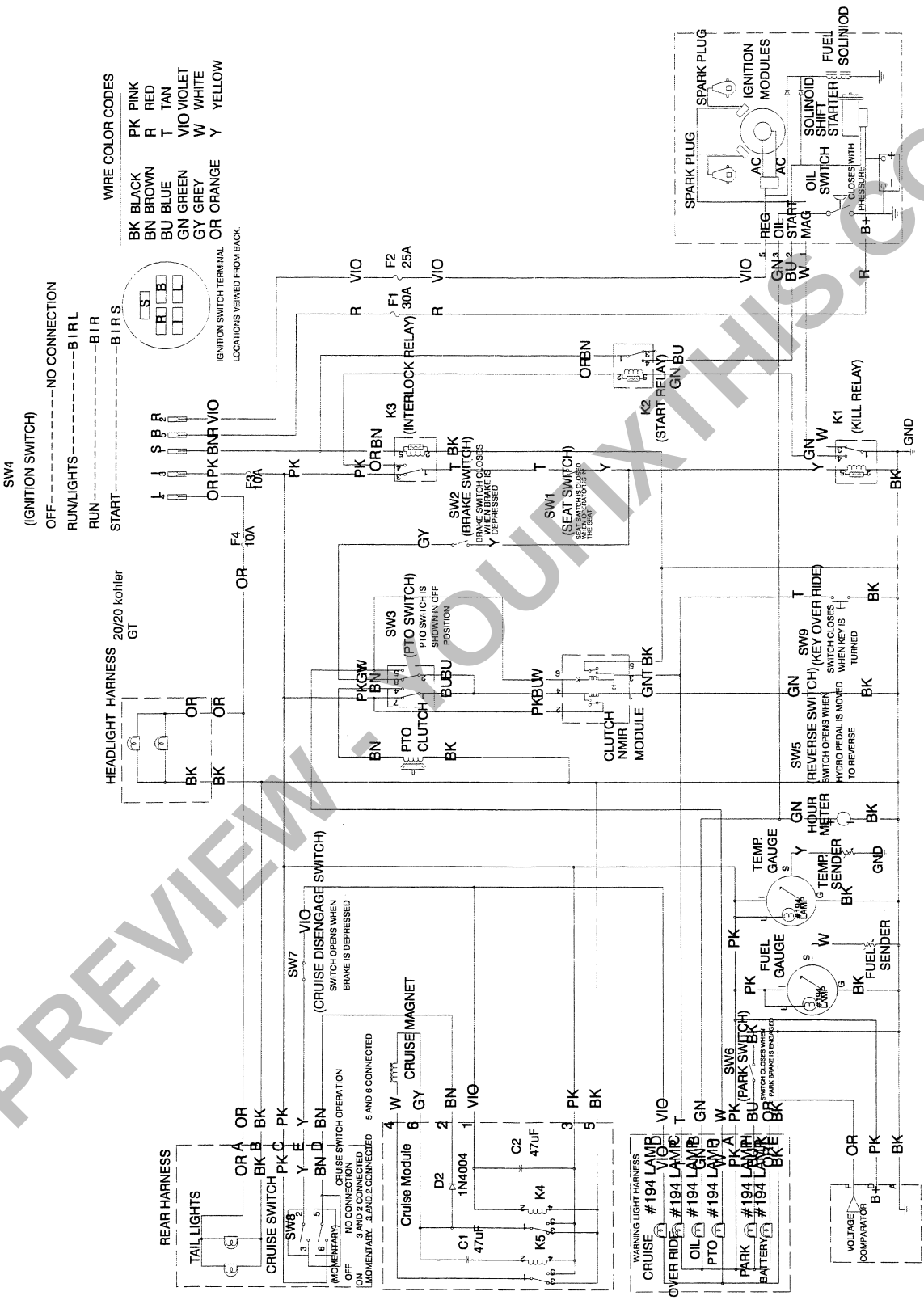
Wiring Diagram



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Troubleshooting

PROBLEM	POSSIBLE CAUSES	CORRECTIVE ACTION
The starter does not crank.	1. The PTO is ON.	1. Move the PTO to OFF.
	2. The brake is not depressed or the parking brake is not on.	2. Set the parking brake.
	3. The operator is not seated.	3. Sit on the seat.
	4. The electrical connections are corroded or loose.	4. Check the electrical connections for good contact.
	5. A fuse is blown or loose.	5. Correct or replace fuse.
	6. The relay or switch is defective.	6. Contact Authorized Service Dealer.
	7. The battery is discharged.	7. Charge the battery or replace it.
	8. The safety interlock system is malfunctioning.	8. Contact your Authorized Service Dealer.
	9. A faulty starter or starter solenoid.	9. Contact your Authorized Service Dealer.
	10. Seized internal engine components.	10. Contact your Authorized Service Dealer.
The engine cranks, but will not start.	1. Incorrect starting procedure.	1. Refer to Starting and Stopping the Engine, page 14.
	2. The fuel tank is empty.	2. Fill with fresh fuel.
	3. The fuel shut–off valve is closed.	3. Open the fuel shut–off valve.
	4. Dirt, water or stale fuel is in the fuel system.	4. Drain and flush the fuel system; add fresh fuel.
	5. Clogged fuel line.	5. Clean or replace.
	6. The spark plug lead is disconnected.	6. Reconnect the spark plug.
	7. The kill relay is not energized.	7. Contact your Authorized Service Dealer.
	8. A spark plug is faulty.	8. Replace the spark plug.
	9. The ignition is faulty.	9. Contact your Authorized Service Dealer.

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Maintenance

Service Interval Chart

Service Operation	Each Use	5 Hours	25 Hours	50 Hours	100 Hours	200 Hours	Storage Service
Engine Oil—check level	X						X
Brake—check	X						X
Safety System—check	X						X
(3) Air Intake Screens—clean*	X						X
Engine Area—clean*	X						X
Rear Transaxle Cover—clean*	X						X
Engine Oil—change		Initial			X		X
Engine Air Precleaner—clean*			X				X
Tires—check pressure			X				X
Transaxle—check oil level			X				
Battery—check electrolyte level			X				X
Transaxle—change oil				Initial		X	X
Transaxle—change oil filter				Initial		X	X
Power Steering Filter—clean				Initial		X	X
Lubrication				X			X
PTO (Power Take Off) Belt—check tension		Initial		X			X
Engine Air Filter—replace*					X		X
Fuel Filter—replace					X		X
Engine Oil Filter—change						X	X
Spark Plug(s)—change						X	X
Chipped Surfaces—paint							X
* More often in dusty, dirty conditions							

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Operation

Think Safety First

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. 10) before you start the engine and operate the machine.

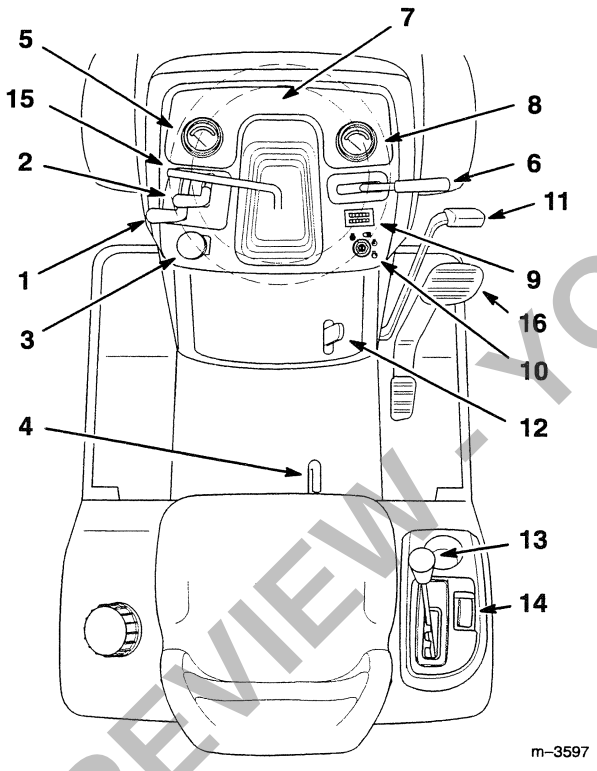


Figure 10

1. Throttle
2. Choke
3. PTO switch
4. Seat adjustment lever
5. Engine oil temperature gauge
6. Attachment lift lever
7. Indicator lights
8. Fuel gauge
9. Hour meter
10. Ignition switch
11. Brake pedal
12. Parking brake lever
13. High–Low range lever
14. Cruise control switch
15. Steering wheel tilt lever
16. Traction control pedal

Parking Brake

Always set the parking brake when you stop the machine or leave it unattended.

Setting the Parking Brake

1. Push the brake pedal (Fig. 10) down and hold it in the depressed position.
2. Lift the parking brake lever (Fig. 10) 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. 10). The parking brake lever should release.
2. Release the brake pedal.

Starting and Stopping the Engine

Starting

1. Sit down on the seat.
2. Depress the brake pedal.

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

3. Push the PTO (power take off) switch to OFF (Fig. 11).
4. Move the choke lever to ON (if the engine is cold) (Fig. 11).
5. Move the throttle lever halfway to FAST (Fig. 11).

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PROBLEM	POSSIBLE CAUSES	CORRECTIVE ACTION
The engine starts, but does not keep running	1. Misadjusted or faulty choke or throttle control cable.	1. Contact your Authorized Service Dealer.
	2. The fuel tank vent is restricted.	2. Contact your Authorized Service Dealer.
	3. Dirt or water in the fuel system.	3. Drain and flush the fuel system; add fresh fuel.
	4. The fuel filter is clogged.	4. Replace the fuel filter.
	5. The fuel pump is faulty.	5. Contact your Authorized Service Dealer.
	6. The carburetor is faulty.	6. Contact your Authorized Service Dealer.
	7. Loose wires or poor connections.	7. Check and tighten wire connections.
	8. The cylinder head gasket is faulty.	8. Contact your Authorized Service Dealer.
	9. A fuse is blown or loose.	9. Correct or replace fuse.
The engine runs, but knocks or misses.	1. Dirt, water or stale fuel is in the fuel system.	1. Drain and flush the fuel system; add fresh fuel.
	2. A spark plug lead is loose.	2. Reconnect the spark plug lead.
	3. A spark plug is faulty.	3. Replace the spark plug.
	4. Loose wires or poor connections.	4. Check and tighten wire connections.
	5. Engine overheating.	5. See ENGINE OVERHEATS.
The engine will not idle.	1. The fuel tank vent is restricted.	1. Contact your Authorized Service Dealer.
	2. Dirt, water or stale fuel is in the fuel system.	2. Drain and flush the fuel system; add fresh fuel.
	3. A spark plug is faulty.	3. Replace the spark plug.
	4. Carburetor idle passages are plugged.	4. Contact your Authorized Service Dealer.
	5. The idle speed adjusting screw is incorrectly set.	5. Contact your Authorized Service Dealer.
	6. The fuel pump is faulty.	6. Contact your Authorized Service Dealer.
	7. Low compression.	7. Contact your Authorized Service Dealer.
	8. The air cleaner element is dirty.	8. Clean or replace.

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⚠ 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).**

Air Cleaner

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, lower the attachment lift, and turn the ignition key to "STOP" to stop the engine. Remove the ignition key.
2. Open the hood.
3. Clean around the air cleaner to prevent dirt from getting into the engine and causing damage. Unhook the latches and remove the air cleaner cover (Fig. 23).

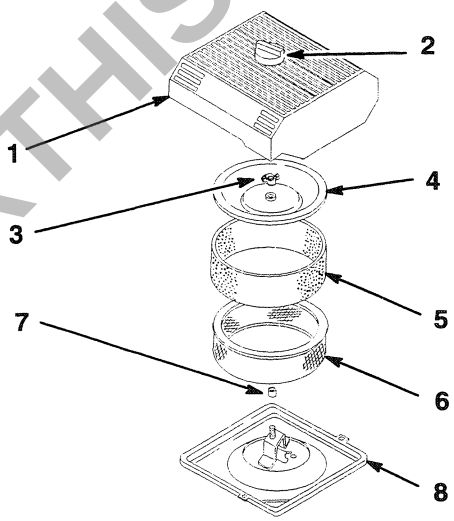


Figure 23

1. Air cleaner cover
2. Knob
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. 23).
5. Unscrew the cover nut and remove the cover and paper element (Fig. 23).

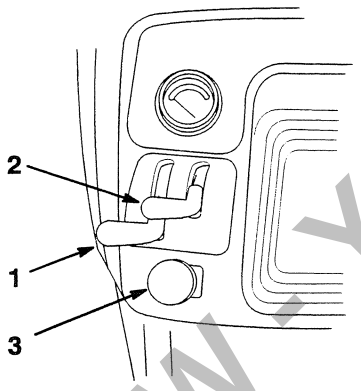
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6. Turn the ignition key clockwise and hold it in the START position (Fig. 12). When the engine starts, release the key.

   IMPORTANT: Do not crank the engine continuously for more than 10 seconds at a time. If the engine does not start, allow a 60 second cool–down period between starting attempts. Failure to follow these guidelines can burn out the starter.

7. After the engine starts, move the choke lever to OFF (Fig. 11). If the engine stalls or hesitates, move the choke lever back to ON for a few seconds. Then move the throttle lever to the desired setting. Repeat this as required.

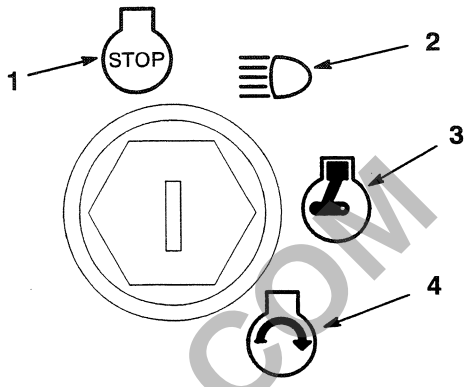
   Note: Allowing the engine to warm up before putting it under load will lengthen engine life.



m–3257

Figure 11

1. Throttle
2. Choke
3. PTO switch



m–3312

Figure 12

1. Stop
2. Run with lights
3. Run
4. Start

Stopping

1. Move the throttle lever to SLOW (Fig. 11).
2. Allow the engine to run for a short time to cool down.
3. Turn the ignition key to STOP (Fig. 12).
4. Always remove both the ignition and "reverse interlock" keys when the equipment is not in use or unattended.

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PROBLEM	POSSIBLE CAUSES	CORRECTIVE ACTION
The engine overheats.	1. The crankcase oil level is incorrect.	1. Fill or drain to the full mark.
	2. The fuel mixture is lean.	2. Contact your Authorized Service Dealer.
	3. Excessive loading.	3. Reduce load; use lower ground speed.
	4. (3) air intake screens are dirty.	4. Clean with every use.
	5. The cooling fins and air passages under the engine blower housing and/or the rotating air intake screen are plugged.	5. Clean with every use.
The engine loses power.	1. The crankcase oil level is incorrect.	1. Fill or drain to the full mark.
	2. The air cleaner element is dirty.	2. Clean or replace.
	3. Dirt, water or stale fuel is in the fuel system.	3. Drain and flush the fuel system; add fresh fuel.
	4. The engine is overheated.	4. See ENGINE OVERHEATS.
	5. A spark plug is faulty.	5. Replace the spark plug.
	6. Low compression.	6. Contact your Authorized Service Dealer.
	7. The vent hole in the fuel tank vent fitting is plugged.	7. Contact your Authorized Service Dealer.
	8. The engine load is excessive.	8. Reduce ground speed.
The tractor will not operate in either direction because the engine bogs down or stalls.	1. The brake is sticking.	1. Contact your Authorized Service Dealer.
The tractor goes forward only at partial speed and is slow or does not operate in reverse.	1. The cruise control was engaged when the traction pedal was in neutral.	1. Turn the cruise control off.
	2. The engine is running at partial speed.	2. Move the throttle to "FAST."
	3. The linkage is out of adjustment.	3. Contact your Authorized Service Dealer.
	4. There is internal hydro wear.	4. Contact your Authorized Service Dealer.

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