12PB/12PC/12SB
14PB/14PT/14PZ
14SB/14SC/14SX
14SE/14ST/14SZ
Walk-Behind Mowers

(S.N. GX—010001—)

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TM1471 (16JUL96)

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MACHINE SPECIFICATIONS—12PB, 12PC, AND 12SB

MODEL	12PB	12PC	12SB
Engine:			
Type	Briggs & Stratton 2-Cycle Design	Briggs & Stratton 2-Cycle Design	Briggs & Stratton 2-Cycle Design
Series	96722 I/C	96722 I/C	96722 I/C
Horsepower—			
Early Models	3.0 kW (4 hp)	3.0 kW (4 hp)	3.0 kW (4 hp)
1991 Models	N/A	3.7 kW (5 hp)	3.7 kW (5 hp)
Displacement	141 cm^3 (8.60 cu. in.)	141 cm^3 (8.60 cu. in.)	141 cm^3 (8.60 cu. in.)
Bore x Stroke	60 x 50 mm (2.34 x 1.95 in.)	60 x 50 mm (2.34 x 1.95 in.)	60 x 50 mm (2.34 x 1.95 in.)
Idle Speed	1750 ±200 rpm	1750 ±200 rpm	1750 ±200 rpm
Operation Range	3100 ±100 rpm	3100 ±100 rpm	3100 ±200 rpm
Starting	Recoil	Recoil	Recoil
Ignition	MAGNETRON®	MAGNETRON®	MAGNETRON®
Governor	Mechanical Flyweight	Mechanical Flyweight	Mechanical Flyweight
Carburetor	Float Type With Fixed Main Jet	Float Type With Fixed Main Jet	Float Type With Fixed Main Jet
Air Cleaner	Dual Stage	Dual Stage	Dual Stage
Lubrication	50:1 Fuel/Oil Mix	50:1 Fuel/Oil Mix	50:1 Fuel/Oil Mix
Power Train:			
Type	Push	Push	5-Speed Transaxle
Travel Speeds	N/A	N/A	1st.—1.9 kph (1.2 mph) 2nd.—2.9 kph (1.8 mph) 3rd.—3.9 kph (2.4 mph) 4th.—4.8 kph (3.0 mph) 5th.—6.6 kph (4.1 mph)
Capacities:			
Fuel/Oil Tank	1.9 L (2 qt)	1.9 L (2 qt)	1.9 L (2 qt)
Transaxle	N/A	N/A	70 g (2.5 oz) John Deere Non-Clay, High-Temperature EP Grease®—JDM J13E4, NLGI Grade 2 (North America) or GREASE-GARD™—JDM J13E4, NLG1 Grade 2 (Europe)

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REPAIR SPECIFICATIONS—BRIGGS & STRATTON 2-CYCLE ENGINE (12PB/12PC/12SB)

Item	Specification
Inspection Specifications:	
Piston Rings Inspection Depth (In Cylinder Bore)	32 mm (1.26 in.)
Maximum Piston Rings End Gap	1.01 mm (0.039 in.)
Minimum Piston Skirt O.D.	59.85 mm (2.357 in.)
Minimum Piston Pin O.D.	13.98 mm (0.551 in.)
Maximum Piston Pin Bore I.D.	14.04 mm (0.552 in.)
Maximum Cylinder Bore I.D.	60.17 mm (2.368 in.)
Minimum Crankshaft Main Bearing Journals O.D.	24.97 mm (0.983 in.)
Maximum Crankshaft Journals Out-Of-Round	0.0127 mm (0.0005 in.)
Maximum Connecting Rod End Bore I.D.	18.05 mm (0.710 in.)
Minimum BBC Brake Pad Thickness	0.76 mm (0.030 in.)
Ignition Coil Air Gap	0.20—0.40 mm (0.008—0.016 in.)
Spark Plug Gap	0.762 mm (0.030 in.)
Engine Drive Sheave Installation (From End Of Crankshaft To Bottom Of Sheave)	38 mm (1.5 in.)
Torque Specifications:	
Crankcase Cap Screws	7 N·m (62 lb-in.)
Cylinder Head Socket Cap Screws [In Increments of 4 N·m (35 lb-in.)]	12 N·m (110 lb-in.)
Flywheel Nut	41 N·m (30 lb-ft)
Muffler Cap Screws	10 N·m (87 lb-in.)
Engine Drive Sheave Set Screw	5 N·m (44 lb-in.)
Engine Mount Cap Screws	27 N·m (20 lb-ft)
Blade Mount Cap Screw(s)	41 N·m (30 lb-ft)
BBC Socket Head Cap Screw	54 N·m (40 lb-ft)
Spark Plug	18 N·m (160 lb-in.)
Recoil Start Retainer Cap Screw	3 N·m (27 lb-in.)
Recoil Start Assembly Cap Screws	7 N·m (62 lb-in.)
Recoil Start Cup To Flywheel Screen Cap Screws	7 N·m (62 lb-in.)
Recoil Start Cover Cap Screws	3 N·m (27 lb-in.)
Ignition Coil Cap Screws	4 N·m (35 lb-in.)
Governor Lever Cap Screw and Nut	3 N·m (27 lb-in.)
Carburetor Spacer Mounting Cap Screws	6 N·m (50 lb-in.)
Carburetor/Air Filter Nuts	4 N·m (35 lb-in.)
Engine Shroud Cap Screws	4 N·m (35 lb-in.)
Fuel Tank/Engine Cover Cap Screws	3 N·m (27 lb-in.)

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OTHER MATERIAL

Number	Name	Use
T43512	John Deere Thread Lock and Sealer (Medium Strength)	Self-propelled units: Apply to threads of engine drive sheave set screw.
M79292	MPG-2® DuBois Multi-Purpose Polymer Grease, NLGI Grade 1	Apply to any mating surfaces that might seize to each other over long periods of time.

MPG-2® is a registered trademark of DuBois, a division of Chemed Corp.

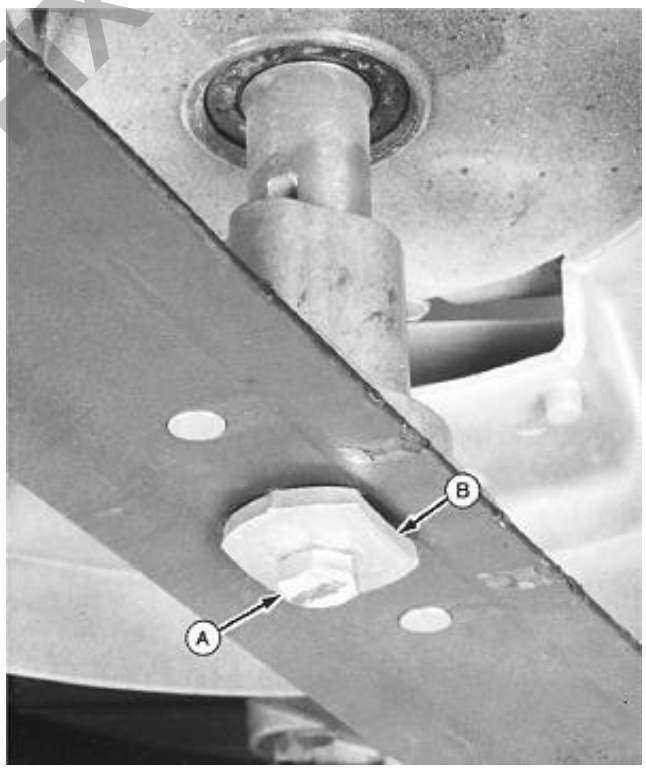
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REMOVE AND INSTALL BLADE—ALL MODELS

MOWERS WITHOUT BLADE BRAKE CLUTCH (BBC)

CAUTION: Blade is sharp. Wear gloves when working with blade to avoid injury. Use a block of wood wedged between end of blade and mower deck.

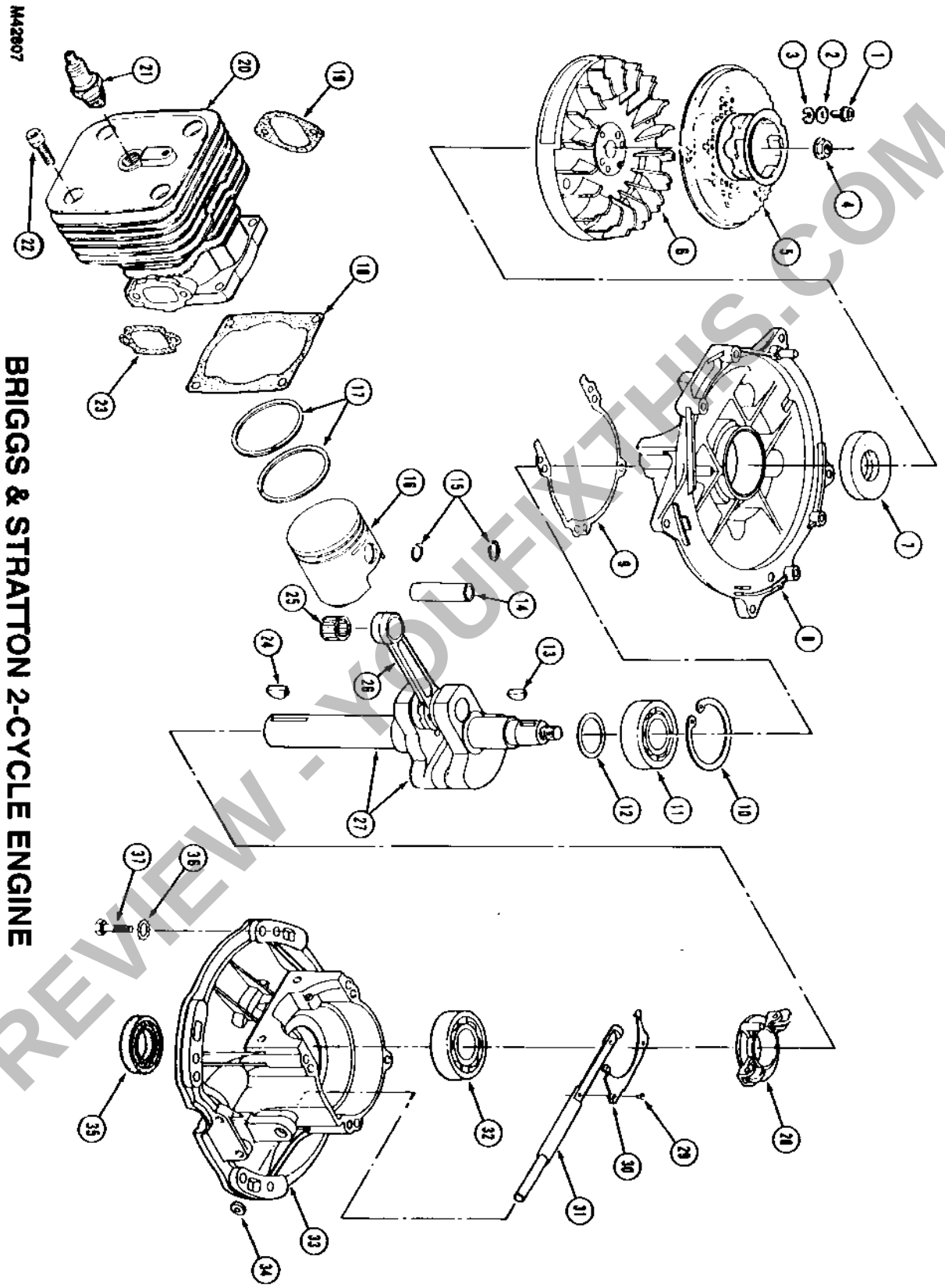
1. Remove cap screw (A) and compression washer (B) to remove blade, adapter, and key.



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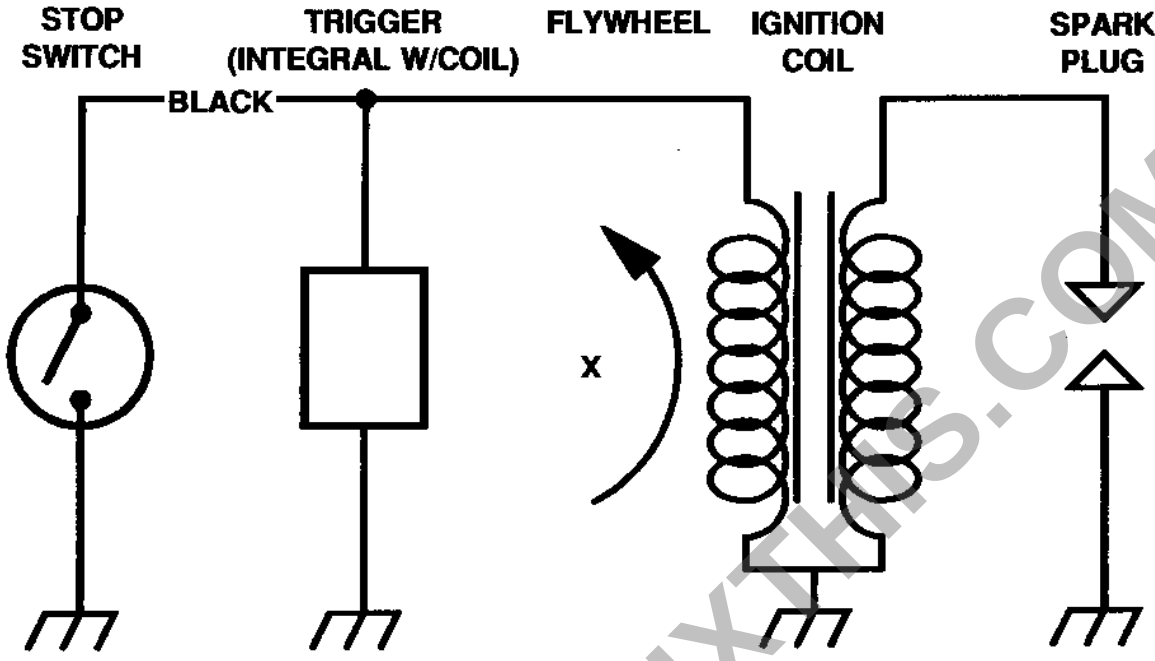
ENGINE STARTS HARD OR WILL NOT START

Conditions:
- Throttle control at off position.
- Spark plug wire removed and grounded.
- Traction drive disengaged, self-propelled units.
- Blade brake clutch disengaged on BBC units.
- Zone start bail engaged on zone start units.
- Engine and fuel/air tests found in this group.
- Ignition tests found in Section 240 Group 15.
- Power train tests found in Section 250 Group 15.

Test Location	Normal	If Not Normal
1. Spark plug.	Plug dry.	Check for inlet needle sealing on carburetor. Check for correct adjustment of choke linkage at carburetor and governor control panel.
	Steady blue spark. (Throttle in run position and spark plug connected.)	Check for faulty safety switch. Check for faulty coil and/or trigger. Check for shorted kill wire or high tension lead.
2. Cylinder.	Minimum compression of 621 kPa (90 psi).	Check for loose cylinder to crankcase mounting. Check condition of rings, piston and cylinder walls.
3. Muffler.	Clean, not damaged and hardware tight.	Check for damaged or plugged muffler. Check for loose muffler mounting hardware.
4. Crankcase.	Crankcase holds pressure.	Check for loose cylinder to crankcase mounting. Check for leaking crankshaft seals. Check for leaking crankcase gasket.
5. Carburetor inlet hose.	Free flow of fuel when hose removed from carburetor inlet fitting.	Check for plugged tank vent. Check for open fuel shut-off valve. Check for plugged filter. Check for plugged or pinched hose.
6. Carburetor.	Fuel in float bowl.	Check for dirty or sticking inlet needle.
	Choke linkage free and choke fully closed when throttle control in choke position.	Check for binding linkage at carburetor and governor panel. Check for correct adjustment of throttle cable.
7. Air filter elements.	Not dirty or oil soaked.	Clean or replace elements as needed.
8. Crankshaft.	Traction drive components free. Blade brake clutch not binding.	Check traction drive cable adjustment. Check blade brake clutch adjustment. Check for faulty blade brake clutch.
9. Flywheel.	Zone start brake not dragging and safety switch open when bail engaged.	Check cable and linkage for binding or damage.

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WIRING DIAGRAM - IGNITION BRIGGS & STRATTON 2 - CYCLE ENGINE

-19-03JUL90

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SYNTHETIC LUBRICANTS

Synthetic lubricants may be used in John Deere equipment if they meet the applicable performance requirements (industry classification and/or military specification) as shown in this manual.

The recommended temperature limits and service or lubricant change intervals should be maintained as shown in the operator's manual.

Avoid mixing different brands, grades, or types of oil. Oil manufacturers blend additives in their oils to meet certain specifications and performance requirements. Mixing different oils can interfere with the proper functioning of these additives and degrade lubricant performance.

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LUBRICANT STORAGE

All machines operate at top efficiency only when clean lubricants are used. Use clean storage containers to handle all lubricants. Store them in an area protected from dust, moisture, and other contamination. Store drums on their sides. Make sure all containers are properly marked as to their contents. Dispose of all old, used containers and their contents properly.

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MIXING OF LUBRICANTS

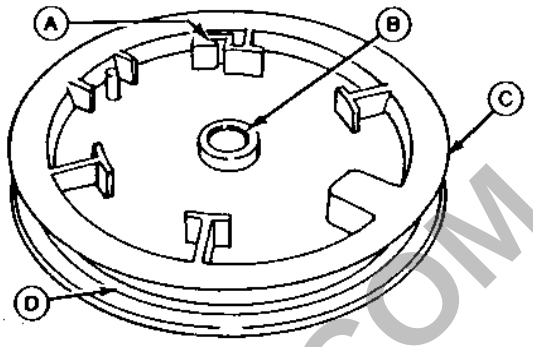
In general, avoid mixing different brands or types of lubricants. Manufacturers blend additives in their lubricants to meet certain specifications and performance requirements. Mixing different lubricants can interfere with the proper functioning of these additives and lubricant properties which will downgrade their intended specified performance.

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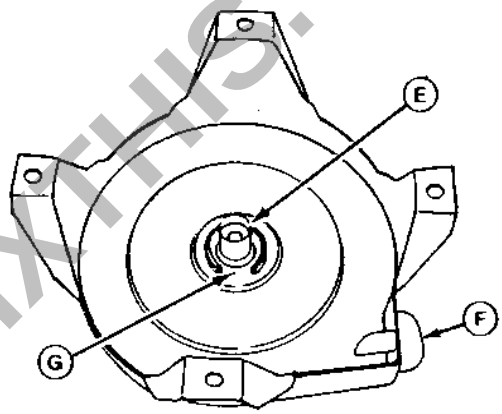
2. Inspect reel outside anchor (A), center hole (B), edges (C) and groove (D) for burrs, nicks, cuts, and the like. Replace as necessary.



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3. Inspect recoil housing center pivot post (E), rope guide (F) and inner spring anchor (G) for damaged or worn areas. Replace as necessary.

A—Reel Outside Anchor
B—Center Hole
C—Edges
D—Reel Groove
E—Pivot Post
F—Rope Guide
G—Reel Inner Anchor



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REMOVE AND INSTALL CRANKSHAFT (14PZ AND 14SZ)

1. Remove camshaft.

2. Remove connecting rod cap (A).

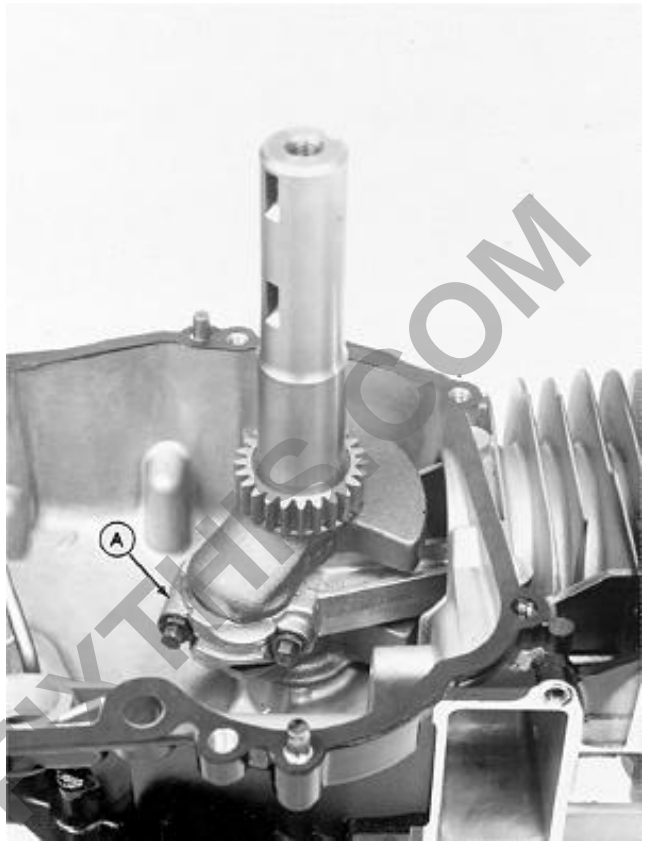
3. Move connecting rod/piston assembly high enough up inside cylinder bore to clear crankshaft.

4. Remove crankshaft.

5. Inspect crankshaft.

6. Install crankshaft.

7. Install connecting rod cap (A). Tighten cap screws to **11.3 N·m (100 lb-in.)**.



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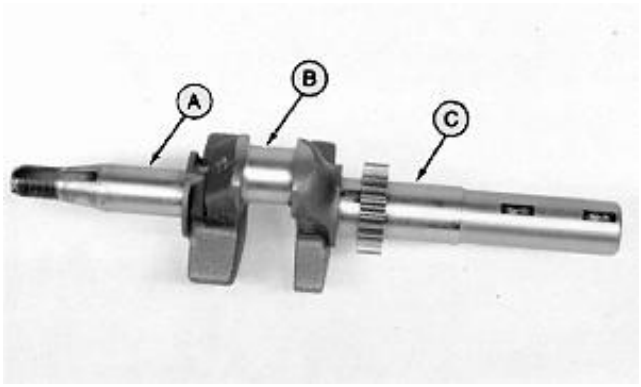
INSPECT CRANKSHAFT (14PZ AND 14SZ)

1. Clean and inspect crankshaft. Replace if scored or damaged.

NOTE: Crankshaft gear must be installed with timing mark toward output end of crankshaft.

2. Inspect gear for chipped or missing teeth and discoloration (a sign of over-heating). Replace as necessary.

3. Measure main bearing journals (A and C) and connecting rod journal (B). Replace crankshaft if measurements are less than specifications.



INSPECTION SPECIFICATIONS

Flywheel Side Journal (Min.) (A)	22.17 mm (0.873 in.)
Connecting Rod Journal (Min.) (B)	25.30 mm (0.996 in.)
Output Side Journal (Min.) (C)	26.92 mm (1.060 in.)

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REMOVE AND INSTALL CAMSHAFT



M80171 -UN-11FEB91

1. Remove crankcase cover. (See Remove and Install Crankcase Cover in this group.)

IMPORTANT: Align timing marks to prevent damage to tappets when removing camshaft.

2. Rotate crankshaft until timing marks (A) align.

3. Remove camshaft (B).

4. Inspect camshaft. (See Inspect Camshaft in this group.)

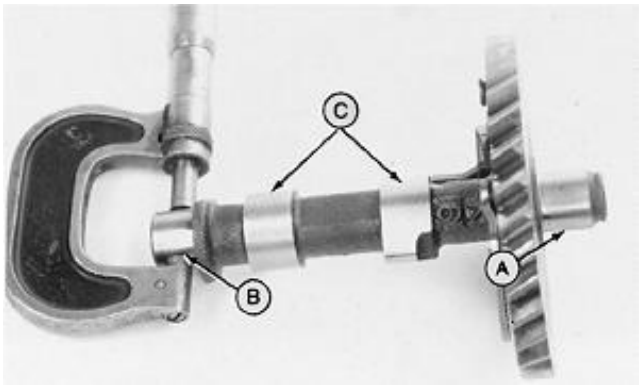
5. Apply clean engine oil to camshaft lobes and journals.

6. Align timing marks and install camshaft.

7. Install crankcase cover.

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INSPECT CAMSHAFT



M80172 -UN-11FEB91

Inspect camshaft for worn or broken teeth.

NOTE: Camshaft and tappets are a matched set. Replace both camshaft and tappets if necessary.

Measure PTO side journal (A), flywheel side journal (B), and lobes (C). Replace camshaft and tappets if less than specifications.

SPECIFICATIONS (Minimum)

PTO Side Journal	Flywheel Side Journal	Cam Lobes
13.92 mm (0.548 in.)	13.92 mm (0.548 in.)	22.80 mm (0.898 in.)

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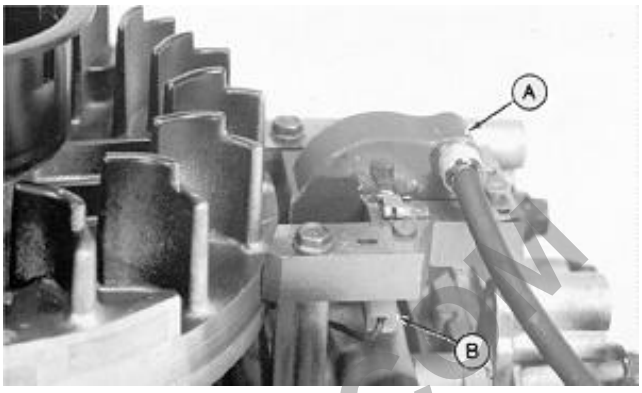
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REMOVE AND INSTALL IGNITION COIL (14PZ AND 14SZ)

1. Disconnect spark plug wiring lead.
2. Remove fan shroud. (See Section 31, Group 05.)
3. Disconnect wiring lead (B).
4. Remove ignition coil (A).
5. Install ignition coil.
6. Adjust air gap. (See Section 242, Group 15.)
7. Connect wiring lead.
8. Install fan shroud and fuel tank.
9. Connect spark plug wiring lead.



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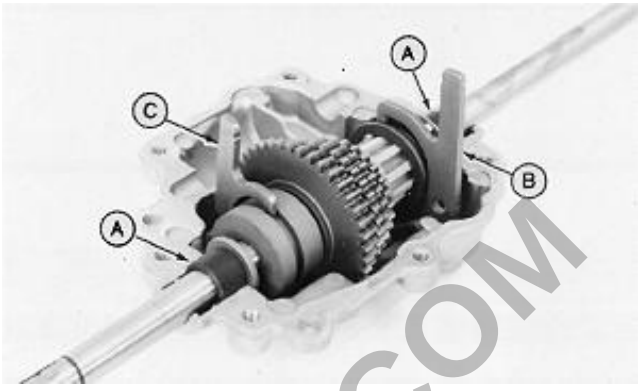
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IMPORTANT: Locating tab of each bushing (A) must be positioned in the bore of transaxle lower case.

11. Install shift fork (B) and clutch fork (C).

12. Install axle shaft assembly to transaxle lower case.

Early Model Shown

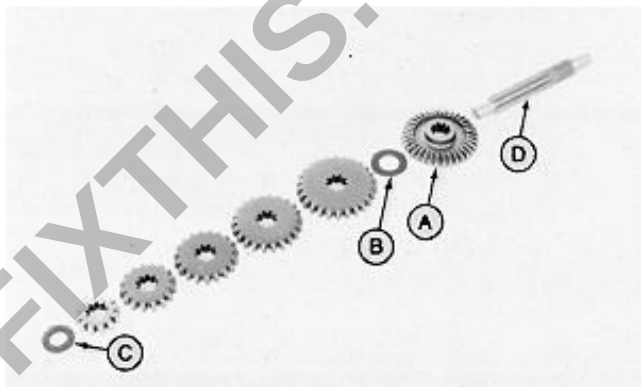


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IMPORTANT: Gears must be installed with tooth bevel facing ring gear (A).

13. Assemble gear (A), washer (B), gears and washer (C) to shaft (D).

A—Ring Gear
B—Washer
C—Washer
D—Reduction Shaft

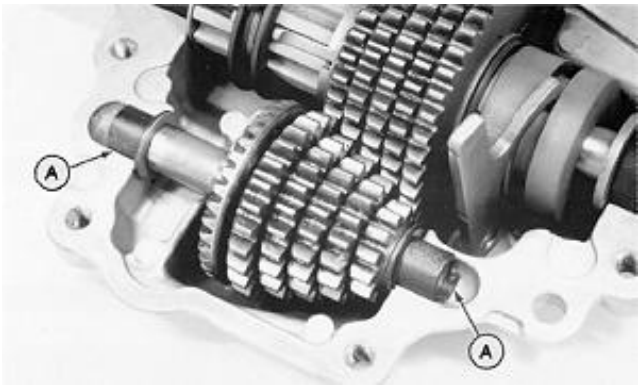


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14. Install bushings (A) to reduction shaft with locating tab away from gear assembly.

IMPORTANT: Locating tabs of bushings must be positioned in transaxle lower case bore.

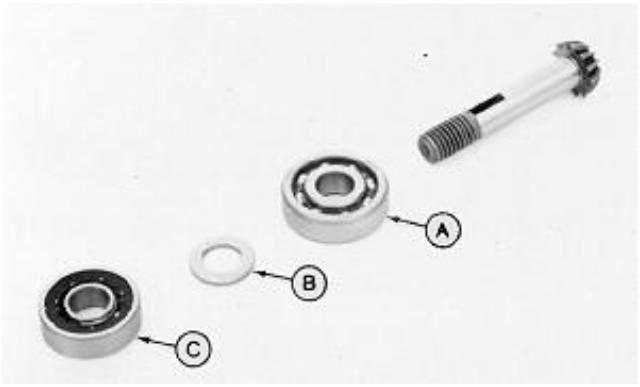
15. Install reduction shaft assembly to transaxle lower case.



MX,5310BV,10 -19-01OCT92

IMPORTANT: Bearing (C) must be installed with seal side away from pinion gear.

16. Assemble bearing (A), washer (B) and bearing (C) to input shaft.



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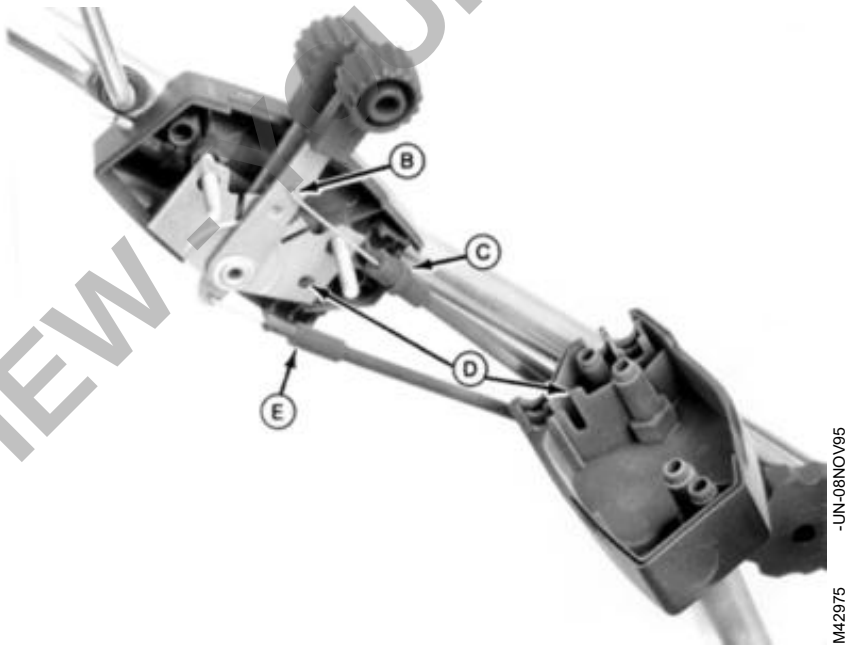
REMOVE AND INSTALL THROTTLE CABLE AND CONTROL LEVER—PUSH MOWERS (12PB, 12PC, 14PB, 14PT AND 14PZ) (CONTINUED)



2-Speed Transaxle Models



5-Speed Transaxle Models



A—Cover
B—Cable
C—Sheath Anchor
D—Cover Alignment Tab and Bracket Alignment Hole
E—Shift Cable Sheath Anchor

LATE MODEL SELF-PROPELLED MOWERS (12SB, 14SB, 14SC/14SX, 14SE, 14ST AND 14SZ)

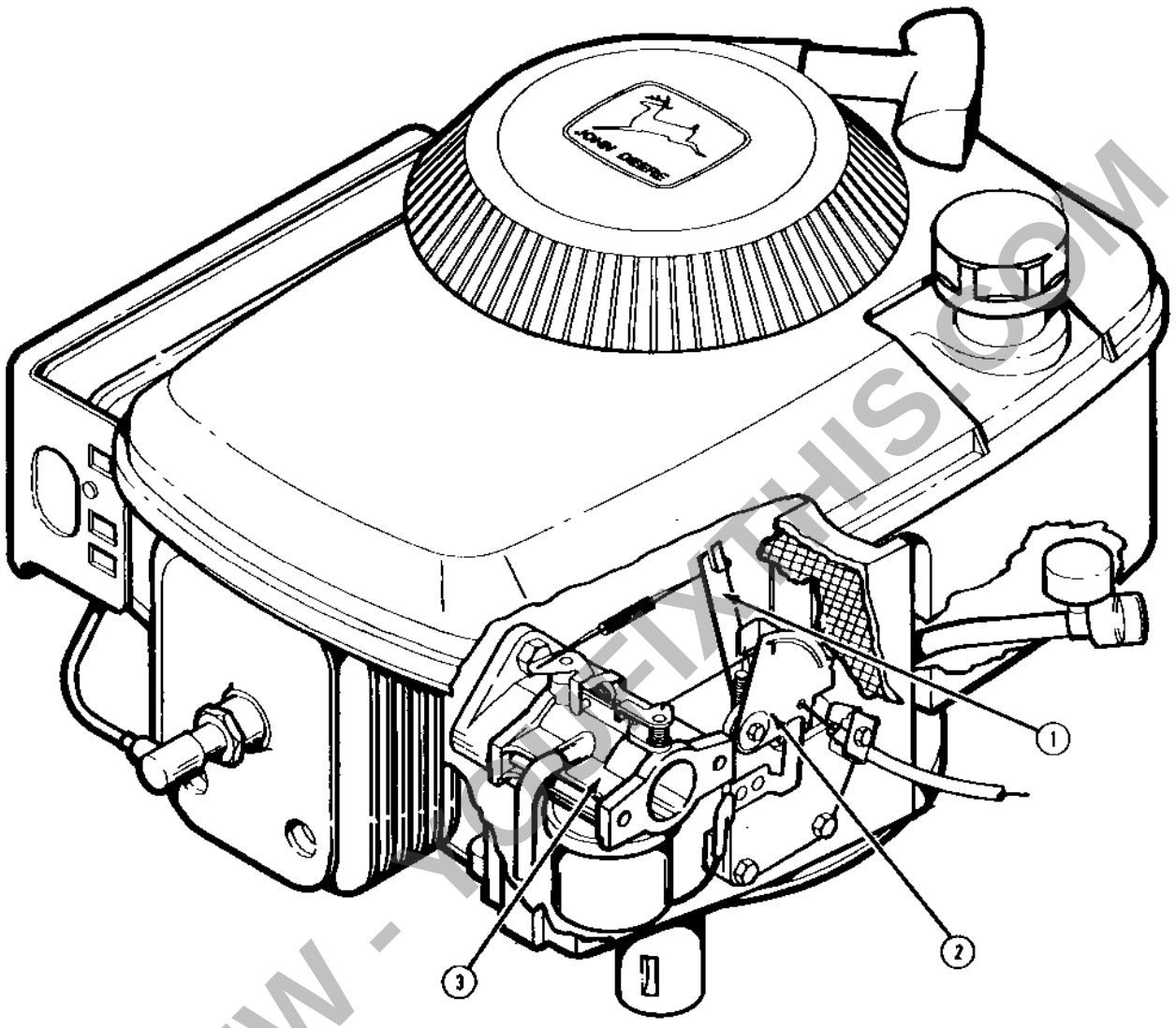
1. Remove control lever assembly cover (A).

2. Pull sheath anchors (C and E) from their slots and slide control lever bracket off mounting cap screws to unhook throttle cable (B).

3. Remove tie straps.

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-19-26JUN90

M48741

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THROTTLE CABLE ADJUSTMENT

Reason:
Make sure that throttle valve and choke valve are adjusted correctly in relation to throttle control.

Equipment:
• Feeler Gauge Set

Procedure:
1. Move throttle control to fast position.

2. Loosen screw (A).

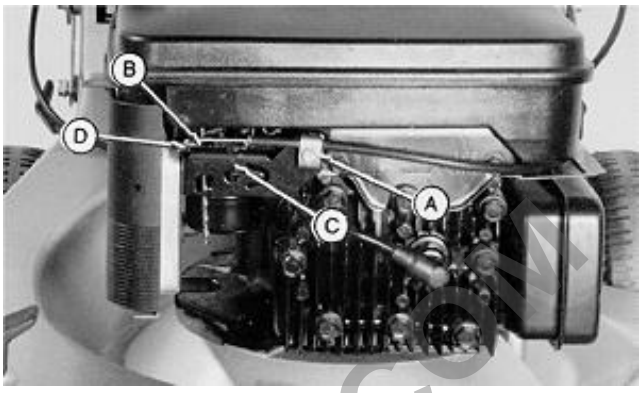
3A. Drill bit method. Insert a 1/8 in. drill bit through holes (B) in carburetor control bracket (C) and arm (D).

NOTE: Use hole in control bracket closest to inlet side of carburetor.

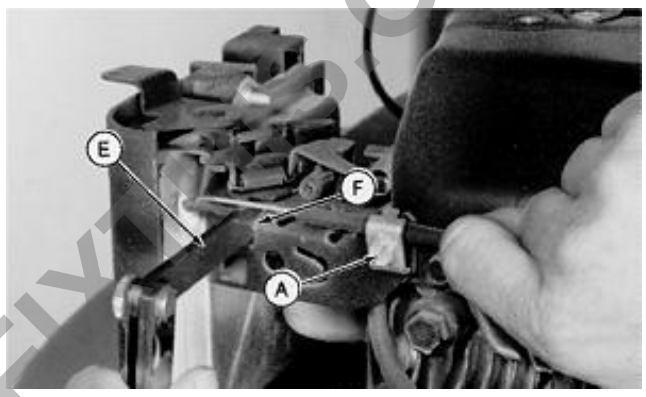
3B. Feeler gauge method. Insert feeler gauge (E) into slot (F) of control bracket.

NOTE: Use enough blades of feeler gauge to fit snugly in slot.

4. Tighten screw and remove drill bit or feeler gauge.



M49317 -UN-19JUL90



M49789 -UN-30OCT90

A—Screw
B—Holes
C—Control Bracket
D—Arm
E—Feeler Gauge
F—Slot

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Section 230
FUEL/AIR OPERATION TESTS AND ADJUSTMENTS—BRIGGS & STRATTON 2-CYCLE

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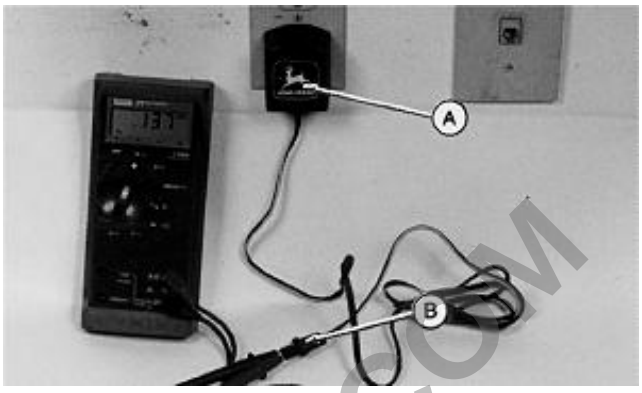
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TEST BATTERY CHARGER VOLTAGE OUTPUT



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Reason:
Determine if battery charger is working.

Equipment:
• Voltmeter

Connections:
1. Plug charger (A) into power source.

2. Set voltmeter to AC voltage scale.

Procedure:
1. Connect voltmeter leads to battery connector (B) of charger.

2. Read voltmeter. Charger voltage output should read a minimum of **9 VAC**.

Results:
• If AC voltage is below minimum specification, replace charger.

• If AC voltage is above minimum specification, do the amperage output test before assuming that the charger is good.

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TRANSAXLE TEST AND ADJUSTMENT (12SB, 14SB AND 14SE)

Reason:
Check and adjust speed control to insure that all speeds of transaxle are useable.

Procedure:
1. Remove mower deck cover.

2. Remove driven sheave (A).

3. Loosen cap screws (B) that hold cable clamp/belt guide (C).

4. Move speed control lever to high-gear speed position.

5. Move shift arm (D) as far right as possible, as viewed from the operator's station.

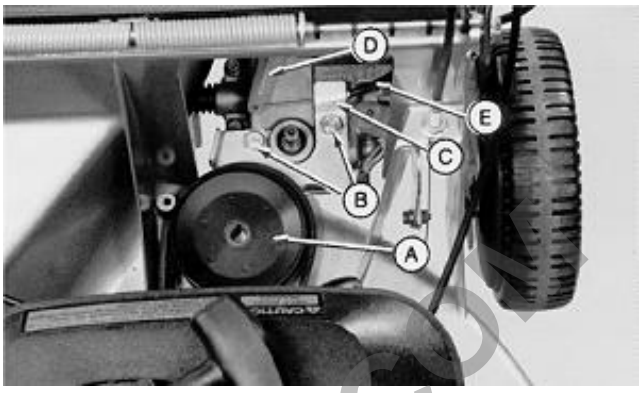
6. Push cable housing (E) toward shift arm to remove slack.

7. It may be necessary to adjust the ridge position of cable housing (E) in transaxle case grooves, then clamp in place by tightening belt guide bracket cap screws.

8. Move shift control lever from high-gear to low-gear to ensure all gears can be obtained. Repeat adjustment if necessary.

9. Install driven sheave.

10. Install mower deck cover.



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A—Driven Sheave
B—Cap Screws
C—Cable Clamp/Belt Guide
D—Shift Arm
E—Cable Housing

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