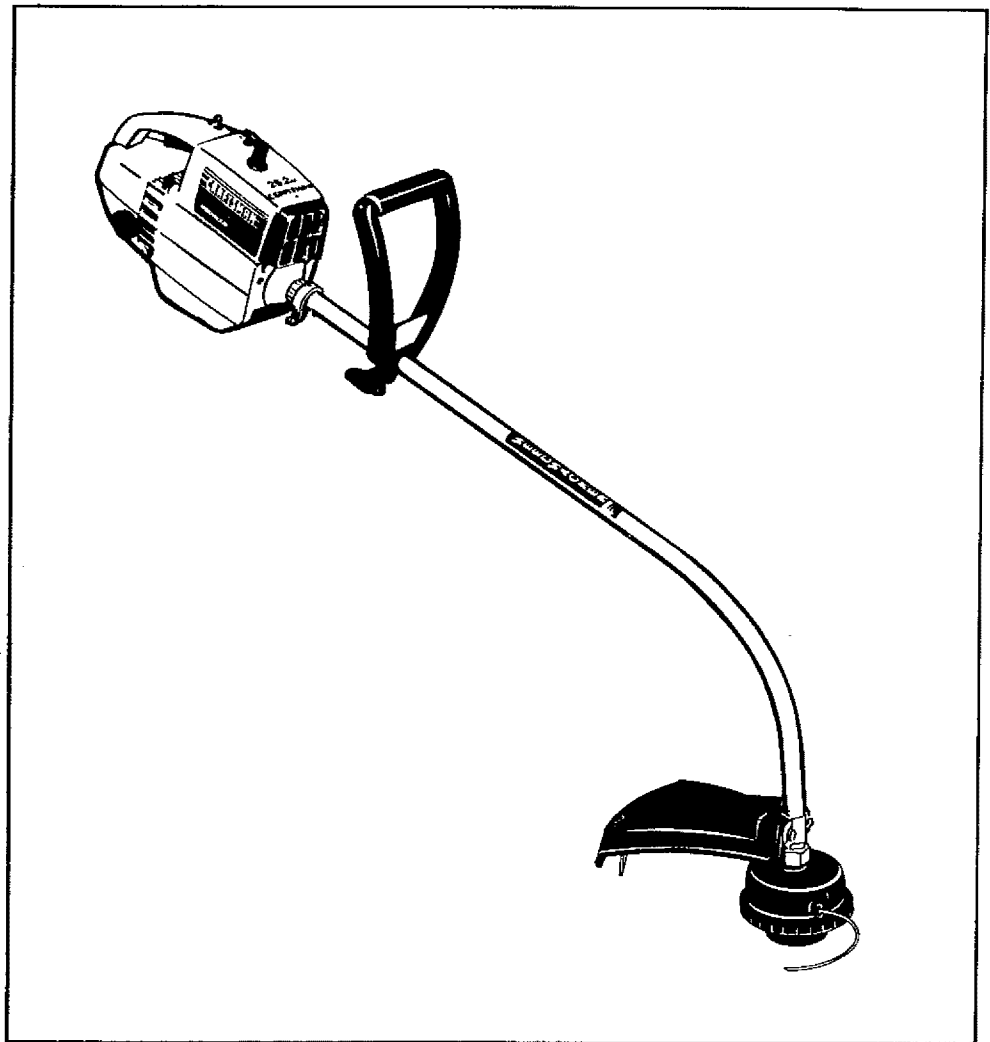


SEARS operator's manual

MODEL NO.
358.796131 - 26.2cc

⚠ WARNING:

Carefully read and follow
Safety Rules, Precautions
and Operating Instructions.
Failure to do so can result in
serious personal injury.



SEARS CRAFTSMAN®

GAS WEEDWACKER®

Fuel Mix 16:1 2 Cycle Engine

- Assembly
- Maintenance
- Operation
- Repair Parts

Always Wear Eye Protection During Operation

Sold by Sears, Roebuck and Co., Chicago, Ill. 60684 U.S.A.

FULL ONE YEAR WARRANTY ON SEARS CRAFTSMAN GAS WEEDWACKER®

If this CRAFTSMAN GAS WEEDWACKER® trimmer fails to perform properly due to a defect in material or workmanship within one year of purchase, Sears will repair it, free of charge.

If this CRAFTSMAN GAS WEEDWACKER® trimmer is used for commercial or rental purposes this warranty coverage applies for only 90 days from the date of purchase.

WARRANTY SERVICE IS AVAILABLE BY CONTACTING THE NEAREST SEARS SERVICE CENTER/DEPARTMENT THROUGHOUT THE UNITED STATES. THIS WARRANTY APPLIES ONLY WHEN THIS PRODUCT IS IN USE IN THE UNITED STATES.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

SEARS, ROEBUCK AND CO. / DEPT. 698/731A / SEARS TOWER / CHICAGO, IL 60684

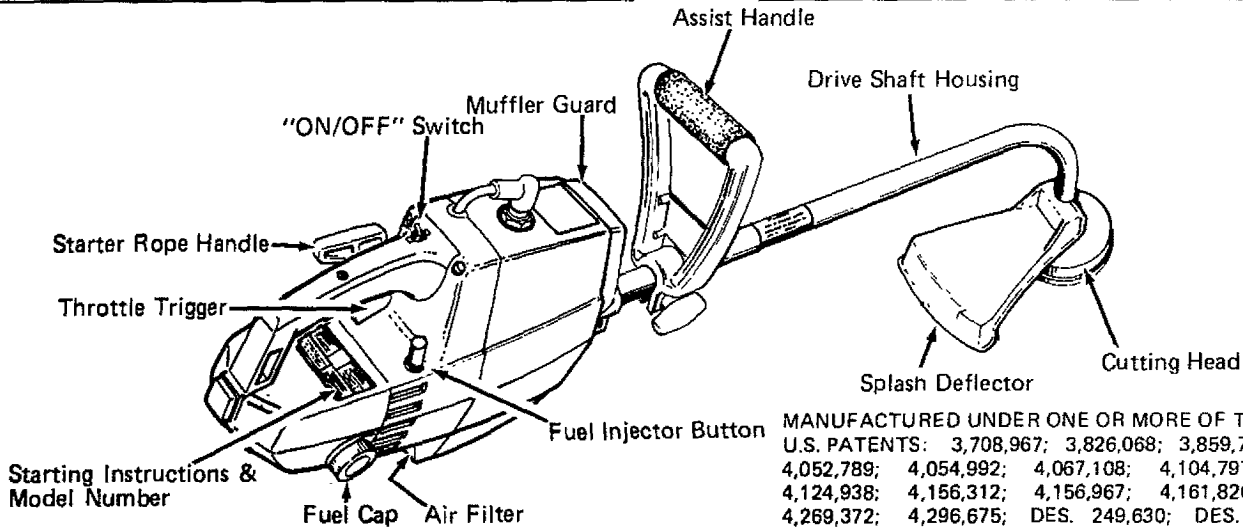
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SPECIFICATIONS

ENGINE TYPE:	2-Cycle Air-Cooled
DISPLACEMENT:	26.2 cc
ENGINE RPM:	Operating - 6500 - 7500 Idle - 2800 - 3200
IGNITION:	Solid State
CARBURETOR:	Diaphragm All Position with adjustable fuel mixture jets
"ON/OFF" SWITCH:	Positive Toggle
STARTER:	Auto Rewind

MUFFLER:	Lo Tone - California approved spark arresting
CLUTCH:	Centrifugal
FUEL TANK:	16.9 fl. oz.
SPARK PLUG:	STD361258 (CJ-14)
SPARK PLUG GAP:	.024"/.026"
MODULE AIR GAP:	.010"/.014"
LUBRICATION:	Gasoline/Oil Mix - 16:1
CUTTING LINE DIMENSION:	.080" Diameter



MANUFACTURED UNDER ONE OR MORE OF THE FOLLOWING
 U.S. PATENTS: 3,708,967; 3,826,068; 3,859,776; 4,035,912;
 4,052,789; 4,054,992; 4,067,108; 4,104,797; 4,114,269;
 4,124,938; 4,156,312; 4,156,967; 4,161,820; 4,167,812;
 4,269,372; 4,296,675; DES. 249,630; DES. 255,764; DES.
 260,394. U.S. AND FOREIGN PATENTS PENDING.

SAFETY RULES AND PRECAUTIONS

Failure to follow safety rules and precautions could result in serious personal injury.

A. KNOW YOUR UNIT

1. Read your Operator's Manual carefully until you completely understand and can follow all safety rules, precautions and operating instructions *before* operating the unit.
2. Restrict your unit to users who understand and follow all safety rules, precautions, and operating instructions found in this manual.

B. PLAN AHEAD



1. *Always wear eye protection. The splash deflector/line limiter will not prevent rocks and debris from being thrown or ricocheting into the eyes and face which can result in loss of vision or serious personal injury.*
2. Dress safely in long pants and wear boots or safety shoes. Do not wear loose clothing, jewelry, short pants or sandals; or go barefoot.
3. Do not operate the unit when you are tired, ill, or upset; or if you have taken alcohol or drugs/medication.
4. Inspect the area to be cut before starting the unit. Remove all debris and objects that can ricochet, be thrown, become entangled in the cutting head, or cause injury or damage during cutting.
5. *Keep children, bystanders and animals a safe distance away from the work area — a minimum of 30 feet (10 meters).*

C. HANDLE FUEL WITH CAUTION

1. Eliminate all sources of sparks or flame (including smoking, open flames, or work that could cause sparks) in the areas where fuel is mixed, poured, or stored.
2. Mix and pour fuel in an outdoor area; store fuel in a cool, dry, well-ventilated place; and use an approved, marked container for all fuel purposes.
3. Do not smoke while handling fuel or while operating the unit.
4. Wipe up all spills before starting the engine.
5. Move at least 10 feet (3 meters) away from fuel and fueling site before starting the engine.

D. OPERATE YOUR UNIT SAFELY

1. Inspect the entire unit before each use for loose, missing or damaged parts. Do not use until the unit is in proper working order.
2. Use only flexible, non-metallic, monofilament cutting line. Do not use other materials such as rope, wire, etc. Wire can break off during cutting and become a dangerous missile.
3. Make sure the cutting head stops turning when the throttle trigger is released and the engine runs at idle speed. For correction, refer to "Carburetor Adjustments," page 9.
4. Keep the handles free of oil and fuel.
5. Never start or run the engine inside a closed room or building. Exhaust fumes contain dangerous carbon monoxide.
6. Keep your body clear of the cutting head while the unit is in use.
7. Do not operate in a position over waist high.
8. Do not overreach. Keep firm footing and balance at all times.
9. Run the engine at full throttle only when cutting.
10. Stop the engine before removing the fuel cap.
11. Use only for jobs explained in this manual.

E. MAINTAIN YOUR UNIT PROPERLY

1. Maintain the unit according to recommended procedures.
2. Disconnect spark plug before performing maintenance except for carburetor adjustment.
3. Use only recommended replacement parts. The use of any part, or accessory not specifically designed for this unit could create a hazard and/or void your warranty.
4. Drain fuel from the fuel tank before storing for 30 or more days.
5. Do not store the unit or fuel in a closed area where fuel vapors can reach sparks or an open flame from hot water heaters, furnaces, etc.
6. Store in a dry area out of the reach of children.

⚠ WARNING

The lower unit of this machine is designed as a line trimmer only, and *must not* be equipped with any type blade. Serious injury can occur to the user or bystanders because:

- The necessary protective devices for blade use are not part of the lower unit.
- Some blades are not designed for the high speed this engine produces. This can cause injury due to blade failure.

Do not use any attachment with this engine other than those supplied by the manufacturer and specifically recommended for this power head. Serious injury to the user or damage to the engine can result otherwise.

STATE AND LOCAL ORDINANCE REQUIREMENTS

Your engine is equipped with a temperature limiting muffler and spark arresting screen which meets the requirements of California Codes 4442 and 4443. All U.S. Forest Land and the states of California, Maine, Oregon, and Washington require by law that certain internal combustion engines operated on forest, brush, and grass covered areas be equipped with a temperature limiting muffler and/or spark arresting screen. If you operate an internal combustion engine in a state or locale where such regulations exist, you are legally responsible for maintaining the operating condition of these parts. Failure to do so can subject you to liability or to a fine.

KNOW YOUR WEEDWACKER® TRIMMER

A. INTRODUCTION

Your WEEDWACKER® Trimmer is a versatile product developed for large lawns and to make short work of a variety of lawn care tasks - trimming, mowing, edging, sweeping, and scalping.

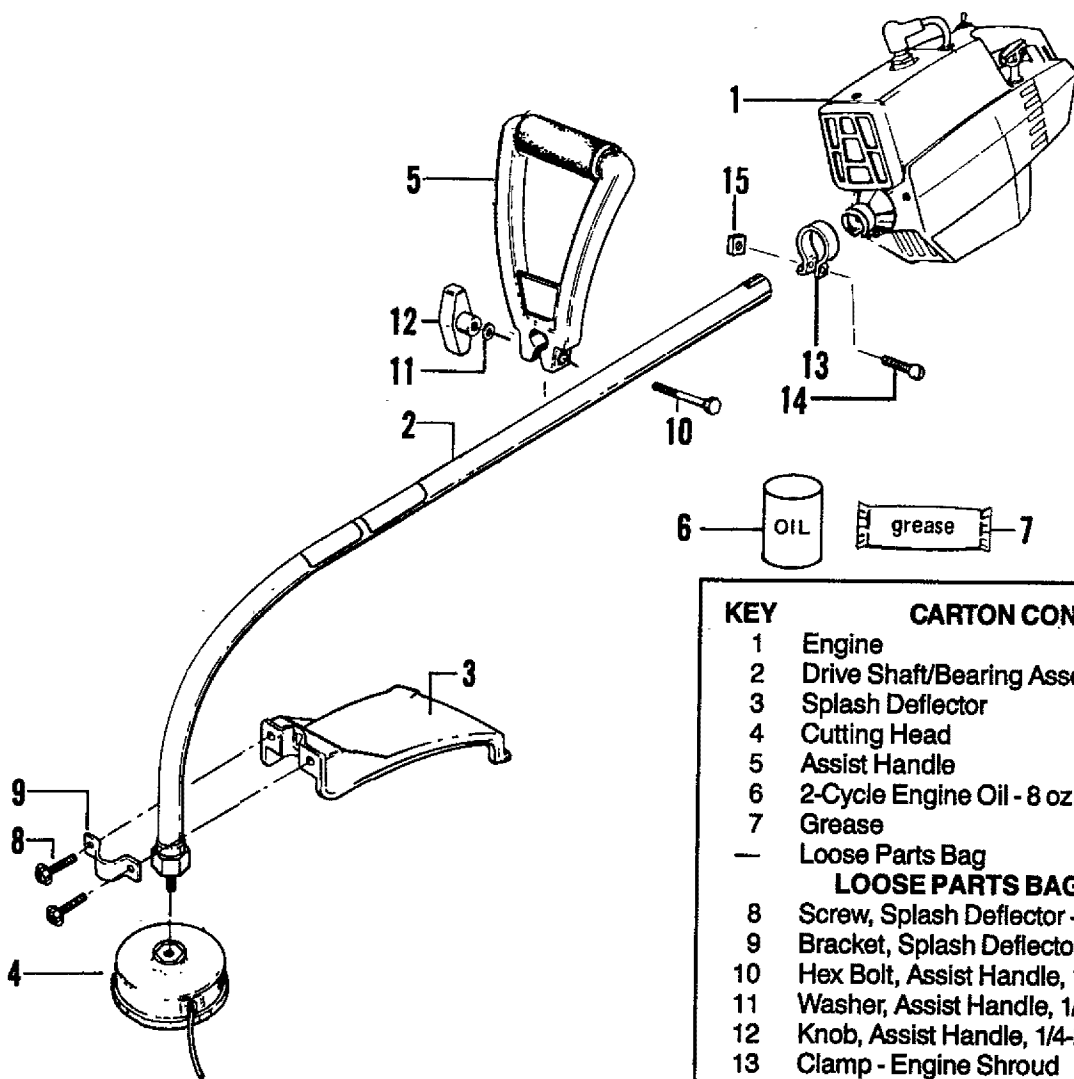
Special Features include:

- FUEL INJECTION STARTING™
- Adjustable assist handle
- Semi-automatic advancing line feed
- 17" Inch cutting path
- Total weight - 13 lbs.

B. UNPACKING INSTRUCTIONS

1. Remove contents from the carton if you have not done so.
2. Check parts against the list below.
3. Examine parts for damage.
4. *Notify your Sears Store immediately if a part is missing or damaged.*

NOTE: A rattle like noise in a powerhead with an empty fuel tank is a normal condition, caused by the filter moving against the wall of the empty tank.



KEY	CARTON CONTENTS:	QTY.
1	Engine	1
2	Drive Shaft/Bearing Assembly	1
3	Splash Deflector	1
4	Cutting Head	1
5	Assist Handle	1
6	2-Cycle Engine Oil - 8 oz. can	1
7	Grease	1
—	Loose Parts Bag	1
LOOSE PARTS BAG CONTENTS:		
8	Screw, Splash Deflector - 1/4-10x1-1/8"	2
9	Bracket, Splash Deflector	1
10	Hex Bolt, Assist Handle, 1/4-20x1-1/2"	1
11	Washer, Assist Handle, 1/4 flat	1
12	Knob, Assist Handle, 1/4-20	1
13	Clamp - Engine Shroud	1
14	Screw - Clamp - 1/4 - 20 x 9/16"	1
15	Nut - 1/4 - 20 - Clamp	1
—	Operator's Manual (not shown)	1

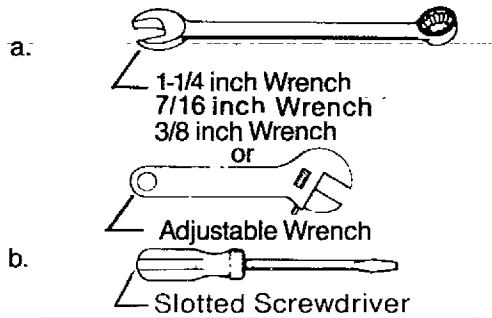
ASSEMBLY

A. PREPARATION

Your Operator's Manual has been developed to help you assemble the unit and to understand its safe operation. It is important that you read your manual completely to become familiar with the unit *before* you begin assembly.

1. READ YOUR OPERATOR'S MANUAL.

2. Tools you will need:



B. ASSEMBLY STEPS

1. DRIVE SHAFT HOUSING — Figure 1.

- Place clamp from loose parts bag on the engine shroud as shown in Figure 1.
- Pull about 6 inches of the flexible drive shaft out from the drive shaft housing.
- Fit the end of the flexible drive shaft into the square-shaped opening inside the engine shroud. Figure 1.

NOTE: Turn the engine as necessary to line up parts.

- Align the groove in the drive shaft housing with the key inside the engine shroud opening.
- Firmly push the drive shaft housing straight into the engine shroud until it bottoms out (about 1-1/2 inches).
- Install clamp screw and square nut as shown in Figure 1.

NOTE: The nut must be mounted on the tab side of the clamp to keep nut from turning.

- Tighten the clamp screw securely with a screwdriver.

2. CUTTING HEAD — Figure 2

- Hold the dust cup with a 1-1/4" wrench to keep the dust cup from turning. Figure 2.
- Thread the cutting head clockwise onto the arbor shaft, against the dust cup, and as tight as possible with your hand. Figure 2.
- Press the tap button and pull the cutting line from the head a minimum of 2 inches. Figure 3.

NOTE: To remove the cutting head, hold the dust cup with a 1-1/4" wrench and unthread the cutting head counterclockwise ←

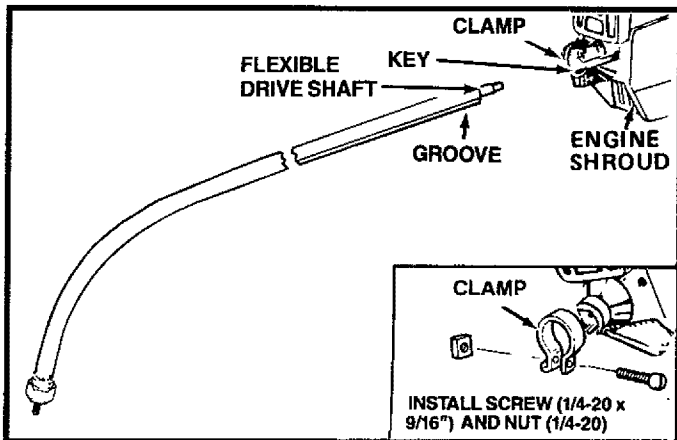


Figure 1

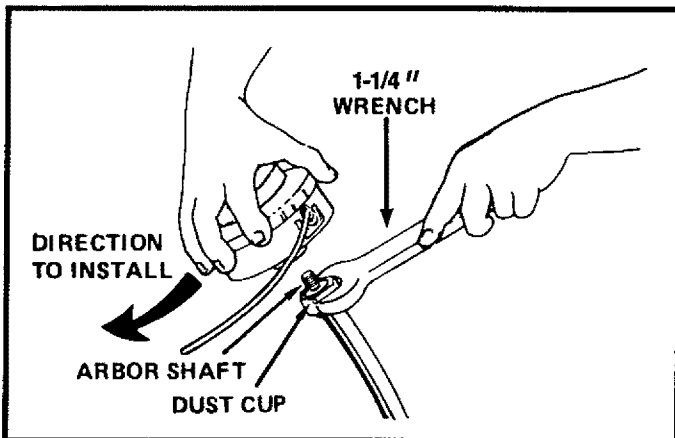


Figure 2

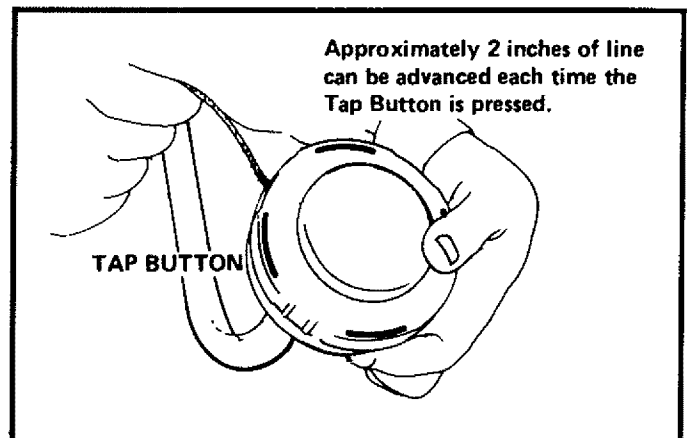


Figure 3

3. SPLASH DEFLECTOR — Figure 4

- a. Locate the raised "V" ridge on the splash deflector into the indented "V" slot on the drive shaft housing. Figure 4.
- b. Rest the bottom of the splash deflector on top of the drive shaft housing shoulder above the dust cup.

NOTE: The bottom of the splash deflector must rest on top of the shoulder of the drive shaft housing.

- c. Make sure the splash deflector is aligned toward the engine as shown in Figure 5.
- d. Install the bracket and screws as shown in Figure 4.
- e. Tighten the screws evenly and securely with a 3/8 inch wrench or a slotted screwdriver.

NOTE: It is possible that a small space will be seen between the bracket and the splash deflector when hardware is fully tightened.

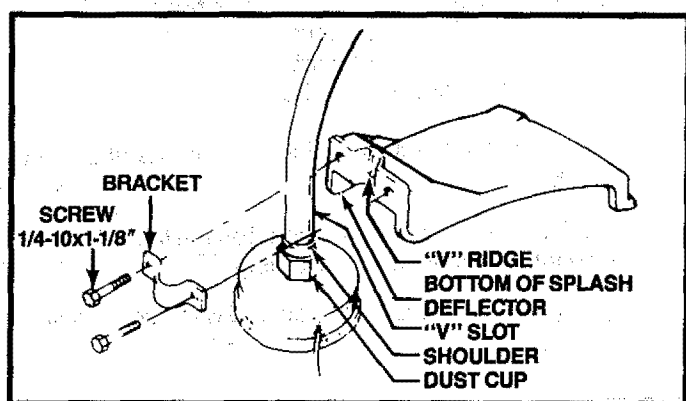


Figure 4

4. ASSIST HANDLE — Figure 5

- a. Align the assist handle on the drive shaft housing above the decal(s), making sure the handle curves back toward the engine. Figure 5.
- b. Firmly push the assist handle over the drive shaft housing.
- c. Install the assist handle bolt, washer, and knob as shown in Figure 5.

NOTE: Make sure the screw is placed on the side of the handle with the hex-shaped screw opening.

- d. Hold the unit in the operating position and adjust the handle up or down the drive shaft housing to a position comfortable for the user.
- e. Tighten the knob by hand *only*.

NOTE: The assist handle can be rotated from left to right allowing the cutting head to be tilted. Tilting the angle of the cutting head is useful when trimming or cutting a large, sloped area, such as a ditch bank.

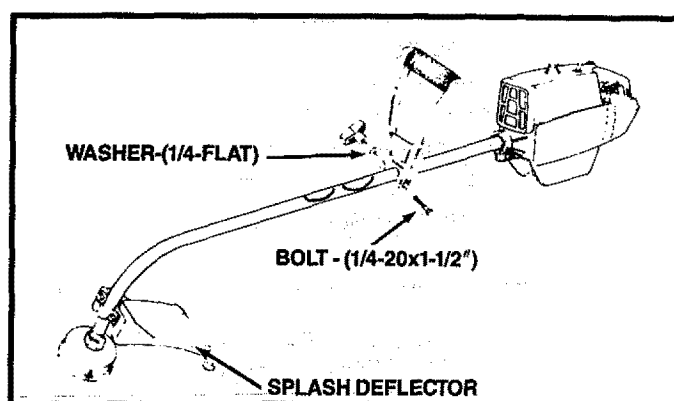


Figure 5

ENGINE INFORMATION

A. FUELING YOUR UNIT

1. FUEL MIXTURE

Your unit is powered by a 2-cycle engine which requires a fuel mixture of regular unleaded gasoline and a high quality engine oil specially made for 2-cycle air-cooled engines. The internal design of the 2-cycle engine requires lubrication of moving parts. This lubrication is provided when you use the recommended mixture of gasoline and oil.

Using the correct measure of gasoline to oil is very important. Too much oil in the mixture will foul the spark plug.

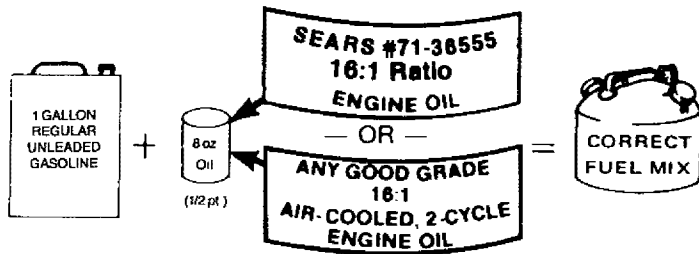
CAUTION: Too little oil will cause the engine to overheat and become seized.

Always mix the fuel thoroughly in a container since the gasoline and oil do not readily combine. Do not try to mix fuel directly in the fuel tank.

a. DO NOT USE:

- **BIA OIL (Boating Institute of America) —**
 - Does not have proper additives for air-cooled 2-cycle engines and can cause damage to your unit.
- **AUTOMOTIVE OIL —**
 - Does not have proper additives for 2-cycle engines and can cause damage.
- **GASOLINE CONTAINING ALCOHOL (High Test, Premium or Gasohol) —**
 - Stiffens critical carburetor fuel metering elements and causes engine damage from overheating.
 - Increases vapor lock (causes hard starting).
 - Attracts water causing corrosion damage.

b. USE THE FOLLOWING:



2. HOW TO MIX FUEL AND FILL TANK

- a. Pour 1/2 gallon gasoline into an approved marked container. *Do not try to mix fuel directly in the fuel tank.*
- b. Add entire measure of 2-cycle engine oil.
- c. Cover container tightly and shake for one minute.
- d. Add remainder of gasoline.
- e. Cover container tightly and shake again.
- f. Remove the fuel cap. Refer to "Specifications"; page 2, for fuel cap location.
- g. Fill the tank using a spout or funnel.
- h. Reinstall the fuel cap securely.

3. IMPORTANT POINTS TO REMEMBER

- a. Use only recommended fuel mixtures.
- b. Eliminate all sources of sparks or flame in the areas where fuel is mixed, poured, or stored. There should be no smoking, open flames or work that could cause sparks.
- c. Use an approved, marked container for all fuel purposes.
- d. Mix and pour fuel in an outdoor area. Store fuel in a cool, dry, well-ventilated place. Gasoline vapors are harmful to your health and can cause serious hazards, such as explosion and fire.
- e. Wipe up all fuel spills before starting the engine.
- f. Move at least 10 feet (3 meters) away from fuel and fueling site before starting the engine.

B. PRE-OPERATION CHECKS

Before operating your unit, always:

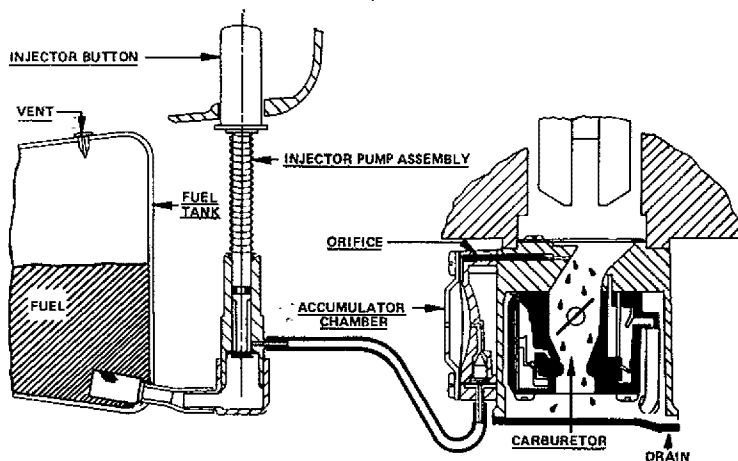
1. ✓ **CHECK OVER SAFETY RULES AND PRECAUTIONS** in this Operator's Manual. Make certain you completely understand and follow each one.
2. ✓ **CHECK THE AIR FILTER**
Clean the filter if dirty before operating the unit. For location, see page 14.

3. ✓ **CHECK THE UNIT FOR LOOSE BOLTS, NUTS, OR FITTINGS.**
Tighten, repair or replace parts as necessary. Tools required are shown on page 5. Use only recommended, genuine Sears/Craftsman replacement parts.
4. ✓ **CHECK THE FUEL TANK.**
Fill with a clean, fresh fuel mixture according to instructions in fuel mixture section.

C. STARTING INSTRUCTIONS

1. HOW FUEL INJECTION STARTING™ WORKS

FUEL INJECTION STARTING™ provides a quick start feature by injecting a precise amount of fuel directly into the carburetor manifold which provides a rich fuel mix for the first few seconds of operation.



FUEL INJECTION STARTING DEVICE (PATENT PENDING)

Figure 6

- Each time the injector button is pressed and released, fuel is forced from the fuel tank to the accumulator chamber.
- The accumulator chamber provides a secondary fuel supply until the carburetor can obtain fuel through the primary line
- When the accumulator chamber is full, fuel is injected into the carburetor manifold to provide a rich mixture for starting.
- Excess fuel escapes through a drain to prevent the engine from flooding if the injector button is pressed too many times. As a result, a few drops of fuel may appear on the ground during the starting procedure.
- The number of injections required will depend on temperature conditions and the time elapsed since the engine was last started.

2. STARTING PROCEDURE

- Extend a minimum of 4 inches of line from the cutting head to provide the correct load on the engine.
- Stand in the operating position, and place the cutting head on the ground. Figure 9. This insures that fuel will flow into the injector pump.
- Move the ignition switch to the "ON" position. Figure 7.
- Grip the rear handle with your right hand, squeezing and keeping the throttle trigger fully depressed until the engine runs smoothly.
- Press the injector button down fully allowing the button to return completely after each pressing. Follow conditions and injections listed.

Conditions	Required Injections
First Starting Out-of-Box	6
Above 30°F Temperature	
– First starting/engine cold	3-4
– Restarting/engine hot	0-1
Below 30°F Temperature	
– (See "Cold Weather Starting", this page.)	

- Continue pressing and releasing the injector button until fuel drips out of the bottom of the unit.

CAUTION: If more than a drop or two of fuel spills on the ground move unit away to another area for starting to avoid creating a fire hazard.

- Pull starter rope quickly and sharply until engine starts.

NOTE: If engine attempts to start but dies or does not start after 5 (five) pulls, press injector one more time and pull starter rope again.

- The engine will run roughly when first started. It is important to keep the throttle trigger fully depressed until the engine runs smoothly (10 seconds or less).

- If the engine starts but the cutting head does not turn with the throttle trigger depressed, make sure the drive shaft housing is properly seated in the engine shroud. See "Drive Shaft Housing", page 5.

⚠ WARNING

The cutting head must not turn when the engine runs at idle speed. Refer to "Carburetor Adjustments", page 9 for correction.

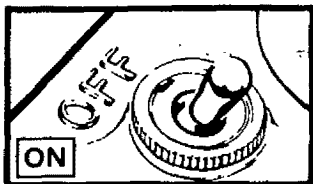


Figure 7

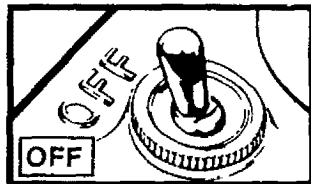


Figure 8

3. IMPORTANT POINTS TO REMEMBER

- If the engine starts to die immediately after starting, keep throttle trigger depressed and press injector button once with forefinger to give unit additional fuel.
- If the engine is stopped momentarily (less than 5 minutes), it probably will not require an injection.
- If unit runs out of fuel or is drained for storage "First Starting" procedure may be required because the system will be dry.
- After starting and engine runs smoothly, keep unit running at half speed until engine is warmed up to proper idle.
- Using gasoline or fuel mix over 2 months old will cause the engine to be difficult or impossible to start!

4. COLD WEATHER STARTING (Below 30° F)

- Follow "Starting Procedure" through step "d", then as below.
- Press injector button down fully six (6) times allowing the button to return completely after each pressing.
- Pull starter rope quickly and sharply until unit starts. Keep trigger fully depressed.
- If unit does not start in four pulls or attempts to start but dies, press injector button an additional four times.
- Continue pulling starter rope four pulls. If unit fails to start, repeat step d., above.
- It is important not to release trigger until unit runs smoothly.
- Once unit has started, immediately press injector button two additional times to keep unit running until it warms up.
- In extremely cold weather, it will be very difficult to flood the unit, so if the unit doesn't start quickly, do not hesitate to press injector button for additional fuel.
- For starting warm engine in cold temperatures, press injector button once before starting.

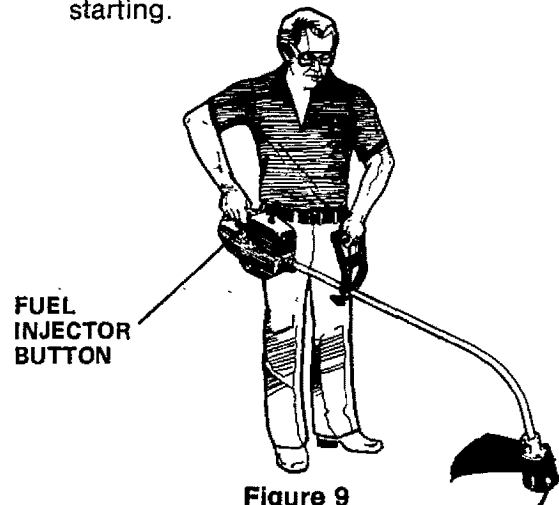


Figure 9

D. OPERATING INSTRUCTIONS

For maximum performance and efficiency:


1. Always accelerate the engine to the desired speed before cutting.
2. Never operate the engine at a higher speed than necessary.
3. Always release the trigger and allow the engine to return to idle speed when not cutting.

E. ENGINE ADJUSTMENTS


1. CARBURETOR ADJUSTMENTS



The carburetor has been carefully adjusted at the factory. Due to changes in altitude and operating conditions, your carburetor may require adjusting. To make the adjustment follow the procedure below very carefully:

a. PREPARATION

- 1.) Use fresh fuel mix with proper gasoline/oil ratio. See "Fuel Mixture", page 7.
- 2.) Make sure the cutting line extends at least 4 inches to provide correct load on engine.
- 3.) Remove air filter (Figure 10) and place under spark plug wire for safe keeping.
- 4.) Turn both low speed and high speed mixture screws clockwise  until fully closed, but do not overtighten. Figure 10. Unscrew both mixture screws one full turn counterclockwise

b. IDLE SPEED ADJUSTMENT

- 1.) Turn **Idle Speed Screw** clockwise  until it stops. Do not overtighten. Open screw one full turn counterclockwise.
- 2.) Start the engine and cut grass for 3 minutes to warm up engine.
- 3.) Allow engine to idle.
- 4.) Adjust **Idle Speed Screw** until engine continues to run without stalling and without the cutting head turning.

Turn screw clockwise  to increase engine speed if engine stalls;
Turn screw counterclockwise  to slow engine down if cutting head continues to turn.

CAUTION: High and low speed mixture settings are highly critical adjustments. If set incorrectly permanent damage will occur to the engine. Both the low speed mix and the high speed mix screws should be in the range of 3/4 to 1-1/4 turns open.

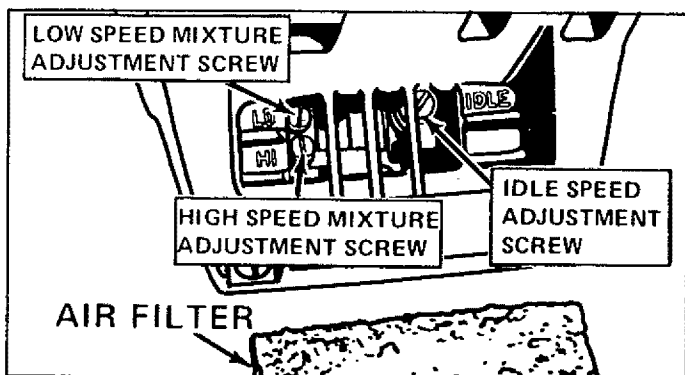




Figure 10

4. Make sure the cutting head stops turning when the throttle trigger is released and the engine runs at idle speed. For correction, refer to "Carburetor Adjustments," below.
5. Stop engine by moving the ignition switch to the "OFF" position (Figure 8).

c. LOW SPEED MIXTURE ADJUSTMENT




- 1.) Allow engine to idle.
- 2.) Turn **Low Speed Mixture Screw** clockwise  slowly. Note the position at which the engine speed is increased.
- 3.) Turn the screw slowly counterclockwise. . Note the position at which the speed is reduced.
- 4.) Set the screw mid-way between these two extreme positions.

d. IDLE SPEED ADJUSTMENT

- 1.) Allow engine to idle.
- 2.) Adjust the **Idle Speed Screw** until the engine idles as fast as possible without the cutting head or blade turning


CAUTION: Do not operate engine at full throttle for prolonged periods while making high speed adjustments as damage to the engine can occur.

e. HIGH SPEED MIXTURE ADJUSTMENT

- 1.) Support the shaft so that the cutting head is off the ground and will not contact any object.
- 2.) Squeeze throttle trigger wide open
- 3.) Turn the **High Speed Mixture Screw** slowly clockwise  until the engine speed is reduced. Note position.
- 4.) Turn the screw slowly counterclockwise . Stop when the engine just begins to run rough.
- 5.) Turn the screw slowly the minimum amount clockwise  until the engine runs smoothly.

f. CHECK ACCELERATION

Allow the engine to idle. Squeeze trigger and check engine acceleration. If the engine does not accelerate smoothly, you may have to repeat steps "b.3.)" through "e."

NOTE: Generally, by turning the low speed screw counterclockwise  a small amount, the unit will accelerate properly.

g. REINSTALL AIR FILTER

CAUTION: The air filter must be fitted into the corners of the housing to avoid engine damage.

2. SPARK PLUG

Check spark plug periodically and replace as necessary. Set the electrode gap at .025".

USING YOUR UNIT


Your Trimmer is equipped with a semi-automatic advancing cutting head that cuts with the tip of a monofilament nylon line.

- **The nylon cutting line will easily remove grass and weeds from around walls, fences, trees, and flower beds, but it also can cut the tender bark of trees or shrubs and scar fences.** For this reason, it is very important to learn the proper techniques of cutting around and near objects.
- **The nylon cutting line will wear faster and will require being advanced more frequently** when you are cutting against rocks, bricks, concrete, metal fences, etc., than against trees or wooden fences.
- **The cutting head will wear prematurely:**
 - if allowed to continuously contact the ground during normal cutting.
 - if the line limiter is not kept sharp.

WARNING

Use only flexible, non-metallic, monofilament cutting line. Do not use other materials such as rope, wire, etc. Wire can break off during cutting and become a dangerous missile.

A. OPERATING INSTRUCTIONS

1. **Read your Operator's Manual.**
Make certain you completely understand and follow all safety rules, precautions, and operating instructions before operating the unit.
2.  **Always wear eye protection. The splash deflector/line limiter will not prevent rocks and debris from being thrown or ricocheting into the eyes and face which can result in loss of vision or serious personal injury.**
3. **Dress safely in long pants and wear boots or safety shoes.**
Do not wear loose clothing, jewelry, short pants or sandals; or go barefoot.
4. **Check the unit before operation.**
Look for worn, loose, missing, or damaged parts. Do not use until the unit is in proper working order.
5. **Inspect the area to be cut.**
Remove all debris and objects that can ricochet, be thrown, become entangled in the cutting head or otherwise cause injury or damage during cutting.
6. **Keep observers, children, bystanders, and animals safely away.**
Before starting the engine and during operation, make certain children, animals and bystanders are away from the work area - a minimum of 30 feet (10 meters).

B. ADVANCING THE CUTTING LINE

- The cutting line is extended semi-automatically by tapping the bottom of the head on the ground with the engine running.
- Approximately 2 inches of line is extended each time the tap button is tapped on the ground.
- The line limiter on the splash deflector cuts line to a maximum allowable length.
- The most efficient cutting line length is the maximum length allowed by the line limiter.

1. To advance line:

- a. Operate the engine at full throttle.
- b. Hold cutting head parallel to and above the grassy area of the ground.
- c. Tap the cutting head lightly on the ground one time. See Figure 12. Approximately 2 inches of line will be advanced after each tap.

NOTE: If the line is worn down to two inches or less, more than one tap may be required to obtain the most efficient line cutting length.

2. Always keep the splash deflector in place when the unit is being operated.
3. Keep the line limiter sharp for fast, easy cut-off. See page 13 for sharpening instructions.

NOTE: Always tap the cutting head on a grassy area of the ground. Tapping on surfaces such as concrete or asphalt can cause excessive wear to the cutting head.

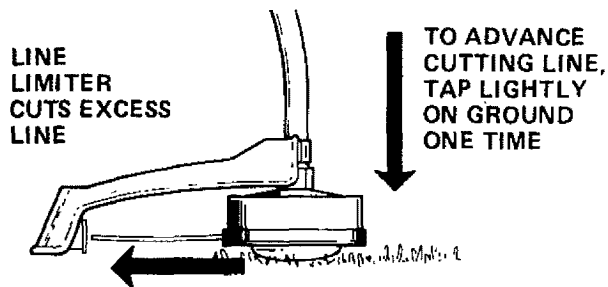


Figure 12

C. CUTTING METHODS

- The tip of the line does the cutting. Allow the unit to trim at its own pace. You will achieve better results by not crowding the line into the cutting area. The right way and wrong way are shown in Figure 13.
- Always cut left to right.

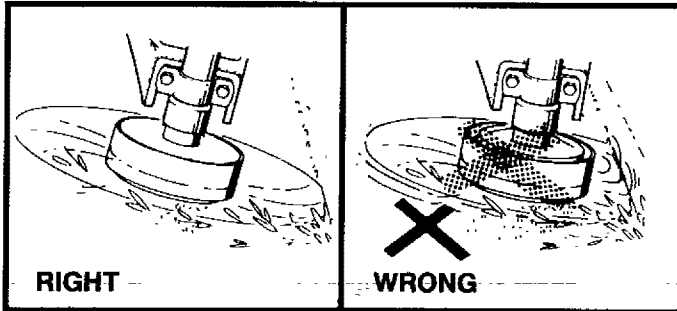


Figure 13

⚠ WARNING

Always wear eye protection. Never lean over the cutting head. Rocks or debris can ricochet or be thrown into eyes and face and cause loss of vision or serious personal injury.

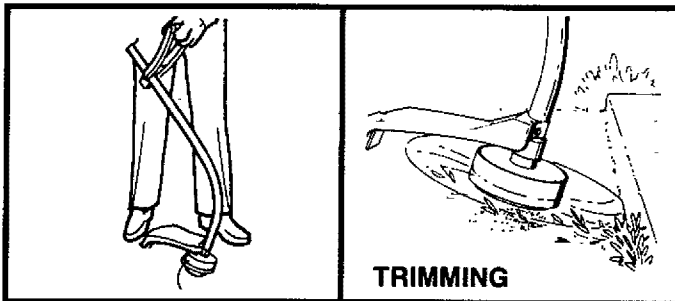


Figure 14

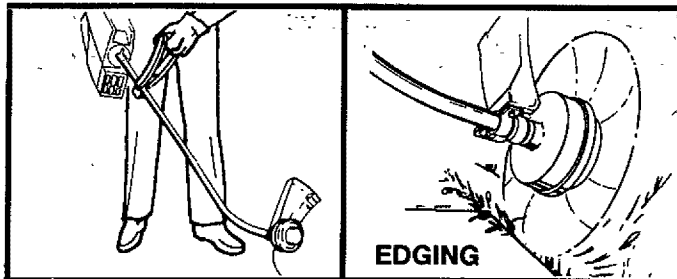


Figure 15

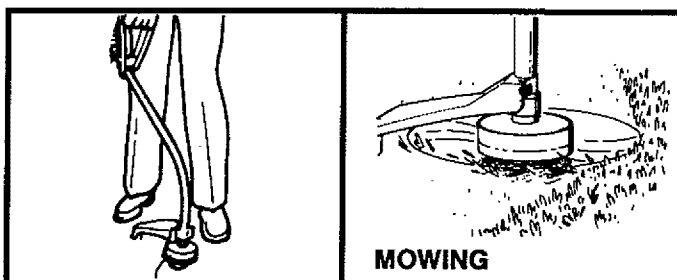


Figure 16

1. TRIMMING — Figure 14

Hold the cutting head at a 30 degree angle to the cutting area for efficient trimming. Do not force the cutting line into the work area. Allow the tip of the line to do the cutting.

2. EDGING — Figure 15

Adjust your trimmer for edging by turning the engine upside down so the drive shaft housing angles out rather than down. Rotate the assist handle on the shaft, placing it in an up, usable position. Hold the cutting head above the area to be edged as shown and operate the throttle trigger with your thumb.

3. MOWING — Figure 16

Your trimmer is ideal for mowing in places conventional lawn mowers cannot reach. In the mowing position, the cutting line is parallel to the ground. Avoid letting the cutting head continuously contact the ground as this can cause damage to your unit as well as scalp the ground.

4. SCALPING — Figure 17

To remove unwanted vegetation around trees, posts, monuments, etc., maintain a 30 degree angle with the cutting head and allow the tip of the cutting line to strike the ground.

NOTE: Increased line wear is to be expected when using scalping techniques.

5. SWEEPING — Figure 18

For quick and easy clean up extend the line to the length allowed by the line limiter and move the unit from side to side, keeping the cutting head parallel to the surfaces being swept.

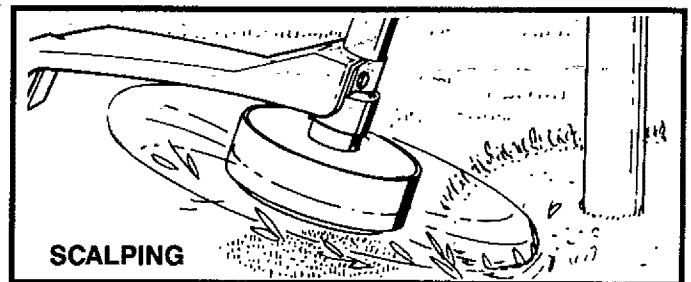


Figure 17

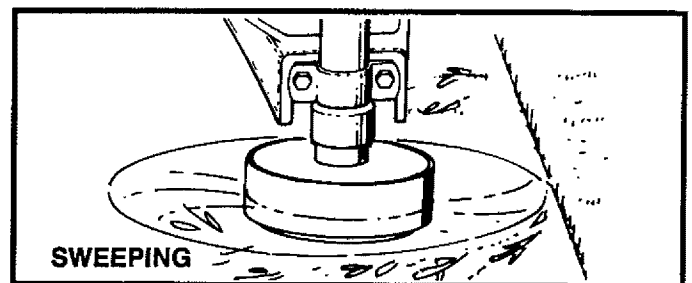


Figure 18

D. CUTTING HEAD MAINTENANCE

1. CUTTING LINE REPLACEMENT

- Hold the cutting head as shown in Figure 18. Press the lock tab, and turn lock ring counterclockwise ←.
- Remove the lock ring, tap button, and spool. Figure 19.
- Clean dirt and debris from housing and spool.
- Inspect spool. Replace as necessary. See instruction #3 this section.

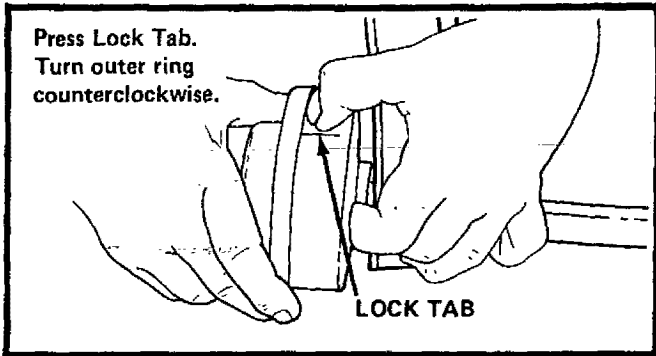


Figure 18

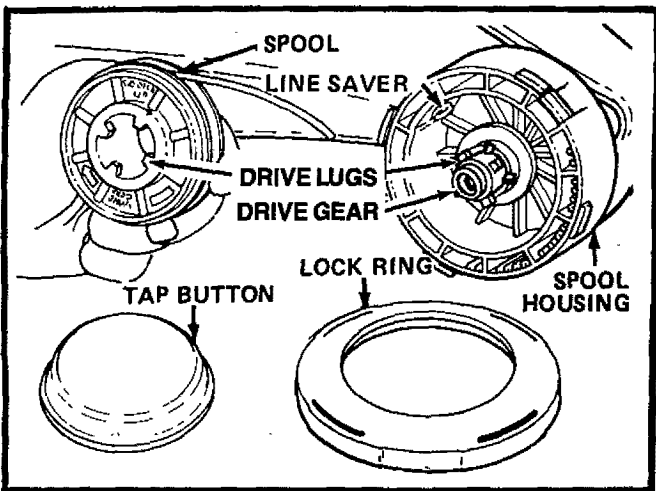


Figure 19

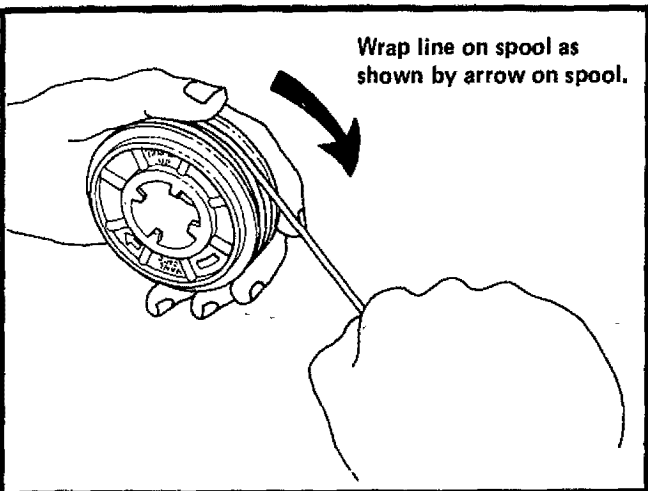


Figure 20

NOTE: The aluminum line saver is reversible. After a groove is worn into one side, reverse the line saver (with the spool removed) to provide a new wear surface. Figure 21.

- Replace a worn spool with a new pre-wound spool for quick easy replacement. Or as an alternative, replace nylon line on existing, usable spool. To replace line, insert 1/16 to 1/8 inch of the end of the line through the hole in the spool. Wrap the line evenly onto the spool in a clockwise → direction as shown by arrow on spool. Figure 20.
- Insert the end of the line through the line saver as shown in Figure 21. Push spool in housing. Force spool down. Turn and lock spool under the drive lugs on the drive gear.
- Replace the tap button; press lock tab and install the lock ring. Turn the lock ring clockwise → and fasten under the catches on the housing. Figure 22. Check to be certain all catches are properly secured.

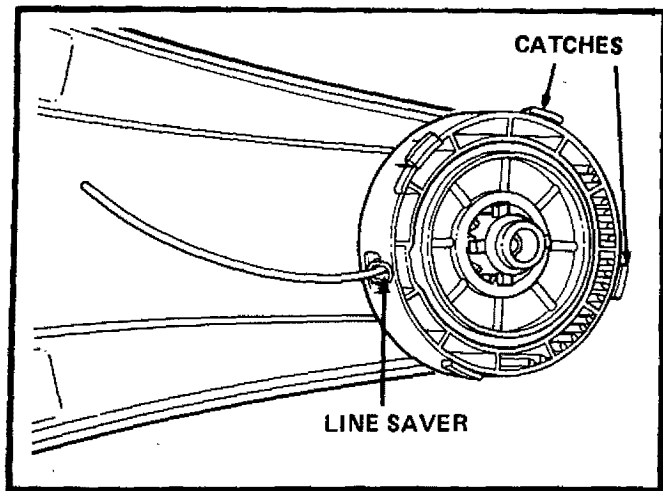


Figure 21

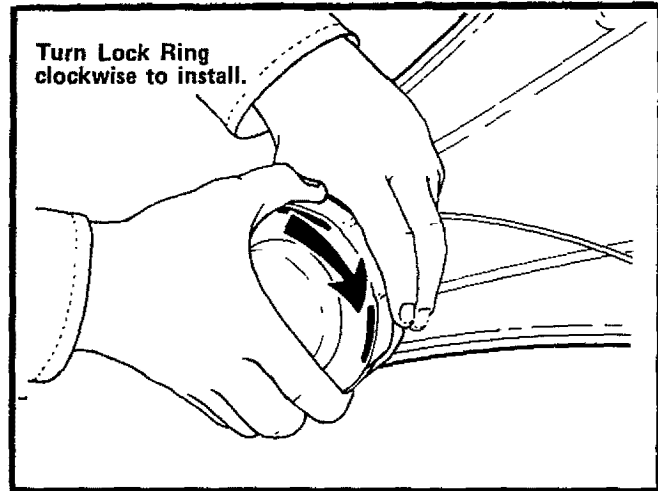


Figure 22

- h. Pull on the nylon line to change the spool from the locked position to the operating position. Figure 24.
- i. Obtain correct line length by pressing tap button and pulling on nylon line again.

NOTE: Approximately 2 inches of line can be advanced each time the tap button is pressed. Figure 24.

**USE ONLY SEARS/CRAFTSMAN®
REPLACEMENT PARTS**

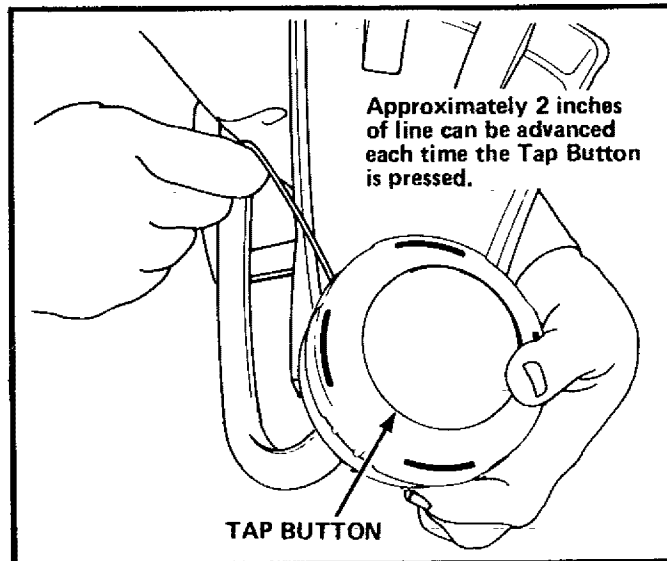


Figure 24

2. CUTTING LINE REPAIR

If the cutting line breaks off or backs up in the cutting head, follow "Cutting Line Replacement", omitting step "e".

3. SPOOL REPLACEMENT

- a. **Replace the spool when:** The square corners of the drive lugs are rounded off, reduced in size, or broken off. Figure 25.
- b. **To replace the spool,** follow "Cutting Line Replacement" (page 12).

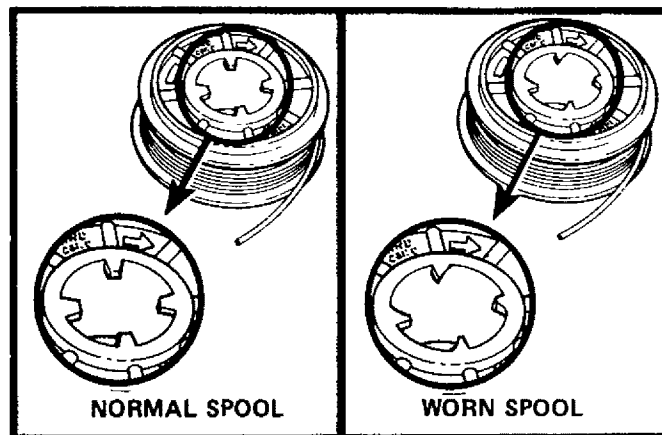


Figure 25

4. LINE LIMITER MAINTENANCE

- The line limiter is the metal blade found on the splash deflector.
- The line limiter must be kept sharp to:
 - allow fast, easy cut-off.
 - avoid excessive wear to the cutting head.
- **To sharpen:**
Use a flat file and file from the outside toward the inside of the line limiter. Figure 26.

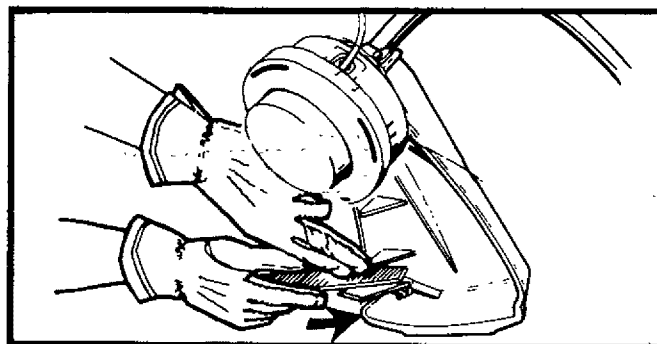


Figure 26

NOTES

GENERAL MAINTENANCE

A. DRIVE SHAFT LUBRICATION

- Lubricate the Flexible Drive Shaft:
 - After each ten (10) hours of operation:
 - Before operating if the unit has been stored for 90 days or longer.

- Use gear grease stock #28-59071.

NOTE: A tube of grease has been supplied with your unit to be used after the first 10 hours of operation.

- Observe the following procedure for best results:

CAUTION: Avoid bodily contact with the muffler area when the engine is warm. Always replace the muffler guard if it becomes damaged or broken.

1. Loosen the Pinch Clamp Bolt and remove the Drive Shaft Housing from the Engine Shroud.
2. Remove the Flexible Drive Shaft as shown in Figure 26.

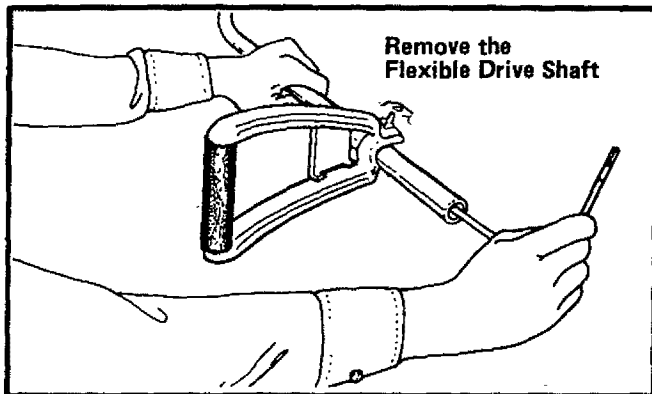


Figure 26

NOTE: Check the Flexible Drive Shaft for wear or damage. Replace if broken wires, twists or kinks are found.

CAUTION: Lay the Flexible Drive Shaft on a clean surface. Avoid laying the shaft on the floor, ground or on any surface that may have dirt or debris. Even after wiping the shaft, grease residue can pick up dirt particles that can cause damage or premature failure.

3. Using a clean cloth, thoroughly wipe the surface of the Flexible Drive Shaft to remove any old grease that may be present.
4. Apply a uniform coat of gear grease to the entire surface of the Flexible Drive Shaft. Figure 27.
5. Inject the remaining contents of the tube supplied with the unit into the top of the Drive Shaft Housing.
6. Replace Flexible Drive Shaft in the Drive Shaft Housing.
7. Follow the instructions on page 6 to replace Drive Shaft Housing in the Engine Shroud.

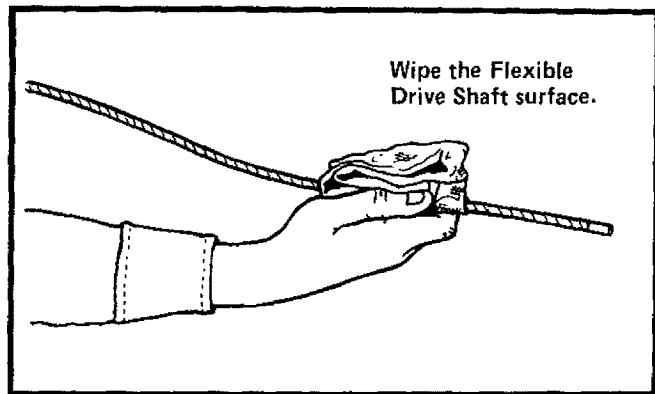


Figure 27

B. AIR FILTER CARE

A dirty air filter decreases engine performance and increases fuel consumption.

Clean the Air Filter:

- Frequently,
- Always after 5 tanks of fuel or 5 hours of operation, whichever is less.

Follow these steps:

1. Remove the air filter (located at the bottom, rear of the Engine Shroud) see page 2.
2. Wash in soap and water.

CAUTION: Do not clean filter in gasoline or other flammable solvent to avoid creating a fire hazard.

3. Squeeze filter dry.
4. Replace the air filter.

CAUTION: The air filter must be fitted into the corners of the housing to avoid engine damage.

C. FUEL TANK UPKEEP

Never use gasoline that is more than 2 months old in a fuel mixture. Gasoline begins to break down after a period of time and will form compounds that cause hard starting and damage in 2-cycle engines.

1. **Inspect the unit for fuel leaks each time it is used.** Repair or replace parts as necessary.
2. **Using gasoline or fuel mix over 2 months old will cause the engine to be difficult or impossible to start!**
3. **Drain the fuel tank or allow the unit to run out of fuel before storing for 30 or more days.**

NOTE: "First Starting" procedure may be required for a unit that runs out of fuel or from which fuel is drained. See "Starting Instructions", page 8.

D. STARTER ROPE REPAIR

- Repair the starter rope if the rope breaks next to the pulley.
- Replace the starter rope if the rope breaks 2-3 inches away from the pulley as the rope will be too short to repair properly.

⚠ WARNING



Always wear eye protection when servicing the starter rope. The recoil spring, located beneath the pulley, is under tension. If the spring pops out, serious personal injury can result.

● To repair or replace:

NOTE: Use caution when separating the fan housing from the shroud to avoid breaking or damaging the fuel line fittings.

1. Drain all fuel from tank.
2. Remove the four (4) screws from fan housing. Figure 28.
3. Carefully separate fan housing from shroud about one (1) inch.
4. Disconnect fuel lines from fittings.
5. Disconnect ignition module wires. Figure 28.
6. Slide high tension lead grommet from slot in fan housing.
7. Separate the fan housing completely from the shroud.
8. If the starter rope is not broken, release the spring tension by pulling about 12 inches of rope from the pulley and catch the rope in the notch as shown. Figure 30.

NOTE: The tension on the starter spring will be released if the rope has broken.

9. Remove screw and pulley very carefully. Figure 29. **The recoil spring which lies beneath the pulley must stay in the housing, flat against the bottom. If the spring is disturbed, it will require considerable time and effort to reinstall.** Twist the pulley gently clockwise → as you pull up to release the spring.
10. Move away from the fuel tank and melt the end of the new rope to go into the pulley.
11. Allow the melted end to drip once, then while rope is still hot pull the melted end through a clean rag to obtain a smooth, pointed end.
12. Insert rope through the rope exit hole in the fan housing.
13. Guide rope inside pulley, then up through topside pulley hole by pushing the rope from the underside hole with a small object such as a screwdriver.
14. Wrap rope counterclockwise ← around pulley ratchet and tuck loose end back under rope leaving a 1/4 to 1/2 inch tail laying in the rope groove. Figure 30.
15. Wind all but about 12 inches of the rope counterclockwise ← around pulley.
16. Replace pulley in the housing. Be sure the pulley is all the way down and the spring is secured. Replace screw and tighten. Figure 29.

17. Hold the 12 inch slack in the rope and catch rope in pulley notch. Figure 30.
18. Hold the rope taut and make 2 complete turns of the pulley counterclockwise ← to place tension on the pulley. Hold the pulley to retain tension.
19. Align pulley notch with rope exit hole, pull starter handle to the full extent of the rope and allow the rope to slowly wind around the pulley.

NOTE: While the unit is disassembled, inspect the carburetor housing seal and replace if worn. Figure 28.

20. Reverse procedure for re-assembly of fan housing to shroud.

NOTE: Make sure the fuel line with the black stripe or solid color is installed on the inner fuel fitting.

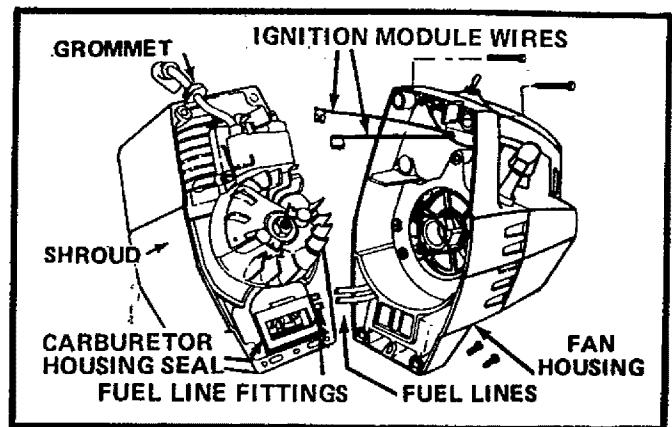


Figure 28

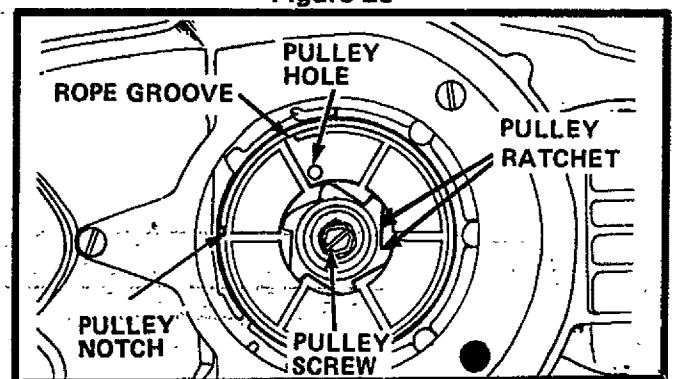


Figure 29

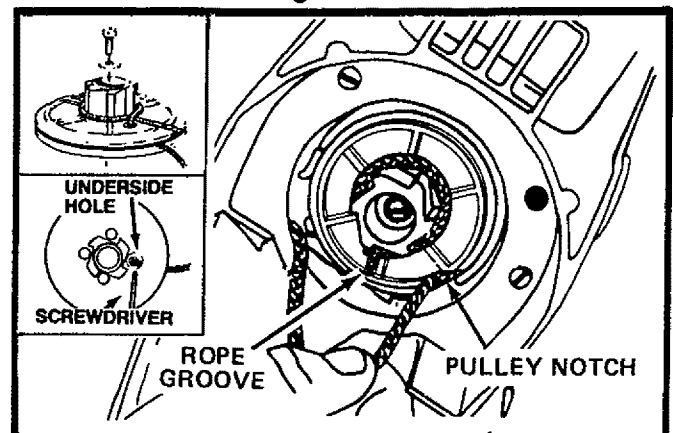


Figure 30

TROUBLE SHOOTING CHART

TROUBLE	CAUSE	REMEDY
Engine will not start	<ol style="list-style-type: none"> 1. Ignition switch off. 2. Fuel tank empty. 3. Spark plug not firing. 4. Fuel not reaching carburetor. 5. Engine flooded. 6. Compression low. 	<ol style="list-style-type: none"> 1. Move switch to "Start". 2. Fill tank with correct fuel mixture. 3. Install new plug. 4. Check for dirty fuel filter; clean. Check for kinked or split fuel line; repair or replace. 5. See Starting Instructions. 6. Contact your Sears Service Center.
Engine will not idle properly	<ol style="list-style-type: none"> 1. Idling speed set too low. 2. Idle speed set too high. 3. Low speed screw requires adjustment. 4. Crankshaft seals worn. 5. Compression low. 	<ol style="list-style-type: none"> 1. Adjust idle speed screw clockwise to increase speed. 2. Adjust idle speed screw counter-clockwise to reduce speed. 3. See Carburetor Adjustments. 4. Contact your Sears Service Center. 5. Contact your Sears Service Center.
Engine will not accelerate, lacks power or dies under a load	<ol style="list-style-type: none"> 1. Carburetor requires adjustment. 2. Air filter dirty. 3. Spark plug fouled. 4. Carbon build-up. 5. Low compression. 	<ol style="list-style-type: none"> 1. See Carburetor Adjustments. 2. Clean or replace air filter. 3. Clean or replace Spark Plug and regap. 4. Clean exhaust system including spark arrestor. 5. Contact your Sears Service Center.
Engine smokes excessively	<ol style="list-style-type: none"> 1. High speed needle requires adjustment. 2. Air filter dirty. 3. Oil rich fuel mixture. 	<ol style="list-style-type: none"> 1. See Carburetor Adjustments. 2. Clean or replace air filter. 3. Empty fuel tank and refill with correct fuel mixture.
Engine runs hot	<ol style="list-style-type: none"> 1. Fuel Mixture Incorrect. 2. Spark Plug Incorrect. 3. Carbon build-up. 4. High Speed Mixture set too low. 	<ol style="list-style-type: none"> 1. See Fueling Your Unit. 2. Replace with correct plug. 3. Clean exhaust system including spark arrestor. 4. See Carburetor Adjustments.
Unit engages at idle speed	<ol style="list-style-type: none"> 1. Carburetor requires adjustment. 2. Clutch requires repair. 	<ol style="list-style-type: none"> 1. See Carburetor Adjustments. 2. Contact your Sears Service Center.
Cutting head does not turn when engine is accelerated	<ol style="list-style-type: none"> 1. Drive shaft not engaged. 2. Carburetor requires adjustment. 3. Clutch slipping. 	<ol style="list-style-type: none"> 1. See Assembly Instructions. 2. See Carburetor Adjustments. 3. Contact your Sears Service Center.
Cutting head stops under a load	<ol style="list-style-type: none"> 1. Drive shaft not engaged. 2. Carburetor requires adjustment. 3. Clutch slipping. 	<ol style="list-style-type: none"> 1. See Assembly Instructions. 2. See Carburetor Adjustments. 3. Contact your Sears Service Center.
Cutting line does not advance.	<ol style="list-style-type: none"> 1. Line improperly wound onto spool. 2. Drive gear damaged or worn. 3. Worn spool. 	<ol style="list-style-type: none"> 1. Rewind spool. 2. Replace drive gear. 3. Replace spool.

ACCESSORIES

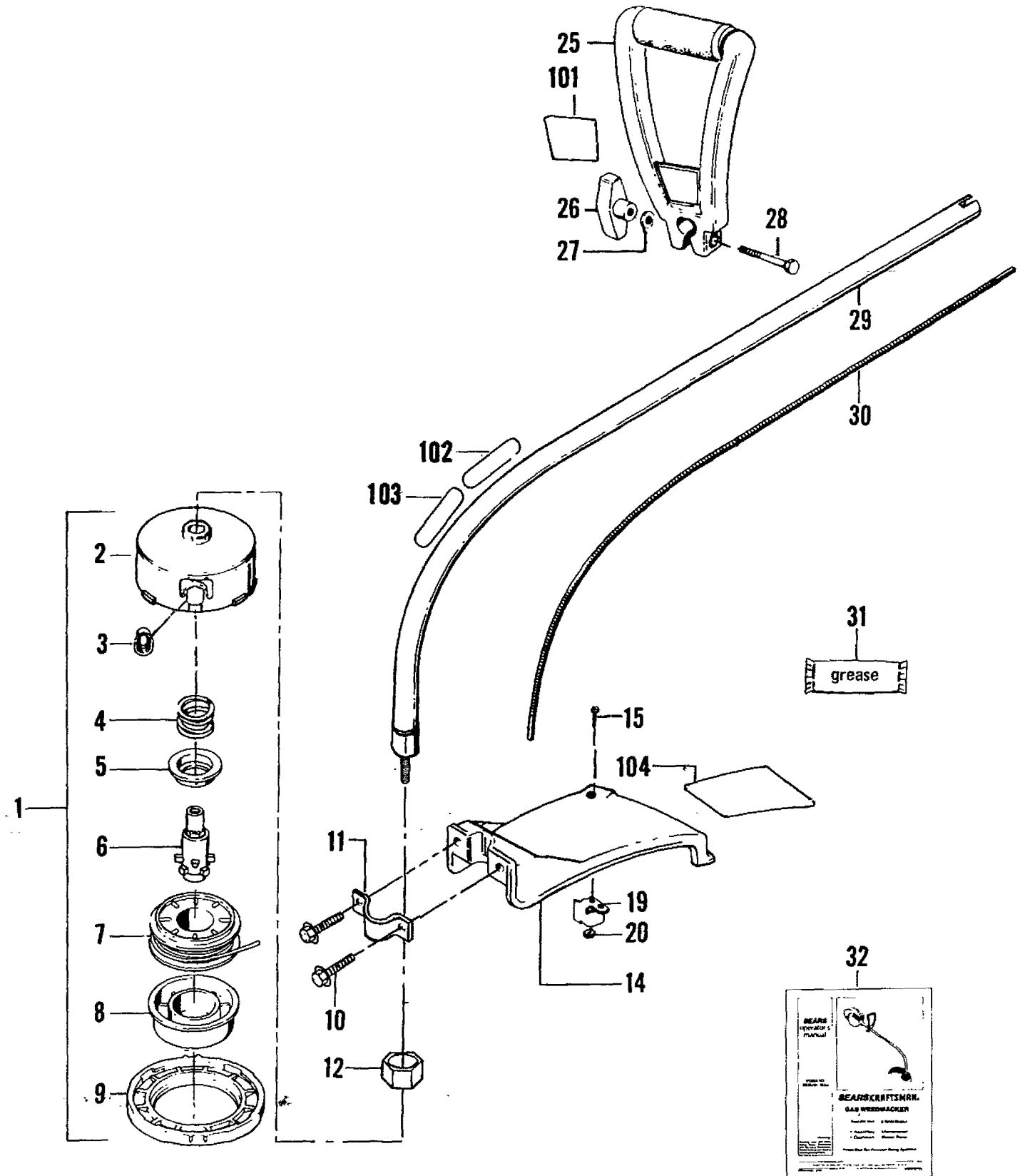
A. ACCESSORIES

2-Cycle Engine Oil	Stock No.	71-36555
Gear Grease (14-1/2 oz.)	Stock No.	28-59071
Spark Plug	Part No.	STD361258
Replacement Cutting Head	Stock No.	71-85764
Spool W/Line	Stock No.	71-85789
Nylon Cutting Line	Stock No.	71-85778
Shoulder Strap Kit	Stock No.	71-85783

NOTES

SEARS WEEDWACKER® PARTS LIST — MODEL 358.796131 -26.2cc

Figure 1



SEARS WEEDWACKER® PARTS LIST — MODEL 358.796131-26.2cc

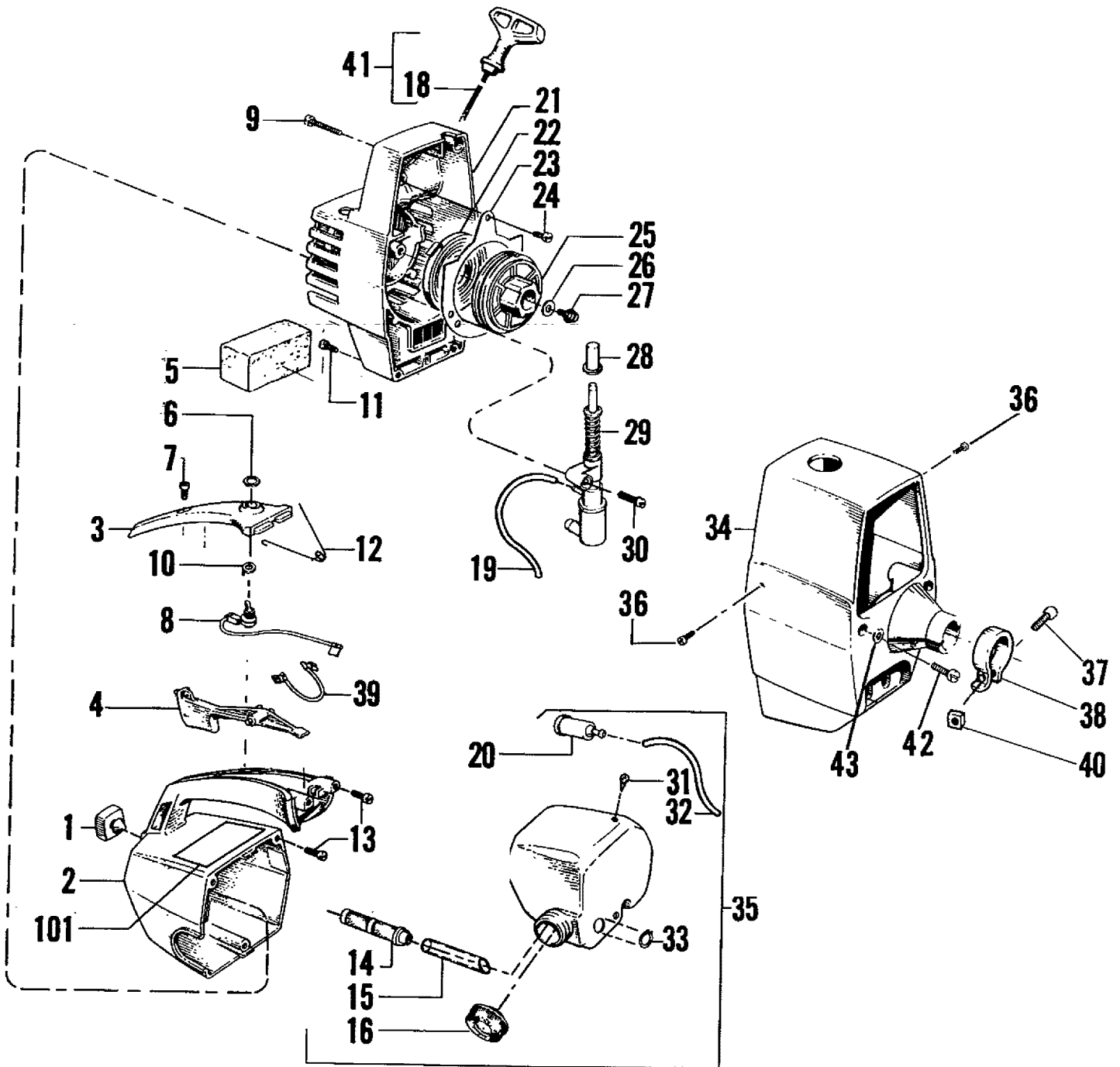
Figure 1

KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION	KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	706515	1	Cutting Head Assembly Stock #71-85764 (Incl. 2-9)	25	10618	1	Assist Handle
2	93896	1	Hub w/Line Saver	26	92059	1	Knob - 1/4 - 20
3	93898	1	Line Saver	27	STD	1	Washer - 1/4 - Flat
4	92067	1	Spring		551025		
5	92068	1	Adaptor - Spring	28	STD	1	Hex Bolt-1/4-20x1-1/2
6	93897	1	Drive Gear		522517		
7	706502	1	Spool w/Line-Stock #71-85789	29	94439	1	Drive Shaft Housing
8	93387	1	Release Button	30	93936	1	Flexible Drive Shaft
9	92133	1	Cover	31	30102	—	Gear Grease Stock #28-59071
10	92243	2	Screw-1/4-10x1-1/8-Splash Deflector	32	66706	—	Operator's Manual
11	93653	1	Bracket - Splash Deflector	Decals			
12	93716	1	Dust Cup	101	26593	1	Warning Label - Assist Handle
14	94440	1	Splash Deflector	102	27153	1	Decal - Warning (Shaft)
15	15337	2	Screw - 10-24x1 - Line Limiter	103	26674	1	Decal - Weedwacker
19	93853	1	Line Limiter	104	26570	1	Decal - Splash Deflector
20	STD 540410	2	Nut - 10 - 24 - Locking				

Key No's Excluded: #13, 16-18, 21-24.

SEARS WEEDWACKER® PARTS LIST — MODEL 358.796131-26.2cc

Figure 2



SEARS WEEDWACKER® PARTS LIST — MODEL 358.796131-26.2cc

Figure 2

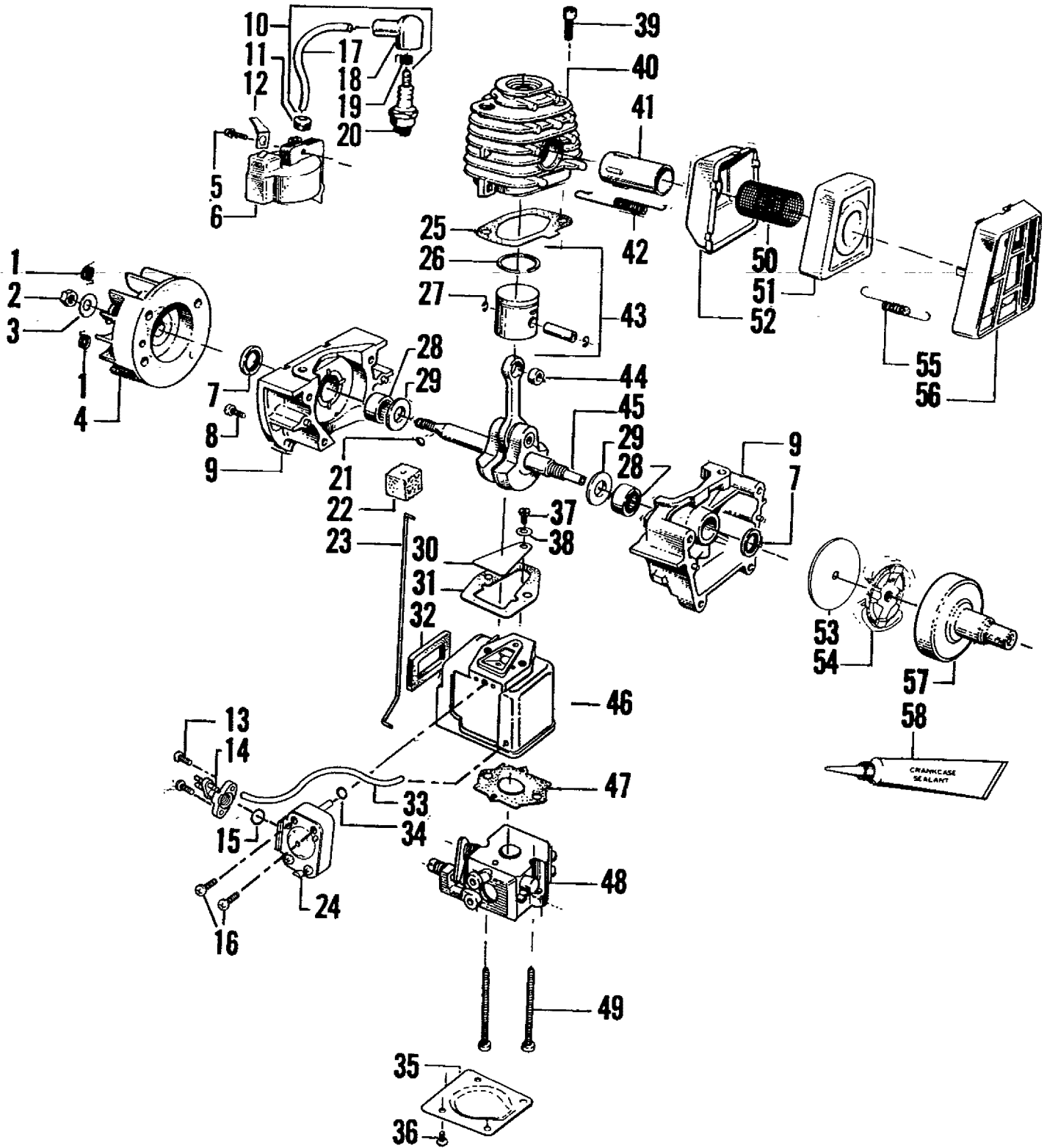
KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION	KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	24436	1	Bumper Fuel Tank Housing	26	15123	1	Washer#10 Starter Pulley Screw
2	26566	1	Handle & Fuel Tank Housing	27	15479	1	Screw - #10 x 3/4 - Hex Washer Head - Starter Pulley
3	26567	1	Handle Cover				Injector Button
4	24365	1	Trigger - Throttle	28	26032	1	Pump Assembly (Incl.#19)
5	24371	1	Air Filter	29	10738	1	Screw - #10 x 1 - 3/16 Plastite
6	23575	1	Nut - Grounding Switch	30	15563*	1	Air Baffle / Pump Mounting
7	STD	1	Screw - 8 - 16 x 3/4 Pan Head - Handle Cover	31	26119	1	Check Valve - Duck Bill
8	610807 69182	1	Kit - Grounding Switch (Incl.#6,10 & 39, this page and #12 from page 23.)	32	21054	1	Fuel Line - Tank to Accumulator
9	15706	2	Screw - 10 - 24 x 1 - 1/2 - Sems Fan Housing - Top	33	26178	1	Clip - Retainer - Inlet Line - Fuel Tank
10	24569	1	Washer - Ground Terminal	34	26549	1	Shroud
11	15582	2	Screw - 10 - 24 x 5/8 - Sems Fan Housing - Bottom	35	10773	1	Fuel Tank Assembly (Incl. #14, 15,16,20,31,32 & 33)
12	24461	1	Trigger - Spring	36	15590	2	Screw - 10 - 2 x 5/8 Binder Head
13	15367	5	Screw - 10 - 14 x 3/4 - Fan Housing to Handle & Fuel Tank	37	15609	1	Screw-Pinch Clamp-1/4-20x9/16
14	26109	1	Filter - Fuel (Inlet Line)	38	26560	1	Clamp
15	21052	1	Line - Fuel Inlet	39	39122	1	Lead Wire - Ground
16	10729	1	Fuel Cap Assembly (Incl. O-Ring)	40	15610	1	Nut #12-24 Square
18	22290	1	Rope (3.5 ft)	41	26792	1	Ass'y. - Rope and Handle-Starter (Incl.# 18)
19	21053	1	Line - Pump to Accumulator	42	STD	4	Screw - 10 - 24 x 7/8 - Fil. Hd.
20	26931	1	Fuel Pick-Up Assembly	43	511010	4	Shroud
21	69178	1	Fan Housing Kit		15274	4	Washer - Flat, #10 Narrow Shroud
22	42067	1	Starter Recoil Spring	Decals			
23	26035	1	Air Baffle	101	27153	1	Decal - Instructions
24	15544*	2	Screw - #10 x 3/8 Pan Hd.- Air Baffle	—	26568	1	Decal - Shroud (Right)
25	26048	1	Starter Pulley	—	26569	1	(not shown)
							Decal - Shroud (Left)
							(not shown)

*If your unit has been serviced with the metal fan housing, use Part No. 15373 (Screw - #10 - 24 x 1/4 - Fil. Hd.), instead of 15544 (Key No.24), and Part No. 15305 (Screw - #10 - 24 x 1 - 3/16 Fil. Hd.), instead of 15563 (Key No.30).

Key No's Excluded: #17

SEARS WEEDWACKER® PARTS LIST — MODEL 358.796131-26.2cc

Figure 3



SEARS WEEDWACKER® PARTS LIST — MODEL 358.796131-26.2cc

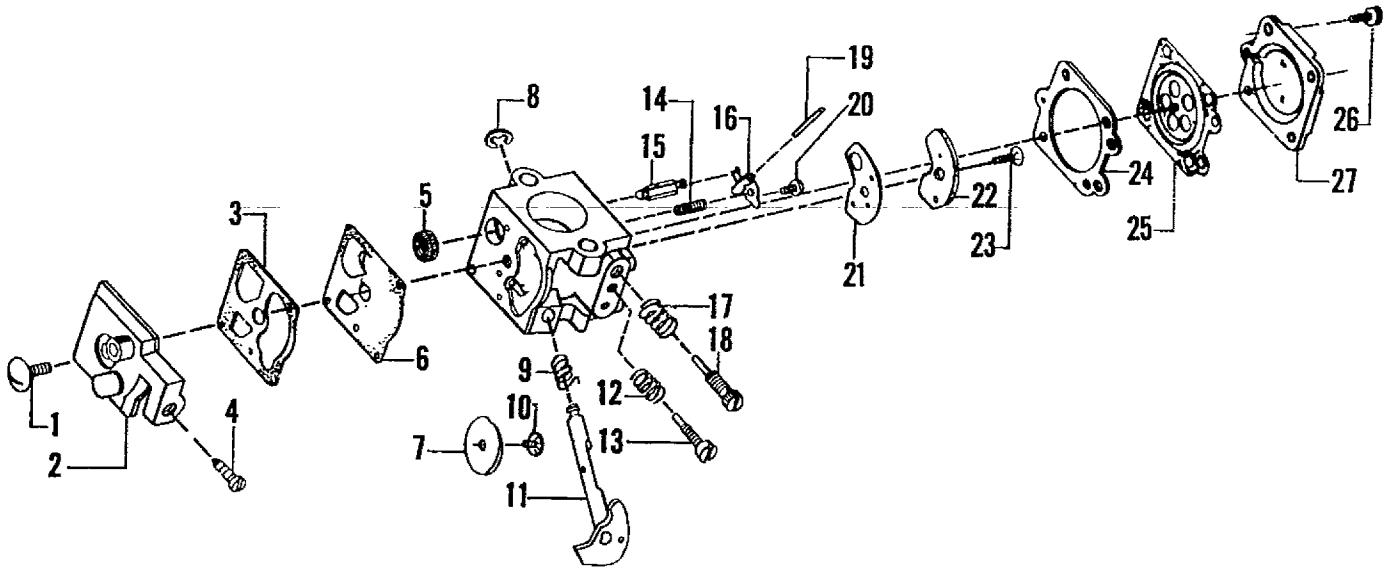
Figure 3

KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION	KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	42059	2	Spring - Starter Dog	31	19108	1	Gasket - Carburetor Case to Crankcase
2	STD	1	Nut - Flywheel - (5/16 x 26)	32	19105	1	Seal - Carburetor Case
	541131			33	21055	1	Fuel Line - Carburetor
3	15127	1	Washer - Flywheel	34	19131	1	O - Ring (Orifice)
4	39114	1	Flywheel Assembly (Incl. #1)	35	26047	1	Cover - Carburetor Case
5	STD	2	Screw - 8 - 32 x 3/4 - Fil. Hd. - Ignition Module	36	STD	4	Screw - 8 - 18 x 9/16 - Pan Hd. - Carburetor Case Cover
6	69181	1	Kit - Ignition Module	37	STD	1	Screw - 6 - 19 x 5/15 - Pan Hd. - Reed Valve
7	19059	2	Seal - Crankcase		610603		
8	15168	4	Screw - Crankcase	38	23367	1	Washer - Reed Valve Screw
9	10316	1	Crankcase Ass'y. (Incl. #7 & 28)	39	15239	2	Screw - 1/4 - 20 x 3/4 - Hex Socket Hd. - Cylinder
10	39103	1	High Tension - Lead Assembly (Incl. #17, 18 & 19)	40	12070	1	Cylinder
11	24435	1	Grommet - Plug Wire	41	26949	1	Diffuser - Muffler
12	25995	1	Electrical Tab	42	24903	2	Spring - Muffler Detachment
13	15235	2	Screw - 8 - 18 x 9/16	43	22198	1	Piston Kit (Incl. #26, 27 & Pin)
14	10677	1	Cap Assembly - Accumulator (Incl. Cap, Screen & "O" Ring)	44	32057	1	Bearing - Wrist Pin
				45	26675	1	Crankshaft & Rod Assembly
15	19128	1	O-Ring - Accumulator Chamber	46	26046	1	Carburetor Housing
16	15565	2	Screw - 8-18x1" Accumulator	47	19115	1	Gasket - Carburetor
17	39082	1	High Tension Lead Wire	48	35183	1	Carburetor - WA - 149 - (See Page 24 for Assembly)
18	3934	1	Boot - Spark Plug	49	15566	2	Screw - 10 - 24 x 2-1/4" - Fil. Hd. - Carburetor
19	3933	1	Connector - Spark Plug Lead	50	24364	1	Screen - Spark Arresting
20	STD	1	Spark Plug (CJ-14)	51	24361	1	Cover - Muffler
	361258			52	24362	1	Body - Muffler
21	15126	1	Key - Flywheel	53	69196	1	Kit - Clutch Washer
22	23373	1	Boot - Throttle	54	69194	1	Kit - Clutch Assembly (Incl. Clutch Washer)
23	26177	1	Throttle Wire (Red)	55	24932	2	Spring - Muffler Guard
24	10651	1	Accumulator Assembly (Incl. #14, 15 & 34)	56	24855	1	Guard - Muffler
25	24302	1	Gasket - Cylinder	57	10797	1	Coupling & Bearing Assembly
26	—	1	Ring - Piston	58	30054	1	Sealant - Crankcase (Not Supplied With Unit)
27	15162	2	Retainer - Wrist Pin				
28	32058	2	Bearing - Crankcase				
29	15351	2	Washer - Thrust - Crankcase				
30	24438	1	Reed Valve				

SEARS WEEDWACKER® PARTS LIST — MODEL 358.796131-26.2cc

CARBURETOR NUMBER 35183

Figure 4



KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION	KEY NO.	PART NO.	QTY. REQ.	DESCRIPTION
1	35017	1	Screw - Pump Cover	17	35036	1	Spring - Hi Speed Needle
2	35191	1	Pump Cover Ass'y. (Incl. #4)	18	35142	1	Needle - Hi Speed
3	35164	1	*+ Gasket - Pump	19	35028	1	+ Pin - Metering Lever
4	35156	1	Screw - Idle Adjustment	20	35016	1	Screw - Metering Lever Pin
5	35178	1	+ Screen - Inlet	21	35147	1	*+ Gasket - Circuit Plate
6	35166	1	*+ Diaphragm - Pump	22	35042	1	Plate - Circuit
7	35133	1	Valve - Throttle	23	35137	1	+ Screw - Circuit Plate
8	35007	1	Clip - Throttle Shaft	24	35151	1	*+ Gasket-Metering Diaphragm
9	35138	1	Spring - Throttle Return	25	35014	1	*+ Diaphragm Ass'y. - Metering
10	35015	1	+ Screw - Throttle Valve	26	35153	4	Screw Assembly - Metering Cover & Throttle Shaft Clip
11	35132	1	Shaft Assembly - Throttle	27	35149	1	Cover - Metering Diaphragm
12	35023	1	Spring - Idle Needle	—	35185	1	Kit - Kwik Repair Kit (Not Shown)
13	35141	1	Needle - Idle	—	35186	1	Kit - Gasket / Diaphragm (Not Shown)
14	35106	1	+ Spring - Metering Lever				
15	35031	1	+ Valve - Inlet Needle				
16	35031	1	+ Lever - Metering				

*+ Contents of Gasket/Diaphragm Kit
+ Contents of Kwik Repair Kit

NOTES

NOTES

QUICK REFERENCE PAGE

*Read and follow all Safety Rules, Precautions and Operating Instructions.
Failure to do so can cause in serious personal injury.*

	PAGE
PREPARATION	3
1. Know all safety rules and precautions in this manual.	
2. Wear safety glasses or goggles for eye protection	
3. Dress safely - boots or safety shoes, long pants.	
4. Check for worn, loose, missing or damaged parts and repair.	
5. Inspect and ensure the area to be cut is safe.	
6. Keep children, bystanders, and animals a minimum of 30 feet (10 meters) away from the work area.	
FUELING	6-7
1. Eliminate all sources of sparks or flame where fuel is mixed, poured or stored.	
2. Use fuel not over 2 months old.	
3. Mix and pour fuel in an approved, marked container in an outdoor area.	
4. Use 1 part air-cooled, 2-cycle, engine oil to 16 parts regular unleaded gasoline.	
5. Move a minimum of 10 feet (3 meters) away from fuel and fueling site before starting engine.	
STARTING THE ENGINE	7-8
1. Extend a minimum of 4 inches of line from the cutting head.	
2. Place unit on ground away from objects and on-lookers.	
3. Keep the throttle trigger depressed until engine runs.	
4. Press injector button as indicated on page 8.	
5. Pull the starter rope sharply and quickly.	
OPERATING THE UNIT	9-11
1. Accelerate the engine to the desired speed before cutting.	
2. Release the trigger and allow the engine to idle when not cutting.	
3. Make sure the cutting head stops turning when the throttle trigger is released.	
4. Stop the engine by moving the ignition switch to the "off" position.	
ADVANCING THE CUTTING LINE	10
1. Operate the engine at full throttle.	
2. Hold cutting head parallel to grassy area of ground.	
3. Tap cutting head lightly on the ground once.	
MAINTENANCE	14
1. Drain all fuel from the unit before storing for more than 30 days.	
2. Disconnect spark plug before performing any maintenance except for carburetor adjustment.	
3. Clean air filter frequently but always after 5 hours of operation or 5 tanks of gas whichever is less.	
4. Lubricate the flexible drive shaft after each 10 hours of operation and after storing for more than 90 days.	
5. Store in a dry place out of the reach of children.	

SEARS

MODEL NO.
358.796131 - 26.2cc

How to Order Repair Parts

SEARS SERVICE
IS AT YOUR SERVICE

The Model Number will be found under the handle with the Serial Number. Always mention the Model Number when requesting service or repair parts for your unit.

All parts listed herein may be ordered from any Sears Service Center and most Sears Stores.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION AS SHOWN IN THIS LIST.

- | | |
|-----------------------------------|--|
| 1. The PART NUMBER | 3. The PART DESCRIPTION |
| 2. The MODEL NUMBER
358.796131 | 4. The NAME OF ITEM—
26.2cc Gas WEEDWACKER® |

If the parts you need are not stocked locally, your order will be electronically transmitted to a Sears Repair Parts Distribution center for expedited handling.



When you buy merchandise from Sears you get an extra something that nobody else can offer . . . Sears Service.

Across town or across the country, Sears Service follows you, providing trustworthy, competent service technicians using only Sears specified factory parts.

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