

GAS TANK REMOVAL



WARNING: To avoid personal injury, use extreme care when handling gasoline. Drain gasoline into a clean approved container. Keep all flames, sparks and lit cigarettes away from gasoline. Clean up any spills immediately.

NOTE: If the gas tank does not have to be removed it can be tipped out of the way by following steps 1 & 2.

1. Remove the two screws on each side of the support (Fig. 5.2B). Carefully slide the support toward the front of tractor.
2. After support is out of the way, tip gas tank up to gain clearance.

NOTE: If gas tank has to be removed follow the remaining instructions for proper removal of gas tank.

3. Remove clamp holding gas line (from gas tank) to filter at the engine (Fig. 5.2A).
4. Remove gas line from filter and drain into container (Fig. 5.2A).

IMPORTANT: When gas line is removed a small amount of gasoline will run out of filter. Wipe up spills immediately.

5. Drain all gasoline from gas tank. The capacity of the gas tank is approximately 3½ gals.

NOTE: Refer to the ADJUSTMENT AND SERVICING section ("Rear Fender Seat Pan Removal") before removing gas tank.

6. Gently pull the gas tank straight back until the front edge of gas tank clears the back edge of the support (Fig. 5.2B). Be careful not to pull gas line out of mounting clip at front of tractor.
7. Tip the front of gas tank up past the top of tractor frame and remove the clamp holding the gas line to the tank. Remove the gas line from the tank (Fig. 5.2B).
8. Remove the gas tank completely from the tractor.
9. Reverse the above procedure when reassembling.

IMPORTANT: When reassembling the spacers to the rear fender seat pan be sure the spacer goes through the two large nylon washers completely. The spacer must rest against the rear fender seat pan (Fig. 5.1B Circled Illustration).

IMPORTANT: To avoid damage to the gas line check to make sure gas line is not pinched or contacting any moving parts. Be sure both ends of the gas line are fastened securely and the clamps are properly positioned.

NOTE: Gently pull excess gas line toward front of tractor when assembling gas line to filter. Be sure gas line is securely fastened on both ends (tank & filter).

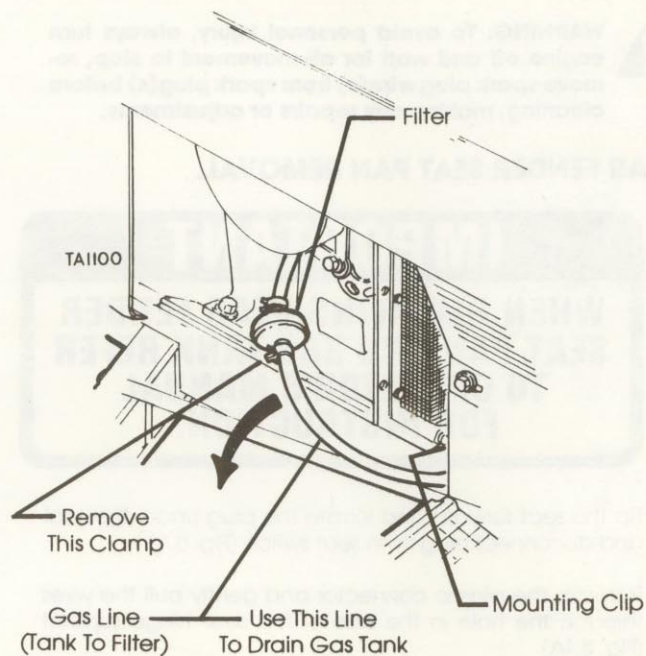


FIG. 5.2A

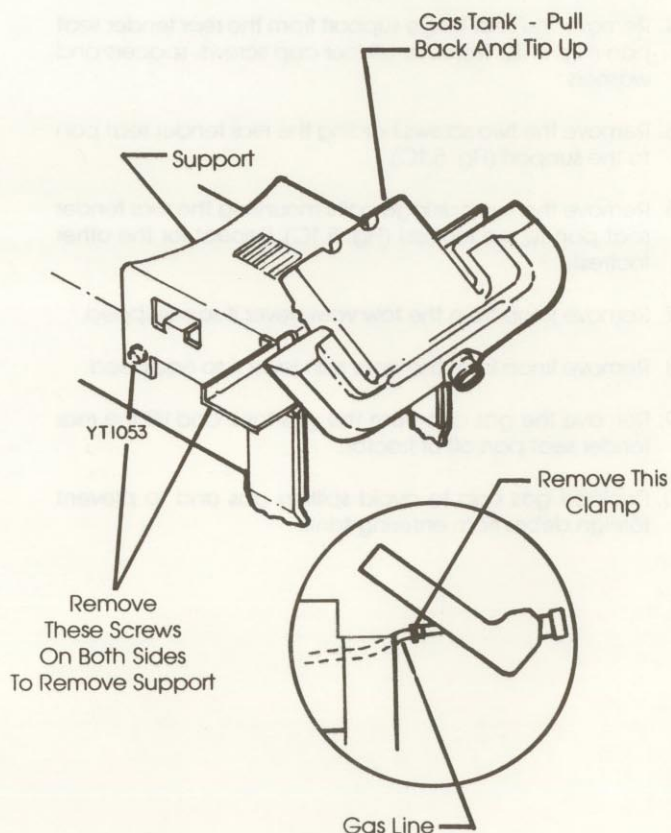


FIG. 5.2B

PRIMARY TRACTION BELT

If this belt has stretched and begins to slip under load the belt must be adjusted.

ADJUSTMENT

Refer to Fig. 5.4A.

1. Apply parking brake.
2. Loosen the jam nut on the underside of frame.
3. Remove the tow valve plate on the front side of seat pan. Save the hardware.
4. Turn the adjuster nut on (through hole where plate was removed) top side of frame clockwise to tighten belt. **NOTE:** This nut is under the seat pan on the right hand side.
5. Check belt for proper adjustment.
 - A. At the mid-point between the engine pulley and the inner jackshaft pulley press down on the belt. The belt should move approximately 1 inch. Readjust until proper tension is reached.
6. Retighten jam nut against underside of frame. Tighten securely.
7. Reassemble the tow valve plate to the seat pan with hardware removed in step 3. Tighten securely. Refer to the ADJUSTMENT AND SERVICING section ("Tow Valve Lever") for proper adjustment.

REPLACEMENT

Refer to Fig. 5.4A.

In the event that the belt is slipping or breakage occurs, replacement is necessary. Order the manufacturer's authorized part to ensure using a belt that will meet the specific service requirements.

1. Place tractor on level surface; set parking brake; move P.T.O. to OFF position; and remove spark plug wire(s).
2. Remove mower or other attachments mounted under tractor. (Follow the instructions in the attachments operator's manual).
3. Remove the tow valve plate on the front side of seat pan. Save the hardware.
4. Turn adjuster nut on (through hole where plate was removed) top side of frame counterclockwise until it is flush with edge of adjuster rod. **NOTE:** This nut is under the seat pan on the right hand side.
5. Pull spring-loaded idler down and remove secondary traction belt. Allow spring-loaded idler to swing upward past belt.
6. Pull primary traction belt to the left and off of inner jackshaft pulley.
7. Pull belt forward off of engine pulley and through belt guide.
8. From the front of tractor slip new belt through engine pulley belt guide. Pull toward rear of tractor. **NOTE:** Be sure belt is routed over the top of the axle pivot.
9. Place front loop of belt around pulley hub on engine pulley.
10. Pull belt all the way back and around inner jackshaft pulley. Be sure belt is twisted around pulleys as shown. From right side of engine pulley under fixed idler pulley and over the top of the inner jackshaft pulley.
11. Place belt around upper pulley on engine pulley.
12. Pull spring-loaded idler down and put secondary traction belt back in groove and release idler.
13. Readjust primary traction belt. Refer to the ADJUSTMENT AND SERVICING section ("Primary Traction Belt").
14. Reassemble the tow valve plate to the seat pan with hardware removed in step 3. Tighten securely. Refer to the ADJUSTMENT AND SERVICING section ("Tow Valve Cover") for proper adjustment.
15. Replace spark plug wire(s).

BELT DIAGRAM

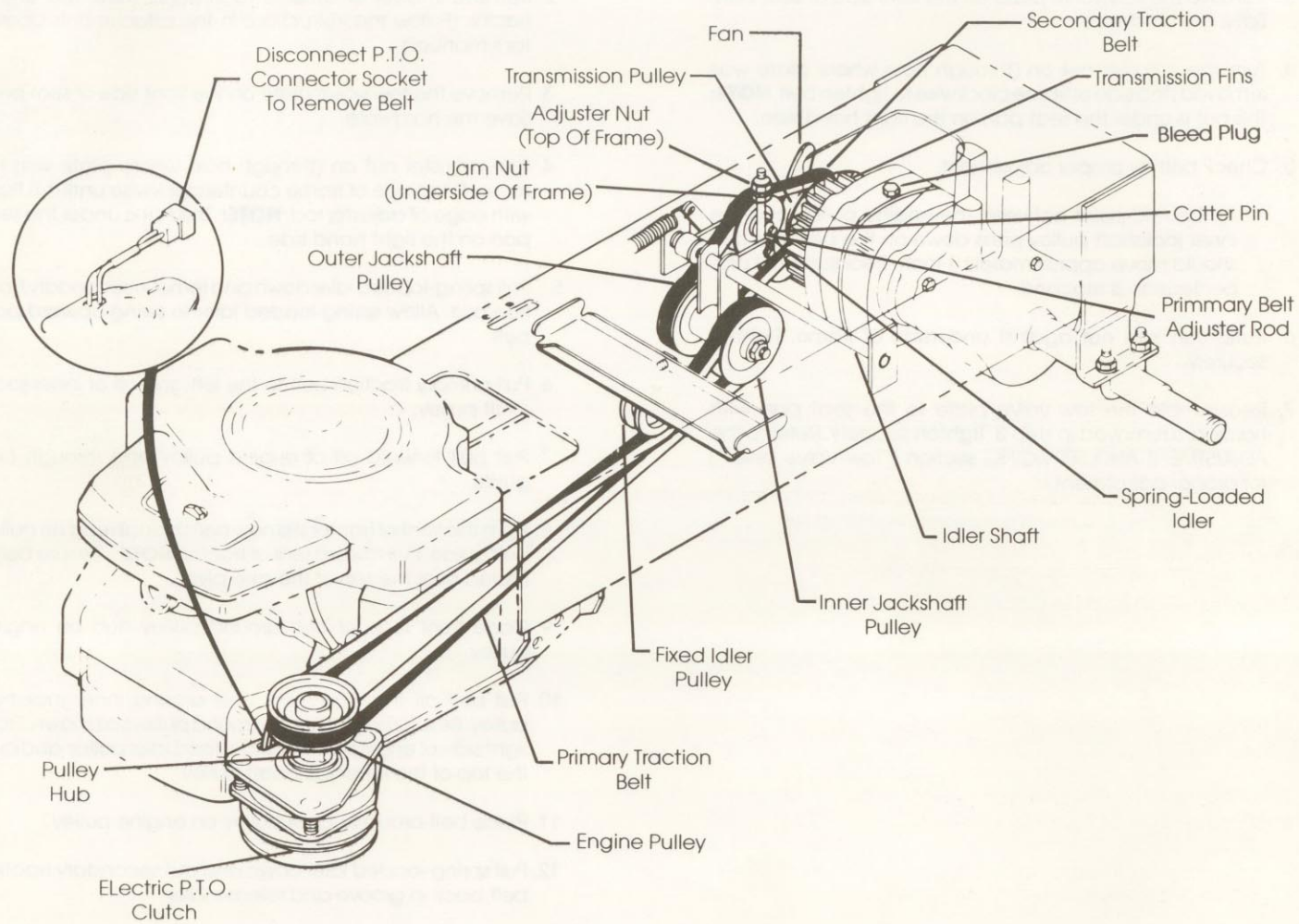


FIG. 5.4A

SECONDARY TRACTION BELT

ADJUSTMENT

No adjustment required. This belt is self adjusted by the spring-loaded pivot bracket. Periodically check pivot bracket to be sure it is pivoting freely and providing tension.

REPLACEMENT

Refer to Fig. 5.4A.

In the event that the belt is slipping or breakage occurs, replacement is necessary. Order the manufacturer's authorized part to ensure using a belt that will meet the specific service requirements.

1. Remove primary traction belt from inner jackshaft pulley. Refer to the ADJUSTMENT AND SERVICING section ("Primary Traction Belt").
2. Remove the cotter pin and disconnect the adjuster rod from the idler shaft. Retain cotter pin for reassembly.
3. Swing the jackshaft pulleys up toward the rear of tractor and remove the secondary belt from the right side of the outer jackshaft pulley.
4. Holding the jackshaft pulleys as far up to the rear as possible, wedge the belt between the right side of pulley and the tractor frame. **NOTE:** Turn belt and slide sideways between hub and frame.
5. Lift belt away from transmission pulley, and carefully work the belt between the fan and the fan guard.
6. Remove belt and replace with new one.
7. Carefully work new belt in between fan and fan guard.
8. Place belt around transmission pulley and around outer jackshaft pulley.
9. Reassemble adjuster rod to the idler shaft using cotter pin removed in step 2.
10. Reassemble primary traction belt to the inner jackshaft pulley. Be sure belt is routed properly.
11. Pull spring-loaded idler pulley down and place belt into groove. Allow idler pulley to swing upward.
12. Readjust the primary traction belt. Refer to the ADJUSTMENT AND SERVICING section ("Primary Traction Belt").

HYDROSTATIC DRIVE

This component is correctly adjusted at the factory. The tractor should idle with no movement after the brake clutch pedal is fully released and neither the forward or reverse pedals are actuated.



WARNING: To avoid personal injury, if the tractor exhibits a tendency to "creep", contact your authorized service dealer for correction.

TOW VALVE LEVER

If your tractor can not be pushed when the lever is in the TOW position adjustment is required.

ADJUSTMENT

1. Loosen the two screws holding the adjustment plate to the front of seat pan.
2. Slide the plate slightly toward the left hand side of tractor. Tighten the two screws and recheck the TOW position.
3. If tractor still can not be pushed move plate farther toward the left hand side.
4. Proper adjustment is when the drive is completely disengaged and the tractor can be pushed easily. Retighten both screws after adjustment is complete.

BRAKE CABLE/PARKING BRAKE

When brake clutch pedal is fully released brake cable should be almost straight with just a slight amount of slack.

ADJUSTMENT

Refer to Fig. 5.6A.

1. Remove the clevis pin and spring clip holding the brake cable clevis to the brake arm. Remove the clevis from the brake arm.
2. Loosen the cable lock nut.
3. Turn the brake cable clevis clockwise or counterclockwise until correct adjustment is reached. **NOTE:** Turning brake cable clevis clockwise will shorten the cable and remove slack.
4. Hold the brake cable clevis against the square nut and retighten the cable lock nut.
5. Reassemble the brake cable clevis to the brake arm with clevis pin and spring clip removed in step 1.

BRAKE PAD

The brake is factory adjusted and will not require adjustment until the brake pads wear and the brake loses its braking ability.

ADJUSTMENT

Refer to Fig. 5.6B.

1. Loosen jam nut.
2. Turn adjuster nut clockwise to compensate for brake pad wear.
3. Check brake by disengaging tow valve lever and roll tractor back and forth. Brake should not drag. Apply the parking brake and try to push tractor. Brake should hold tractor.
4. Retighten jam nut.

REPLACEMENT

When the brake can no longer be adjusted to firmly hold, the brake pads will have to be replaced. Order replacement parts from your authorized dealer.

Refer to Fig. 5.6B.

1. Remove the two hex hd. screws holding the brake to the differential.
2. Remove the worn brake pads and replace with new ones.
3. Be sure the backing plate and push pins are in place behind the new pad in the brake pad holder.

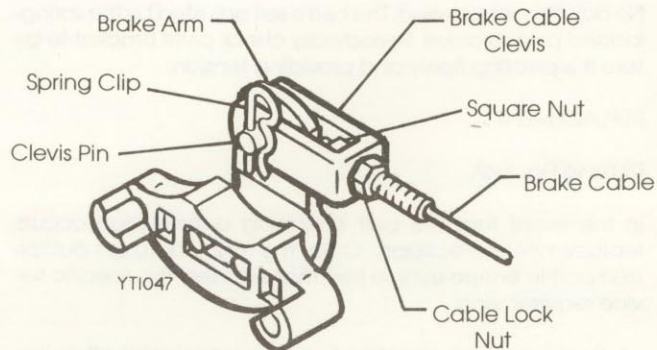


FIG. 5.6A

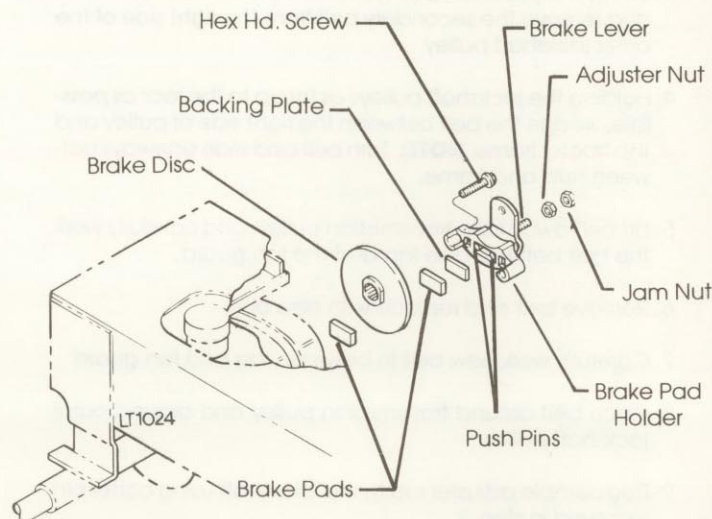


FIG. 5.6B

4. Reassemble the brake to the differential and tighten the two hex hd. screws securely.
5. Readjust brake pads. Refer to the ADJUSTMENT AND SERVICING section ("Brake Pad").
6. If the brake still does not hold the tractor adequately contact your authorized service dealer for repair.

STEERING GEAR

ADJUSTMENT

Refer to Fig. 5.7A.

If excessive play develops in the steering wheel the steering gear can be adjusted by repositioning the steering gear mount.

1. Loosen the three hex nuts that secure the steering gear mount to the frame.
2. Carefully slide the steering gear toward the gear sector assembly.
3. When the steering gear and gear sector mesh together evenly and smoothly tighten the hex nuts securely.

ELECTRIC P.T.O. CLUTCH

ADJUSTMENT

Refer to Fig 5.7B

Adjustment is required when:

- A. The P.T.O. clutch fails to positively engage powered attachment (indicates that clutch gap is too wide).
 - B. When powered attachment does not stop after the P.T.O. clutch is turned off (indicates that clutch gap is too narrow).
 - C. Noise comes from clutch area.
1. Before proceeding, move P.T.O. switch to OFF position and shut off engine. Wait until the engine has cooled.
 2. To check gap: Insert feeler gauge (.012"-supplied with tractor) through access slot and into clutch gap. Move gauge back and forth. A slight amount of resistance indicates that the clutch is in correct adjustment at that slot.
 3. If gauge can be moved with very little or no resistance, the gap is too wide and must be narrowed.

To narrow the gap: Carefully turn the lock nut (nearest the slot) clockwise.

4. If gauge cannot be inserted into the gap or requires great effort to do so, the gap must be widened.

To widen the gap: Carefully turn the lock nut (nearest the slot) counterclockwise.

5. Accordingly, turn the lock nut until a slight resistance is felt when the gauge is withdrawn. Check and adjust the gap as necessary at the other two slots. **NOTE:** The gap at all three slots must be adjusted the same.

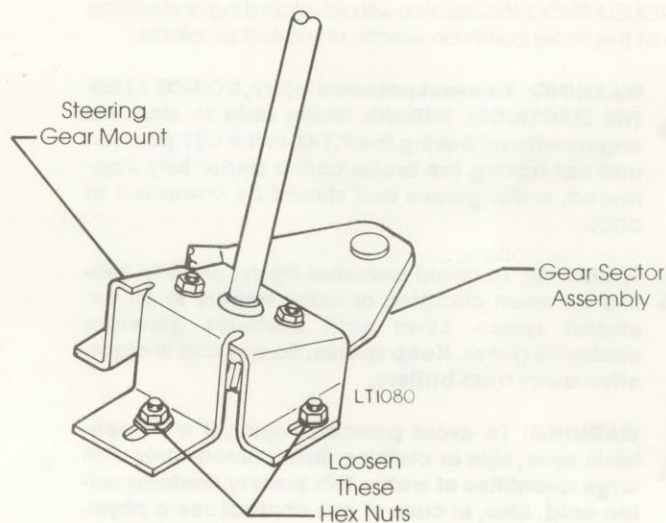


FIG. 5.7A

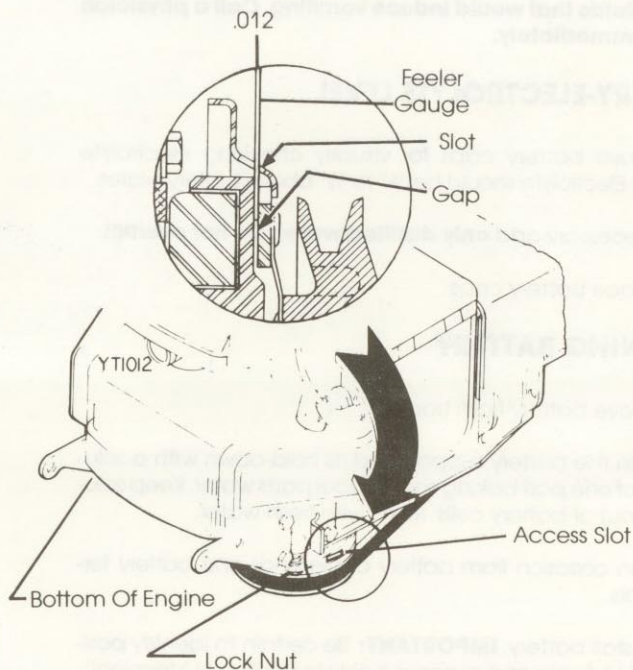


FIG. 5.7B

6 ELECTRICAL SYSTEM

Use the WIRING DIAGRAM section to locate electrical malfunctions which can be traced to loose connections or incorrectly routed wire leads.

The TROUBLE SHOOTING section will aid in locating and solving some of the more common electrical related problems.



WARNING: To avoid personal injury, **DO NOT ALTER THE ELECTRICAL WIRING.** Being able to start the engine without having the P.T.O. in the OFF position and not having the brake clutch pedal fully depressed, is dangerous and should be corrected at once.



WARNING: To avoid personal injury, provide ventilation when charging or using battery in an enclosed space. Lead acid batteries generate explosive gases. Keep sparks, flames and lit cigarettes away from battery.



WARNING: To avoid personal injury, if acid contacts eyes, skin or clothing flush immediately with large quantities of water. This battery contains sulfuric acid. Also, in case of eye contact see a physician immediately. Keep out of children's reach. In case of internal contact, **DO NOT** give fluids that would induce vomiting. Call a physician immediately.

BATTERY-ELECTROLYTE LEVEL

1. Remove battery caps for visually checking electrolyte level. Electrolyte should be $\frac{1}{4}$ " to $\frac{1}{2}$ " above battery plates.
2. As necessary add **only distilled water.** Do not overfill!
3. Replace battery caps.

CLEANING BATTERY

1. Remove battery from tractor.
2. Clean the battery support and its hold-down with a solution of one part baking soda to four parts water. Keep solution out of battery cells. Rinse with fresh water.
3. Clean corrosion from battery cable ends and battery terminals.
4. Reinstall battery. **IMPORTANT:** Be certain to identify positive (+) cable and connect it only to positive (+) terminal.
5. Securely tighten connections and battery hold down. Spread petroleum jelly over terminals and cover positive (+) terminal with its protective rubber cap.

BATTERY-JUMP STARTING

If battery is dead, the engine can be started with jumper cables. Be certain jumper cables are correctly connected: Positive to positive, and negative from booster battery to the tractor's engine block (**not to the negative terminal of the tractor battery**).



WARNING: To avoid personal injury, from possible battery explosion, always connect the negative end of jumper cable to the engine block. After engine starts disconnect negative jumper cable at engine block first.

FUSE (25 amp plug type)

The fuse protects all electrical circuits except the starter and magneto. The fuse holder is clipped to the side of the battery support. The fuse can be removed by simply pulling it out from holder. Replacements are available at most service stations.



WARNING: To avoid personal injury from possible sparking, always disconnect negative (-) battery cable before removing fuse. Replace the fuse, then reconnect battery cable.

SAFETY INTERLOCK SYSTEM

Your tractor is equipped with an interlock system that will allow the engine to start only if the brake clutch pedal is fully depressed, the P.T.O. is in the OFF position, and the operator is properly seated. (**NOTE:** When engine is running operator must set parking brake and turn P.T.O. off before leaving seat, or engine will stop.)

If the engine will not start with the controls in the positions mentioned above, check for the following:

1. Double check to be sure controls are in the positions mentioned.
2. Review engine starting instructions.
3. Be sure fuel tank is filled.
4. Check for a broken, loose or disconnected wire(s).

7 STORAGE

For short term storage, clean tractor and attachments before storing in a dry place. **NOTE:** It is not advisable to store your tractor in an area where it will come in contact with fertilizer fumes. Fertilizer fumes can damage your tractor's paint finish.

If the tractor is to be stored for an extended period of time, the following is recommended.



WARNING: To avoid personal injury, always turn engine off and wait for all movement to stop, remove spark plug wire(s) from spark plug(s) before cleaning, making any repairs or adjustments.



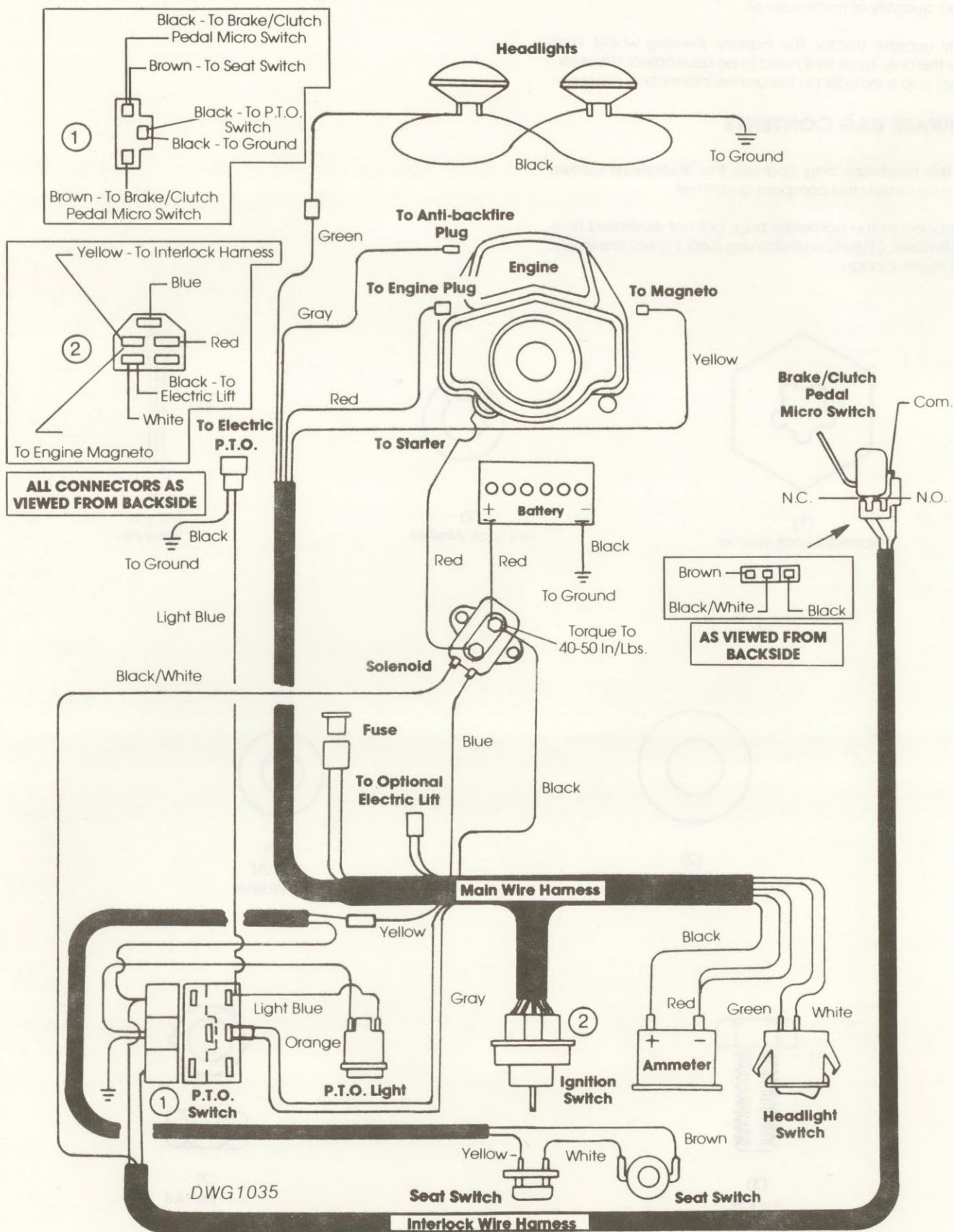
WARNING: To avoid personal injury, use caution with gasoline. Gasoline is very flammable. Keep gasoline in a clean, tight container. Clean any spilled gasoline from the tractor before starting the engine.

1. Drain fuel tank. This will reduce gum deposits forming on essential carburetor parts, fuel filter and gas tank.
2. Run engine until carburetor runs out of gasoline.
3. Remove any small amounts of fuel by absorbing it with a clean, dry cloth.
4. Remove spark plugs. Pour one ounce (2 or 3 tablespoons) of SAE 30 engine oil into each opening. Slowly crank engine to lubricate cylinder walls. Replace spark plugs but leave the spark plug wires disconnected.
5. Drain engine oil. Refill crankcase with new oil. Refer to the engine instructions.
6. Clean dirt and chaff from cylinders, cylinder head fins, blower housing, rotating screen and muffler area.
7. Make sure the battery is fully charged and the electrolyte is at the proper level. Remove battery from tractor. Clean the battery case and terminals. After cleaning, spread petroleum jelly on the terminals to help prevent loss of charge. Store battery in a dry place, protected from freezing (above 32°F). **Do not store battery on concrete.** Check monthly to make sure battery is fully charged; recharge as necessary.
8. Block tractor off its tires or inflate tires at regular intervals.
9. Lubricate the entire tractor.
10. Before using tractor again, review safety and operating instructions in the operator's manual.

8 TROUBLE SHOOTING

Problem	Component and Causes	Refer To This Section
Engine will not crank to start	Brake Clutch Pedal: pedal not fully depressed; interlock not adjusted P.T.O.: not in off position Ignition Switch and Wiring: wire loose or wire grounded; faulty switch Fuse: blown Battery: terminal corroded; battery dead; wire loose or grounded; low fluid level Seat Switch: wire loose; faulty switch	Adjustment & Servicing Controls & Operation Wiring Diagram Electrical System Electrical System Electrical System
Engine cranks, but will not start	Ignition Switch and Wiring: wire loose Carburetor: not adjusted Choke: not fully choked-cold engine; too fully choked-warm engine Fuel: no fuel; plugged filter or gas line Spark Plugs: dirty or broken; wire loose	Wiring Diagram See Authorized Dealer Controls & Operation Initial Servicing Engine Instructions
Engine starts with brake clutch pedal released or with P.T.O. engaged.	Brake Clutch Pedal: interlock switch not adjusted or faulty; wire loose P.T.O.: faulty switch; wire loose Ignition Switch: wire loose, faulty switch	Electrical System Electrical System Wiring Diagram
Engine runs rough	Carburetor: not adjusted	See Authorized Dealer
Engine will not stop	Ignition Switch and Wiring: wire Loose	Wiring Diagram
Battery not charging	Wiring: wire Loose or wire grounded Battery: terminal corroded; wire loose or grounded Engine: charging system failure	Wiring Diagram Electrical System Electrical System
Headlight will not light	Engine: not running or charging Ignition Switch and Wiring: not on, wire loose or grounded; faulty switch; bulbs blown or broken	Electrical System Wiring Diagram
Dead battery	Engine: charging system failure Ignition Switch and Wiring: wire loose, wire grounded Fuse: blown Battery: terminal corroded; wire loose or grounded; low fluid level Engine not being operated at full r.p.m.	Electrical System Wiring Diagram Electrical System Electrical System Controls & Operation
Runs, but unit fails to move	Brake Clutch Pedal: brake not released Tow Valve: not in drive position Belt: broken; too loose	Controls & Operation Controls & Operation Adjustment & Servicing
Brakes do not stop unit or hold in park	Brake: not adjusted; worn (replace brake pads) Brake Cable: stretched or broken	Adjustment & Servicing Adjustment & Servicing
Unit is hard to push	Brake: not adjusted Traction Drive: not in neutral position Tow Valve: not in neutral position	Adjustment & Servicing Controls & Operation Controls & Operation
Traction drive creeps in neutral position	Traction Drive: out of adjustment	See Authorized Dealer

9 WIRING DIAGRAM



10 SET-UP AND ASSEMBLY

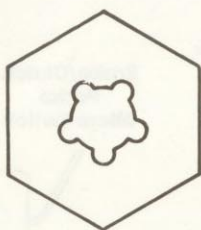
IMPORTANT: Before attempting to start this tractor, check engine oil level. Refer to the engine instructions for specific type and quantity of crankcase oil.

Carefully uncrate tractor. The battery, steering wheel, and seat are the only items that need to be assembled. The steering wheel cap is included in the owners information package.

HARDWARE BAG CONTENTS

Empty the hardware bag and use the illustrations (drawn actual size) to sort and compare quantities.

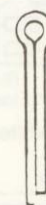
Also included in the hardware bag, but not illustrated here are: (1) Bellows, (1) Bellows Retaining Cap, (1) Key assembly, and (1) Feeler Gauge.



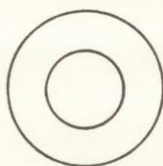
(1)
Pyramidal Lock Washer



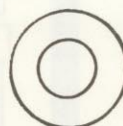
(2)
5/16 Lock Washer



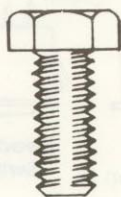
(1)
3/32 X 3/4
Cotter Pin



(2)
3/8 SAE
Flat Washer



(2)
5/16 SAE
Flat Washer



(3)
5/16 X 3/4
Hex Hd. Cap Screw
Grade 5



(2)
5/16 Hex Nut

BATTERY

Refer to Fig. 10.2A.

1. Battery Preparation

- A. Open tractor hood by grasping hood on both sides and pull up sharply. Do not lift only on one side. Remove battery strap from battery. Save the two screws.
- B. Take battery to a qualified service man and have it filled with electrolyte and for its initial charge. For best performance and life it should be filled and charged before installation.



WARNING: To avoid personal injury, do not fill battery with electrolyte when battery is on or near tractor. Provide ventilation when charging or using battery in an enclosed space. Lead acid batteries generate explosive gases. Keep sparks, flames and lit cigarettes away from battery. Never charge a frozen battery.

- a. Place battery on level surface; never in or on vehicle.
- b. Remove vent/filler caps and carefully fill each cell with battery grade electrolyte (1.265 Specific Gravity sulfuric acid) to level indicator in vent/filler well. Battery and electrolyte should be at 60 F to 80 F for best results.



WARNING: To avoid personal injury, if acid contacts eyes, skin or clothing flush immediately with large quantities of water. This battery contains sulfuric acid. In case of eye contact see a physician immediately. Keep out of children's reach. In case of internal contact, DO NOT give fluids that would induce vomiting. Call a physician immediately!

- c. Allow battery to stand for 30 minutes. Check each cell and add electrolyte to level indicator, if necessary. **DO NOT** overfill with electrolyte as this may cause electrolyte to flood over the cover of the battery during charging.
- d. To insure maximum initial charge, charge battery on 4 to 6 amp. manual (constant current slow charging) charger until all cells are gassing freely. Each cell should be checked with a hydrometer to ensure electrolyte specific gravity is at least 1.250. Total charging time should not exceed 6 hours. **NOTE:** We recommend that the use of "automatic" or "high rate" chargers be avoided. These types of chargers will not properly charge a freshly activated, dry charge battery when operated in their normal mode.
- e. At the end of the charging time, but while the battery is still on charge adjust the levels with electrolyte until it just touches the lowest part of the vent well. Turn off charger and disconnect cables.
- f. Replace vent/filler caps and wash off any electrolyte which may have spilled on the battery. Connect vent tube to battery if so equipped.
- g. Installation: Clean cable connectors. Install battery in vehicle. Tighten hold down brackets. Connect positive cable to positive terminal and negative cable to negative terminal. **CONNECT THE NEGATIVE CABLE LAST!**

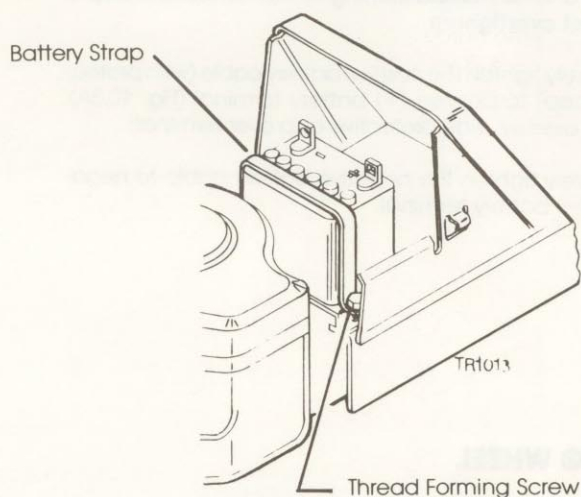


FIG. 10.2A

2. Reinstall battery

PARTS NEEDED

- (2) $\frac{5}{16} \times \frac{3}{4}$ Hex Hd. Cap Screw
- (2) $\frac{5}{16}$ Hex nuts
- (2) $\frac{5}{16}$ SAE Flat Washers
- (2) $\frac{5}{16}$ Lock Washers

A. Open Hood.

B. Clamp the battery in place (Fig. 10.2A). Use battery strap and two thread forming screws removed in step 1.
Do not overtighten.

C. Securely tighten the positive battery cable (with protective cap) to positive (+) battery terminal (Fig. 10.3A). After assembly, slide protective cap over terminal.

D. Securely tighten the negative battery cable to negative (-) battery terminal.

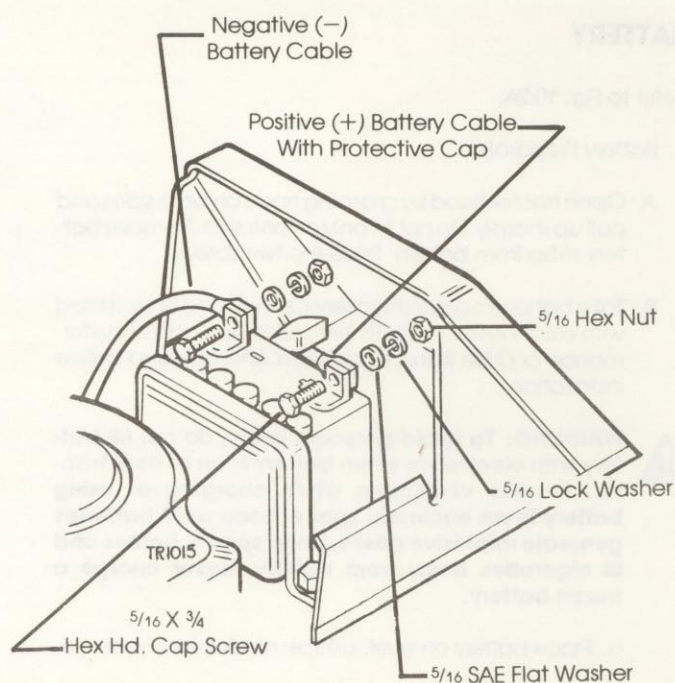


FIG. 10.3A

STEERING WHEEL

1. Assemble steering wheel to steering wheel shaft.

Refer to Fig. 10.3B.

PARTS NEEDED:

- (1) Steering Wheel
- (1) Bellows
- (1) $\frac{5}{16} \times \frac{3}{4}$ Hex Hd. Cap Screw
- (1) Pyramidal Lock Washer
- (1) Steering Wheel Cap (from owners information package)
- (1) Bellows Retaining Cap

A. Stretch bellows, and with the tapered end down, slide it onto the steering shaft.

B. Place the bellows retaining cap on top of bellows.

C. Place steering wheel onto shaft. **NOTE:** Position steering wheel so the steering wheel cap will be readable from the operating position, with the front wheels pointed straight ahead.

D. Secure steering wheel in place with the pyramidal lock washer and the $\frac{5}{16} \times \frac{3}{4}$ hex hd. cap screw. Tighten securely.

E. Position bellows around the bellows retaining cap.

F. Snap steering wheel cap in place.

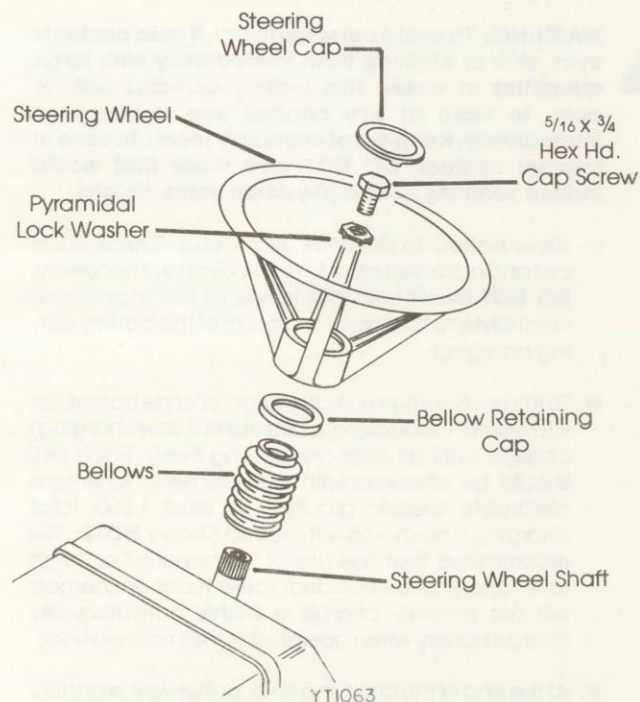


FIG. 10.3B

REMOVAL

To remove steering wheel use a steering wheel or hub puller or thread cap screw part way out. While putting upward pressure on the rim, tap the cap screw with a hammer until steering wheel is loose.

SEAT

1. Attach seat to tractor.

Refer to Fig. 10.4A.

PARTS NEEDED:

- (1) Seat
- (2) $\frac{3}{8}$ SAE Flat Washers
- (1) $\frac{3}{32} \times \frac{3}{4}$ Cotter Pins

- A. Remove the cotter pin from one end of the seat pivot rod. Discard the cotter pin.
- B. Line up the holes in the plate under seat with the holes in the seat support. **NOTE:** The plate on the seat should be on the outside of the seat support.
- C. Place a $\frac{3}{8}$ SAE flat washer onto the seat pivot rod.
- D. Insert the seat pivot rod through the lined up holes.
- E. Place a $\frac{3}{8}$ SAE flat washer onto the other end of the seat pivot rod and secure in place with a $\frac{3}{32} \times \frac{3}{4}$ cotter pin. Bend back the ends.
- F. Connect the plug on the wire assembly to the terminals on the seat switch. Push plug completely onto terminals. Connect the wires to the other seat switch.
- G. Pivot seat down to the operating position.

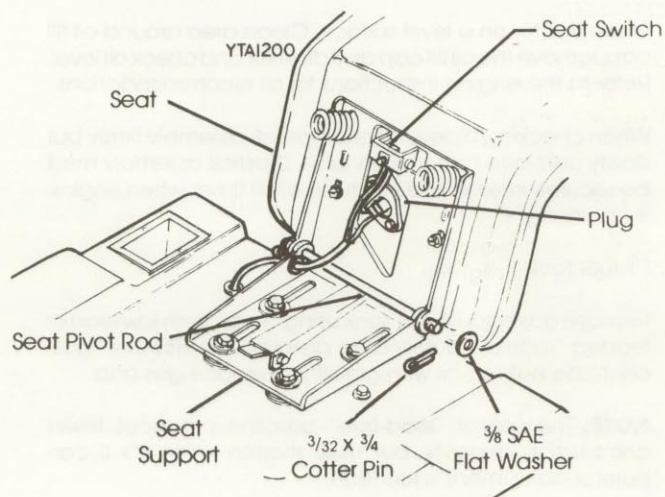


FIG. 10.4A

INITIAL SERVICING

Refer to Fig. 10.5A.

1. Check engine crankcase oil.

Place tractor on a level surface. Clean area around oil fill cap, remove the oil fill cap and dipstick and check oil level. Refer to the engine instructions for oil recommendations.

When checking oil level screw dipstick assembly firmly but slowly until cap bottoms on tube. Dipstick assembly must be securely assembled into tube at all times when engine is operating.

2. Fill fuel tank.

Remove gas cap. Fill gas tank using clean, fresh low lead or leaded "regular" automotive gasoline. **Do not** use "gasohol". **Do not** mix oil with gasoline. Replace gas cap.

NOTE: The use of "lead-free" gasoline produces fewer combustion deposits, but may shorten valve life if carburetor adjustment is too lean.



WARNING: To avoid personal injury, use caution with gasoline. Gasoline is very flammable. Keep gasoline in a clean, tight container. Clean any spilled gasoline from the tractor before starting the engine.

3. Tire Pressure.

The front and rear tires are normally overinflated for shipping purposes. The recommended operating tire pressure is 10 lbs. for both front and rear tires. Overinflated tires will result in a hard riding tractor and can loosen hardware on the unit.

4. Lubrication Points.

It is recommended that all lubrication points be serviced prior to trial run. Refer to MAINTENANCE AND LUBRICATION section.

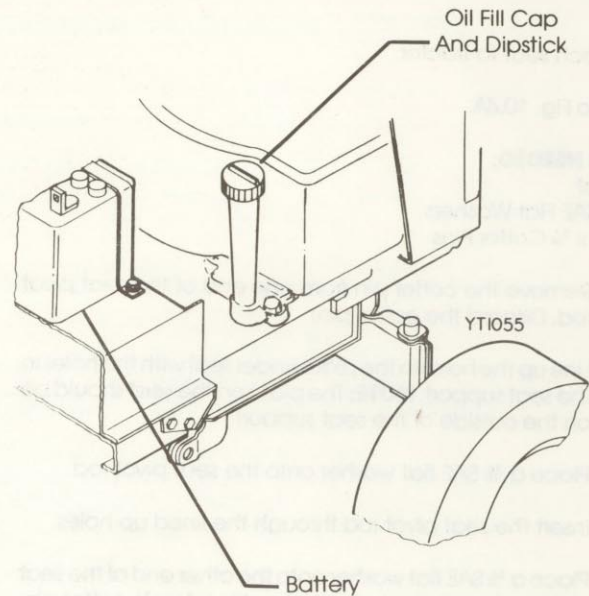


FIG. 10.5A



WARNING

FAILURE TO FOLLOW SAFE OPERATING PROCEDURE MAY RESULT IN INJURY.

1. READ OPERATOR'S MANUAL
2. KNOW LOCATION AND FUNCTION OF ALL CONTROLS
3. BEFORE LEAVING OPERATOR'S POSITION
 - A. SET PARKING BRAKE
 - B. SHUT ENGINE OFF AND REMOVE KEY
4. WAIT FOR ALL MOVEMENT TO STOP BEFORE SERVICING MACHINE
5. DO NOT OPERATE MACHINE WHERE IT COULD TIP OR SLIP
6. IF MACHINE STOPS GOING UPHILL, DISENGAGE P.T.O. (ATTACHMENT DRIVE) AND BACK SLOWLY DOWN
7. LOOK TO REAR BEFORE BACKING UP
8. REMOVE OBJECTS THAT COULD BE THROWN BY ROTATING BLADES
9. NEVER CARRY CHILDREN. KEEP PEOPLE AND PETS A SAFE DISTANCE AWAY FROM MACHINE
10. KEEP GUARDS AND SAFETY DEVICES IN PLACE AND WORKING

REPLACEMENT MANUALS ARE AVAILABLE FROM YOUR DEALER

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