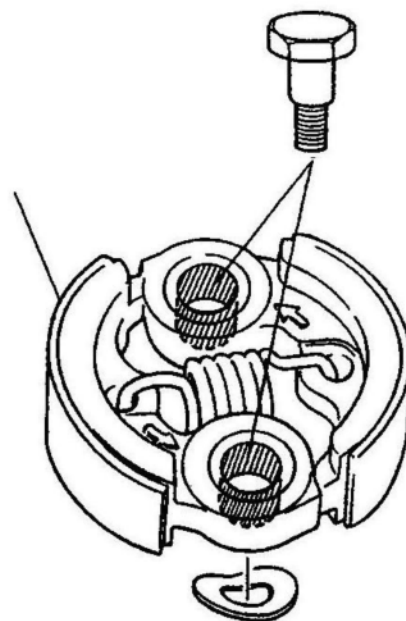


FIG 70

### ! NOTE

Re-assemble with clutch shoe arrows pointing anti-clockwise in direction of rotation Fig 70.

Atom warrants each new Atom Edger Model 601 for SIX (6) MONTHS for residential use based on the following terms.

This warranty extends to the original retail purchaser only and commences on the date of the original retail purchase.

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Model No: 601

Catalogue No: 20601

Atom Edgers are manufactured in Australia and exported around the world.

Aust. Patent No. 678575.

US Patent No's 5,826,667 & 6,116,350.

Other Australian and US Patents pending. Patent Pending in Europe, Japan and elsewhere.

Design registrations granted in Australia, USA, Japan and Great Britain.

Patents pending on Cross-Blade system.

Operator Manual. Part No. 44433. Printed in Australia.

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