



DINGO TOOLS

DOWNLOADABLE USER MANUAL

52CC

POLE PRUNER 6M + POWER PLUS

DINGO TOOLS POLE PRUNER

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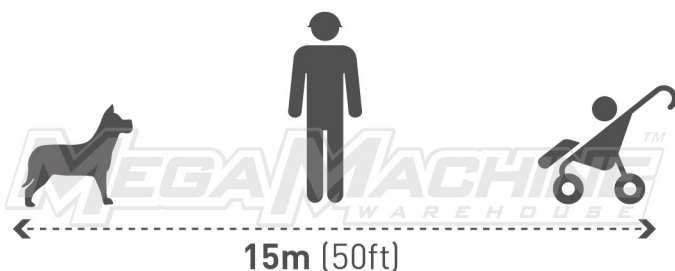
Before Using This Unit:

Please Read the Operator's manual carefully.
Check that the Cutting equipment is correctly assembled
(please read and follow instructions on Page 5)
Start the Unit and check the carburettor adjustment (Please
check Page 9 for this step if needed)

Always Wear Eye, Head and Ear Protectors when
Using This Unit.

Keep all Children, bystanders and helpers 15m (50ft) away
from Unit. If anyone approaches you, stop the engine and
cutting attachment immediately.

Gloves, Safety Goggles and ear muffs and Slip and Sturdy
Footwear should be worn at all times when operating
tools or Machinery.



WARNING!

ALWAYS MAINTAIN THIS Multitool ACCORDING TO THE
OWNER'S MANUAL AND FOLLOW THE RECOMMENDED
SCHEDULED MAINTENANCE.

NEVER MODIFY OR DISABLE ANY OF THE POLE PRUNER'S
SAFETY DEVICES.

ALWAYS USE GENUINE PARTS AND ACCESSORIES
WHEN REPAIRING OR MAINTAINING THIS MACHINE.
DO NOT MAKE UNAUTHORIZED MODIFICATIONS OR
SUBSTITUTIONS TO THE GUIDE BAR OR CHAIN
NEVER ALLOW THE ENGINE TO RUN AT HIGH RPM
WITHOUT A LOAD. DOING SO COULD DAMAGE
THE ENGINE.

WHEN TRANSPORTING THE PRUNER IN A VEHICLE, TIE
IT DOWN SECURELY TO PREVENT DAMAGE AND FUEL
SPILLAGE.

ALWAYS CLEAR YOUR WORK AREA OF TRASH OR HIDDEN
DEBRIS TO HELP ENSURE GOOD FOOTING.

KEEP THE SAW CHAIN SHARP AND PROPERLY ADJUSTED
KEEP THE PRUNER AS CLEAN AS POSSIBLE. KEEP IT
FREE OF LOOSE VEGETATION, MUD ETC.

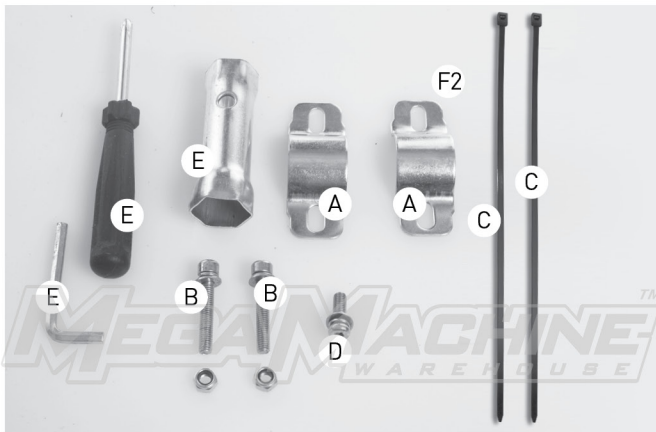


**THIS PROTECTIVE EQUIPMENT
MUST BE WORN
IN THIS AREA**

WHAT IS IN YOUR BOX.

STANDARD COMPONENTS

- A. 2x Bracket for handle on main shaft
- B. 2 hex screws and 2 nuts for handle
- C. 2 plastic ties
- D. Hex for Air filter on the motor
- E. Tools



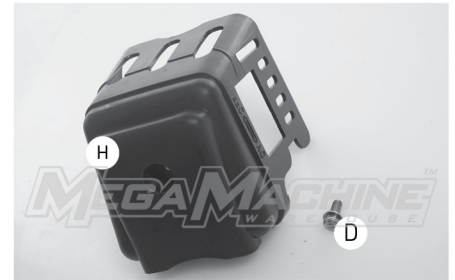
ACCESSORIES



- F1. 12" Chain cover
- F2. 12" Guide Bar
- F3. 12" Chain



G. Coupler



- H. Airfilter
- D. Hex screw for Air filter on the motor



- i2. Poles
- 2,3 or 4 Poles vary depending on product.



J. Chain Head



K. Shoulder Strap

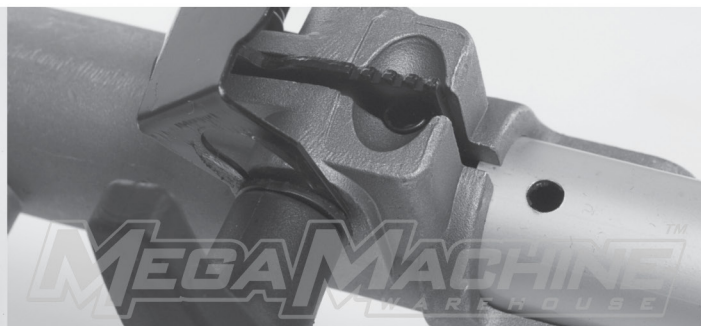
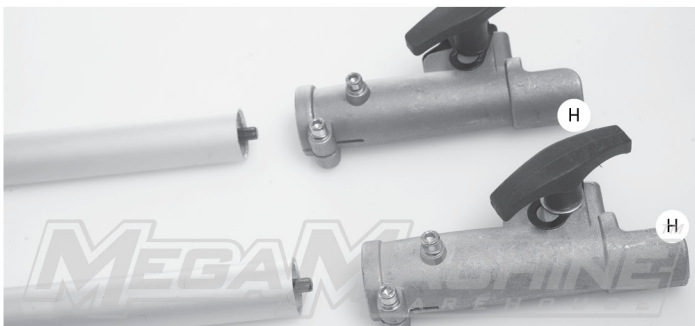


L. D Handle

ATTACHING THE AIR FILTER TO YOUR MACHINE:



POLE ASSEMBLY & ATTACHING



- 1) Attach Coupler/Joiner [H] to the end of the pole that does not have the pre-drilled index hole. Physical holes are not necessary for attaching the joiner. Screws on coupler or joiner are pressure attached against pole.

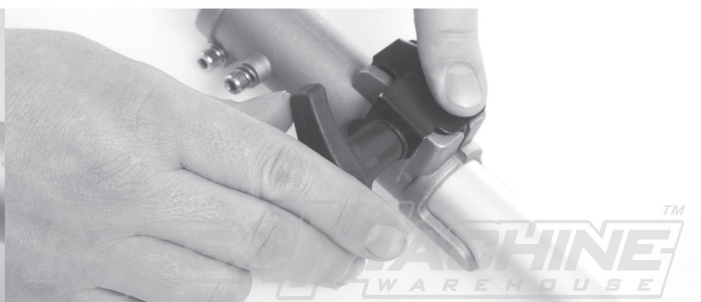
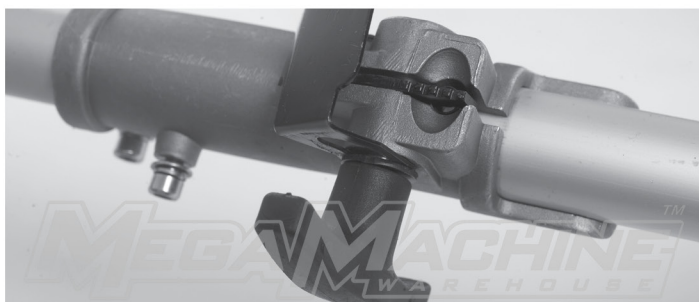
- 2) Visible holes at the base of the pole are

BASE OF POLE
Index hole facing up

TOP OF POLE
Coupler Attaches this end



SCREWS
Screw in Hex screws until firm against pole.



- 3) Place pole into joiner with index hole facing upwards. Adjust/Rotate the hole until it firmly clicks into place.

- 4) Push down the safety shield firmly until it locks into place. Once down tighten the T-handle until its firm (to protect the release mechanism).



5) RELEASE

Release the safety shield and push down on the release clip while gently rotating and removing pole.



6) HANDLE ATTACHMENT

Place 'A' brackets over pole and the other 'A' bracket top side down inside the handle. Place 'B' hex bolts head up at the top of the handle running through configuration. Place through the brackets and attach the 'B' nuts until firm.

OPERATING THE PRUNER



Hook the strap hook to the outer pipe on the shaft of the machine

Wear the strap so that the hook stays at your right hand side.

Adjust the length of the strap so that it is comfortable and at the correct length whilst operating the pruner.

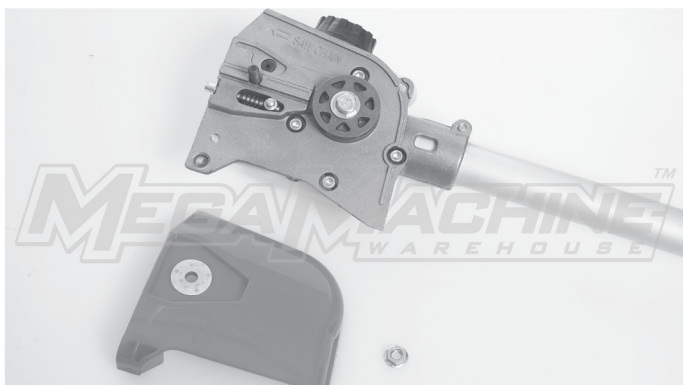
In emergency situations unhook the metal clasp, this will release the machine from the strap.
Please View Mega Machine Warehouse Help Videos For Installation of Poles and Starting Sequence For Operation Of This Machine.



WARNING!

NEVER ATTEMPT TO INSTALL, REPLACE, OR ADJUST THE CHAIN WITH THE ENGINE RUNNING!
WARNING! THE SAW IS VERY SHARP. WEAR GLOVES TO PROTECT YOUR HANDS WHEN HANDLING.

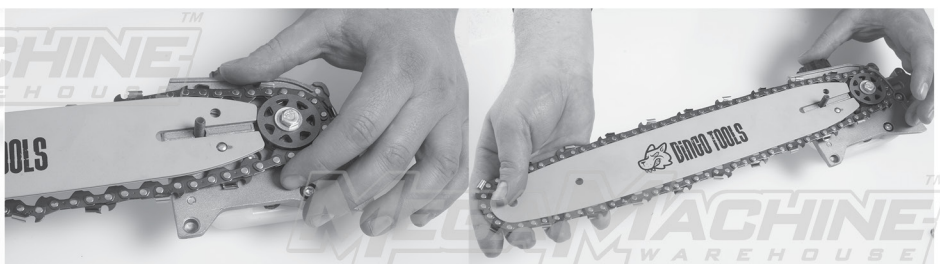
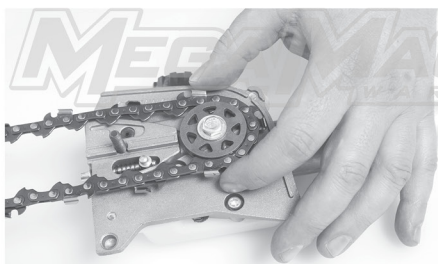
INSTALLING THE BAR AND CHAIN



- 1) Using the small end of the plug wrench remove sprocket cover nut (turn counterclockwise to remove).



- 2) Place the guide bar over the guide bar adjustment stud on the cutting head assembly. Align the chain tension pin with the hole in the guide bar.



- 3) Install the chain loop over the drive links within the guide bar groove, and then align the chain over the drive sprocket. Make sure the cutter are properly oriented as shown in the picture below.



- 4) Install the sprocket cover over the bar stud. Using finger-pressure only, install the sprocket cover nut.

ADJUSTING THE CHAIN



WARNING!

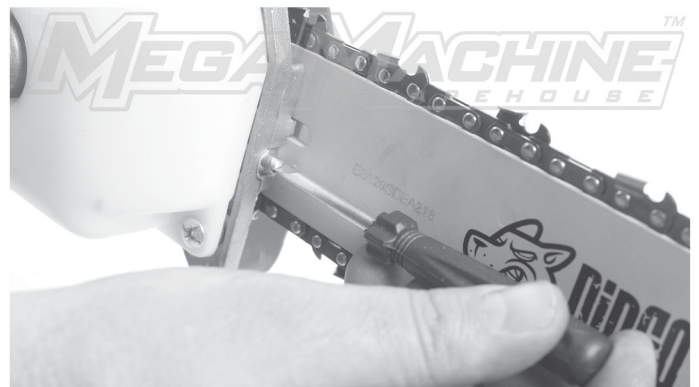
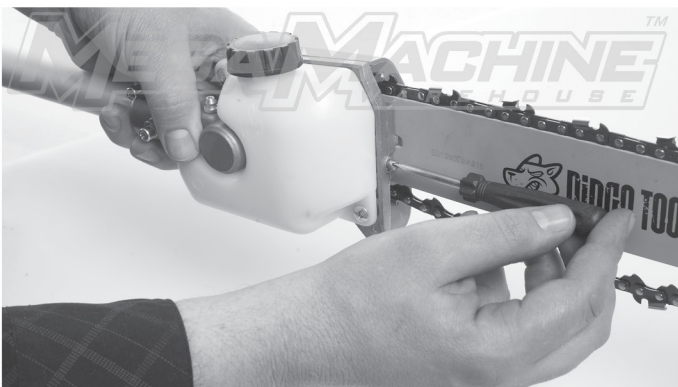
NEVER ATTEMPT TO INSTALL, REPLACE, OR ADJUST THE CHAIN WITH THE ENGINE RUNNING.

WARNING! THE SAW CHAIN IS VERY SHARP. WEAR GLOVES TO PROTECT YOUR HANDS WHEN HANDLING.

CAUTION! A LOOSE CHAIN CAN JUMP OFF THE GUIDE BAR CAUSING DAMAGE TO THE CHAIN AND ASSOCIATED EQUIPMENT. ALWAYS MAKE SURE THE CHAIN IS PROPERLY ADJUSTED; CHECK MORE OFTEN WHEN YOU ARE BREAKING IN A NEW CHAIN.

IMPORTANT

Proper chain adjustment is essential for maximum performance, long chain life, and operator safety. Always inspect chain tension before operating the pole pruner.



- 1) Loosen the sprocket cover nut with a Plug wrench.
- 2) Lift the nose of the guide bar while turning the chain tensioning screw Clockwise to tighten the chain Counterclockwise to loosen the chain.
- 3) Pull the Chain by hand along the top of the guide bar several times from the engine to the bar's tip. The chain should feel snug but still pull freely.



- 4) Tighten the sprocket cover nut securely while lifting the tip of the guide bar.
- 5) Inspect the chain for correct adjustment (more frequently with a new chain). The chain should feel snug but still pull freely.

CHAIN OILER



WARNING!

NEVER FILL THE OIL RESERVOIR NOR ADJUST THE OILER WITH THE ENGINE RUNNING.

FILLING THE OIL RESEVOIR

The oil reservoir has a capacity sufficient to provide about 40 minutes of cutting time (when set to deliver the minimum flow rate)

- 1) Place the pole pruner on a clean, flat surface with the oil filler cap facing up.



Wipe off any debris from the oil cap and from around the oil filler neck.

- 2) Remove the oil filler cap and fill the reservoir with bar and chain oil, then replace the cap.
- 3) Wipe up spilled oil from the unit before restarting the pole pruner.

ADJUSTING OIL FLOW RATE

The guide bar and chain are lubricated automatically by a pump that operates whenever the chain rotates, the pump is set at the factory to deliver a medium flow rate, but it can be adjusted in the field. A temporary increase in oil flow is often desirable when cutting things like hardwood or wood with a lot of pitch.

Adjust the pump as follows:

- 1) Stop the engine and make sure the stop switch is in the STOP position.
- 2) Place the unit on it's side with the oil Reservoir up
- 3) With a screw driver, push in on the oil flow rate adjusting screw and turn in the desired direction (there are three incremental settings):
 - » Clockwise-decrease lubrication
 - » Counterclockwise-increase lubrication



Typical Applications Standard Cut:

The most convenient working position is a tool angle of 60°, but any other angle may be used to suit the situation concerned.

Cutting Above Obstacle:

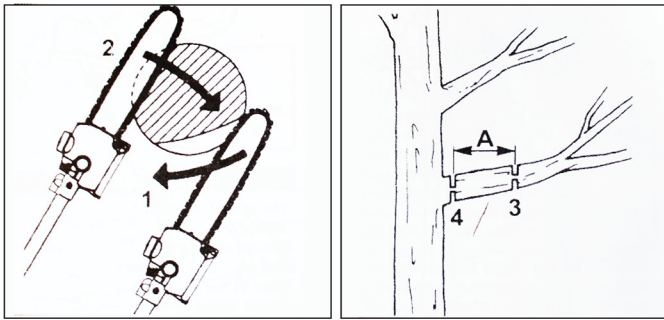
Thanks to the unit's long reach it is possible to prune branches that are overhanging obstacles, such as rivers or lakes. The tool angle in this case depends on the position of the branch.

Working Techniques (Please Read)

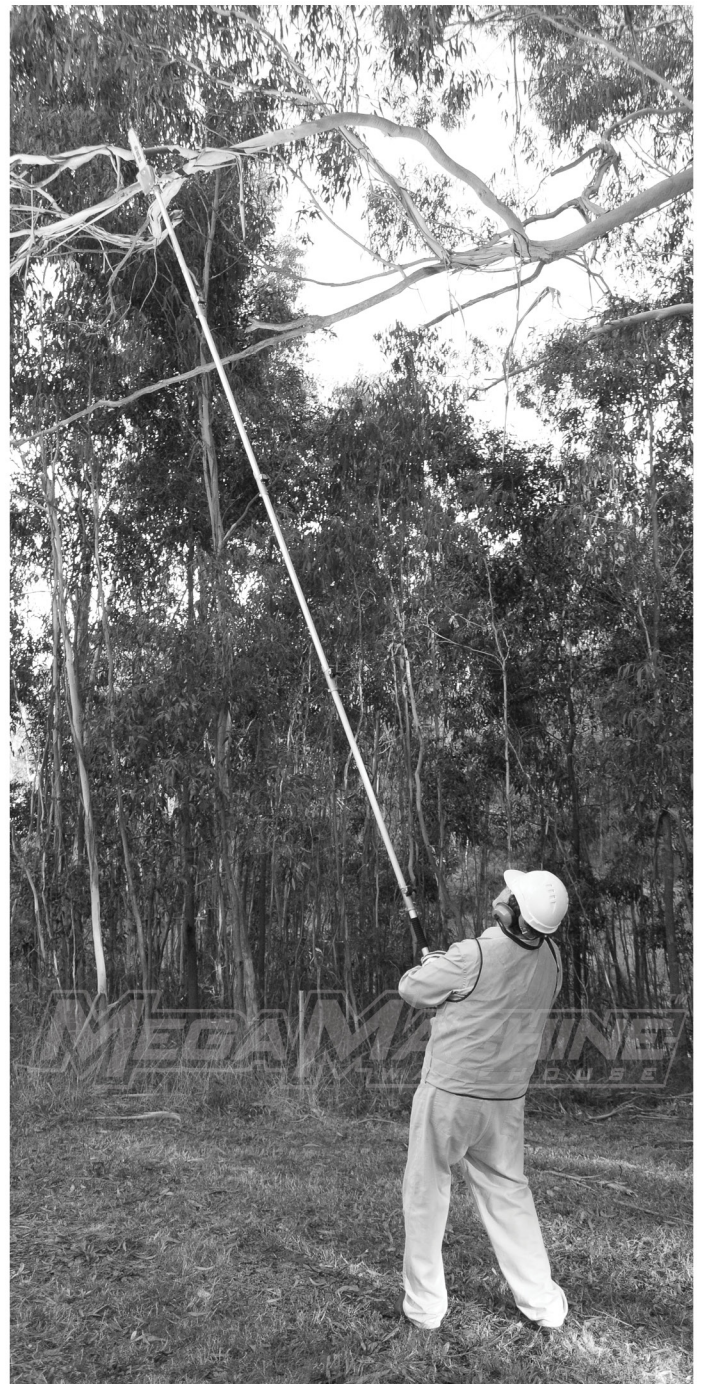
Relieving Cut:

To avoid tearing the bark, kickback or pinching the bar when pruning thick branches, always start by performing a relieving cut e.g if the branch you are cutting is around 5 cms thick cut from the lower part of the branch upwards, then stop and turn the pole pruner on the other side of the branch downwards cutting the branch off the tree.

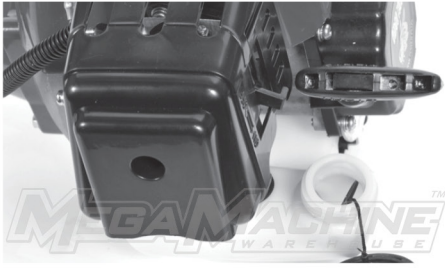
Flush-cutting thick branches:



If branch diameter is more than 10cm (4"), first perform undercut (3) and cross-cut at a distance (A) of about 25cm (10") from the final cut. Then carry out the flush-cut (4), starting with a relieving cut and finishing with a cross-cut.



STEPS FOR STARTING YOUR MACHINE



STEP 1

Mix the 2 stroke fuel to the correct ratio (25:1)-(30:1) and fill the tank.
!SEE BELOW FOR FUEL INFORMATION



STEP 2

Press the fuel bubble 5-7 times (no more than 7). Fuel should now fill the tube next to pump.



STEP 3

Slide the choke to the up position.



STEP 4

Slide the take on switch to the down position.



STEP 5

Squeeze the top and bottom levers in and hold in firmly.



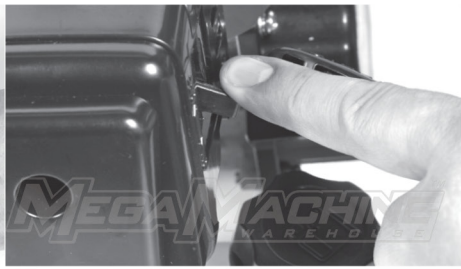
STEP 6

While holding top lever and bottom lever squeezed in, slide down or push in the locking switch.



STEP 7

Pull the recoil 2-4 times. By the fourth pull, it should sound like the engine is going to start. Move to Step 8.



STEP 8

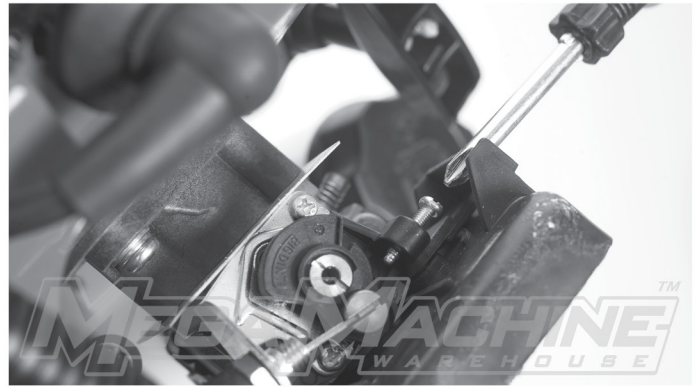
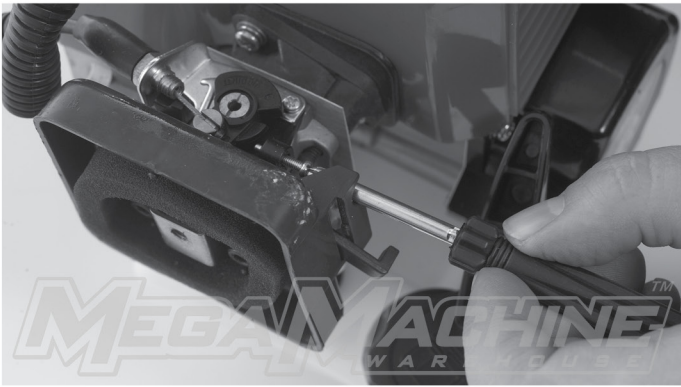
Slide the choke down to return it to its original down position.



STEP 9

Pull the recoil once again, or until the engine starts.

ADJUSTING IDLE SCREW ON YOUR MACHINE



If your Idling of your brushcutter needs adjusting e.g it is idling too fast or slow or is cutting out please follow the steps below on how to adjust this on your machine.

When looking down in a birds eye view at the carby or Choke area, at the the top of the Carby where the throttle control cable attaches to the side of the mechanism, you will see a silver screw on the right hand side at the top.

Where the Silver Screw enters in and the tip of the Silver Screw comes out the outer side, you should be able to view when looking at least 3 – 4mm of screw tip, turning this screw to the left will speed up the idle, while turning the silver screw to the right will slow the idle down.

We suggest that you adjust the screw so you may be able to view 3 or 4mm of screw tip, if you see more screw tip, please back adjust the screw to this suggested setting and if you are viewing less of the screw tip, please adjust the screw so you are able to view more of the tip at least 3 or 4mm of screw tip and no more or less.

FUEL MIXTURE SCREW ADJUSTMENT

If your machine is not revving or not running correctly please adjust the Fuel Mixture Screw with the steps to the right.

When facing the Carby side of the machine and looking at the carby on the right hand side of the Carby down near the top of the fuel tank and in front of the black fuel line in take tube, you will see a brass screw, this is the fuel mix screw, this adjusts how much fuel may enter the machine.



To set this screw in the correct position we need to start the screw at zero first, please turn the brass screw all the way to the right or clock wise until it will not turn any further, please try not to over turn it when screwing it all the way in, as when you have reached the end of it's thread and if you keep turning it with force, you may snap the screw off.

When you have turned the screw all the way in to the right or clock wise so it can not turn any further this is what we call or state as being at zero. Now please turn the screw 1 and 1 quarter turns to the left or anticlock wise to set it in the correct position for the fuel intake and smooth operation.

*** NOTE ***

If 1 and 1 quarter turns isnt enough as the adjustment has not being successful please start the brass screw back at zero and try a 1 and half full turns anti clock wise or to the left to set the carby with a little bit more fuel into the machine.



WARNING!

ONLY USE THIS RECOMMENDED 2 STROKE FUEL MIX WITH A GOOD QUALITY 2 STROKE OIL FROM YOUR LOCAL SUPPLIER, USING A MIX RATIO OF 25:1/30:1 IN THE MACHINE.

UNLEADED OR LOW OCTANE FUEL ANY OTHER FUEL MUST BE USED IN A TWO STROKE MIX. **MIX WELL AS RECOMMENDED. INCORRECT MIX COULD DAMAGE YOUR ENGINE VOIDING YOUR WARRANTY**, USE THIS FUEL MIX EVERY TIME YOUR MACHINE IS IN OPERATION FOR THE BEST DINGO TOOLS PERFORMANCE YOU CAN EXPECT OUT OF YOUR DINGO TOOLS MACHINE.

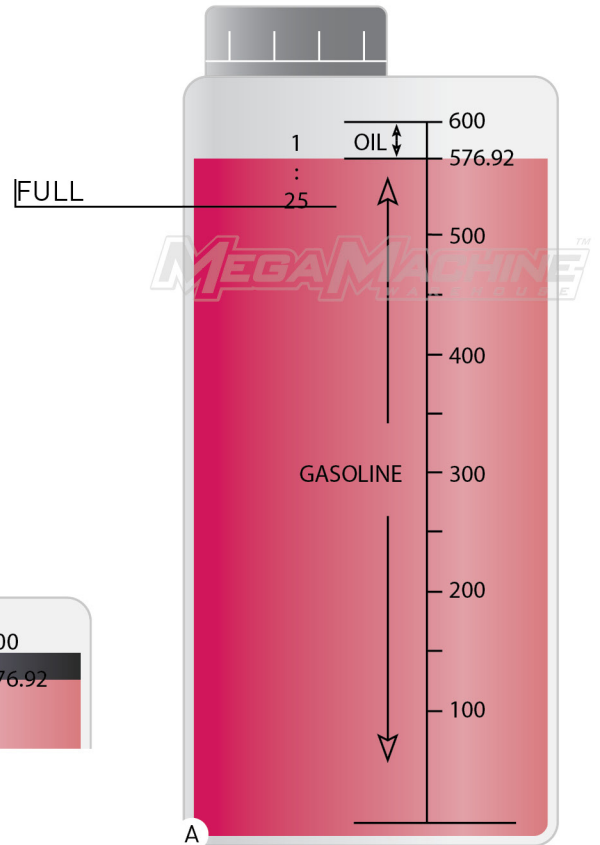
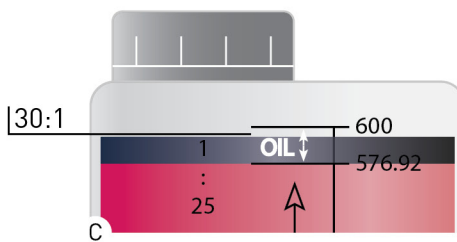
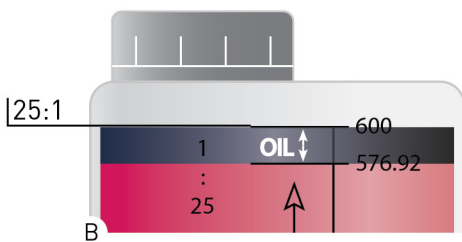
HOW TO MIX YOUR FUEL

Common mixtures are 25:1/30:1. If you find your machine is too smoky please use the higher ratio which is 30:1 as seen in diagram C.

WHAT IS 25:1/30:1?

The first part of the formula refers to how many parts of fuel as seen in diagram A. The second part of the formula refers to how many parts of oil (diagram B or C). For example, 25 parts of unleaded fuel or low octane to 1 part of two stroke oil or 30 parts of unleaded or low octane fuel to 1 part of two stroke oil.

REMEMBER TO MIX WELL (SHAKE BOTTLE)



WARNING!

AT ALL TIMES PLEASE KEEP THE FUEL TANK FULL WHEN IN OPERATION, "AVOID HAVING THE YOUR ENGINE FINISHING OPERATION FROM FUEL STARVATION. FUEL TANKS BEING KEPT FULL AT ALL TIMES WILL IMPROVE YOUR MACHINE PERFORMANCE. FUEL RUNNING OUT WHILE IN OPERATION MAY DAMAGE YOUR ENGINE, PLEASE BE SURE TO REFILL THE TANK, KEEPING THE FUEL WELL FILLED DURING OPERATION IN ASSISTING AND AVOIDING BREAK DOWNS OR OPERATION INTERRUPTIONS. FUEL TANKS BEING EMPTIED DURING OPERATION, MAY RISK DEBRIS ALL FOREIGN OBJECTS ENTERING INTO THE FUEL INTAKE CONFIGURATION SYSTEM CAUSING BLOCKAGES, OVER HEATING AND EVEN PISTON FAILURE. TO AVOID THESE CIRCUMSTANCES PLEASE KEEP YOUR FUEL TANK WELL FILLED AT ALL TIMES, AVOIDING ENGINE BREAKS INCURRED, FROM THE RESULT OF FUEL STARVATION.

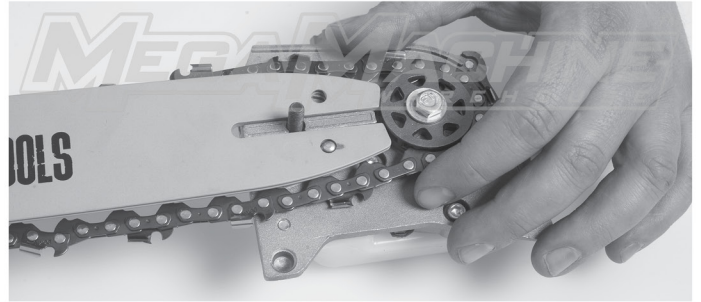


MAINTENANCE OF YOUR POLE PRUNER

Every 50 Hours Of Operation (more frequently in dusty or dirty conditions)

1) Remove and clean the cylinder cover and clean dirt and debris from the cylinder cooling fins.

2) Remove the sprocket cover and inspect the sprocket for excessive dirt, debris, or wear. Remove the guide bar and clean out the guide bar groove. If the sprocket is excessively worn, replace it with a new one.



3) Lubricate the gearcase. To perform this operation, first remove the gearcase from the upper outer tube as follows.



4) Follow "Disassembling the pole sections" section to remove the upper tube from the gearcase.

5) Using a lever-type grease gun, pump lithium-base grease (about 10 grams) into the grease fitting until you see old grease being purged from the gearcase, which can be seen in the outer tube cavity. Clean up excess grease, then reassemble the gearcase onto the outer tube.

THANKS FROM THE TEAM AT
MEGAMACHINETM
WAREHOUSE