OWNER'S GUIDE

10 CENTS

Model Nos. 130-340

RIDING MOWER

WARRANTY

For one year from date of purchase, MTD Products, Inc., will replace for the original purchaser, free of charge, F.O.B. factory or authorized service firm, any part or parts found to be defective in material or workmanship. All transportation charges on parts submitted for replacement under this warranty must be paid by the purchaser. This warranty does not include replacement of parts which become inoperative through misuse, excessive use, accident, neglect, improper maintenance or alterations by unauthorized persons. This warranty does not include the engine, motor, battery, battery charger or any component parts thereof. For service on these units refer to the applicable manufacturer's warranty.

The above warranty will apply only to the original owner and will be effective only if the warranty card has been properly processed. It will not apply where the unit has been used commercially.

Warranty service is available through your local authorized service dealer or distributor. UNDER NO CIRCUMSTANCES WILL THE RETURN OF A COMPLETE UNIT BE ACCEPTED BY THE FACTORY UNLESS PRIOR WRITTEN PERMISSION HAS BEEN EXTENDED.

SAFETY RULES

Your rotary mower is a precision piece of power equipment, not a plaything. Therefore exercise extreme caution at all times.

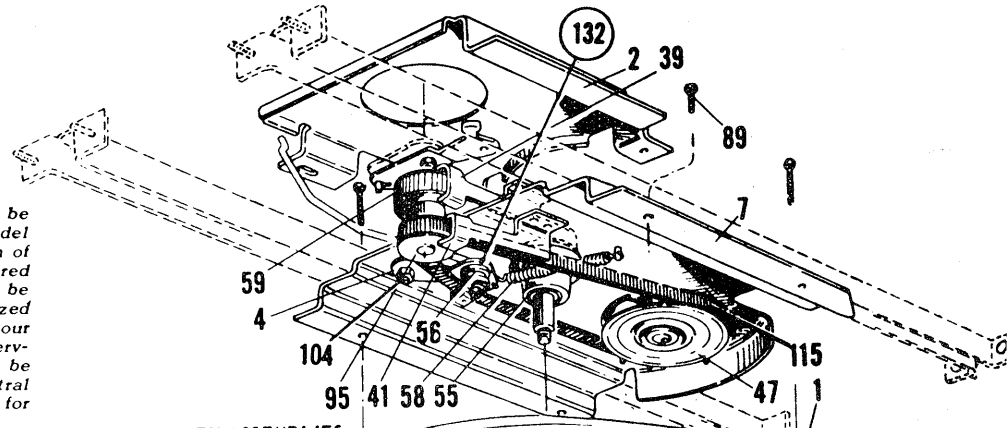
1. Remove all sticks, stones, wire and other hazardous items from lawn before mowing. Such items are dangerous to both the mower and individuals in the vicinity of the mower.
2. Always disconnect spark plug cable during repairs or refueling operations.
3. Always start engine from side opposite discharge chute.
4. NEVER place hands or feet under mower or near discharge chute while engine is running.
5. Do not tilt mower at extreme angle while engine is running. Cut grass on hills and banks sideways, not up and down.
6. Always stop engine when not cutting grass.
7. Do not fill gas tank while engine is running. Do not spill gasoline on hot engine.
8. Keep children and pets away from area at all times during mowing operation. Never allow mower to discharge grass toward any person.
9. Do not attempt to start engine while mower is resting in high grass.
10. **Check all nuts and bolts, particularly the blade bolts, for tightness. This is especially important during the initial operation period. Make this same check periodically thereafter.**
11. While operating the mower, if any foreign object is struck, stop the mower and inspect for damage. Do not restart or operate the mower until all damage has been repaired.

WARNING: Should excessive vibration develop, check your blade and crankshaft immediately. Do not operate mower with an unbalanced blade, a damaged blade or a damaged crankshaft.

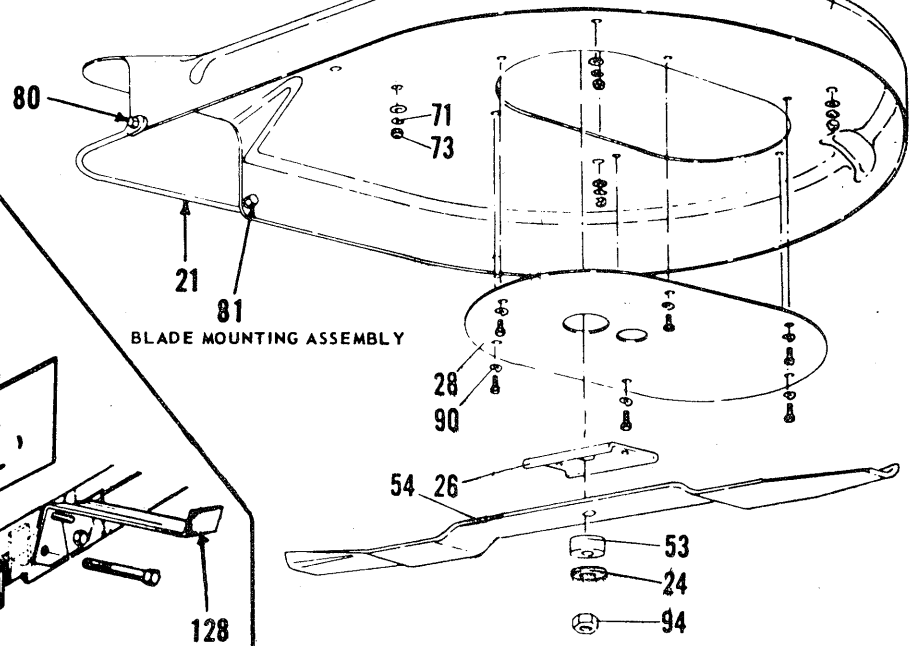
MTD PRODUCTS INC • 5389 WEST 130th ST. • P.O. BOX 2741 • CLEVELAND, OHIO 44111

Form No. 770-2385A

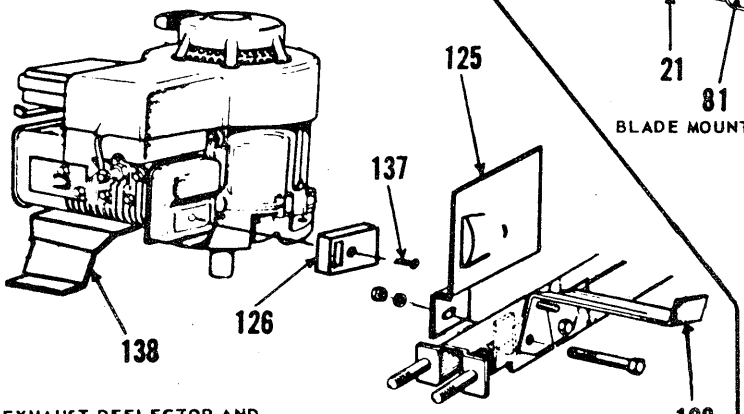
When ordering replacement parts, be sure to specify your mower model number, part number, description of part, and the number of parts required . . . Parts and service should be handled by your nearest authorized service firm as recommended by your dealer. Request for parts and service received at the factory will be forwarded to the appropriate Central Service Distributor in your area for handling.



BELT AND PULLEY ASSEMBLIES

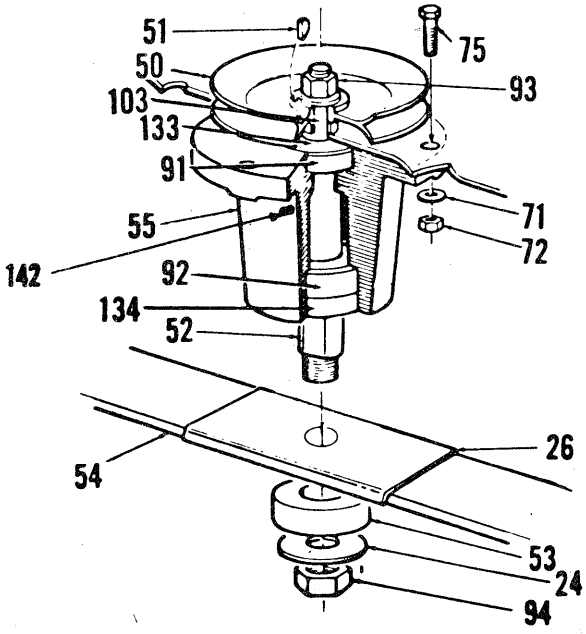


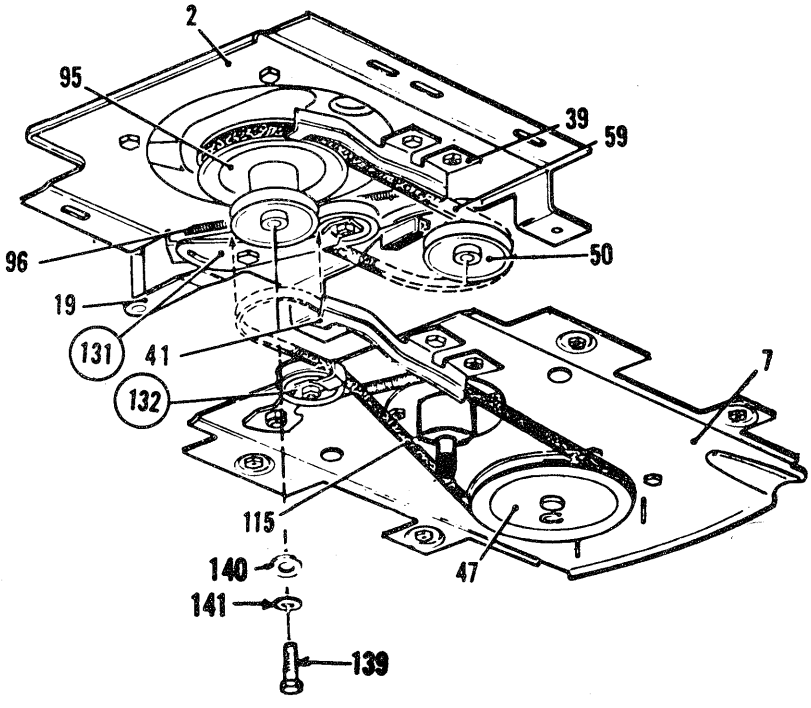
BLADE MOUNTING ASSEMBLY



EXHAUST DEFLECTOR AND HEAT SHIELD ASSEMBLY

TIMKEN BLADE SPINDLE MODEL 901-9385





901-8500 REVERSING TRANSMISSION

IMPORTANT TRANSMISSION NOTES

Some rules must be followed to secure the maximum service life from this unit.

The shift lever should never be forced. Shifting should be done slowly. The clutch should be released fully each time the mower is changed from reverse to forward or forward to reverse. Shifting must never be done without de-clutching. After the shift lever has been moved to the desired position, it must not be held there forcefully. The results of disregarding these rules can mean an inoperative transmission.

Abusive use can cause the yoke of the detent shaft to bend. This bent part, riding inside the clutch collar and rubbing the sides of the center groove builds up excessive heat, scores the clutch collar and builds up metal on the yoke. When enough metal is built up on this yoke, one of several things occur. The built-up metal seizes the clutch and the transmission apparently freezes up. The built-up metal seizes the clutch collar and snaps the detent shaft assembly where the yoke is swaged in place. The built-up metal expands so rapidly that the clutch collar is split into two parts.

If the yoke is bent on one movement of the lever, on the next movement it may seize so rapidly as to snap the detent shaft assembly. This can occur with no metal build-up. In all cases, the scored clutch collar, the build-up metal on the yoke, and a bent yoke indicate abusive use.

Sometimes after a period of use the transmission will not remain in forward position. This is again the result of abuse rather than use. Operating without proper de-clutching wears away the inner part of the larger bevel gear and because a large radius assumes the place of the necessary flat surface there, the clutch collar tends to slip back out of position. This occurs most often on the forward gear because it is used most often.

When repairs are necessary to correct the results of improper operation, it should be noted that the transmission carries four ounces of lubricant. At the factory Lubriplate No. 70-A grease is used to pack this unit. We suggest it or an equivalent when repairs are made in the field.

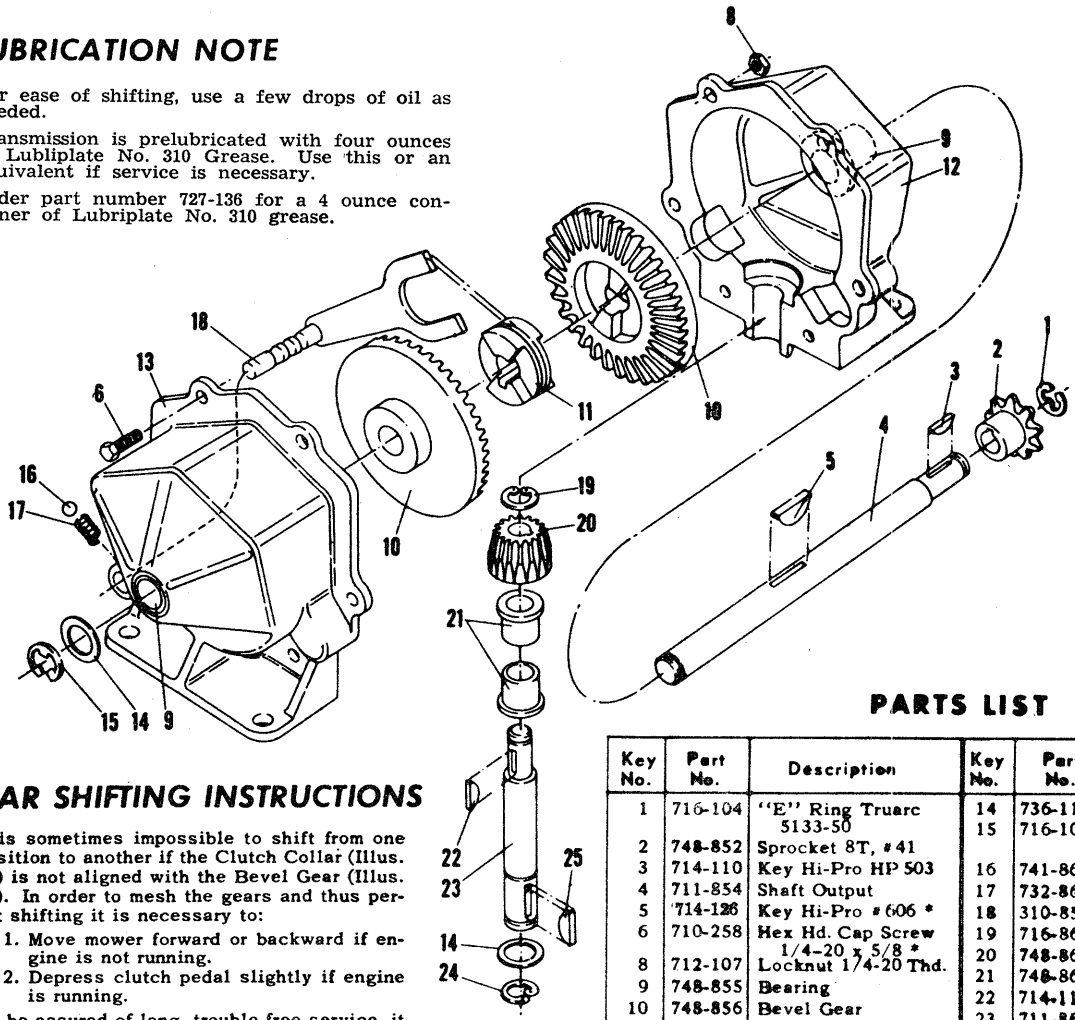
Transmissions operated in the proper manner will give a maximum of service with a minimum of maintenance. The manner of operation determines the life of the unit.

LUBRICATION NOTE

For ease of shifting, use a few drops of oil as needed.

Transmission is prelubricated with four ounces of Lubliplate No. 310 Grease. Use this or an equivalent if service is necessary.

Order part number 727-136 for a 4 ounce container of Lubriplate No. 310 grease.



GEAR SHIFTING INSTRUCTIONS

It is sometimes impossible to shift from one position to another if the Clutch Collar (Illus. 11) is not aligned with the Bevel Gear (Illus. 10). In order to mesh the gears and thus permit shifting it is necessary to:

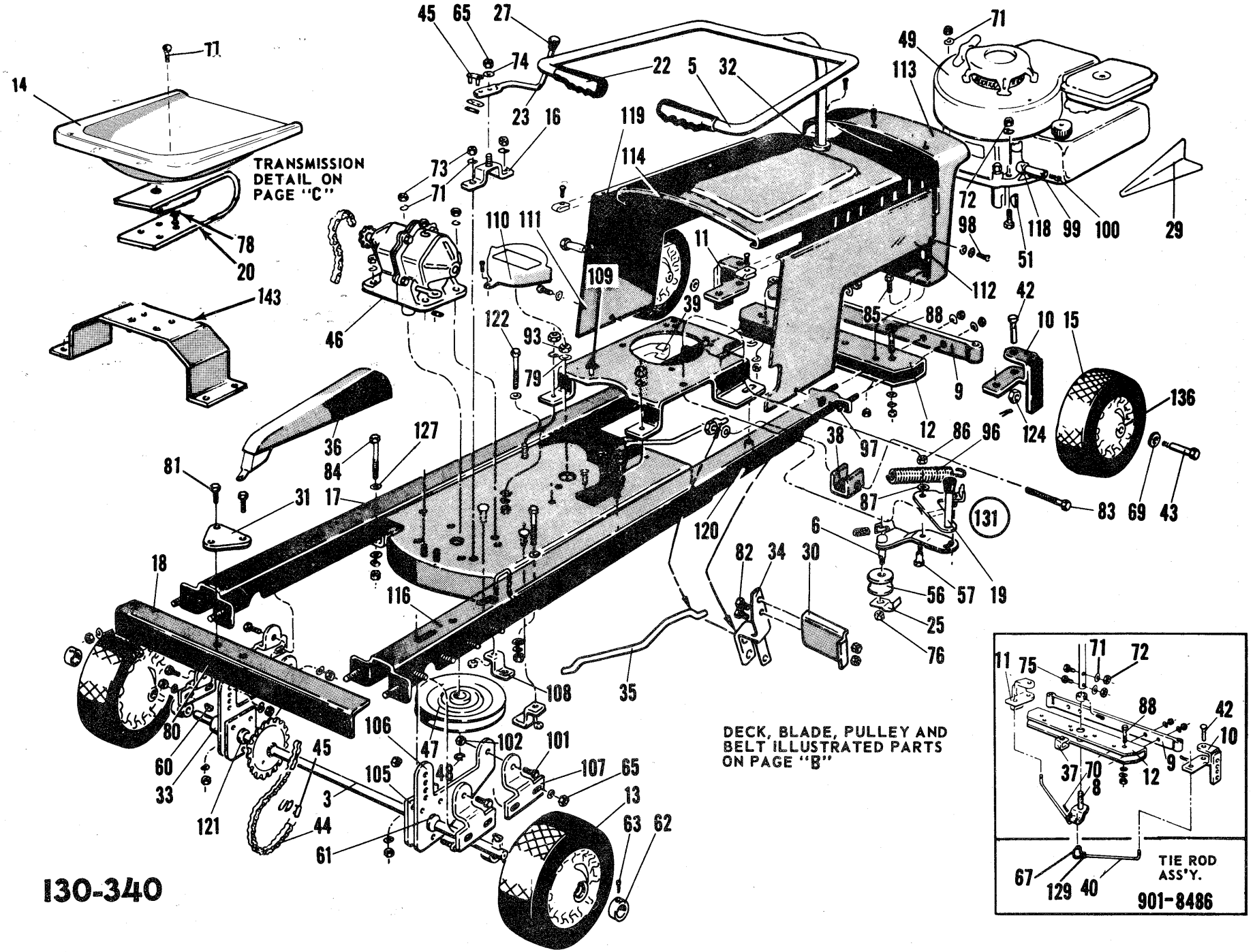
1. Move mower forward or backward if engine is not running.
2. Depress clutch pedal slightly if engine is running.

To be assured of long, trouble free service, it is suggested that the shift lever never be forced into position, and that when the gears are meshed, they are meshed fully and not just part way. Following the above suggestions will eliminate wear which might otherwise take place in the internal area of the transmission gears and Clutch Collar.

PARTS LIST

Key No.	Part No.	Description	Key No.	Part No.	Description
1	716-104	"E" Ring Truarc 5133-50	14	736-116	Washer
2	748-852	Sprocket 8T, #41	15	716-106	"E" Ring Truarc 5133-62
3	714-110	Key Hi-Pro HP 503	16	741-862	Ball-Detent
4	711-854	Shaft Output	17	732-863	Spring-Detent
5	714-126	Key Hi-Pro #606 *	18	310-8583	Detent Shaft Assy.
6	710-258	Hex Hd. Cap Screw 1/4-20 x 5/8 *	19	716-865	Snap Ring #3100-50
8	712-107	Locknut 1/4-20 Thd.	20	748-866	Bevel Pinion
9	748-855	Bearing	21	748-867	Bearing
10	748-856	Bevel Gear	22	714-110	Key Hi-Pro HP 503
11	748-857	Clutch Collar	23	711-869	Shaft Input
12	717-123	Housing Half	24	716-361	Snap Ring
13	717-124	Housing Half with Detent Hole	25	714-868	Key Woodruff #9 *
				727-136	Lubricant 4 oz.

* For faster service obtain standard nuts, bolts and washers locally. If these items cannot be obtained locally, order by part number and size as shown on the parts list.


TRANSMISSION DETAIL ON PAGE "C"
DECK, BLADE, PULLEY AND BELT ILLUSTRATED PARTS ON PAGE "B"
TIE ROD ASS'Y.
901-8486
130-340

PARTS LIST FOR MODEL NO. 130-340

REF. NO.	PART NO.	DESCRIPTION
1	31E-9376	Deck Assembly
2	312-8569	Engine Mount Assembly
3	310-8341	Axle Assembly - Rear
4	310-7926	Idler Bracket Ass'y - Transmission
5	312-7847	Handle Assembly
6	310-7422-1	Idler Bracket Ass'y - Blade
7	31E-7944	Mount. Plate Ass'y - Blade
8	312-7842	Steering Post Assembly
9	31E-7865	Front Wheel Support Bar Ass'y.
10	31E-9336	Wheel Bracket Assembly - R.H.
11	31E-9335	Wheel Bracket Assembly - L.H.
12	31E-8487	Front Channel Assembly
13	502-7263	Wheel - Rear
14	312-9522	Seat
15	501-8860	Wheel - Front
16	312-7364	Shift Lever Bracket Assembly
17	31E-8533	Side Channel Assembly - L.H.
18	31E-7800	Rear Frame Section
19	310-7898	Tension Bracket
20	723-136	Seat Spring
21	310-9384	Chute Guard
22	305-8118	Grip
23	310-7366	Transmission Shift Lever
24	310-7387	Washer
25	310-7353	Belt Clip
26	310-7367	Blade Drive Plate
27	305-7343	Cap
28	312-9387	Inspection Plate
29	312-7299	Oil Fill Trough
30	310-7431	Foot Pedal
31	310-7804	Trailer Hitch
32	305-7806	Bushing
33	310-7813	Spacer - Rear Axle
34	310-7995	Front Lever Assembly
35	310-7928-1	Control Rod
36	31E-7921	Chain Guard Assembly
37	310-7787	Spacer Bracket (25/32 I.D.)
38	310-7832	Spacer Bracket (13/32 I.D.)
39	312-7401-1	Belt Guard
40	711-197	Tie Rod
41	312-7400	Belt Guard
42	710-169	Clevis Pin
43	738-112	Axle Bolt
44	713-106	Chain #41-32-½ lg. (W/O master link)
45	713-723	Master Link #41 (complete)
46	901-8500	Transmission
47	756-927	Pulley - 7"
48	716-870	Snap Ring - Foote 333-14
49		Engine
50	310-9925	Pulley - 4" **
51	714-365	Key - Hi Pro #505
52	711-274	Blade Spindle **
53	711-367	Blade Spacer
54	312-9281	Blade - 24"
55	719-119	Blade Spindle Housing **
56	756-370	Idler Bearing Assembly
57	710-373	Shoulder Bolt
58	732-433	Tension Spring
59	754-107	"V" Belt - ½ x 30 Gates*
60	714-388	Key - Hi Pro #506*
61	748-391	Spherical Bearing
62	748-386	Collar
63	710-421	Set Screw - Allen Cup Point 5/16-18 x ¼ lg. *
64	710-938	Set Screw-Allen Cup Point ¼-28x¼ lg. (Engine pulley not shown) *
65	712-429	Elastic Stop Nut 5/16-18 thd. *
66	744-115	Name Plate - Model No.
67	711-198	Tie Rod End
68	736-123	Washer - Fender
69	736-116	Washer *
70	714-115	Cotter Pin
71	736-119	Lockwasher 5/16 screw *
72	712-123	Hex Nut 5/16-24 thread *
73	712-267	Hex Nut 5/16-18 thread *
74	736-300	Washer *
75	710-158	Hex Hd. Cap Scw. 5/16-24x1¼ lg.*
76	712-372	Hex Centerlock Nut 5/16-18 thd.*
77	710-385	Carriage Bolt ½-13x1 lg. *
78	712-384	Hex Centerlock Nut ½-13 thd. *
79	736-921	Lockwasher ½ screw *
80	712-107	Hex Centerlock Nut ¼-20 thd. *
81	710-289	Hex Hd. Cap Scw. ¼-20x½ lg. *
82	710-258	Hex Hd. Cap Scw. ¼-20x⅝ lg. *
83	710-937	Hex Hd. Cap Scw. ⅜-16x2½ lg. *
84	710-176	Hex Hd. Cap Scw. 5/16-18x2¾ lg.*
85	710-501	Hex Hd. Cap Scw. ¼-20x2 lg *
86	712-430	Hex Elastic Stopnut ⅜-16 thd. *
88	710-395	Hex Hd. Cap Scw. 5/16-18x2¼ lg.*
90	736-329	Lockwasher ¼ screw *
91	741-120	Bearing - Upper **
92	741-107	Bearing - Lower **
93	712-922	Hex Jam Nut ½-20 thd. *
94	712-923	Hex Centerlock Nut ⅝-18 thd. *
95	756-145	Pulley - Two Step
96	732-928	Tension Spring - Blade
97	710-240	Hex Hd. Cutting Scw. 10-32x½ lg.*
98	710-239	Truss Hd. Mach. Scw. 10-34x⅜ lg.*
99	737-939	Pipe Nipple *
100	737-940	Square Head Pipe Plug
101	710-180	Hex Hd. Cap Screw - Heat Treated ⅜-24x¾ lg.
102	712-116	Hex Elastic Stopnut ⅜-24 thd. *
103	711-212	Sleeve **
104	738-234	Shoulder Bolt
105	310-7792	Bearing Plate
106	310-7794	Adj. Wheel Hanger
107	310-7793	Support - Adj. Wheel Hanger
108	310-7437	Belt Clip
109	726-111	Push Cap
110	312-7397	Belt Guard
111	31E-8079	Hood Side Panel - L.H.
112	31E-8080	Hood Side Panel - R.H.
113	31E-8166	Hood Front Panel Ass'y.
114	31E-7810	Hood Top Panel
115	754-936	"V" Belt ½x47 Gates *
116	31E-8534	Side Channel Assembly - R.H.
118	737-101	Pipe Reduction Bushing
119	712-526	Speed Nut
120	310-7386	Washer
121	711-139	Collar
122	710-189	Hex Hd. Cap Scw. 5/16-18x3 lg.*
123	710-188	Set Scr.-Allen Cup Pt. ¼-28x3/16 lg. *
124	712-137	Hex Palnut
125	312-8164	Heat Shield
126	221-527	Exhaust Deflector
127	736-264	Washer 5/16 SAE *
128	310-8032	Foot Rest
129	712-711	Hex Jam Nut ⅜-24 thd. *
130	312-8724	Support Hood Assembly
131	901-9175	Blade Idler Ass'y - (complete)
132	901-9177	Trans. Idler Ass'y - (complete)
133	736-154	Washer **
134	721-105	Seal **
135	901-8486	Tie Rod Ass'y - (complete)
136	748-145	Bearing (2 req'd per Wheel)
137	09338	Screw
138	312-9296	Shield
139	710-152	Hex Head Cap Scw. ⅜-24x1 lg. *
140	736-105	Belleville Washer
141	736-169	Lockwasher
142	737-108	Zerk Fitting **
143	312-8536	Seat Bracket
144	710-240	Hex Hd Thd. Cut. Scr #10-32
145	31E-8559	Fender L.H.
146	31E-8558	Fender R.H.
	727-136	Lubriplate No. 70-A 4 oz.

** Part of Blade Spindle Assembly (Complete) 901-9385.

* For faster service obtain standard nuts, bolts, and washers locally. If these items cannot be obtained locally, order by part number and size as shown on parts list.

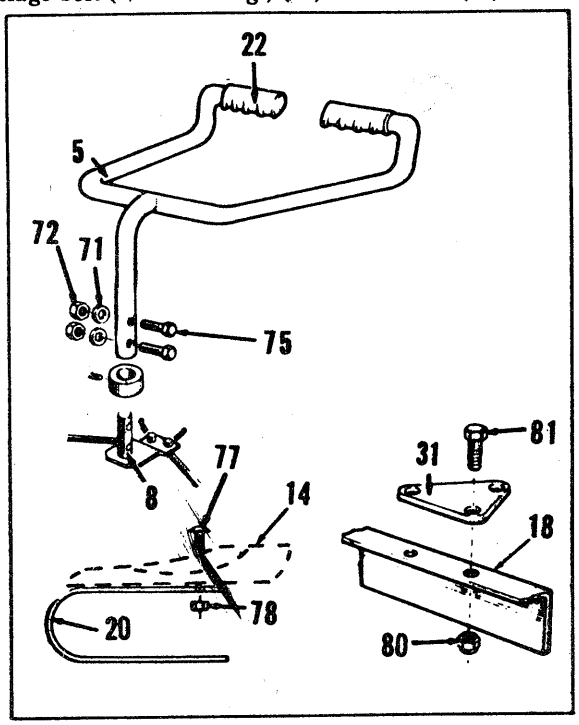
GENERAL INSTRUCTIONS

Your new riding mower is a machine designed to eliminate the hard work connected with mowing grass. It is constructed of the highest quality materials throughout and will give many years of useful service if given the proper maintenance and care. Your riding mower is not a toy. but rather a useful machine and should not be used by anyone until they fully understand the operating instructions. The safety rules noted in this manual should be observed at all times.

ASSEMBLY INSTRUCTIONS

Your new riding mower is shipped preassembled except for the handle, the seat, and the trailer hitch. These are assembled as follows:

1. Insert handle bar assembly post (5) through center hole of front hood (114). Attach to steering post assembly (8) and secure with cap screws (hex head 5/16-24 x 1-1/4 lg.) (75), lockwashers (71) and hex nuts (72).
2. Position trailer hitch (31) on center of rear frame section (18) and fasten with cap screws (hex head 1/4-20 x 1/2 lg.) (81), and hex locknuts (80).
3. Place seat (14) on seat bracket (20) and secure with carriage bolt (1/2-13 x 1 lg.) (77) and locknut (78).



OPERATING INSTRUCTIONS

Before starting mower, read and understand both your mower instructions and your engine instructions. Learn and observe all safety rules at all times.

Service engine in accordance with the engine manufacturer's recommendations. Fill gas tank with clean, fresh, regular grade gasoline. Fill engine crankcase with oil of the grade recommended in the engine instructions. BE SURE CRANKCASE IS FULL.

Place transmission shift lever (23) in "Neutral" or center position. The engine should be started ONLY when the transmission is in "Neutral". Be sure that the blade engaging lever (19) is in the "Disengage" position when starting engine. Blade should always be in "Disengage" position except during actual mowing operations.

When ready to start engine, place throttle control in "Choke" position and start engine in accordance with engine instructions. After engine starts, move throttle control to desired engine speed. The engine is stopped by placing the throttle control in "Stop" position.

A brief break-in period is essential to insure maximum engine and mower life. This consists of running the engine at half speed for a period of time required to use one tankful of gasoline. This is necessary on the initial run only. It is also recommended that the crankcase oil be changed, initially, after the first four or five hours of operation. This allows for the removal from the crankcase of any impurities which may have accumulated during the break-in period. Subsequent oil changes should be made at intervals of 25 hours, or as working conditions dictate. Always check oil level before using your mower. BE SURE CRANKCASE IS FULL.

After the engine is operating, the transmission gears may be shifted to either forward or reverse drive position. The transmission should not be shifted unless the foot pedal is released. Drive motion ceases when the pedal is released.

It is most important to understand that the pedal functions as follows:

1. To provide drive motion when depressed.
2. To stop drive motion when released.

Details on gear shifting appear on the transmission page. Read and understand these before operating your mower. Drive your mower to the cutting area with the blade disengaged. Engage the blade only when you are ready to cut the grass. The cutting blade may be engaged in the following manner:

1. Release foot pedal.
2. Move engine throttle control to fast position.
3. SLOWLY move blade engaging lever to "Engage" position. The blade is now in motion. The throttle control can now be moved to a slower speed if so desired. The blade is stopped by reversing the blade engaging lever to its opposite position (Disengaged).

Engine compression serves as a brake to hold mower back when cutting on a downward slope. To reduce speed or to brake when mowing downhill, slow engine speed with throttle control and keep pedal depressed. By this procedure, engine compression will keep the mower under control on downward slopes.

To stop engine, move throttle control to "Stop" position. In this position, the ignition is automatically grounded. Keep throttle control in "Stop" position at all time when mower is not in use.

ADJUSTMENTS

The cutting height is adjusted by relocating the position of the wheels. The wheels are relocated as follows:

1. Place rear frame section (18) on a block high enough to raise wheels off the ground.
2. Remove cap screws (101) from rear adjustment wheel hanger supports (107) and move to the holes which give the desired cutting height.
3. Tighten cap screws securely.

4. Remove block from under rear frame section and place under front wheel support bar assembly (9) to raise front wheels off the ground.
5. Remove front axle bolts (43) and relocate in holes relative to rear wheel adjustment.
6. Tighten bolts securely and remove block from under front wheel support bar assembly.

Additional cutting height adjustment can be gained by relocating blade spacers (53) on the blade spindle (52) in relation to the blade (54). When using this adjustment, be sure blade adapter assembly parts are reassembled correctly and securely.

The chain (44) may require adjustment after a period of use. Chain adjustment may also be necessary when the height adjustment is changed. The chain is adjusted as follows:

1. Loosen elastic stop nuts (65) on two rear adjustment wheel hanger supports (107).
2. Move rear axle assembly (3) forward or backward as needed to make the proper adjustment.
3. Tighten elastic stop nuts securely.

CAUTION: Undue wear will develop if the chain is tightened excessively.

Because of the construction of the clutch pedal and clutch assembly, belt adjustment should not be necessary.

TIE RODS (Refer to drawing on page D)

Front Wheel Toe In is adjustable by removing cotter pins (70), loosening hex nut (129) and screwing the tie rod (67) in or out to obtain the proper toe in. (Approximately 1/8" toe in at the outer edge of the front of the tire.) The tie rods should be adjusted so that the clearance between the wheels and frame is equal when the handle is turned to either extreme.

NOTE: All set screws are held in place with a bolt and nut sealant (such as Loctite). To remove set screws, heat the set screw to approximately 400°F. with a butane or similar torch and then remove with an allen wrench. When replacing the set screws, it is not necessary to remove the old traces of the sealant, however, it must be free of grease and oil before applying more sealant. Gasoline will clean these parts.

MAINTENANCE AND LUBRICATION

Follow engine instructions for proper engine maintenance and lubrication. Lifetime graphoil front wheel bearings and rear axle bronze spherical bearings require little lubrication. However, a light film of oil applied to these bearings will reduce normal friction. A light film of oil should be maintained on the chain at all times except where mower is used under extremely dusty conditions.

The transmission is filled at the factory. If service is necessary, repack with four ounces of Lubriplate No. 70-A grease or its equivalent.

A sharp and balanced blade is essential for efficient mowing and long mower and engine life. When the blade is sharpened, equal amounts of metal must be filed from each side. The blade should be balanced before it is reinstalled. An unbalanced blade will cause excessive vibration and undue wear on the mower and the engine. When reassembling, all parts must be installed in their proper order (see drawing) and fastened securely.

Should replacement of the blade drive "V" belt become necessary, it can be done in the following manner:

1. Remove the three cap screws (122) which secure the engine mounting assembly (2) on the right side.
2. Loosen the three cap screws (122) on the left side.
3. Raise up the right side of the engine mounting assembly and place one of the removed nuts under it as a wedge to hold it up.
4. Reach through the front of the right side panel (112) and remove lower belt (115) from two stage pulley (95). Push the lower belt back out of the way of the pulley.
5. Slightly spring upper belt guard (39) and release belt from upper part of two stage pulley.
6. Remove blade belt guard (110) from over blade spindle pulley (50).
7. Remove belt from blade spindle pulley (50). Remove belt from blade engaging idler pulley (56). Move blade brake to side and push belt forward.
8. From front of right side panel, pull belt forward and remove from two stage pulley.

Replace this belt as follows:

1. From front of right side panel, work new belt under two stage pulley. Push to rear past blade brake at rear of engine mounting assembly.
2. From blade spindle pulley position, pull belt through but do not mount on blade spindle pulley.
3. Move belt into position on idler pulley. Now move belt into position on blade spindle pulley.
4. From front of right side panel, spread upper belt guard slightly to allow positioning of belt on upper part of two stage pulley.
5. Replace lower belt on lower part of two stage pulley. Push both upper and lower belt guards back into position.
6. Remove wedge (nut) from under engine mounting assembly. Replace cap screws and nuts. Tighten all nuts securely. Replace blade belt cover.

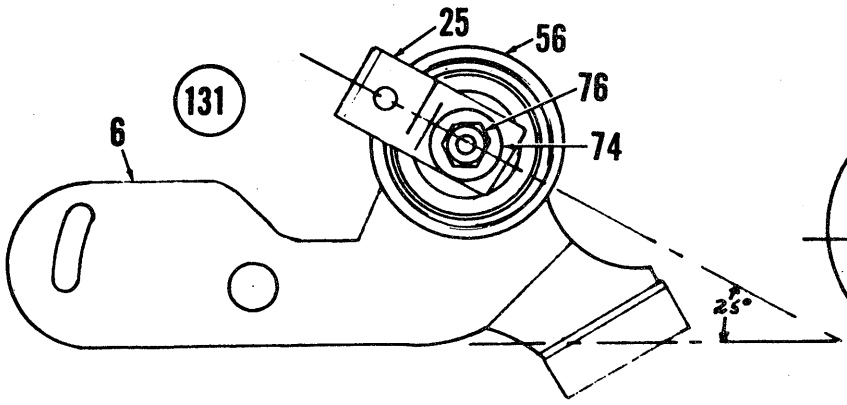
The mower drive belt is replaced as follows:

1. Position mower on side (left). Remove blade and blade adapter assembly. Remove inspection plate (28).
2. Remove snap ring from large pulley (47). Remove large pulley.
3. Remove belt from idler pulley.
4. From front of right side panel, remove belt from lower part of two stage pulley and pull through.
5. Reverse this procedure to replace belt. Replace inspection plate and blade assembly. Be sure blade assembly is properly assembled and securely fastened.

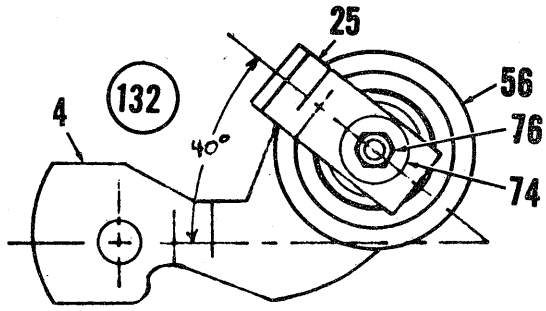
STORAGE

All grass and dirt should be removed from top surface and bottom of mower base. Cover unpainted metal parts, including the blade, with a coating of grease to prevent rust. Prepare engine in accordance with engine instructions. Place wooden blocks under frame to raise wheels from the floor. The storage place should be a clean, dry one.

SERVICE NOTES



Blade Idler Assy. - Complete 901-9175



Transmission Idler Assy. - Complete 901-9177

NOTE: When servicing the underside of mower, disconnect spark plug wire and ground to prevent accidental starting.

CREEPING OR BELT WEAR

The position of the belt clip on the idler bracket assembly is important for proper operation of your mower. Improper position of the belt clip can cause damage to the belt or it can allow the mower to "creep" when the clutch pedal is not depressed. Proper positioning will not allow the belt clip to touch the belt when the belt is tightened. It also "traps" the belt away from the engine pulley when the belt is loose. The drawing above shows the correct position for the belt clip. Adjustment is made by loosening the hex nut, adjusting belt clip to position shown and retightening hex nut securely.

BELT WEAR – Pulleys

For proper belt wear, all pulleys, including the idler pulley, must be on the same plane. Improper alignment will cause rapid belt wear.

DRIVE PULLEYS

Alignment may be made by removing inspection plate under deck. Check alignment with a straight edge. The transmission pulley is held in place with a snap ring. It should not need adjustment. The engine pulley is held in position by a set screw. The set screw is treated with a nut and bolt sealant. The set screw can be removed with an Allen Wrench while applying heat with a small torch. The sealant disintegrates at 400°. The idler bracket assembly is held in position by a shoulder bolt. If realignment is needed, it is necessary to bend bracket up or down as alignment requires. Care must be taken not to damage the belt clip.

BLADE PULLEYS

Raise front of mower approximately a foot off the ground and support it with blocks, sight down blade belt from front of mower. Note if blade idler pulley is in line with blade spindle pulley and top section of engine pulley. If alignment is necessary, bend idler bracket assembly up or down as needed. Do not damage or bend belt clip on idler bracket assembly.

BELT WEAR – Belt Guards & Clips

Belt guards and clips if improperly positioned will cause premature belt wear. All belt guards and clips must completely clear the belt when the belt is tightened. They should also assist in freeing the belt from the engine pulley when the belt is loose. The belt clip on the blade idler bracket assembly may be checked by removing the top belt guard. Observe belt and pulley action while operating the blade disengage lever. The belt clip on the drive idler bracket assembly may be checked by removing the inspection plate under the deck. Observe belt and pulley action while operating the clutch pedal.

CREEPING

"CREEPING" may be caused if the idler bracket assembly does not move all the way back when the clutch pedal is released. This may be caused by insufficient spring pressure; a bent clutch control rod or a binding idler bracket. Check by removing the inspection plate under deck. Observe idler pulley action while operating the clutch pedal. If idler bracket binds, lubricate with an all purpose grease.

NOTE: This instruction manual covers various models and all accessories shown do not necessarily apply to your model mower.

If repairs or service is needed on the engine, please contact your nearest, authorized engine service outlet. Check the "Yellow Pages" of your telephone book under "Engines - Gasoline".

Form No. 770-2385H

PRINTED IN U. S. A.