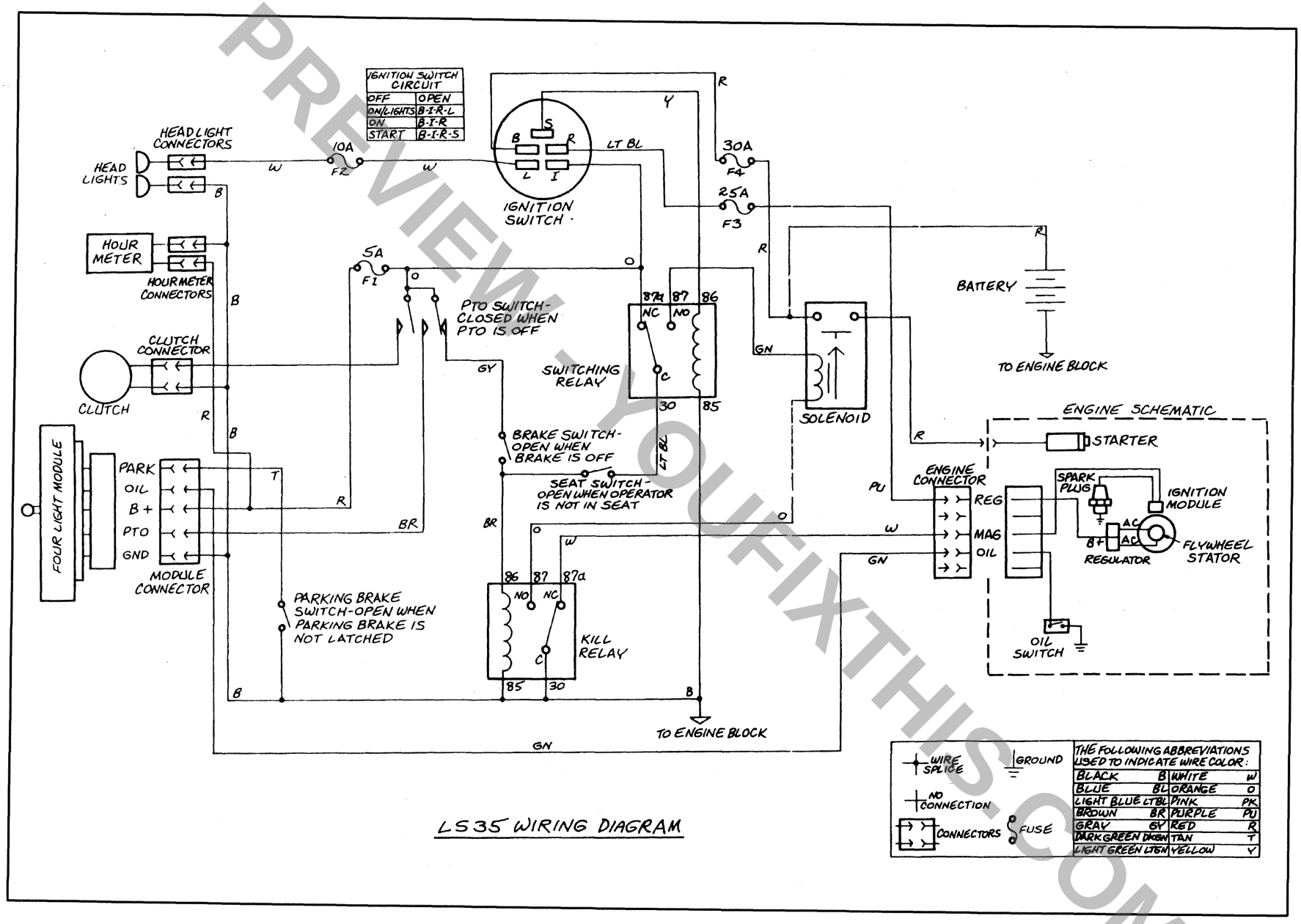


LS35 WIRING DIAGRAM

FIGURE 2-12

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ADJUSTING THE BRAKE LINKAGE

Step 1

With the brake pedal in the "REST" position, loosen the two jam nuts, 1, on the brake rod, 2.

Remove the cotter pin and flat washer from the trunnion, 3, connected to the brake lever arm. Adjust the trunnion on the threaded brake rod, 4, so that the brake lever arm, 5, just contacts the brake stop plate, 6.

Reinstall the washer and cotter pin and tighten the two jam nuts.

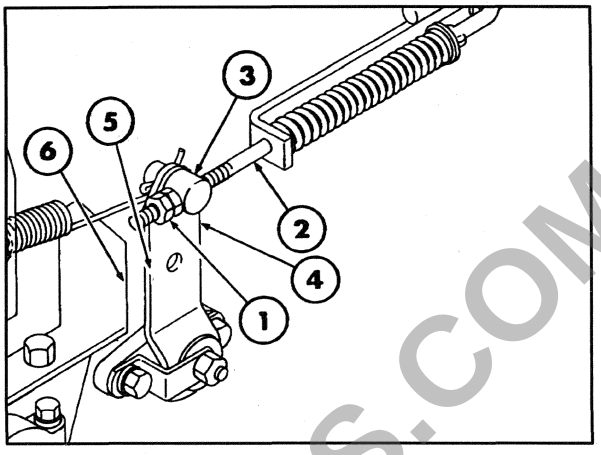


Figure 4-2

Step 2

Adjust the brake pad to disc clearance by adjusting the nut, 1, on the end of the caliper assembly. Adjust the nut until there is a .005″ (0.13 mm) clearance between the outer pad and disc.

Replace the brake pads when the nut can no longer be adjusted.

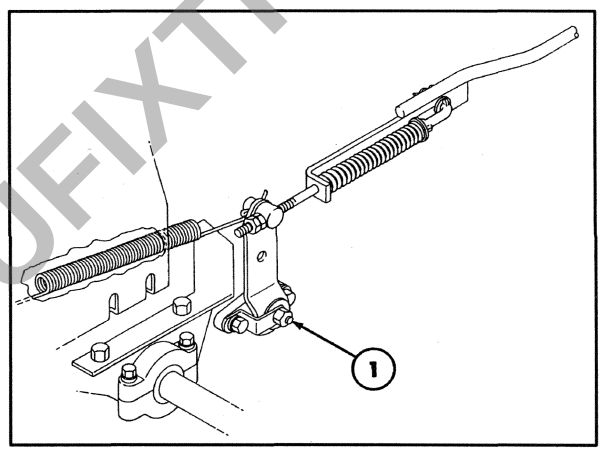


Figure 4-3

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SECTION 8

SPECIFICATIONS

LS 25 YARD TRACTOR

MODEL 9861897

ENGINE

Model CV 12.5S Kohler Command 12.5

12.5 H.P. @ 3600 RPM (W.O.T.)	398cc Displacement
No Load Speed 3250 ± 100 RPM	Solid Mounted
One Cylinder	Vertical Shaft
Cast Iron Sleeve	Solid-State Ignition
Electric Start, 12V Bendix Drive	Hydraulic Lifters
Smart Choke	Valve Rotators: Exhaust and Intake
Pressure Lubricated with Oil Filter	Dry-Type Air Cleaner w/Pre-Cleaner
15-amp Regulated DC Alternator	Overhead Valve
Dynamic Balanced	Separate Choke and Throttle
Fuel Pump	

CONSTRUCTION

Welded 2″ X 2″ X 1/4″ Angle Frame	Steel Fender
Plastic Console	Rubber Footrest Mats
Plastic Hood and Grille	V-560 Seat w/Springs, Flip Plate, & No Tool Adjustment

FUEL SYSTEM

Rear Mounted Tank	Fuel Filter
3.9 Gallon Capacity	Kelch Cap w/Top Vent
Fuel Shutoff Valve	3″ Filler Neck

TRACTION SYSTEM

Peerless 820 Transaxle

Ground Speed:	@3250 RPM
1st Gear:	0.7 MPH
2nd Gear:	1.4 MPH
3rd Gear:	2.2 MPH
4th Gear:	3.3 MPH
5th Gear:	4.2 MPH
6th Gear:	5.3 MPH
Reverse:	2.4 MPH
Front Tires:	16 X 6.50-8 Turf Trac R/S Tread w/Ball Bearings
Rear Tires:	23 X 9.50-12 Turf Trac R/S Tread

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SECTION 3
TROUBLESHOOTING

TROUBLESHOOTING GUIDE

When troubles occur, be sure to check the simple causes which, at first, may seem too obvious to be considered. For example, a starting problem could be caused by an empty fuel tank.

Some common causes of engine troubles are listed below. Use these to locate the causing factors.

Engine Cranks But Will Not Start
1. Empty fuel tank
2. Fuel shutoff valve closed
3. Dirt or water in the fuel system
4. Clogged fuel line
5. Spark plug lead disconnected
6. Key switch or kill switch in "off" position
7. Faulty spark plug
8. Faulty ignition module

Engine Starts But Does Not Keep Running
1. Restricted fuel tank cap vent
2. Dirt or water in the fuel system
3. Faulty choke or throttle controls
4. Loose wires or connections that short the kill terminal of ignition module to ground
5. Faulty cylinder head gasket
6. Faulty carburetor

Engine Starts Hard
1. PTO drive is engaged
2. Dirt or water in the fuel system
3. Clogged fuel line
4. Loose or faulty wires or connections
5. Faulty choke or throttle controls
6. Faulty spark plug
7. Low compression
8. Faulty ACR mechanism

Engine Will Not Crank
1. PTO drive is engaged
2. Battery (if equipped) is discharged
3. Safety interlock switch is engaged
4. Loose or faulty wires or connections
5. Faulty key switch or ignition switch
6. Faulty electric starter (if equipped)
7. Retractable starter not engaging in drive cup
8. Seized internal engine components

Engine Runs But Misses
1. Dirt or water in the fuel system
2. Spark plug lead disconnected
3. Loose wires or connections that intermittently short the kill terminal of ignition module to ground
4. Engine overheated
5. Faulty ignition module

Engine Will Not Idle
1. Restricted fuel tank cap vent
2. Dirt or water in the fuel system
3. Faulty spark plug
4. Idle fuel adjusting needle improperly set
5. Idle speed adjusting screw improperly set
6. Low compression
7. Stale fuel and/or gum in carburetor.

Engine Overheats
1. Air intake/grass screen, cooling fins, or cooling shrouds clogged
2. Excessive engine load
3. Low crankcase oil level
4. High crankcase oil level
5. Faulty carburetor

Engine Knocks
1. Excessive engine load
2. Low crankcase oil level
3. Old/improper fuel
4. Internal wear or damage

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PUMP ASSEMBLY COMPONENTS

108 SERIES POWER UNIT COMPONENTS

Item Number	Description	Quantity
1	Motor Mounting Stud	2
2	Motor	1
3	Coupling	1
4	O ring	1
5	Adapter	1
6	1/4″ Steel Ball	3
7	Spool	1
8	Check Valve Body	2
9	Poppet Assembly	2
10	Spring	2
11	Hex Plug	2
12	3/16″ Ball	2
13	Eyelet	4
14	Spring	4
15	Thermal Relief	2
16	Shaft Seal	1
17	O ring	2
18	Pump	1
19	#10-32 UNF 1 5/16″ Torx Head Screw	2
20	Filter	2
21	Reservoir Seal	1
22	Reservoir	1
23	#10-32 X 1″ Hex Head Screw	1
24	O ring	1
25	3/16″ Steel Ball	1
26	7/16″-20 Jam Nut	2
27	Relief Valve Adjust Screw	2

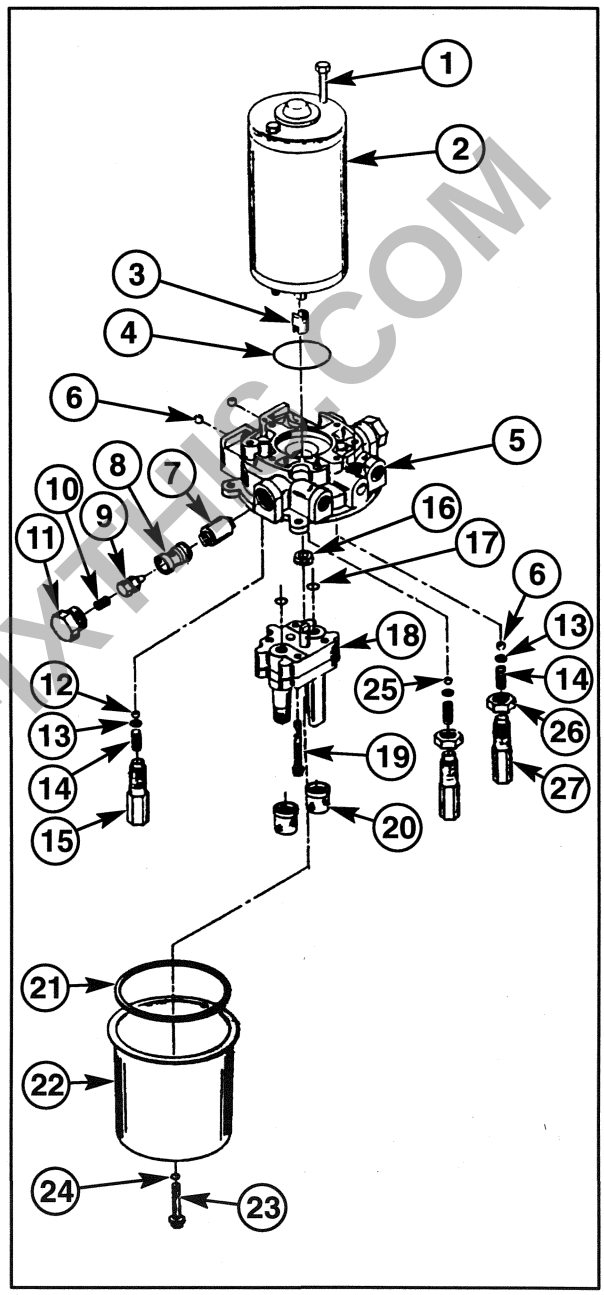


Figure 7-6

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Grease the rod threads to protect the O rings and remove the piston and cylinder head from the rod.

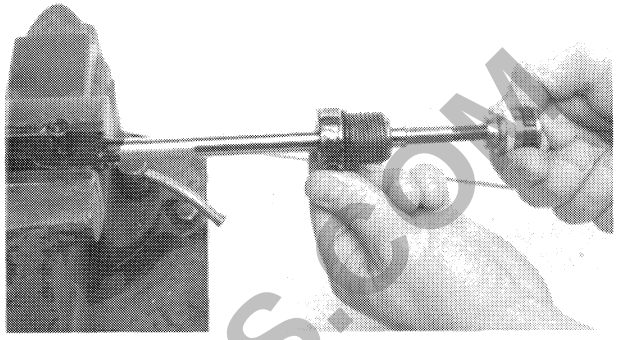


Figure 7-17

Remove the seals from the piston.

Piston Seal, 1

Wear Band, 2

O ring, 3

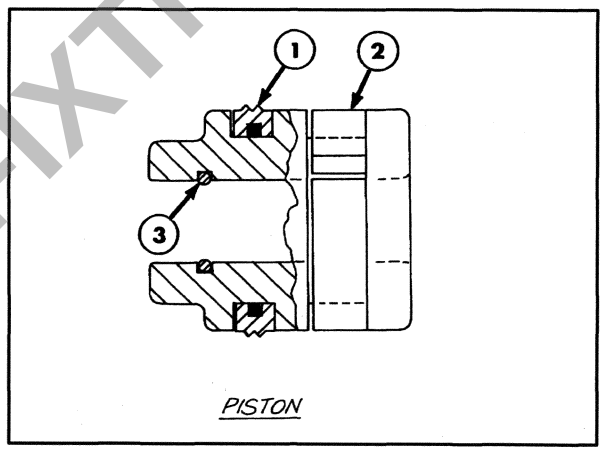


Figure 7-18

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The length of the spring, 1, is measured at points, 2, to 5 1/2″ (140 mm). Spring length is adjusted using the nut on the end of the eyebolt.

NOTE: Proper blade drive belt tension is very important. If the belt is not tight enough, it will slip under tough mowing conditions, resulting in uncut grass.

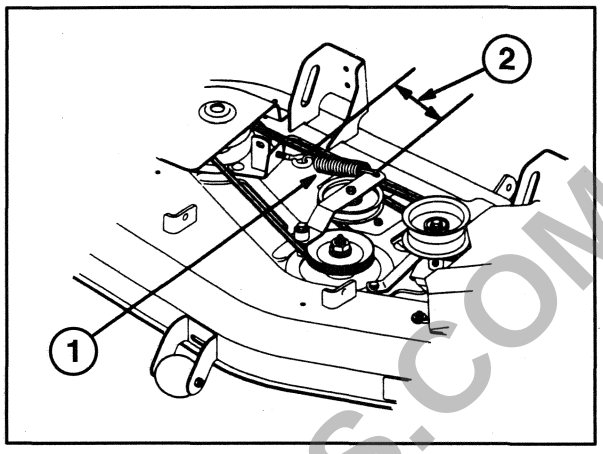


Figure 9-9

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Crankshaft

End Play (Free)	0.0575/0.4925 mm (0.0023/0.0194 in.)
Crankshaft Sleeve Bearing I.D. – (Installed) New	44.965/45.003 mm (1.7703/1.7718 in.)
Crankshaft Sleeve Bearing I.D. – Max. Wear Limit	45.016 mm (1.7723 in.)
Crankshaft To Sleeve Bearing Running Clearance – New	0.03/0.09 mm (0.0012/0.0035 in.)
Crankshaft Bore (In Oil Pan) To Crankshaft Running Clearance – New	0.03/0.09 mm (0.0012/0.0035 in.)
Flywheel End Main Bearing Journal	
(O.D. – New)	44.913/44.935 mm (1.7682/1.7691 in.)
(O.D. – Max. Wear Limit)	44.84 mm (1.765 in.)
(Max. Taper)	0.022 mm (0.0009 in.)
(Max. Out–of–Round)	0.025 mm (0.0010 in.)
Oil Pan End Main Bearing Journal	
(O.D. – New)	41.915/41.935 mm (1.6502/1.6510 in.)
(O.D. – Max. Wear Limit)	41.86 mm (1.648 in.)
(Max. Taper)	0.020 mm (0.0008 in.)
(Max. Out–of–Round)	0.025 mm (0.0010 in.)
Connecting Rod Journal	
(O.D. – New)	38.958/30.970 mm (1.5338/1.5343 in.)
(O.D. – Max. Wear Limit)	38.94 mm (1.5328 in.)
(Max. Taper)	0.012 mm (0.0005 in.)
(Max. Out-Of-Round)	0.025 mm (0.0010 in.)
Crankshaft T.I.R.	
(PTO End, Crank in Engine)	0.15 mm (0.0059 in.)
(Entire Crank, In V–Blocks)	0.10 mm (0.0039 in.)

Cylinder Bore

Cylinder Bore I.D. – New	87.000/87.025 mm (3.4252/3.4262 in.)
Cylinder Bore I.D. – Max. Wear Limit	87.063 mm (3.4277 in.)
Cylinder Bore I.D. – Max. Out-Of-Round	0.12 mm (0.0047 in.)
Cylinder Bore I.D. – Max. Taper	0.05 mm (0.0020 in.)

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Float Assembly Kit 12 757 02 Contains:

Qty.	Description
1	Float Assembly
1	Float Shaft

Reassembly

Throttle Shaft Installation

1. Install the foam dust seal on the throttle shaft.
2. Insert the throttle lever/shaft assembly into the carburetor body. Position the cutout portion of the shaft so it faces the carburetor mounting flange.
3. Install the throttle plate to the throttle shaft. Make sure the plate is positioned properly in the bore as noted and marked during disassembly. Apply Loctite® No. 609 to the threads of the throttle plate retaining screws. Install the screws so they are slightly loose.
4. Apply finger pressure to the throttle lever/shaft to keep it firmly seated against the pivot in the carburetor body. Rotate the throttle shaft until the throttle plate closes the bore around its entire perimeter; then tighten the screws. See Figure 5-9.

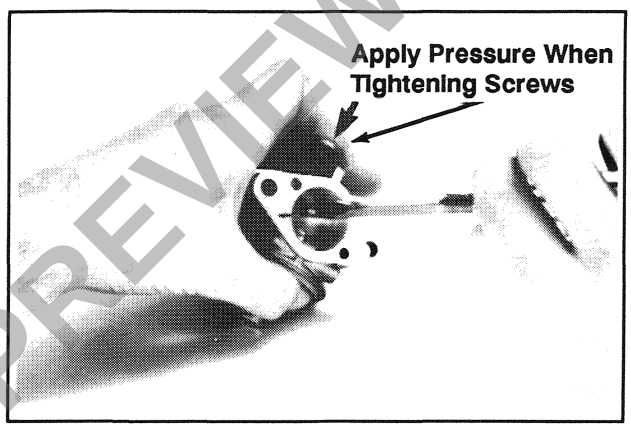


Figure 5-9. Installing the Throttle Lever/Shaft.

5. Operate the throttle lever. Check for binding between the throttle plate and carburetor bore. Loosen the screws and adjust the throttle plate as necessary.

Torque the screws to **0.9/1.4 N•m (8/12 in. lb.).**

Choke Shaft Installation

1. Install the choke return spring to the choke shaft.
2. Insert the choke lever with return spring into the carburetor body.
3. Rotate the choke lever approximately 1/2 turn **counterclockwise**. Make sure the choke return spring hooks on the carburetor body.
4. Position the choke plate as noted and marked during disassembly. Insert the choke plate into the slot in the choke shaft. Make sure the choke shaft is locked between the tabs on the choke plate.

Fuel Inlet Seat Installation

Press the fuel inlet seat into the bore in carburetor body until it bottoms.

Main Fuel Jet Installation

Press the main fuel jet into the carburetor body until it is flush with the surface.

Welch Plug Installation

Use Tool No. KO-1017 and install new plugs as follows:

1. Position the carburetor body with the welch plug cavities to the top.
2. Place a new welch plug into the cavity with the raised surface **up**.
3. Use the end of the tool that is about the same size as the plug and **flatten** the plug. Do not force the plug below the surface of the cavity. See Figure 5-10.
4. After the plugs are installed, seal them with Glyptal™ (or an equivalent sealant). Allow the sealant to dry.

NOTE: If a commercial sealant is not available, fingernail polish can be used.

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In the event starting problems should occur which are not corrected by replacing the spark plug, refer to the following "Troubleshooting Guide" for trouble analysis procedures.

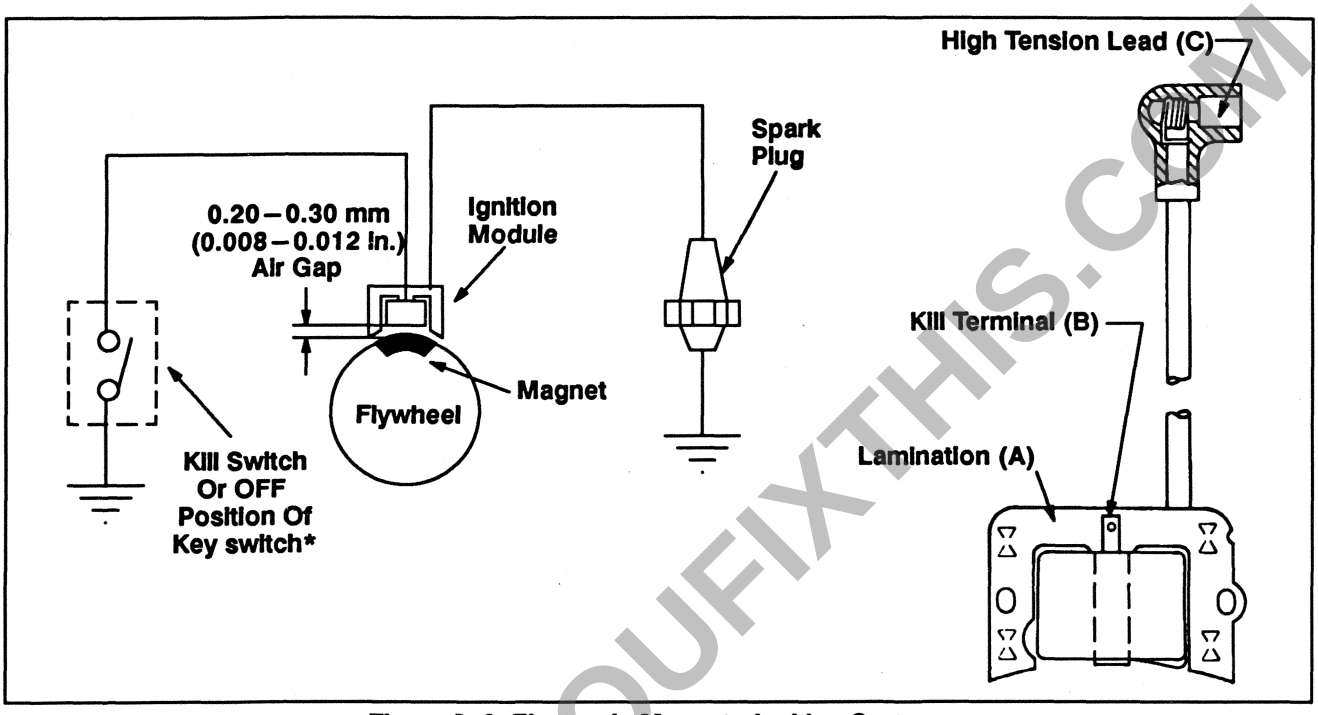


Figure 8-2. Electronic Magneto Ignition System.

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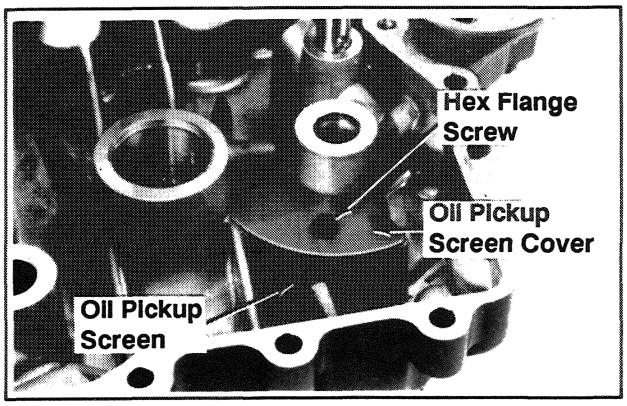


Figure 9-37. Removing Oil Pickup.

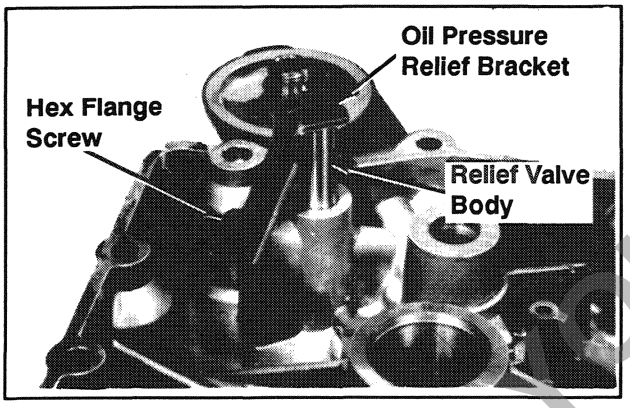


Figure 9-38. Removing Oil Pressure Relief Valve Bracket.

2. Remove the hex. flange screw, oil pressure relief bracket, relief valve body, piston, and spring. See Figures 9-38 and 9-39.

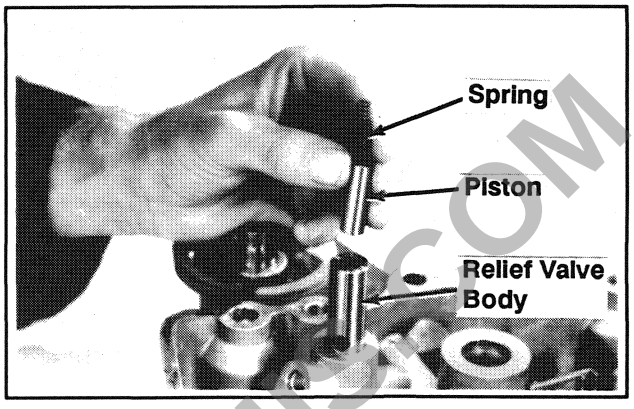


Figure 9-39. Removing Oil Pressure Relief Valve Body, Piston, and Spring.

3. Remove the three hex. flange screws, oil pump cover, O-Ring, and oil pump rotors. See Figures 9-40 and 9-41.

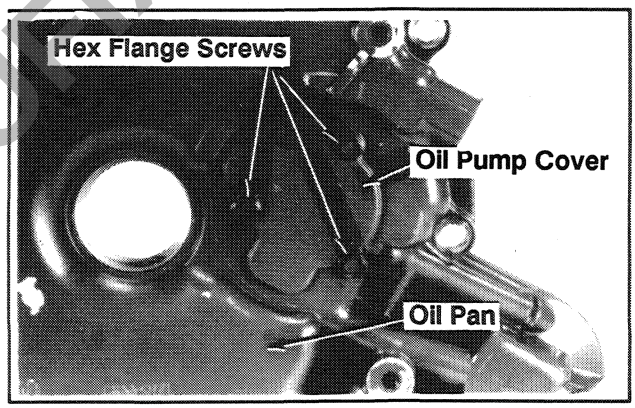


Figure 9-40. Removing Oil Pump Cover.

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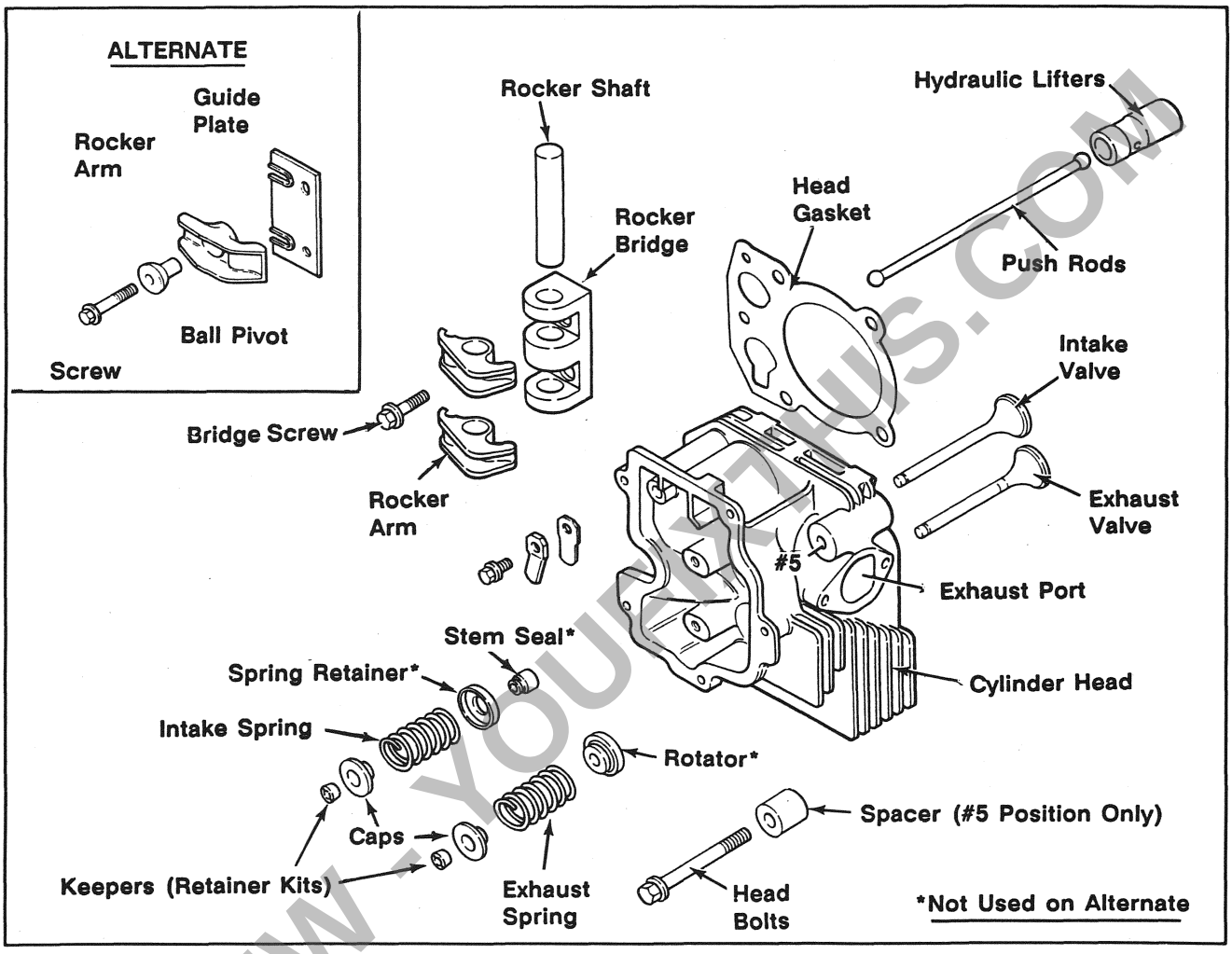


Figure 11-27. Cylinder Head Valve Train Differences.

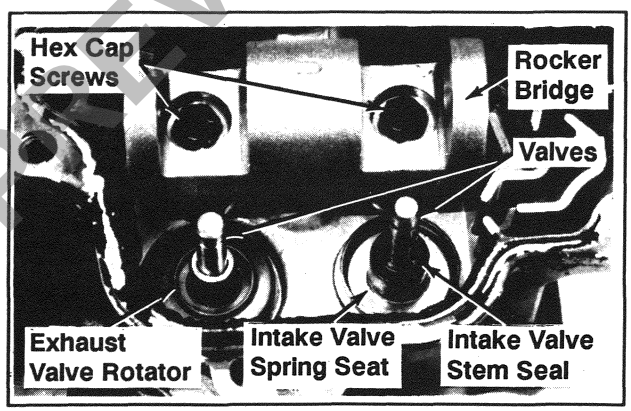


Figure 11-28. Installing Rocker Bridge and Valves.

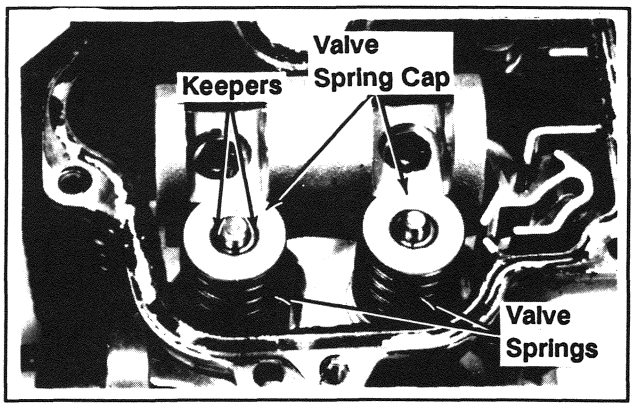


Figure 11-29. Installing Valve Keepers.

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Engine Analysis Kit No. KO-1000

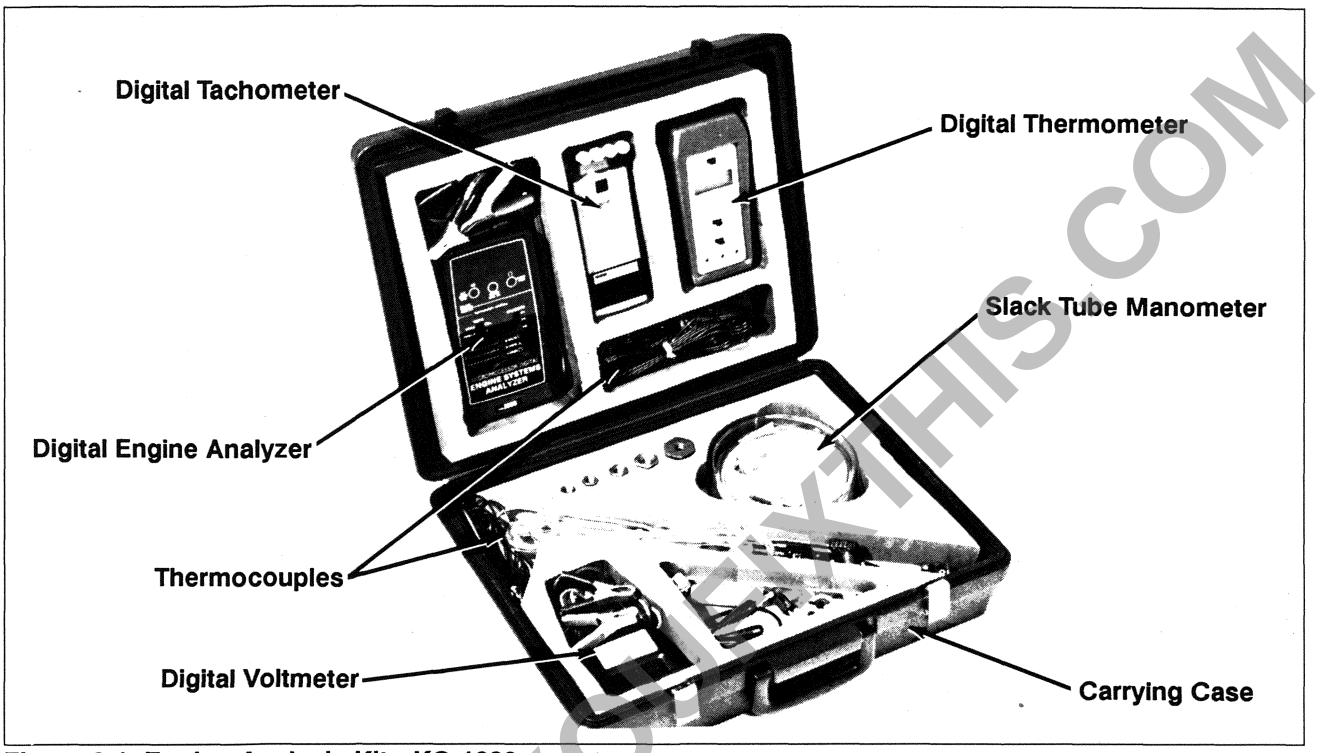


Figure 2-1. Engine Analysis Kit - KO-1000.

The Kohler Engine Analysis Kit contains a selection of instruments that will enable you to measure critical items that relate to engine performance. You will find many uses for these instruments — from basic crankcase vacuum checks to sophisticated application tests.

The Engine Analysis Kit Includes:

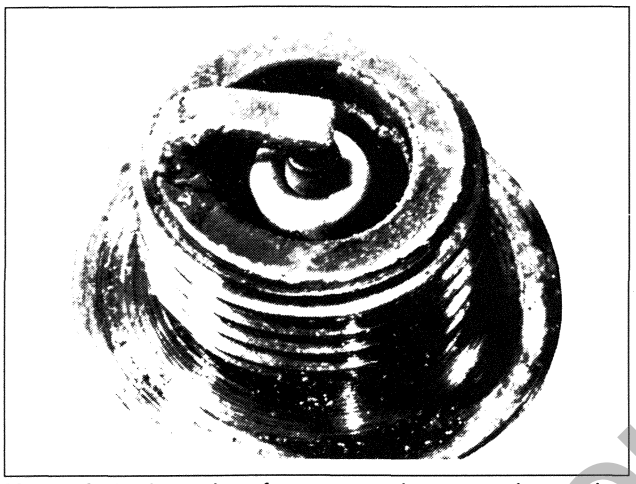
Qty.	Description	Part No.
1	Digital Voltmeter	KO-1001
1	Digital Tachometer	KO-1002
1	Digital Thermometer	KO-1004
1	Digital Engine Analyzer	KO-1003
1	Slack Tube Manometer	KO-1005
1	8 ft. Lead with Plug	KO-1006
3	14 mm Spark Plug Thermocouple	KO-1007
2	Head Bolt Thermocouple	KO-1008
1	Oil Sump Thermocouple	KO-1009
1	1/4" x 1/8" Bushing	KO-1010-B
1	3/8" x 1/8" Bushing	KO-1010-A
1	1/2" x 1/8" Bushing	KO-1010-C
1	3/4" x 1/8" Bushing	KO-1010-D
1	Tube with Fittings	KO-1011-B
1	Carrying Case	KO-1013
3	Plain Thermocouple	KO-1015

The voltmeter, tachometer, and engine analyzer feature electronic circuitry and digital readouts. Guidelines for using the instruments and testing are included.

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Inspection
Inspect each spark plug as it is removed from the cylinder head. The deposits on the tip are an indication of the general condition of the piston rings, valves, and carburetor.

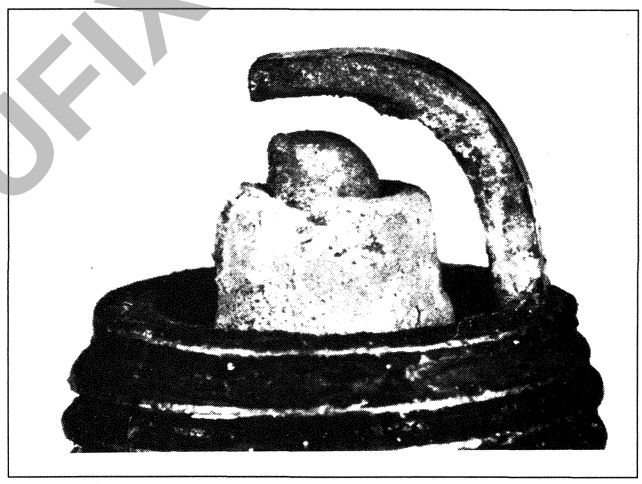
Normal and fouled plugs are shown in the following photos:



Normal: A plug taken from an engine operating under normal conditions will have light tan or gray colored deposits. If the center electrode is not worn, a plug in this condition could be set to the proper gap and reused.



Carbon Fouled: Soft, sooty, black deposits indicate incomplete combustion caused by overrich carburetion, weak ignition, or poor compression.



Worn: On a worn plug, the center electrode will be rounded and the gap will be greater than the specified gap. Replace a worn spark plug immediately.

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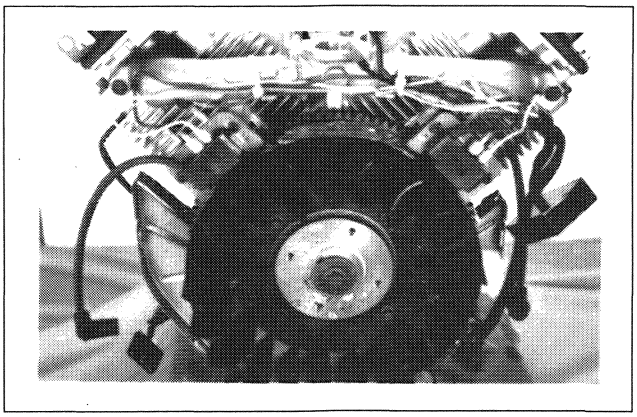


Figure 8-31. Position of Ignition Modules.

Remove Intake Manifold

1. Remove the four hex. flange screws securing the intake manifold to the cylinder heads.

   NOTE: The wiring harness is tied to the manifold and should not be separated unless there is a specific reason for doing so.

2. Remove the intake manifold and intake manifold gaskets. See Figure 8-32.

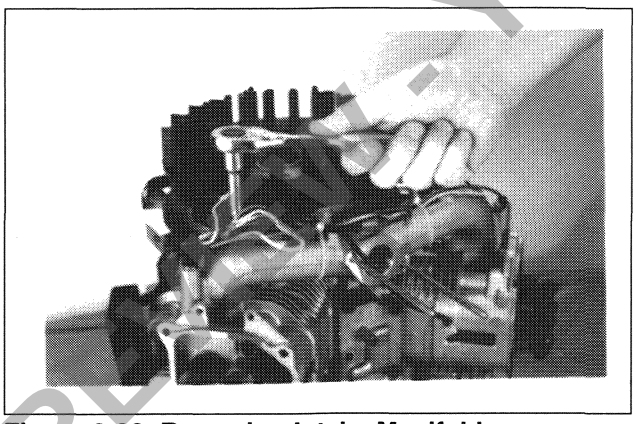


Figure 8-32. Removing Intake Manifold.

Remove Spark Plugs

1. Remove the spark plug from each cylinder head.

Remove Cylinder Heads and Hydraulic Lifters

1. Remove the four hex. flange screws securing each cylinder head. See Figure 8-33.

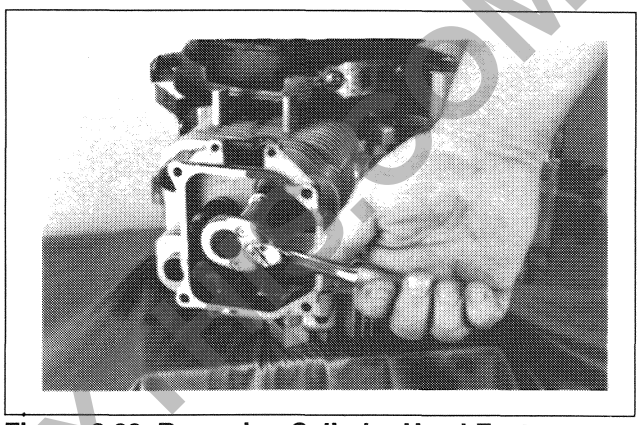


Figure 8-33. Removing Cylinder Head Fasteners.

2. Mark the location of the push rods as either intake or exhaust and cylinder 1 or cylinder 2. Push rods should always be reinstalled in the same positions.

3. Carefully remove the push rods, cylinder heads, and head gaskets. See Figure 8-34.

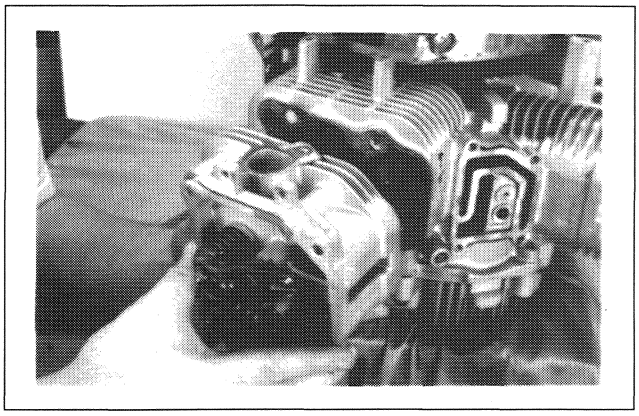


Figure 8-34. Removing Cylinder Head.

NOTE: The exhaust push rods are located on the output shaft side of the engine while the intake push rods are located on the fan side of the engine. **The cylinder head number is embossed on the outside of each cylinder head.**

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7. Apply grease to contacting surfaces of rocker arms and rocker arm pivots. Install rocker arms and rocker arm pivots on cylinder head and start the two hex. flange screws. Turn screws in and torque to **14 N·m (124 in. lb.)**. See Figure 10-25.

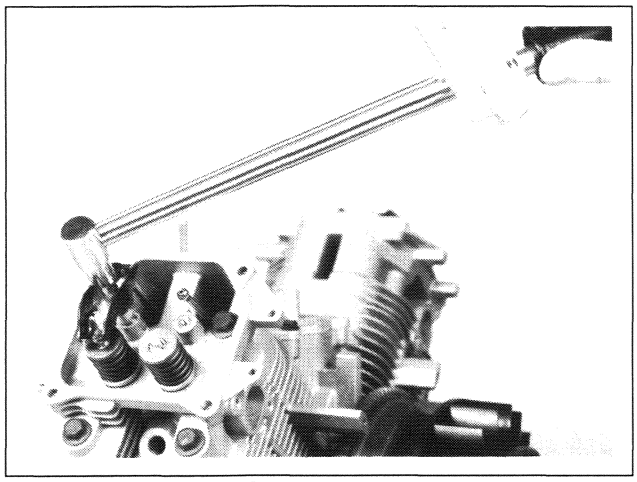


Figure 10-25. Installing Rocker Arms.

8. Align rocker arms, lift them with a spanner or the special tool described in Section 2 and position the push rods.

9. Repeat steps 1 through 8 for the remaining cylinder. Do not interchange parts from one cylinder head with parts from the other cylinder head.

10. Rotate engine to check for free operation of the valve train. Check the clearance between valve spring coils at full lift. Minimum allowable clearance is **0.25 mm (0.01 in.)**.

Install Spark Plugs

1. Install a spark plug into each cylinder head and torque to **24.4/29.8 N·m (18/22 ft. lb.)**. See Figure 10-26.

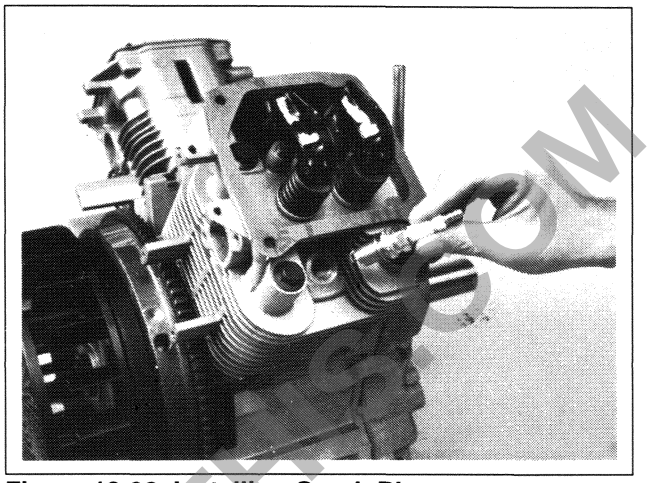


Figure 10-26. Installing Spark Plugs.

Install Ignition Modules

1. Rotate flywheel to position magnet as far away as possible from the bosses where ignition modules will be installed.

2. Install ignition modules using the four hex. flange screws (see Figure 10-27). Slide the ignition modules as far away from the flywheel as possible and tighten the four hex. flange screws.

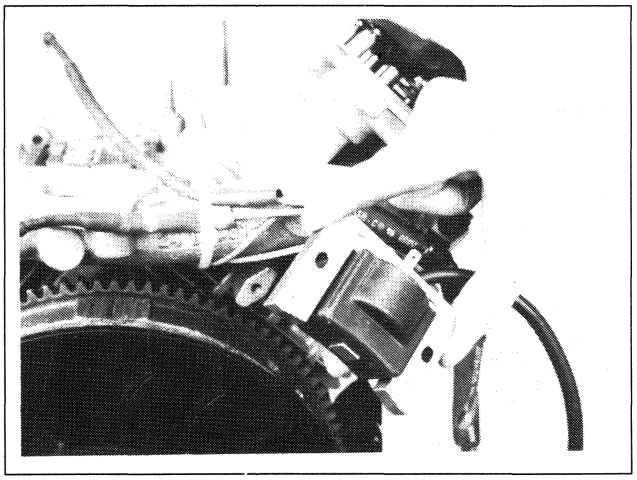


Figure 10-27. Installing Ignition Modules.

3. Rotate the flywheel to position the magnet directly under an ignition module.

4. Insert a **0.25 mm (0.010 in.)** flat feeler gauge or shim stock between the magnet and ignition module (see Figure 10-28). Loosen the hex. flange screws enough to allow the magnet to pull the module against the feeler gauge.

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Models LS 45 and LS 55 contain three relays.

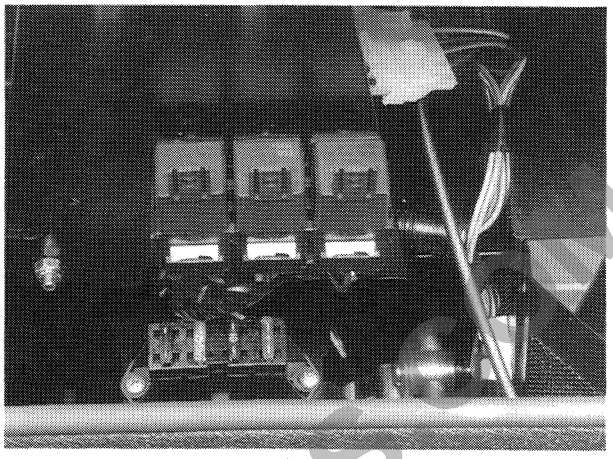


Figure 2-38

The relays (on all models) are located inside the engine compartment, in front of the steering column and above the fuses. They are plug-in style and interchangeable on all models.

As viewed from the front of the tractor (from left to right) there is the **start relay**, 1; the **switching relay**, 2; and the **kill relay**, 3 (the start relay is found on LS 45 and LS 55 models only).

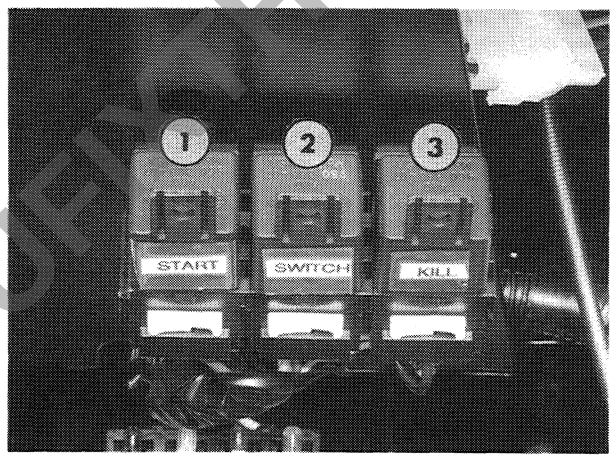


Figure 2-39

KILL RELAY

The kill relay completes the ground circuit to the ignition module.

When the completed ground circuit reaches the ignition module, the spark circuit is killed and the engine stops.

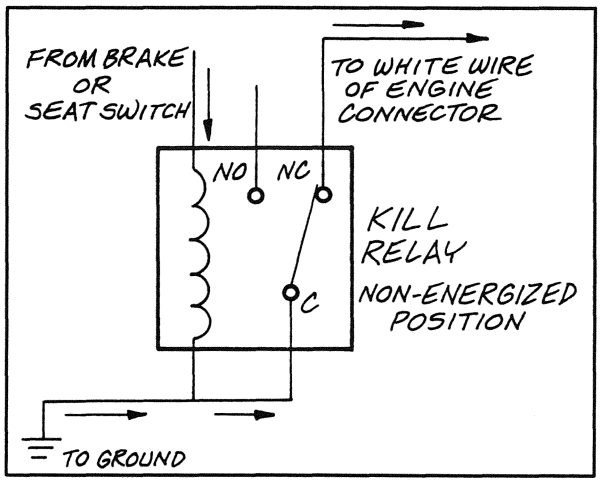


Figure 2-40

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Attach the clutch to the shaft using the special washer and correct bolt.

ENGINE	BOLT	TORQUE
Single Cylinder- LS 25-35	M10 x 1.5 x 110 mm- Grade 10.9	31-40 ft. lbs. (42-54 N·m)
Twin Cylinder- LS 45-55	7/16 x 20 x 4.75"- Grade 5	50-60 ft. lbs. (68-81 N·m)

Install the PTO drive belt onto the clutch sheave.

Reconnect the clutch wire connector.

TESTING

If the electric clutch is not engaging, or if you suspect the clutch may be the cause of an electrical problem, perform the following tests to check the clutch field coils.

Clutch Coil Resistance Test

Turn the ignition and PTO switches to the "OFF" position.

Disconnect the clutch wire connector.

Using an ohmmeter, set the meter to check ohms. Connect the meter leads to both terminals of the clutch connector.

If the meter reading is between 2.4-3.4 ohms, the field coils are good. If the reading is not within these values, there is a faulty coil. Replace the field assembly.

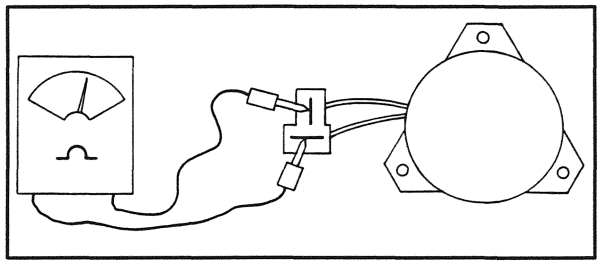


Figure 3-6

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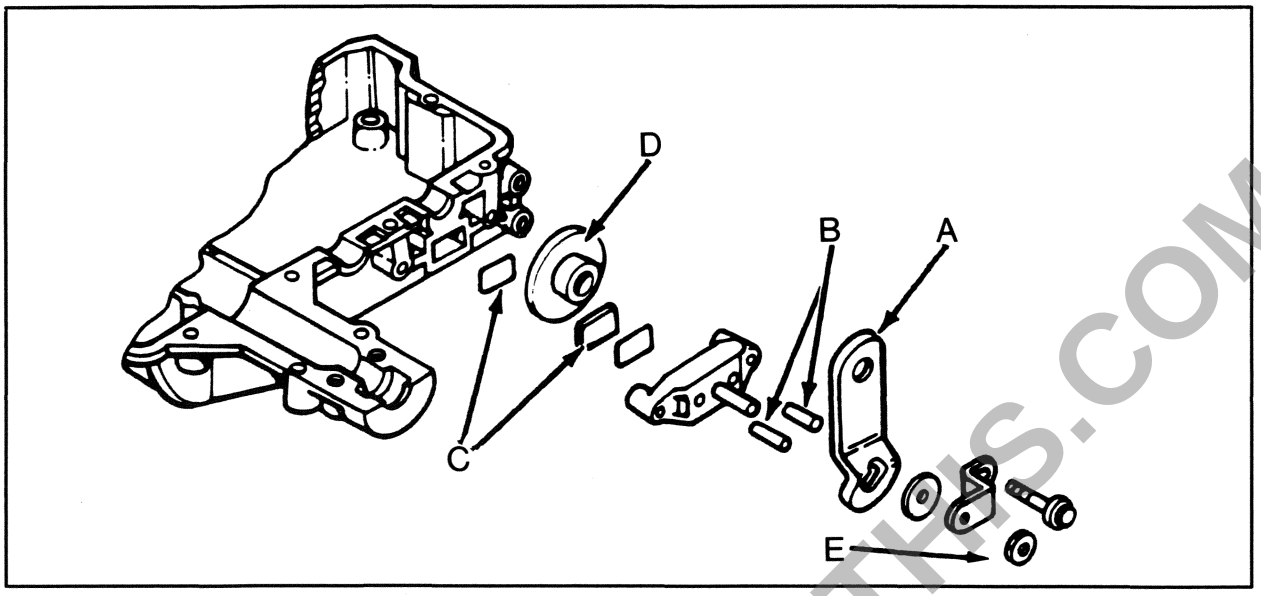


Figure 4-31

TRANSAXLE BRAKE

Description and Operation

The brake system is mounted to the transaxle.

When the brake pedal is depressed, the brake lever arm, A, moves forward and rotates the cam located at the bottom of the lever arm. The cam then forces the pins, B, against the outer brake pad, C. This presses the brake disc, D, against the inner pad, C.

Because the brake disc is splined to the transaxle brake/shift shaft, the friction causes the tractor to stop.

Adjustment

Periodic adjustment of the transaxle brake may be necessary.

Adjust the nut, E, until 0.005″ (0.13 mm) of clearance between the outer pad, C, and the disc, D, is obtained.

Replace brake pads when the nut can no longer be adjusted.

NOTE: The rounded ends of the pins should face the cam and be coated with a light film of Lubriplate (antiseize).

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Remove the snap ring, washer, bearing, and seal from the motor shaft (brake shaft).

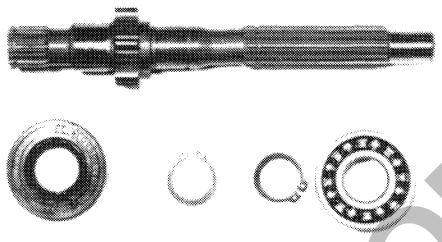


Figure 5-52

Inspect the motor shaft and bearing for wear or damage and replace if necessary.



Figure 5-53

DISASSEMBLY - PUMP SHAFT ASSEMBLY

Remove the two snap rings, washer, and bearing from the pump shaft.

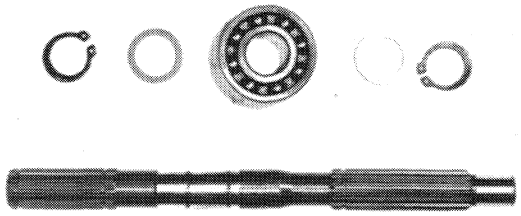


Figure 5-54

Inspect the bearing and pump shaft for wear or damage and replace if necessary.

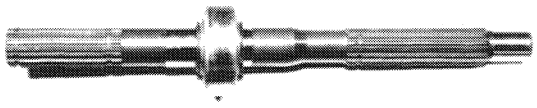


Figure 5-55

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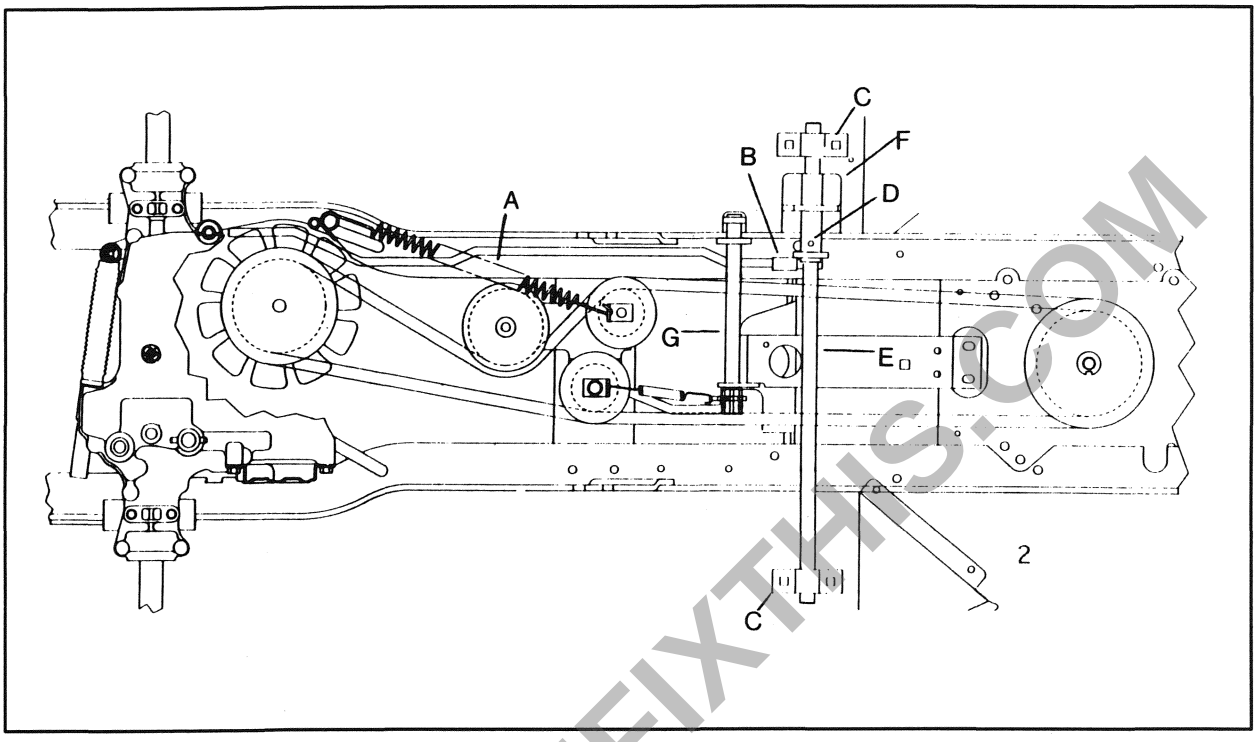


Figure 5-126

BOTTOM VIEW

BELT INSTALLATION

NOTE: Perform V-belt installation, routing, and inspection procedures from beneath the tractor.

Take out the four allen screws holding the tunnel cover in place. Remove the cover.

Detach the belt tension spring, A.

Disconnect the electric clutch wire.

Remove the two steering link rods from the sector gear.

Remove the brake rod from the transaxle.

Detach the hydrostatic control rod from the hydrostatic pedal lever, B.

Remove the brake pedal safety start switch.

IMPORTANT: Note the orientation of the actuating arm.

Loosen the rear bolt and remove the front bolt retaining the right-hand footrest to the frame (brake shaft clearance).

Remove the hydrostatic cross shaft support brackets from both footrests, C.

Remove the far right pin only (the pin closest to the hydrostatic pedal), D, from the hydrostatic cross shaft.

NOTE: There are three pins in the hydrostatic cross shaft. Do not remove the other two pins.

Slide the hydrostatic cross shaft, E, to the left and remove the hydrostatic pedal assembly, F.

Remove the roll pin from the left end of the brake cross shaft, G.

Move the brake cross shaft to the right and route the V-belt.

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Remove the rubber boot from the steering shaft and console.

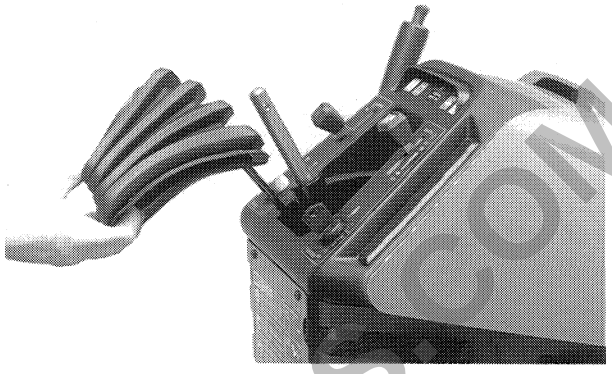


Figure 6-10

Rotate the steering shaft until the top bolt of the universal joint faces the rear of the tractor. Remove the bolt.

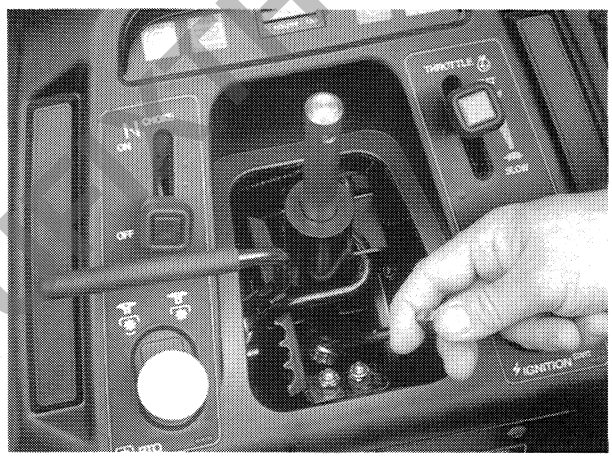


Figure 6-11

Pull the top shaft from the universal joint and remove it from the top of the tractor.

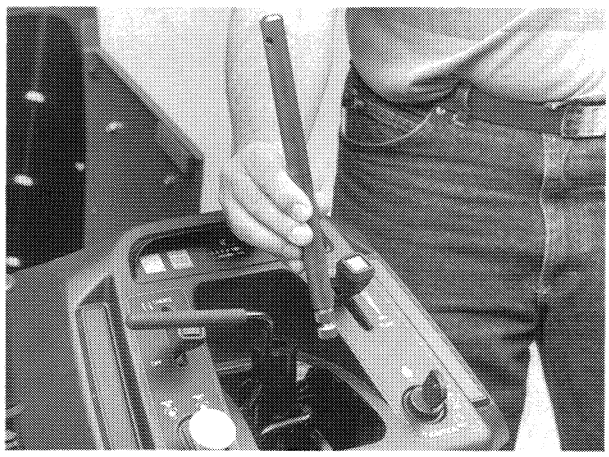


Figure 6-12

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LS 35 YARD TRACTOR
MODEL 9861898

ENGINE

Model CV14S Kohler Command 14

14.0 H.P. @ 3600 RPM (W.O.T.)	398cc Displacement
No Load Speed 3450 ± 75 RPM	Solid Mounted
One Cylinder	Vertical Shaft
Cast Iron Sleeve	Solid-State Ignition
Electric Start, 12V Bendix Drive	Hydraulic Lifters
Smart Choke	Valve Rotators: Exhaust & Intake
Pressure Lubricated with Oil Filter	Dry-Type Air Cleaner w/Pre-Cleaner
15-amp Regulated DC Alternator	Overhead Valve
Dynamic Balanced	Separate Choke and Throttle
Fuel Pump	

CONSTRUCTION

Welded 2″ x 2″ x 1/4″ Angle Frame	Steel Fender
Plastic Console	Rubber Footrest Mats
Plastic Hood and Grille	V-560 Seat w/Springs, Flip Plate, & Slides

FUEL SYSTEM

Rear Mounted Tank	Fuel Filter
3.9 Gallon Capacity	Kelch Cap w/Top Vent
Fuel Shutoff Valve	3″ Filler Neck

TRACTION SYSTEM

Tuff Torq K61A Hydrostatic Transaxle

Ground Speed:	@ 3450 RPM
Forward:	0 - 5.2 MPH
Reverse:	0 - 2.3 MPH
Front Tires:	16 x 6.50-8 Turf Trac R/S Tread w/Ball Bearings
Rear Tires:	23 x 9.50-12 Turf Trac R/S Tread

STEERING

13″ Force 2000 Steering Wheel	Turning Radius 16″ RH & LH
Front Wheel Spindle 0.75″ Diameter	1.5 Turns Lock-to-Lock
Four-Position Tilt Wheel	

CONTROLS

Single Lever Attachment Lift with Dial-A-Height and Height-of-Cut Indicator
All Controls Located for Easy Operator Access
Drum Brake Operated by Neutral Return/Brake Pedal
Lever Operated Choke
Lever Operated Throttle
Electric PTO Clutch

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Enter from the bottom of the housing and drive the upper bearing out of the housing.

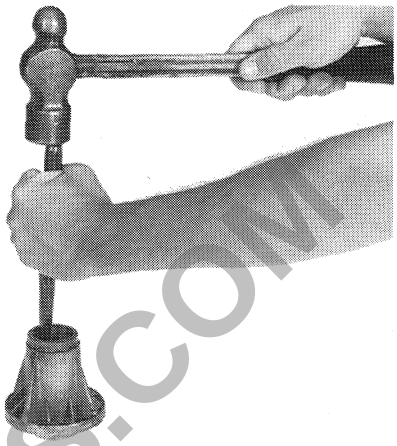


Figure 9-30

Clean the inside of the spindle housing to remove all contamination and lubrication.

Inspection

Carefully inspect all bearings, spacers, and the shaft and housing for damage or wear.

Replace worn parts as necessary.

Spindle Assembly

NOTE: Pack spindle bearings with grease before installing into the housing.

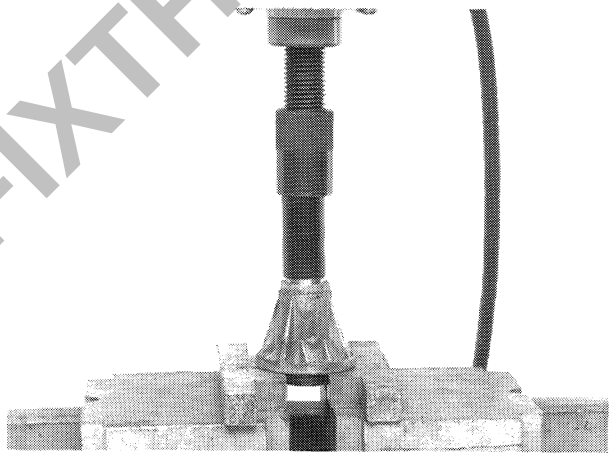


Figure 9-31

Insert the lower spindle bearing into the housing with the bearing seal facing the outside of the housing. Apply pressure until the bearing is past the snap ring groove.

Install the lower bearing snap ring into the groove in the housing.



Figure 9-32

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