

gine speed. The lever is moved forward to increase engine speed and is pulled back to decrease it.

AMMETER

The ammeter is located immediately to the right of the steering wheel (See Fig. 7). It indicates the rate of battery charge or discharge. When possible, maintain sufficient engine speed so the ammeter indicates a charging rate to prevent unnecessary drain on the battery.

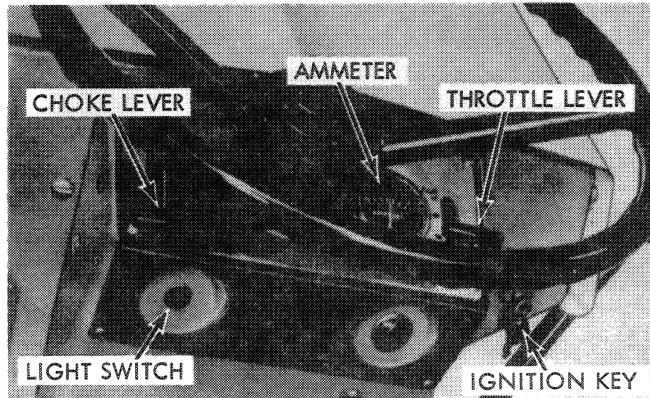


Figure 7.

LIGHT SWITCH (See Fig. 7)

Your tractor is equipped with headlights and a tail-light, a switch is in lower left corner of instrument panel. Pull knob out to turn lights on.

PARKING BRAKE

A parking brake (See Fig. 8A) is provided to hold the tractor whether the engine is running or stopped. To set the brake, fully depress the clutch brake pedal and pull upward on the brake handle to engage the saw teeth in the parking brake arm with the brake locking bar as shown in Figure 8B. The parking brake is released by fully depressing the clutch brake pedal.

HYDROSTATIC TRANSMISSION CONTROL LEVER

The direction and speed of the tractor is determined by the position of the control lever as shown in Figure 9. The control lever has three positions: reverse, neutral and forward. Before starting the engine and operating the tractor, familiarize yourself with the operation of the lever.

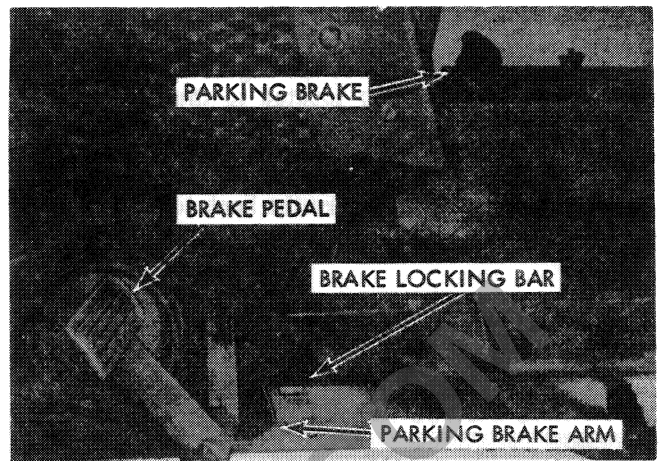


Figure 8A.

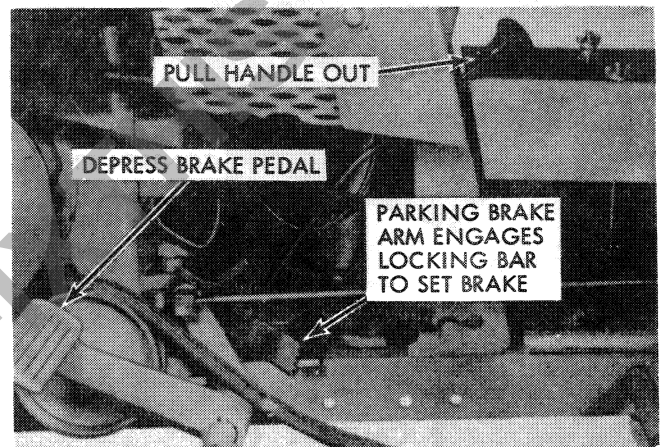


Figure 8B.

Neutral - The control lever is locked when it is in the neutral position to prevent it from being accidentally moved. Depressing the knob, attached to the top of the lever unlocks the lever, allowing it to be moved out of neutral. Once the lever is moved out of neutral, the knob will remain depressed until the lever is returned to neutral; then the knob will "snap" up automatically locking the lever in position.

Forward - From the neutral position, depress knob and slowly move the control lever forward to drive the tractor ahead. By continuing to move the lever forward, you increase the speed of the tractor. Moving the lever rearward towards neutral, decreases the speed of the tractor.

Reverse - Starting from the neutral position, depress knob and slowly move the control lever rearward to drive the tractor in reverse.

By continuing to move the lever rearward, you increase the reverse speed of the tractor. Moving the lever forward towards neutral decreases the reverse speed of the tractor.

2. Check to insure hydro gear control knob is in the "Drive" position. (Knob turned fully clockwise.)
3. Advance the throttle setting to the desired engine rpm for the operation to be performed, and slowly release the clutch-brake pedal.

IMPORTANT

The correct tractor forward speed is a composite setting involving both the throttle lever and control lever. However, for any one throttle setting:

4. Press the control knob down and move the lever in the desired direction until the correct tractor speed is obtained.
 - a. If the tractor operates too slow and the engine appears to be racing, move the control lever further from the neutral position.
 - b. If the tractor engine appears to be slowing down or "lugging" i.e. laboring under the tractor load, move the control lever toward the neutral position to increase the power to the rear wheels.

NOTE

Move the control lever slowly. Fast, jerky movements of the lever will cause unnecessary strain and wear on parts.

Stopping and Shuttling the Tractor

To stop the tractor, move the control lever until the lever latch engages in the safety latch in the quadrant. This is felt by a slight upward movement of the control knob. Then move the control lever back or forward within the safety notch in the quadrant to find the exact stop position.

WARNING

Do not move the control lever from full reverse to full forward, or from full forward to full reverse. Bring the tractor to a complete stop before changing direction.

NOTE

In the case of an emergency, the forward motion of the tractor can be stopped by depressing the clutch brake pedal. Always Stop The Tractor To Change Direction (Forward to reverse and reverse to forward.)

Parking the Tractor

Move the control lever to "NEUTRAL" to stop the tractor. Depress the clutch-brake pedal and lock the parking brake securely. Stop the engine and remove the ignition key.

Installing Drive Belts

Electric Clutch - (See Fig. 10) When mounting implements, remove wire from connector at bracket mounting bolt and pull clutch cover rod out. Slip belt over clutch and onto pulley. Allow rod to return to normal position and re-hook wire.

MAINTENANCE AND LUBRICATION

Regular inspection and conscientious maintenance is the key to efficient economical operation. It will also help to assure that your tractor will perform satisfactorily with minimum need for service and repair.

DAILY INSPECTION (Prior to Operation)

The following steps should be observed daily prior to starting and operation.

1. Check the oil level in the engine crankcase by means of the dipstick (See Fig. 13). The tractor must be level and the engine must be stopped or the reading will be inaccurate.
2. Add oil to the engine crankcase only if required. Keep the oil level between the marks on the dipstick.
Use a high quality detergent type oil with API service MS classification. In temperatures above 30° F. use SAE 30. Between 0° F. and 30° F. use SAE 10W-30. Below 0° F. use SAE 5W-20.
3. Check to be certain that the air intake screen (See Fig. 2) is clean and properly fitted to the flywheel. If the screen is bent, cracked, broken or otherwise damaged beyond repair, it must be replaced.
4. Make a general inspection of the tractor, checking for leaks, loose nuts, bolts or fittings. Correct such conditions as they are detected.

WEEKLY INSPECTION (Inspect Every 25 Hours)

1. BATTERY - Loosen two wing nuts and remove battery cover and hold-down block. Check the level of the battery electrolyte as shown below, by removing each of the six caps. If the level is below the bottom of the filler tube, refer to the Instruction Sheet supplied with your battery and follow the filling instructions given there.

Inspect the battery terminals to make certain that cables are securely fastened and that terminals are free from corrosion. Refer to section headed "Cleaning and Servicing the Battery", See Page 12.

HYDROSTATIC TRANSMISSION TRACTOR

Wheelbase	43"
Width overall St'd tires	33"
Wheel tread - rear min.	25"
max.	31-1/2"
Wheel tread front min.	29"
max.	33"

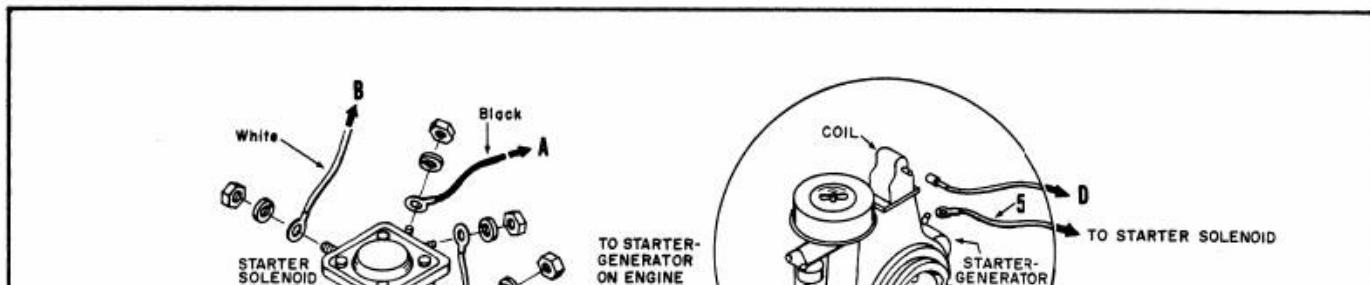
Engine to Transmission
Reduction 1:1 (V-belt Drive)

BRAKE:

Rear wheels only. Brake band engages transaxle or

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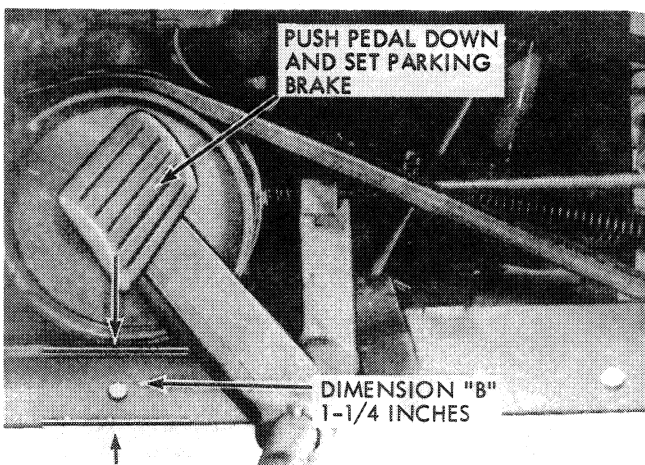


Figure 21.

If dimension "A" is LESS THAN 1-7/8", belt life will be shortened. If dimension "A" is MORE THAN 2-1/8", belt will not properly disengage when pedal is pushed down.

To INCREASE dimension "A", loosen the engine mounting bolts and move engine FORWARD. To DECREASE dimension "A", loosen engine mounting bolts and move engine REARWARD. After adjustment, it is essential that engine mounting bolts be securely retightened.

Refer to Figure 21 and note dimension "B", which is measured with clutch-brake pedal pushed firmly downward and locked in this setting by pulling out the parking brake knob. The distance from the flange of the idler pulley to the lower edge of the frame must be 1" to 1-1/4". This dimension can be measured with the belt shield in place. If adjustment is required, it will be necessary to remove the belt shield.

If dimension "B" is LESS THAN 1", the brake may not hold properly. If MORE THAN 1-1/4", brake may drag during operation or lock before the clutch is fully engaged.

To change the dimension "B", it is necessary to shorten or lengthen the travel of the brake rod.

1. Remove rear shield over drive belt by removing the two acorn nuts and one slotted-head screw (See Fig. 22).

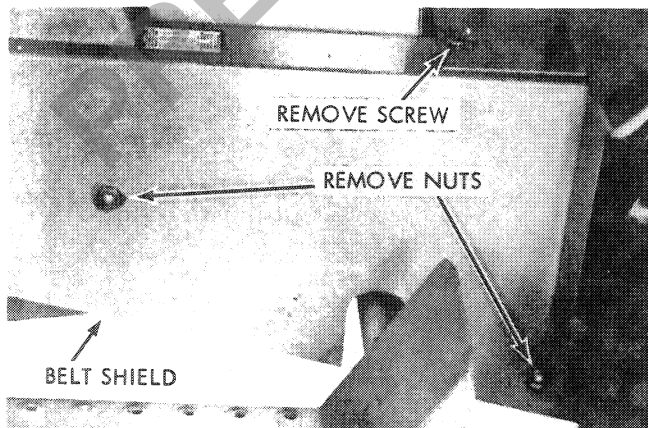


Figure 22.

2. Adjust the brake rod as follows: Turn the adjusting nut on the end of the brake rod retainer (See Fig. 23) clockwise to increase, and counter-clockwise to decrease dimension "B". The number of turns in either direction is determined by the amount of adjustment required to correct dimension "B". This adjustment is made on the tractor without removing the brake rod.

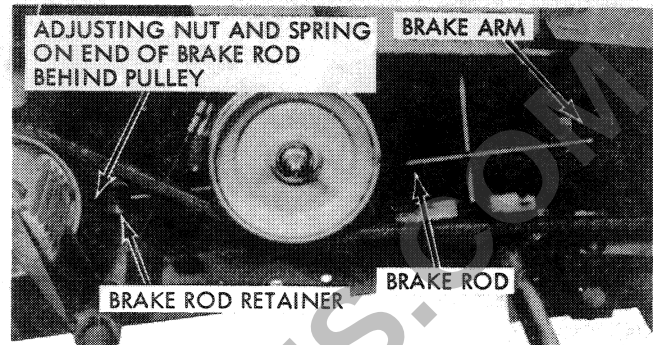


Figure 23.

STEERING WHEEL "FREE-PLAY" ADJUSTMENT

If excessive "free play" should develop in the steering from normal wear, it may be easily eliminated as follows:

Refer to Figure 24. Loosen the two bolts which secure the bottom steering rod support plate to the frame. Move the plate toward the steering quadrant to bring the teeth of the steering gear and the teeth of quadrant into closer contact. Securely tighten the bolts after adjustment.

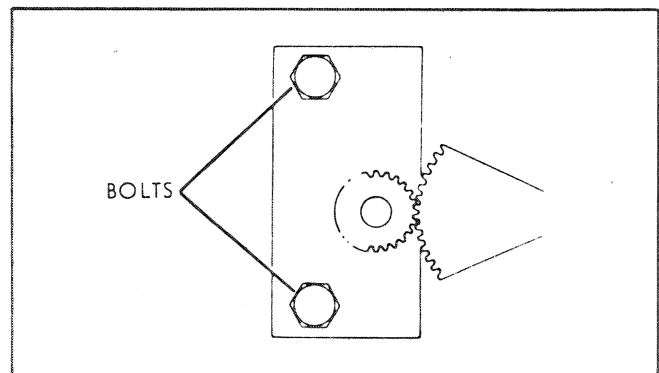


Figure 24.

HYDROSTATIC TRANSMISSION CONTROL LEVER LINKAGE ADJUSTMENT

When the control lever is in the neutral position and the tractor moves in either direction while the engine is running and the clutch is engaged, the control lever linkage on the transmission may require adjusting.

NOTE

The tractor may tend to move slightly if the oil in the transmission is cold. Operate the unit for 15 minutes before determining if the linkage requires adjustment. Place a small amount of lubricating oil on the lever points for ease of movement.

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