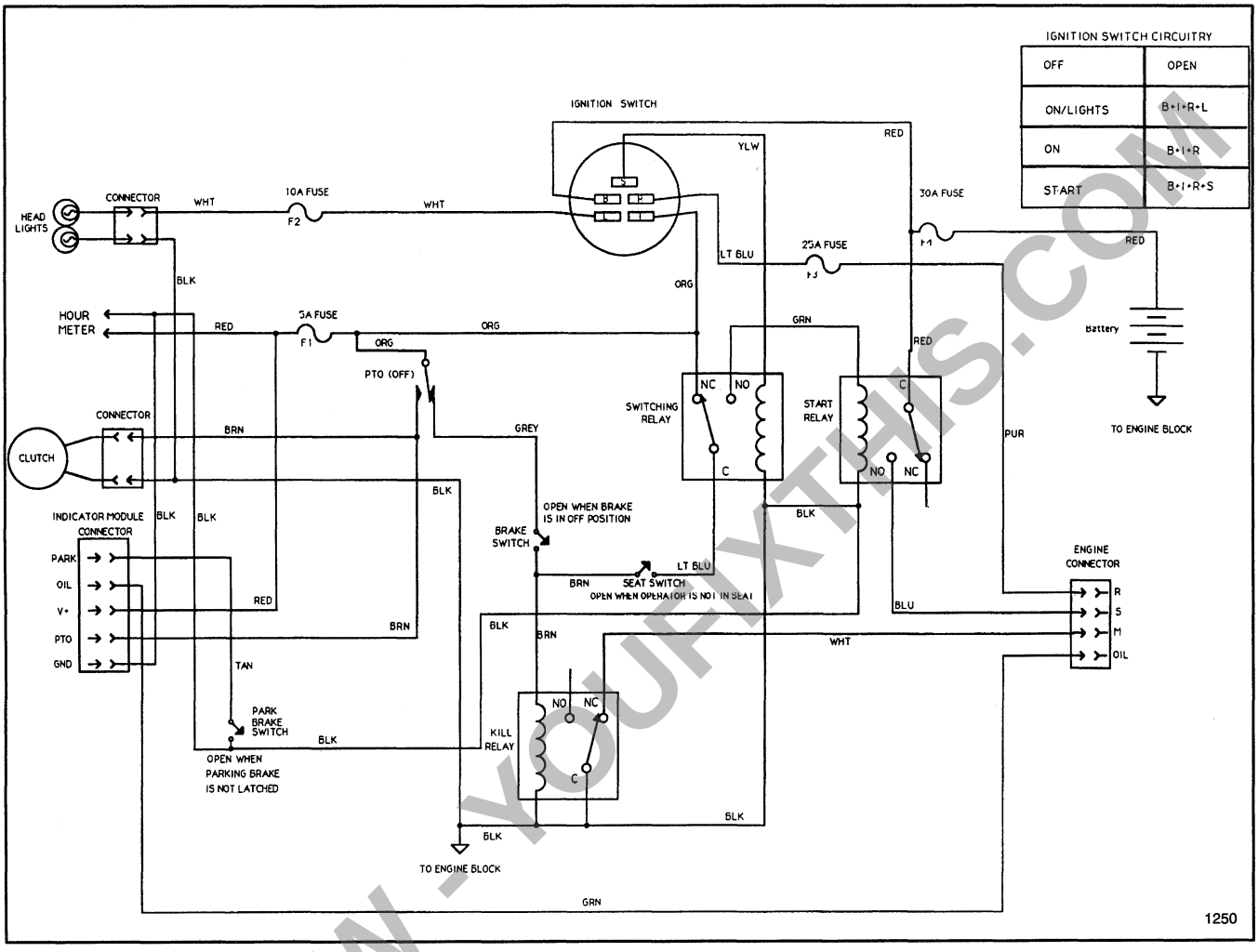
Wiring Diagram



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Troubleshooting

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

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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	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	
Transaxle Fluid–check level					X	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.

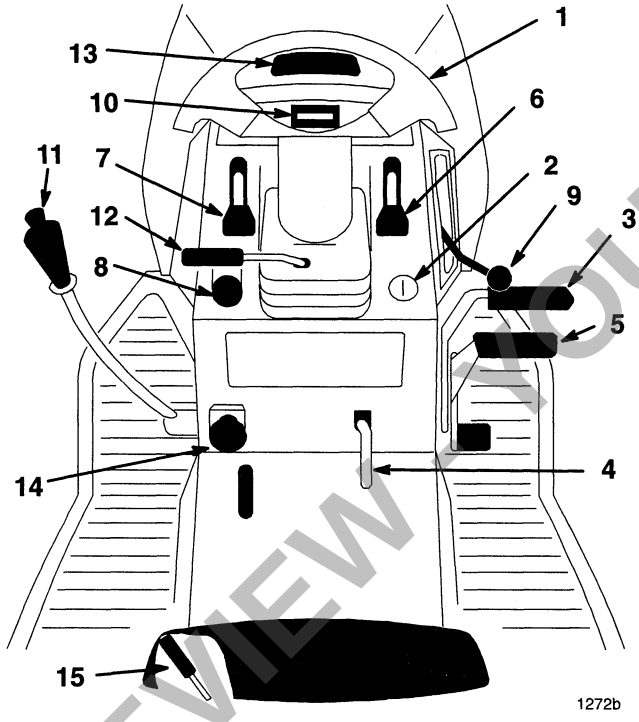


Figure 1

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. Cruise control lever
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.

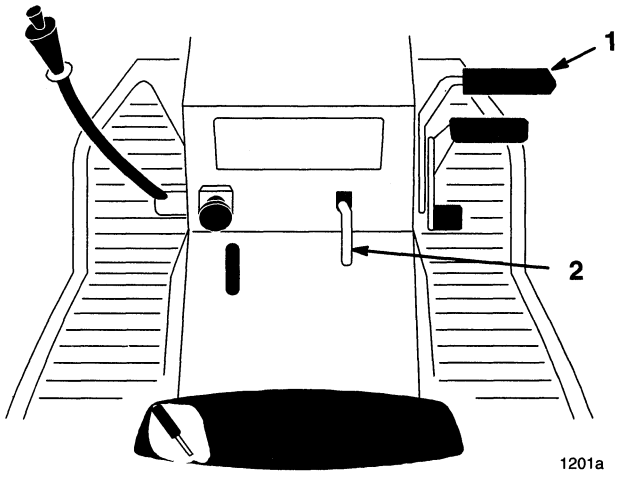


Figure 2

1. Brake pedal
2. Parking brake lever

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Changing/Draining Oil

1. Start the engine and let it run five minutes. This warms the oil so it drains better.
2. Park the machine so that the drain side is slightly lower than the opposite side to assure the oil drains completely. Then disengage the power take off (PTO), set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.
3. Open the hood.
4. Slide a piece of hose over oil drain to direct oil.
5. Place a pan below the oil drain. Open the drain by turning left, 1/8 turn. (Fig. 19).
6. When oil has drained completely, close the drain plug by turning right, 1/8 turn.

   Note: Dispose of the used oil at a certified recycling center.

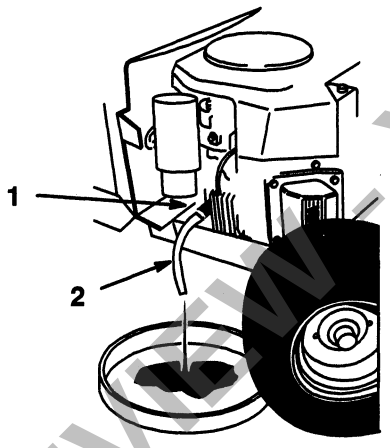


Figure 19

1. Oil drain
2. Hose

7. Slowly pour approximately 80% of the specified amount of oil into the filler tube (Fig. 18). Now check the oil level; refer to Checking Oil Level, page 20. Slowly add additional oil to bring to "FULL" mark on dipstick.

Change Oil Filter

Service Interval/Specification

Replace the oil filter every 200 hours or every other oil change.

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

1. Drain the oil from the engine; refer to Changing/Draining Oil, page 21.
2. Remove the old filter and wipe the filter adapter (Fig. 20) gasket surface.
3. Apply a thin coat of new oil to the rubber gasket on the replacement filter (Fig. 20).

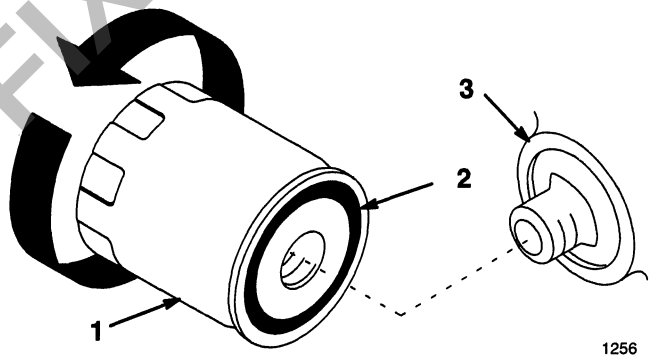


Figure 20

1. Oil filter
2. Gasket
3. Adapter

4. Install the replacement oil filter to the filter adapter. Turn the oil filter clockwise until the rubber gasket contacts the filter adapter, then tighten the filter an additional 1/2 turn (Fig. 20).
5. Fill the crankcase with the proper type of new oil; refer to Changing/Draining Oil, page 21.

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PROBLEM	POSSIBLE CAUSES	CORRECTIVE ACTION
Engine over heats.	1. Engine load is excessive. 2. Oil level in crankcase is low. 3. Cooling fins and air passages under engine blower housing are plugged.	1. Reduce ground speed. 2. Add oil to crankcase. 3. Remove obstruction from cooling fins and air passages.
Abnormal vibration.	1. Engine mounting bolts are loose. 2. Loose engine pulley, idler pulley, or blade pulley. 3. Engine pulley is damaged.	1. Tighten engine mounting bolts. 2. Tighten the appropriate pulley. 3. Contact Authorized Service Dealer.
Machine does not drive.	1. Drive control is in "PUSH" position. 2. Traction belt is worn, loose or broken. 3. Traction belt is off pulley.	1. Move drive control to "OPERATE" position. 2. Contact Authorized Service Dealer. 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. 15).

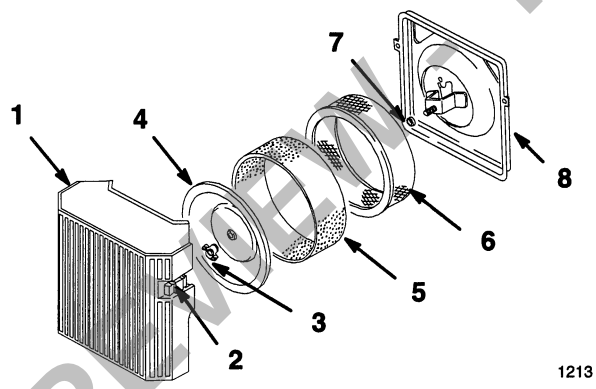


Figure 15

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. 15).
5. Unscrew the cover nut and remove the cover and paper element (Fig. 15).

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. 16). Squeeze the element to distribute the oil.

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

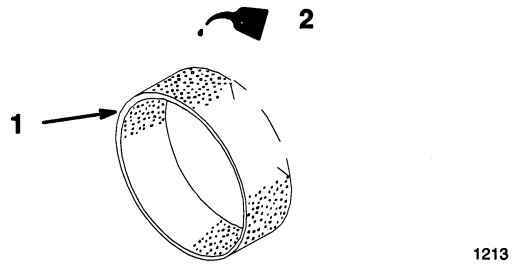


Figure 16

1. Foam element
2. Oil

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Starting and Stopping the Engine

Starting

1. Sit down on the seat.
2. Set the parking brake; refer to Setting the Parking Brake, page 9.

   Note: The engine will not start unless you set the parking brake or fully depress the brake pedal.

3. Push the PTO (power take off) to "OFF" (Fig. 3).
4. Move the choke lever to "ON" (Fig. 3).

   Note: An engine that has been running and is warm may not require step 4.

5. Move throttle lever to "Fast" (Fig. 4).
6. Turn the ignition key clockwise and hold it in the "START" position (Fig. 5). When the engine starts, release the key.

   IMPORTANT: If the engine does not start after 30 seconds of continuous cranking, turn the ignition key to "OFF" and let the starter motor cool; refer to Troubleshooting, page 36.

7. After the engine starts, move the choke lever to "OFF" (Fig. 4). If the engine stalls or hesitates, move the choke lever back to "ON" for a few seconds. Then move the throttle lever to desired setting. Repeat this as required.

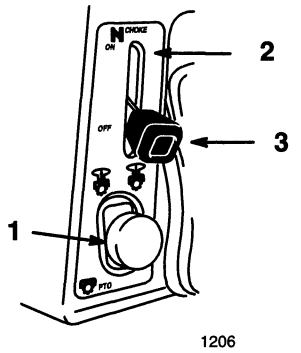


Figure 3

1. PTO-Off
2. Choke–On
3. Choke–Off

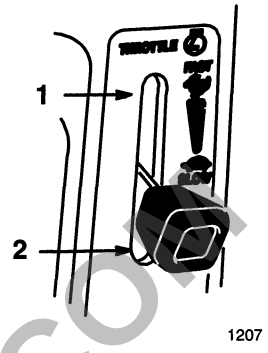


Figure 4

1. Fast
2. Slow

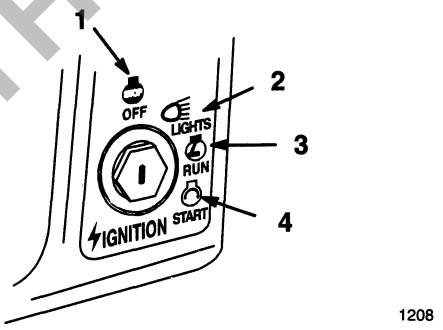


Figure 5

1. Off
2. Lights
3. Run
4. Start

Stopping

1. Move the throttle lever to "SLOW" (Fig. 4).
2. Turn the ignition key to "OFF" (Fig. 5).

   Note: If the engine has been working hard or is hot, let it idle for a minute before turning the ignition key "OFF." This helps cool the engine before it is stopped. In an emergency, the engine may be stopped by turning the ignition key to "OFF."

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