Preparing Your Mower for Use

1 Remove your mower from its packaging and examine for any obvious defects. These must be reported IMMEDIATELY to your supplier, or one of our approved Service Agents (see enclosed leaflet).

2 Handle
First assemble the handle top section to the two bottom tubes, using the bolts, nuts and washers provided.
Fit the lower end of the handle into the two slots at the rear of the engine platform so that they engage onto the small projections on the inside of the sideplates (A). Then pass the bolts through the holes in the handle (B). The nuts should always be on the inside.

3 Control levers
Fit these to the handle by the straps and screws provided, in convenient positions, close to the handle grips. The throttle control lever is normally fitted on the right hand side and the clutch lever is on the left. The cables should be arranged in smooth curves and fixed by the cable clips.

4 Petrol Tank
This should be fitted over the handles and pressed down so that it wedges firmly in position with the filler cap at the top. The petrol pipe should be pushed firmly over the inlet pipe (D) on the carburettor, so that petrol can flow from the tank to the carburettor, when the petrol tap is pulled open, without leaking.
5 Assembly of Brackets to the Grassbox (Punch 30 and 35 DL only)
Before use the attachment brackets must be assembled to the grassbox. These brackets are packed with the petrol tank and should be tapped into the slots in the grassbox, using a wooden mallet or something similar since a tight fit is necessary.

The bracket marked 'L' should be fitted into the slot on the left hand side of the box when viewed from the mowing position, and the bracket marked 'R' goes into the right hand side.

When fitted correctly, the letters 'L' and 'R' on the brackets should be visible.

6 Engine
Remove the oil filler plug (E) and put in 0.28 litres (½ pint) of good quality multi-grade 20/50 or SAE 30 oil to just below the filler hole lip. Drain the oil from the sump after the first 5 hours mowing by removing the drain plug (F). Tilt the mower to help drain the oil. This is best done when the engine is warm. Refill with fresh oil. Thereafter change the oil after every 30 hours of use (or once a year whichever is the sooner).

**DO**
- Turn the engine slowly by hand when filling oil to expel air.
- Keep the area round the filler hole clean.
- Check the oil level before each mowing and top up if necessary.
- Ensure that the engine is level when filling with oil.

**DON'T**
- Remove the oil filler plug whilst the engine is running.

7 Petrol
Fill the tank with clean petrol (2 star - 92 octane preferred). The tank holds just over 1 pint (0.65 litres) sufficient for about 1 hours work.

**DO**
- Use CLEAN petrol (preferably use a funnel with a filter in it to fill the tank).
- Replace petrol cap securely after filling.

**DON'T**
- Use 2 stroke fuel, high octane petrol, or petrol mixed with oil.
- Fill the tank while the engine is running.
- Smoke while filling the tank.

8 Height of Cut
Adjust as necessary (see page 5).

9 Cutter Blade Adjustment
Please check the cutting action of your mower before you first use it. All new mowers are checked before despatch from our factory, but occasionally they go out of adjustment during transit. To reset the cutters see "Cutter Adjustment" on page 6. Poorly set cutters will give a rough, ragged looking finish.

10 Grassbox
Place on mower if required.

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### Safety Rules

**Look for this symbol. It means ATTENTION! A HAZARD TO THE OPERATOR, BYSTANDER, PROPERTY OR THE MOWER MAY EXIST.**

- **⚠️** Know your controls. Read the owner's manual carefully. Learn how to stop the engine quickly in an emergency.
- **⚠️** Make sure the lawn is clear of sticks, bones, wire etc. Those could be thrown by the blades.
- **⚠️** Stop the engine and disconnect the spark plug cap before checking or working on the mower.
- **⚠️** Always be sure the mower is in a safe operating condition. Before using always inspect to see that the blades, blade bolts and cutter assembly are not damaged or loose.
- **⚠️** Use only genuine Qualcast replacement parts which are made and guaranteed for your mower.
- **⚠️** Petrol is highly flammable so add fuel BEFORE starting the engine. Avoid spilling petrol and do not fill the tank while the engine is running or while you are smoking. Store fuel in a cool place in a container specifically designed for the purpose.
- **⚠️** If your machine strikes a solid object, stop the engine and inspect the mechanism. Repair any damage before restarting and operating the machine.
- **⚠️** Do not mow whilst people, especially children, or pets, are in the mowing area.
- **⚠️** Beware of trapping fingers etc., between fixed and moving blades.
- **⚠️** Never use the mower unless the guards provided by the manufacturer are in position.
- **⚠️** Do not mow barefoot or in open sandals.
- **⚠️** Start the engine carefully with feet well away from the blades.
- **⚠️** Do not operate the engine in a confined space where exhaust fumes (carbon monoxide) can collect.
- **⚠️** Stop the engine whenever you leave the mower.
- **⚠️** Stop the engine before pushing the mower across surfaces other than grass.
- **⚠️** Do not allow children or people unfamiliar with these instructions to use the mower.
- **⚠️** On slopes or wet grass, be extra careful of your footing.
- **⚠️** Never cut grass by pulling the mower towards you.
- **⚠️** Do not overspeed the engine or alter the governor settings. Excessive speed is dangerous and shortens the mower’s life.
- **⚠️** Never pick up or carry a mower when it is operating.
Using Your Mower

Starting the Engine from Cold
1. Check the spark plug cap is firmly in place. Open the petrol tap by pulling the red knob.

2. Close the choke lever to position marked ‘C’.

3. Open the throttle lever to about halfway (G).

4. Pull the recoil starter (D) with a smooth action, not a jerky snatch. After each pull let the recoil go back in under control.

5. When the engine starts open the choke to midway between the closed position ‘C’ and the fully open position ‘A’. When the engine is warm fully open the choke to position ‘A’.

NOTE: It is better to under-choke the engine rather than over choke and flood it.

Starting the Engine from Hot
Start in the same way as from cold but set the choke at the open position ‘A’.
If the engine will not start carry out the checks listed under Fault Finding (page 9)

To Stop the Engine
Move the throttle lever firmly to the stop position (E).

NOTE: If the engine does not stop with the throttle firmly in the stop position (E) adjust the throttle control (see adjustments page 7)

⚠️ In an emergency, if the engine cannot be stopped close the choke (position ‘C’) or remove the spark plug cap.

Operating the Mower Controls

Throttle Lever
This control (on the righthand side of the handle) gives an infinitely variable engine speed range. When the engine drives the mower, its speed determines how fast the mower travels and the cutters turn.

Centrifugal Clutch
A centrifugal clutch is fitted to the drive which automatically engages when the engine speed is increased from idling. Therefore, in order to engage the clutch, move the throttle lever towards the ‘MAX’ position (H) and conversely, to disengage the clutch, move the throttle lever into the ‘MIN’ position (F).

To Drive the Cutters and the Rear Roller
Increase the engine speed by moving the throttle towards ‘MAX’ (H) so that the centrifugal clutch engages and the cutters turn, then pull the hand clutch lever (on the lefthand side of the handle) to make the mower propel itself along. Adjust the engine speed to suit your pace.

⚠️ To stop the mower moving, release the hand clutch lever.

To Drive the Cutters only (e.g. when mowing in awkward corners)
Simply increase the engine speed until the centrifugal clutch engages and the cutters turn.

⚠️ To stop the cutters move the throttle control to ‘MIN’ (F) to slow down the engine and disengage the centrifugal clutch.
Cutting Long Grass

Your machine is fitted with a full width front roller which gives a more satisfactory result when cutting normal lawns.

For coarse, long types of grass, a side roller kit is provided. To fit this:

**Punch 30**

1. Undo nuts (A) and remove roller height adjustment brackets (B) and roller spindle assembly.
2. Remove the front rollers (E) and replace with the side rollers (D) and spacing tube (C).
3. Replace the spindle assembly in the roller adjuster brackets and refit in the mower, securing firmly with nuts (A).

**Punch 35DL/43DL**

1. Undo nuts (F) and remove the roller spindle assembly.
2. Remove the front rollers (J) and replace with the side rollers (H) and the spacing tubes (G).
3. Fit the spindle assembly into the front roller bracket, securing firmly with the nuts (F).

When your mower is fitted with side rollers do not try and cut too low. Always make sure that there is clearance between the bottom of the grassbox and the rollers. Failure to do so will cause damage to your machine.

Adjustments and Maintenance

⚠️ *Never* make adjustments to the mower (except for parts of the engine) with the engine running. Remove the spark plug cap to ensure the engine cannot be started inadvertently.

**Height of Cut**

**Punch 30**

To change the height of cut loosen the nuts (K) on either side of the machine and raise or lower the rollers as required. Ensure the adjustment is even on each side before tightening the nuts. Care should be taken to avoid lowering the machine so that the bottom blade touches the ground, resulting in drag marks, or even scalping.

**Punch 35DL & 43DL**

To change the height of cut rotate the adjuster knob (L) at the lefthand side of the mower. Clockwise rotation increases the height of cut, and vice versa. Care should be taken, as it is possible to lower the machine so that the bottom blade touches the ground, resulting in drag marks or even scalping.

**Handle Height** refer to page 2
Adjustments and Maintenance

**Cutter**
Adjust the cutters if the mower does not cut the grass cleanly.
To adjust the cutters:

1. Slacken the cutter drive tensioner (see cutterdrive below).
2. Adjust the cutting cylinder closer to the bottom blade by turning the screws (A) clockwise on each side of the mower a little at a time. The blades are correctly adjusted when the cutting cylinder lightly brushes the bottom blade evenly across its full width as the cylinder is turned. (The cutters work like a pair of shears; well adjusted cutters will cut a piece of good quality paper).
3. Readjust the cutter drive tension (see cutterdrive below) and replace the spark plug cap.

**Grass Delivery**
If grass cuttings are not being thrown properly into the grassbox, the angle of the delivery plate may be altered by loosening the two screws (B), sliding the delivery plate forward or backward a little as necessary, then tightening the screws again.

**Hand Clutch**
If the clutch slips, stop the engine and adjust the belt. To do this release the locknut (C) and rotate the ferrule (D) anti-clockwise. It is helpful to remove the roller-drive cover plate (E) to judge the effect of the adjustment.

When correctly adjusted the rear roller should be disengaged when the clutch lever is fully released, and engaged when the lever is raised close to the handle. Tighten the locknut (C) after adjusting the ferrule (D) whilst the clutch lever is fully raised, check also that there is a gap of approximately 1/16” (2mm) between the top run of the belt and the guide. If not, adjust accordingly by loosening securing nut (F).

To obtain further adjustment when the above range of adjustment is exhausted, two shims are provided. These can be either in the centre of the small pulley (G) or on the outside (J) or one in each position (H). Undo the large securing nut (M) and remove one of the shims from the centre to the outside of the pulley. Replace the large nut securely, tighten the adjustment locknut and replace the side cover.

**Centrifugal Clutch**
The centrifugal clutch is adjusted correctly in the factory and will not require attention between servicing periods.

**Cutterdrive**
To adjust the chain firstly remove the cutter drive cover by undoing the central screw. Loosen nut (L) and move adjuster (K) inwards or outwards according to the need. The adjustment should allow 1/4” (13mm) of free movement at the centre of the rear run of the chain. Tighten the adjuster nut (L) and refit the cutter drive cover.

NOTE: When fitting a new belt (which will be shorter than the old stretched belt) it will be necessary to remove one or two shims, as required, from the OUTSIDE of the smaller pulley (J) and add it or them to the centre of the pulley as shown (G or H).
Adjustments

Engine, Carburettor and Ignition
The only adjustments to be made on the engine are cleaning the air filter, adjusting the idling speed and, on rare occasions, the cut out and the idling jet setting on the carburettor. These are set before the engine leaves the factory but some slight adjustments may be needed to suit the usage. The engine is fitted with a breakerless electronic ignition system so no electrical adjustments are needed other than cleaning and setting the spark plug. In the unlikely event of ignition failure contact your Service Agent.

Idling Speed
Run the engine until it is thoroughly warmed up.

Adjust the idling speed by turning the throttle stop screw (A) clockwise to increase the speed and anti-clockwise to decrease it. Correct setting is when the engine just ticks over gently at minimum throttle setting.

Cut Out
The engine should cut out when the throttle control lever is returned to the STOP position. If this does not happen loosen the locknut and adjust the throttle cable adjuster (B) until the engine cuts out. Retighten the lock nut.

Idling Jet
Run the engine until it is thoroughly warm, then set the throttle control to slow speed.

Adjust the idling jet screw (C) anti-clockwise to enrich the mixture and clockwise to weaken it.

Too rich or too weak will cause the engine to splutter or miss. Set the adjustment at a point where the engine idles fastest.

Re-adjust the throttle stop screw (A) so that the engine just ticks over gently. When all the adjustments have been correctly made, the engine should accelerate smoothly without hesitation.

Air Filter
Unclip the filter cover (F) from the housing (D) and pull out the foam element (E). Wash the foam in clean petrol or detergent and allow to dry thoroughly. (Replace the foam if it is damaged or very dirty.)

Refit the foam element and clip on the filter cover. If for any reason the housing was removed from the carburettor, ensure that it is refitted with the inlet holes facing downwards.
Routine Maintenance and Storage

Your Qualcast Punch is a quality product, with a little care it will give you many years of good service.

### Frequency

**Every Mowing**
- Check the engine oil level is just below the filling hole lip.
- Remove grass and debris from around the engine cowling and air filter on the carburettor.
- Check for loose bolts etc.
- Check clutches release correctly and the engine stops at the correct throttle setting.
- Check the cutters cut cleanly and adjust if necessary.

**Every 2 months (or 10 hours use):**
- Lightly oil the front roller spindle and the **left side only** of the rear roller spindle.
- Lightly oil the cutter drive chain and check adjustment.
- Very lightly oil the control cable at each end.
- Remove and clean the air filter (this may need doing more frequently in dusty conditions).
- Lightly oil the cutting cylinder bearings through the spring cap lubricators (30 and 35DL only).

⚠️ Do not oil the drive belt, the right side of the rear roller, the rear roller drive pinion or the centrifugal clutch.

**Winter Storage (or 30 hours use):**
- Clean down the mower thoroughly.
- Lightly oil the cutting edges of the blades and carry out lubrication as 2 monthly maintenance.
- Change the engine oil.
- Clean the spark plug and adjust the gap to 0.040” (1mm); replace if necessary.

⚠️ Do not over tighten the spark plug.
- Store the mower in a dry place.
- It is best to run the engine a couple of times during the Winter. If this is not possible put a teaspoonful of oil in the spark plug hole and turn the engine over by hand before storing to spread a film of oil over the piston and bore.

⚠️ Avoid using “stale” petrol from the previous season. The petrol can may not be completely sealed in which case the volatile content of the petrol can evaporate over Winter leading to poor starting at the beginning of the next mowing season.

**Every 3 years (or 90 hours)**
- Replace the air filter foam (it may need replacing more frequently in dusty conditions).

**Every 5 years (or 150 hours)**
- We suggest the engine is overhauled by our Service Agent

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Warranty, Service & Spares

Warranty is according to the details stated on the accompanying guarantee.

If you require assistance, service or replacement parts you should contact your nearest Service and Parts Centre or approved Service Agent listed in the "After Sales Service" pamphlet supplied with your mower.

When ordering spares always give the following information **(do not use the illustration reference number)**:
- the part number
- the part name
- the quantity required
- the model type and serial number. (These are shown on the rear of the engine cowling for the engine and the rear of the mower for the chassis).

Where parts are made lefthand (LH) and righthand (RH) these are as viewed from behind the mower.

### Radio Interference

This mower is manufactured to conform to the Wireless and Telegraph Regulations 1973 No. 1217 and BS833:1970.

Every effort is made to ensure that this booklet is up-to-date. However, due to our policy of continued product development, changes in production specification may have been made. If in doubt, contact your nearest authorised dealer, or this company direct.

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NOTE: The same oil as is used for the engine can be used to lubricate the rest of the mower.
Symptom
Engine will not start

- Is there petrol in the tank?
- Is the petrol tap open (i.e. pulled out position)?
- Is petrol reaching the carburettor? Pull the petrol pipe off the carburettor inlet to check. Unscrew the petrol tap from the tank and clean the filter gauze if blocked.
- Is the throttle control set off the stop position?
- Is there a spark? Ensure that there is no excess petrol or petrol vapour in the vicinity of the engine. Remove the spark plug, connect it to the spark plug lead, lay it on a bare piece of metal on the engine and turn the engine over. You should see a spark between the spark plug electrodes if the ignition is working correctly. If there is no spark check the lead is correctly fitted to the spark plug cap. If there is still no spark please contact one of our Service Agents.
- If there is a spark, clean the electrodes with a wire brush, wash the plug in petrol and reset the gap to 1 mm (0.040"). Dry the plug thoroughly, reconnect the spark plug cap and check for a spark.
- Refit and try to start the engine. If it is spark plug if the old one is damaged or very corroded.

⚠️ Do not overtighten the spark plug.
- Is the air filter blocked by dirt?
- Is the engine flooded? (The exhaust smells strongly of petrol when the engine is turned over and the spark plug electrodes look wet).
- If it is flooded remove and dry off the spark plug. Turn the engine over 3 or 4 times to expel the vapour from the spark plug hole, replace the plug & try starting with the choke in position 'A'.
- If petrol is flowing check the carburettor float chamber and jets are clean. Switch off the petrol tap, tip the mower forward and support it. Carefully undo the retaining nut (A) and remove the float bowl (B) and remove the float (D) and control needle (E). Unscrew the petrol feed banjo (F) and blow through the passage to clear any dirt. Check if jet (G) is blocked; unscrew it and blow it clean if required.

⚠️ Blow jets and orifices clean. Do not push pieces of wire, pins etc. through them.
- Reassemble the carburettor by reversing the above procedure.

Engine will not start

- Check throttle adjustment with throttle control set to stop position (see page 4).

Engine will not run smoothly and evenly

- Is the spark plug in good condition, clean and correctly set? (see above).
- Is the filter in the petrol tap clean? (Unscrew tap from the tank and inspect.)
- Is the idling jet correctly adjusted? (see page 7).
- Are you using clean petrol?

⚠️ If in any doubt and requiring further assistance please contact one of our Service Agents.

Fault Finding
Main Frame and Grassbox

Punch 30/35DL/43DL

Grassbox 43DL

Grassbox 30/35DL

Illus. No. Description No. per Set Part No. Punch 43DL Part No. Punch 35DL Part No. Punch 30
1 Screw for belt cover 2 L08798 L08479 L08479
2 Roller Drive Cover 1 L08491 L08491
3 Vee Belt 1 L08476 L08476
4 Shackle 1 L08488 L08488
5 Tension spring 1 L08487 L08487
6 Split pin lever arm 1 L20901 L20901
7 Torsion spring 1 L09037 L09037
8 Delivery plate 1 L21933 L21933
9 Screw for delivery plate 2 L14723 L14723
10 Spring washer for delivery plate 2 L18090 L18090
11 Washer for bottom blade, delivery plate and belt guide 5 L18030 L18030
12 Sideplate LH 1 L08444 L08444
13 Plug button 1 L17893 L17893
14 Chain 1 L08716 L08716
15 Cutter Drive Cover 1 L08492 L08492
16 Screw for cutter drive cover 1 L08583 L08583
17 Chain adjuster 1 L10832 L10832
18 Nut for chain adjuster 1 L18079 L18079
19 Washer for chain adjuster 1 L18177 L18177
20 Nylon slitter for chain adjuster 1 L07663 L07663
21 Nuts for tie rod 2 L20033 L20033
22 Block for bottom blade 2 L18079 L18079
23 Bolt for bottom blade unit 2 L22066 L22066
24 Spring washer for tie rod 2 L18027 L18027
25 Screw for chain adjuster 1 L18017 L18017
26 Tie rod 1 L21932 L21932
27 Grassbox (inc items 44 for Punch 35 & 30) 1 L21953 L12323 L12322
28 Bottom blade unit 1 L21984 L08780 L08779
29 Engine platform 1 L21947 L12207 L12206
30 Sideplate RH 1 L08443 L08443
31 Roll pin for belt 1 L10984 L10984
32 Screw for belt guide 1 L18029 L18029
33 Belt guide 1 L08490 L08490
34 Circlip for jockey pulley 1 L08565 L08565
35 Jockey pulley 1 L08815 L08815
36 Bearing for jockey pulley 1 L09056 L09056
37 Lever arm and spindle 1 L09039 L09039
38 Mills pin for lever arm 1 L03725 L03725
39 Screw for engine mounting 4 L18019 L18019
40 Nut grip for engine mounting 4 L08770 L08770
41 Screw for clutch cover 3 L08587 L08587
42 Screw for engine platform 6 L08592 L08592
43 Clutch cover 1 L18676 L18676
44 Grassbox Bracket LH 1 not fitted L12325 L12325
45 Grassbox Bracket RH 1 not fitted L12324 L12324
46 Washer LH as reqd L18023 L12324 L12324
47 Nut - bottom blade unit 2 L22067 L22067 L09079
48 Washer for anchor bracket 1 L11101 L09079
Front Roller Assembly

Punch 35DL/43DL

Illus. No. Description No. per set Part No. Part No. Part No.
1 Bush for roller carrier 2 L07771 L13801
2 Double coil spring washer 1 L13288 not fitted
3 Front roller carrier 1 L21948 not fitted
4 Locknut 2 L18728 not fitted
5 Height adjusting wheel 1 L13802 not fitted
6 Anchor bracket 1 L13808 not fitted
8 Bolt for anchor bracket 1 L22809 not fitted
9 Nuts for front roller 1 L20303 not fitted
10 Washer for front roller 4 L18037 not fitted
11 Front roller spindle 1 L21951 L11619 L08448
12 Front roller double 4 L08833 3 off only
Single roller 1 L08834 not fitted
13 Trunnion nut 1 L13910 not fitted
14 Spacer tube - short 2 L12319 not fitted
15 Auxiliary wheel 2 L22149 not fitted
16 Spacer tube - long 2 L21963 L12318 L12317
17 Washer 4 L18026 2 off only
18 Bolt for roller bracket 2 not fitted L0673
19 Roller bracket (L.H.) 1 not fitted L05199
20 Roller bracket (R.H.) 1 not fitted L05198
21 Nut for roller bracket 2 not fitted L18016
22 Washer for roller bracket 2 not fitted L18204

Punch 30

Differences from Punch 43DL Punch 35DL Punch 30
Cutter Assembly

Punch 43DL

Illus. No. Description No. per Set Part No. Part No. Differences from Punch 43DL Part No. Punch 35DL Punch 30
1 Nut for cylinder spindle 2 L06957 L07222 L07222
2 Cylinder pulley spacer 2 L08474
3 Cylinder pulley half 2 L08473
4 Adjusting screw for bearing block 2 L22114
5 Nut for bearing block adjusting screw 2 L06954 L1981 (RH)
6 Bearing block assembly 2 L08536 L08537 L08537 (LH)
7 Spacer — RH 1 LL21961 not fitted not fitted
8 Shroud 2 L08890 not fitted not fitted
9 Spacer — LH 1 L21960 not fitted not fitted
10 Cutting cyl. (inc items 7,8,9,16) 1 L21935 not fitted not fitted
11 Nylos ring 2 L07037
12 Felt pad for cylinder spindle 2 L08472
13 Sprocket 1 L08722
14 Washer for sprocket 1 L18025 L08538
15 Spring for bearing block 2 L03494
16 Spring washer for cutting cylinder 1 L07044 not fitted not fitted
17 Cutting cylinder with cones & dust seals 1 not fitted L08725 L08469 L08469
18 Cone, long, LH 1 L07153 L07153 L07153
19 Ball retainer 2 L02968 L02968 L02968
20 Lubricators 2 L08751 L06751 L06751
21 Mills pin for cutting cylinder 1 L09305 L09305 L09305
22 Spring washer for cutting cylinder 1 L02970 L02970 L02970
23 Cone, short, RH 1 L07154 L07154 L07154

Punch 35DL

Punch 30
Rear Roller Assembly

Punch 30/35DL/43DL

1. Nut for pinion shaft
2. Rear roller pulley
3. Nut for rear roller spindle
4. Cover plate for rear roller
5. Thrust washer for rear roller
6. Bush for rear roller
7. Rear roller complete with bushes
8. Rear roller spindle
9. Spring washer for rear roller spindle
10. Pinion & shaft sub-assembly
11. Bush for pinion shaft
12. Washer — shim
13. Washer — shim

Part No. Differences from Punch 43DL
Punch 43DL Punch 35DL Punch 30

Part No.
L09227
L18018
L08775
L09451
L07034
L21941
L21934
L18028
L11993
L08477
L18024
L09614
L11995
L11994
L08721
L08450

Clutch Assembly

Punch 30/35DL/43DL

1. Woodruff key for clutch backplate
2. Setscrew for clutch backplate
3. Clutch backplate
4. Mills pin for clutch shoe
5. Clutch shoe and lining
6. Clutch spring
7. Bush for clutch backplate
8. Clutch spindle and drum
9. Thrust collar for clutch spindle
10. Screw for bearing retainer
11. Bearing retainer
12. Spherical bush
13. Thrust collar for sprocket
14. Sprocket
15. Nut for clutch spindle
16. Felt packing strip
17. Ratchet plate

Part No. Differences from Punch 43DL
Punch 43DL Punch 35DL Punch 30

Part No.
L03845
L03846
L11950
L08810
L08708
L08712
L12222
L11990
L08499
L18029
L08502
L08501
L08500
L08717
L08388
L08503
L08416
L07859
## Ignition Assembly

**Punch 30/35DL/43DL**

<table>
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<th>No. per set</th>
<th>Part No.</th>
<th>Differences from Punch 43DL</th>
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<td>Supressor cap</td>
<td>1</td>
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<td>Electronic ignition unit</td>
<td>1</td>
<td>L21876</td>
<td>Punch 35DL</td>
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<td>3</td>
<td>Flywheel</td>
<td>1</td>
<td>L21875</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Screw for ignition unit</td>
<td>2</td>
<td>L22033</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Screw for cowl</td>
<td>2</td>
<td>L11366</td>
<td></td>
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<td>6</td>
<td>Spark plug</td>
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<td>L08400</td>
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## Recoil Starter Assembly

**Punch 30/35DL/43DL**

<table>
<thead>
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<th>Illus No.</th>
<th>Description</th>
<th>No. per Set</th>
<th>Part No.</th>
<th>Differences from Punch 43DL</th>
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<tbody>
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<td>Recoil starter assembly</td>
<td>1</td>
<td>L20885</td>
<td>Part No.</td>
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<tr>
<td>2</td>
<td>Rotary screen (not included with L20885)</td>
<td>1</td>
<td>L09255</td>
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<td>3</td>
<td>Collar</td>
<td>1</td>
<td>L21108</td>
<td></td>
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<tr>
<td>4</td>
<td>Split pin</td>
<td>1</td>
<td>L20901</td>
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Carburettor/Inlet Manifold Assembly (air vane governor, A98 engine)

Punch 30/35DL/43DL

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*NOTE: for carburettor spares you should contact your nearest Qualcast agent.
# Handle Assembly

## Punch 30/35DL/43DL

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Differences from Punch 43DL:

- Punch 35DL: L08735
- Punch 30: L08507

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Diagram of Handle Assembly showing parts numbered 1 to 22.