

# THE GREEN MACHINE

## OWNERS MANUAL MODEL 1930M

1930M STRING TRIMMER SERIAL #

IMPORTANT NOTE: USE ABOVE BOX TO FILL OUT YOUR SERIAL NUMBER FOR YOUR RECORDS.

## ASSEMBLY AND OPERATING INSTRUCTIONS

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To ensure maximum performance and safe operation, read and understand this manual before operating unit.

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### WARRANTY CERTIFICATE

TWO (2) YEARS CONSUMER — LIMITED WARRANTY — 45 DAYS COMMERCIAL

HMC warrants THE GREEN MACHINE<sup>®</sup> to be free from defects in material and workmanship under normal use for a period of two (2) years from date of purchase when used by the consumer for residential home use, or 45 days from date of purchase when used commercially.

Should THE GREEN MACHINE<sup>®</sup> product fail within the warranty period due to defective parts or workmanship, just return the unit transportation prepaid to either (1) the retailer who sold it to you or (2) to your regional distributor, whose address is available from your retailer or (3) directly to The HMC Factory Service Center, 20710 South Alameda Street, Long Beach, California 90810, U.S.A. HMC will, at its option, repair or replace the unit at no charge. HMC assumes no obligation to pay the registered owner a cash refund under any circumstances.

Please return the enclosed warranty card within ten (10) days after purchase. If we do not have the warranty card on file we will require other proof of purchase before completing the repairs. This warranty only extends to the original purchaser of the product.

This warranty does not apply if the product has been misused or used contrary to the instruction manual, or if it has been repaired or altered by anyone other than an HMC authorized service center.

This warranty applies only to parts or components which are defective and does not cover repairs necessary due to normal wear, misuse

accidents, or lack of proper maintenance. Regular routine maintenance of the unit to keep it in proper operating condition is the responsibility of the owner.

HMC IS NOT LIABLE FOR INDIRECT OR CONSEQUENTIAL DAMAGES IN CONNECTION WITH THE USE OF THE PRODUCT INCLUDING ANY COST OF PROVIDING SUBSTITUTE EQUIPMENT DURING PERIODS OF MALFUNCTION.

Some states of the U.S.A. do not allow the exclusion of incidental or consequential damages, so the above exclusion may not apply to you.

THE GREEN MACHINE<sup>®</sup> will perform as indicated in the instruction manual and in the accompanying literature. Your retailer may have sold you the machine with a promise that it would handle a particular task. You may return the machine to him if it does not perform that specific task, but we cannot be responsible for promises which are beyond the scope of the above instruction manual, or literature.

THERE ARE NO EXPRESS WARRANTIES OTHER THAN AS CONTAINED IN THIS STATEMENT, AND ANY IMPLIED WARRANTIES SHALL EXPIRE 90 DAYS AFTER DATE OF PURCHASE. Some states of the U.S.A. do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you.

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

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**WARNING**  
ALWAYS WEAR RECOMMENDED  
SAFETY EQUIPMENT AND CLOTHING  
KEEP BYSTANDERS AWAY FROM WORK AREA AT ALL TIMES.

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P/N GM 1096

## FORWARD

We are pleased that you have chosen a Green Machine product to assist you with your work. Your Green Machine product was assembled using the latest manufacturing methods and materials to bring you a product of the highest quality.

This Owner's Manual is provided to aid you in the proper assembly and the safe, reliable operation of your new Green Machine. Read it and become thoroughly familiar with the proper operating procedures **before you first use this product**. Make sure anyone who operates your Green Machine product is fully acquainted with the proper operating procedures. Careful assembly, safe operation and proper maintenance in accordance with this Owner's Manual will provide you with maximum performance and product life.

## SAFETY AWARENESS

Whenever you see the symbols shown below, be sure to read and understand their instructions! Always follow safe operating and proper maintenance practices.



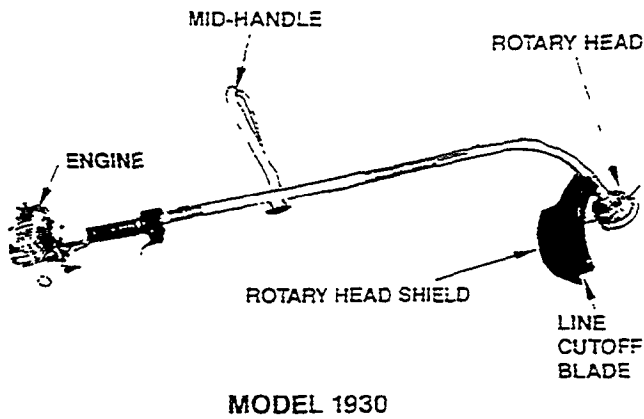
**WARNING:** This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury or loss of life.

**CAUTION:** This caution symbol identifies instructions or procedures which, if not strictly observed, could result in damage to or destruction of equipment.

**NOTE:** Indicates points of particular interest for more efficient and convenient operation.

**IMPORTANT:** Each Power Unit and all attachments are labeled with a serial number. During use of the unit there's a possibility of these numbers being scratched, destroyed or in some other means made illegible. For your convenience HMC has provided a space on the front page of this manual in which to record your serial numbers. Please record your numbers in the spaces provided; this will speed up ordering parts for your unit and/or reordering a new attachment from your retailer, distributor, or HMC Factory Service Center.

All information contained in this manual is based on the latest product information available at the time of publication. The right is reserved to make changes at any time without prior notice and without incurring an obligation to make such changes to products manufactured previously. See your authorized Green Machine Dealer for the latest information on product improvements incorporated after this manual was issued.



INSTALLING THROTTLE CABLE

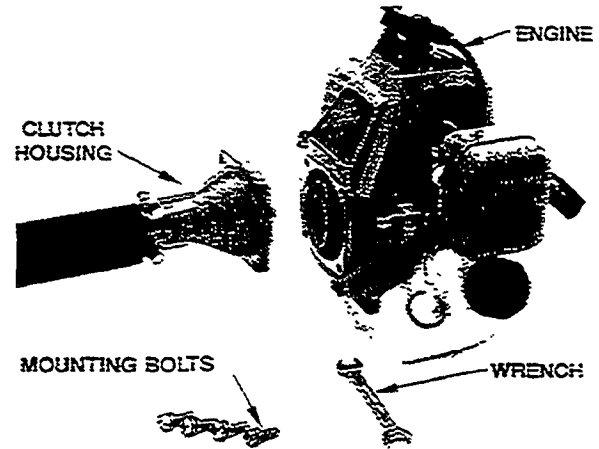


Figure 1

1. ASSEMBLY

Mounting Engine To The Driveshaft

- Using the four (4) bolts supplied, mount the engine to the clutch housing as shown (Figure 1A).
- With wrench supplied, tighten all four (4) bolts evenly and securely.
- Install the blade guard/head shield using the screws supplied (Figure 4A)



2. INSTALLING MID-HANDLE (Figure 2A)

- Snap mid-handle over shaft tube below harness hanger (top of handle should angle back toward engine).
- Install bolt, washer and wing knob (Figure 2A).
- **Note:** Handle may be repositioned for best balance and comfort.



Figure 2

3. INSTALLING THROTTLE CABLE (Figure 3A)

- Open throttle as shown and hook the end of the throttle cable to the carburetor.
- Connect switch wires to engine wires on right side of engine next to the carburetor.

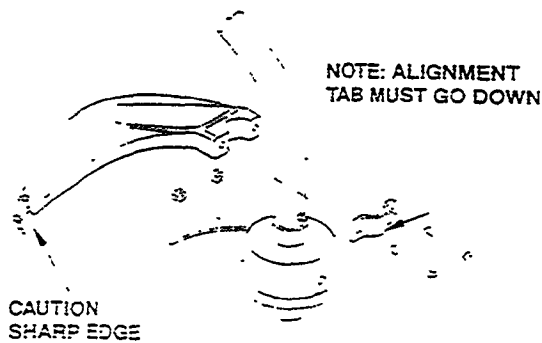


Figure 4A



Figure 3

**CAUTION:** Be certain wing screws are fully tightened before operating equipment and they should be periodically checked for tightness during use.

**3. SUPPLYING FUEL:**

- Fill the fuel tank with fuel to  $\frac{7}{8}$  full, using a mixed fuel of gasoline and 2 cycle air cooled engine oil.
- HMC recommends using **One-Mix<sup>2</sup>** in its Green Machine products. When using **One-Mix<sup>2</sup>**, it is not necessary to figure fuel mixture (oil to gasoline) ratio. Simply mix one packet of **One-Mix<sup>2</sup>** to one U.S. gallon of regular leaded or unleaded gasoline.
- **Special Note: Never use gasohol. If gasohol is used, engine warranty will be voided. To test for alcohol content in gasoline, an inexpensive gasohol tester kit is available, order part #27339.**
- If you do not wish to use **One-Mix<sup>2</sup>**, you must then make certain of a proper oil to gasoline ratio.
- When any oil other than **One-Mix<sup>2</sup>** is used, you must use a ratio of 25:1 (25 parts of gasoline to one part of oil) i.e., 5.12 oz. of oil mixed in one U.S. gallon of gasoline.
- Always thoroughly mix the oil and the gasoline by mixing vigorously to insure thorough blending. There are countless small 2 cycle engines destroyed each year because of improperly mixed oil and gasoline.

Econo Pack	Mixes 1 Gallon of Fuel
Pro Tube	Mixes 1 Gallon of Fuel
8 oz. bottle	Mixes 2½ Gallons of Fuel
32 cz. bottle	Mixes 10 Gallons of Fuel
128 oz. bottle	Mixes 40 Gallons of Fuel



**WARNING:**

1. Never smoke when refueling or refuel in an area with open flame (such as water heater pilot light). Gasoline vapors spread rapidly and are highly explosive.
2. Always stop engine and wait for it to cool before refueling.
3. Clean up any spills and dispose of clean-up materials.
4. After refueling, move to another area for starting.
5. Never over fill. Fill tank only  $\frac{7}{8}$  full to avoid spillage.

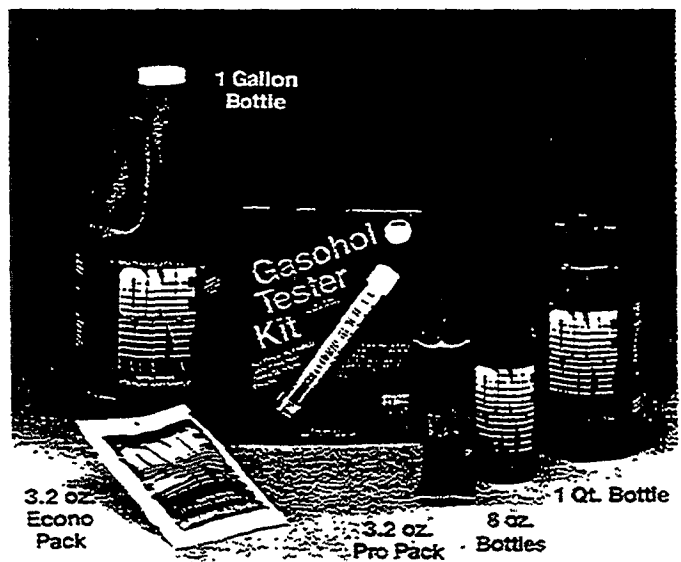


Figure 5



**WARNING:**

1. Never smoke when refueling or refuel in an area with open flame (such as water heater pilot light). Gasoline vapors spread rapidly and are highly explosive.
2. Always stop engine and wait for it to cool before refueling.
3. Clean up any spills and dispose of clean-up materials.
4. After refueling, move to another area for starting.
5. Never over fill. Fill tank only 7/8 full to avoid spillage.

**4. INSPECTION**

- Always inspect all fasteners for tightness and/or missing parts. Tighten or replace before use.
- Read and understand all safety and operating instructions before use.
- Check for any fuel leaks. If any, correct before use.
- Make sure all air passages are free of dirt, dust, or any other foreign material.
- inspect air cleaner for cleanliness.

**5. STARTING THE ENGINE, WHEN COLD (INITIAL ENGINE STARTING)**

- Slide stop switch (on top of trigger) to run position (towards engine).
- Push the primer pump until fuel flows through the clear plastic return line (Figure 5).
- Place choke lever in the closed position. (Figure 5)
- Lock throttle lever in the start position as shown in (Figure 6).
- Pull starter rope slowly, until engine compression is felt (Figure 6). Pull the starter in short rapid strokes until engine starts.
- Avoid pulling the rope to its full extension as starter failure could result.
- Once the engine has started, slowly return the choke lever to its open position.

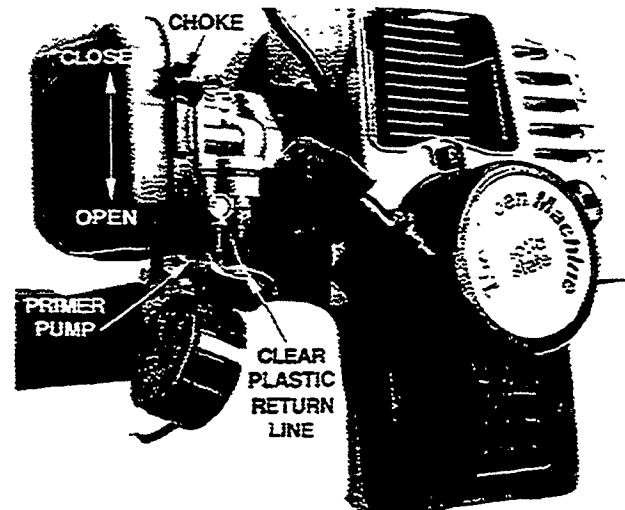


Figure 5

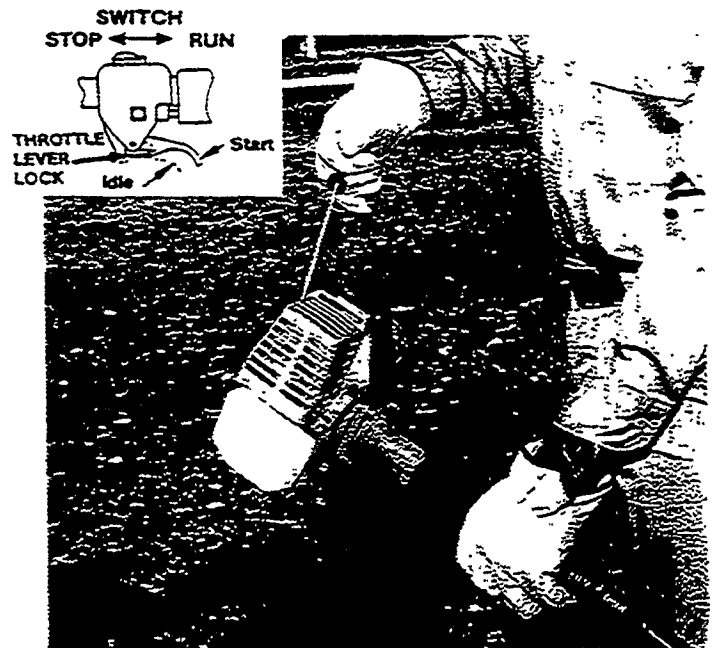


Figure 6

- Return the throttle lever to its idle position.
- Always allow the engine to run 1 to 2 minutes at idle for warm up before starting work.
- **Special Note:**  
Place the unit on the ground when starting. Do not use your foot, or knee to hold it down while pulling up on the rope (Figure 7). This will cause the tube and cable to become bent and then break. Never allow the starter rope to snap back.

#### When Warm (Restarting Engine)

- Hold throttle lever in the open position.
- Place choke lever in its open position.
- Pull starter rope as outlined in "Starting When Cold."
- **Note:** If engine fails to start, push primer until fuel appears in clear plastic return line.

#### 6. STOPPING ENGINE

- Return throttle lever to its idle position, and allow the engine to idle for a short period (approx. 30 sec.). This allows the engine to cool down.
- Push stop switch to "Stop" position (toward the cutting head). Be sure to return the stop switch to the run position before trying to start unit.
- **Note:** Except for emergencies, avoid stopping engine while it is running at high speed, this avoids overheating the engine.

#### 7. ADJUSTING

- Your Green Machine™ engine has been adjusted at the factory for optimum performance and fuel consumption, and no further adjustment should be required. However, because of varying atmospheric and climatic conditions, some minor adjustment may be needed for your area.
- Adjusting idle speed should always be done with a tachometer to insure proper idle speed (2,800 to 3,300 rpm). If a tachometer is not available, the idle speed may be adjusted as follows (Figure 8):
  1. Turn idle speed screw clockwise until cutting head or lower drive begins to move.
  2. Turn idle speed screw counterclockwise until lower drive stops.
  3. Turn idle speed screw approximately  $\frac{1}{4}$  to  $\frac{3}{4}$ " turn further counterclockwise.
- If the engine does not idle properly after this adjustment, contact your nearest Green Machine dealer for service.
- Condition of the air cleaner is very important to the operation and life of the engine, and also has a major effect on carburetor adjustments. The air cleaner should be checked for cleanliness before each use, and before making any carburetor adjustment.



Figure 7

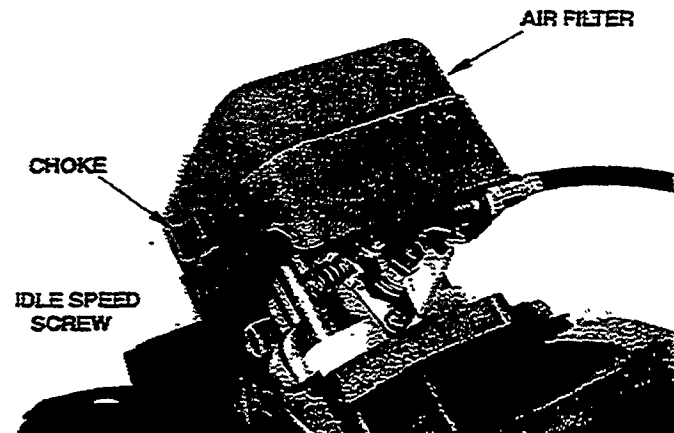


Figure 8

## 8. MAINTENANCE

### Daily

- Carefully inspect complete unit for damaged, loose or missing parts. Correct before use.
- Carefully inspect for any fuel leaks. Correct immediately.
- Check air cleaner for cleanliness.
- Remove all dust, dirt, and grass from the entire unit after each use.

### 30-Hour Service, or Once a Week for Commercial Use.

- All items under daily service plus:
- Remove, clean, and regap spark plug (0.6mm/0.024 inches) (Figure 9).
- Clean and service air filter (after cleaning put small amount of engine oil on sponge and squeeze out excess) (Figure 10).
- Check fuel filter in tank and clean if needed (Figure 10).
- Remove cylinder cover and clean out all dust, dirt, and foreign material.



### SAFETY

- Before each use always inspect your Green Machine™ for loose, missing, damaged or broken parts. Correct before using.
- Always wear approved eye protection (safety goggles).
- Do not wear loose fitting clothes while operating unit.
- Never operate unit while barefoot or wearing sandals.
- Never operate unit without shields or guards in place and in good working order.
- Use only genuine Green Machine™ blades and rotary heads.
- Never use any type of wire in place of the nylon string.
- Never touch engine or muffler during operation, or immediately after shutdown.
- Never touch spark plug, ignition plug cap, or high tension wire while engine is running.
- Always make sure engine is securely mounted to driveshaft before each use.
- Always check for any fuel leaks before each use and correct before use.
- Never operate unit indoors or in an enclosed area.
- Keep bystanders away from work area at all times.
- Your Green Machine™ product is not a toy. Do not allow children to play with it or use it.

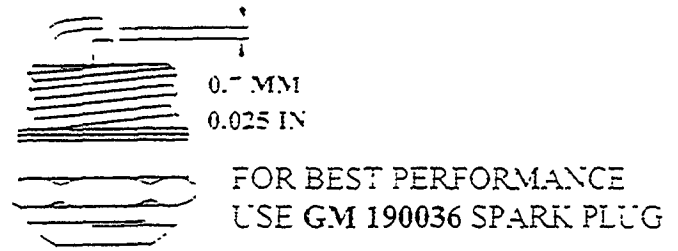


Figure 9

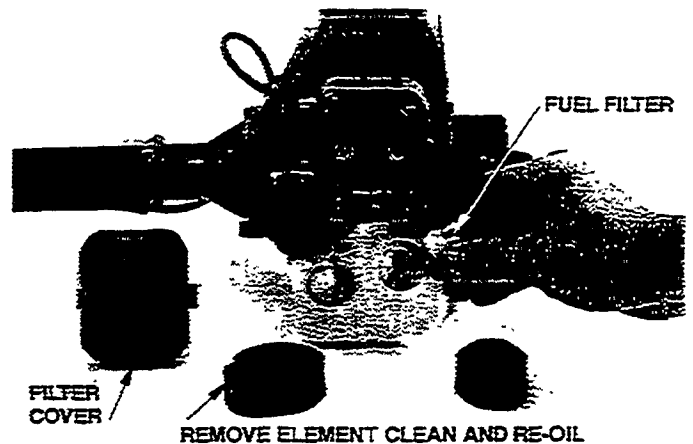


Figure 10

9. CUTTING TECHNIQUE.

- Hold unit so the rotary head is at an approx. 30° angle to the ground
- Allow the very tip of the line to do the cutting
- **MODEL 1930:** Cut from right to left, with engine running at full throttle.
- Do not attempt to trim with line length past the cut-off blade (Fig. 12).
- **Note:** As the cutting line wears down, engine speed will increase. Allowing engine to run at excessive speed (3 inch cutting line or less) for a prolonged period will shorten engine life.

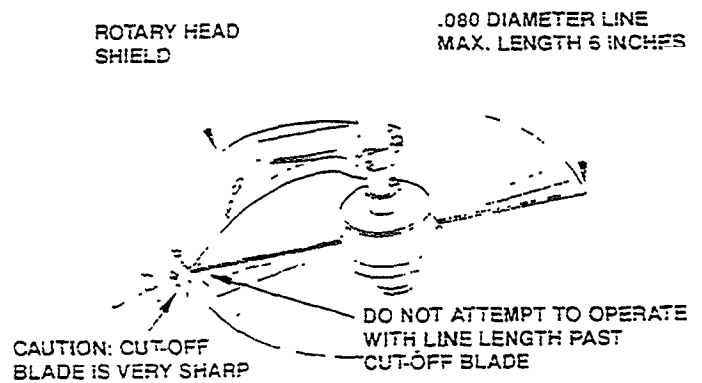


Figure 12

10. EXTENDING LINE

- With engine running at full speed, lightly tap (Do not pound) the rotary head on the ground. Line will advance approximately 1/2 inch per tap. When you hear the line making contact with the cut-off blade, stop tapping. Never attempt to trim with line past the cut-off blade. When tapping for line, it should be done on bare ground or hard surface.
- **Note:** The cutting line will not extend automatically if it is worn too short. You should extend the line before it is worn to 3 inch length.
- With engine stopped line can be advanced manually by turning the unit over so you are facing the bottom of the rotary head (Fig. 13). While pulling outward on one of the cutting lines, push in on the spool. When the line stops, release the spool and continue pulling the line. Keep repeating this procedure until the desired amount of line is extended.

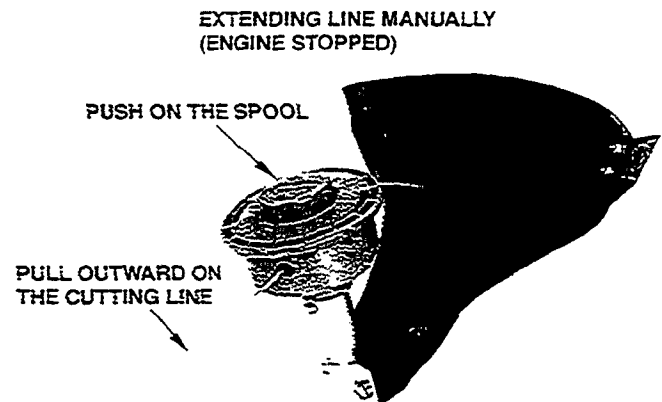


Figure 13

11. TO REPLENISH LINE SUPPLY

- Remove head cap by pushing in on one of the holding tabs (Fig. 14) and lifting the head cap. Once both tabs have released, remove cap and lift out spool.
- **Note:** Before reassembly, be sure to clean all dirt, dust and grass out of the head and spool.
- Cut one length of .080 "GREEN LINE" approximately 16 ft long.
- **Caution:** Never use line that is greater than .080 in dia.
- Loop the line through holes in the spool (Fig. 15) and pull out evenly.
- Holding the spool upside down, feed the line on by rotating the spool counterclockwise (Do not wind line, rotate spool).

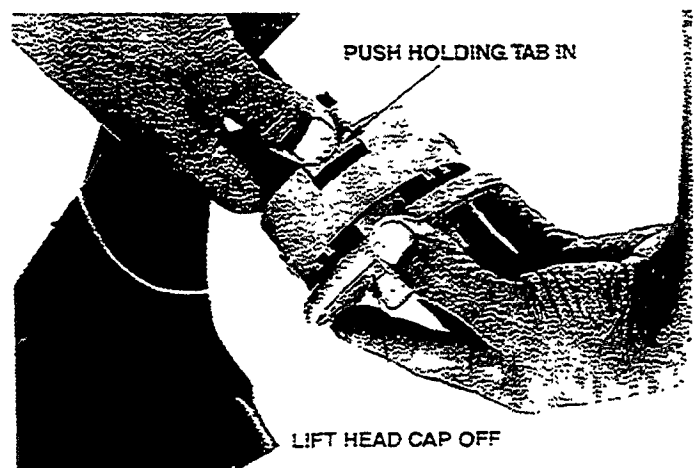


Figure 14



- Insert each line into its respective linesaver, and place spool into the head body (Fig. 15). **Note: Do not allow lines to slip beneath the spool.**

Align locking tabs on head cap with their respective slots (Fig. 16), and push cap down until it locks in place.

- **Note: TFC cutting head instructions, assembly and dis-assembly apply to both models 1930 and 1940.**

## 12. STORAGE

- If unit is to be stored or unused for an extended period (30 days or more), clean the exterior thoroughly and apply a thin coat of oil to all metal surfaces to prevent rust or corrosion.
- Empty all fuel from tank and run engine dry.
- Remove spark plug. Turn engine upside down, and inject a small quantity of oil into the cylinder. Pull the starter rope two or three times to distribute the oil, then reinstall the spark plug.
- Store unit off the ground in a dry area.



### SAFETY:

- Before each use, inspect complete unit for loose or missing fasteners or parts. If found, correct before using.
- Always wear approved eye protection (safety goggles) when operating unit.
- When operating unit do not wear loose fitting clothes. Always wear long pants and long sleeve shirt.
- Never operate unit while bare foot or wearing open sandals.
- Always trim from right to left (Trimming left to right cuttings will be thrown towards operator).
- Never use any type of blade (MODEL 1930).
- Never operate without head shield.
- Keep bystanders at least 50 ft away.

ROTATE SPOOL COUNTERCLOCKWISE

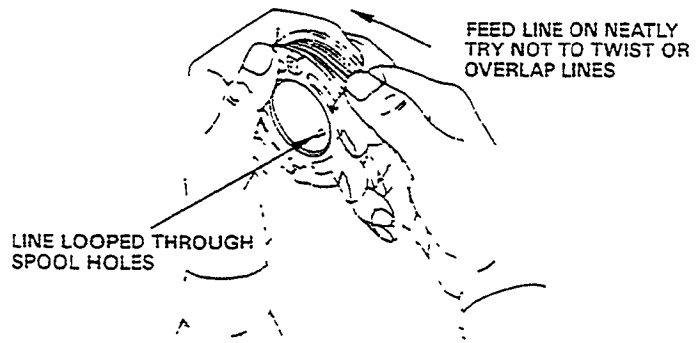


Figure 15

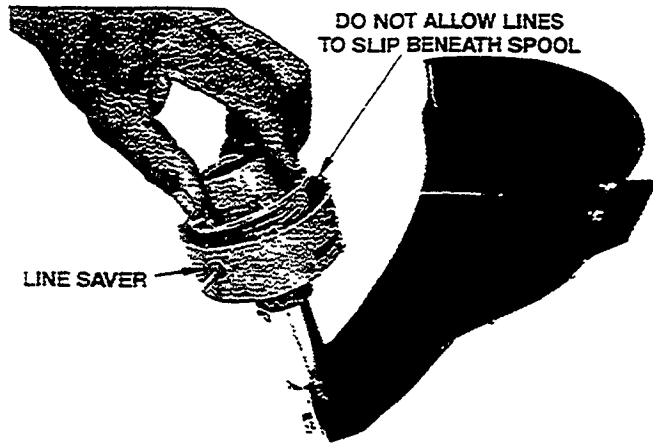


Figure 16

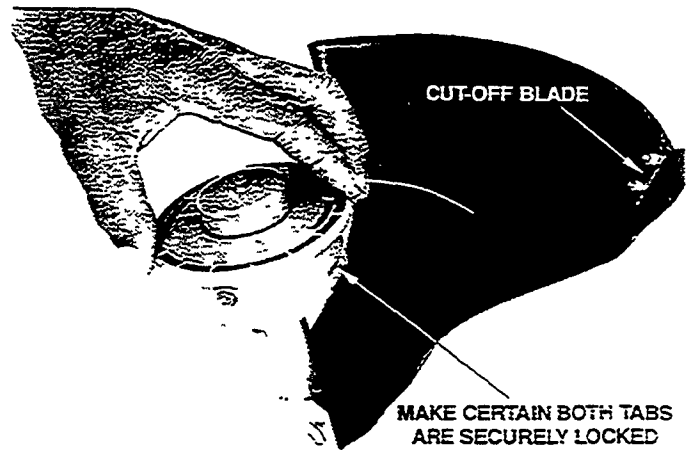


Figure 17

**THE GREEN MACHINE®**  
**TROUBLE SHOOTING CHART**

TROUBLE	POSSIBLE CAUSE	CORRECTION
<b>FAILURE OF ENGINE TO START — NO SPARK</b> 1. Failure located on the spark plug side	<ol style="list-style-type: none"> <li>1. The electrode of spark plug is wet</li> <li>2. Carbon deposit sticks to the electrodes of spark plug</li> <li>3. Poor insulation caused by crack, etc. of insulator</li> <li>4. Undersize or oversize gap of the electrodes of spark plug</li> <li>5. Burning of the electrodes of spark plug</li> </ol>	<ol style="list-style-type: none"> <li>1. Dry it</li> <li>2. Clean it</li> <li>3. Replace spark plug</li> <li>4. Adjust the gap to 0.6mm</li> <li>5. Replace spark plug</li> </ol>
2. Failure located on the magneto side	<ol style="list-style-type: none"> <li>1. Coil burnout</li> <li>2. Coil poor insulation</li> <li>3. Cord coating breakage</li> <li>4. Unit burnout</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace coil</li> <li>2. Replace coil</li> <li>3. Replace or repair cord</li> <li>4. Replace magneto</li> </ol>
<b>HAS SPARK</b> 1. Proper compression and sufficient fuel	<ol style="list-style-type: none"> <li>1. Engine flooded</li> <li>2. Use of improper fuel mixture</li> </ol>	<ol style="list-style-type: none"> <li>1. Discharge outward with recoil starter</li> <li>2. Replace with proper fuel: 25:1 ONE-MIX®</li> </ol>
2. Sufficient supply of fuel but compression is poor	<ol style="list-style-type: none"> <li>1. Heavy wear of cylinder, piston and piston ring</li> <li>2. Loose spark plug</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace all worn parts</li> <li>2. Tighten</li> </ol>
3. No supply of fuel to the carburetor	<ol style="list-style-type: none"> <li>1. Fuel tank is empty</li> <li>2. Loose fuel hose fitting or loose carburetor</li> <li>3. Filter clogging</li> <li>4. Fuel is available in the tank, however, fuel does not reach the carburetor</li> <li>5. Air vent in the fuel tank clogging</li> </ol>	<ol style="list-style-type: none"> <li>1. Refill the fuel tank</li> <li>2. Tighten fuel lines or carburetor</li> <li>3. Clean or replace filter</li> <li>4. Refer to the starting procedure</li> <li>5. Clean it</li> </ol>
<b>POWER IS NOT SUFFICIENT</b> 1. Compression of engine is normal and there is no misfiring	<ol style="list-style-type: none"> <li>1. Air cleaner clogging</li> <li>2. The muffler is plugged with carbon</li> <li>3. Air leakage through the pipe fitting, etc.</li> <li>4. Fuel passage clogging</li> <li>5. Water is mixed in fuel</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean</li> <li>2. Clean the muffler or replace</li> <li>3. Tighten the fitting securely</li> <li>4. Clean</li> <li>5. Replace with proper fuel</li> </ol>
2. Overheating is observed	<ol style="list-style-type: none"> <li>1. Excessive lean fuel mixture</li> <li>2. Use of improper mixed oil</li> <li>3. Carbon deposit</li> <li>4. Fan cover, cylinder fin, etc. are stuffed with dirt</li> <li>5. Forced operation</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust and clean carburetor</li> <li>2. Replace with 2-cycle ONE-MIX®</li> <li>3. Clean</li> <li>4. Clean and remove dirt</li> <li>5. Operate properly</li> </ol>
3. Knocking noise is heard	<ol style="list-style-type: none"> <li>1. Cylinder overheat</li> <li>2. Use of improper fuel</li> <li>3. The combustion is covered with carbon deposits</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust carburetor, clean cylinder tip</li> <li>2. Replace with proper fuel: 25:1 ONE-MIX®</li> <li>3. Clean the combustion chamber</li> </ol>
4. Air Suction	<ol style="list-style-type: none"> <li>1. Loose carburetor</li> <li>2. Loose fuel pipe</li> </ol>	<ol style="list-style-type: none"> <li>1. Tighten</li> <li>2. Insert firmly</li> </ol>
<b>ENGINE RUNS BUT TOOL WILL NOT PERFORM</b>	<ol style="list-style-type: none"> <li>1. Lower tool not fully engaged in coupler.</li> </ol>	<ol style="list-style-type: none"> <li>1. Refer to owners manual for proper assembly or see authorized service dealer for assistance</li> </ol>
<b>ENGINE STOPS WHILE IN OPERATION</b> 1. Engine stops abruptly	<ol style="list-style-type: none"> <li>1. Defective stop button</li> <li>2. Dislocation of plug cap</li> <li>3. The piston shows score surface with indication of seizure</li> <li>4. Short circuit of spark plug electrode due to carbon deposit</li> <li>5. Failure of proper functioning of magneto</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace</li> <li>2. Fix firmly</li> <li>3. Repair or replace</li> <li>4. Clean</li> <li>5. Disassemble and replace necessary parts</li> </ol>
2. Engine stops gradually	<ol style="list-style-type: none"> <li>1. Empty fuel tank</li> <li>2. Inside carburetor clogging</li> <li>3. Fuel tank clogging</li> <li>4. Water is mixed in fuel</li> </ol>	<ol style="list-style-type: none"> <li>1. Refill</li> <li>2. Disassemble and clean</li> <li>3. Disassemble and clean breather</li> <li>4. Replace with proper fuel</li> </ol>
<b>ENGINE WILL NOT STOP WHEN TURNED OFF</b>	<ol style="list-style-type: none"> <li>1. The extreme end portion of ignition plug is re-neated</li> <li>2. Broken stop button</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean or replace spark plug and adjust the gap to 0.6 mm.</li> <li>2. Replace worn part</li> </ol>
<b>SHAFT VIBRATES</b>	<ol style="list-style-type: none"> <li>1. Cord is not in balance — both cords not of same length</li> <li>2. Cord is worn out</li> <li>3. Nylon cord head is bent</li> <li>4. Saw or Brush blade not centered on Holder A</li> <li>5. Grease or oil has gotten into clutch assembly (clutch housing)</li> <li>6. Lower gear case is out of grease</li> </ol>	<ol style="list-style-type: none"> <li>1. Equalize cord length at 6 inches</li> <li>2. Same as #1</li> <li>3. Replace arbor post</li> <li>4. Re-center blade on holders</li> <li>5. Clean clutch shoes and drum</li> <li>6. Grease gear case — 30 operating hours</li> </ol>