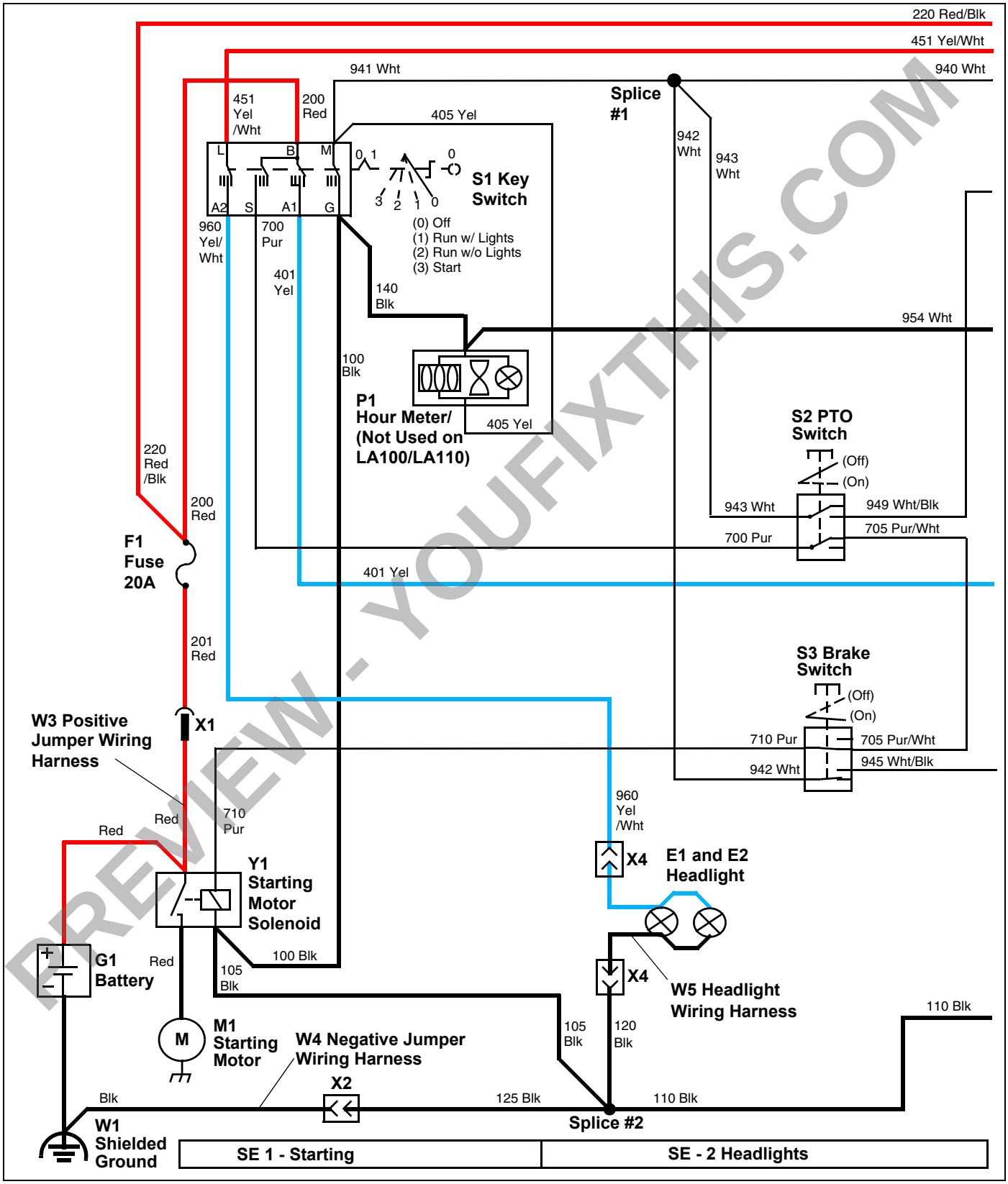
Schematics and Harnesses

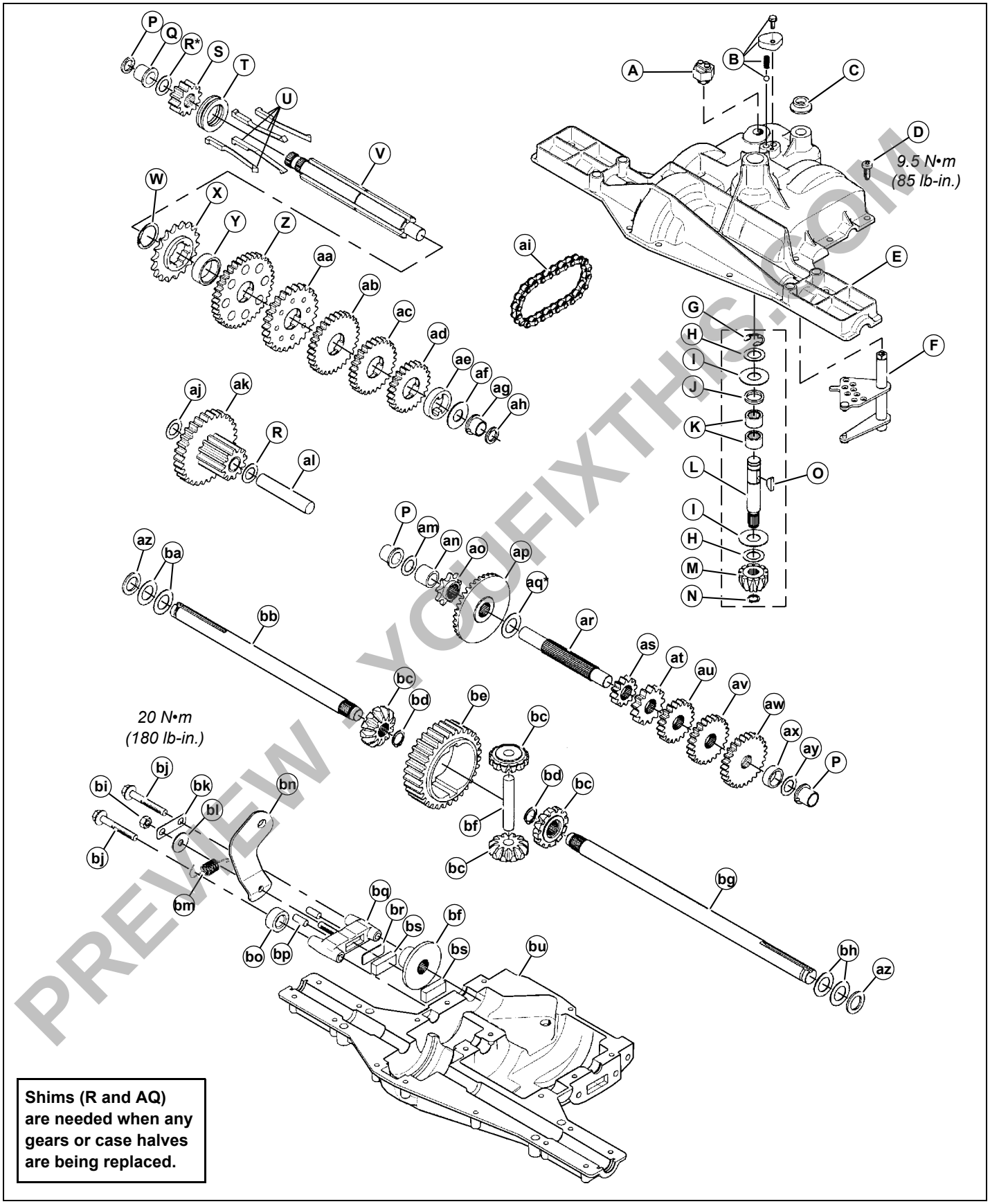
Main Wiring Schematic LA100/LA110/LA120



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Transaxle Components

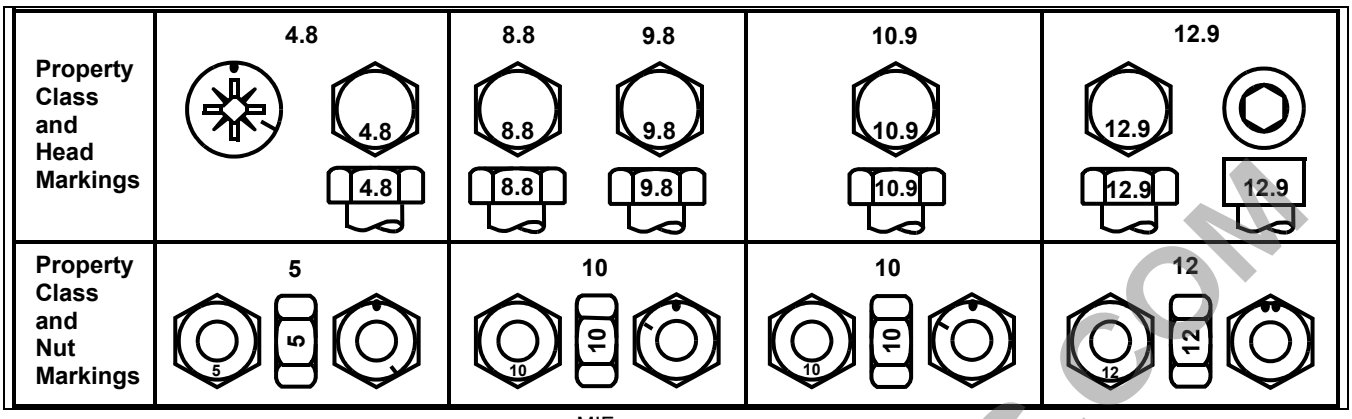


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Fastener Torques

Metric Fastener Torque Values



MIF

	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

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 ±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.

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*.

Reference: JDS - G200

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Symptom: Engine Cranks But Will Not Start

Problem	Cause - Solution
1. Engine cranks slowly.	a. Charge and test battery. See “Battery Voltage and Specific Gravity Tests” on page 170 in the Electrical section.
	b. Replace the battery if it will not hold a charge.
2. Poor or no spark at spark plug.	a. Replace spark plug,
	b. Ignition coil gap incorrect. See “Armature Air Gap Adjustment” on page 27.
	c. Magneto shorted to ground, flywheel magnet weak.
3. Choke or throttle not adjusted properly.	a. Adjust cable. See “Throttle/ Choke Cable Adjustment” on page 23.
4. Fuel supply.	a. Check air cleaner, fuel mixture, possible contaminated fuel, or stuck float needle.
	b. Check fuel shutoff valve, fuel lines, fuel pump, and engine vacuum.
5. Fuel shutoff solenoid does not open when ignition switch is turned to start/run.	a. Check fuel solenoid and ignition circuit. See “Ignition and Shutoff Circuit Diagnosis - All Models” on page 151 and “Fuel Shutoff Solenoid Test” on page 182 in the Electrical section.
6. Valve clearance improperly.	a. Check and adjust valve clearance. See “Valve Clearance Adjustment” on page 26.
7. Internal components binding.	a. Remove spark plug and turn the engine over by hand. If the engine is hard to turn over by hand repair or replace engine.

Tests and Adjustments

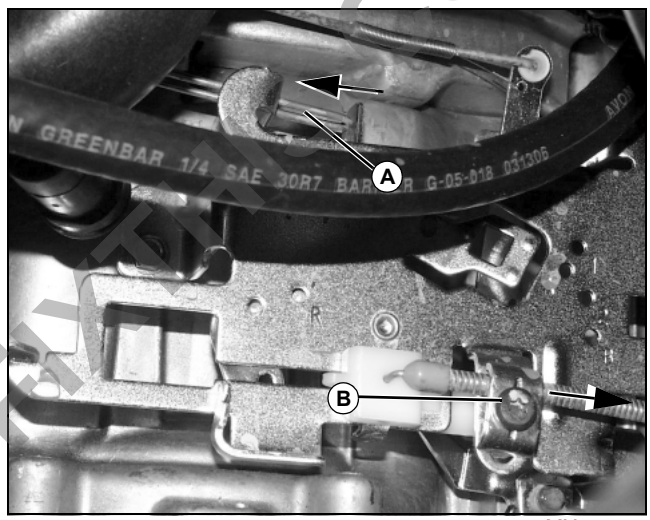
Throttle/Choke Cable Adjustment

Reason:

To make sure the throttle cable moves the throttle and choke through its full range of movement.

Procedure:

1. Move throttle lever all the way forward to Start (Choke) position.



MX38035

2. Locate choke control rod (A) on right side of engine at top of throttle control plate.
3. With your fingers or a needle nose pliers, try and move choke rod (A) toward carburetor (top arrow).
4. If choke control rod moves toward carburetor, choke is not completely closing and throttle cable needs to be adjusted.
5. Loosen throttle cable clamp (B).
6. Slide the throttle cable as far as it will go to the right.
7. Tighten throttle cable clamp (B).

Fuel Shutoff Solenoid Test

Reason:

To test proper operation of fuel shutoff solenoid.

Required Tools:

- Two Jumper wires

Procedure:

1. Park machine safely.
2. Listen for an audible click when ignition switch is turned

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Specifications

General Specifications

Specifications:

Make	Briggs & Stratton
Series	Intek
Type	Gasoline
Stroke/Cycle	4
Models	31P677 and 31P707
Cylinders	1
Valves	Overhead Valves
Displacement	502 cm^3 (30.63 cu in.)
Bore	90.68 mm (3.57 in.)
Stroke	77.72 mm (3.06 in.)
Cooling System	Air Cooled
Lubrication 31P707 engine	Oil Slinger
Lubrication 31P677 engine	Pressurized with Filter
Crankcase Oil Capacity	1.4 L (1.5 qt)
Air Cleaner	Paper with outer foam element
Muffler	Horizontal discharge below frame
Fuel Filter	Replaceable (In-Line Type)
Aspiration	Normal
Alternator	9 amp regulated

Tests and Adjustments Specifications

Valve Clearance:

Slow Idle (governed)	1750 rpm
Fast Idle	3350 ± 100 rpm
Spark Plug Gap	0.76 mm (0.030 in.)
Spark Plug Torque	20 N•m (180 lb-in.)
Valve Clearance - Intake	0.08 - 0.13 mm (0.003 - 0.005 in.)
Valve Clearance - Exhaust	0.13 - 0.18 mm (0.005 - 0.007 in.)
Valve Guide Depth	0.12 - 0.15 mm (0.005 - 0.006 in.)
Magneto Air Gap	0.25 - 0.35 mm (0.010 - 0.014 in.)

Repair Specifications

Cylinder Bore, Pistons and Rings:

Cylinder Bore Maximum Dimension	90.51 mm (3.563 in.)
Cylinder Bore Minimum Dimension	90.47 mm (3.562 in.)
Cylinder Bore Out of Round (maximum)	0.04 mm (0.002 in.)
Piston Pin (Wear Limit	20.29 mm (0.799 in.)
Piston Pin Bore (Wear Limit)	20.35 mm (0.801 in.)

Ring End Gap (Wear Limit) Case Iron Bore:

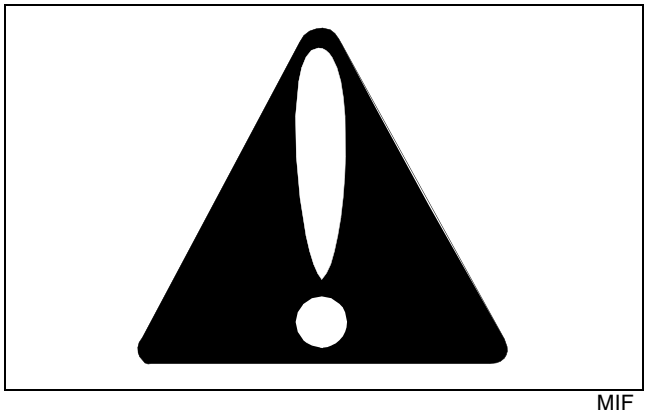
Compression Ring (Top)	0.64 mm (0.025 in.)

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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.

Special Messages

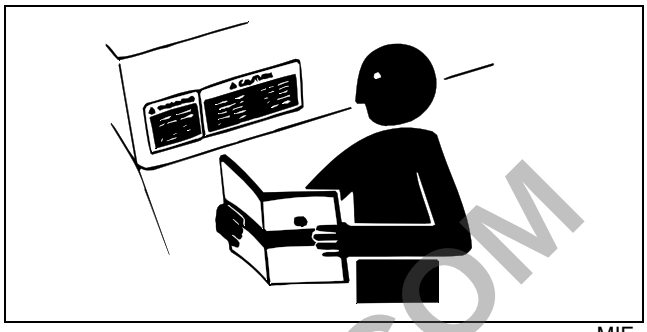
Your manual contains special messages to bring attention to potential safety concerns, machine damage as well as helpful operating and servicing information. Please read all the information carefully to avoid injury and machine damage.

Caution: Avoid Injury! This symbol and text highlight potential hazards or death to the operator or bystanders that may occur if the hazards or procedures are ignored.

Important: Avoid Damage! This text is used to tell the operator of actions or conditions that might result in damage to the machine.

Note: General information is given throughout the manual that may help the operator in the operation or service of the machine.

Replace Safety Signs



MIF

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

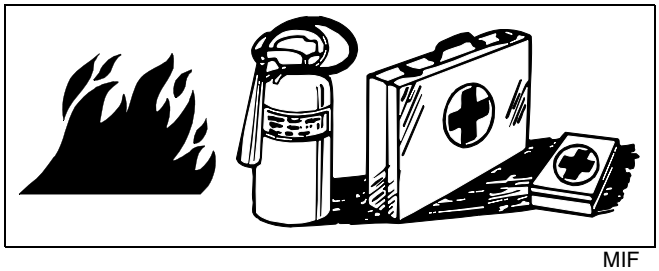
Understand Signal Words

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.

Handle Fluids Safely - Avoid Fires

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.
- 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.

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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.

Safety
Specifications and Information
Engine (B&S - Single Cylinder)
Engine (B&S - V-Twin)
Electrical
Power Train (Gear)
Power Train (Hydrostatic)
Steering
Brakes
Attachments
Miscellaneous

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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INDEX

A

Attachments
- 42 Inch Deck
  - Engagement 283
  - Idlers and Sheaves 281
  - Spindle - Cross Section 282
- 48 Inch Deck
  - Idlers and Sheaves 285
  - Spindle - Cross Section 286
- 54 Inch Deck
  - Components 287
  - Idlers and Sheaves 288
  - Spindle - Cross Section 289
- Deck Lift Assembly 278
- Deck Lift Components 279
- Diagnostics
  - Mower Deck Troubleshooting Chart 291
  - Mower Drive Check 290
- Repair 296
  - Spindles Disassembly
    - 54 Inch Deck 302
- Specifications
  - Special or Essential Tools 277
- Tests and Adjustments 292

Avoid Harmful Asbestos Dust 4

Avoid Injury
- Rotating Blades, Augers And PTO Shafts 4

Axle Removal and Installation, Front 256

B

Battery
- Charge 171
- Load Test 172
- Specifications 116
- Voltage and Specific Gravity Tests 170

Blades
- Balancing 297
- Removal and Installation 297
- Sharpening 297

Brake Pedal Assembly Removal and Installation - Hydro . 271

Brake Pedal Removal and Installation
- Gear Transaxle 266

Brakes
- Adjustment
  - Gear Transaxle 264
  - Hydrostatic Transaxle 265
- Assembly Removal and Installation
  - Gear Transaxle 269
- Component Location 262
- Linkage Removal and Installation
  - Gear Transaxle 266
  - Hydrostatic Transaxle 270
- Mower Deck Blade Brake (42 Inch Deck) 296
- Repair 266
- Specifications 261
- System Operation
  - Gear Power Train 195
  - Hydrostatic Power Train 224
- Tests and Adjustments 264

Break-in engine oil
- 4-cycle gasoline 13

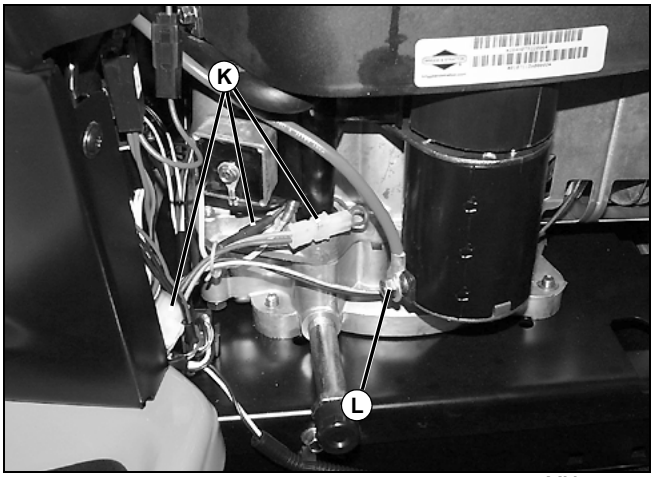
Briggs & Stratton Engine (Single Cylinder)
- Air Cleaner Service 29
- Balancer System Removal & Installation 48
- Breather Valve Service 33
- Cam Gear Bearing Inspection 51
- Carburetor Assembly 32
- Carburetor Disassembly 31
- Carburetor Inspection 32
- Carburetor Removal & Installation 30
- Connecting Rod Inspection 43
- Crankshaft & Cam Gear Installation 49
- Crankshaft & Cam Gear Removal 47
- Cylinder Bore
  - Cleaning 45
  - Honing 45
  - Inspection 45
  - Resizing 46
- Cylinder Head
  - Inspection and Repair 38
  - Removal & Installation 36
- Diagnostics 22
- Engine Installation 35
- Engine Removal 34
- Flywheel Removal and Installation 46
- Governor Removal & Installation 41
- Magnet to Bearing Inspection 50
- PTO Bearing Removal & Installation 51
- Piston Inspection 43
- Piston, Rings & Rod Removal and Installation 41
- Repair Specifications 19
- Specifications 19
- Starting Motor Assembly 54
- Starting Motor Disassembly 52
- Starting Motor Pinion Gear Replacement 56
- Starting Motor Removal & Installation 52
- Tests and Adjustments
  - Crankcase Vacuum 28
  - Cylinder Leakdown Test 28
  - Fuel Shutoff Solenoid 23
  - Governor Dynamic Adjustment 25
  - Governor Idle Adjustment 25
  - Governor Static Adjustment 24
  - Ignition Armature Air Gap 27
  - Slow Idle Carburetor 26
  - Throttle Cable Adjustment 23
  - Valve Clearance 26
- Tests and Adjustments Specifications 19
- Torque Specifications 20
- Upper Blower Housing Removal & Installation 29

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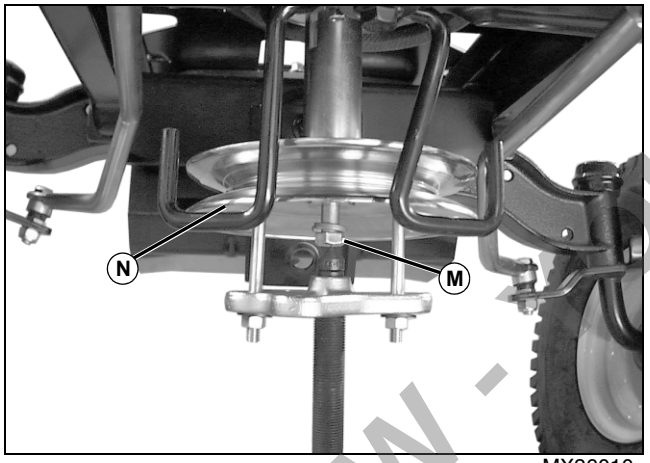


MX11568

10.Disconnect wires from starter terminal (L).

11.Disconnect wires from stator and fuel shutoff solenoid (K).

12.Lock park brake to relieve tension on traction drive belt.



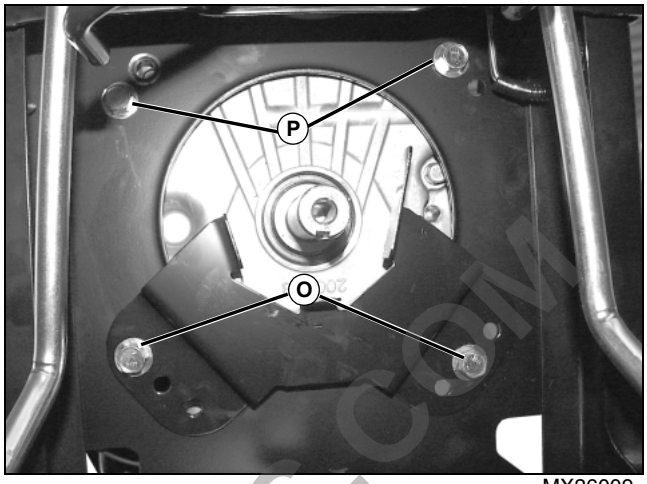
MX36010

13.Loosen cap screw (M) and lock washer securing pulley assembly (N) to engine output shaft.

Important: Avoid Damage! Do not pry pulley assembly or sheaves will bend and require replacement.

14.Install puller on lower sheave. Remove pulley assembly.

15.Remove traction drive belt from around pulley.



MX36009

16.Remove two cap screws (O) securing belt guard and engine to frame. Remove belt guard.

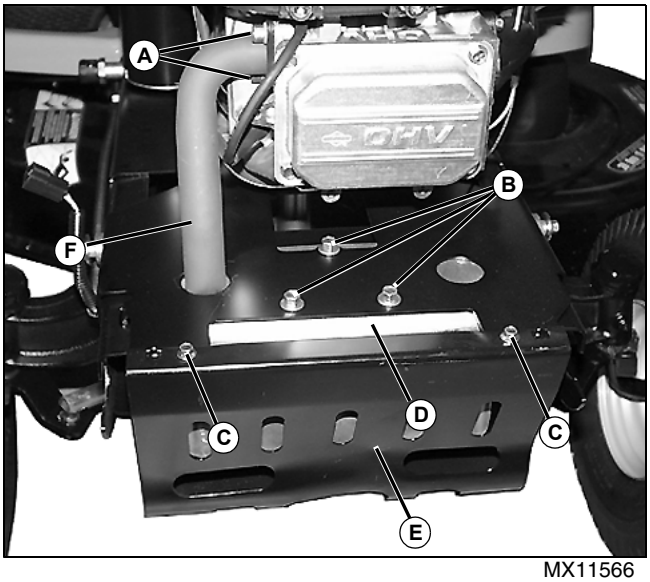
17.Remove two remaining cap screws (P) and engine.

Engine Installation

Procedure:

1. Install engine onto machine frame.

2. Install four cap screws, washers, and nuts securing engine and belt guard to frame. Tighten to **32 N•m (24 lb-ft)**.



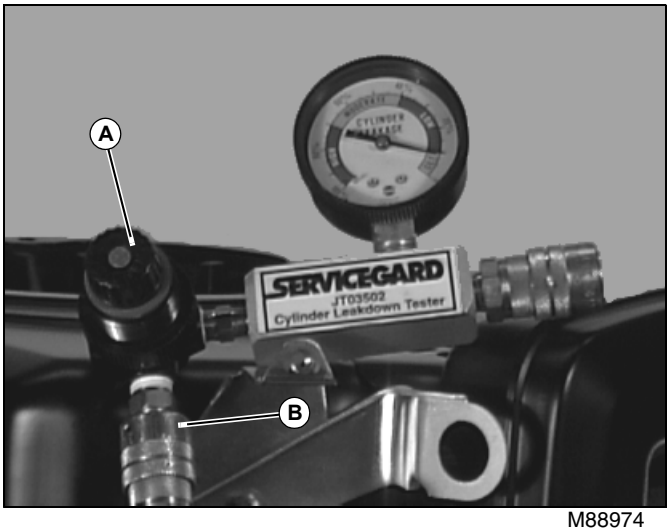
MX11566

3. Install exhaust manifold (F), with new gasket, to engine. Secure with two cap screws (A). Tighten cap screws to **19 N•m (165 lb-in.)**.

4. Inspect muffler flange for flatness. Install muffler (D) onto frame and secure with three mounting bolts (B). Tighten mounting bolts (B) to **195 N•m (165 lb-in.)**.

5. Install heat shield (E). Secure with two cap screws (C) to

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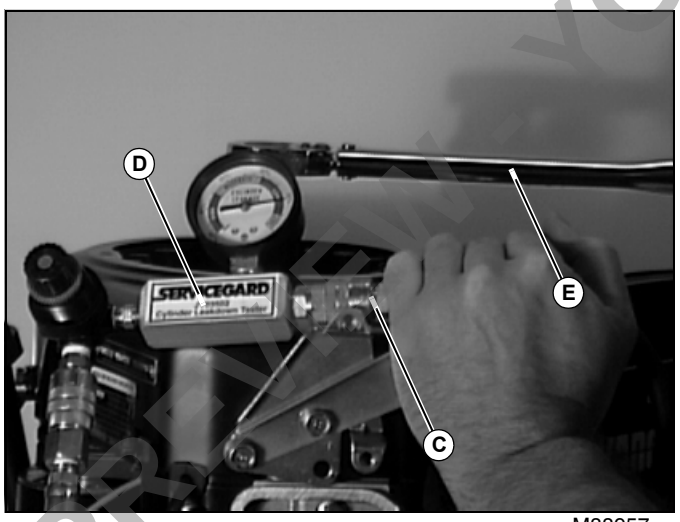


M88974

8. Pull back the locking ring and rotate the regulator knob (A) fully counterclockwise. Connect an air line (B) to the tester.

Important: Avoid Damage! The air supply must have enough supply pressure to calibrate the tester, usually 586 - 655 kPa (85 - 95 psi).

9. Pull back the locking ring and rotate the regulator knob clockwise until the gauge needle rests in the SET range of the gauge. Push the locking ring towards the tester to lock it.



M88957

10.Connect the adaptor hose (C) to the tester (D), and record the needle position while holding the flywheel in position with a breaker bar (E).

Results:

Note: A small amount of air escaping from the crankcase breather is normal.

- Excessive air escaping from the crankcase breather indicates worn piston rings or cylinder wall, or leaking head gasket.
- Air escaping from the carburetor indicates a worn intake valve or seat.
- Air escaping from the exhaust pipe indicates a worn exhaust valve or seat.
- Gauge reading in the Green (low) area indicates good compression. (Less than 25% is considered normal.)
- Gauge reading in the Yellow (moderate) area indicates borderline compression. The engine is still usable but an overhaul should be considered.
- Gauge reading in the Red (high) area indicates excessive compression loss. Engine overhaul is necessary.

Cylinder Balance Test

Reason:

If engine is hard starting, runs rough, misses or lacks power, run a cylinder balance test to determine if both cylinders are operating to their full potential.

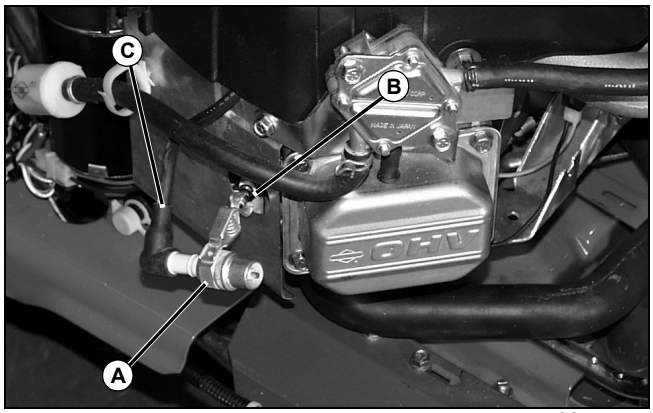
Tools:

- D053515T Spark Tester
- JT07270 Engine Tachometer
- Screwdriver with insulated handle

Procedure:

Important: Avoid Damage! When servicing engine (when the engine is running), remove hood to avoid damage from muffler exhaust heat.

1. Remove hood assembly. See “Hood Removal and Installation” on page 309 in the Miscellaneous section.
2. Disconnect spark plug high tension lead.



M95561

3. Connect spark tester (B) to spark plug (A) and high tension lead (C).

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ambient air temperature differences, operating temperatures and engine load.

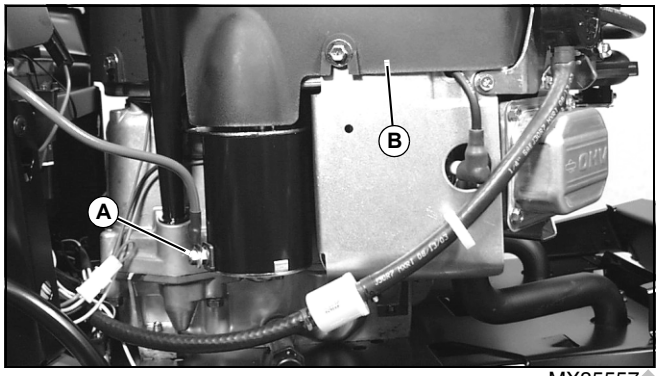
Specifications:

Oil pressure. . . . . 103 - 345 kPa (15 - 50 psi)
Sump Cover Screws. . . . . 23 N•m (200 lb-in.)
Oil Pump Cover Screws. . . . . 6 N•m (50 lb-in.)

Starting Motor Removal and Installation

Removal:

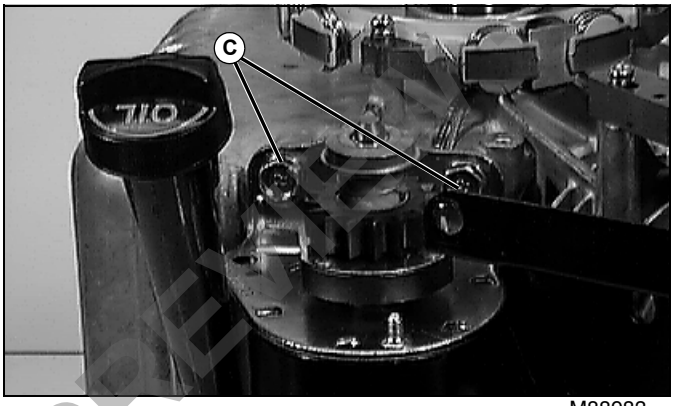
1. Disconnect the negative (-) battery cable from the battery.



MX35557

2. Disconnect battery positive (+) cable (A) from starting motor.

3. Remove upper blower housing (B). See “Upper Blower Housing Removal and Installation” on page 74.



M88983

Picture Note: Flywheel and plate (below and surrounding stator) removed for clarity and/or ease of starting motor removal.

4. Remove starting motor bolts (C) and starter.

Installation:

1. Install starting motor bolts and tighten to specification.

2. Install plate (below and surrounding stator) and flywheel (if removed).

3. Install upper blower housing (A). See “Upper Blower Housing Removal and Installation” on page 74.

4. Connect positive cable to the starter.

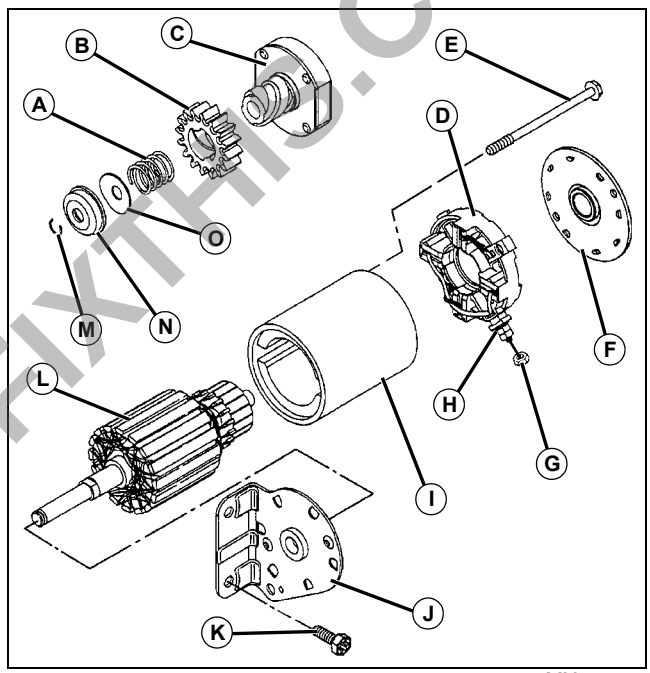
5. Connect the negative (-) battery cable to the battery.

Specification:

Starting Motor Bolts. . . . . 16 N•m (140 lb-in.)

Starting Motor Disassembly

Component Location:



MX11593

A- Spring
B- Gear
C- Clutch
D- Brush Holder
E- Through Bolt
F- End Cap
G- Nut, Starter Cable
H- Nut, Brush Retainer
I- Housing
J- Drive End Cap
K- Cap Screw
L- Armature
M- C-Ring
N- Cap
O- Washer

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Power Circuit Operation - LA130/LA140/ LA150

Function:

Provides unswitched power to primary components and switched power to secondary components whenever the battery is connected.

Operating Conditions, Unswitched Circuits:

Voltage must be present at the following components with the key switch in the off position:

- G1 battery positive terminal.
- Y1 starting motor solenoid positive contact stud.
- S1 key switch “B” and “L” terminals.
- Red wire at voltage regulator/rectifier connector.

The positive battery cable connects the battery to the starting motor solenoid bolt.

The ground cable connection is as important as the positive cable. Proper starting operation depends on these cables and connections to carry the high current for it’s operation.

The 201 Red wire, F1 fuse, and 200 Red wire provide unswitched voltage to the “B” terminal of the S1 key switch. The 451 Yel wire provides battery voltage to the “L” terminal of the S1 key switch, via a splice at the N1 regulator connector.

The F1 fuse and 220 Red/Blk wire provide unswitched voltage to the voltage regulator/rectifier.

Operating Conditions, Switched Circuits:

Voltage must be present at the following components with the key switch in the on position:

- P1 hour meter (only when engine is running).
- S2 PTO switch.
- X3 power port.
- K1 RIO latch relay
- Y2 fuel shutoff solenoid.
- E1 and E2 headlights (if the key switch is in the ‘run with lights on’ position).

Placing the key switch in the run position provides voltage from 200 Red wire through the key switch to the 500, 401, 410 and 402 Yel wires, S2 PTO switch, X3 power port, K1 RIO latch relay, and the Y2 fuel shutoff solenoid.

The 500 Yel wire provides power to the S2 PTO switch. The 401 Yel wire provides power to the X3 power port. The 410 Yel wire, via a splice at the X3 power port connector, provides power to the K1 RIO latch relay. The K1 relay will not energize until a ground is provided to the relay coil. The 402 Yel wire, via a splice at K1 RIO latch relay connector, provides power to the Y2 fuel shutoff solenoid coil.

The P1 hour meter is powered by pulses from the ignition coils sent to the S1 key switch where a splice with the 405 Yel wire is located. The 405 Yel wire sends these pulses to the P1 hour meter which in turn provides power for the meter. This assures that the hour meter only increments when the engine is running.

If the S1 key switch is in the ‘run with lights on position’, the 960 Yel/Wht wire (connected to the key switch “A2” terminal) provides power to the E1 and E2 headlights.

Ground Circuits for Switched Circuits:

- P1 hour meter: 140 Blk, splice at S1 key switch “G” terminal to 100 Blk wire, splice at X3 power port to 115 Blk wire, terminating at the Y1 starting motor solenoid. The path is completed by the 105 Blk wire, splicing to the 125 Blk wire, which plugs into the W4 negative wiring harness, and terminates at the frame ground and the negative battery terminal.
- S2 PTO switch: The path to ground is only completed if the PTO switch is placed in the on position. See “PTO Clutch Circuit Operation - LA130/LA140/LA150” on page 156.

Note: The X3 power port circuit is only completed if a device is plugged into the power port.

- X3 power port: 115 Blk wire to the Y1 starting motor solenoid. This splices to the 105 Blk wire which terminates at the 125 Blk wire splice. This connects to the W4 negative wiring harness and completes the ground path at the negative battery terminal.
- K1 RIO latch relay: The path to ground is only completed if the RIS switch is depressed. For more information, see “PTO with RIO Circuit Operation - LA130/ LA140/LA150” on page 162.
- Y2 fuel shutoff solenoid: The shutoff solenoid is grounded by a Blk wire attached to the engine.
- E1 and E2 headlights: W5 headlight wiring harness Blk wire, via connector X4, to 120 Blk wire, spliced to 125 Blk wire, to W4 negative wiring harness, and completed by the negative battery cable.

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Stator Output Test

Reason:

To measure AC voltage output of stator and verify correct resistance of stator.

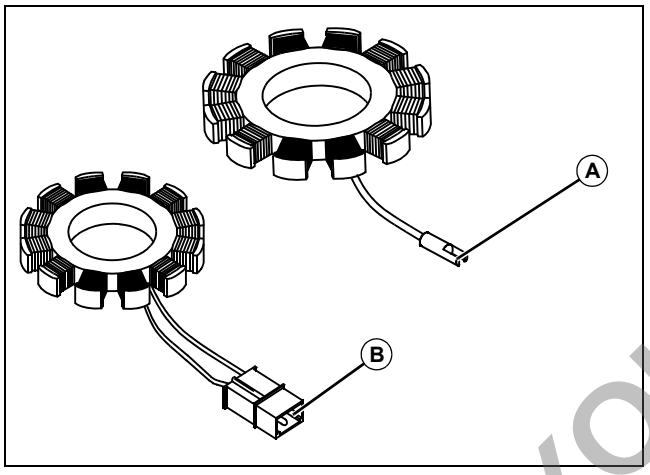
Equipment:

- Multimeter

Procedure:

1. Disconnect connector from stator.
2. Set multimeter for AC volts.

Note: LA100 model has only one stator lead.



A- LA100/LA110
B- LA120/LA130/LA140/LA150

3. Attach RED test lead to either pin on stator side of stator connector.

Note: On single wire lead models, attach BLACK test lead to engine ground.

4. On two wire lead models, attach BLACK test lead to other pin.
5. Set parking brake, start engine and run at full throttle.
6. Check output.

Results:

- Output should be to specification.
- If no or low output is found, replace stator.

Specifications - LA100/LA110:

AC output at full throttle . . . . . 40 volts (minimum)

Specifications - LA120/LA130/LA140/LA150:

AC output at full throttle . . . . . 30 volts (minimum)

Regulated Amperage Test

Reason:

To determine charging output of rectifier/regulator.

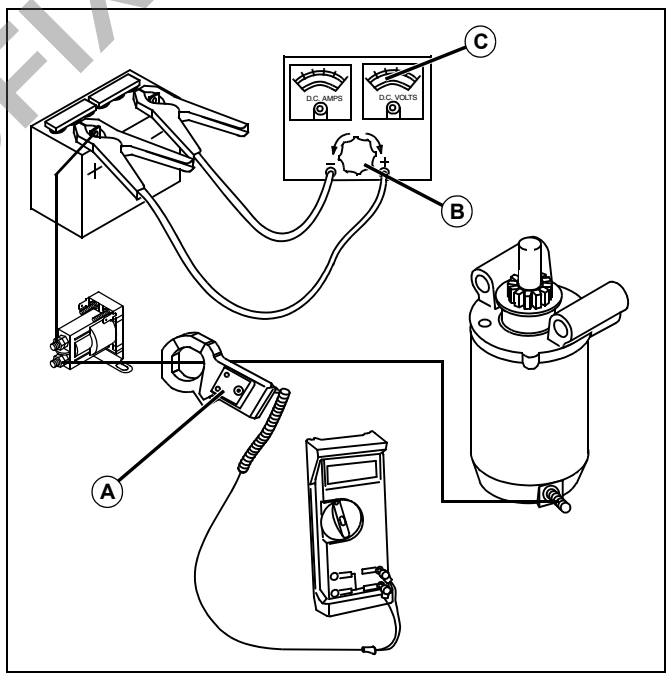
Equipment:

- Multimeter
- JT05712 Current Gun
- JT05685 Battery Tester

Procedure:

1. Park machine on level surface.
2. Turn key switch off.
3. Move Forward/Reverse pedals to neutral position.
4. Engage parking brake.
5. Raise hood.

Note: Battery must be in a good state of charge at 12 to 15 VDC.



MIF

6. Connect JTO5712 Current Gun (A) to voltmeter and put around positive (red) battery cable going to starting motor.
7. Set current gun for DC current.

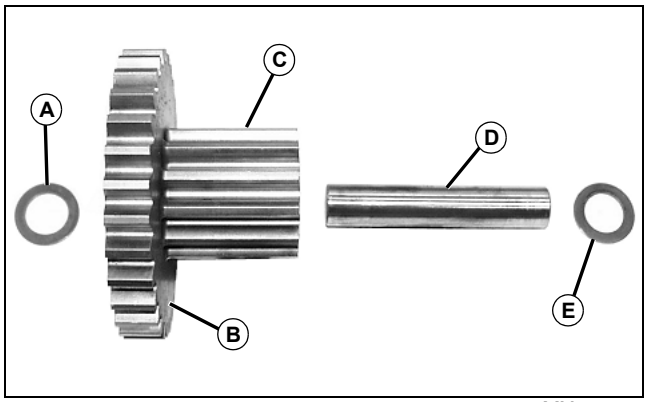
Note: Turn load knob (A) fully counterclockwise (out) into OFF position BEFORE making any test connections.

8. Connect battery tester to battery.

Note: Perform this test quickly to prevent damage to battery tester. DO NOT apply full load to battery for

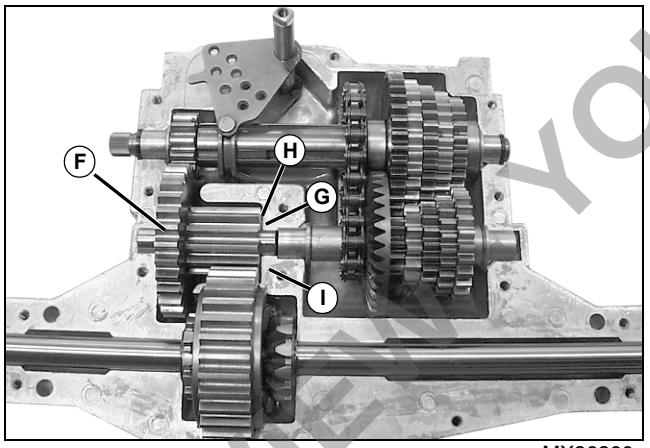
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Assemble Idler Combination Gear Assembly:



MX36363

1. Install components on idler shaft in order shown:
   - Washer (A) should be 0.632 x 1.00 x 0.046 in.
   - Narrow combination gear (B) should have 30 good teeth and wide combination gear (C) should have 12 good teeth
   - Idler shaft (D) should be smooth, not scored, worn, or pitted
   - Shim washer (E) is found in shim kit



MX36360

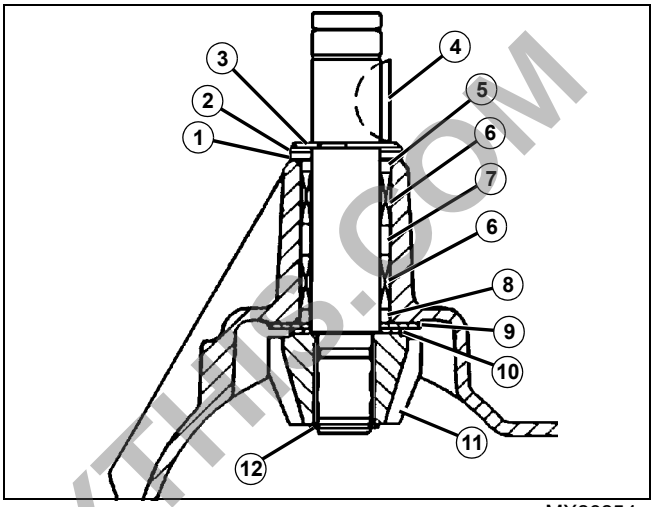
2. Install idler combination gear assembly (F) into lower case half.

3. Measure air gap (G) between shim washer (H) and face of case (I).

4. When proper air gap is obtained, assembly should drag slightly against feeler gauge.

Assemble Input Shaft/Pinion Gear Assembly:

Important: Avoid Damage! DO NOT scratch or deform upper case half bore when installing needle bearings.

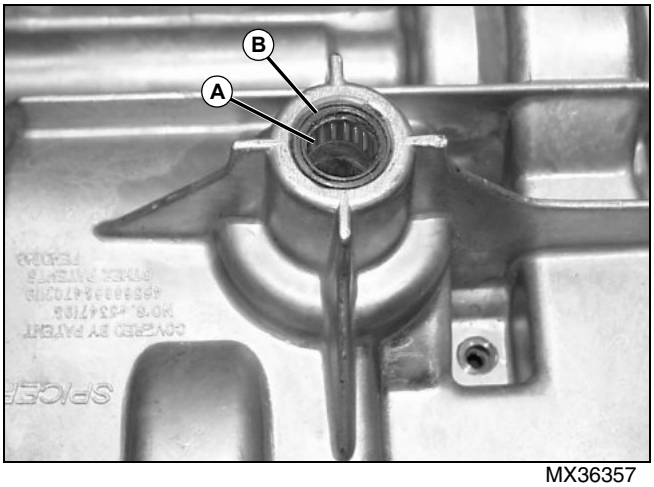


MX36354

1. Washer	7. Cavity
2. Shim	8. Cavity
3. E-Ring	9. Large Washer
4. Key	10. Small Washer
5. Spacer	11. Bevel Pinion Gear
6. Needle Bearings	12. Snap Ring

1. Needle bearings MUST be packed with grease before installing.

2. Install lower needle bearing with flat side of bearing (With Lettering) toward inside of case. Press lower needle bearing in case bore until it is recessed 3.3 mm (0.13 in.) from inside bore opening.



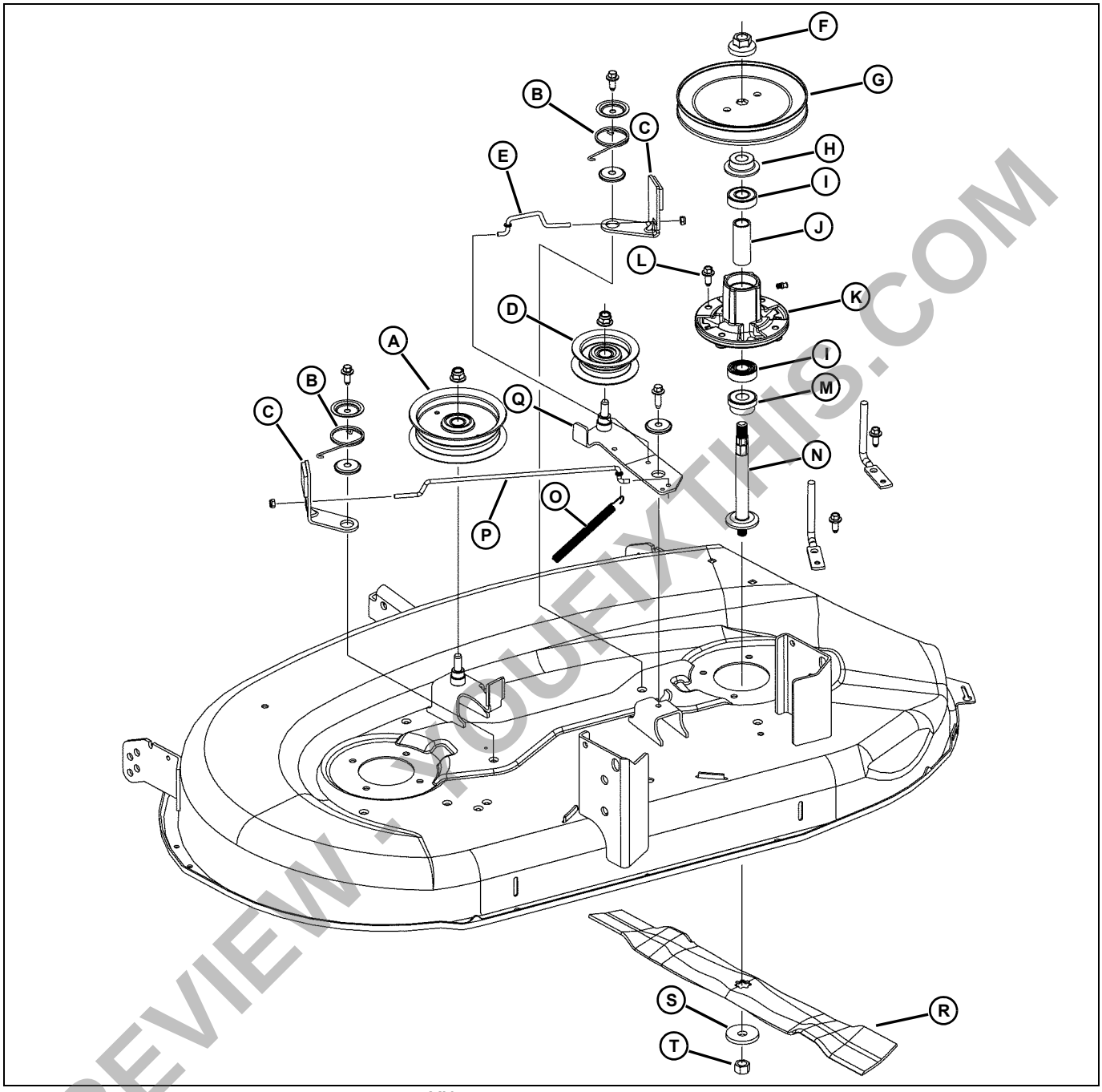
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Idlers and Sheaves - 42-Inch Deck



MX36408

A- Idler Sheave
B- Spring, Brake (2 used)
C- Brake, Spindle (2 used)
D- Idler, Belt Tension
E- Brake Rod, Right Spindle
F- Spindle Nut (2 used)
G- Spindle Sheave (2 used)
H- Seal (2 used)
I- Ball Bearing (4 used)
J- Spacer (2 used)
K- Spindle (2 used)
L- Cap Screw (4 used on each spindle)
M- Seal (2 used)
N- Blade Spindle (2 used)
O- Idler Tensioning Spring
P- Brake Rod, Left Spindle
Q- Idler Tensioning Bracket
R- Blade (2 used)
S- Washer (2 used)
T- Nut (2 used)

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