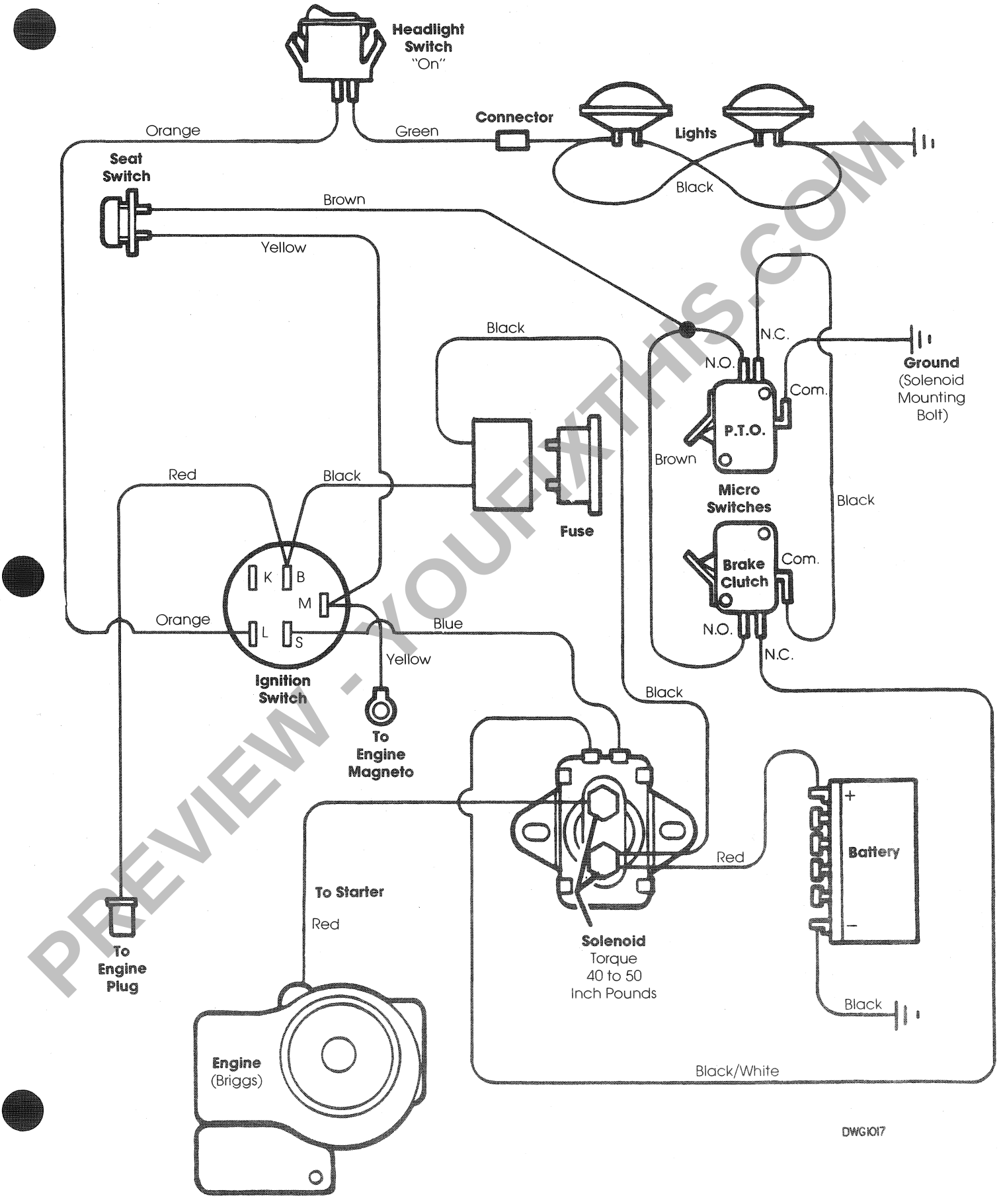
9 WIRING DIAGRAM



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

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4 MAINTENANCE AND LUBRICATION

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.

TUNE-UP SPECIFICATIONS (BRIGGS & STRATTON)

Spark Plug Type	Champion	Autolite
Short Plug	CJ-8	235
Long Plug	J-8	295
Resistor Short Plug	RCJ-8	245
Resistor Long Plug	RJ-8	306

Spark Plug Gap . . . . . .30" (.76 mm)
Intake Valve Clearance . . . . . .005"-.007" (.13-.18 mm)
Exhaust Valve Clearance . . . . . .009"-.011" (.23-.28 mm)

In some areas, local law requires the use of a resistor spark plug so as to suppress ignition interference of air wave signals. If an engine was originally equipped with resistor spark plugs, be sure to use the same type of spark plugs for replacement.

BREAK-IN MAINTENANCE AND LUBRICATION

IMPORTANT: Apply oil and grease carefully and only where required. Oil or grease on drive belts or pulleys will cause slippage and loss of drive. Thoroughly wipe up any excess grease, oil and spills.

For maximum efficiency and trouble free service, make the following periodic inspections of the tractor. For engine maintenance, refer to the SET-UP AND ASSEMBLY section ("Initial Servicing").

1. The engine oil should be changed after the first 5 hours of operation (thereafter change oil every 25 hours). The oil drain pipe is located on the right-hand side of engine just above frame.

   Place an oil pan under drain and remove oil drain cap. **The best time to change oil is just after the engine has been run.** Use cardboard or tinfoil to form a gutter from the drain to the oil pan.

   After the oil has been drained, replace the oil drain cap. Remove the oil fill cap and dipstick. For proper type of oil and crankcase capacity refer to the SET-UP AND ASSEMBLY section ("Initial Servicing"). Add half of required amount of oil, oil capacity is 3 pints (1.42 liters) check oil level, then add remaining amount of oil to reach oil level on dipstick. **Do not overfill.** 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. Perform all other checks and maintenance called for under "Daily", "25 Hours", and "100 Hour" schedules.

DAILY SCHEDULE

1. GENERAL: Make general visual inspection of the tractor for loose or damaged parts. Check nuts and bolts periodically to insure against looseness caused by vibration or rough handling. Check for oil leaks from engine and transaxle. Damaged parts should be repaired or replaced before using the tractor.

2. ENGINE OIL LEVEL: Refer to the SET-UP AND ASSEMBLY section ("Initial Servicing") for proper type of oil and crankcase capacity. Check oil level with tractor on level ground and the engine stopped. Before removing dipstick, clean dirt from around dipstick and opening.

3. ROTATING SCREEN: Inspect rotating screen for chaff or dirt build-up and clean as required (Fig. 4.2A).

4. AIR CLEANER: Visually inspect air cleaner if operating under dusty conditions (Fig. 4.2A).

5. BATTERY: Terminals should be tight and free of corrosion. The hold down should be snug over battery. Top of battery should be clean and dry. Check level of electrolyte. Maintain electrolyte level up to the bottom of vent walls. Add clean distilled water as needed.

6. OPERATING LIGHTS: Check operation of all lights before starting and using your tractor. **NOTE:** To check operation of headlights, engine must be running.

   IMPORTANT: If lights do not work, check circuit and correct failure before starting or using the tractor again. Refer to the WIRING DIAGRAM section.

   NOTE: If lights need replacement, order replacement parts from your authorized dealer.

7. BELTS: Inspect for proper tension. Refer to ADJUSTMENT AND SERVICING section.

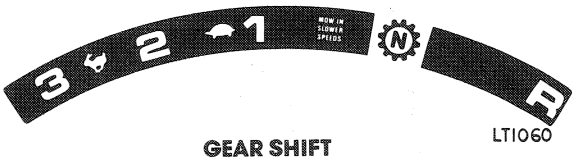
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2 CONTROLS AND OPERATION

Refer to Fig. 2.1A.

IMPORTANT: Be sure to read this section of the Operator's Manual before you attempt to operate your tractor. It is for your safety that you know where all controls are, and are familiar with the functions of each control.



GEAR SHIFT LT1060

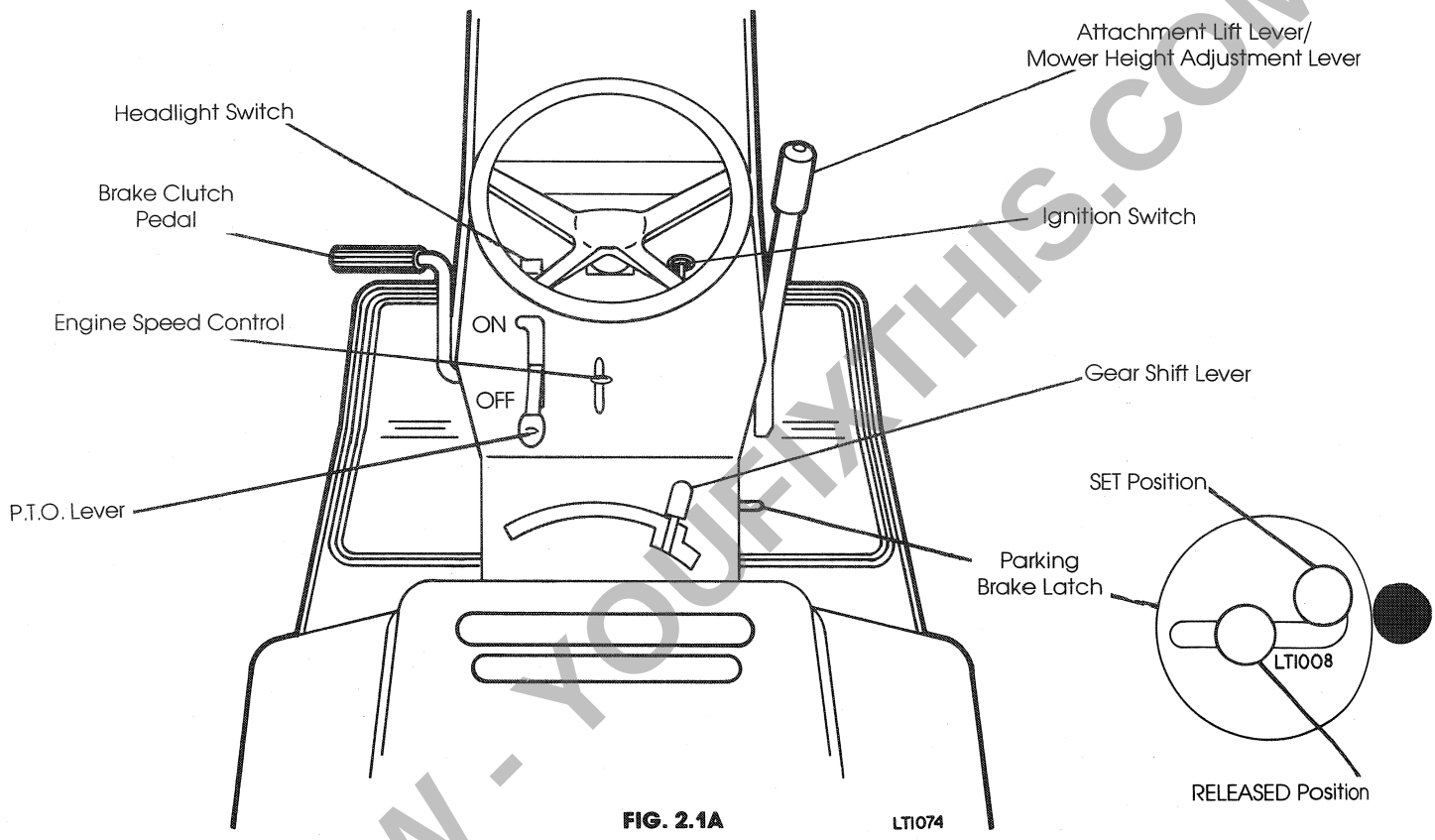


FIG. 2.1A LT1074

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. Refer to ELECTRICAL SYSTEM section ("Safety Interlock System") for further explanation.

BRAKE CLUTCH PEDAL

Depressing this brake clutch pedal applies the brake and at the same time disengages the drive.

To operate: Depress brake clutch pedal fully for starting, braking and changing gears. Remove foot slowly and completely from brake clutch pedal to engage drive.

NOTE: The brake clutch pedal must be completely depressed, and the P.T.O. must be in the OFF position, before the engine can be started.

GEAR SHIFT LEVER

This lever controls the ground speed (3 speeds forward and 1 reverse).

The tractor was designed to start out in any gear. The gear should be chosen to suit the terrain and the needs of the attachment being used.

Change gears only with unit at full stop and brake clutch pedal fully depressed.

IMPORTANT: To avoid damaging transmission, never shift in motion.

Always place gear shift lever in neutral N before starting engine (Fig. 2.1A).

Fully depress brake clutch pedal, and then move shift lever to the desired gear position (1 or 3 for progressively faster forward movement, R for reverse). Slowly release brake clutch pedal to initiate tractor movement.

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5 ADJUSTMENT AND SERVICING

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.

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. 5.2A

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 specfic service requirements.

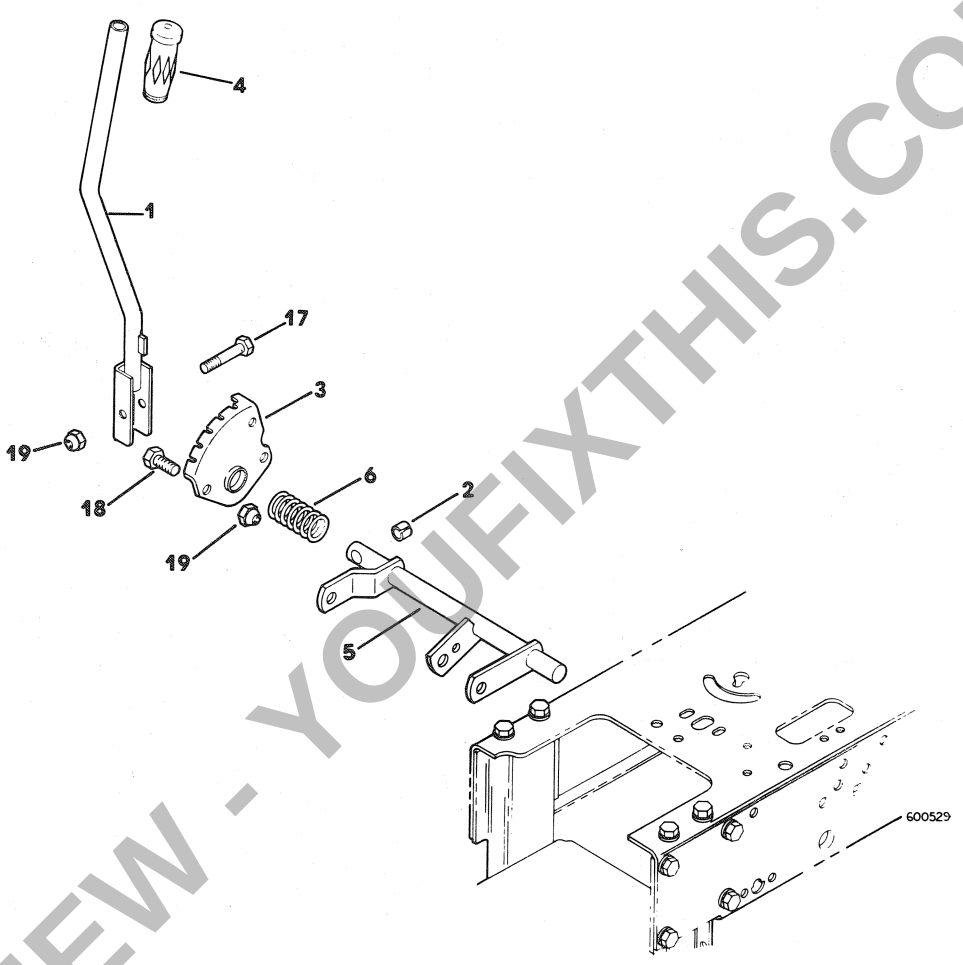
1. Place tractor on level surface; set parking brake; move P.T.O. to OFF position; and remove spark plug wire(s).
2. Remove mower or other attachments mounted under tractor. (Follow the instructions in the attachments operator's manual).
3. Remove flat idler pulley and V-idler pulley from pivot bracket. **NOTE:** Retain all hardware and parts removed for reassembly.
4. Slip traction belt up and off input pulley.
5. Remove upper belt retainer.
6. Slip traction belt off of upper engine pulley, then over bottom engine pulley.
7. Work belt upward through the shift pattern hole.
8. Discard the old belt.
9. Work new belt down through the shift pattern hole.
10. Position new belt around upper engine pulley then around input pulley.
11. Reassemble upper belt retainer to tractor.
12. Reassemble idler pulleys (with belt fingers) to pivot bracket (Fig. 5.2A). **NOTE:** Do not fully tighten hardware holding the (2) pulleys at this time.
13. Release parking brake and check belt position.

    IMPORTANT: Belt should be tight and properly seated within the pulley grooves. Belt should not be touching any control rods, lift levers, or any parts of the frame.
14. Position the belt finger on the front (flat) idler pulley as shown in the boxed illustration (Fig. 5.2A). Now tighten hardware holding flat idler and belt finger in position. **NOTE:** Belt finger should not be touching belt or edges of pulley.
15. Position the belt finger on the rear v-idler pulley so that it is at a 90° angle to the belt as shown in the boxed illustration (Fig. 5.2A). Tighten hardware holding v-idler and belt finger. **NOTE:** Belt finger should not be touching belt or edges of pulley.
16. Reinstall mower or other attachments under tractor. (Follow the instructions in the attachments operator's manual.)

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LIFT PARTS AND PARTS LIST



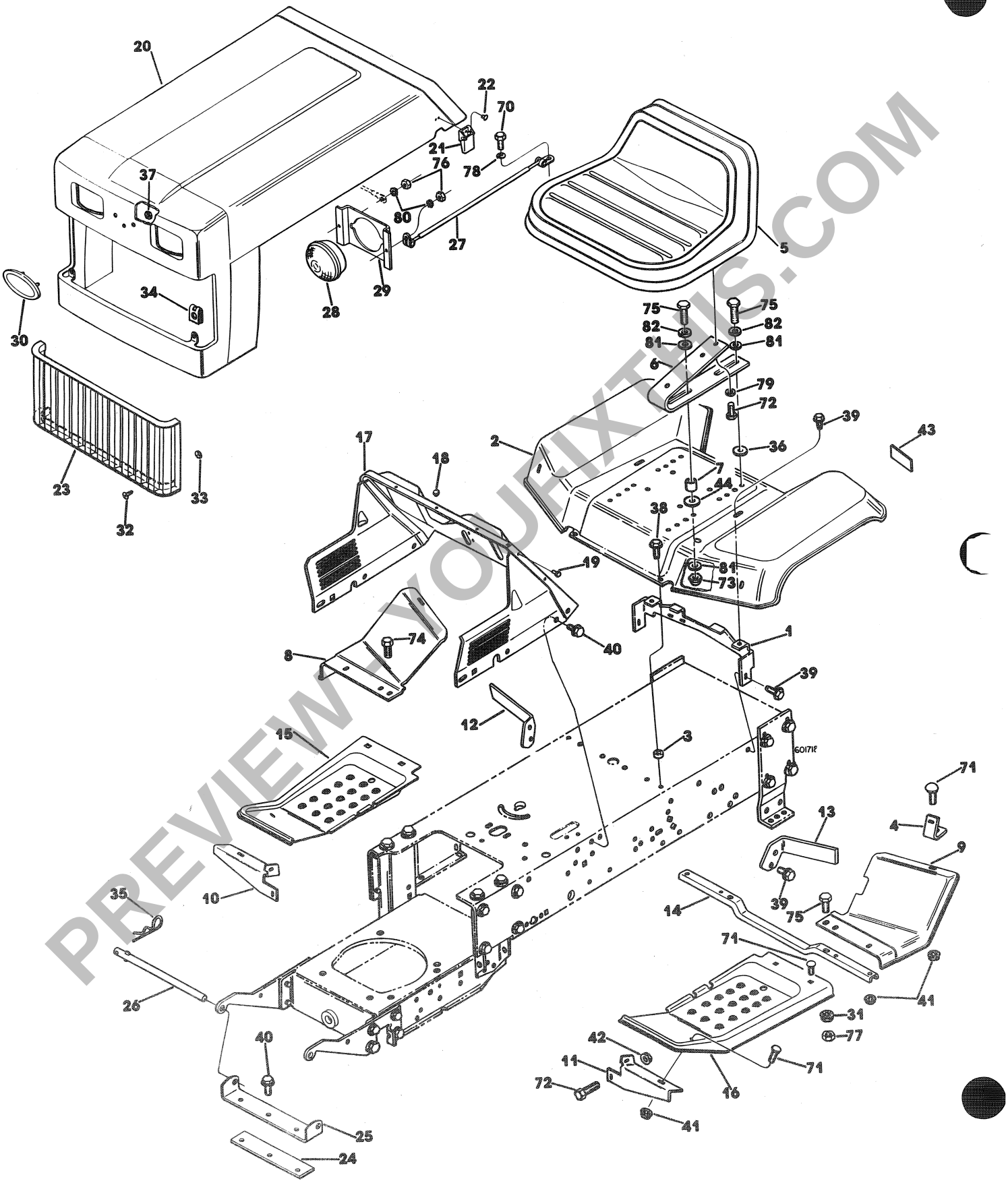
REF. NO.	DESCRIPTION	QTY.
1	Lift Lever Assembly w/Decal	1
2	Spacer	1
3	Quadrant & Decal Assembly	1
4	Grip	1
5	Lift Shaft Assembly	1
6	Spring	1
7-16	Nos. Unassigned	
17	Cap Screw, Hex Hd. 5/16-18 x 2 Plated, Grade 5	1
18	Cap Screw, Hex Hd. 5/16-18 x 5/8 Plated, Grade 5	2
19	Nut, Hex Cone Lock 5/16-18 Plated	3

NOTE: All assemblies that list decals have only operational, instructional and safety decals. Other kinds of decals must be ordered separately.

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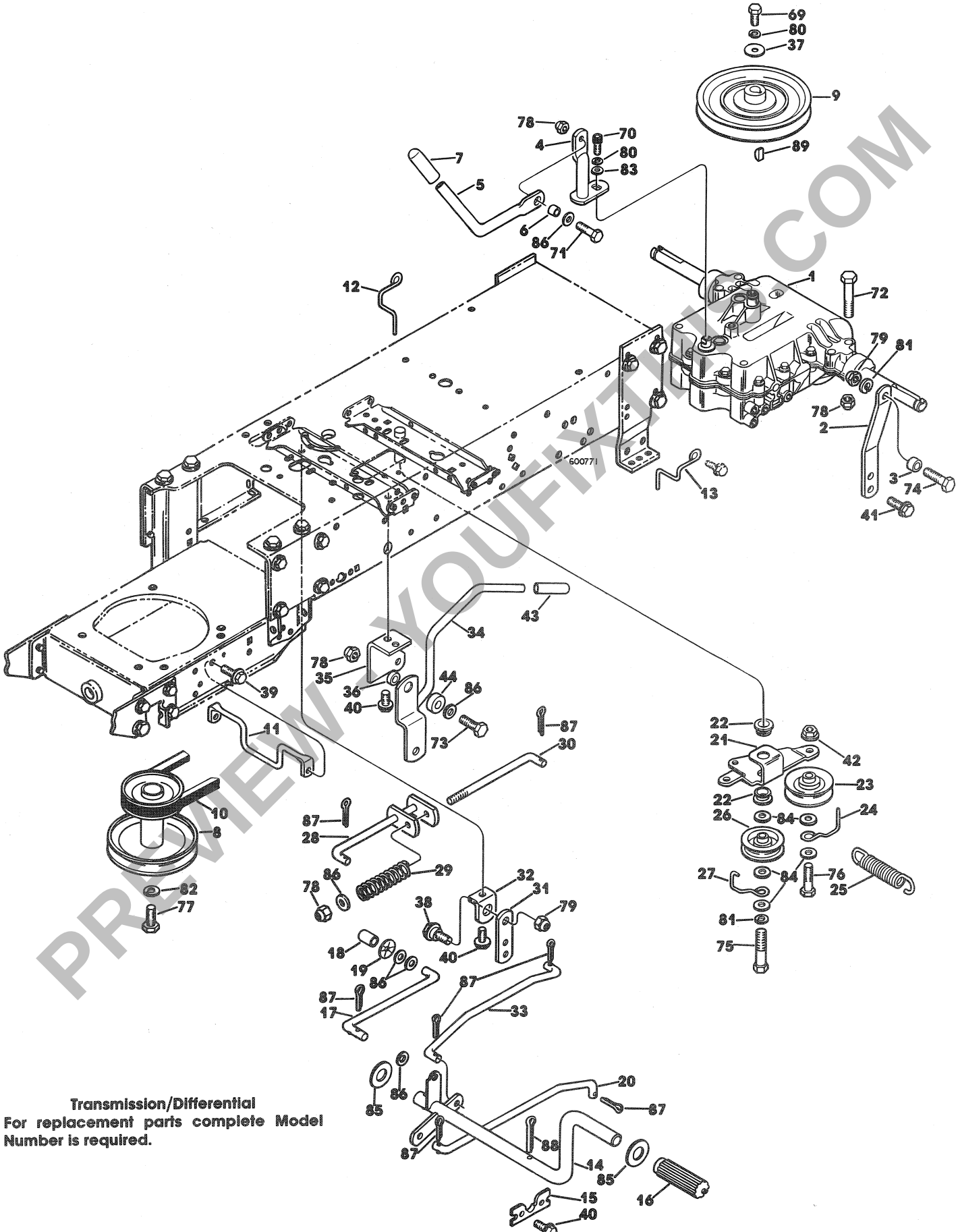
BODY PARTS



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TRANSMISSION AND DRIVE PARTS



Transmission/Differential
For replacement parts complete Model Number is required.

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