

Dealer Setup & Adjustment Instructions

S150X - 21HP, 23HP, 25HP & 27HP

48" & 52" Mower Deck



This Dealer Setup Instruction covers the following products:

Model No.	Description
5900686	S150XKAV2148, 21HP Kawasaki w/ 48" Mower
5900665	S150XKAV2552, 25HP Kawasaki w/ 52" Mower
5900696	S150XKOH2348 S/S, 23HP Kohler w/48" Mower
5900697	S150XKOH2752 S/S, 27HP Kohler w/52" Mower

ATTENTION SETUP PERSONNEL:



The safety warnings provided in this guide and in the operator's manual included with the unit contain important information that must be obeyed when assembling, setting-up, operating, servicing,

transporting, or storing the unit.

These warnings are highlighted by the safety alert triangle symbol shown above, which signifies that an important safety message is being provided.

You must read, understand, and follow these warnings and instructions, and use safe shop and work practices at all times while working on or around this unit and all other outdoor power equipment.

Setup



Sections and items denoted by the **Setup** symbol provide the information necessary to fully assemble, test, and prepare the units described above for delivery to your customers.

A Quick Setup List is provided on page 2 of this booklet to help you identify and check that the items have been performed.

Adjust



Additional information concerning functional tests, general adjustment procedures, and the location of normal lubrication points are included in these instructions.

Although all required lubrication and normal adjustments on factory-assembled components are done at the factory, this additional information is provided to assist you in ensuring that each unit is delivered to the customer in proper working order.

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Quick Setup List -

Page	Setup Procedure	Steps to Perform
3	Uncrating	☐ Remove Crate & Banding. ☐ Loosen Hydraulic Release Valves. ☐ Release Parking Brake and Roll Tractor forward off skid. ☐ Tighten Hydraulic Release Valves.
3	Battery Installation	☐ Install Battery.
4	Tractor Assembly	☐ Assemble the Motion Control Handles. ☐ Assemble the Seat.
5	Roll Bar Installation	☐ Install the Roll Bar.
6	Check Fluid Levels	☐ Check Engine Oil level. ☐ Check Hydraulic Oil level. ☐ Check Tire Pressure
7	Check Mower Assembly	☐ Check Blade Bolt Torque. ☐ Check & Adjust Deck Lift Rod Timing. ☐ Check & Level Mower Deck. ☐ Check Deck Drive Belt.
11	Lubrication & Fuel Preparation	☐ Lubricate all grease & oil points. ☐ Add fuel. ☐ Start the Engine.
13	SAFETY CHECKS	☐ Check for <u>LOOSE HARDWARE</u>. ☐ Check all <u>OPERATOR CONTROLS</u>. ☐ Perform <u>SAFETY INTERLOCK SYSTEM CHECK</u>.

Setup



Uncrating

1. Using a reciprocating utility saw or equivalent, cut crate away from bottom skid. Remove crate. Remove shrink-wrap plastic.
2. Cut nylon banding from front of the frame and rear rear bumper.



IMPORTANT NOTE

When cutting crate from bottom skid, use caution around tractor tires and mower rollers.

3. Open the hydraulic release valves. To open the release valves, turn the release valve, which is located on front of the pump, counter-clockwise 2 full turns **MAX**. See Figure 1 for valve location.
4. Push down on the parking brake lever (A, Figure 2) to release the parking brake.
5. Be sure there are no nails or sharp objects on the bottom skid to puncture the tractor's tires. Roll the tractor forward off the bottom skid.
6. After moving the tractor, re-engage the pumps (drive position) by turning the release valves clockwise and tighten to 80-120 in/lbs (9-13.5 N.m.).

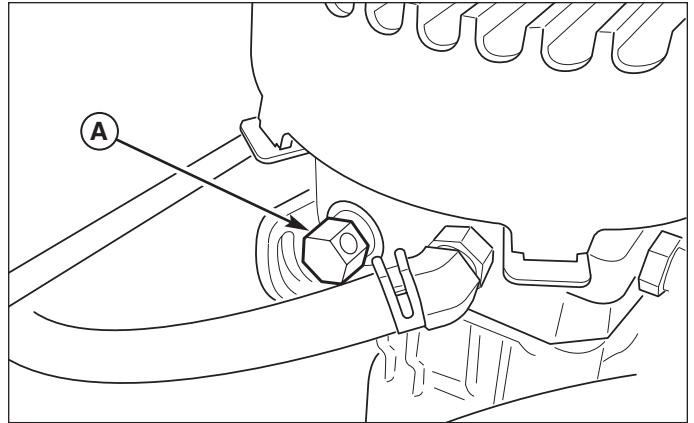


Figure 1. Hydraulic System By-Pass
A. Hydraulic Release Valve (left-hand pump shown)

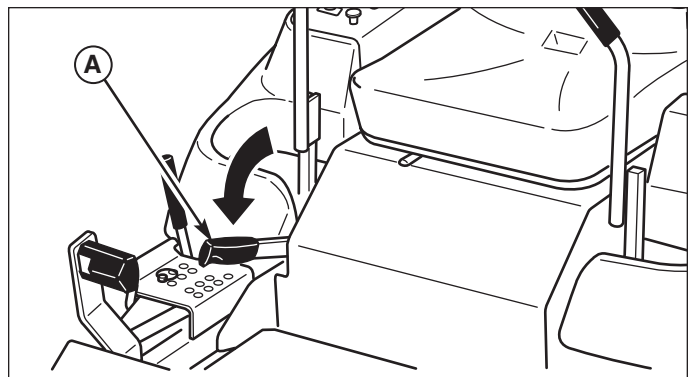


Figure 2. Disengaging the Parking Brake
(lever shown in disengaged position)
A. Parking Brake Lever

Setup



Battery Installation

! WARNING

BATTERY SAFETY RULES

- Battery acid causes severe burns. Avoid contact with skin.
- Wear eye protection while handling the battery.
- To avoid an explosion, keep flames and sparks away from the battery, especially while charging.
- When installing the battery cables, **CONNECT THE POSITIVE (+) CABLE FIRST** and the negative (-) cable last. If not done in this order, the positive terminal can be shorted to the frame by a tool.

Connect Battery

1. Connect the red positive battery cable (B, Figure 3) to the positive battery post.
2. Connect the black negative battery cable (A) to the negative battery post.

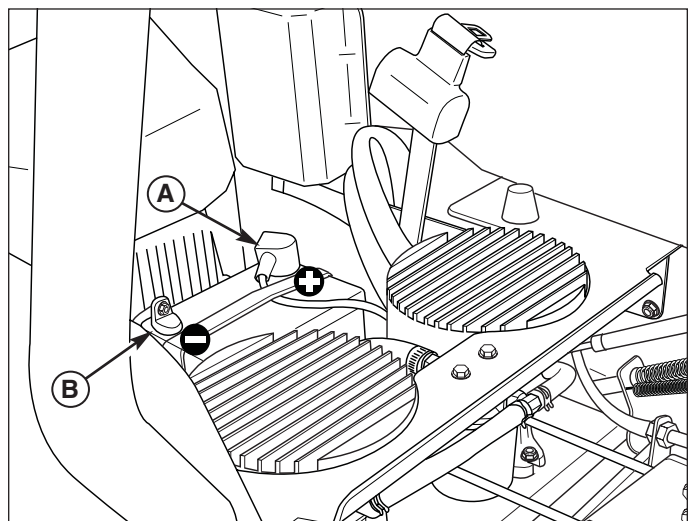


Figure 3. Connect the Battery
A. Positive (+) Cable & Terminal
B. Negative (-) Cable & Terminal

Setup

Tractor Assembly

Motion Control Handle Assembly

1. Remove the handles and mounting hardware from the handle bar box.
2. Install the ground speed control handles (A, Figure 4) onto the control lever base using the 5/16-18 x 3/4" bolts, 5/16" lock washers and 5/16" flat washers (B, C, & D). Prior to tightening the bolts, align the handles with each other.

NOTE: There is a LEFT-HAND and a RIGHT-HAND control handle. When assembled to the base, the handle base should be pointing towards the rear as shown in Figure 4.

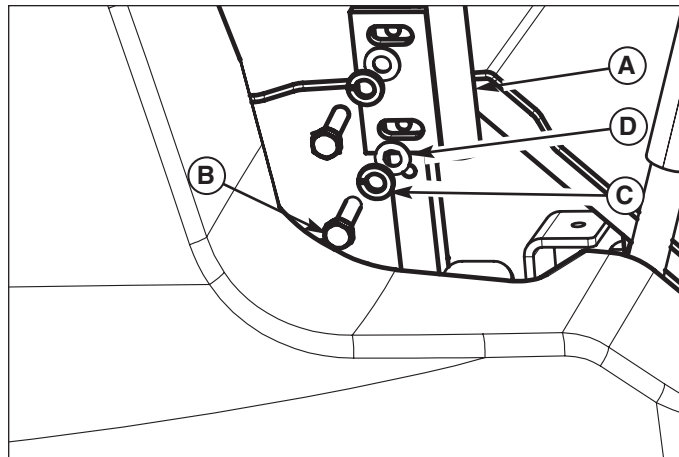


Figure 4. Install the Control Handle(s)

- A. Control Handle
- B. 5/16-18 x 3/4" Bolt(s)
- C. 5/16" Lock Washer(s)
- D. 5/16" Flat Washer(s)

Seat Assembly

1. Unpack the seat.
2. Install the seat onto the seat mount plate (C, Figure 5) and secure with the 5/16-18 nylock flange nuts (A).
3. Connect the wire harness (B) to the seat switch (D) that is located in the bottom of the seat.

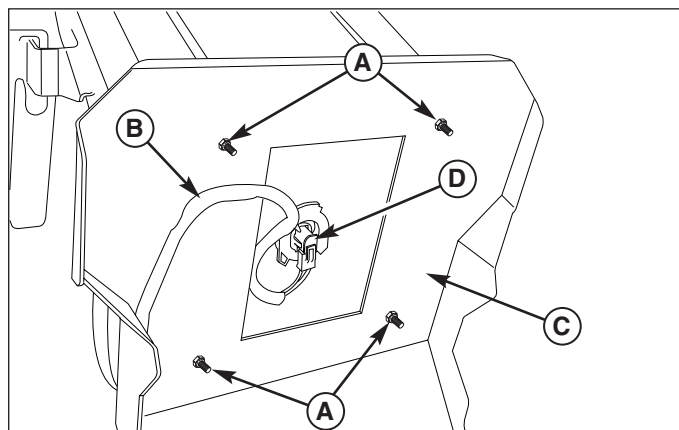


Figure 5. Remove The Existing Seat

- A. 5/16-18 Nylock Flange Nuts
- B. Wire Harness
- C. Seat Mount Plate
- D. Seat Switch

Setup

Roll Bar Assembly

Install the Roll Bar

1. Unpack the roll bar and hardware from the box.
2. Remove the clevis pin (C, Figure 6) from the lanyard (A).
3. Install the lanyard anchor (B) onto the lanyard as shown in Figure 6.
4. Reinstall the clevis pin on the lanyard.

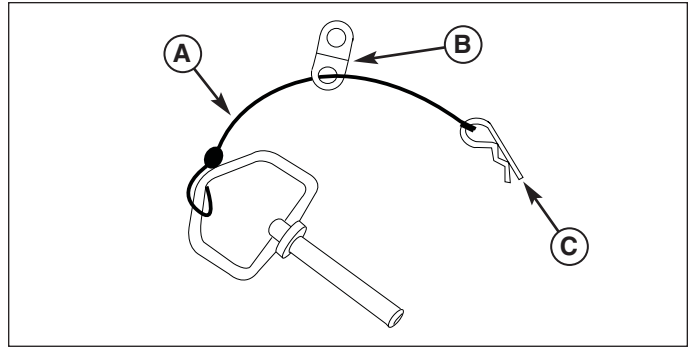


Figure 6. Assemble the Retainer Pins

- A. Lanyard
- B. Lanyard Anchor
- C. Clevis Pin

Assemble the Top Loop

1. Install the plastic cap (B, Figure 7) into the end of the top loop tube (A). Repeat for other end of tube.
2. Install the rubber stop (C) against the inside of the pivot mount. Repeat for other end of tube. See Figure 7.

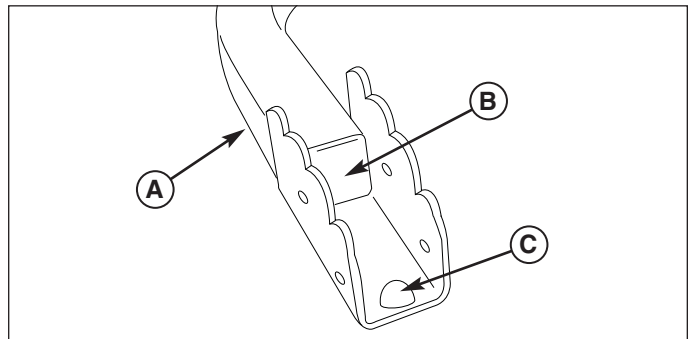


Figure 7. Assemble the Top Loop

- A. Top Loop Tube
- B. Plastic Cap
- C. Rubber Stop

Install the Upright Tubes

1. Remove the bolts and nuts on one side of the machine that secure the rear bumper for shipping. Save this hardware for reinstallation in Step 3.
2. Place the roll bar upright tube onto the outside of the rear bumper (A, Figure 8). Refer to Figure 9 for the correct roll bar orientation.
3. Refer to the insert in Figure 8. Loosely install a bolt with a flat washer through the both holes of the upright tube, rear bumper, and the frame from the outside of the machine. Loosely install a nylock flange nut on the bolt.
4. Repeat process for the other side of the machine.

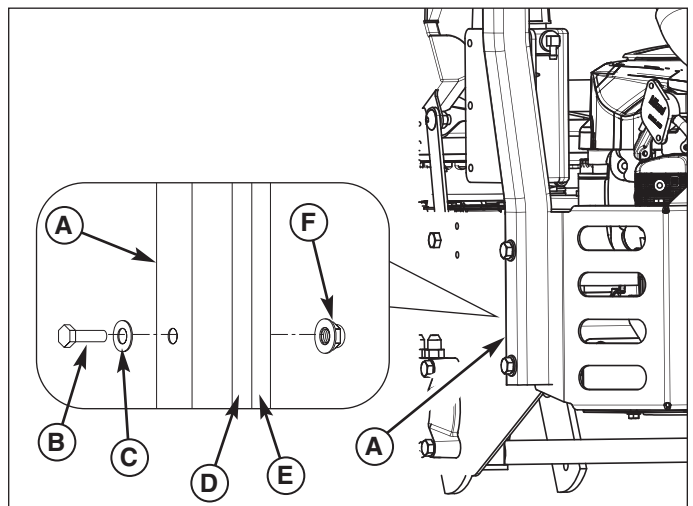


Figure 8. Upright Tube Placement (Left Side Shown)

- A. Upright Tube
- B. 1/2-13 X 3" Bolt
- C. 1/2" SAE Washer
- D. Rear Bumper
- E. Frame of the Machine
- F. 1/2-13 Nylock Flange Nut

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5. Install the top loop (A, Figure 10) onto the upright tubes (B). From the outside, install the 1/2-3" bolt (C) through the top loop and upright tube, then through the retainer pin assembly (D), as shown in Figure 5E. Loosely install the 1/2" side lock nut on the bolts. Repeat this process for the other side.
6. Tighten the hardware installed in steps 3 & 4 for securing the roll bar upright tubes to the roll bar pocket. Tighten the hardware until there is no movement in the upright tubes.
7. Tighten the 1/2"-3 bolts and hex side lock nuts (C & E) securing the top loop (A) to the upright tubes (B). Do not over-tighten. The top loop should pivot snugly with the retainer pins removed.
8. Raise the top loop (A) until the rubber stops (F) contact the upright tubes.
9. Push or pull the top of the roll bar forward against the rubber stops and install the retainer pins and hair pin clips to secure the roll bar in the raised position.

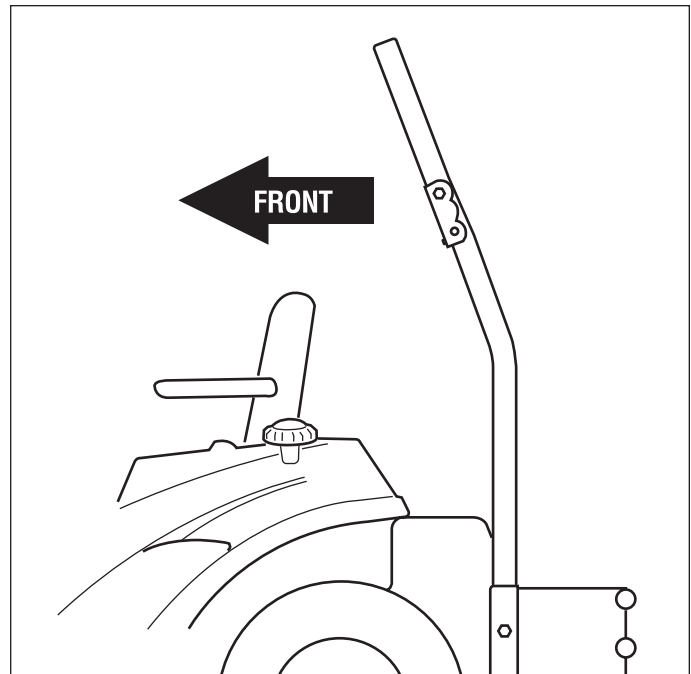


Figure 9. Roll Bar Orientation

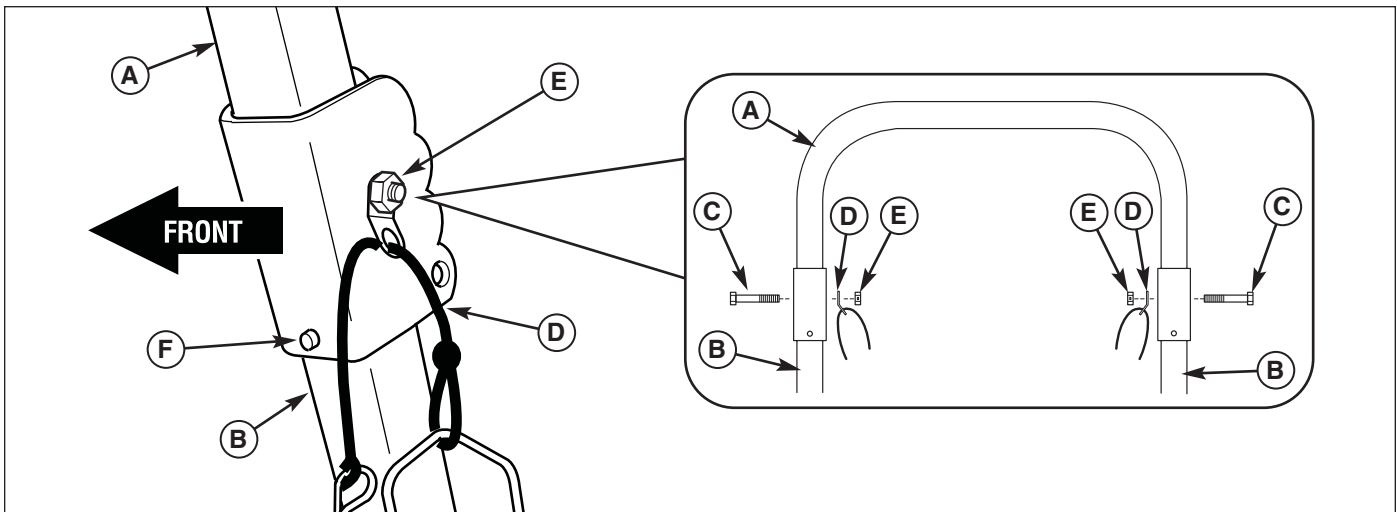


Figure 10. Install Top Loop (Right Side Shown)

- A. Top Loop
- B. Upright Tube
- C. 1/2" x 3" Bolt GD.5
- D. Retainer Pin Assembly
- E. 1/2" Side Lock Nut
- F. Rubber Stop



Check Fluid Levels

Check the Engine Oil Level

1. Use the dipstick (A, Figure 11) to check the engine oil level. If necessary add engine oil. Check the engine manufacturer's owner's manual for the oil recommendations.

Check the Hydraulic Oil Level

NOTE: Do not open the hydraulic reservoir unless oil is being added.

1. Before removing the reservoir cap, make sure the area around the reservoir cap and fill neck of the reservoir is free of dust, dirt, or other debris.
2. Unscrew the reservoir cap (B, Figure 12).
3. Look down the filler neck of the hydraulic oil reservoir (A) and observe the oil level. When cold, the oil level should be approximately 4" (10 cm) below top of the filler neck.
4. If necessary, add SAE 20W-50 motor oil.
5. Reinstall the reservoir cap.

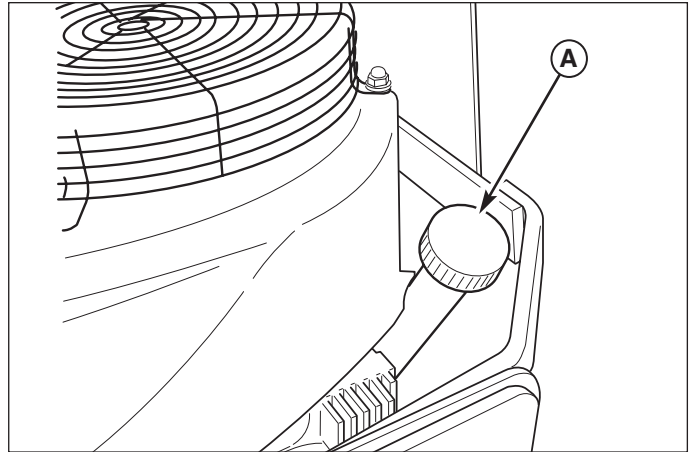


Figure 11. Pre-start Checks
A. Crankcase Oil Fill

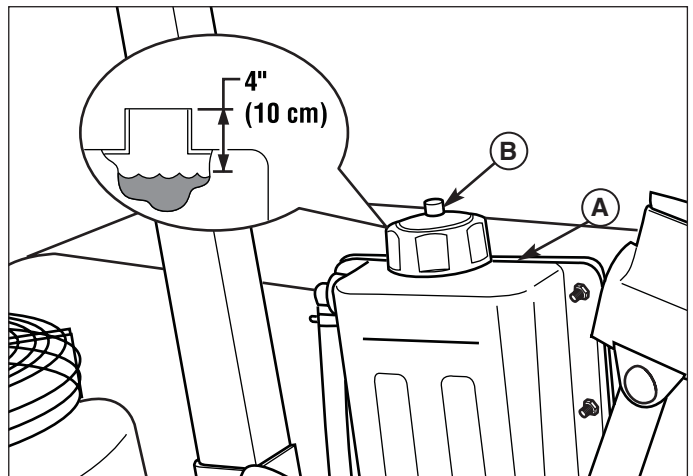


Figure 12. Checking the Hydraulic Oil Level
A. Hydraulic Oil Reservoir
B. Reservoir Cap



Check Tire Pressures

Tire pressure should be checked periodically, and maintained at the levels shown in the chart. Note that these pressures may differ slightly from the "Max Inflation" stamped on the side-wall of the tires. The pressures shown provide proper traction, improve the cut quality, and extend the tire life.

Tire	Pressure
Front	25 psi (1,72 bar)
Rear	15 psi (1,03 bar)

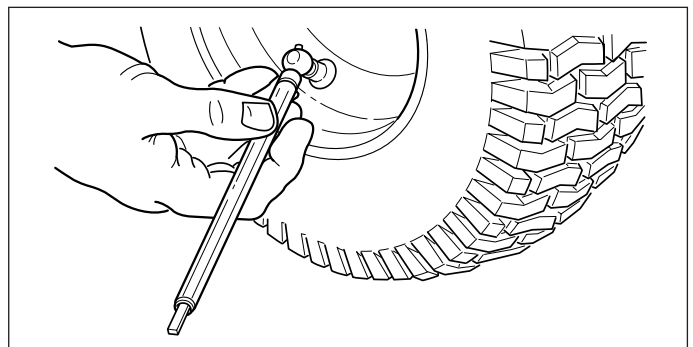


Figure 13. Checking Tire Pressure

Setup

Check the Mower Assembly

Check Torque - Mower Blades

! WARNING

Mower blades are sharp. For your personal safety, do not handle mower blades with bare hands. Careless or improper handling of blades may result in serious injury. Blade mounting bolts must each be installed with a flat washer then securely tightened. Torque blade mounting bolts to 70 ft.lbs. (94 N.m.)

1. Park the machine on a flat, level surface and engage the parking brake.
2. Lock the deck lift pedal in the 5" (12,7 cm) position.
3. Check that blades are installed with the tabs pointing up toward the deck as shown in Figure 14. Torque the bolts to 70 ft.lbs. (94 N.m.).

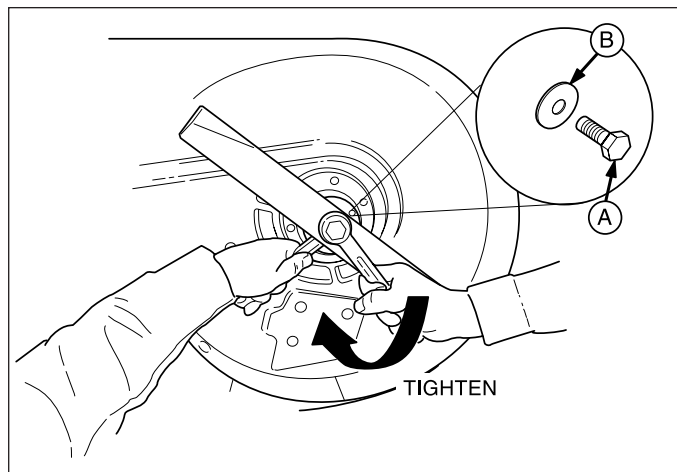


Figure 14. Check the Blade Torque

- A. Blade Bolt**
B. Flat Washer

Setup



Check Deck Rod Timing

1. Park machine on a flat, level surface. Disengage the PTO, stop the engine and engage the parking brake. Rear tires must be inflated to 15 psi (1,03 bar); front tires to 25 psi (1,72 bar).
2. To check the lift rod timing, measure and record the distance between the lift pivots and the rod pivots. Repeat for the other side of the machine. See Figure 15.
3. If the measurements for the rods are equal, no further adjustment is required. If the measurements are NOT equal (greater than 1/8" (3,17mm) difference), adjustment is required, continue with Step 5.
4. Lock the deck lift pedal in the 5" (12,7cm) position. Remove the cutting height adjustment pin and lower the mower deck.
5. To ensure that the deck is in the lowest position, push the pedal by hand towards the rear of the machine and install the height adjustment pin in the 3" (7.6cm) position to hold in place.
6. Block up the mower deck until all hanger chains are slack. Refer to Figure 16.
7. See Figure 15. To adjust the lift rod, loosen the jam nut on the clevis then remove the 1/2" clevis pin fastening the clevis the the lift pivot arm. Turn the clevis clockwise to shorten the distance between the rod pivots or counterclockwise to lengthen the distance between the rod pivots. Reinstall the clevis on the lift pivot arm and secure with the 1/2" clevis pin previously removed. Tighten the jam nut against the clevis.
8. Remove the blocks from under the mower deck.
9. Remove the the cutting height adjustment pin from in front of the deck lift pedal arm. Lift the mower deck and reinstall the adjustment pin in the desired mowing height.

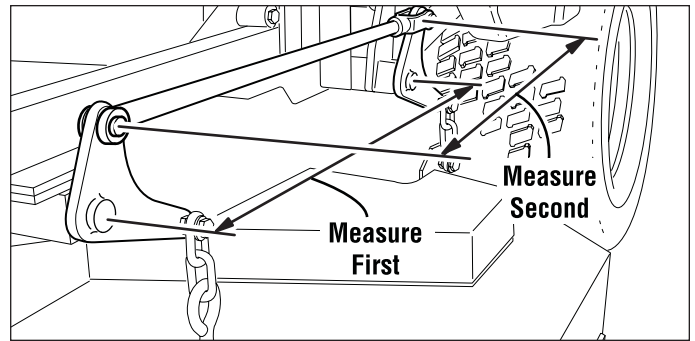


Figure 15. Check Lift Rod Timing

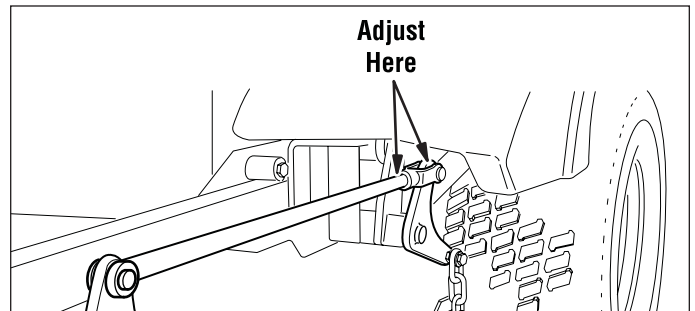


Figure 16. Adjust Lift Rod Timing

Setup



Deck Leveling Adjustment

NOTE: Before adjusting the deck level, the deck lift rod timing must be checked and/or adjusted.

1. Park machine on a flat, level surface. Disengage the PTO, stop the engine and engage the parking brake. Rear tires must be inflated to 15 psi (1,03 bar); front tires to 25 psi (1,72 bar).
2. Lock the deck lift pedal in the 5" (12,7cm) position. Place the deck height adjustment pin in the 4" position and lower the deck lift pedal until the arm contacts the pin.
3. Place the 2 x 4 blocks under each corner of the mower deck with the 3-1/2" sides being vertical. Place a 1/4" (0,64cm) thick spacer on top of the rear 2 x 4's. See Figure 17.
6. Adjust the front eyebolts until the chains are tight and the deck is still resting on the 2 x 4's. Tighten the jam nuts. See Figure 18.
7. Loosen the nuts and allow the rear of the deck to rest on the 2 x 4's and 1/4" spacers. Slide the chains down in the slots until the chains are tight and tighten the nuts. See Figure 18.
8. Remove all the 2 x 4's and spacers from under the mower deck.
9. **For your safety, DO NOT handle mower blades with bare hands.** Position the outside mower blades so that they face front-to-back (Figure 19).
10. Measure from the front tip of the blade from the cutting edge to the ground. Measure from the rear tip of the blade from the cutting edge to the ground. Repeat this process for the other side of the machine. The front measurements should be 4" (10,2 cm), the back measurements should be 4-1/4" (10,8 cm). If the measurements are greater than 1/8" (3,17 mm) of what they should be adjust the deck height until they are correct.

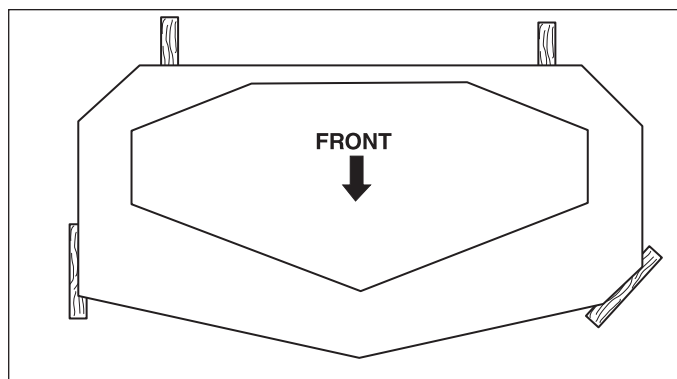


Figure 17. 2 x 4 Locations

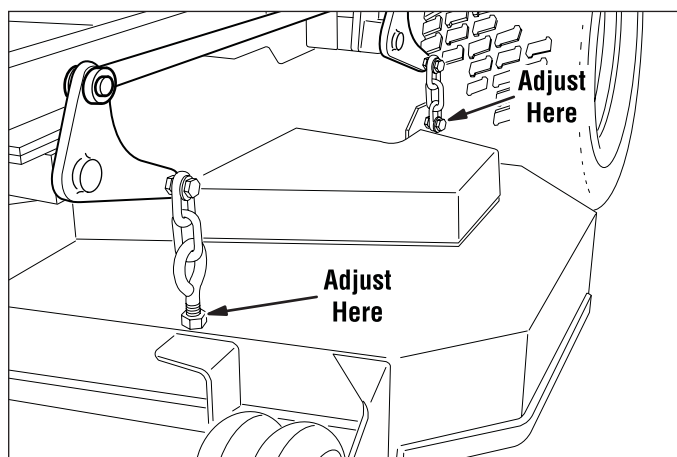


Figure 18. Hanger Chain Adjustment

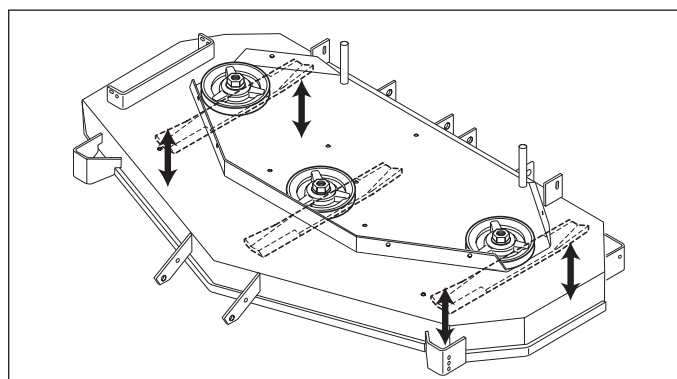


Figure 19. Checking The Blade Height Measurement

Setup



Check Deck Drive Belt

1. Lower the mower deck to its lowest cutting position.
2. Remove the mower deck guards.
3. Make sure the V-side of the belt runs in the pulley grooves (Figures 20).

! WARNING

Use extreme caution when rotating the idler arm with the breaker bar, due to the increased tension in the spring as the idler arm is being rotated. Injury may result if the breaker bar is prematurely released while the spring is under tension.

4. If the belt is not properly seated, use a 1/2" breaker bar, and place the square end in the square hole located in the end of the idler arm (A, Figure 21). Carefully rotate the breaker bar counter clockwise, which will relieve the tension on the belt exerted from the idler arm.
5. Re-seat belt and carefully release the tension on the breaker bar.
6. Reinstall the mower deck guards.

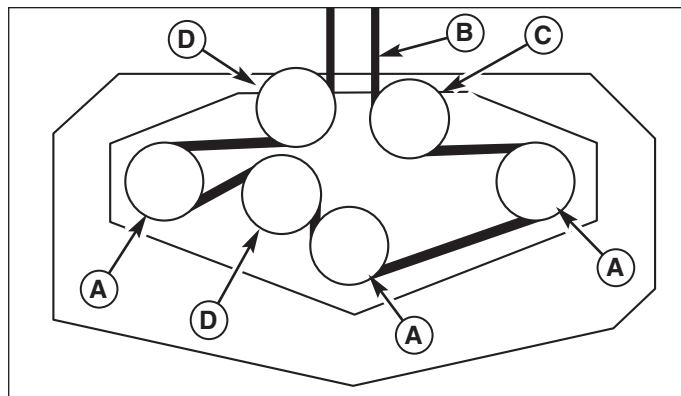


Figure 20. Mower PTO Belt Routing

- A. Spindle Pulley
- B. PTO Drive Belt
- C. Spring-loaded Idler Pulley
- D. Stationary Idler Pulley

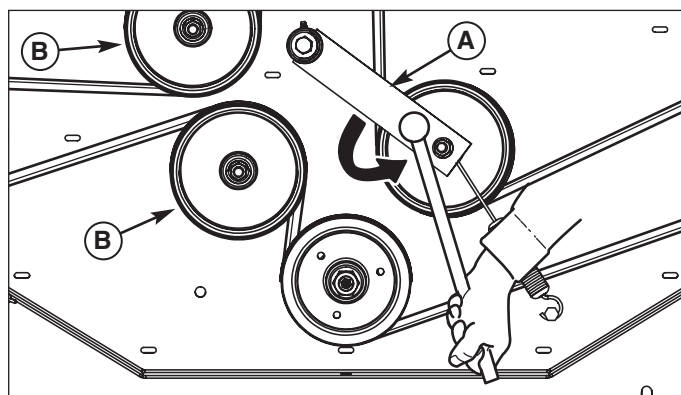


Figure 21. Mower PTO Belt

- A. Spring-loaded Idler
- B. Stationary Idler Pulley

Setup



Lubrication

Lubricate the unit at the locations shown in Figure 22 through 25 as well as the following lubrication points.

Grease:



- front caster wheel axles and yokes
- deck lift pivot blocks
- mower deck spindles
- mower deck idler arm

Use grease fittings when present. Disassemble parts to apply grease to moving parts when grease fittings are not installed.

Not all greases are compatible. Red Grease (p/n 5022285) is recommended, automotive-type high-temperature, lithium grease may be used when this is not available.

Oil:



- control handle pivots
- seat plate pivots
- deck lift pivots
- discharge chute hinge

Generally, all the moving metal parts should be oiled where contact is made with other parts. Keep oil and grease off belts and pulleys. Remember to wipe the fittings and surfaces clean both before and after lubrication.

Lubricating the Front Casters:

NOTE: Front casters should be lubricated annually.

1. Remove the 1/4-28 bolt (A, Figure 25) screwed into the front caster and install a 1/4-28 grease fitting.
2. Grease the front caster.
3. Remove the 1/4-28 grease fitting and reinstall the 1/4-28 bolt.
4. Repeat the process for the other side of the machine.

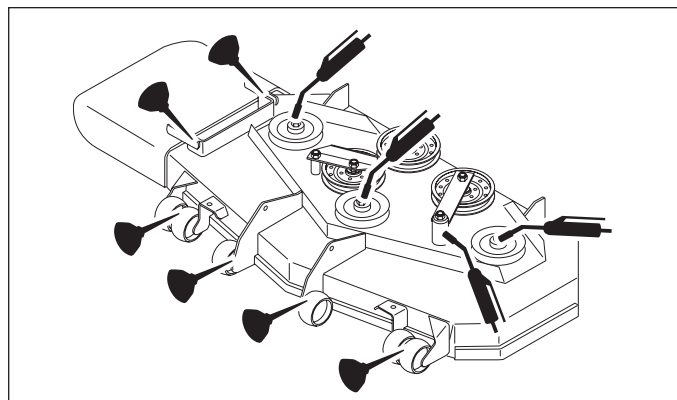


Figure 22. Deck Lubrication

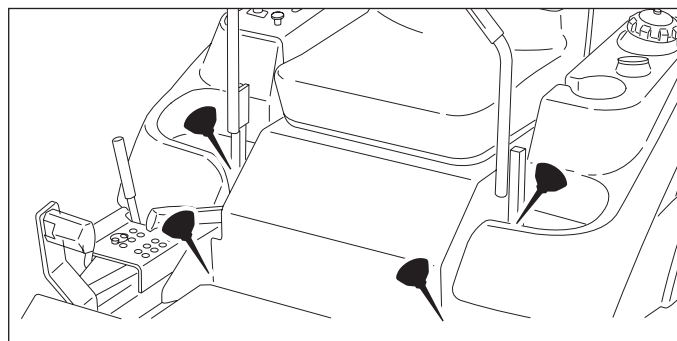


Figure 23. Control Handle Pivots & Seat Plate Pivots

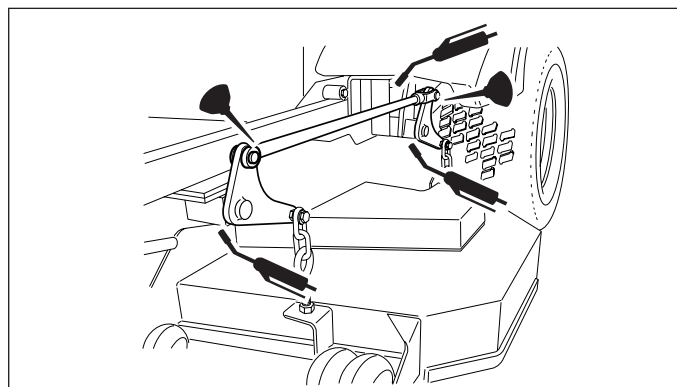


Figure 24. Deck Lift Linkage Pivots

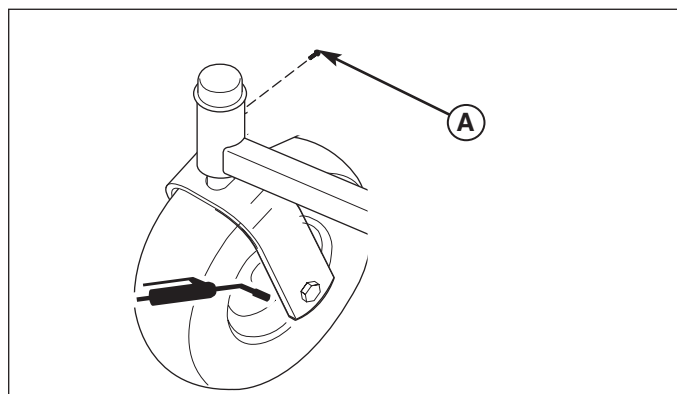


Figure 25. Front Caster & Wheel
A. 1/4-28 Bolt

Setup



Adding Fuel

To add fuel:

1. Remove the fuel cap (see A, Figure 26).
2. Fill the tank to about 1-1/2" (3,81 cm) of the bottom of the filler neck. This will allow for fuel expansion.

NOTE: Do not overfill. Refer to your engine manual for specific fuel recommendations.

3. Install and hand tighten the fuel cap.

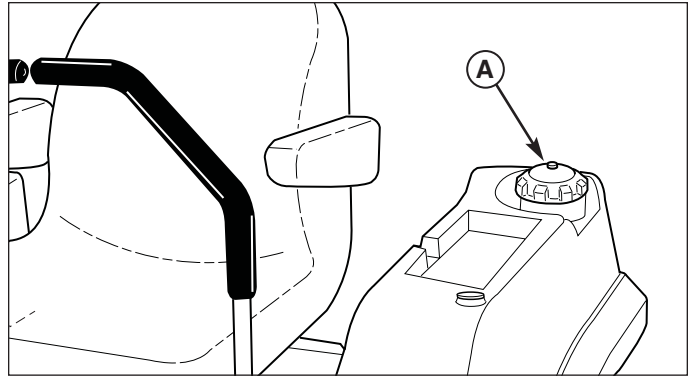


Figure 26. Adding Fuel

A. Fuel Cap

Setup



Starting The Engine

1. While sitting in the operator's seat, engage the parking brake and make sure the PTO switch is disengaged and the motion control handles are locked in the NEUTRAL position.
2. Set the engine throttle control to FULL throttle position. Then fully close the choke by pulling the knob OUT fully.
3. Insert the key into the ignition switch and turn it to START.
4. After the engine starts, gradually open the choke (push knob down fully). Reduce to half throttle speed and allow to warm up.

Warm up the engine by running it for at least a minute before engaging the PTO switch or driving the rider.

5. After warming the engine, ALWAYS operate the unit at FULL THROTTLE when mowing.

Setup



Perform the Safety Checks

WARNING

Disengage the PTO, stop the engine, set the parking brake, and wait for moving parts to stop before leaving operator's position for any reason.

If the tractor does not pass the test, do not operate tractor. Under no circumstance should you attempt to defeat the purpose of the safety system.

Functional Tests

1. Check the tractor for loose bolts, screws, nuts, etc.
2. Start the engine and check all the controls for proper operation: ground speed control levers, parking brake, throttle cable, electric PTO clutch, etc.
3. Stop the engine and check for fluid leaks: oil, fuel and hydraulic oil.
4. If any control fails to operate properly during testing or seems to be out of adjustment, check and readjust it according to the following Adjustments section.



SAFETY INTERLOCK SYSTEM

This unit is equipped with safety interlock switches. These safety systems are present for your safety, do not attempt to bypass the safety switches, and never tamper with the safety devices. Check their operation regularly.

Operational SAFETY Checks

Test 1 — Engine should NOT crank if:

- PTO switch is engaged, OR
- Parking brake is not engaged, OR
- Motion control handles are not in the NEUTRAL position.

Test 2 — Engine SHOULD crank if:

- PTO switch is NOT engaged, AND
- Parking brake is engaged, AND
- Motion control handles are locked in the NEUTRAL position.

Test 3 — Engine should SHUT OFF if:

- Operator rises off seat with PTO engaged, OR
- Operator rises off seat with parking brake disengaged.
- Operator moves motion control handles out of their neutral positions before disengaging parking brake.

Test 4 — Blade Brake Check

Mower blades and the mower drive belt should come to a complete stop within seven (7) seconds after the electric PTO switch is turned off (or the operator rises off seat). If the mower drive belt does not stop within seven (7) seconds, see your dealer.

NOTE: Once the engine has stopped, PTO switch must be turned off, parking brake must be engaged, and the motion control handles must be locked in the NEUTRAL position after the operator returns to the seat in order to start the engine.

WARNING

If the unit does not pass a safety test, do not operate it. See your authorized dealer. Under no circumstance should you attempt to defeat the purpose of the safety interlock system.

Adjustment Procedures



Seat Adjustment

See Figure 27. The seat can be adjusted forward and backward. Move the lever forward, position the seat as desired, and release the lever to lock the seat into position.

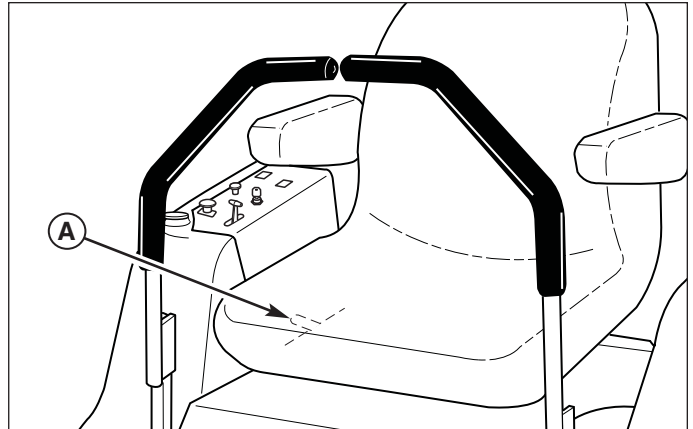


Figure 27. Seat Adjustment
A. Seat Adjustment Lever



Seat Adjustment (Suspension Seat)

See Figure 28. In addition to the forward and backward seat adjustment, models equipped with a suspension seat can be adjusted for lumbar support, suspension and back angle.

Forward and Backward Adjustment:

Move the forward / backward seat adjustment lever (A, Figure 28) away from the seat, position the seat as desired, and release the lever to lock the seat into position.

Lumbar Adjustment:

Turn the lumbar adjustment knob (B) until the desired amount of lumbar is achieved.

Back Angle Adjustment:

Turn the back angle adjustment knob (C) until the desired amount of back angle is achieved.

Suspension Adjustment:

Turn the suspension adjustment knob (D) until the display scale has a reading that matches the weight of the operator.



Figure 28. Suspension Seat Adjustment
A. Forward / Backward Seat Adjustment Lever
B. Lumbar Adjustment Knob
C. Back Angle Adjustment Knob
D. Suspension Adjustment Knob



Motion Control Handle Adjustment

The control levers can be adjusted in three ways. The alignment of the control levers, the placement of the levers (how close the ends are to one another) and the height of the levers can be adjusted.

TO ADJUST THE HANDLE ALIGNMENT

Loosen the mount bolts (A, Figure 29) and pivot the lever(s) (B) to align with each other.

TO ADJUST THE HANDLE PLACEMENT

Loosen the jam nuts and adjust the placement bolt (C) in or out to properly adjust the lever end spacing.

TO ADJUST THE HANDLE HEIGHT

Remove the mounting hardware and reposition the handle either up or down from its original position. You will need to readjust the handle alignment as described above.

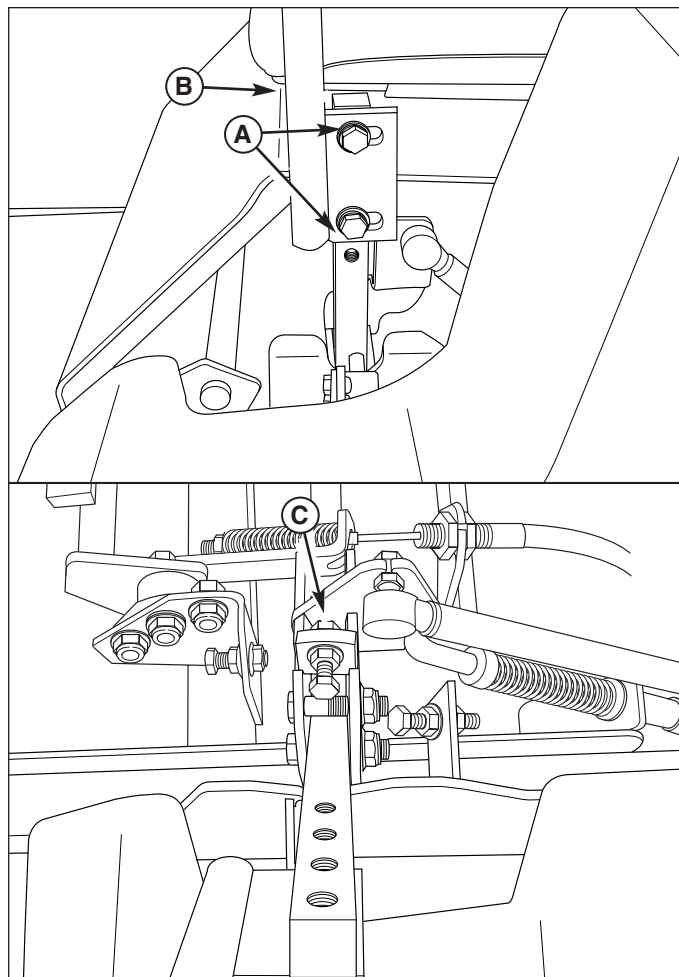


Figure 29. Control Lever Adjustment

A. Placement Hardware

B. Ground Speed Control Lever

C. Alignment Hardware



Return-To-Neutral & Neutral Adjustment

RETURN-TO-NEUTRAL ADJUSTMENT

To determine if it is necessary to adjust the neutral return, perform the following steps.

1. Disengage the PTO, engage the parking brake and turn off the engine.
2. Move the ground speed control levers into the operating position, pull levers rearward and release.
3. Move the ground speed control levers out towards the neutral position. If the levers do not align with the notches in the neutral lock plate, it is necessary to adjust the neutral return rod (B, Figure 30).

ADJUSTMENT

1. Lock the ground speed control lever in the neutral position.
2. Measure the length of the neutral return spring (C, Figure 30) it should be set at 3.25" (8,23cm). If the spring does not measure 3.25" (8,23cm) loosen the front set collar (D) and the rear set collar (A), then move the front set collar forward or back on the neutral return rod (B) until the spring length equals 3.25" (8,23cm). Retighten the front set collar.
3. Make sure that the neutral return bushing (E) is seated correctly in the spring stop plate (F).
4. Position the rear set collar so that it sets tightly against neutral return bushing and tighten.
5. Pull the ground speed control lever rearward and release to check position again. Adjust as necessary to align the ground speed control levers with the notches in the neutral lock plate.

It is important to note that after every adjustment of the neutral return rod, the lever must be pulled rearward and released to properly check the neutral position.

NEUTRAL ADJUSTMENT

If the tractor "creeps" while the ground speed control levers are locked in NEUTRAL, than it may be necessary to adjust the linkage rod.

NOTE: Perform this adjustment on a hard, level surface such as a concrete floor.

1. Disengage the PTO, engage the parking brake and turn off the engine.
2. There are three nuts (B, Figure 31) on the linkage rod. The first two are to be used together to turn the rod and the third (towards the front of the machine) is used to lock the rod in place. Loosen the jam nut that locks against the ball joint (B) and turn the linkage rod (A) to adjust. If the machine creeps forward, turn the rod CLOCKWISE (while standing at the rear of the machine, facing forward), if the machine creeps backward, turn the rod COUNTER-CLOCKWISE.
3. Lock the jam nut (B) against the ball joint when neutral is achieved.

NOTE: This adjustment should not be performed while the machine is running. It may take several attempts to achieved neutral, depending upon how much the machine creeps.

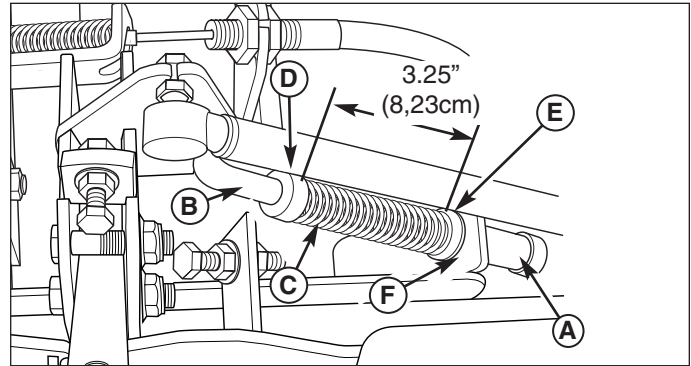


Figure 30. Neutral Return Spring Adjustment

- A. Rear Set Collar
- B. Neutral Return Rod
- C. Neutral Return Spring
- D. Front Set Collar
- E. Neutral Return Bushing
- F. Spring Stop Plate

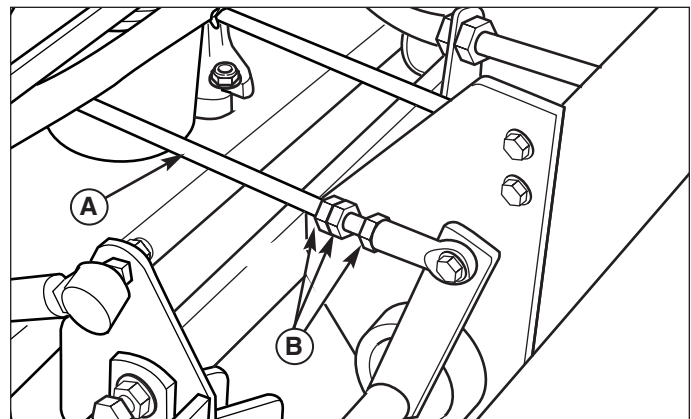


Figure 31. Neutral Adjustment (RH side shown)

- A. Adjustment Linkage Rod
- B. Nuts



Parking Brake Adjustment

1. Disengage the PTO, engage the parking brake, stop the engine and remove the ignition key.
2. Locate the brake spring (A, Figure 32).
3. With the parking brake engaged, measure the compressed spring length. The spring should be 2" - 2-1/8" (5,0 - 5,4 cm) when compressed.
4. If the spring is not within this range, release the parking brake and turn the adjustment nut (B) to compress or release the spring.
5. Engage the parking brake and remeasure the spring.

CAUTION

Do not adjust the spring to be shorter than 1-15/16" (4,9 cm) when compressed. This may damage the brake mechanism.

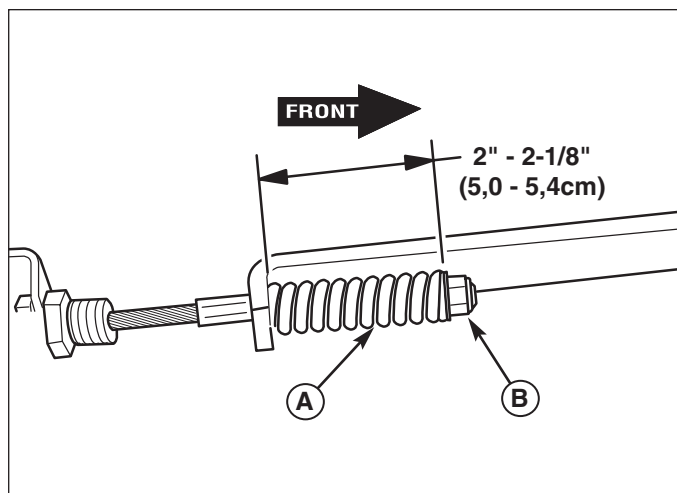


Figure 32. Parking Brake Adjustment

A. Brake Spring

B. Adjustment Nut

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