

**Gas Tie Drill**  
**910168**  
**Operating and Maintenance Manual**



**Gas Tie Drill**  
**910168**  
**Record of Changes**

<b>Rev</b>	<b>Date</b>	<b>Description of Changes</b>
Rev 1	9.2018	Updated with engineering changes and RRP branding
Rev 1.1	9.2019	Update parts list

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## Safety

ECHO Engine Drill EDR-210 is a lightweight, high performance, two-stroke engined unit designed for drilling.

This Manual provides the information necessary for operation and maintenance.

**⚠ WARNING**  
**IMPROPER USE OR CARE OF THIS UNIT, OR FAILURE TO WEAR PROPER PROTECTION CAN RESULT IN SERIOUS INJURY. READ AND UNDERSTAND THE RULES FOR SAFE OPERATION AND ALL INSTRUCTIONS IN THIS MANUAL.**

## SAFETY AND SPECIAL INFORMATION

**⚠ DANGER**  
 The safety alert symbol accompanied by the word "DANGER" calls attention to an act or condition which **WILL** lead to serious personal injury or death if not avoided.

**⊘ CIRCLE AND SLASH SYMBOL**  
 This symbol means the specific action shown is prohibited. Ignoring these prohibitions can result in serious or fatal injury.

**⚠ WARNING**  
 The safety alert symbol accompanied by the word "WARNING" calls attention to an act or condition which **CAN** lead to serious personal injury or death if not avoided.





**NOTE**  
 This enclosed message provides tips for use, care and maintenance of the unit.

**⚠ CAUTION**  
 The safety alert symbol accompanied by the word "CAUTION" calls attention to an act or condition which may lead to minor or moderate personal injury if not avoided.

**IMPORTANT**  
 The enclosed message provides information necessary for the protection of the unit.

Throughout this manual and on the product itself, you will find safety alerts and helpful, information messages preceded by symbols or key words. The following is an explanation of those symbols and key words and what they mean to you.

## DECALS AND SYMBOLS

Symbol form/shape	Symbol description/application	Symbol form/shape	Symbol description/application
	Carefully read the operator's manual		Wear eyes, ears and head protection
	Beware of high-temperature areas		Finger severing

**⚠ WARNING**  
ENGINE DRILL USERS RISK INJURY TO THEMSELVES AND OTHERS IF THE ENGINE DRILL IS USED IMPROPERLY, AND/OR SAFETY PRECAUTIONS ARE NOT FOLLOWED. PROPER CLOTHING AND SAFETY GEAR MUST BE WORN WHEN OPERATING ENGINE DRILL.

**⚠ WARNING**  
ALWAYS STOP THE ENGINE WHEN A DRILL JAM OCCURS. DO NOT ATTEMPT TO REMOVE AN OBJECT CAUSING A DRILL JAM IF THE ENGINE IS RUNNING. PHYSICAL INJURY CAN OCCUR IF A DRILL JAM IS REMOVED AND THE DRILLS START MOVING.

## OPERATOR SAFETY


- Read this Engine drill Operator's Manual carefully. Be sure you understand how to operate this unit properly before you use it.
- Be familiar with all the controls and the proper use of the machine.
- Wear proper clothing to protect legs and other exposed parts of your body.
- Wear non-skid sole shoes. Do not wear open-toed shoes or operate unit while bare footed.
- Wear eye and hearing protection devices.
- Use caution when handling fuel. Put the caps back tightly on both the fuel can and the engine drill fuel tank. Move at least 3 m (10 feet) from the re-fueling point and be sure there is no leakage of fuel from the fuel tank cap or the fuel system before starting the engine.
- Operate this gasoline powered engine equipment in a well-ventilated area only.
- Start the unit on the ground with the throttle set at idle. Do not start if the drills are obstructed by the ground or any other object.
- Never allow children to use the machine.
- Do not allow anyone to hold the material you are drilling.
- Keep a firm grip on the engine drill with both hands, one hand on the front handle, the other hand on the rear handle.

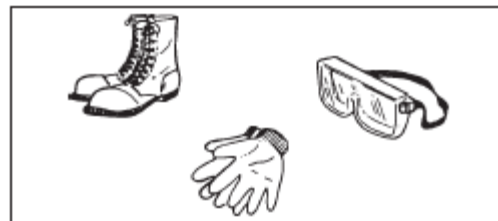
- Do all drilling at full throttle speed. Drilling at less at than full speed can damage the clutch by allowing it to slip.

**⚠ WARNING**  
USE A FIRM GRIP WITH THUMBS AND FINGERS ENCIRCLING THE HANDLES. A FIRM GRIP WILL HELP YOU KEEP CONTROL OF THE ENGINE DRILL. NEVER OPERATE THE ENGINE DRILL ONLY ONE HAND OR BODILY INJURY CAN OCCUR.

- Always carry the engine drill with the engine stopped and the HOT muffler away from your body.

## PROTECTIVE EQUIPMENT

- Always wear eye protection goggles that meet ANSI Z87.1 standards.
- Wear hearing protection at all times.  

- Dress properly! Do not wear loose clothing or jewellery, they can be caught in moving parts. Use of sturdy gloves, non-skid footwear, and safety glasses is recommended.
- While operating the machine always be sure of a secure position.



- Wear non-slip, heavy-duty work gloves to improve your grip on the engine drill handles. The gloves also help reduce the transmission of machine vibrations to your hands.

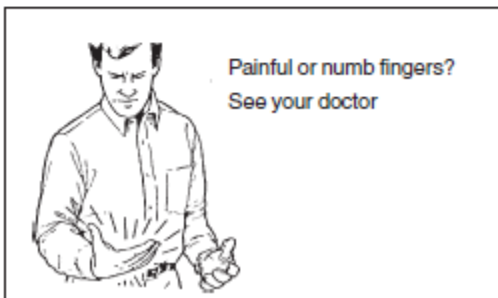
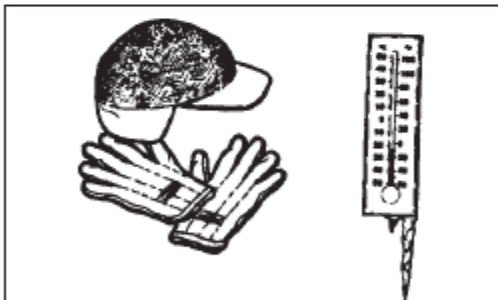
## PROTECTING OTHERS

Spectators, children, fellow workers and animals must be warned to come no nearer than 4.6 m (15 feet) while the engine drill is in use.

People working in the area near you should wear the same protective equipment as the operator.

## PHYSICAL CONDITION

Your judgement and dexterity may be impaired if you are ill or have taken alcohol or other substances known to affect the way you would normally function.

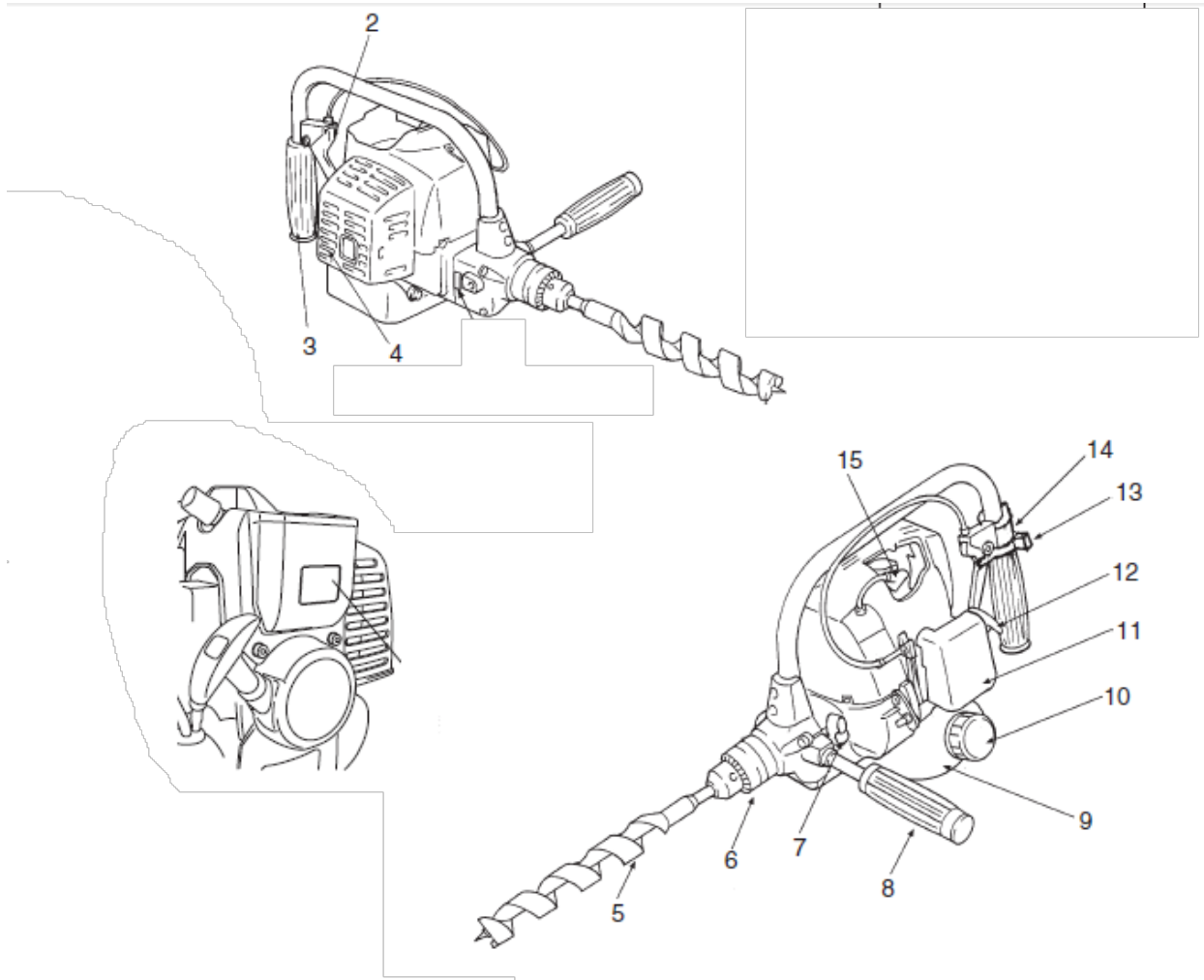


## **⚠ WARNING** PRECAUTION AGAINST VIBRATION AND COLD

IT IS BELIEVED THAT A CONDITION CALLED RAYNAUD'S PHENOMENON, WHICH AFFECTS THE FINGERS OF CERTAIN INDIVIDUALS MAY BE BROUGHT ABOUT BY EXPOSURE TO VIBRATION AND COLD. EXPOSURE TO VIBRATION AND COLD MAY CAUSE TINGLING AND BURNING SENSATIONS FOLLOWED BY LOSS OF COLOR AND NUMBNESS IN THE FINGERS. THE FOLLOWING PRECAUTIONS ARE STRONGLY RECOMMENDED BECAUSE THE MINIMUM EXPOSURE WHICH MIGHT TRIGGER THE AILMENT IS UNKNOWN.

- KEEP YOUR BODY WARM, ESPECIALLY THE HEAD, NECK, FEET, ANKLES, HANDS AND WRISTS.
- MAINTAIN GOOD BLOOD CIRCULATION BY PERFORMING VIGOROUS ARM EXERCISES DURING FREQUENT WORK BREAKS AND ALSO BY NOT SMOKING.
- LIMIT THE HOURS OF OPERATION. TRY TO FILL EACH DAY WITH JOBS WHERE OPERATING THE ENGINE DRILL OR OTHER HAND-HELD POWER EQUIPMENT IS NOT REQUIRED.
- IF YOU EXPERIENCE DISCOMFORT, REDNESS AND SWELLING OF THE FINGERS FOLLOWED BY WHITENING AND LOSS OF FEELING, CONSULT YOUR PHYSICIAN BEFORE FURTHER EXPOSING YOURSELF TO COLD AND VIBRATION.

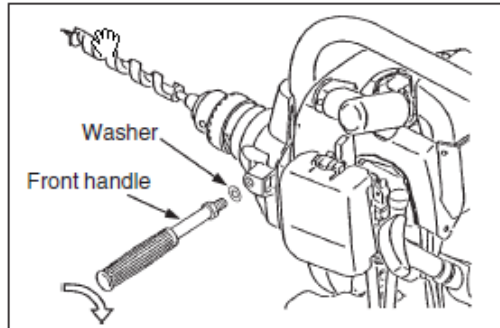
## Tie Drill Components and Description



- 2. **Throttle trigger** - Device activated by the operator's finger, for controlling the engine speed.
- 3. **Rear handle** - Handle located furthest from the drill bit.
- 4. **Silencer cover**
- 5. **Drill bit** - Not included with unit.
- 6. **Chuck**
- 7. **Shift lever**
- 8. **Front handle** - Handle located on the front gear case.

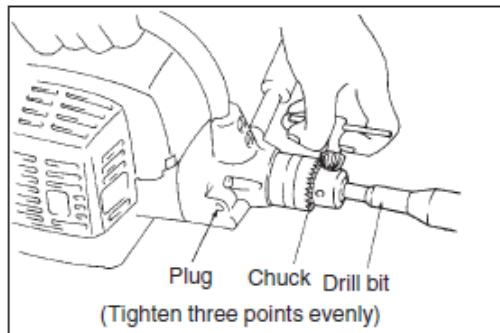
- 9. **Fuel tank** - Contains fuel and fuel filter.
- 10. **Fuel tank cap** - For closing the fuel tank.
- 11. **Air cleaner cover** - Covers air filter.
- 12. **Starter handle** - Pull handle to start the engine.
- 13. **Throttle trigger lockout** - Device that prevents the accidental operation of the throttle trigger until manually released.
- 14. **Ignition switch** - Device for allowing the engine to be started and stopped.
- 15. **Spark plug**

## Assembly



### FRONT HANDLE

- Insert the front handle to the machine, and turn clockwise.  
(TIGHTEN THE SCREW FIRMLY)
  - To operate front handle with right hand, remove right plug then reverse sides when installing handle and plug.



### DRILL BIT

- Insert the drill bit (not provided with unit) until it reaches the bottom of the chuck, then back it out slightly; tighten the chuck jaws evenly and completely.

### IMPORTANT

Use drill bits suited for the material being drilled and for the depth of hole required.

## OPERATION

### ⚠ WARNING

ALTERNATIVE FUELS, SUCH AS E-20 (20 % ETHANOL), E-85 (85 % ETHANOL) OR ANY FUELS NOT MEETING ABOVE REQUIREMENTS ARE NOT APPROVED FOR USE IN  2-STROKE GASOLINE ENGINES.

USE OF ALTERNATIVE FUELS MAY CAUSE PERFORMANCE PROBLEMS, LOSS OF POWER, OVERHEATING, FUEL VAPOR LOCK, AND UNINTENDED MACHINE OPERATION, INCLUDING, BUT NOT LIMITED TO, IMPROPER CLUTCH ENGAGEMENT. ALTERNATIVE FUELS MAY ALSO CAUSE PREMATURE DETERIORATION OF FUEL LINES, GASKETS, CARBURETOR AND OTHER ENGINE COMPONENTS.

Fuel Mix Chart 50 : 1

US.		METRIC	
Gasoline	Oil	Gasoline	Oil
Gallons	US. fl. oz.	L	mL
1	2.6	4	80
2	5.2	8	160
5	12.8	20	400

### CHECK UP OF NUTS AND OTHER HARDWARES

- Check up loose nuts, bolts and screws before using the unit every day.

### FUEL STATEMENT

**GASOLINE** - Use 89 Octane [(R+M)/2] (mid grade or higher) gasoline or gasohol known to be good quality.

Gasohol may contain up to 10 % Ethyl (grain) alcohol or 15 % MTBE (methyl tertiary-butyl ether). Gasohol containing methyl (wood) alcohol is **NOT** approved.

**TWO-STROKE OIL** - A two-stroke engine oil meeting ISO-L-EGD (ISO/CD 13738) and JASO M345-FC/FD Standards must be used. ECHO brand premium Power Blend X™ Universal 2-Stroke Oil meets these standards. Engine problems due to inadequate lubrication caused by failure to use an ISO-L-EGD (ISO/CD 13738) and JASO M345-FC/FD certified oil, such as ECHO premium Power Blend X™, will void the two-stroke engine warranty. (Emission related parts only are covered for two years, regardless of two-stroke oil used, per the statement listed in the Emission Defect Warranty Explanation.)

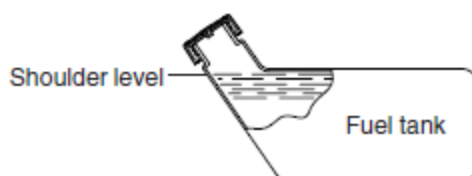
## Handling Fuel



 **DANGER**

**FUEL IS VERY FLAMMABLE. USE EXTREME CARE WHEN MIXING, STORING OR HANDLING OR SERIOUS PERSONAL INJURY MAY RESULT.**

- **USE AN APPROVED FUEL CONTAINER.**
- **DO NOT SMOKE NEAR FUEL.**
- **DO NOT ALLOW FLAMES OR SPARKS NEAR FUEL.**
- **FUEL TANKS/CANS MAY BE UNDER PRESSURE.  
ALWAYS LOOSEN FUEL CAPS SLOWLY ALLOWING PRESSURE TO EQUALIZE.**
- **NEVER REFUEL A UNIT WHEN THE ENGINE IS HOT!**
- **NEVER REFUEL A UNIT WITH THE ENGINE RUNNING.**
- **DO NOT FILL FUEL TANKS INDOORS. ALWAYS FILL FUEL TANKS OUTDOORS OVER BARE GROUND.**
- **DO NOT OVERFILL FUEL TANK. IT IS NOT PERMITTED TO FILL FUEL ABOVE THE SHOULDER LEVEL OF FUEL TANK. WIPE UP SPILLS IMMEDIATELY.**
- **SECURELY TIGHTEN FUEL CAP AFTER REFUELING.**
- **INSPECT FOR FUEL LEAKAGE. IF FUEL LEAKAGE IS FOUND, DO NOT START OR OPERATE UNIT UNTIL LEAKAGE IS REPAIRED.**
- **MOVE AT LEAST 3 M (10 FEET) FROM REFUELING LOCATION BEFORE STARTING THE ENGINE.**



**MIXING INSTRUCTIONS -**

1. Fill an approved fuel container with half of the required amount of gasoline.
2. Add the proper amount of two-stroke oil to gasoline.
3. Close container and shake to mix oil with gasoline.
4. Add remaining gasoline, close fuel container, and remix.

**IMPORTANT**

- **Spilled fuel is a leading cause of hydrocarbon emissions. Some states may require the use of automatic fuel shut-off containers to reduce fuel spillage.**
- **Stored fuel ages. Do not mix more fuel than you expect to use in thirty (30) days, ninety (90) days when a fuel stabilizer is added.**
- **Stored two-stroke fuel may separate. ALWAYS shake fuel container thoroughly before each use.**

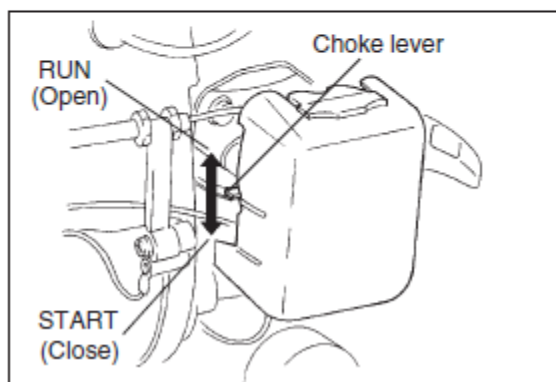
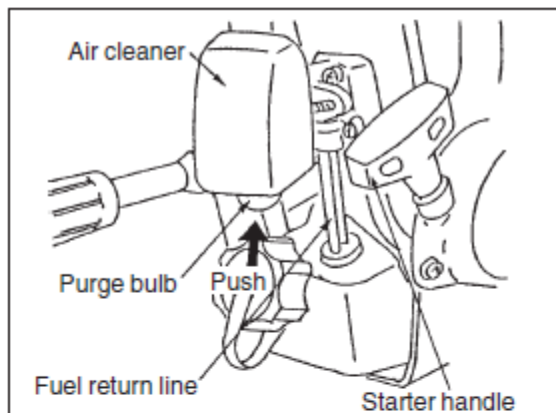
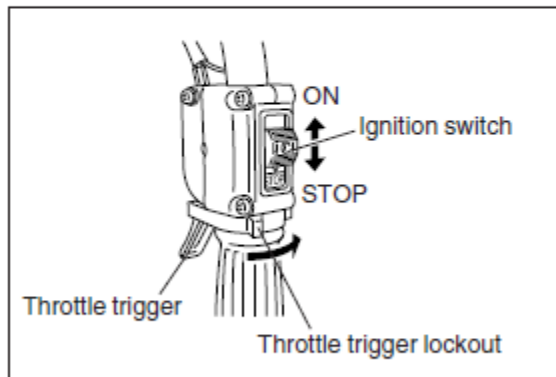
**AFTER USE -**

DO NOT store a unit with fuel in its tank. Leaks can occur. Return unused fuel to an approved fuel storage container.

**STORAGE -**

Fuel storage laws vary by locality. Contact your local government for the laws affecting your area. As a precaution, store fuel in an approved, airtight container. Store in a well-ventilated, unoccupied building, away from sparks and flames.

## Cold Engine Starting



### WARNING

WHEN ENGINE IS STARTED, CONFIRM IF THERE IS NOT ANY ABNORMAL VIBRATION OR SOUND. IF THERE IS ABNORMAL VIBRATION OR SOUND, ASK YOUR DEALER TO REPAIR.

- Stand the engine upright on a level surface.
- Place ignition switch in ON (START/RUN) position.
- Push purge bulb 3 to 4 times (or until fuel is visible in fuel return line).
- Shift choke lever to close position (START).
- Pull starter handle until the engine fires.
- Shift choke lever to full open position, and if necessary, start the engine again and allow to warm up before using.
  - The clutch engages at approximately 3500 r/min. Therefore the drill bit may rotate at fast idle engine speed.

### STARTING WARM ENGINE

- Place ignition switch in ON (START/RUN) position.
- Pull starter handle until the engine fires.
  - Do not use the choke.

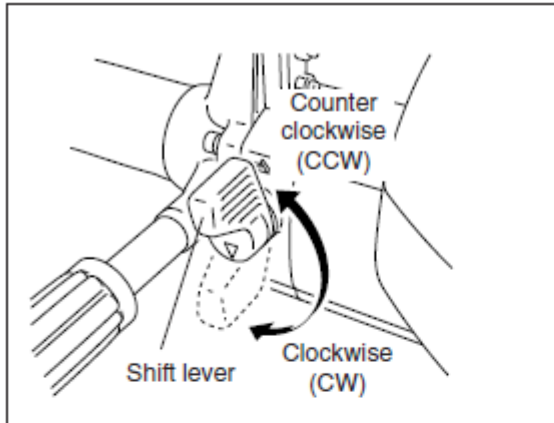
### STOPPING ENGINE

- Set throttle trigger in idle position.
- Place ignition switch in STOP position.

### NOTE

When engine does not stop, shift choke lever to close position.  
Check and repair ignition switch before starting the engine again.

## Reverse Rotation



- This model is equipped with reverse rotation mechanism.
- When drilling, set shift lever down to clockwise (CW) rotation position.
- If bit is locked due to deep penetration during drilling operation, set shift lever up to counterclockwise (CCW) rotation position and operate reversed for easy pulling-out.
- When changing direction of drill rotation, operate as follows:
  - Return engine to idle.
  - Engine shift lever to CW or CCW position with a slight acceleration of the throttle trigger.  
To properly lock the gears in the gear case.
  - Do not operate shift lever forcibly when changing rotation direction.

### WARNING

- **WHEN THE DRILL CAN NOT PULL OUT FROM THE WOOD, DO NOT TRY TO PULL OUT THE DRILL BY FORCE.**
- **WHEN CHANGING THE BIT, ENSURE TO STOP THE ENGINE.**
- **AFTER A JOB, BIT AND GEAR CASING MAY BE HEATED, DO NOT TOUCH THEM WITH BARE HANDS.**

### NOTE

Do not shift from forward to reverse (or vice-versa) while the chuck is turning. Failure to do so may cause unit damage. Always release throttle and allow the unit to return to idle before shifting.

Do not stand close to drill or chuck with your body or clothes while operation.

When drilling, ensure that no power cable or other obstacle exist.

## Tie Drill Maintenance and Care

AREA	MAINTENANCE	BEFORE USE	MONTHLY	YEARLY	DATE MAINTENANCE PERFORMED
Air Filter	Clean/Replace	•			
Fuel Filter	Inspect/Clean/Replace		•		
Spark Plug	Inspect/Clean/Adjust/Replace		•		
Carburetor	Adjust			•	
Cooling System	Inspect/Clean	•			
Silencer	Inspect/Tighten/Clean	•			
Starter Rope	Inspect/Replace		•		
Drills	Inspect/Clean/Lubricate			•	
Fuel Leaks	Inspect	•			
Screws, Bolts and Nuts	Inspect, Tighten/Replace	•			
Fuel Line	Inspect		•		

### IMPORTANT

Time intervals are maximum. Actual use and your experience will determine the frequency of required maintenance. Record dates of monthly and yearly inspections.

## EMISSION DATA

### EMISSION CONTROL

(EXHAUST and EVAPORATIVE)

EPA 2010 and Later and/or C.A.R.B. TIER III

The emission control system for the engine is EM (engine modification) and, if the second to last character of the Engine Family on the Emission Control Information label (sample below) is "C", "K", or "T", the emission control system is EM and TWC (3-way catalyst). The fuel tank/fuel line emission control system is EVAP (evaporative emissions). Evaporative emissions for California models may only be applicable to fuel tanks.

**An Emission Control Label** is located on the engine. (This is an example only, information on label varies by engine family).

### PRODUCT EMISSION DURABILITY (EMISSION COMPLIANCE PERIOD)

The 300 hours emission compliance period is the time span selected by the manufacturer certifying the engine emissions output meets applicable emissions regulations, provided that approved maintenance procedures are followed as listed in the Maintenance Section of this manual.

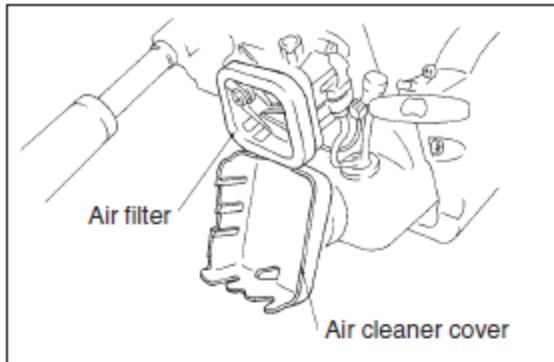
### EMISSION CONTROL INFORMATION

ENGINE FAMILY : 4EHS \*\*\*\*\* DISPLACEMENT : 3636cc

EMISSION COMPLIANCE PERIOD : 300Hours

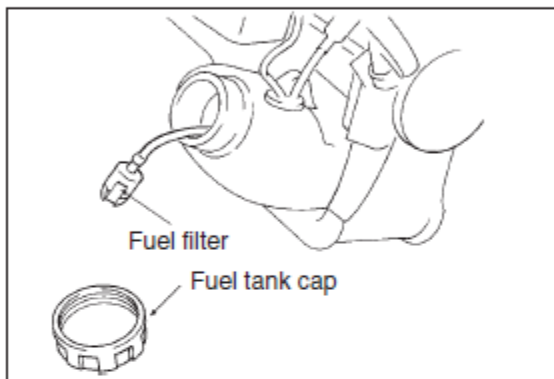
THIS ENGINE MEETS U.S.EPA EXH/EVAP EMISSION REGULATIONS FOR MODEL YEAR \*\*\*\* REFER TO OWNER'S MANUAL FOR MAINTENANCE SPECIFICATIONS AND ADJUSTMENTS.

**YAMABIKO CORP.** \*\*\*\*\* 



## AIR FILTER

- Clean before use.
  - Remove air cleaner cover and pull out air filter.
  - Lightly brush off dust or wash it in water and detergent.
  - Dry completely before putting it back in place.



## FUEL FILTER

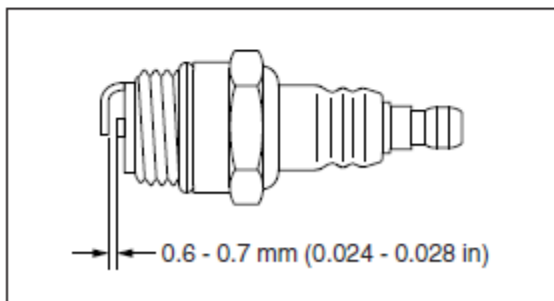
- Check periodically.
  - Do not allow dust to enter into fuel tank.
  - Clogged filter will cause difficulty in starting engine or poor engine performances.
  - Pick up fuel filter through fuel inlet port with a piece of steel wire or the like.
  - When filter is dirty, replace it.

## NOTE

Federal EPA regulations require all model year 2012 and later gasoline powered engines produced for sale in the United States to be equipped with a special low permeation fuel supply hose between the carburetor and fuel tank. When servicing model year 2012 and later equipment, only fuel supply hoses certified by EPA can be used to replace the original equipment supply hose. Fines up to \$37,500 may be enforced for using an un-certified replacement part.

## CHECK FUEL SYSTEM

- Check before every use.
- After refueling, make sure fuel does not leak or exude from around fuel pipe, fuel grommet or fuel tank cap.
- In case of fuel leakage or exudation there is a danger of fire. Stop using the machine immediately and request your dealer to inspect or replace.

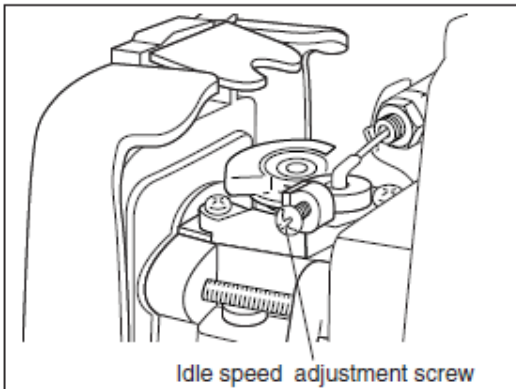
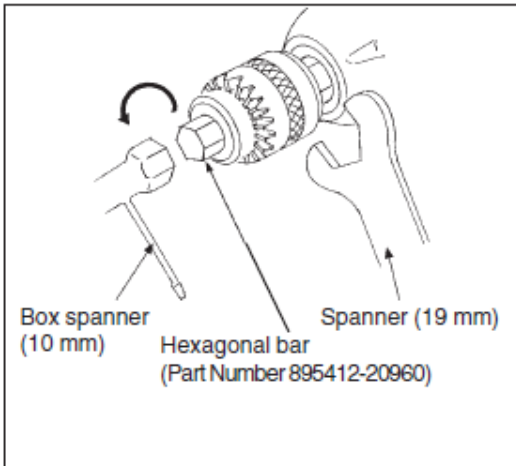
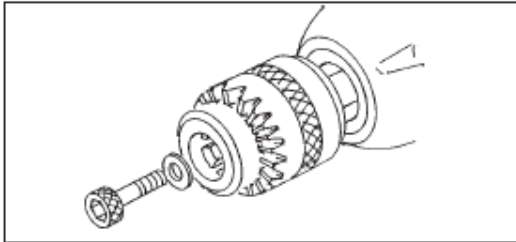


## SPARK PLUG

- Check periodically.
  - The standard spark gap is 0.6 to 0.7 mm (0.024 to 0.028 in).
  - Correct spark gap if it is wider or narrower than the standard gap.
  - If the electrodes are coated with carbon deposits replace with a new spark plug. Do not sandblast to clean. Remaining sand will damage engine.
- Fastening torque = 15 to 17 N • m (130 to 145 in • lb).

## IMPORTANT

**Do not over tighten plug.**



### High Altitude Operation

This engine has been factory adjusted to maintain satisfactory starting, emission, and durability performance up to 1100 feet above sea level (ASL) (96.0 kPa). To maintain proper engine operation and emission compliance above 1100 feet ASL the carburetor may need to be adjusted.

### IMPORTANT

If the engine is adjusted for operation above 1100 feet ASL, the carburetor must be readjusted when operating the engine below 1100 feet ASL, otherwise severe engine damage may result.

## REPLACEMENT OF CHUCK

Replacement of chuck should be done in the following manner:

1. Remove bolt with hexagonal hole fixed in the driving axle.
2. Insert accessory hexagonal bar into chuck and fix.
3. Fit 19 mm spanner onto driving axle and keep it fitted.
4. Fit 10 mm box spanner onto the hexagonal bar and turn it into direction as indicated by an arrow to remove chuck.
5. Fit a new chuck in the reversed order of removing.

## ADJUSTING CARBURETOR (As Required)

### GENERAL INFORMATION

The idle speed adjuster screw controls the throttle opening at the idle position.

### IDLE ADJUSTMENT

1. Start engine and allow it to run at high idle until warm.
2. Turn the idle speed screw clockwise until drill bit begins to move.
3. Turn idle screw counterclockwise 1 and 1/2 to 2 turn or until the drill bit stops (2700 to 3300 r/min).

### NOTE

When there is some trouble with the carburetor, contact your dealer.

## CLEANING CYLINDER FINS (Check Periodically)

### NOTE

Clogged fins will cause poor engine cooling.

1. Carefully remove housing and clean dirt and dust from fins.
2. Reinstall housing.

## CLEANING SILENCER AND EXHAUST PORT (Check Periodically)

1. Carefully remove housing halves.
2. Remove and disassemble silencer.

### NOTE

Be careful not to scratch the cylinder or piston when cleaning the cylinder exhaust port.

3. Clean deposits from cylinder exhaust port and silencer.

## STORAGE

### LONG TERM STORAGE (Over 30 Days)

Do not store your unit for a prolonged period of time (30 days or longer) without performing protective storage maintenance which includes the following:

1. Store unit in a dry, dust free place, out of the reach of children and other unauthorized persons.
2. Place ignition switch in STOP position.
3. Remove accumulation of grease, oil, dirt and debris from exterior of unit.
4. Perform all periodic lubrication and services that are required.
5. Tighten all the screws, bolts and nuts.
6. Drain the fuel tank completely and pull the recoil starter handle several times to remove fuel from the carburetor.
7. Remove the spark plug and pour 1/2 tablespoon (1/4 oz) of fresh, clean, 2-stroke engine oil into the cylinder through the spark plug hole.
  - A. Place a clean cloth over the spark plug hole.
  - B. Pull the recoil starter handle 2 or 3 times to distribute the oil inside the engine.
  - C. Observe the piston location through the spark plug hole. Pull the recoil starter handle slowly until the piston reaches the top of its travel and leave it there.
8. Install the spark plug (do not connect ignition cable).
9. Lubricate the drill bit with a heavy coat of oil to prevent rust.

### WARNING

**DO NOT STORE IN AN ENCLOSURE WHERE FUEL FUMES MAY ACCUMULATE OR REACH AN OPEN FLAME OR SPARK.**

### NOTE

For future reference, you should keep this operator's manual.

## Troubleshooting

Trouble		Cause	Remedy
Engine - hard to start - does not start			
Engine cranks →	Fuel at carburetor → No fuel at carburetor	<ul style="list-style-type: none"> <li>• Fuel filter clogged</li> <li>• Fuel line clogged</li> <li>• Carburetor</li> </ul>	<ul style="list-style-type: none"> <li>• Clean or replace</li> <li>• Clean</li> </ul>
	↓		
	Fuel at cylinder → No fuel at cylinder	<ul style="list-style-type: none"> <li>• Carburetor</li> </ul>	
	↓		
	→ Silencer wet with fuel	<ul style="list-style-type: none"> <li>• Fuel mixture is too rich</li> </ul>	<ul style="list-style-type: none"> <li>• Open choke</li> <li>• Clean/replace air filter</li> <li>• Adjust carburetor</li> </ul>
	↓		
	Spark at end of plug wire → No spark at end of plug wire	<ul style="list-style-type: none"> <li>• Ignition switch off</li> <li>• Electrical problem</li> </ul>	<ul style="list-style-type: none"> <li>• Turn switch on</li> <li>• Ask your ECHO dealer</li> </ul>
	↓		
	Spark at plug → No spark at plug	<ul style="list-style-type: none"> <li>• Spark gap incorrect</li> <li>• Covered with carbon</li> <li>• Fouled with fuel</li> <li>• Spark plug defective</li> </ul>	<ul style="list-style-type: none"> <li>• Adjust 0.6 to 0.7 mm (0.024 to 0.028 in)</li> <li>• Clean or replace</li> <li>• Clean or replace</li> <li>• Replace plug</li> </ul>
	↓		
Engine does not crank		<ul style="list-style-type: none"> <li>• Internal engine problem</li> </ul>	
Engine runs	Dies or accelerates poorly	<ul style="list-style-type: none"> <li>• Air filter dirty</li> <li>• Fuel filter dirty</li> <li>• Fuel vent blocked</li> <li>• Spark plug</li> <li>• Carburetor</li> <li>• Cooling system blocked</li> <li>• Exhaust port/spark arrester screen blocked</li> </ul>	<ul style="list-style-type: none"> <li>• Clean or replace</li> <li>• Clean or replace</li> <li>• Clean</li> <li>• Clean and adjust/replace</li> <li>• Adjust</li> <li>• Clean</li> <li>• Clean</li> </ul>

**⚠ WARNING**

- ALL ENGINE DRILL SERVICE OPERATIONS, OTHER THAN ITEMS LISTED IN THE OPERATOR'S MANUAL, SHOULD BE PERFORMED BY AN AUTHORIZED ECHO DEALER.
- FUEL VAPORS ARE EXTREMELY FLAMMABLE AND MAY CAUSE FIRE AND/OR EXPLOSION. NEVER TEST FOR IGNITION SPARK BY GROUNDING SPARK PLUG NEAR CYLINDER PLUG HOLE, OTHERWISE SERIOUS PERSONAL INJURY MAY RESULT.

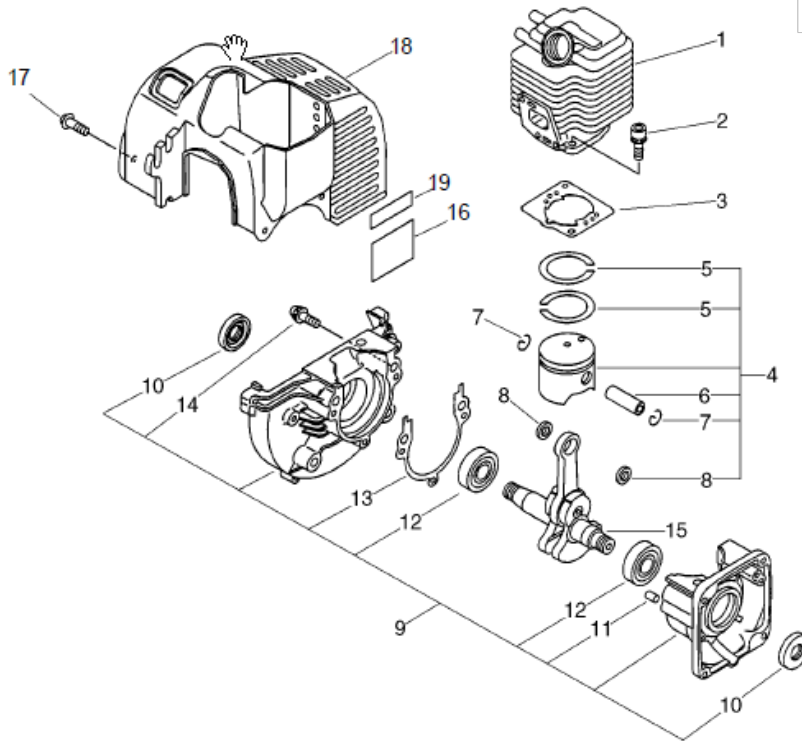


## Specifications

		<b>EDR-210</b>
Mass	without drill bit	kg 4.6 (10.1 lb)
Volume	fuel tank	L 0.5 (16.9 US fl. oz.)
Drill	size	mm 32 - 178 (1.25 - 7 inch)
	chuck capacity	mm 13 (0.5 inch)
	speed	r/min 520
Mission	reduction ratio	17.1 (regular side) 18.6 (reverse side)
	lubrication	grease
External Dimensions	length x width x height without drill bit	mm 430 x 320 x 265 (16.9 x 12.6 x 10.4 inch)
Engine	type	Air cooled Two stroke single cylinder
	engine displacement	mL(cm <sup>3</sup> ) 21.2 (1.29 cu. inch)
	recommended maximum engine speed	r/min 9000
	recommended engine idling speed	r/min 2900
	engine speed at beginning of clutch engagement	r/min 4000
	carburetor	diaphragm type
	ignition	flywheel magneto - CDI system
	spark plug	NGK BPM8Y
	starter	recoil starter
	clutch	automatic centrifugal
Fuel	mixture ratio	50:1 ratio with ECHO Power Blend X™ , ISO-L-EGD (ISO/CD 13738) and JASO M345-FC/FD two-stroke, air-cooled engine oil.
	gasoline	Use 89 octane unleaded. Do not use fuel containing methyl alcohol, more than 10% ethyl alcohol or 15% MTBE. Do not use alternative fuels such as E-20 or E-85.
	fuel consumption at engine maximum power	L/h 0.47 (15.9 US fl. oz.)

## Parts Engine, Cylinder Cover

Engine, Cylinder Cover

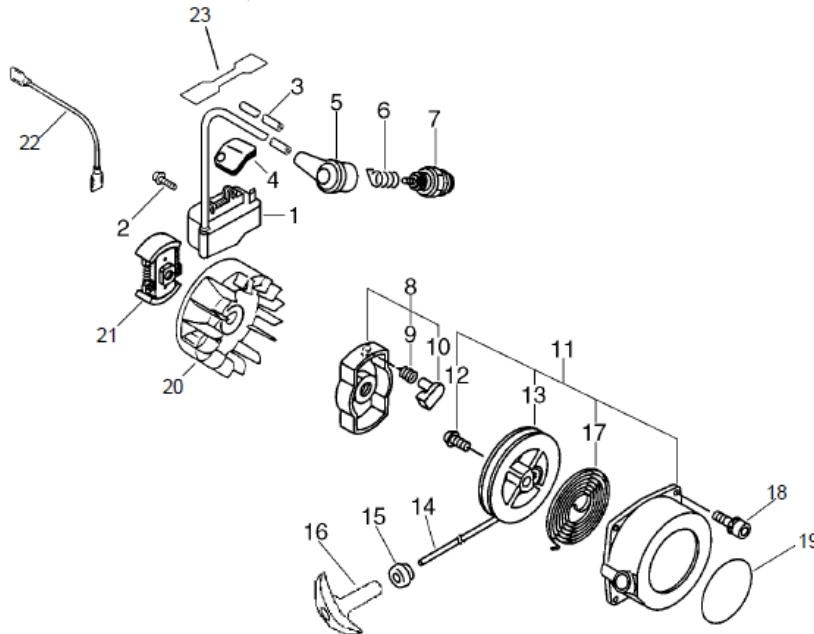


NO.	PART NUMBER	QTY.	DESCRIPTION
1		1	CYLINDER
2		2	SCREW - 5X22
3		1	GASKET, CYLINDER
4		1	PISTON KIT
5	+	2	RING, PISTON
6	+	1	PIN, PISTON
7	+	2	RING, RETAINING
8	+	2	SPACER, PISTON
9		1	CRANKCASE KIT
10	+	2	SEAL, OIL
11	+	4	PIN, DOWEL
12	+	2	BEARING, BALL - 6201
13	+	1	GASKET, CRANKCASE
14	+	3	SCREW - 5X28
15		1	CRANKSHAFT ASY
16		1	LABEL - CAUTION
17		2	SCREW - 4X12
18		1	COVER, ENGINE
19		1	LABEL - MODEL -- EDR-210

+ Denotes item is part of an assembly  
++ Denotes item is part of a sub-assembly

## Ignition, Starter, Clutch

Ignition, Starter, Clutch

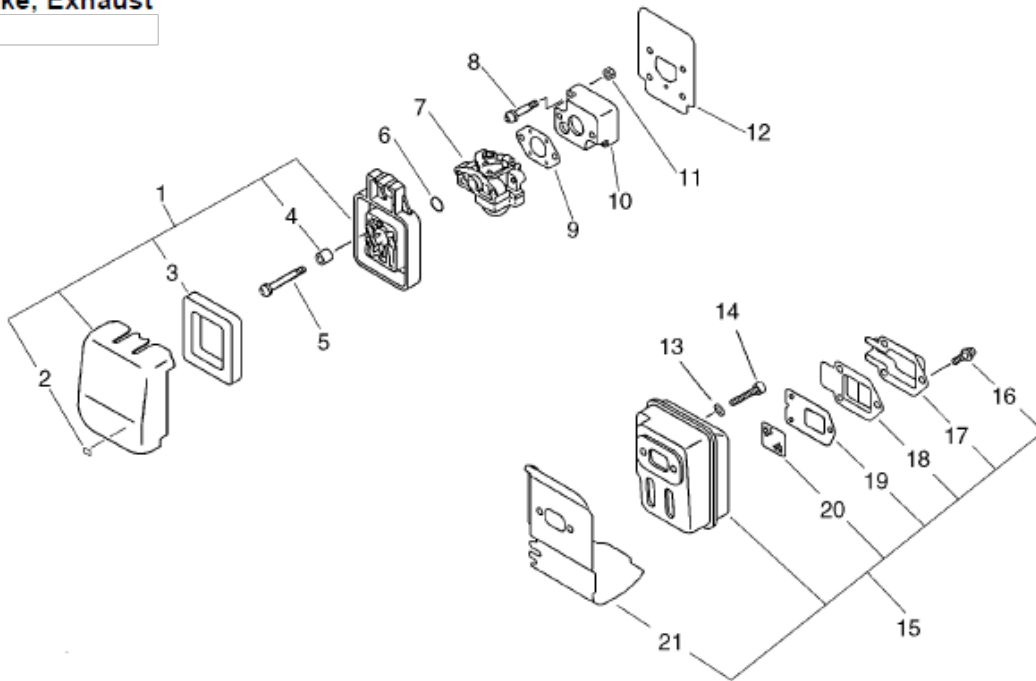


NO.	PART NUMBER	QTY.	DESCRIPTION
1		1	COIL, IGNITION
2		2	SCREW - 4X20
3		1	TUBE, INSULATOR
4		1	GROMMET
5		1	CAP, SPARK PLUG
6		1	TERMINAL, SPARK PLUG CAP
7		1	SPARK PLUG -- BPM-8Y
8		1	STARTER PAWL ASY
9	+	1	SPRING, RETURN
10	+	1	PAWL, STARTER
11		1	STARTER ASY
12	+	1	SCREW
13	+	1	REEL, ROPE
14	+	1	ROPE, STARTER
15	+	1	GUIDE, ROPE
16	+	1	GRIP, STARTER
17	+	1	SPRING, REWIND
18		4	SCREW - 4X16
19		1	LABEL - ECHO
20		1	FLYWHEEL
21		1	CLUTCH ASY
22		1	LEAD - GROUND
23		1	LABEL - SPARK PLUG -- BPM-8Y

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++ Denotes item is part of a sub-assembly

## Intake, Exhaust

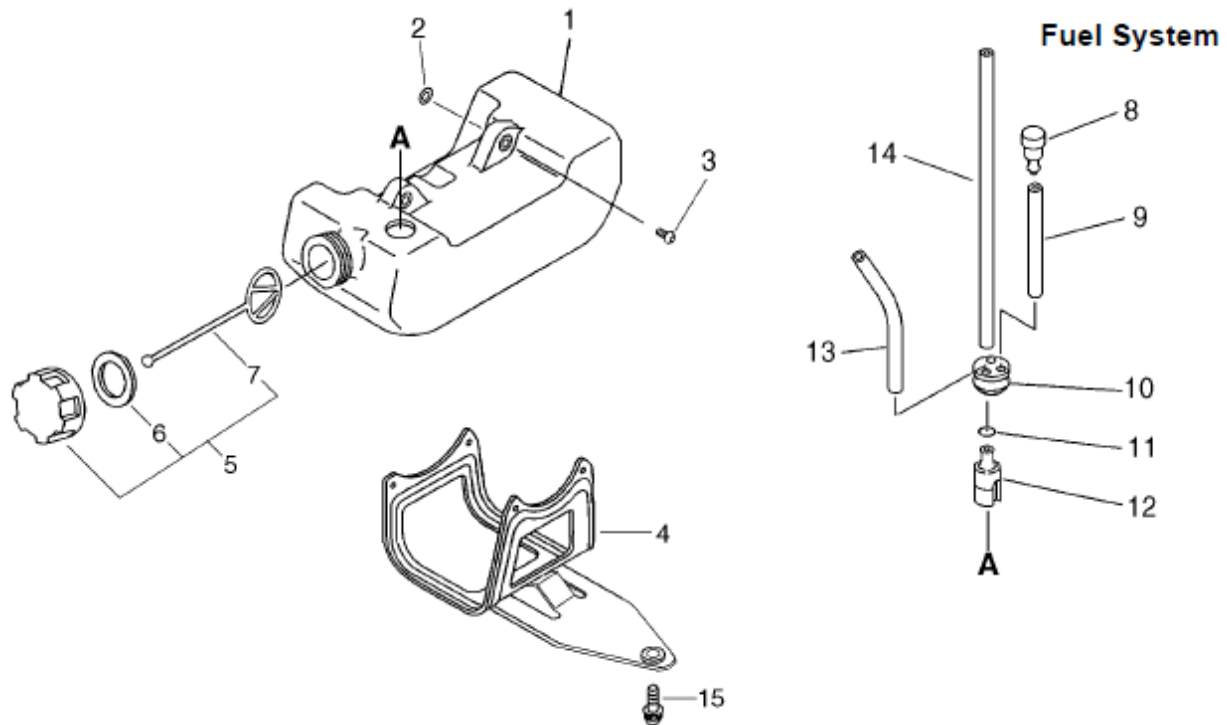
## Intake, Exhaust



NO.	PART NUMBER	QTY.	DESCRIPTION
1		1	AIR CLEANER ASY
2	+	1	LABEL
3	+	1	FILTER, AIR
4	+	2	SLEEVE
5		2	SCREW - 5X64
6		1	O-RING - 15
7		1	CARBURETOR -- WYL-180A
8		2	SCREW - 5X22
9		1	GASKET, INTAKE
10		1	INSULATOR, INTAKE
11		2	NUT - 5
12		1	SHIELD, INTAKE
13		2	WASHER - 5
14		2	SCREW - 5X55
15		1	MUFFLER ASY
16	+	3	SCREW - 4X10
17	+	1	GUIDE, EXHAUST - OUTER
18	+	1	GUIDE, EXHAUST - INNER
19	+	1	GASKET, EXHAUST
20	+	1	SCREEN, SPARK ARRESTER
21	+	1	GASKET, EXHAUST

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++ Denotes item is part of a sub-assembly

## Fuel System

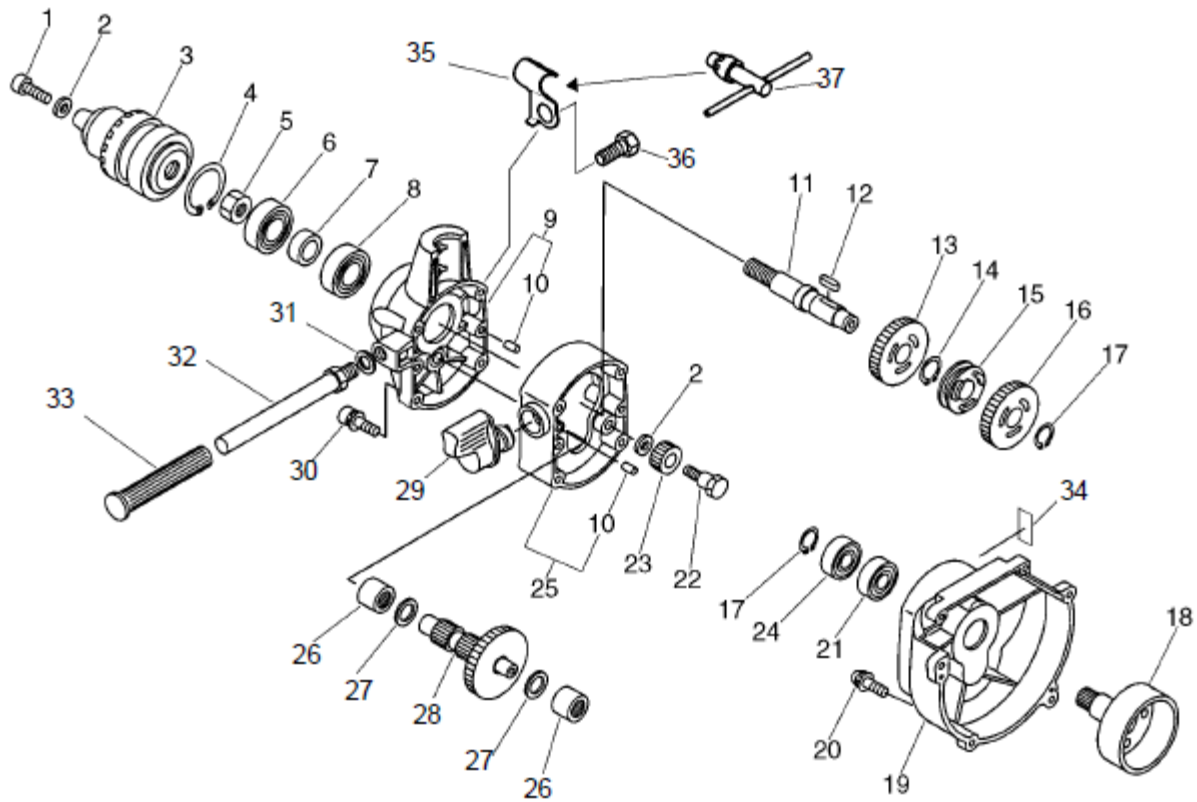


NO.	PART NUMBER	QTY.	DESCRIPTION
1		1	TANK, FUEL
2		2	WASHER - 5
3		2	SCREW - 5X16
4		1	STAND
5		1	CAP ASY
6	+	1	GASKET
7	+	1	CONNECTOR, CAP
8		1	VENT ASY
9		1	PIPE, VENT - 3X5X30
10		1	GROMMET, FUEL
11		1	CLIP
12		1	FILTER, FUEL
13		1	PIPE, RETURN - 3X6X80
14		1	PIPE, PRIMER - 3X5X160
15		1	SCREW - 5X16

+ Denotes item is part of an assembly  
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## Chuck, Gear Case, Handle

## Chuck, Gear Case, Handle

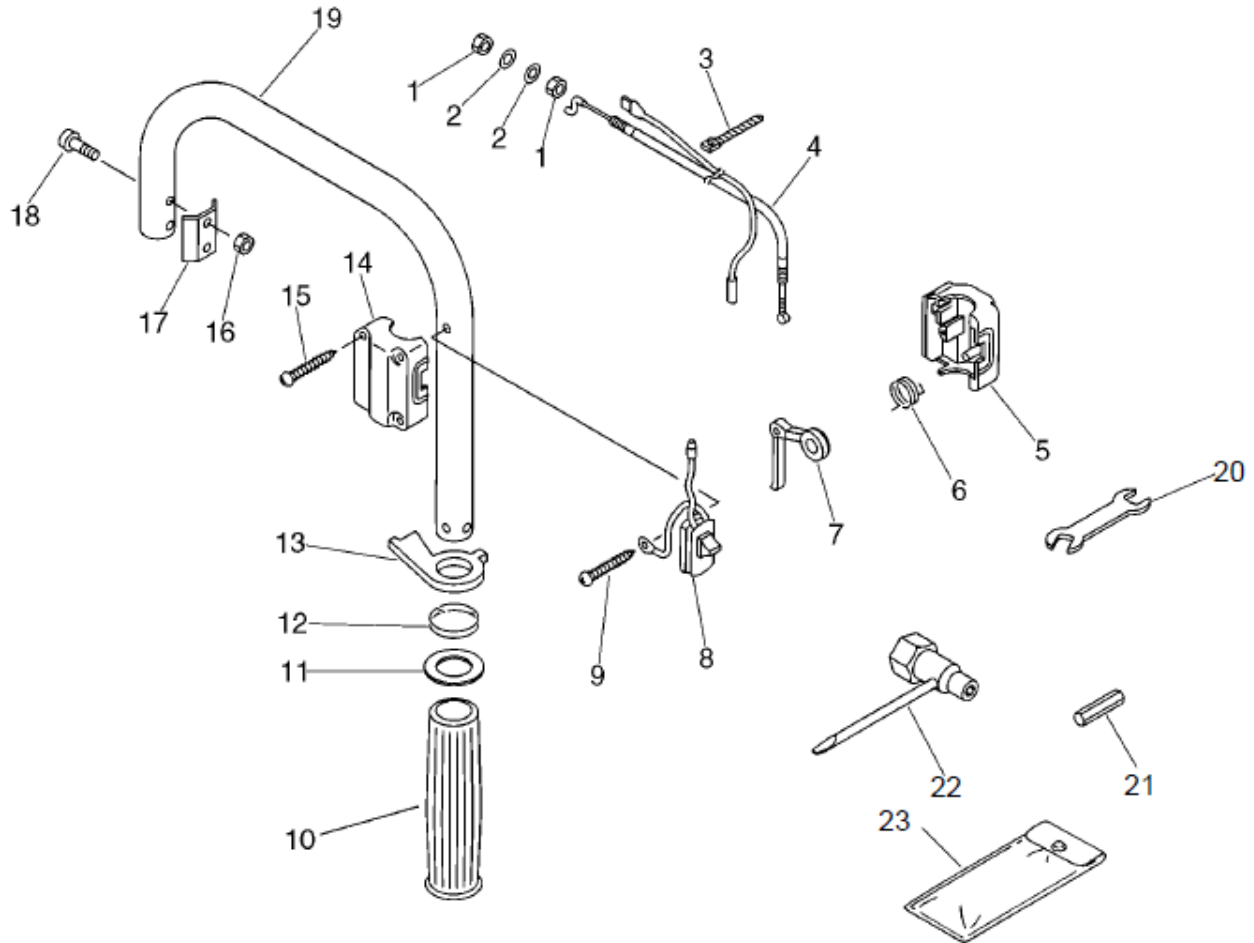


NO.	PART NUMBER	QTY.	DESCRIPTION
1		1	SCREW - 6X20
2		2	WASHER - 6
3		1	CHUCK
4		1	RING, RETAINING - 32
5		1	NUT - 12
6		1	BEARING, BALL - 6002
7		1	COLLAR
8		1	BEARING, BALL - 6002
9		1	GEAR CASE ASY
10	+	2	PIN, DOWEL
11		1	SHAFT, AXLE
12		1	KEY, WOODRUFF - 4X16
13		1	GEAR, SPUR
14		1	RING, RETAINING - 15
15		1	NAIL, CLUTCH
16		1	GEAR, SPUR
17		2	RING, RETAINING - 12
18		1	DRUM, CLUTCH
19		1	CASE, FAN
20		4	SCREW - 4X16
21		1	BEARING, BALL - 6001
22		1	BOLT, CLUTCH
23		1	GEAR, SPUR
24		1	BEARING, BALL - 6001
25		1	CASE, GEAR
26		2	BEARING, NEEDLE
27		2	WASHER
28		1	GEAR, SHAFT
29		1	LEVER, CLUTCH
30		4	SCREW - 5X55
31		1	WASHER - 10
32		1	HANDLE - FRONT
33		1	GRIP, HANDLE
34		1	LABEL - CAUTION -- HOT
35		1	SPRING, FLAT
36		1	BOLT - 10X15
37		1	KEY, CHUCK

+ Denotes item is part of an assembly  
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## Handle, Throttle Control, Tools

### Handle, Throttle Control, Tools

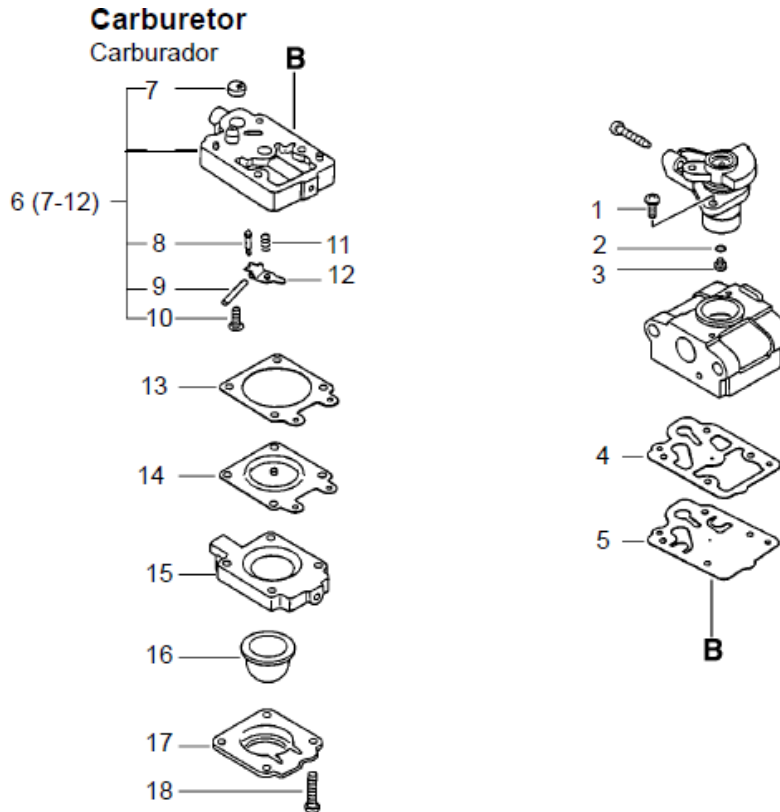




NO.	PART NUMBER	QTY.	DESCRIPTION
1		2	NUT - 6
2		2	WASHER - 6
3		1	TIE, CABLE
4		1	CONTROL CABLE ASY
5		1	BRACKET, THROTTLE CONTROL - RIGHT
6		1	SPRING, TRIGGER
7		1	TRIGGER, THROTTLE
8		1	IGNITION SWITCH ASY
9		1	SCREW - 4X30
<b>10</b>		<b>1</b>	<b>GRIP, HANDLE - RIGHT</b>
11		1	SPACER
12		1	SPRING, THROTTLE LOCK
13		1	LOCKOUT, TRIGGER
14		1	BRACKET, THROTTLE CONTROL - LEFT
15		4	SCREW - 4X25
16		2	LOCKNUT - 5
17		1	PLATE, HANDLE
18		2	SCREW - 5X35
19		1	HANDLE - REAR
20		1	OPEN END WRENCH
21		1	HEX BAR
22		1	WRENCH 10 X 19
23		1	BAG, TOOL

+ Denotes item is part of an assembly  
++ Denotes item is part of a sub-assembly

### Carburetor



NO.		PART NUMBER	QTY.	DESCRIPTION
			1	CARBURETOR -- WYL-180A
1	+		2	SCREW, VALVE
2	+		1	O-RING
3	+		1	JET
4	+		1	GASKET, PUMP
5	+		1	DIAPHRAGM, PUMP
6	+		1	BASE, PURGE
7	++		1	STRAINER
8	++		1	VALVE, INLET NEEDLE
9	++		1	PIN, METERING LEVER
10	++		1	SCREW, METERING LEVER PIN
11	++		1	SPRING, METERING LEVER
12	++		1	LEVER, METERING
13	+		1	GASKET, METERING
14	+		1	DIAPHRAGM, METERING
15	+		1	BASE, PURGE
16	+		1	BULB, PURGE
17	+		1	RETAINER, PURGE BULB
18	+		4	SCREW, PUMP COVER

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