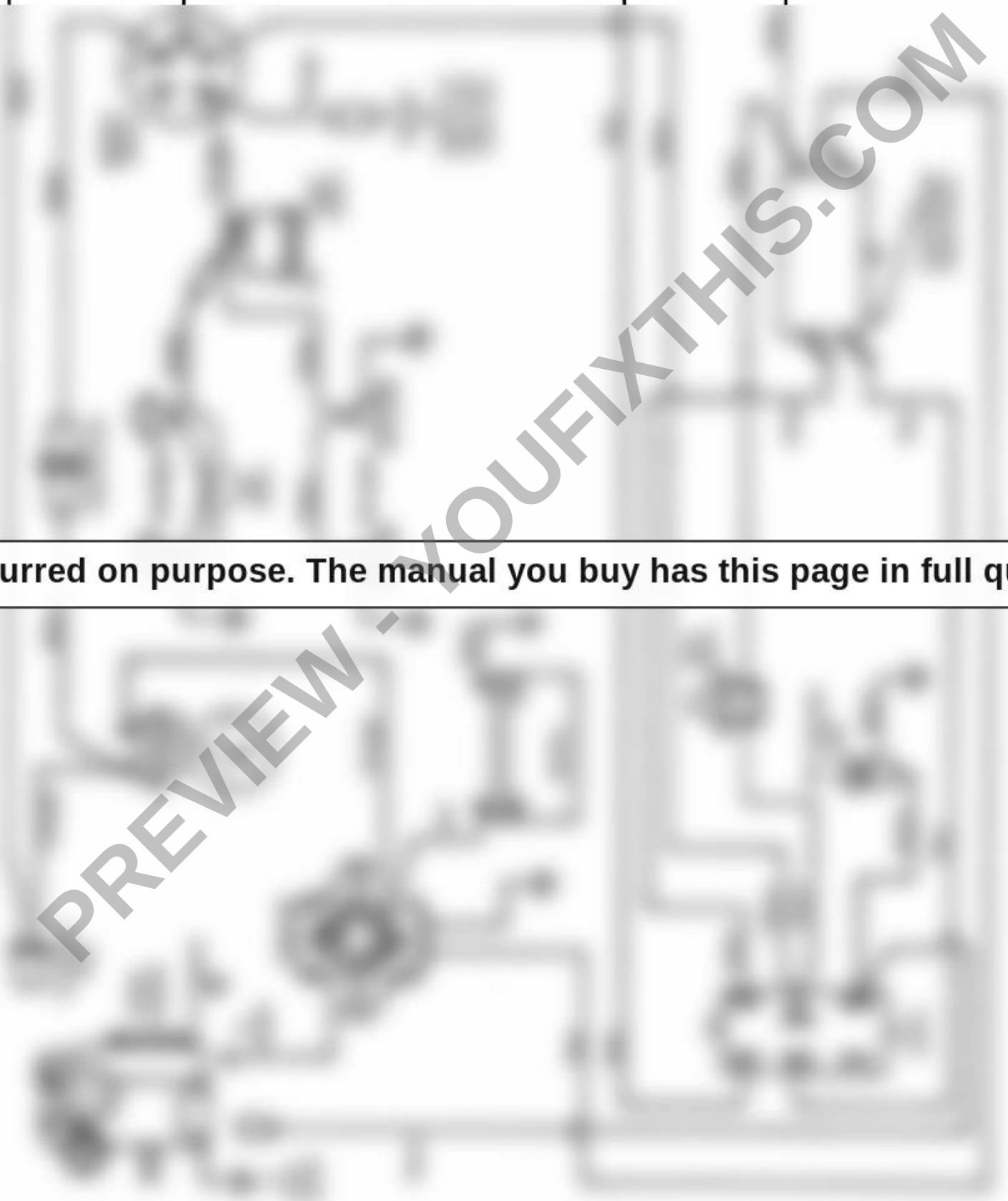
## WIRING DIAGRAM MODEL 09GN2201



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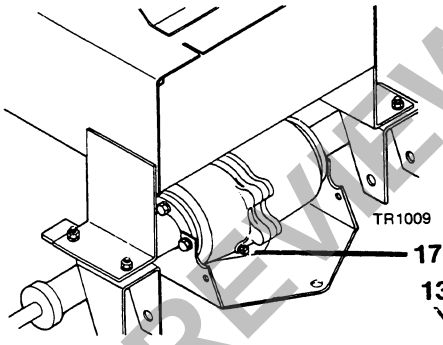
# LUBRICATION CHARTS

**WARNING: To avoid accidental starting, disengage power to attachments(s) and stop the engine and remove the ignition key before lubricating tractor.**

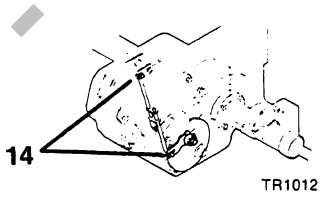
## LGT and LGT 17 (Gear Drive Tractors)

| LUBE POINT | LOCATION | LUBRICATION | INTERVAL | | | REMARKS |
|---|---|---|---|---|---|---|
| | | | DAILY | 25 HRS. | 100 HRS. | |
| 1 | Engine oil level | Per Eng. Mfg. | ● | | | Check before each use of tractor. |
| 2 | Engine air filter | | ● | | | Check daily if operating under dusty conditions. Normally inspect every 50 hrs. |
| 3 | Engine oil change | Per Eng. Mfg. | | ● | | Break-in, change after first 5 hrs. thereafter every 25 hrs. (more often under dusty conditions). |
| 4 | Axle pivot | Grease* | | ● | | Pump slowly until grease seeps out. |
| 5 | Tie rod | Grease* | | ● | | Pump slowly until grease seeps out. |
| 6 | Front wheel spindles | Grease* | | ● | | Pump slowly until grease seeps out. |
| 7 | Front wheels | Grease* | | ● | | Pump slowly until grease seeps out. |
| 8 | Steering sector gear & pinion | Grease* | | ● | | Apply liberally to gear teeth. |
| 9 | Steering assembly bushing | SAE 30 Oil | | ● | | Few drops of oil in each bushing. |
| 10 | Front (Mule drive) idler pulleys | SAE 30 Oil | | ● | | Few drops of oil in each bearing. DO NOT get oil in pulley groove or on belt. |
| 10A | Drive Shaft | SAE 30 Oil | | | ● | Few drops of oil on square shaft that slides in front universal joint. |
| 11 | Clutch/Brake pedal shaft | SAE 30 Oil | | ● | | Both end of clutch/brake shaft. Both ends of parking brake link and clutch rod. |
| 12 | Traction drive pulleys | SAE 30 Oil | | ● | | Few drops of oil in bearings of flat and v-idler pulleys. DO NOT get oil in pulley groove or on belt. |
| 13 | Clutch/Brake arm shaft | SAE 30 Oil | | ● | | Both ends of shaft. |
| 14 | Brake adjustment rods | SAE 30 Oil | | ● | | Linkage pivot points. |
| 15 | Attachment lift lever shaft | SAE 30 Oil | | ● | | Both ends of shaft. |
| 16 | 90° Traction drive gear box | Moly EP Lithium Grease | | | ● | Periodic visual inspection for leaks. Fill with 4 oz. of grease after rebuilding. |
| 17 | Transaxle | EP 140 wt. SAE Oil | | | ● | Periodic visual inspection for leaks. Capacity 4 pints. |

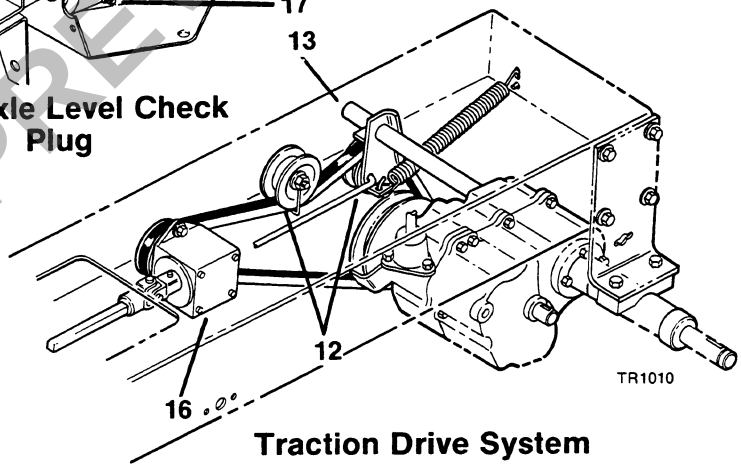
*Grease—NLGI Grade 2 Lithium base EP grease (Ford 1T-M1C137-B). Grease with hand pump grease gun when required.



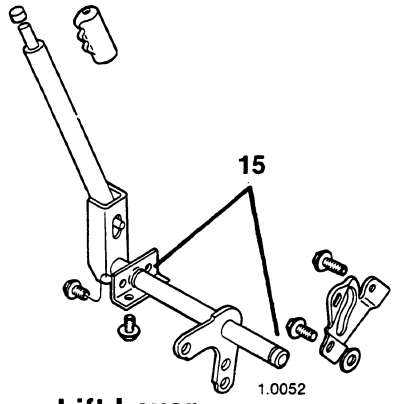

**Transaxle Level Check Plug**



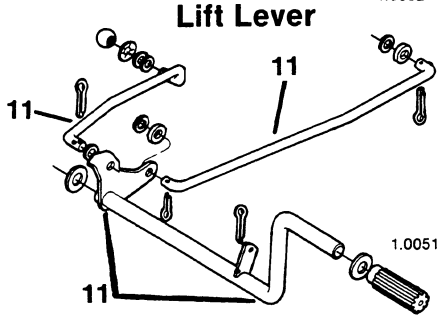

**Brake Adjustment Rods**




**Traction Drive System**




**Lift Lever**




**Clutch/Brake Pedal Linkages**

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# ADJUSTMENTS AND SERVICING

**ATTENTION:** All procedures listed in this section for adjustments and servicing of the tractor are described with the **attachment removed**. Reference "ATTACHMENTS" section of this service manual for all information specific to the attachment mounted on this tractor.

## ENGINE:

1. Refer to Engine Manufacturer's Service Manual for all adjustments and servicing information.
2. Maximum engine RPM high speed, no load, range is 3300 RPM to 3500 RPM.
3. **12 H.P. Engine Removal —**

**WARNING: To avoid accidental starting, remove spark plug wire and secure away from spark plug. Turn ignition switch "OFF".**

**WARNING: To avoid severe burns, DO NOT attempt this procedure when engine is hot. Wait for engine and muffler to cool down before proceeding.**

A. Before this procedure is performed, the attachment should be removed from this tractor as outlined in "ATTACHMENT"section of this service manual.

B. Unclip hood latches and raise hood. Disconnect green wire at connector located at left bottom corner of hood. (Fig. 2)

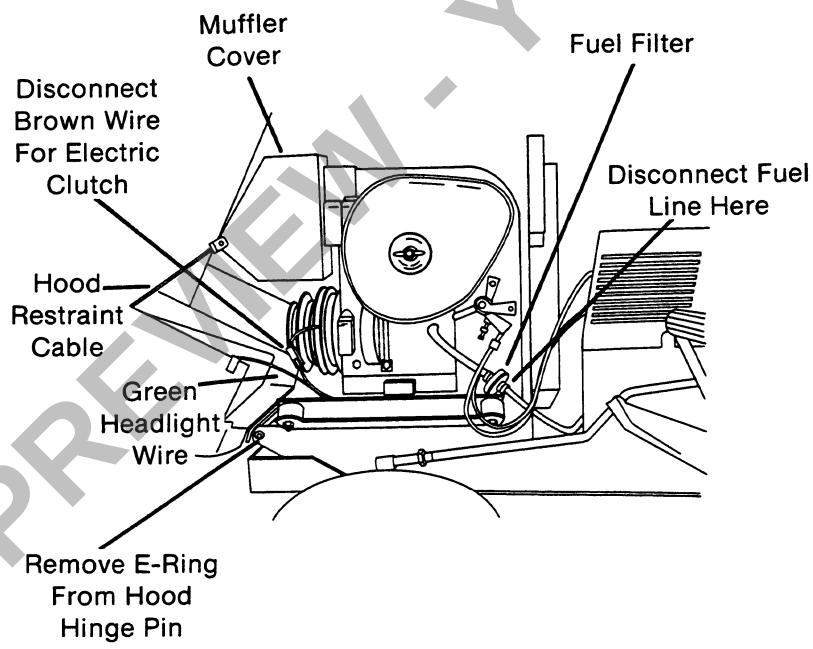
C. Disconnect hood restraint cable connected to left front corner of muffler cover. (Fig. 2) Lower hood back onto tractor.

D. Remove one E-ring from end of hood hinge pin. (Fig. 2) Remove hinge pin completely from hood hinge. Remove hood.

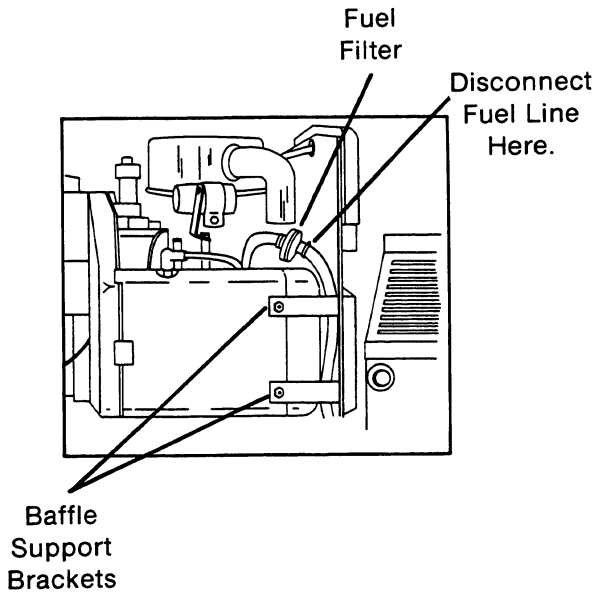
E. Disconnect black battery cable at negative (-) battery terminal. Secure cable away from battery.

F. Disconnect the following lead wires at engine:

a. Brown wire connected to electric clutch at lower left front corner of engine. (Fig. 2)




12 H.P. ENGINE




17 H.P. ENGINE

FIG. 2

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# TROUBLE-SHOOTING

| PROBLEM | REMEDY | REFERENCE |
|---|---|---|
| Engine will not crank to start. | 1. Check starting procedure. | 1. ELECTRICAL SYSTEM — SYSTEM FUNCTIONS |
| | 2. Check or recharge battery. | 2. ELECTRICAL SYSTEM — BATTERY |
| | 3. Check wiring connections. | 3. ELECTRICAL SYSTEM — WIRING DIAGRAM |
| | 4. Replace blown fuse. | 4. ELECTRICAL SYSTEM — FUSE |
| | 5. Check ignition switch. | 5. ELECTRICAL SYSTEM — IGNITION SWITCH |
| | 6. Check interlock switches. | 6. ELECTRICAL SYSTEM — INTERLOCKING SWITCHES |
| | 7. Check solenoid. | 7. ELECTRICAL SYSTEM — SOLENOID |
| Engine turns over but fails to start. | 1. Fill fuel tank. | |
| | 2. Contact authorized engine dealer. | |
| Engine starts with foot pedal up or PTO switch engaged. | 1. Check interlock switches. | 1. ELECTRICAL SYSTEM — INTERLOCK SWITCHES |
| | 2. Check for grounded wire. | 2. ELECTRICAL SYSTEM — WIRING DIAGRAM |
| | 3. Check for improper wiring. | 3. ELECTRICAL SYSTEM — WIRING DIAGRAM |
| Engine fails to stop. | 1. Check for loose wiring. | 1. ELECTRICAL SYSTEM — WIRING DIAGRAM |
| | 2. Check ignition switch. | 2. ELECTRICAL SYSTEM — IGNITION SWITCH |
| Engine fails to stop with foot pedal up or PTO switch engaged with operator off seat. | 1. Check for bad ground. | 1. ELECTRICAL SYSTEM — WIRING DIAGRAM |
| | 2. Check interlock switches. | 2. ELECTRICAL SYSTEM — INTERLOCK SWITCHES |
| No traction drive. | 1. Release parking brake. | |
| | 2. Check rear axle drive keys. | |
| | 3. Check for broken drive shaft or drive shaft keys. | 3. DRIVE SHAFT REMOVAL |
| | 4. (Gear Drive tractors **only**) | |
| | a. Check or replace traction belt. | 4a. TRACTION DRIVE BELT REPLACEMENT |
| | b. Wrong belt being used. | 4b. TRACTION DRIVE BELT REPLACEMENT |
| | c. Check belt routing. | 4c. TRACTION DRIVE BELT REPLACEMENT |
| | d. 90° Gear box need repair or replacement. | 4d. 90° TRACTION DRIVE GEAR BOX |
| | 5. (Hydro Drive tractors **only**) | |
| | a. HI/LO speed range selector not in gear. | |
| | b. Transmission needs repair. or replacement. | 5b. HYDROSTATIC TRANSMISSION |
| | 6. Transaxle needs repair or replacement. | 6. TRANSAXLE OR HYDROSTATIC TRANSAXLE |
| Traction drive brake fails to engage. | 1. Brake pads need adjustment or replacement. | 1. TRACTION DRIVE BRAKE-ADJUSTMENT PAD REPLACEMENT |
| | 2. Check engagement linkage. | |
| | 3. (Gear Drive tractors **only**) | |
| | a. Adjust brake control rod spring. | 3a. TRACTION DRIVE BRAKE-ADJUSTMENT |
| | b. Wrong belt being used. | 3b. TRACTION DRIVE BELT REPLACEMENT |
| | 4. (Models 09GN2205 & 2206 **only)** Check adjustment of traction drive brake cable. | 4. TRACTION DRIVE BRAKE CABLE —ADJUSTMENT |

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# LAWN AND GARDEN TRACTOR

## GENERAL INFORMATION CHART

| TRACTOR | YEAR | MODEL | TRANSMISSION | ENGINE | PARTS CATALOG | FICHE |
|---|---|---|---|---|---|---|
| LGT12 | 1984-85 | 09GN-2201 | PEERLESS 2352 | KOH K301AQS | 17364 | 226 |
| LGT12 H | 1984 | 09GN-2202 | EATON 1100-045 | KOH K301AQS | 17364 | 226 |
| LGT12 H | 1985 | 09GN-2205 | EATON 1100- 045 | KOH K301AQS | 17364 | 226 |
| LGT14 | 1985-86 | 09GN-2207 | PEERLESS 2352 | KOH M14AQS | 17364 | 226 |
| LGT14 | 1987 | 09GN-2210 | PEERLESS 2352 | KOH M14AQS | 17401 | 228 |
| LGT14 | 1988 | 9607433 | PEERLESS 2352 | KOH M14AQS | 17417 | 241 |
| LGT14 H | 1985-86 | 09GN-2208 | EATON 1100- 022 | KOH M14AQS | 17364 | 226 |
| LGT14 H | 1987 | 09GN-2211 | EATON 1100- 022 | KOH M14AQS | 17401 | 228 |
| LGT14 H | 1988 | 9607434 | EATON 1100- 022 | KOH M14AQS | 17417 | 241 |
| LGT17 | 1984 | 09GN-2203 | PEERLESS 2352 | KOH KT17QS | 17364 | 226 |
| LGT17 H | 1984 | 09GN-2204 | EATON 1100- 045 | KOH KT17QS | 17364 | 226 |
| LGT17 H | 1985 | 09GN-2206 | EATON 1100- 045 | KOH KT17QS | 17364 | 226 |
| LGT18 H | 1986 | 09GN-2209 | EATON 1100- 045 | KOH M18QS | 17364 | 226 |
| LGT18 H | 1987 | 09GN-2212 | EATON 1100- 045 | KOH M18QS | 17401 | 228 |
| LGT18 H | 1988 | 9607435 | EATON 1100- 045 | KOH M18QS | 17417 | 241 |
| LGT18 H | 1989 | 9607483 | EATON 1100- 045 | KOH M18QS | 17463 | 241 |
| LGT18 H | 1990 | 9801811 | EATON 1100- 045 | KOH M18QS | 17463 | 241 |
| LGT18 H | 1991 | 9801811 | EATON 1100- 045 | KOH M18QS | 17461 | 243 |

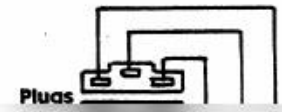
| | CATALOG# | FICHE# |
|---|---|---|
| KOHLER | 4048 | 222 |
| | 17473 | 223 |

| Engine Model | New Holland Publications Number | Kohler Publications Number |
|---|---|---|
| K301AQS | – | ENS-575 |
| M14AQS | 40547800 | TP-2203-A |
| KT17QS | – | TP-2043-A |
| M18QS | 40547900 | TP-2204-A |

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## WIRING DIAGRAM MODEL 9801811




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wire so it comes out right side of clutch housing when facing front of machine. (Fig. 11)

NOTE: Check armature/rotor air gap by following procedures for ELECTRIC (P.T.O.) CLUTCH/BRAKE - ADJUSTMENT.

IMPORTANT: After attachment has been reassembled onto tractor, **new** clutch/brake must be burnished to extend life of clutch/-brake. Proceed as follows:

a. Position gearshift lever in NEUTRAL.

b. Start engine and put throttle in "FULL FAST" position.

c. Turn P.T.O. switch ON and OFF **six** times, engaging and disengaging attachment.

NOTE: Allow attachment to come to a complete stop between ON-OFF cycles.

d. Recheck armature/rotor air gap by following procedures for ELECTRIC (P.T.O.) CLUTCH/BRAKE - ADJUSTMENT.

**6. FUEL TANK REMOVAL —**

**WARNING: To avoid accidental starting, remove spark plug wire(s) and secure away from spark plugs(s).**

**WARNING: To avoid severe burns, DO NOT attempt this procedure when engine is hot. Wait for engine and muffler to cool down before proceeding.**

A. Before this procedure is performed, the attachment should be removed from this tractor as outlined in "ATTACHMENT" section of this service manual.

B. Unclip hood latches and raise hood and set in upright position.

C. Disconnect both battery cables from battery. Disconnect negative (-) terminal **first**. Loosen (do not remove) hex nuts on battery hold down clamp and remove battery from tractor.

D. Disconnect fuel line at fuel filter and drain fuel tank (Fig.2) Remove fuel filter from fuel line and inspect or replace filter per engine manufacturer's specifications.

E. (Gear Drive Tractors Only) Loosen two setscrews on rear of drive shaft. (Fig. 5)

(Hydro Drive Tractors Only) Remove one long setscrew thru notch in fan hub on rear of drive shaft. Rotate fan to expose second short setscrew, loosen setscrew. (Fig. 5)

Push or pry drive shaft forward until rear universal joint comes off of gear box or transmission shaft.

F. Make a chalk mark on front universal joint and a matching mark on rectangular drive shaft so these parts can be mated together the same way during reassembly.

NOTE: Drive shaft is a balanced assembly and **must** be reassembled the same way it was removed. Match marks (arrows) are stamped into both front and rear universal joints, if chalk marks are not made, to insure proper reassembly. (Fig. 5)

G. Pull drive shaft out of front universal joint and remove drive shaft.

H. Remove attaching hardware holding baffle and screen assembly against rear of engine.

12 H.P. Engines - Two capscrews at bottom of baffle, holding baffle to main frame. (Fig. 12)

17 H.P. Engines - Four thread forming screws holding baffle support brackets to both sides of engine shroud. (Fig. 2)

I. Remove seven (7) thread forming screws at bottom of instrument panel holding panel to both sides of main frame. (Fig. 14)

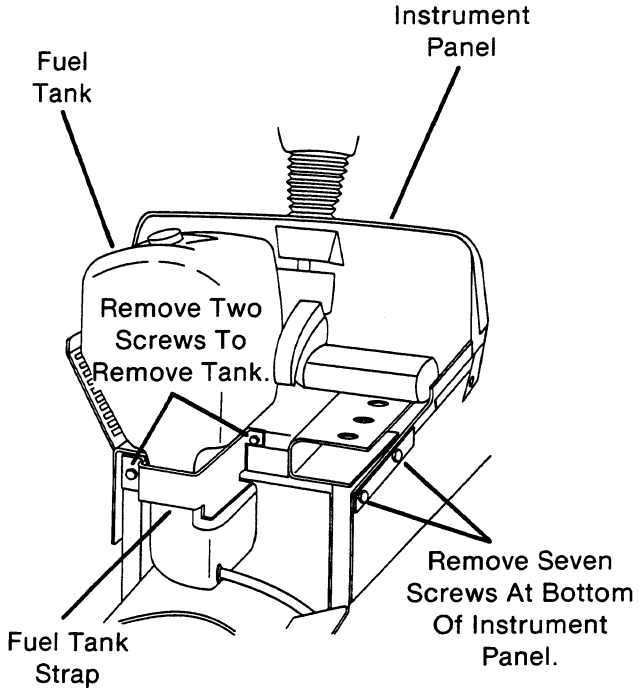



**FIG. 14**

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c. P.T.O. System - (Fig. 36)

The P.T.O. system again picks up its power from the battery at the ignition switch terminal "B". With ignition switch in the ON position current flows thru the switch to the "I" terminal and on to the P.T.O. switch. When the P.T.O. switch is in the ON position current flows thru the switch to both the P.T.O. indicator light and to the electric (P.T.O.) clutch/brake field coil.

d. If any of these systems require servicing, all wire connections and components should be checked to see if they are connected and functioning properly. Reference individual test procedures for testing each component in these systems!

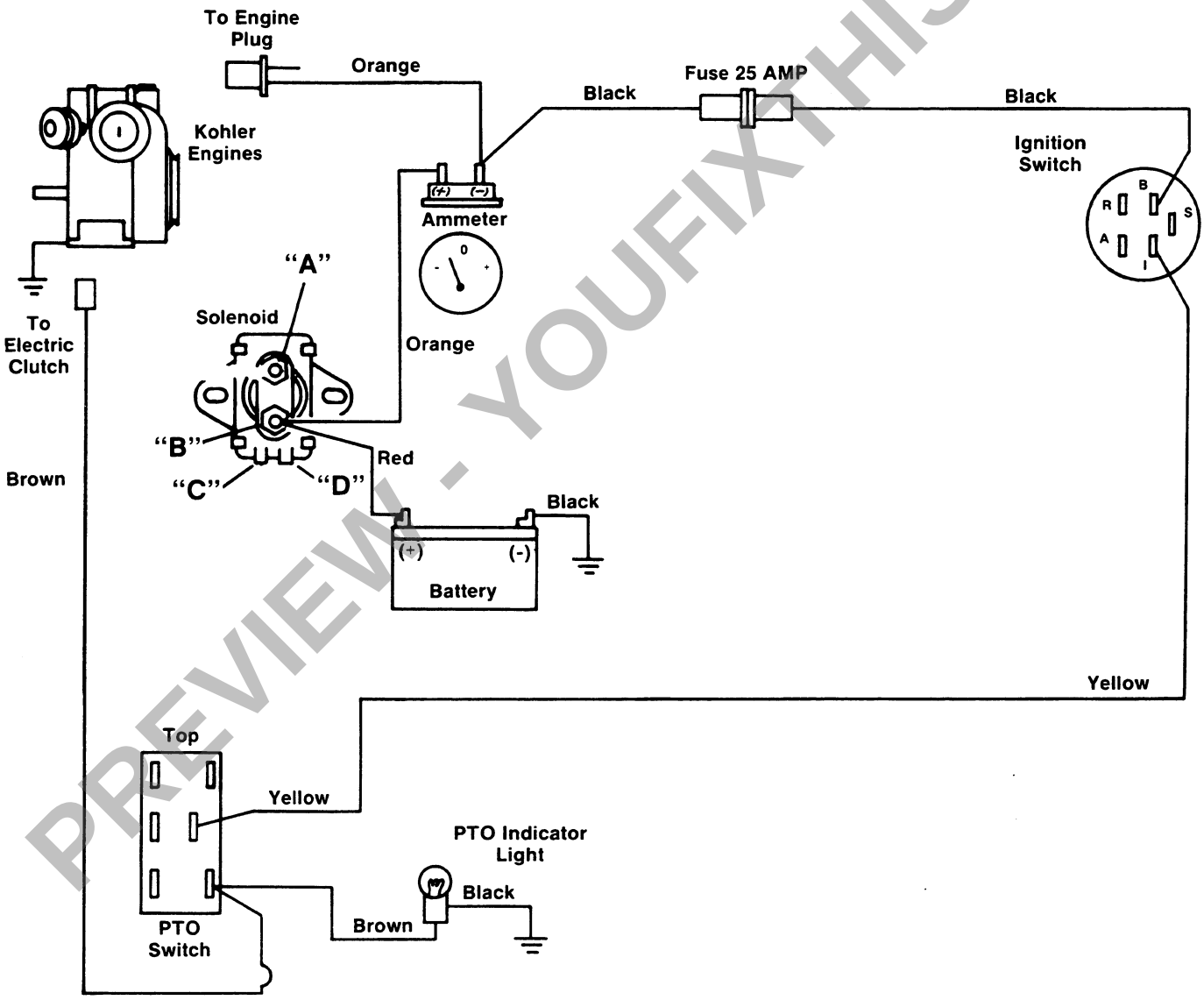
D. To stop engine:

a. Move gear shift (drive lever) to neutral "N".

b. Move P.T.O. switch to OFF.

c. Set parking brake.

d. Turn ignition key to OFF. Remove key.




1.0019

**P.T.O. SYSTEM**

**FIG 36**

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## TRANSAXLE:

**1. Transaxle Removal and Replacement —**

**WARNING: To avoid accidental starting, remove spark plug wires(s) and secure away from spark plug(s).**

A. Before this procedure is performed, the attachment should be removed from this tractor as outlined in "ATTACHMENT" section of this service manual.

B. Remove shift lever knob from shift lever.

C. Jack rear of tractor up and place jack stands just behind right and left foot resets. Lower tractor onto jack stands so tractor's main frame rests on jack stands.

D. Remove five lug nuts and wheel hub bolts on both right and left wheel assemblies. Remove both wheel assemblies from wheel hub.

E. Remove cotter pin from brake adjustment rod at disc brake lever arm. Remove adjustment rod from brake lever arm. (Fig. 59)

F. Remove two capscrews securing disc brake to transaxle. Pay special attention to the order of parts (spacers, outer brake pad and back-up plate) when removing disc brake. Remove disc brake. (Fig. 60)

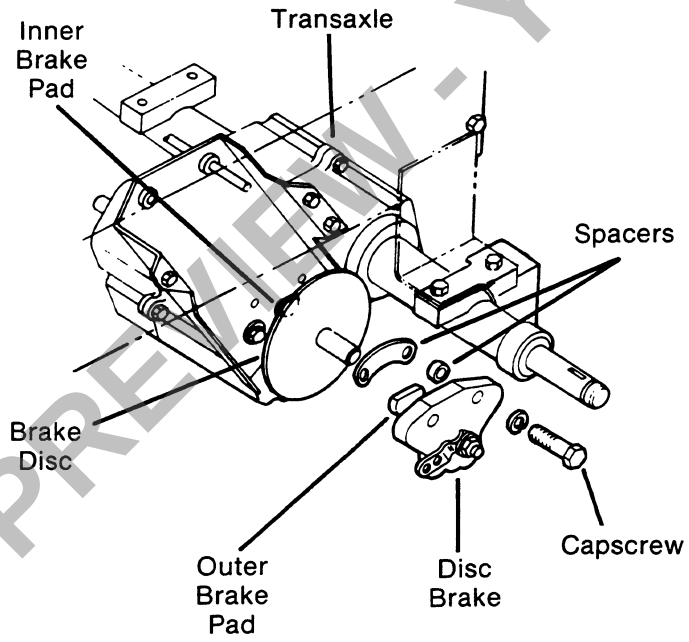



**FIG. 60**

G. Slide brake disc off transaxle output shaft, inner brake pad can be removed at this time. (Fig. 60)

H. Raise rear of tractor up again and remove jack stands. Lower rear of tractor all the way to the ground until transaxle rests on the floor.

I. Remove two capscrews, lockwashers and nuts on both right and left transaxle mounting brackets. (Fig. 61)

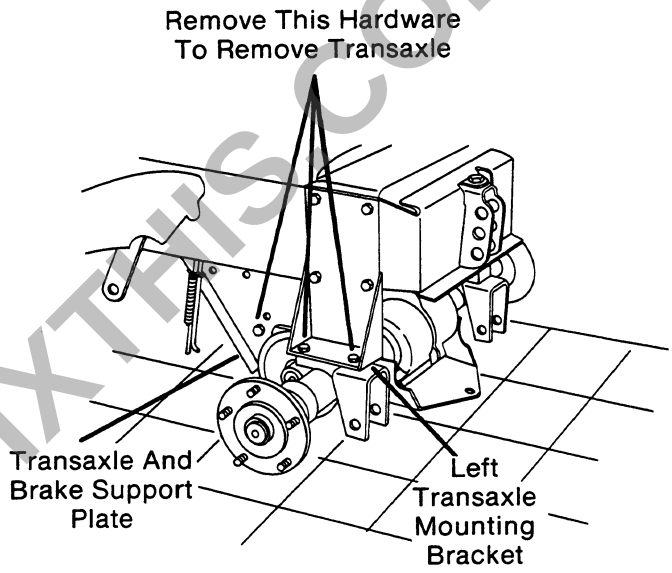
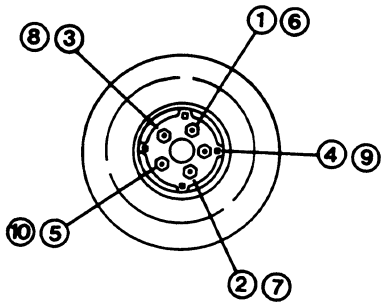



**FIG. 61**

J. Finally remove one capscrew and lockwasher thru transaxle and brake support plate at left front corner of transaxle. (Fig. 61)




**REAR WHEEL LUGS TIGHTENING SEQUENCE**

**FIG. 62**

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**3a. Traction Drive Brake Cable Adjustment —** (Models 09GN-2205 & 2206 only).

The brake cable must not be under tension until the clutch/brake pedal is actuated. When the pedal is fully released (up position), the cable should be almost straight with just a slight amount of slack or "sag" at its midpoint.

To provide either more or less cable slack, proceed as follows:

A. Raise seat pan assembly and disconnect seat restraint cable. Secure seat pan in upright position.

B. With clutch/brake foot pedal released, disconnect brake cable clevis at brake lever arm (Fig. 75B). Retain clevis pin and cotter pin for reassembly.

C. Back the cable locknut away from the clevis (Fig. 75B).

D. Pull the clevis tight against the square nut, and turn the clevis clockwise to take up cable slack. Turn clevis countercloskwise to slacken cable.

E. Reattach clevis to brake lever arm and recheck cable slack or sag.

F. Secure cable adjustment by tightening cable locknut against cable clevis (Fig. 75B).

G. Reconnect seat restraint cable.

**4. Brake Pad Replacement —**

Replace **both** brake pads when the brake can no longer be adjusted to hold the tractor or when the thickness of either pad is less that the thickness of the ignition key. Follow procedures below for brake pad replacement.

**WARNING: To avoid accidental starting, remove spark plug wires(s) and secure away from spark plug(s).**

A. Remove two capscrews securing disc brake to transaxle. (Fig. 84) Disc brake will pivot on brake adjustment rod.

NOTE: Location and position of flat spacer on inside of disc brake for reassembly. (Fig. 84)

B. Remove worn outer brake pad from disc brake.

NOTE: Back-up plate may fall out at this time. Replace back-up plate before new brake pad is installed. (Fig. 84)

C. Pull brake disc off of transaxle output shaft, inner brake pad can now be removed.

D. Replace both inner and outer brake pads with new parts and reassemble by reversing above procedures.

NOTE: It may be necessary to readjust brake engagement. Refer to procedures under "TRACTION DRIVE BRAKE ADJUSTMENT".

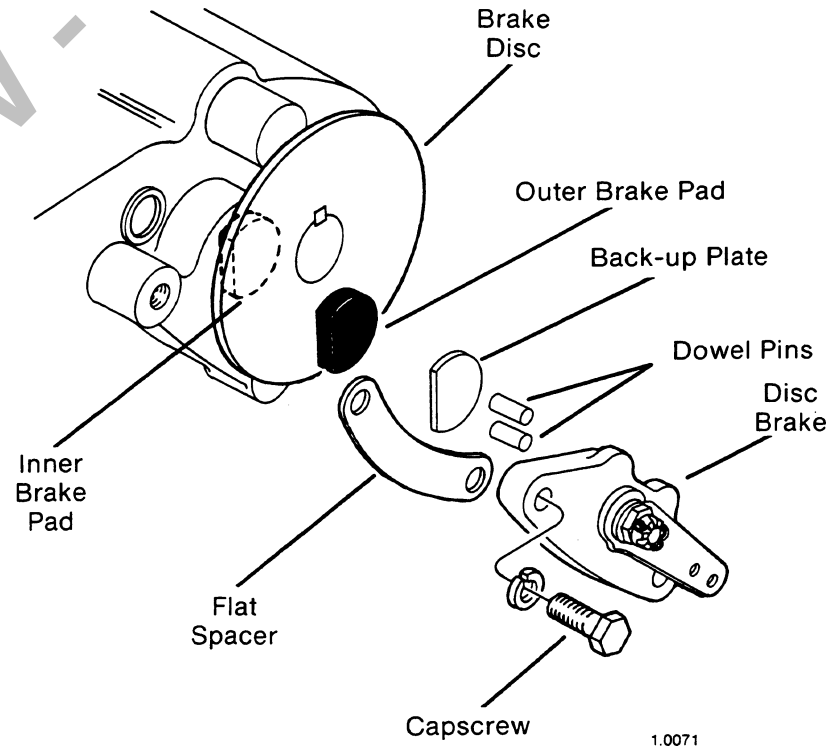



**FIG. 84**

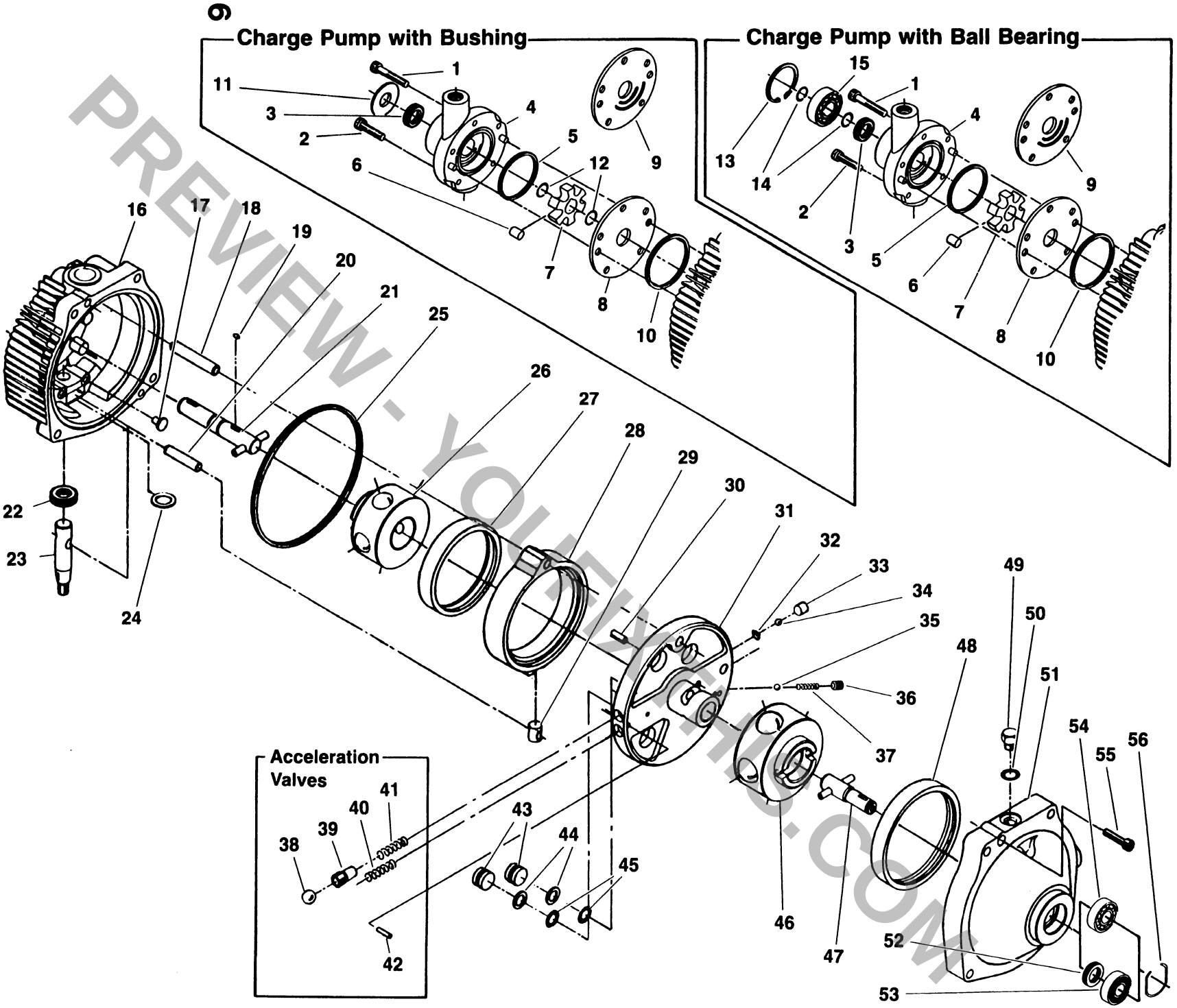
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