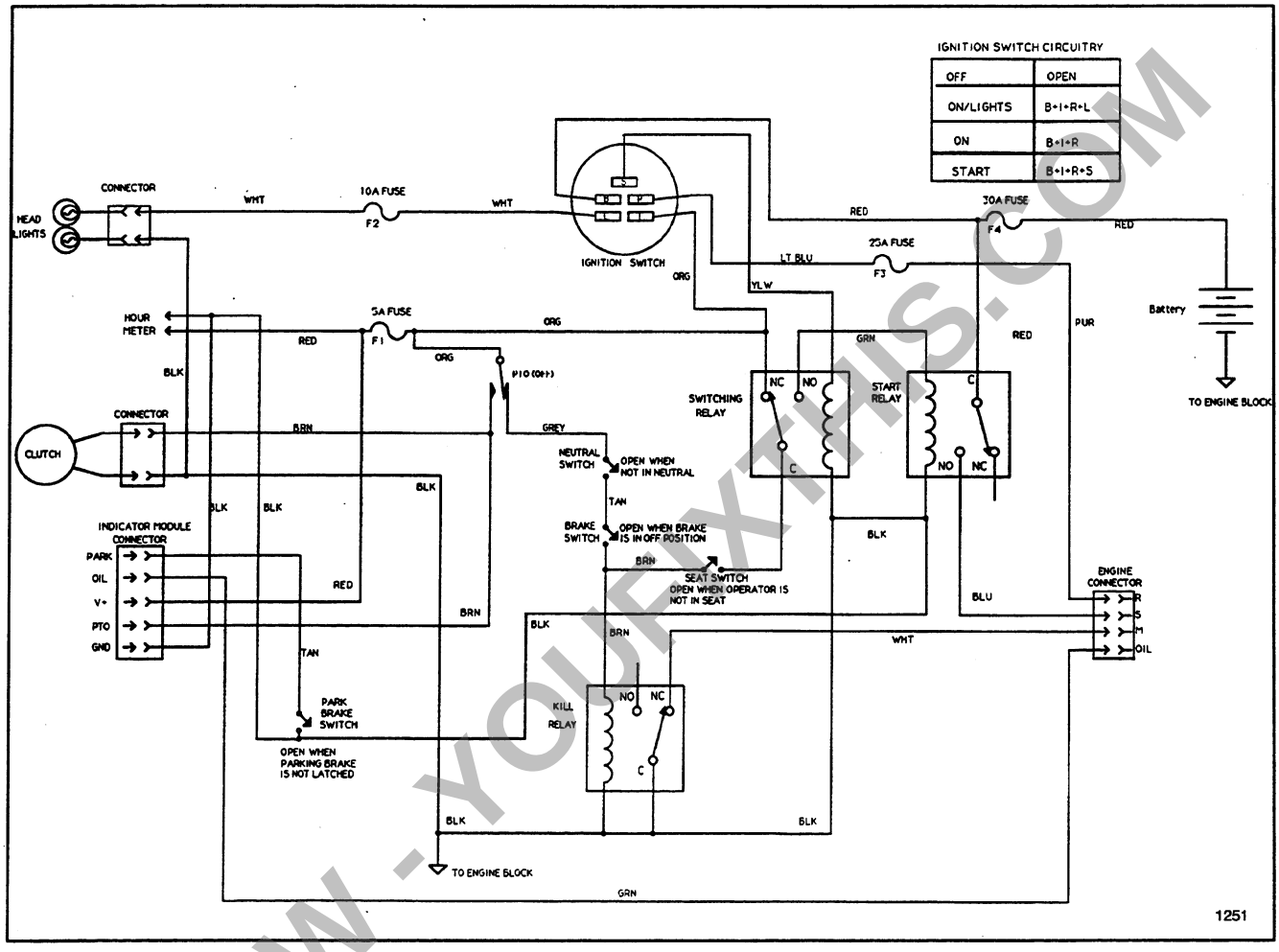
Wiring Diagram



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Troubleshooting

PROBLEM	POSSIBLE CAUSES	CORRECTIVE ACTION
Starter does not crank	1. Blade control (PTO) is ENGAGED.	1. Move blade control (PTO) to DISENGAGED.
	2. Parking brake is not on.	2. Set parking brake.
	3. Operator is not seated.	3. Sit on the seat.
	4. Speed selector not in "N" neutral.	4. Move speed selector to "N" neutral.
	5. Battery is dead.	5. Charge the battery.
	6. Electrical connections are corroded or loose.	6. Check electrical connections for good contact.
	7. Fuse is blown.	7. Replace fuse.
	8. Relay or switch is defective.	8. Contact Authorized Service Dealer.
Engine will not start, starts hard, or fails to keep running.	1. Fuel tank is empty.	1. Fill fuel tank with gasoline.
	2. Choke is not ON.	2. Move choke lever to ON.
	3. Air cleaner is dirty.	3. Clean or replace air cleaner element.
	4. Spark plug wire is loose or disconnected.	4. Install wire on spark plug.
	5. Spark plug is pitted, fouled, or gap is incorrect.	5. Install new, correctly gapped spark plug.
	6. Dirt in fuel filter.	6. Replace fuel filter.
	7. Dirt, water, or stale fuel is in fuel system.	7. Contact Authorized Service Dealer.
Engine loses power.	1. Engine load is excessive.	1. Shift into lower gear to reduce ground speed.
	2. Air cleaner is dirty.	2. Clean or replace air cleaner element.
	3. Oil level in crankcase is low.	3. Add oil to crankcase.
	4. Cooling fins and air passages under engine blower housing are plugged.	4. Remove obstruction from cooling fins and air passages.
	5. Spark plug is pitted, fouled, or gap is incorrect.	5. Install new, correctly gapped spark plug.

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Maintenance

Service Interval Chart

Service Operation	Each Use	5 Hours	25 Hours	50 Hours	100 Hours	Storage Service	Spring Service
Oil—check level	X						
Oil—change*		Initial			X		
Oil Filter—change* (200 hours, every other oil change or yearly)					X	X	
Safety System—check	X						X
Brake—check		X				X	X
Chassis—grease*				X		X	
Foam Air Cleaner—service*			X			X	
Paper Air Cleaner—replace*					X	X	
Spark Plug(s)—check			X			X	X
Belts—check for wear/cracks				X		X	
Gasoline—drain						X	
Engine—clean outside	X		X			X	
Chipped Surfaces—paint						X	
Battery—check electrolyte		X				X	X
Battery—charge, disconnect cables						X	
Fuel Filter—replace					X	X	
Tires—check pressure			X			X	X
Front Wheels–check toe-in			X			X	
* More often in dusty, dirty conditions							

⚠ CAUTION

POTENTIAL HAZARD

- **If you leave the key in the ignition switch, someone could start the engine.**

WHAT CAN HAPPEN

- **Accidental starting of the engine could seriously injure you or other bystanders.**

HOW TO AVOID THE HAZARD

- **Remove the key from the ignition switch and pull the wire(s) off the spark plug(s) before you do any maintenance. Also push the wire(s) aside so it does not accidentally contact the spark plug(s).**

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Operation

Think Safety First

Please carefully read all the safety instructions on pages 2–7. Knowing this information could help you, your family, pets or bystanders avoid injury.

Controls

Become familiar with all the controls (Fig. 1) before you start the engine and operate the machine.

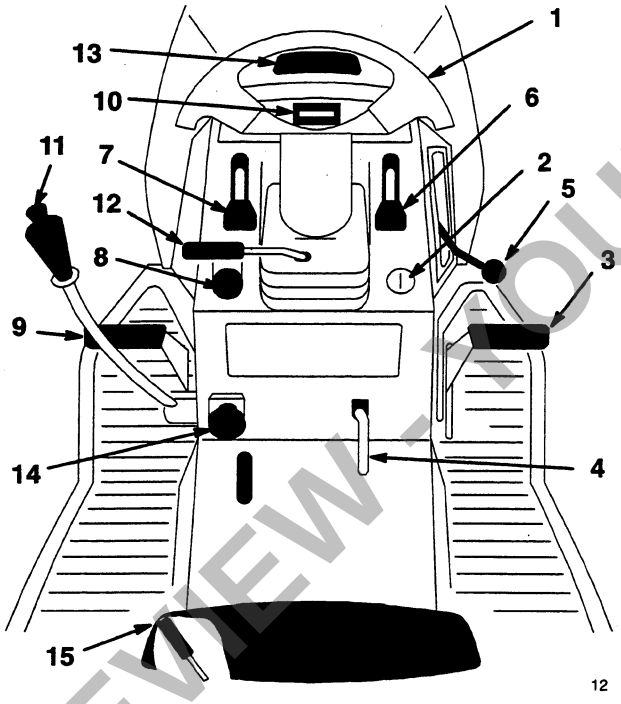


Figure 1

1. Steering wheel
2. Ignition switch
3. Brake pedal
4. Parking brake lever
5. Ground speed selector
6. Throttle lever
7. Choke lever
8. Power take off (PTO)
9. Clutch pedal
10. Indicator control module/Hourmeter
11. Attachment lift lever
12. Tilt wheel lever
13. Hood opening
14. Dial-a-height knob
15. Seat adjustment lever

Parking Brake

Always set the parking brake when you stop the machine or leave it unattended.

While the ignition key is in the "RUN" or "LIGHTS" positions and the Parking Brake is engaged, the Parking Brake light, in the Indicator Module, will be lit.

Setting the Parking Brake

1. Push the brake pedal (Fig. 2) down and hold it in the depressed position.
2. Lift the parking brake lever (Fig. 2) up and gradually take your foot off the brake pedal. The brake pedal should stay in the depressed (locked) position.

Releasing the Parking Brake

1. Push down on the brake pedal (Fig. 2). The parking brake lever should release.
2. Gradually release the brake pedal.

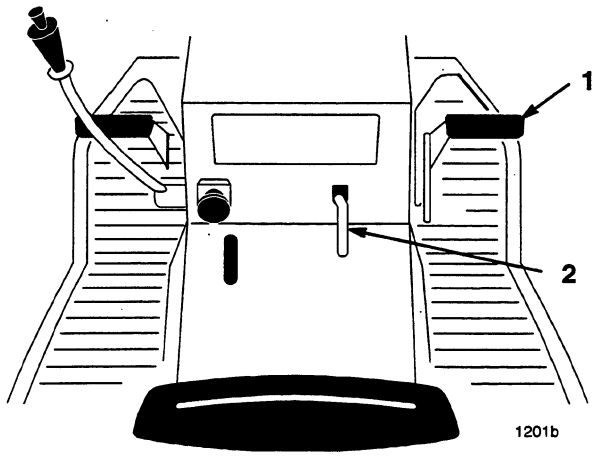


Figure 2

1. Brake pedal
2. Parking brake lever

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Attachment Lift Lever

The attachment lift lever (Fig. 10) is used to raise and lower various attachments.

Raising Attachments

1. Depress the brake pedal to stop the machine.
2. Pull attachment lift lever rearward until latch locks. In this position the lift will hold the attachment in the up, or raised position.

Lowering Attachments

1. Depress the brake pedal to stop the machine.
2. Pull attachment lift lever rearward, to release lift pressure, and push the button on top to release the latch. Move lift lever forward to lower attachment.

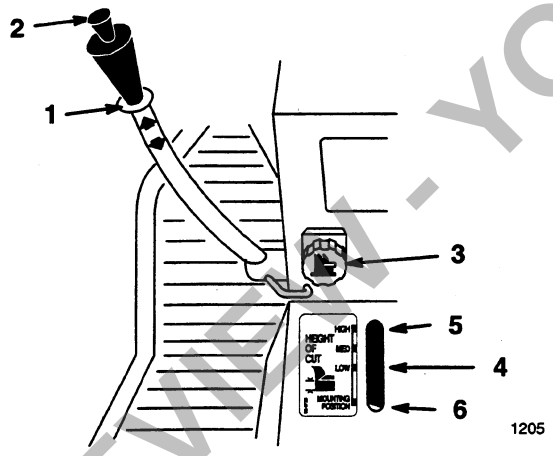


Figure 10

1. Lift lever
2. Button
3. Dial-A-Height
4. Indicator
5. High
6. Mounting position

Adjusting Dial-A-Height

The Dial-A-Height control (Fig. 10) is used to limit the downward travel of the attachment. The Dial-A-Height knob is rotated to change the location of this stop, up or down.

1. Raise the attachment lift lever: Refer to Raising Attachments. In the raised position the Dial-A-Height knob (Fig. 10) can be rotated to change the stop location. Turn right to raise and left to lower the height of the attachment.
2. The Dial-A-Height indicator (Fig. 10) will show the change, high to low, in attachment lift height as adjustment is made.

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Engine Oil

Service Interval/Specification

Change oil:

- After the first 5 operating hours.
- After every 100 operating hours.

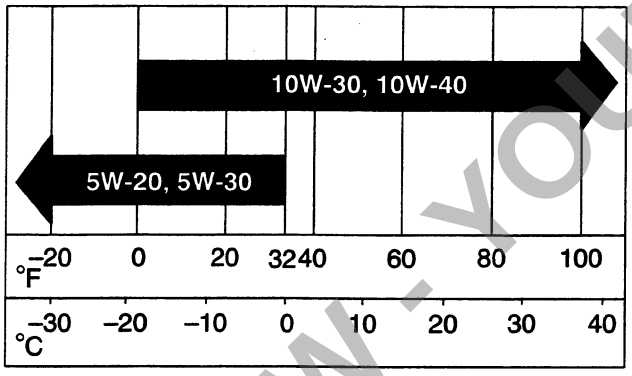
Note: Change oil more frequently when operating conditions are extremely dusty or sandy.

Oil Type: Detergent oil (API service SF or SG)

Crankcase Capacity: w/filter, 4 pints (1.9 l)

Viscosity: See table below

USE THESE SAE VISCOSITY OILS



Checking Oil Level

1. Park the machine on a level surface, disengage the power take off (PTO), set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.
2. Open the hood.
3. Clean around the oil dipstick (Fig. 17) so dirt cannot fall into the filler hole and damage the engine.
4. Unscrew the oil dipstick and wipe the metal end clean (Fig. 17).
5. Screw the oil dipstick fully onto the filler tube (Fig. 17). Unscrew the dipstick again and look at the metal end. If oil level is low, slowly pour only enough oil into the filler tube to raise the level to the "FULL" mark.

IMPORTANT: Do not overfill the crankcase with oil because the engine may be damaged.

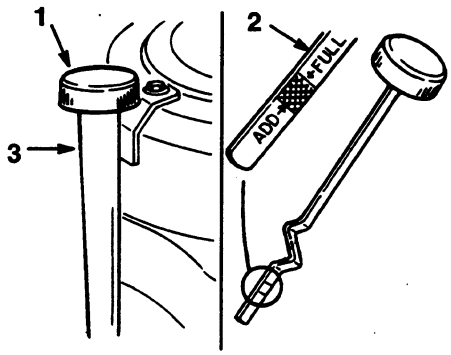


Figure 17

1. Oil dipstick
2. Metal end
3. Filler tube

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PROBLEM	POSSIBLE CAUSES	CORRECTIVE ACTION
Engine loses power (continued).	6. Vent hole in fuel cap is plugged.	6. Clean or replace the fuel cap.
	7. Dirt in fuel filter.	7. Replace fuel filter.
	8. Dirt, water, or stale fuel is in fuel system.	8. Contact Authorized Service Dealer.
Engine over heats.	1. Engine load is excessive.	1. Shift into lower gear to reduce ground speed.
	2. Oil level in crankcase is low.	2. Add oil to crankcase.
	3. Cooling fins and air passages under engine blower housing are plugged.	3. Remove obstruction from cooling fins and air passages.
Abnormal vibration.	1. Engine mounting bolts are loose.	1. Tighten engine mounting bolts.
	2. Loose engine pulley, idler pulley, or blade pulley.	2. Tighten the appropriate pulley.
	3. Engine pulley is damaged.	3. Contact Authorized Service Dealer.
Machine does not drive.	1. Traction belt is worn, loose or broken.	1. Contact Authorized Service Dealer.
	2. Traction belt is off pulley.	2. Contact Authorized Service Dealer.
	3. Transmission does not shift.	3. Contact Authorized Service Dealer.

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Air Cleaner

Service Interval/Specification

Foam Element: Clean and re-oil after every 25 operating hours, or yearly, whichever occurs first.

Paper Element: Replace after every 100 operating hours or yearly, whichever occurs first.

Note: Service the air cleaner more frequently (every few hours) if operating conditions are extremely dusty or sandy.

Removing the Foam and Paper Elements

1. Disengage the power take off (PTO), set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.
2. Open the hood.
3. Clean around the air cleaner to prevent dirt from getting into the engine and causing damage. Unhook latches and remove the air cleaner cover (Fig. 14).

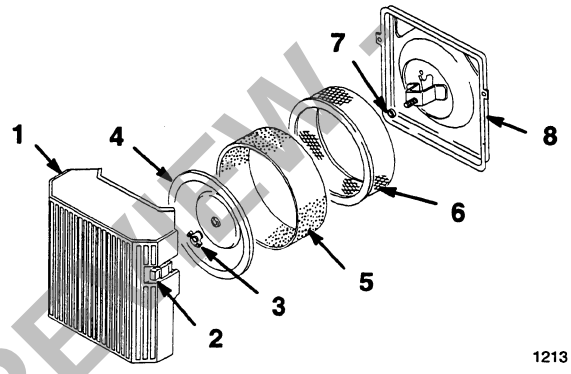


Figure 14

1. Air cleaner cover
2. Latches
3. Cover nut
4. Cover
5. Foam element
6. Paper element
7. Rubber seal
8. Air cleaner base

4. Carefully slide the foam element off the paper element (Fig. 14).
5. Unscrew the cover nut and remove the cover and paper element (Fig. 14).

Cleaning the Foam and Paper Elements

1. Foam Element
   - A. Wash the foam element in liquid soap and warm water. When the element is clean, rinse it thoroughly.
   - B. Dry the element by squeezing it in a clean cloth.
   - C. Put one or two ounces of oil on the element (Fig. 15). Squeeze the element to distribute the oil.

IMPORTANT: Replace the foam element if it is torn or worn.

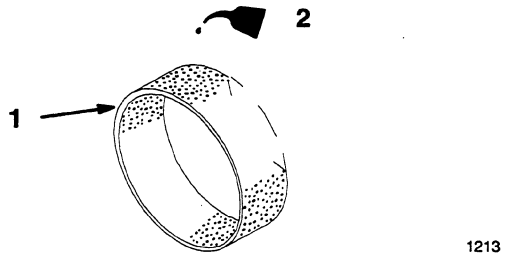


Figure 15

1. Foam element
2. Oil

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