



- Turn engine switch to "OFF".

- When the engine is not to be used for a while, drain the fuel from the fuel tank. Then start the engine and let it run until all the fuel in the carburetor is used up which will stop the engine.

[CAUTION]

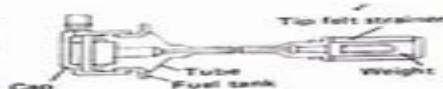
- (1) When the engine does not start successfully, do not try to pull the starter so many times with the choke closed as this will cause flooding the fuel into cylinder and make starting more difficult. So, fully open the choke and start the engine.
- (2) When the engine is still warm with fuel in it, push the tickler lever until the fuel run out of the over flow pipe. In this case, it is not necessary to work the prime pump.
- (3) Whenever possible, try to top up the fuel tank before it runs dry. This will make it easy to restart the engine.
- (4) After starting, operate the throttle lever to vary the engine speed up and down a few times. This is to draw out the remaining air in the carburetor. If air remains in the carburetor, it may cause the engine speed to drop or the engine to stop.
- (5) Do not try to increase the speed immediately after the engine starts. Let it warm up for about 3 minutes.

3. ADJUSTMENT OF CARBURETOR:

- If the carburetor needs to be adjusted, please consult your dealer.

4. MAINTENANCE AT EVERY 20-HOUR OPERATION:

- Fuel Strainer Washing:
Removing:
 - (1) Remove cap.
 - (2) Remove the tube from the tank.
 - (3) Remove the weight with the felt from the tube.
Washing:
 Wash the felt in clean gasoline, and make sure that there is no dirt sticking.
 Clean air cleaner:
 Wash the element in kerosene, soak it in the fuel mixture (gasoline 25 : 1 two-stroke oil) and wring it out.
 [Keep flame away!]
 • In very dusty locations clean every day or every ten hours of operation.
 • To open the air cleaner cap, pull the portion marked "PULL" toward you while pressing the hook section on the both sides of the cap.
 [No tool is required!]



5. MAINTENANCE AT EVERY 50-HOUR OPERATION:

- Remove Carbon:
 - (1) Remove carbon from top of piston.
 - (2) Remove carbon from cylinder exhaust ports.
 - (3) Remove carbon from combustion chamber.
 - (4) Remove carbon from inside muffler tail pipe.
 Retighten nuts and bolts.
 Clean and adjust spark plug.
 Gap: 0.6 to 0.7mm
 Plug: NGK BM6A



6. ADJUSTMENTS:

- Throttle cable
 - (1) The speed can be adjusted by the adjuster nut.
 - (2) Idling
 - (a) After starting the engine, adjust the idling by means of the throttle stop screw.

[CAUTION]
Normal idling should be 2800 rpm.



7. IGNITION TIMING (Only contact breaker system):

- Join the crank case mark with the flywheel mark.
 - (1) Adjust the contact breaker fixing screw until the contact breaker plate moves. After adjust the point gap until the point begins to break up, tighten the screw.
 Point gap : 0.35mm, Ignition timing : 25° B.T.D.C.]



8. LONG-TIME LAYING-UP:

- Remove all fuel from fuel tank and carburetor. (After draining fuel from fuel tank run engine until all remaining fuel in the carburetor is used up which will stop the engine.)
- Remove the spark plug, pour in about 50cc of new engine oil through the plug hole, pull the recoil starter several times and replace the spark plug.
- Pull the recoil starter until you feel the piston is on its compression stroke, that is, with both intake and exhaust ports/closed, and leave it like that.
- Store in a clean, dry place.
- Wipe the surface with an oily cloth.



9. SPECIFICATIONS:

	TO40-D	TO48-D
Type	Air cooled, 2-stroke single cylinder, gasoline engine	
Displacement	40.2cc	48.6cc
Rotating direction	Counter-clockwise facing power take-off side (clutch side)	
Dry weight	4.2kg	

The above items are subject to change without notice.

Kawasaki
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CONSUMER PRODUCTS & COMPONENTS GROUP

Kawasaki Td40 Manuale

Pete Shoemark



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