



KEL26A

Handheld Edger Service Manual

LIST OF ABBREVIATIONS

A	ampere(s)	lb	pounds(s)
ABDC	after bottom dead center	m	meter(s)
AC	alternating current	min	minute(s)
ATDC	after top dead center	N	newton(s)
BBDC	before bottom dead center	Pa	pascal(s)
BDC	bottom dead center	PS	horsepower
BTDC	before top dead center	psi	pound(s) per square inch
°C	degree(s) Celsius	r	revolution
DC	direct current	rpm	revolution(s) per minute
F	farad(s)	TDC	top dead center
°F	degree(s) Fahrenheit	TIR	total indicator reading
ft	foot, feet	V	volt(s)
g	gram(s)	W	watt(s)
h	hour(s)	Ω	ohm(s)
L	liter(s)		

Foreword

This manual is designed primarily for use by trained mechanics in a properly equipped shop. However, it contains enough detail and information to make it useful to the owner who desires to perform his own basic maintenance and repair work. A basic knowledge of mechanics, the proper use of tools, and workshop procedures must be understood in order to carry out maintenance and repair satisfactorily. Whenever the owner has insufficient experience or has doubts as to his ability to do the work, all adjustments, maintenance, and repair should be carried out only by qualified mechanics.

This manual cover model: KEL26A (HE026A-AS00). As for safety information, specifications, exploded view, assembly and preparation, operating instructions, and periodic maintenance; this manual does not mention them as you can depend upon their respective owner's manuals and parts catalogues to tell you the details.

In order to perform the work efficiently and to avoid costly mistakes, read the text, thoroughly familiarize yourself with the procedures before starting work, and then do the work carefully in a clean area. Whenever special tools or equipment are specified, do not use makeshift tools or equipment. Precision measurements can only be made if the proper instruments are used, and the use of substitute tools may adversely affect safe operation.

To get the longest life out of your equipment.

- Follow the Periodic Maintenance Chart in their respective owner's manual.
- Be alert for problems and non-scheduled maintenance.
- Use proper tools and genuine Kawasaki engine parts. Genuine parts provided as spare parts are listed in the Parts Catalog.
- Follow the procedures in this manual carefully. Don't take shortcuts.
- Remember to keep complete records of maintenance and repair with dates and any new parts installed.

How to Use this Manual

Whenever you see these WARNING and CAUTION symbols, heed their instructions! Always follow safe operating and 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 special instructions or procedures which, if not strictly observed, could result in damage to or destruction of equipment.

This manual contains four more symbols (in addition to WARNING and CAUTION) which will help you distinguish different types of information.

NOTE

- *This note symbol indicates points of particular interest for more efficient and convenient operation.*
- Indicates a procedural step or work to be done.
- Indicates a procedural sub-step or how to do the work of the procedural step it follows. It also precedes the text of a WARNING, CAUTION, or NOTE.
- ★ Indicates a conditional step or what action to take based on the results of the test or inspection in the procedural step or sub-step it follows.

General Information

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1-2 GENERAL INFORMATION

Before Servicing

Before starting to service the engine, carefully read the applicable section to eliminate unnecessary work. Photographs, diagrams, notes, cautions, warnings, and detailed descriptions have been included wherever necessary. Nevertheless, even a detailed account has limitations, a certain amount of basic knowledge is required for successful work.

Especially note the following:

- (1) **Dirt**

Before removal and disassembly, clean the engine. Any dirt entering the engine, carburetor, or other parts, will work as an abrasive and shorten the life of engine. For the same reason, before installing a new part, clean off any dust or metal filings.
- (2) **Tightening Sequence**

Generally, when installing a part with several bolts, nuts, or screws, start them all in their holes and tighten them to a snug fit. Then tighten them evenly, in a staggered sequence. This is to avoid distortion of the part and/or causing gas or oil leakage. Conversely, when loosening the bolts, nuts, or screws, first loosen all of them by about a quarter of a turn and then remove them. Where there is a tightening sequence indication in this Service Manual, the bolts, nuts, or screws must be tightened in the order and method indicated.
- (3) **Torque**

When torque values are given in this Service Manual, use them. Either too little or too much torque may lead to serious damage. Use a good quality, reliable torque wrench.
- (4) **Force**

Common sense should dictate how much force is necessary in assembly and disassembly. If a part seems especially difficult to remove or install, stop and examine what may be causing the problem. Whenever tapping is necessary, tap lightly using a wooden or plastic-faced mallet. Use an impact driver for screws (particularly for the removal of screws held by a locking agent) in order to avoid damaging the heads.
- (5) **Edges**

Watch for sharp edges, especially during major engine disassembly and assembly. Protect your hands with gloves or a piece of thick cloth when lifting the engine or turning it over.
- (6) **High-Flash Point Solvent**

A high-flash point solvent is recommended to reduce fire danger. A commercial solvent commonly available in North America is Standard solvent (generic name). Always follow manufacturer and container directions regarding the use of any solvent.
- (7) **Gasket, O-Ring**

Do not reuse a gasket or O-ring once it has been in service. The mating surfaces around the gasket should be free of foreign matter and perfectly smooth to avoid oil or compression leaks.
- (8) **Liquid Gasket, Non-Permanent Locking Agent**

Follow manufacturer's directions for cleaning and preparing surfaces where these compounds will be used. Apply sparingly. Excessive amounts may block engine oil passages and cause serious damage. An example of a nonpermanent locking agent commonly available in North America is Loctite Lock'n Seal (Blue).
- (9) **Press**

A part installed using a press or driver, such as a journal, should first be coated with oil on its outer or inner circumference so that it will go into place smoothly.
- (10) **Ball Bearing**

When installing a ball bearing, the bearing race which is affected by friction should be pushed by a suitable driver. This prevents severe stress on the balls and races, and prevents races and balls from being dented. Press a ball bearing until it stops at the stop in the hole or on the shaft.
- (11) **Oil Seal, Grease Seal**

Replace any oil or grease seals that were removed with new ones, as removal generally damages seals.
When pressing in a seal which has manufacturer's marks, press it in with the marks facing out. Seals should be pressed into place using a suitable driver, which contacts evenly with the side of seal, until the face of the seal is even with the end of the hole.
- (12) **Seal Guide**

A seal guide is required for certain oil or grease seals during installation to avoid damage to the seal lips. Before a shaft passes through a seal, apply a little oil, preferably high temperature grease on the lips to reduce rubber to metal friction.
- (13) **Circlip, Retaining Ring**

Replace any circlips and retaining rings that were removed with new ones, as removal weakens and deforms them. When installing circlips and retaining rings, take care to compress or expand them only enough to install them and no more.
- (14) **Cotter Pin**

Replace any cotter pins that were removed with new ones, as removal deforms and breaks them.

Before Servicing

(15) Lubrication

Engine wear is generally at its maximum while the engine is warming up and before all the rubbing surfaces have an adequate lubricative film. During assembly, oil or grease (whichever is more suitable) should be applied to any rubbing surface which has lost its lubricative film. Old grease and dirty oil should be cleaned off. Deteriorated grease has lost its lubricative quality and may contain abrasive foreign particles.

Don't use just any oil or grease. Some oils and greases in particular should be used only in certain applications and may be harmful if used in an application for which they are not intended. This manual makes reference to molybdenum disulfide grease (MoS_2) in the assembly of certain engine parts. Always check manufacturer recommendations before using such special lubricants.

(16) Replacement Parts

When there is a replacement instruction, replace these parts with new ones every time they are removed. There replacement parts will be damaged or lose their original function once removed.

(17) Inspection

When parts have been disassembled, visually inspect these parts for the following conditions or other damage. If there is any doubt as to the condition of them, replace them with new ones.

Abrasion	Crack	Hardening	Warp
Bent	Dent	Scratch	Wear
Color change	Deterioration	Seizure	

(18) Specifications

Specification terms are defined as follows:

"Standards": show dimensions or performances which brand-new parts or systems have.

"Service Limits" indicate the usable limits. If the measurement shows excessive wear or deteriorated performance, replace the damaged parts.

1-4 GENERAL INFORMATION

Model Identification

KEL26A



GENERAL INFORMATION 1-5

General Specifications

Item	KEL26A
Product code	HE026A-AS00
Engine code	TH026D-AN32
Dimension:	
Overall length	1749 mm (68.8 in)
Overall width	387 mm (15.2 in)
Overall height	303 mm (11.9 in)
Overall weight	5.5 kg (12.1 lb) without cutter, empty fuel tank
Engine:	TH26D
Type	Forced air cooled 2-stroke, single cylinder gasoline engine
Displacement	25.4 mL (1.55 cu in)
Bore × stroke	34 × 28 mm (1.34 × 1.10 in)
Carburetor	Diaphragm type
Ignition	Solid state ignition
Spark Plug	NGK BPMR6A
Starter	Recoil starter
Clutch	Automatic centrifugal type ϕ 54 mm (2.1 in)
Air cleaner	Felt element
Fuel:	
Mixing ratio	50 parts of regular unleaded gasoline to 1 part of 2-stroke engine oil by volume JASO Service Classification: FC class
Tank capacity	0.6 L
Frame:	
Cutter length	203 mm (8.0 in)
Cutter width	50.8 mm (2.0 in)
Cutter thickness	2.3 mm (0.09 in)
Main pipe	ϕ 24 mm (0.94 in)
Main cable	ϕ 6 mm (0.24 in)
Gear ratio	13 : 20
Rotation of the cutting blade	Clockwise (shown the guard)
Lubrication	High quality lithium grease

Specifications are subject to change without notice, and may not apply to every country.

1-6 GENERAL INFORMATION

Setting Table

	KEL26A Setting
The engine speed at which the clutch engages	about 4000 rpm at 0.04 N·m (0.4 kg·cm, 0.35 in·lb), of drag torque
Max. engine speed (rpm)	Different depending on matching machine
Low idling speed	3000 ± 200 rpm
Ignition coil air-gap	0.3 to 0.5 mm (0.012 ~ 0.020 in)
Ignition timing	25° B.T.D.C. @7000 rpm
Spark plug gap	0.6 to 0.7 mm (0.024 ~ 0.028 in)
Carburetor: Main jet	# 37.5
Gear case grease capacity	about 9 ± 1 g (When Gear case is completely dry)



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