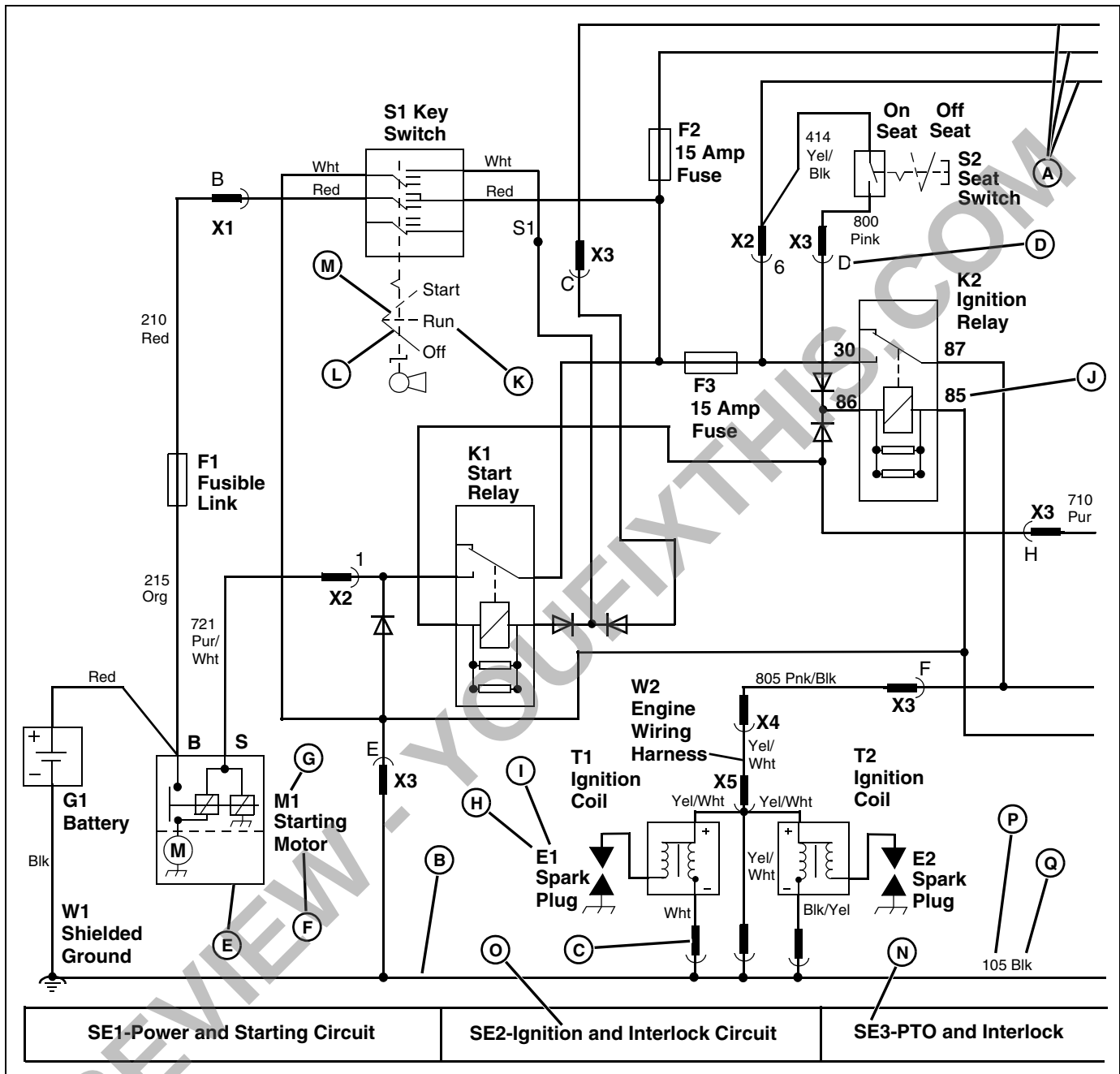


ELECTRICAL ELECTRICAL SCHEMATIC INFORMATION

Electrical Schematic Information

Reading Electrical Schematics



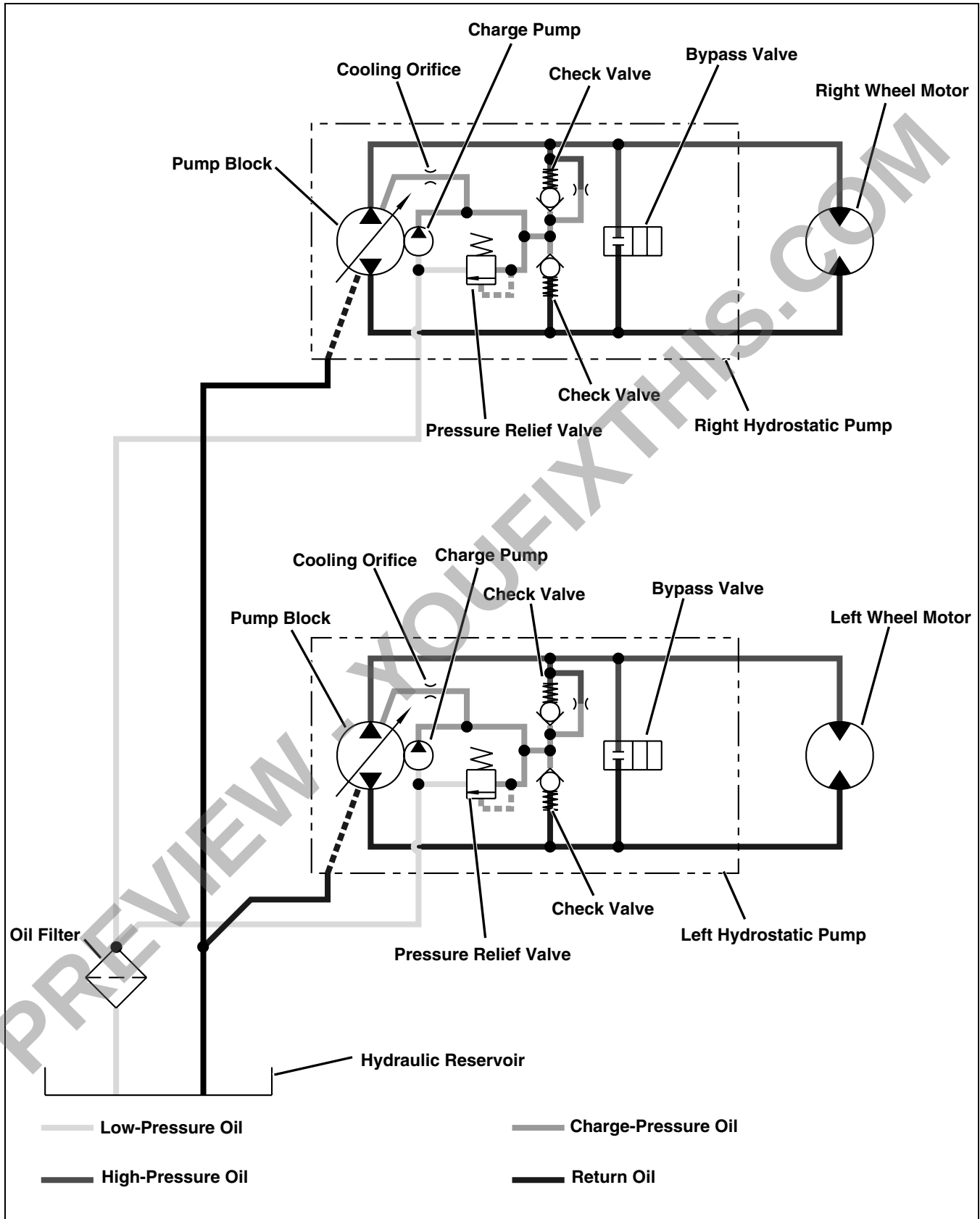
The schematic is made up of individual circuits laid out in a sequence of related functions. It is formatted with all power wires (A) across the top and all ground wires (B) across the bottom. Current flow is generally from top to bottom through each circuit and component. All components are shown in the OFF position. The diagram does not list connector (C) information unless needed to avoid confusion. If the connector is shown, the number next to it is the terminal pin location (D) in the connector.

Each component is shown by a symbol (E), its name (F), and an identification code (G). The identification code contains a device identifying letter (H) and number (I).

The identifying letter is always the same for a specific component, but the identifying numbers are numbered consecutively from upper left to lower right. The terminal designation (J) is placed directly outside the symbol next to the connecting wire path. Switch positions (K) are also placed directly outside the symbol. The solid line (L) shows the position the switch is currently in and dash lines (M) represent other switch positions.

HYDROSTATIC POWER TRAIN THEORY OF OPERATION

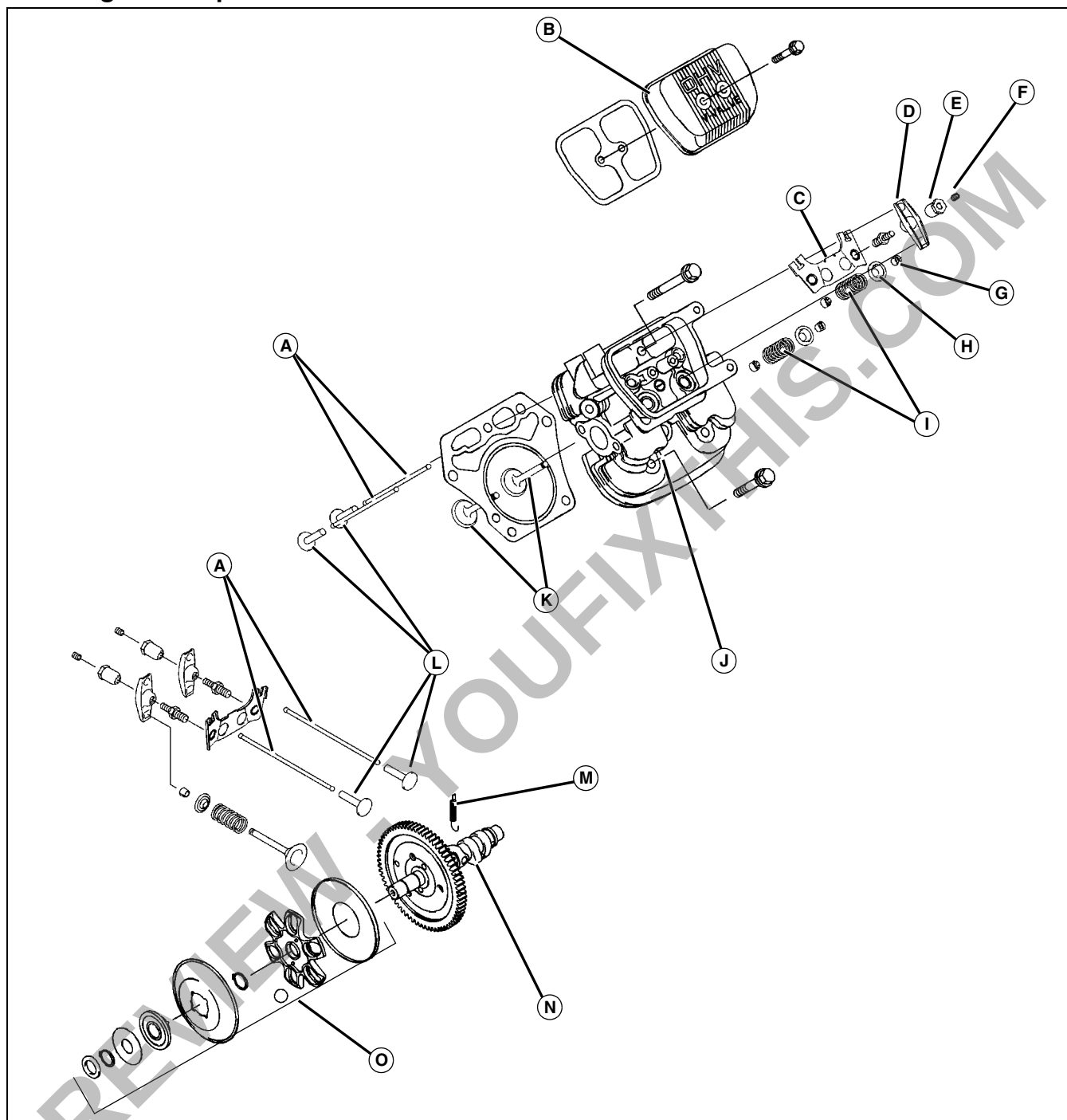
Hydrostatic System Schematic - HydroGear Equipped S.N. (-030000)



M84337

ENGINE COMPONENT LOCATION

Internal Engine Components



MX6275

A - Push Rods (4 used)

B - Rocker Cover

C - Push Rod Guide (2 used)

D - Rocker Arm (4 used)

E - Rocker Arm Adjuster (4 used)

F - Adjuster Lock Screw

G - Valve Keeper (2 used each valve)

H - Valve Retainer (4 used)

I - Valve Springs (4 used)

J - Cylinder Head (2 used)

K - Valves (4 used)

L - Tappets (4 used)

M - ACR Spring

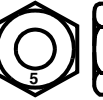
N - Camshaft

O - Governor Assembly

SPECIFICATIONS & INFORMATION REPAIR INFORMATION

Repair Information

Metric Fastener Torque Values

Property Class and Head Markings	4.8		8.8		9.8		10.9		12.9	
										
Property Class and Nut Markings	5		10		10		12		12	
										

MIF (TS1163)

	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Lubricated ^a		Dry ^a		Lubricated ^a		Dry ^a		Lubricated ^a		Dry ^a		Lubricated ^a		Dry ^a	
SIZE	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft
M6	4.8	3.5	6	4.5	9	6.5	11	8.5	13	9.5	17	12	15	11.5	19	14.5
M8	12	8.5	15	11	22	16	28	20	32	24	40	30	37	28	47	35
M10	23	17	29	21	43	32	55	40	63	47	80	60	75	55	95	70
M12	40	29	50	37	75	55	95	70	110	80	140	105	130	95	165	120
M14	63	47	80	60	120	88	150	110	175	130	225	165	205	150	260	109
M16	100	73	125	92	190	140	240	175	275	200	350	225	320	240	400	300
M18	135	100	175	125	260	195	330	250	375	275	475	350	440	325	560	410
M20	190	140	240	180	375	275	475	350	530	400	675	500	625	460	800	580
M22	260	190	330	250	510	375	650	475	725	540	925	675	850	625	1075	800
M24	330	250	425	310	650	475	825	600	925	675	1150	850	1075	800	1350	1000
M27	490	360	625	450	950	700	1200	875	1350	1000	1700	1250	1600	1150	2000	1500
M30	675	490	850	625	1300	950	1650	1200	1850	1350	2300	1700	2150	1600	2700	2000
M33	900	675	1150	850	1750	1300	2200	1650	2500	1850	3150	2350	2900	2150	3700	2750
M36	1150	850	1450	1075	2250	1650	2850	2100	3200	2350	4050	3000	3750	2750	4750	3500

a. "Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings. "Dry" means plain or zinc plated (yellow dichromate - Specification JDS117) without any lubrication.

DO NOT use these hand torque values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only and include a $\pm 10\%$ variance factor. Check tightness of fasteners periodically. DO NOT use air powered wrenches.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical grade.

Fasteners should be replaced with the same class. Make sure fastener threads are clean and that you properly start

thread engagement. This will prevent them from failing when tightening.

When bolt and nut combination fasteners are used, torque values should be applied to the NUT instead of the bolt head.

Tighten toothed or serrated-type lock nuts to the full torque value.

Reference: JDS-G200.

ENGINE DIAGNOSTICS

Diagnostics

Engine Diagnosis

Symptom: Engine Cranks but Will Not Start.

(1) Is battery voltage within 11.8-13.2 volts?

Yes - Go to step (2).

No - Charge and test battery. (See "Charge Battery" on page 151.) (See "Battery Test" on page 150.)

(2) Is choke adjusted properly?

Yes - Go to step (3).

No - Adjust choke. (See "Throttle and Choke Cable Adjustment" on page 30.)

(3) Is fuel in tank fresh, clean and of proper grade?

Yes - Go to step (4).

No - Replace fuel in tank and lines with fresh, clean fuel of proper grade.

(4) Remove spark plugs. Are the spark plug tips clear of any drops of fuel?

Yes - Go to step (5).

No - Possible incorrect use of choke. Clean spark plugs and set choke properly.

No - Check for plugged air cleaner.

No - Check float level for proper adjustment. (See "Float Level Check" on page 50.)

(5) The ignition system should produce a steady, strong blue spark. (See "Spark Test" on page 35.) Is the spark weak or no spark at all?

Yes - Go to step (6).

No - Ignition system operation is satisfactory. Go to step (10).

(6) Disconnect white wire at terminal of each ignition coil. Test wires for infinite resistance with key switch in RUN and START positions. Does meter show infinite resistance?

Yes - Go to step (7).

No - Repair short circuit as required.

(7) Do ignition coils test OK? (See "Ignition Coil Test" on page 159.)

Yes - Go to step (8).

No - Replace ignition coil(s).

Symptom: Engine Cranks but Will Not Start.

(8) Is air gap between ignition coil and flywheel adjusted properly? (See "Air Gap Adjustment" on page 52.)

Yes - Go to step (9).

No - Adjust air gap.

(9) Check flywheel for damage. Inspect magnetic pole plate which is mounted on outer surface of flywheel. Is flywheel with magnetic pole plate in good condition?

Yes - Go to step (10).

No - Replace flywheel. (See "Flywheel Removal and Installation" on page 53.)

(10) Is cylinder compression within specification? (See "Cylinder Compression Pressure Test" on page 33.)

Yes - Go to step (11).

No - Repair or replace engine as necessary. (See "Engine Removal and Installation" on page 43.) (See "Cylinder Head and Valves Disassembly and Assembly" on page 57.) (See "Cylinder Head and Valves Inspection" on page 58.) (See "Analyze Piston Ring Wear" on page 73.)

(11) Is fuel flow within specifications? (See "Fuel Flow Test" on page 37.)

Yes - Go to step (12).

No - Follow "Results" of the fuel flow test procedure.

(12) Is fuel shutoff solenoid functioning properly? (See "Fuel Shutoff Solenoid Test" on page 161.)

Yes - Go to step (13).

No - Replace fuel shutoff solenoid.

(13) Is carburetor clean and free of any build-up in fuel and air passages? (See "Carburetor Removal and Installation" on page 46.)

No - Clean carburetor as necessary.

Symptom: Engine Malfunctions at Low RPM

(1) Is governor linkage adjusted properly? (See "Slow Idle Speed Adjustment" on page 30.)

Yes - Go to step (2).

No - Adjust governor linkage.

ENGINE SPECIFICATIONS

Specifications

General Specifications

Engine

Make	Kawasaki
Type	OHV, horizontal shaft, 4 cycle, 90° V-twin
Model	FH680D
Model	FH721D
Aspiration	Natural
Horsepower (FH680D)	17.2 kW (23 hp)
Horsepower (FH721D)	18.6 kW (25 hp)
Cylinders	2
Displacement	675 cm ³ (41.2 cu in.)
Stroke/Cycle	4 Cycle
Bore	75.2 mm (2.96 in.)
Stroke	76 mm (2.99 in.)
Compression Release	Automatic
Spark Plug Gap	0.75 mm (0.030 in.)
Lubrication	Positive displacement pump
Cooling System	Air cooled
Air Cleaner	Dual-stage, dry, replaceable
Engine Oil Capacity	1.4 L (1.5 qt)
Oil Filter	Replaceable, full flow
Weight, Dry (without Muffler)	44.5 kg (98.1 lb)

Fuel System

Fuel Tank Location	Left side of operator
Fuel Tank Capacity	34 L (9.0 gal)
Fuel (Minimum Octane)	Unleaded gasoline, 87 octane
Fuel Delivery	Pulse
Carburetor	Float-type, fixed main jet, two barrel
Fuel Filter	Replaceable, in-line
Fuel Shutoff Solenoid	In carburetor float bowl

Test and Adjustment Specifications

Crankcase Vacuum (Max, in Water Movement)	10.2 cm (4 in.)
Fuel Flow (Min) in 10 Seconds	40 mL (1.3 oz)
Oil Pressure (Minimum at 3000 RPM)	241 kPa (35 psi)
Carburetor Slow Idle Mixture Screw Initial Setting	1-1/4 Turns out from lightly seated
Fast Idle Speed	3600 rpm
Ungoverned Slow Idle Speed	1450 rpm
Governed Slow Idle Speed	1550 rpm
Cylinder Compression (Min)	390 kPa (57 psi)
Intake Valve Clearance	0.102-0.152 mm (0.004-0.006 in.)
Exhaust Valve Clearance	0.102-0.152 mm (0.004-0.006 in.)
Valve Clearance Lock Screw	6.9 N•m (61 lb-in.)
Spark Plug Torque	22 N•m (16 lb-ft)

ENGINE CHECKS, TESTS, AND ADJUSTMENTS

Checks, Tests, and Adjustments

Throttle and Choke Cable Adjustment

Reason

To make sure the throttle and choke operate through the full range of movement.

Special or Required Tools

Tool Name	Tool No.	Tool Use
6 mm (15/64 in.) Drill Bit	NA	Used to keep the throttle control lever from moving.

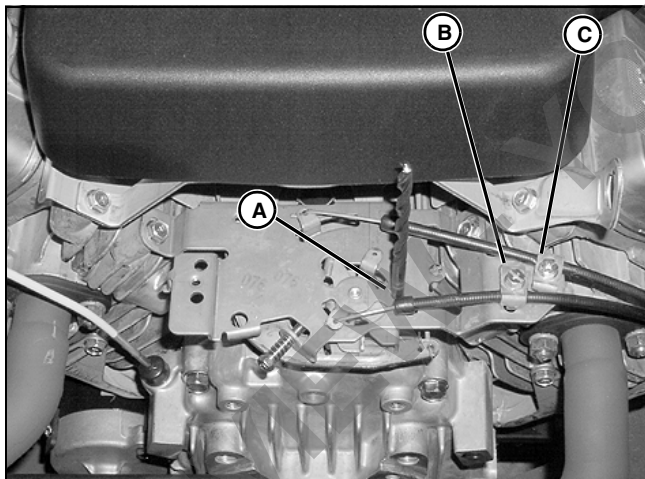
Procedure



CAUTION: Avoid injury! Engine and muffler might be hot.

NOTE: Adjust throttle cable before adjusting choke.

1. Park machine safely and stop engine.
2. Move throttle control lever to FULL throttle position.



MX6105

3. Align hole in throttle control lever with hole in throttle control plate. Insert a 6 mm (15/64 in.) drill bit (A) through holes to keep the throttle control lever from moving. Be sure drill bit is perpendicular to the throttle control plate.
4. Loosen cap screw (B) and push throttle cable to remove all slack. Tighten cap screw (B).
5. Push operator choke control in. Choke (butterfly) should be fully open.
6. Loosen cap screw (C) and push choke cable housing to remove all slack. Tighten cap screw (C).
7. Remove drill bit.

8. Move operator throttle lever and choke knob through full range to be sure throttle or choke linkage is not binding.

Slow Idle Speed Adjustment

IMPORTANT: Avoid damage! DO NOT attempt to adjust carburetors that meet California Air Resource Board/Environmental Protection Agency (CARB/EPA) restrictions unless you are a factory trained technician with authorization to service CARB/EPA Emissions Carburetors.

Reason

To set engine slow idle mixture and rpm.

NOTE: Throttle cable should be properly adjusted prior to setting slow idle speed.

Special or Required Tools

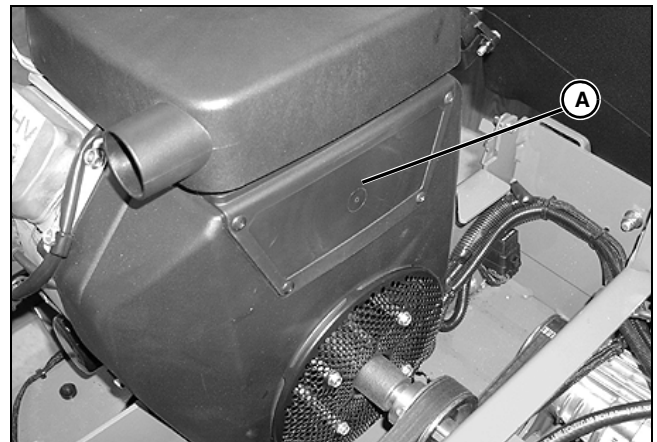
Tool Name	Tool No.	Tool Use
Pulse Tachometer	JT07270	Used to check engine rpm.

Procedure

1. Park machine safely.
2. Operate engine until it has reached normal operating temperature.



CAUTION: Avoid injury! Engine and muffler will be hot.

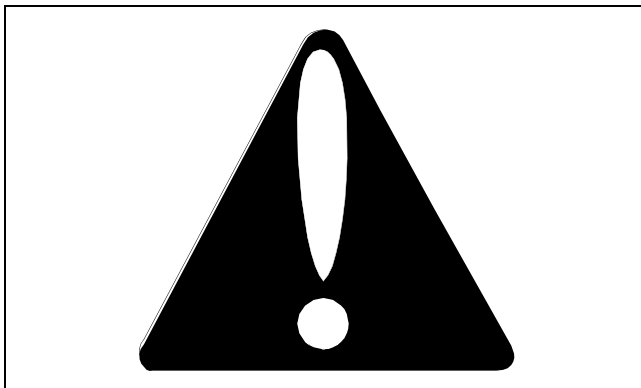


MX6106

3. Stop engine and remove front access cover (A) from air housing.

SAFETY

Recognize Safety Information



MIF

This is the safety-alert symbol. When you see this symbol on your machine or in this manual, be alert to the potential for personal injury.

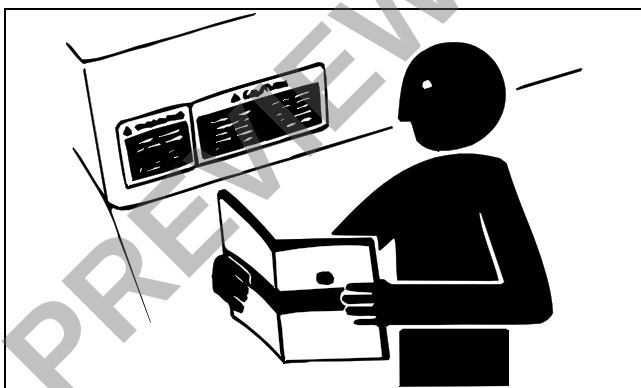
Follow recommended precautions and safe servicing practices.

Understand Signal Words

A signal word - DANGER, WARNING, or CAUTION - is used with the safety-alert symbol. DANGER identifies the most serious hazards.

DANGER or WARNING safety signs are located near specific hazards. General precautions are listed on CAUTION safety signs. CAUTION also calls attention to safety messages in this manual.

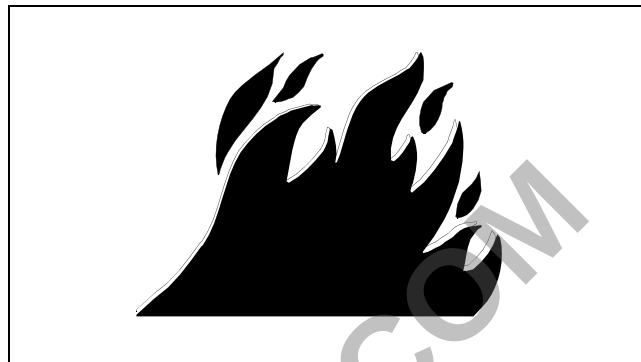
Replace Safety Signs



MIF

Replace missing or damaged safety signs. See the machine operator's manual for correct safety sign placement.

Be Prepared for Emergencies



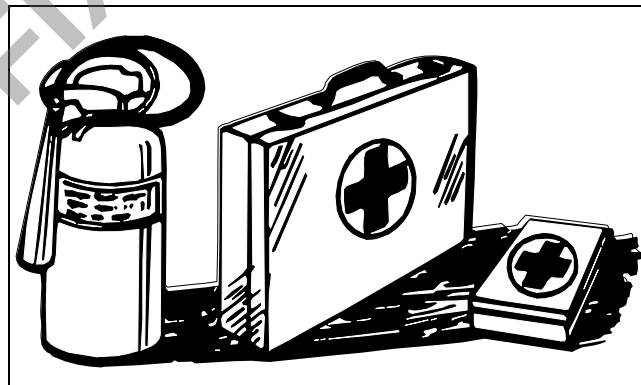
MIF

When you work around fuel, do not smoke or work near heaters or other fire hazards.

Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

Do not store oily rags; they can ignite and burn spontaneously.



MIF

Be prepared if a fire starts.

Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.

INTRODUCTION

Manual Description

This technical manual is written for an experienced technician and contains sections that are specifically for this product. It is a part of a total product support program.

The manual is organized so that all the information on a particular system is kept together. The order of grouping is as follows:

- Table of Contents
- Specifications and Information
- Identification Numbers
- Tools and Materials
- Component Location
- Schematics and Harnesses
- Theory of Operation
- Operation and Diagnostics
- Diagnostics
- Tests and Adjustments
- Repair
- Other

NOTE: Depending on the particular section or system being covered, not all of the above groups may be used.

The bleed tabs for the pages of each section will align with the sections listed on this page. Page numbering is consecutive from the beginning of the Safety section through the last section.

We appreciate your input on this manual. If you find any errors or want to comment on the layout of the manual please contact us.

All information, illustrations and specifications in this manual are based on the latest information at the time of publication. The right is reserved to make changes at any time without notice.

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Safety

Specifications and Information

Engine

Electrical

Hydrostatic Power Train

Brakes

Attachments

Miscellaneous

A		Spindle Bearing Adjustment	303
Adjustment		Yoke Assembly Removal/Installation	302
Height-of-Cut Detent Effort	301	Charge System	
Air Cleaner		Circuit Diagnostics	129
Removal/Installation	45	Circuit Operation	127
Service	44	Choke Cable	
Alternative Lubricants	315	Adjustment	30
B		Removal/Installation	42
Balancing Blades	278	Circuit Diagnosis	
Battery		Charge System	129
Charge	151	Cranking Circuit	113
Clean	163	Engine Oil Pressure Warning Light	143
Load Test	152	Headlight Circuit	146
Regulated Voltage Output Test	152	Hour Meter	139
Removal/Installation	163	PTO Clutch Circuit	134
Specifications	83	Power Circuit	108
Test	150	Run Circuit	123
Unregulated Voltage Output Test	153	Circuit Operation	
Belt		Charge System	127
Hydrostatic Pump		Cranking Circuit	111
Replace - S.N. (-030000)	201	Engine Oil Pressure Warning Light	141
Replace - S.N. (030001-)	201	Headlight Circuit	145
Mower Deck, Replace	272	Hour Meter	137
Mule Drive		PTO Clutch Circuit	132
Tensioner/Adjustment	274	Run Circuit, Operator Off Seat	120
Mule, Replace	273	Run Circuit, Operator On Seat	117
Powerflow Drive		Switched Power Circuit	106
Installing	291	Unswitched Power Circuit	106
Removing	291	Common Circuit Tests	148
Blades		Connectors	
Balancing	278	METRI-PACK™, Removal	165
Sharpening	278	Control Console Cover Removal	40
Blades, Mower		Control Damper	
Checking and Replacing	277	Removal/Installation	207
Blower Housing		Control Lever	
Fan Screen Clearance Adjustment	35	Linkage Repair	
Removal/Installation	51	HydroGear Equipped	204
Brake Switch Test	158	Kanzaki Equipped	206
Brakes		Neutral Lock Effort Adjustment	194
Park Brake Test and Adjustment	247	Switch Test and Adjustment	157
Breather		Crankcase Breather	
Removal and Installation	50	Removal and Installation	50
C		Crankcase Cover	
Camshaft and Tappets		Crankshaft Seal Replacement	63
Inspection	67	Disassembly, Inspection, Assembly	64
Removal/Installation	66	Governor Shaft Removal and Inspection	64
Carburetor		Measure Crankshaft Bore	64
Clean/Inspect/Rebuild	49	Oil Pump Disassembly and Inspection	64
Disassembly/Assembly	47	Removal/Installation	63
Float Level Check	50	Crankcase Vacuum Test	38
Removal/Installation	46	Crankshaft	
Caster Wheels		Inspection	76
Remove and Install	302	Removal/Installation	76
Repair	302	Seal Replacement	78
		Crankshaft Pulley Adjustment	39
		Crankshaft and Connecting Rod	

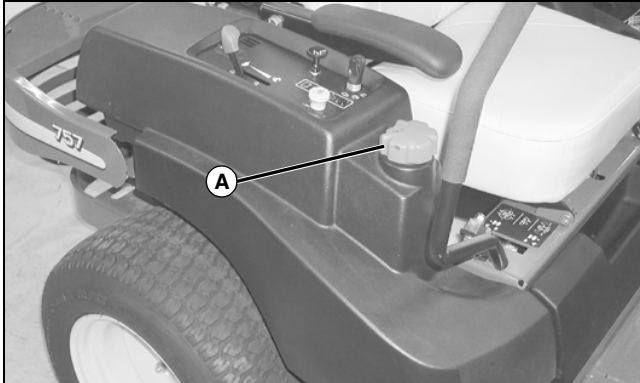
PREVIEW - YOUFIXTHIS.COM

ENGINE REPAIR

Repair

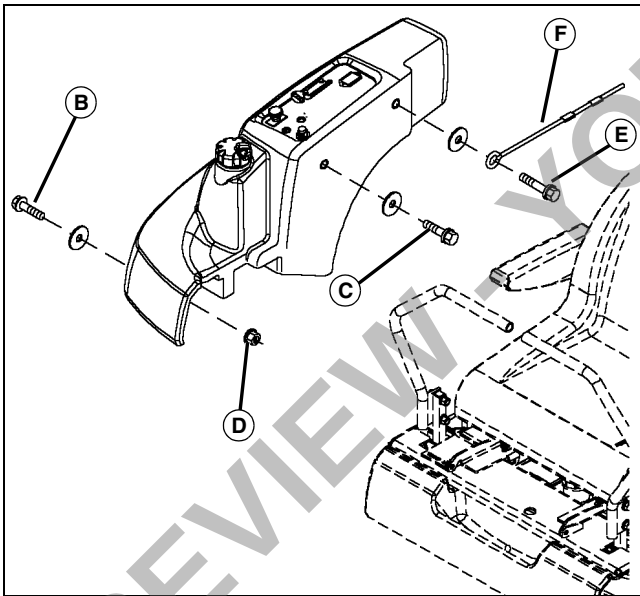
Control Console Cover Removal and Installation

Removal



MX6154

1. Loosen set screw and remove height adjustment knob (A) and washer.
2. Lift seat. Move right control lever towards seat.



MX6250

3. Remove cap screws (B-C), nut (D) and washers. Remove shoulder bolt (E), prop rod (F) and washer.
4. Remove cover.

Installation

Installation is done in the reverse order of removal.

- Tighten cap screws and nuts securely.
- Tighten height adjustment knob set screw securely.

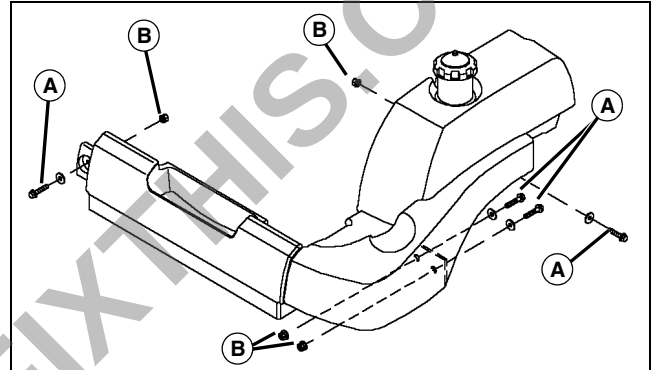
Fuel Tank Removal and Installation



CAUTION: Avoid injury! Gasoline vapor is explosive. DO NOT expose to spark or flame. Serious personal injury can result.

Removal

1. Remove control console cover. (See "Control Console Cover Removal and Installation" on page 40.)
2. Disconnect fuel line at fuel tank fitting.



MX6251

3. Remove four cap screws (A), nuts (B), and washers.

NOTE: Park brake handle must be in the released position to remove fuel tank.

4. Move park brake lever to released position.
5. Lift and hold rear of fuel tank approximately 150 mm (6 in.). Lift front of tank slightly and slide tank sideways from machine.

Installation

Installation is done in the reverse order of removal.

- Tighten cap screw and flange nuts to specification.
- Inspect for leaks. Repair leaks and wipe up spilled fuel before starting engine.

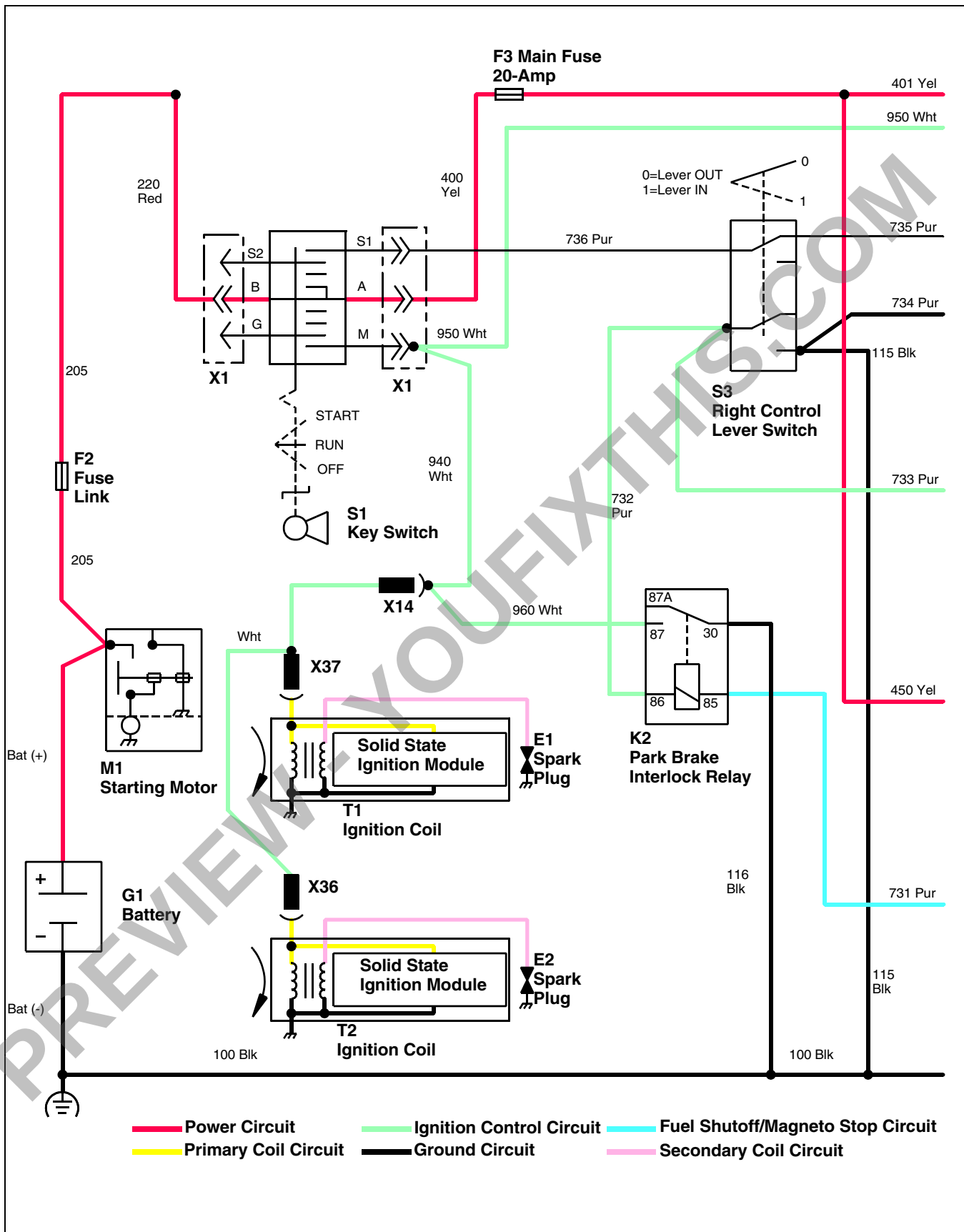
Specifications

Fuel Tank Capacity (Approx). 34 L (9.0 U.S. gal)

Fuel Tank Cap Screw and Flange Nut Torque . . 10 N•m (7 lb-ft)

PREVIEW - YOUFIXTHIS.COM

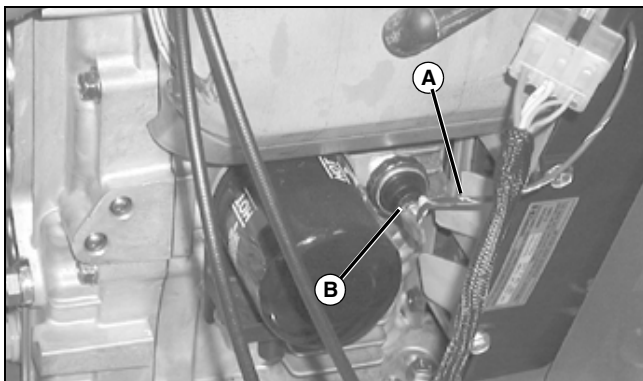
ELECTRICAL CIRCUIT OPERATION & DIAGNOSIS



MIF (MX6207a)

ELECTRICAL TESTS & ADJUSTMENTS

- Engage park brake.
- Raise and latch rear grille.



MX6184

- Disconnect wire (A) from oil pressure switch.
- Connect black lead of ohmmeter to engine block and red lead of ohmmeter to terminal (B) of switch.
- Set ohmmeter for 1x scale.
- Measure resistance between terminal on oil pressure switch and engine block.
 - There should be continuity between terminal and ground.

NOTE: Apply Pipe Sealant with TEFLON® to threads of switch any time it is installed.

- If there is NO continuity between terminal and ground, replace the switch.
- Start and run engine.
 - Measure resistance between terminal and engine block. There should be NO continuity.
 - If the switch DOES have continuity to engine block (ground) with engine running, check oil pressure.

NOTE: Apply Pipe Sealant with TEFLON® to threads of switch any time it is installed.

- If oil pressure is to specification, replace the oil pressure switch.

Fuel Shutoff Solenoid Test

Reason

To determine if the fuel shutoff solenoid is working properly.

Special or Required Tools

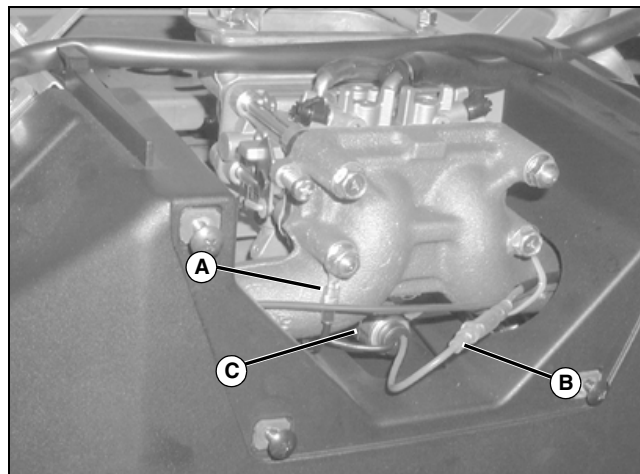
Tool Name	Tool No.	Tool Use
Jumper Wire	NA	Used to test solenoid.

Procedure



CAUTION: Avoid injury! Gasoline is present in the carburetor and fuel line. Gasoline is extremely flammable and its vapors can explode if ignited. Keep sparks and other sources of ignition away from the engine.

- Park machine on level surface.
- Move control levers to NEUTRAL position.
- Turn key switch to OFF position.
- Engage park brake.
- Raise and latch seat platform.
- Raise and latch rear grille.
- Remove air cleaner assembly and plate in front of carburetor.



MX6185

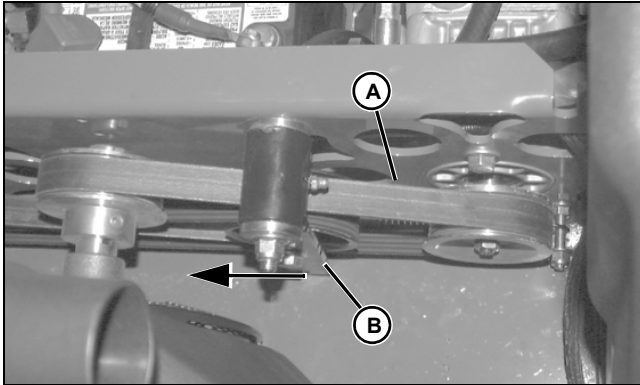
- Turn ignition switch to ON position. Listen for a "click" sound from fuel shutoff solenoid (C).
 - If "click" sounds, solenoid is good.
 - If no "click" sounds, proceed to next step
- Disconnect solenoid leads (A and B).
- Remove carburetor. (See "Carburetor Removal and Installation" on page 46.)

HYDROSTATIC POWER TRAIN REPAIR

Repair

Hydrostatic Pump Drive Belt Removal and Installation - HydroGear Equipped S.N. (-030000)

1. Park machine safely.
2. Raise and latch seat platform.

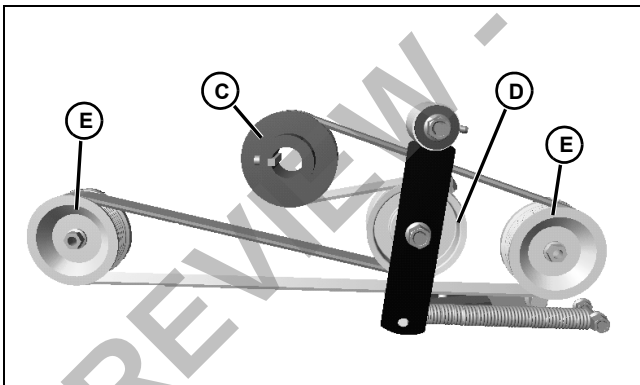


MX6137

3. Relieve belt tension by using a pry bar to move the belt idler pivot (B).
4. Remove the drive belt (A).
5. Inspect the belt for cracks, damage or signs of wear. Replace as needed.

Installation

Installation is done in the reverse order of removal.



MX10364

- Route belt around hydrostatic pump sheaves (E), PTO shaft sheave (C), and idler sheave (D).

Hydrostatic Pump Drive Belt Removal and Installation - Kanzaki Equipped S.N. (030001-)

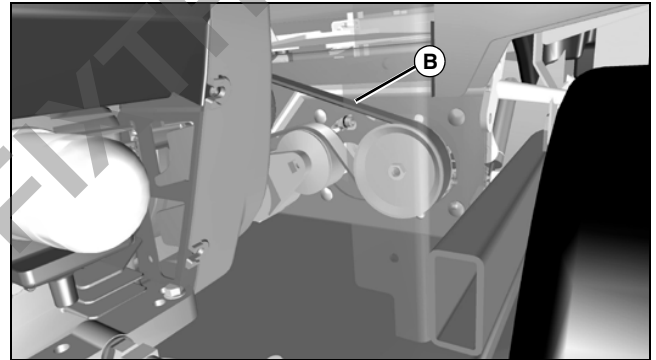


CAUTION: Avoid injury! Help prevent bodily injury due to entanglement in a belt or pulley. Stop engine and wait for all moving parts to stop.

NOTE: The transmission drive belt will not require a tension adjustment. Belt is self-adjusted using a spring tensioner.

Checking Belt

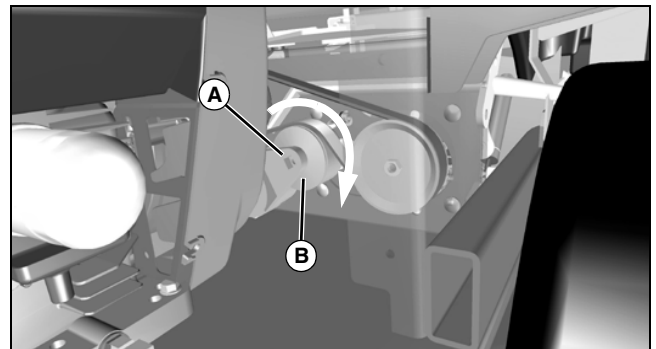
1. Stop engine and lock park brake.
2. Lift and secure operator seat in the raised position.



MX18973

3. Inspect belt (B) for excessive wear, damage or stretching while in position on the transmission sheaves and drive belt tensioner sheave.

Replacing Belt



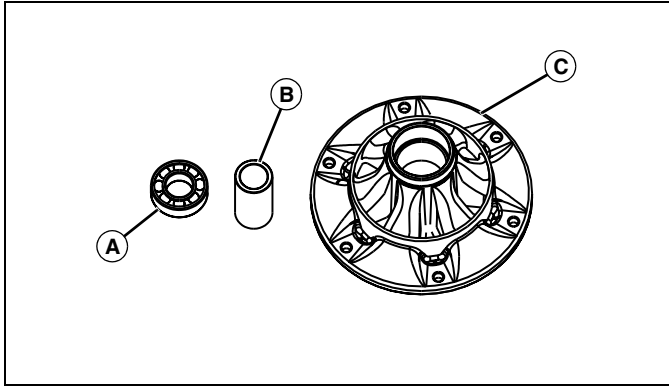
MX18793

1. Place a 1/2-inch breaker bar into square hole (A) of idler bracket (B). Rotate idler bracket to remove tension from drive belt.
2. Remove belt from drive sheaves and idler sheave.

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ATTACHMENTS REPAIR

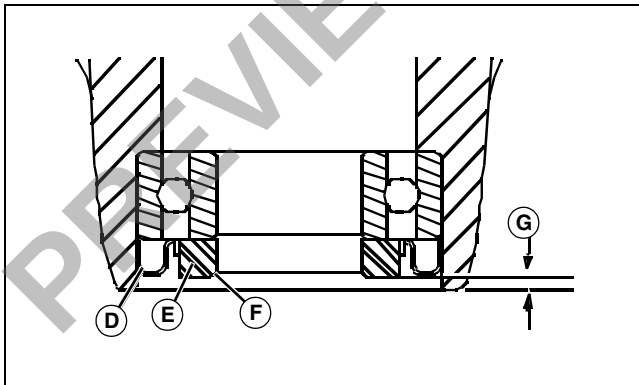
Spindle Assembly



1. Using a 2 in. disk and press, install lower bearing (A) until it is seated against spindle housing (C) shoulder.

IMPORTANT: Avoid damage! Using disk drivers, support both the inner and outer races of the upper and lower bearings when installing the upper bearing. DO NOT support the housing by allowing it to rest on its end.

2. Turn housing over. Support the assembly using a 2 in. disk against the lower bearing and a pipe, approximately the same diameter, against the disk. Pipe must extend beyond housing so that assembly is supported by pipe and not by spindle housing.
3. Place spacer (B) into housing.
4. Using a 2 in. disk and press, install upper bearing until it is seated against the spacer.
5. Using a disk and press, install upper seal with lip against bearing. Press until the face of the seal is flush $\pm 0.5\text{mm}$ ($\pm 0.020\text{ in.}$) with the top of the housing. Refer to cross section on previous page for correct installation.

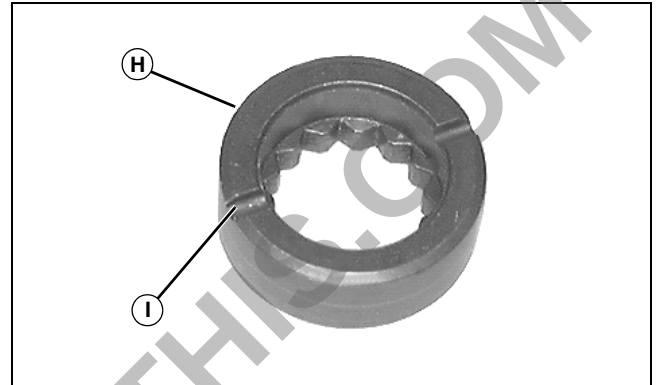


6. Using a 2 in. disk and press, install lower seal (D) with lip against bearing. Press to depth of specification (G).

NOTE: The inner diameter chamfer of the seal ring is away from the bearing.

7. Install lower seal ring (E) with inner chamfer (F) facing away from bearing. Be careful not to turn lip of seal inside out when installing seal ring.
8. Install spindle shaft into spindle housing.

NOTE: Upper seal ring is installed with grease notch facing toward upper bearing.



9. Install upper seal ring (H) with grease notch (I) toward bearing.
10. Install upper deflector, sheave, splined bushing and flanged nut, making sure to index all components to spindle shaft.

IMPORTANT: Avoid damage! DO NOT install round end (blade end) of spindle shaft in a vise to install spindle sheave flanged nut. Tighten nut after the spindle assembly is installed in the mower deck. If this is not possible, place blade in a vise and attach spindle assembly. Temporarily tighten blade cap screw to 320 N•m (236 lb-ft) first, then tighten spindle sheave flanged nut. Loosen and retighten blade cap screw to specification.

11. Tighten sheave flange nut securely but do not torque to specification at this time.
12. Install spindle assembly in mower deck. (See "Spindle Assembly Removal and Installation" on page 278)
13. Install lower deflector.
14. Install blade with blade wing toward top of mower deck.

IMPORTANT: Avoid damage! Blade MUST be properly seated on the spindle, and concave side of large cupped washer MUST face toward blade.

15. Install large cupped washer, washer and cap screw,

NOTE: The blade cap screw must be temporarily overtightened to prevent blade from slipping while loosening the spindle sheave flange nut.

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