OWNER'S MANUAL

Assembly & Operating Instructions

BBT BLOWER

MODEL NO.: BBT-EB260

N23701

INTRODUCTION

BBT — 260 engine blowers have been designed and built to deliver superior performance and reliability without compromise to quality, comfort, safety or durability.

BBT-260 high performance engines represent the leading edge for 2 - cycle engine technology, delivering exceptionally high power at remarkably low displacement and weight. As a professional owner/operator you will soon discover why BBT-260 is simply in a class by itself!

IMPORTANT!

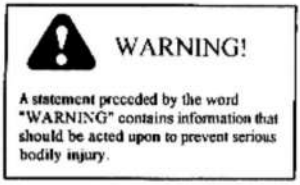
The information contained in this manual describes machines available at the time of production. While every attempt has been made to give you the very latest information about your BBT-260 engine blower, there may be some differences between your machine and what is described here. We reserve the right to make changes in production without prior notice and without obligation to make alterations to machines previously manufactured. Before using this product consult local regulations concerning noise restrictions and hours of operation.

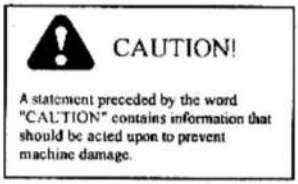
> **A** CAUTION!
>
> This BBT-260 engine blower is equipped with a spark-arresting muffler. Never operate this machine without both the muffler and spark arrestor installed and properly functioning!

CONTENTS

ATTENTION STATEMENTS

This manual contains special "attention statements " surrounded by boxes and preceded by the triangular Attentions Symbol.





Additional attention statements that are not preceded by the Attention Symbol are:
IMPORTANT !

A statement preceded by the word "IMPORTANT" is one that possesses special significance。

NOTE:
A statement preceded by the word"NOTE"contains information that is handy to know and may make your job easier.

Read and follow this manual. Failure to do so could result in serious injury.

Wear eye and hearing protection at all times during the operation of this machine.

Do not operate this machine if you are tired, ill or under the influences of alcohol, drugs, or medicine.

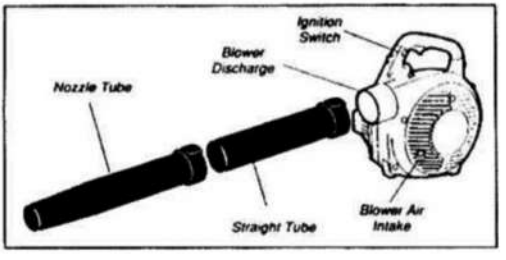
IMPORTANT!

The operational procedures described in this manual are intended to help you get the most from your machine and also to protect you and others from harm. These procedures are general guidelines ONLY and are not intended to replace any safety rules/laws that may be in force in your area.

If you have any questions regarding your EB-260 engine blower, or if you do not understand something in this manual, your dealer will be glad to assist you.

WARNING !
Do not make unauthorized Modifications to this machine.

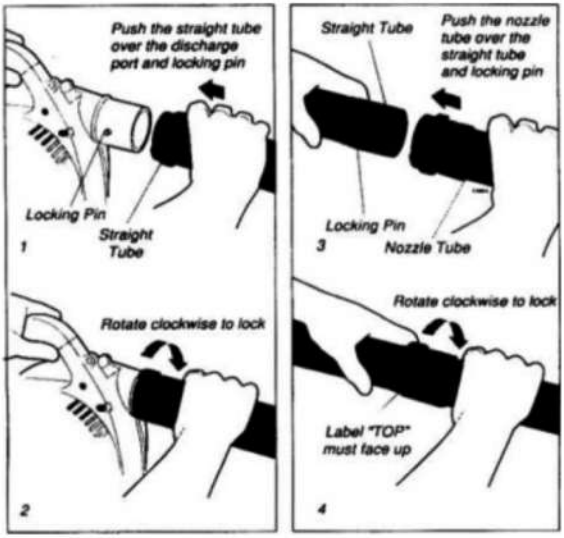
NOMENCLATURE



SPECIFICATIONS

Model	BBT-260
Dimensions	(L X W X H)..... 400 X 260 x 360 mm
Engine Type	2 cycle air, Petrol Engine vertical cylinder
Bore & Stroke	34 X 28
Displacement	26cc
Fuel	Fuel/oil mixture (25-30) • 1
Carburetor	Huayang diaphragm-type with primer pump
Ignition	All transistor electronic ignition system
Spark plug	CDK
Starting	Recoil starter
Stopping	Grounding (toggle switch)
Fuel Tank Capacity	0.65 litres
Exhaust system	Low dB; spark-arrestor muffler
Air Quality Type	Semi-wet
Weight	(dry: with blower tubes) 4.2kg

ASSEMBLING THE BLOWER



Place the blower upright on the ground or on a sturdy work surface.

1. Grasp the straight tube as shown, and push the tube over the blower discharge port and locking pins.
2. Lock the straight tube to the blower discharge by rotating the tube as shown.
3. Grasp the nozzle tube with the label"TOP," positioned as shown, and then push the nozzle over the straight tube and locking pins。
4. Lock the nozzle tube to the straight tube by rotating the nozzle tube as shown.

IMPORTANT!

Blower tube installation affects both blower balance and performance! The tube and nozzle are correctly installed when the label "TOP"is visible to the operator during normal operation.

WARNING!

balance and performance! The tube and nozzle are correctly installed when the label "TOP"is visible to the operator during

Danger from rotating impeller I Stop the engine before installing or removing the blower tubes! Never perform any maintenance or assembly procedures on this machine while the engine is running!

MIXING FUEL

Fuel Requirements

- Use only fresh,clean fuel
- Use only fuel with an octane rating of 90 or higher
- Mix all fuels with premium 2-cycle Engine oil at a gasoline/oil ratio of (25 - 30) : 1

WARNING!

WARNING!

Danger of fire! Never transfer or store fuels in the presence of combustible materials I Before starting the engine, always move the blower to a clear area at least 10-feet (3*metres) away from fuels and other combustible materials!

CAUTION!

Never attempt to mix fuel in the blower fuel tank! Always mix all fuels in a clean, approved container!

Some Fuel contains alcohol as an oxygenate! Oxygenated fuels may cause increased engine operating temperatures! Under certain conditions, alcohol-based fuels may also reduce the lubricating qualities of some mixing oils! Never use any fuel containing more than 10% alcohol by volume! When an oxygenated fuel must be used, fuel containing an ether-based oxygenate such as MTBE is preferred over alcohol!

Whenever possible, use 2-cycle engine oil or equivalent oil mixed at a 25-30:1 ratio. Be aware that generic oils and some outboard mixing oils may not be intended for use in high performance air cooled 2-cycle engines, and should never be used in your engine blower.

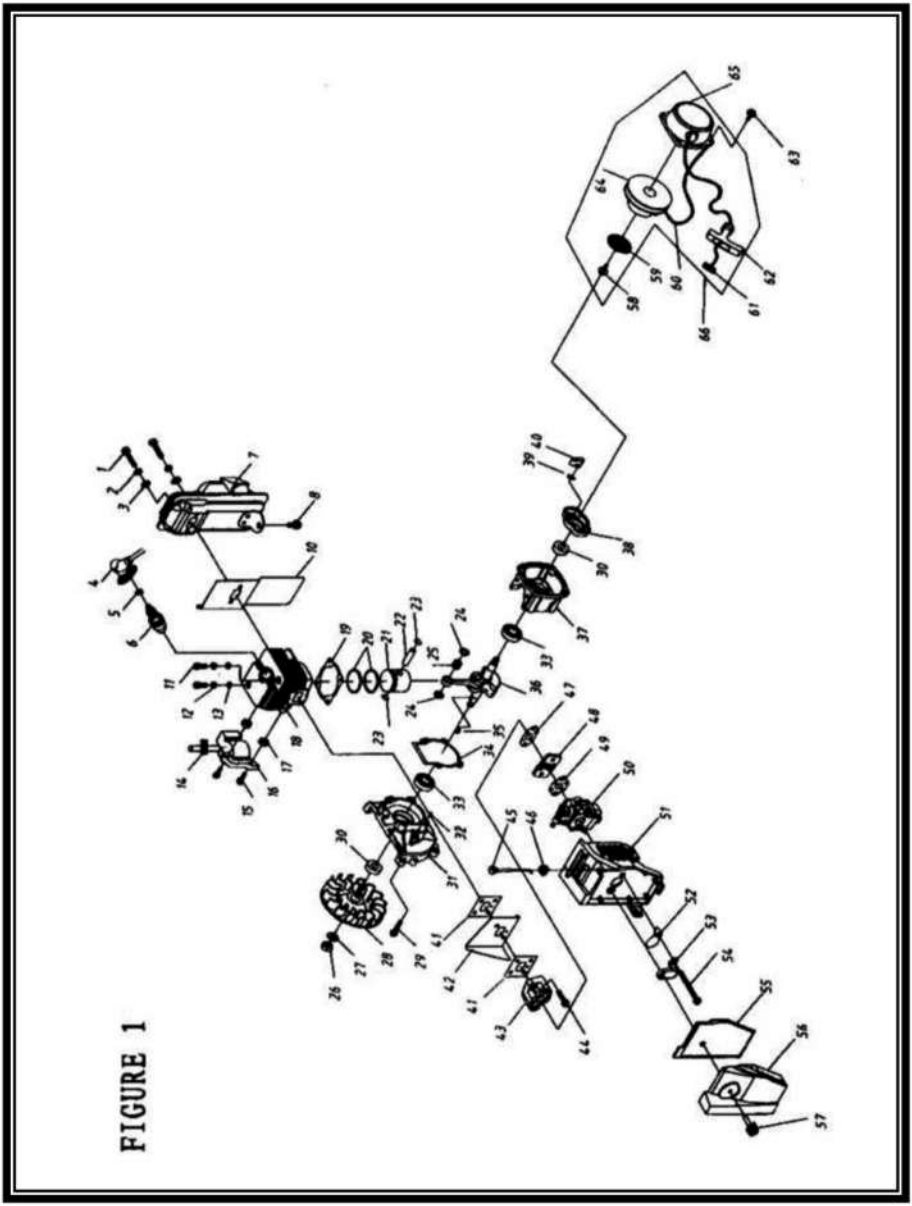
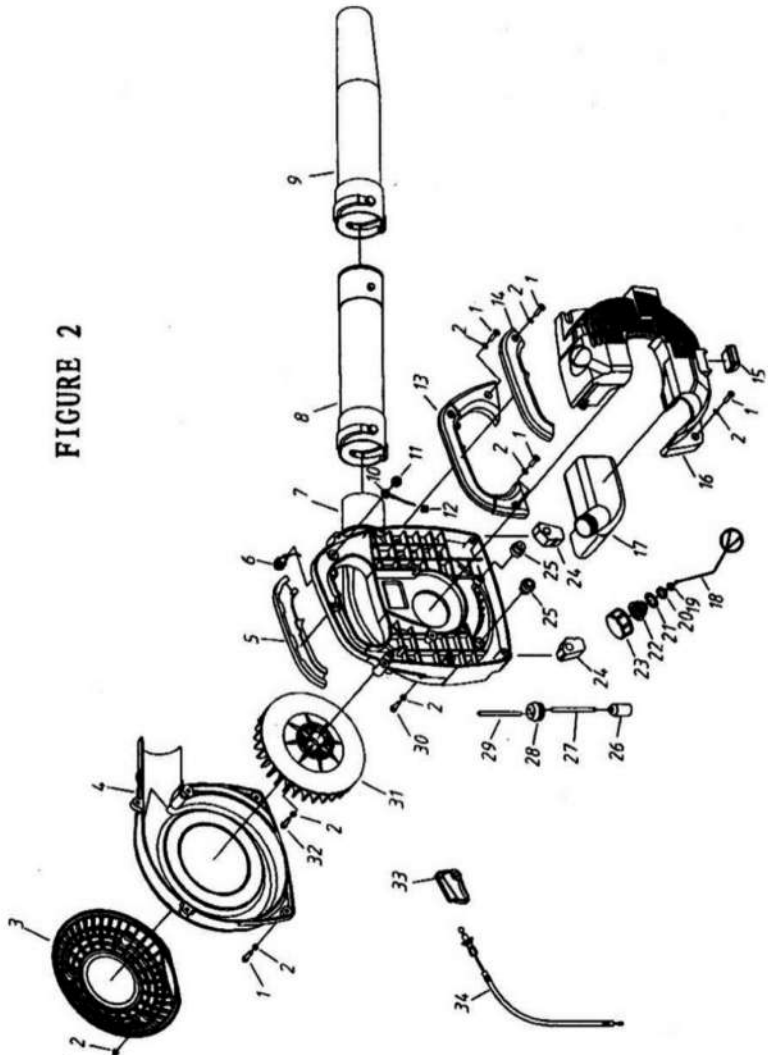


FIGURE 1

List of Parts of Attached Figure 1

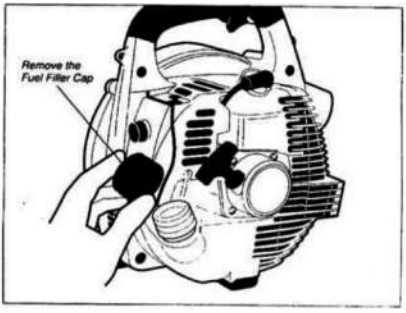
SER. NO	PART NO.	PART NAME	QTY.	SER. NO	PART NO.	PART NAME	QTY.
1	GB/T70.1M5X50	SCREW	2	34	1E34F.7-2	CRANK CASE CASKET	1
2	GB/T93 5	WASHER	2	35	1E40F-3Z.3-1	KEY	1
3	GB/T96 5	WASHER	2	36	1E34F.6.1	CRANK SHAFT COMP.	1
4	1E34F.5-2	PLUG CAP	1	37	1E34F.7-3	CRANKCASE	1
5	1E40F-3A.8-2	CLICK SPRING	1	38	1E34F.8.1	STARTER PULLEY	1
6	RCJ6Y(CHAMPION)	PLUG	1	39	1E34F.8-2	STARTER PULL SPRING	1
7	1E34FB-5	MUFFLER	1	40	1E34F.8-1	STARTER PULL	1
8	GB/T9074.4 M5X16	SCREW	1	41	1E34F-2	CYLINDER WASHER	2
9				42	1E34FB-3	SLAD	1
10	1E34FB-4	SLAD	1	43	1E34FB.2	INLET MANIFOLD	1
11	GB/T70.1M5X20	SCREW	2	44	GB/T9074.4 M5X25	SCREW	2
12	GB/T93 5	WASHER	2	45	1E34FB.1	PULL ROD	1
13	GB/T848 5	WASHER	2	46	1E34FB-8	PULL ROD COVER	1
14	1E34F.5-1	RUBBER PLUG	1	47	1E34FB-2	SEALING WASHER	1
15	GB/T9074.4 M4X20	SCREW	2	48	1E34FB-1	INLET MANIFOLD	1
16		MAGNETO STATOR	1	49	1E34F-1	SEALING WASHER	1
17	1E32FL-6	HEAT INSULATION PAD	2	50	WYJ244	CARBURETOR	1
18	1E34FB-5	CYLINDER	1	51	1E34FB.6.2	CLEANER INSIDE COVER	1
19	1E34FB-5	CTLIMDER WASHER	1	52	1E34FB-6	CHOKER	1
20	1E34F-9	PISTON RING	2	53	1E34FB-7	BAFFLE	1
21	1E34F.6-6	PISTON	1	54	GB/T9074.4 M5X55	SCREW	2
22	1E34F.6-3	PISTON PIN	1	55	1E34FB.6.1	CLEANER ELEMENT	1
23	1E34F.6-2	PISTON PIN CIRCLET	2	56	1E34FB.6-1	CLEANER OUTSIDE COVER	1
24	1E34F.6-1	STOP RING	2	57	CG420.1.6.3	SCREW	1
25	1E34F.6-4	NEEDLE BEARING	1	58	GB/T9074.6 M5X10	SCREW	1
26	GB/T6171 M8X1	NUT	1	59	1E34F.11-1	RECOIL SPRING	1
27	GB/T97.1 8	WASHER	1	60	1E34F.11-3	ROPE	1
28		MAGNET ROTOR	1	61	1E36F.1-5	CASKET	1
29	GB/T9074.4 M5X25	SCREW	4	62	1E36F.1-1	STARTER HANDLE	1
30	1E36F.2	OIL SEAL	2	63	GB/T9074.4 M4X10	SCREW	4
31	1E34F.7-1		1	64	1E34F.11-2	STARTER ROPE REEL	1
32	GB/T 119 B3X10	ANNUL	2	65	1E34F.11G.1	RECOIL STARTER BOOT	1
33	GB/T276 6001/P5	BALL BEARING	2	66	1E34F.11G	STARTER	1

FIGURE 2



List of Parts of Attached Figure 2							
Ser. NO.	Part NO	Part Name	Qty	Ser.No.	Part No	Part Name	Qty
1	GB/T818 M5X16	SCREW	16		1E32FL.6.2-4	CHINA	1
2	GB/T95 5	WASHER	24	19	BBT-415.4.1.1-1	AIRVALVE	1
3	BBT-260.1-2	NET COVER	1	20	1E32FL.6.2-3	ENDCOVER	1
4	BBT-260.1.2	VOLUTE CASE	1	21	CG420.1.3.1-2	SEALING WASHER	1
5	BBT-260-4	HANDLE COVER	1	22	1E32FL.6.2-2	LID	1
6	BBT-260.3	STOP SWITCH	1	23	1E32FL.6.2-1	FUEL TANK LID	1
7	BBT-260.1.1	VOLUTE CASE	1	24	BBT-260-10	SUPPORT	2
8	BBT260-8	PIPE	1	25	BBT-260-14	SUPPORT	2
9	BBT260-7	PIPE	1	26	1E34F.9.2-3	FILTER	1
10	BBT260.2	STOP LINE	1	27	1E34F.9.2-2	FUEL TUBE	1
11	GB/T6172.1 M8	NUT	1	28	1E36F.8.1-1	PLUG	1
12	1E34F.5-1	RUBBER PLUG	1	29	1E34F.9.2-1	TUBE	1
13	BBT-260-2	HANDLE	1	30	GB/T70.1 M5X30	SCREW	4
14	BBT-260-3	HANDLE COVER	1	31	BBT260.1-1	IMPELLER	1
15	BBT-260-12	SUPPORT	1	32	GB/T70.1 M5X20	SCREW	4
16	BBT-260-1	PROTECTION	1	33	BBT-260-9	SWITCH	1
17	BBT-260.5-1	FUEL TANK	1	34	BBT-260.4	FUEL THROTTLE	1

FILLING THE FUEL TANK



IMPORTANT:

Mix only enough fuel for your immediate needs! If fuel must be stored longer than 30 days, it should first be treated with a stabiliser or equivalent product.

WARNING:

DANGER OF FIRE AND BURN INJURY!!

- Always use extreme care when handling fuel! Fuel is highly flammable!
- Never operate this blower if fuel system components are damaged or leaking;
- Never attempt to refuel the engine while it is running!
- Never attempt to refuel a hot engine! Always allow the blower engine to cool before fueling;
- Never smoke or light any fires near the blower or fuels;
- Always transport and store fuels in an approved container;
- Never place flammable material close to the engine muffler;
- Never operate the blower without a properly functioning muffler and spark arrestor installed;
- Never operate the blower unless it is properly assembled and in good working condition!

Find a sturdy work surface and wipe any debris from around the fuel cap;

Remove the fuel cap;

Fill the tank with clean, fresh fuel;

Replace the cap and wipe away any spilled fuel before starting the blower.

STARTING THE BLOWER

WARNING!

Danger from rotating impeller! The impeller will rotate whenever the blower is operated! Never operate this blower unless the intake cover and blower tubes are properly installed and in good working order!
Danger from thrown dust or debris! Always wear eye protection when operating this machine! Never direct the blower stream toward people or animals!
Never operate this blower unless all controls are properly installed and in good working order.

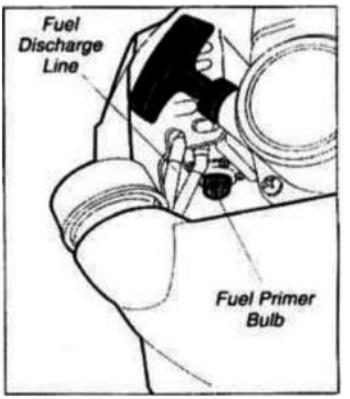
WARNING!

The recoil starter can be damaged by abuse!
- Never pull the starter cord to its full length!
- Always engage the starter before cranking the engine!
- Always rewind the starter cord slowly!

Never operate the blower if blower tubes are missing or damaged!

IMPORTANT

An "ON-OFF" switch located on the left of the blower handle grip controls the engine ignition.



Starting Procedure:

1. Prime the fuel system by repeatedly depressing the fuel primer bulb until no air bubbles are visible in the fuel discharge line.
2. Cold Engine Only. Choke the engine by pulling the choke control to the fully extended position (choke is closed).
3. Place the blower on the ground, hold the blower handle firmly with your right hand.
4. Pull the starter cord slowly until you feel the starter engine, then···
5. ..start the blower by pulling the starter cord upward rapidly
   If necessary, repeat step 5 two or three times until the engine starts.

WHEN THE ENGINE STARTS

IMPORTANT!!

For maximum blower performance and operating life, allow the engine to warm before use.

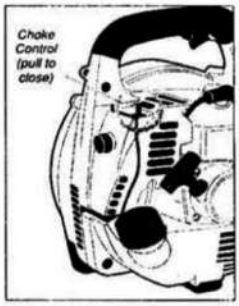
1. Run the engine at idle speed until operating temperature is reached (2 to 3 minutes)
2. As the engine warms open the choke gradually by slowly pushing the choke control in to the fully retracted position.
3. The blower should now be ready for use.

IF THE ENGINE DOES NOT START

Repeat the appropriate starting procedures for 'hot' or 'cold' engine. If the engine still will not start, follow the 'Starting a Flooded Engine procedure (below).

STARTING A FLOODED ENGINE

1. Disconnect the spark plug lead, use the spark plug wrench to remove the plug in a counterclockwise direction.
2. If the spark plug is fouled or is soaked with fuel, clean or replace the plug as required.
3. Clear excess fuel from the combustion chamber by cranking the engine several times while the spark plug is removed.
4. Install the spark plug and firmly tighten it with the spark plug wrench. If a torque wrench is available, torque the spark plug to 148-165 inch-pounds. Reconnect the spark plug lead.
5. Repeat the starting procedures for 'warm engine';
6. If the engine still fails to fire or start, refer to the troubleshooting flowchart at the end of this manual.



CAUTION!

Incorrect spark plug installation can result in serious engine damage!

- Use low throttle settings when clearing lightweight materials from around lawns or shrubbery;
- Use medium to higher throttle settings to move lightweight grass or leaves from parking lots or walkways. Use full throttle when moving heavy loads such as dirt or snow.

IMPORTANT!

Blower noise increases at higher throttle settings! Always use the lowest throttle setting required to get the job done!

WARNING!

Before performing any maintenance on this blower, stop the engine and disconnect the spark plug wire!

ROUTINE MAINTENANCE

Daily Maintenance:

- Remove dirt and debris from the blower exterior;
- Inspect the engine, tank and hoses for possible fuel leaks and repair as necessary;
- Inspect the engine cooling fins for accumulation of dirt or debris and clean as necessary.

CAUTION:

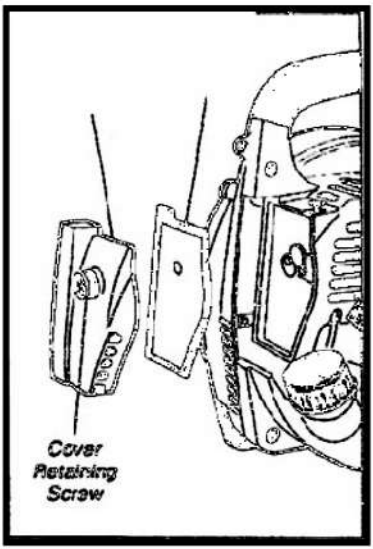
Dirty or damaged cooling system components may allow the engine to overheat, possibly causing serious engine damage!!

CAUTION:

Operating the blower with loose, missing, or damaged components could allow the engine to over speed possibly causing serious engine damage!

Inspect the entire blower for damage, loose or missing components or fastenings and repair as necessary.

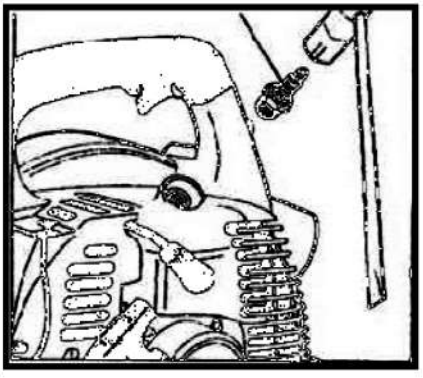
EVERY 10 HOURS (More frequently in dusty conditions)



1. Loosen the air cleaner cover retaining screw and remove the cover and filter element;
2. Inspect the element. If the element is distorted or damaged, replace it with a new one.
3. Wash the element in clean fuel and squeeze or blow dry. Wash the air cleaner cover in clean fuel and wipe or blow dry;
4. Install the element and cover and then tighten the cover retaining screw.

EVERY 10 TO 15 HOURS:

Spark Plug (turn Counterclockwise



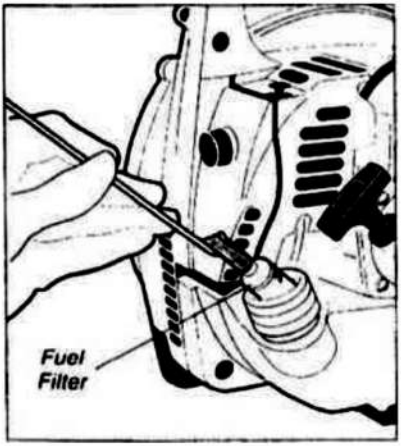
1. Use the spark plug wrench to remove the spark plug (turn counter-clockwise to remove);
2. Clean and adjust the spark Plug gap to 0.6 – 0.7 mm. Replace any damaged or visibly worn plug with a champion RCJ6Y or equivalent;
3. Install the spark plug finger-tight in the cylinder head the tighten it firmly with the spark plug wrench. If a torque wrench is available, torque the spark plug to 148-165 inch pounds.

CAUTION!

Never allow dirt or debris to enter the die cylinder bore!
Before removing the spark plug, thoroughly clean the spark plug and cylinder head area!
Allow the engine to cool before servicing the spark plug!
Do not complete cylinder tightening or loosening of the spark plug while the engine is hot!
Incorrect spark plug installation can result in serious engine damage!

EVERY 50 HOURS:

(More frequently if you note reduced performance)



INSPECTION: inspect the entire blower and/or missing tubes for damage, including components and repair as necessary.

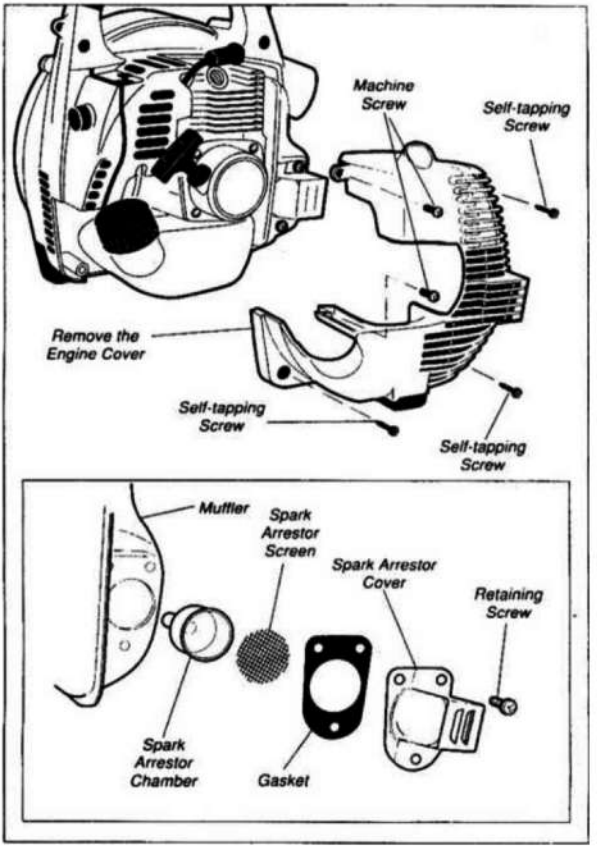
SPARK PLUG: Replace the spark plug with a champion RCJ6Y gapped to 0.6-0.7mm;

FUEL FILTER: Use a wire hook to extract the fuel filter from inside the fuel tank, and then remove and wash the filter element in clean fuel. Before reinstalling the filter, inspect the condition of the fuel line. If damage or deterioration is noted, the blower should be removed from service until it can be inspected by a trained service technician.

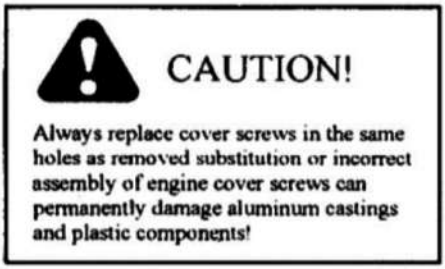
COOLING SYSTEM: Remove the engine cover (as described under "Spark Arrestor") and use a wood or plastic scraper and soft brush to remove dirt and debris from the cylinder fins and crankcase.

SPARK ARRESTOR MAINTENANCE:

Hard starting or a gradual loss of performance can be caused by carbon deposits lodged in the spark ancestor screen. For maximum performance, the spark arrestor screen should be periodically cleaned as follows:



1. Remove the spark plug;
2. Remove three self-tapping screws and two machine screws from the engine cover and then gently move the engine cover aside;
3. Remove the three spark arrestor retaining screws, then remove the spark arrestor cover, screen, gasket and chamber;
4. Use a plastic scraper or wire brush to remove carbon deposits from the screen, chamber and cover;
5. Inspect the screen carefully and replace any screen that has been performed, distorted or is otherwise unserviceable;
6. Install the chamber, screen, gasket and cover in the reverse order of disassembly and then install and securely tighten the three cover retaining screws;
7. Install the engine cover and verify that the fuel line connections are still tightly in place;
8. Install the engine cover retaining screws in the reverse order of removal and tighten securely;
9. Install and tighten the spark plug, and reconnect the spark plug wire;



STORAGE: (30 days or longer):

CLEANING: Thoroughly the blower exterior;

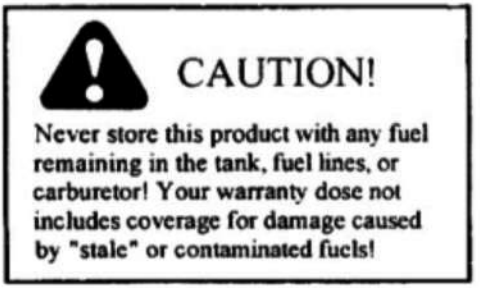
INSPECTION: Inspect the entire blower and tubes for damage, including loose or missing components and repair as necessary;

FUEL: Drain the fuel tank and then clear the carburetor and lines by running the blower until it stops from lack of fuel;

LUBRICATION: Remove the spark plug and then pour approximately ½ oz of oil into the cylinder through the spark plug hole. Before reinstalling the spark plug, pull the recoil starter 2 or 3 times to distribute the oil over the cylinder walls;

AIR CLEANER: Remove, clean and reinstall the filter element as described under 'daily';

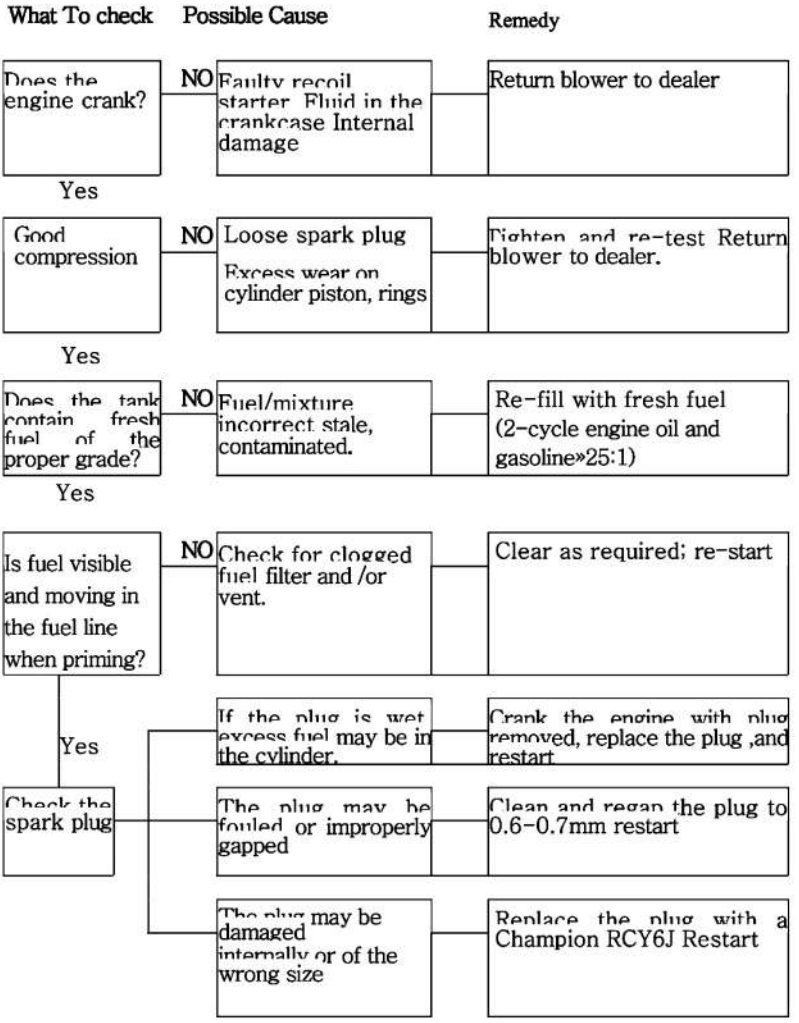
STORAGE: Store the blower in a clean, dry, dust-free environment.



PROBLEM SOLVING

Problem	Possible Cause	Remedy
Poor acceleration	Clogged air cleaner element	Clean the element
	Clogged fuel filter	Replace fuel filter as required
	Carburetor mixture too lean	Return blower to the dealer
	Idle speed set too low	Adjust: (2800-3000)rpm
Engine stops abruptly	Fuel tank empty	Refuel
	Clogged fuel filter	Clean or replace the fuel filter as required
	Water in the fuel	Drain, replace with clean fuel
	Shorted spark plug or loose terminal	Clean and replace the spark plug and tighten the terminal
	Ignition failure	Return blower to the dealer
	Piston seizure	Return blower to the dealer
Engine difficult to shut off	Ground (stop)wire is disconnected, or switch is defective	Test and replace as required.
	Overheating due to incorrect spark plug	Correct Plug: Champion RCY6J
	Overheated engine	Idle engine until cool
	Warped or damaged blower fan	Inspect and replace fan as required
	Internal engine damage	Return blower to dealer

ENGINE DOES NOT START



LOW POWER OUTPUT

What to Check	Possible Cause	Remedy
Is the engine overheating	Operator is overworking the machine	Use lower throttle setting
	Carburetor mixture is too lean	Return blower to dealer
	Improper fuel ratio	Refill with fresh fuel of the correct mixture 2*cycle oil and gasoline 2S-30:1 ratio
	Fan over cylinder fins dirty or damaged.	Clean and repair or replace as necessary
	Carbon deposits on piston or in the muffler	Decarbonize
	Clogged air cleaner element	Service the air cleaner
Engine is rough at all speeds. May also have black smoke and/or unburned fuel at the exhaust.	Loose or damaged spark plug	Tighten or replace
	Air leakage or clogged fuel line	Repair or replace filter and/or fuel line
	Water in the fuel or bad fuel	Drain the fuel and replace;
	Faulty carburetor and/or diaphragm	Return blower to dealer
	Overheating condition	Idle engine until cool, find reason for overheat
Engine is knocking	Improper fuel	Check fuel octane rating. Check for presence of alcohol. (Refuel as necessary)
	Carbon deposits in the combustion chamber.	Decarbonize

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