



OWNER'S MANUAL

INSTRUCTIONS AND SPARE PARTS

FASTCUT 34
20 to 30 HP



Kawasaki

FASTCUT 32
18.5 to 21.5 HP



Greenfield Mowers Pty (Ltd)

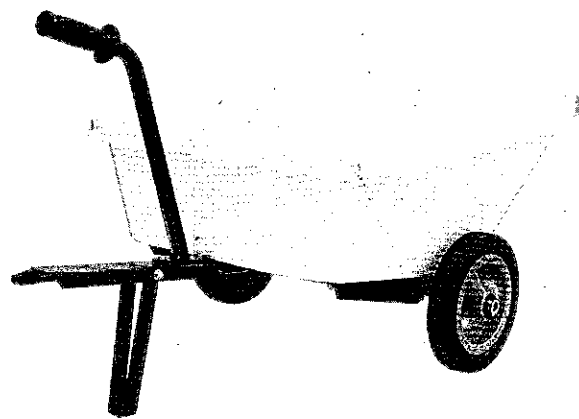
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18/10/13

Genuine Greenfield Attachments

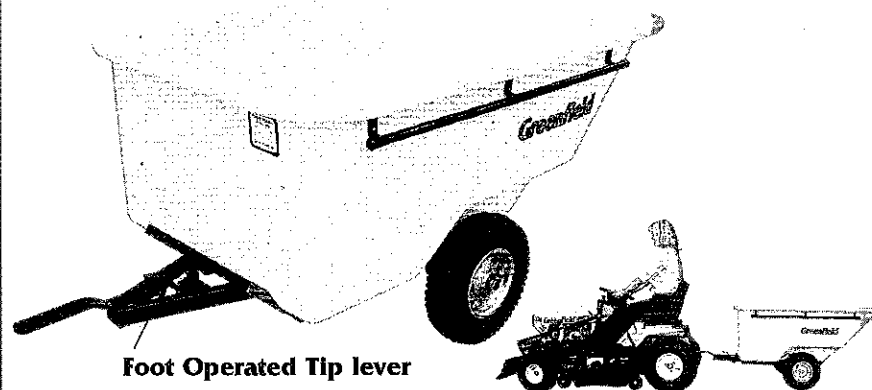
Genuine Greenfield attachments are Australian designed and manufactured by us right here in Brisbane, Australia to the same stringent standards as our ride-ons. Discover how much more versatile your Greenfield can be with genuine, inexpensive Greenfield attachments.



The Greenfield Barrow Trailer is ideal for the home gardener. Its impact resistant polypropylene tub can't rust or deform and when fitted with the optional extra lifting handle (as shown) can be used away from the machine.



Tip Trailer

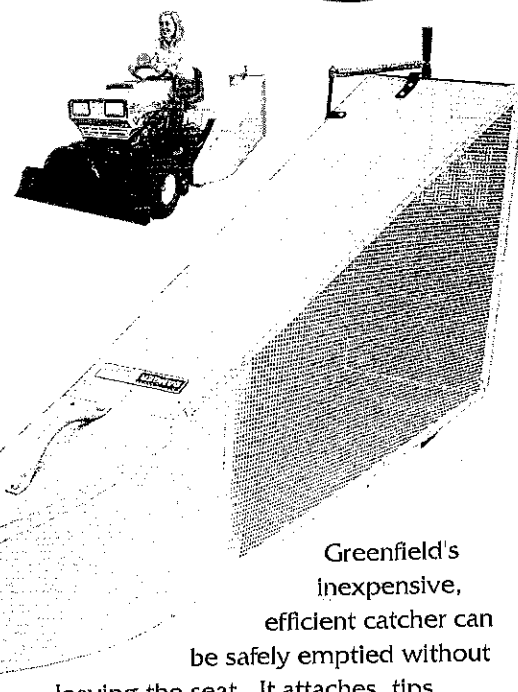


Foot Operated Tip lever

Take the effort out of acreage maintenance with the Greenfield (11 cu.ft - 300L) Tip Trailer. It has been specifically engineered by Greenfield for all the Fastcut series. Made of impact resistant polypropylene, can't rust or deform and is leak proof. Use it to bath the dog.

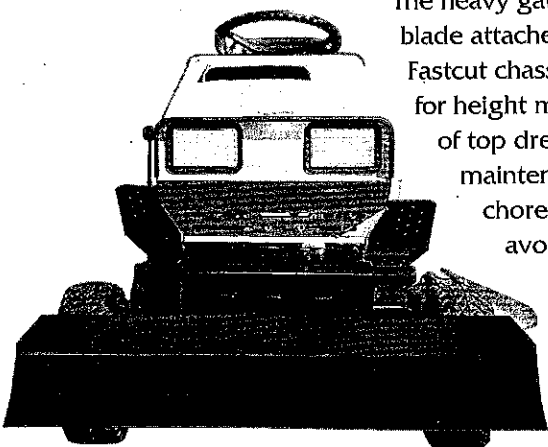
Our commitment to Greenfield ownership ensures that inexpensive locally made spare parts are always available right back to our first models produced in 1966

Tip to Empty Catcher



Greenfield's inexpensive, efficient catcher can be safely emptied without leaving the seat. It attaches, tips to empty and detaches within seconds and without tools. Complete zinc coated metal construction for years of reliable rust free service in lawn mowing conditions.

Dozer Blade

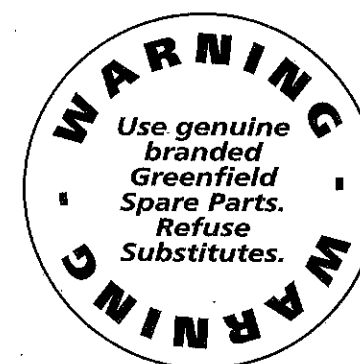


The Greenfield dozer blade eliminates all the back breaking shovel work around your property. The heavy gauge 36" (915mm) blade attaches rigidly to the Fastcut chassis and adjusts for height making light work of top dressing, garden maintenance and all those chores you've been avoiding.

Barrow Trailer

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All details are correct at time of printing but are subject to change without notice.

GT 22010 1007

FASTCUT TM **Series**

Thank you for buying an Australian made **Greenfield** tractor mower. Follow the manufacturers operating and maintenance instructions and many years of excellent trouble free service can be expected.

Before operating the mower read the owners manual carefully. Do not allow children or any person unfamiliar with the safe operating procedure to operate this mower. Your Greenfield mower has been designed to meet stringent safety standards – but we remind you that a mower is a cutting device – **used incorrectly it could cause personal injury or death.** Remove the key when machine is not in use.

Safety Instructions:

1. Testing seat switch.

ACTION - Park machine safely, Sit on seat, Apply park brake, Set cutter engagement lever to disengage, Start engine, Raise body off seat, but do not get off mower.

RESULT - Engine will begin to stop. Allow engine to fully stop. If the engine does not stop there is a problem with the seat safety switch. Do not attempt to use mower until you have your seat safety switch inspected by an authorised Greenfield Dealer.

2. Do not carry passengers.
3. Know your controls. Read the operating instructions carefully. Learn how to stop the mower and engine quickly in an emergency.
4. Do not mow whilst people, especially children or pets are in the mowing area. Children should be kept elsewhere and supervised. Never assume that children will remain where you last saw them. Do not reverse before looking behind.
5. Make sure the area to be mowed is clear of sticks, stones, bottles, bones, wire and other debris that could be thrown by the blades.
6. Do not operate the machine without first inspecting the blades, blade bolts and blade holder for wear or damage. **Damaged blades and worn bolts are major hazards.** Always replace blades and blade bolts in sets to preserve Balance. Replace worn or damaged parts with **genuine Greenfield** replacement parts only. Use of inferior non-genuine service parts on your Greenfield mower could result in costly damage and even personal injury. Refer "Maintenance Instructions" for replacement part numbers and fitting instructions.
7. Before using, check that the grass catcher, safety switches and guards provided by the manufacturer are operating properly and fitted securely. Regularly check all the components on the mower to ensure the machine is in a safe operating condition.
8. Never mow while barefoot or wearing open sandals or thongs. Wear long trousers and heavy shoes. It is also important to wear suitable eye and hearing protection.
9. A mower operator should be in good physical and mental health and not under the influence of any drug or alcohol which might impair vision, co-ordination or judgements.
10. Replace worn or faulty exhaust mufflers.
11. Do not allow grass, garden debris or grease to build up on the mower, particularly around the engine. These could be a fire hazard.
12. Petrol is a highly inflammable fuel. If ignited it could cause destruction of property, serious personal injury or death. Refuel outdoors only over a non-flammable surface. Do not smoke while refuelling engine or fuel near a source of ignition such as electrical switches or a gas hot water heater. Never remove the cap of the fuel tank or add petrol while the engine is running or if the engine is hot, allow it to cool for several minutes. Remove fuel cap slowly to relieve tank pressure. Do not fill past the maximum level on the fuel tank. If petrol is spilled do not attempt to start the engine but move the machine away from the area of the spill and avoid creating any source of ignition until any build up of grass clippings and garden debris is removed from the machine, all trace of the spill is removed and all petrol vapours have dissipated.

FASTCUTTM Series

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13. Use only an approved container for storing fuel. Never store the fuel container or the fuelled machine in an unventilated area or near a source of ignition such as electrical switches or a gas-hot water heater.

14. Do not operate the engine in a confined space where the poisonous exhaust fumes (carbon monoxide) can collect.

15. Always disengage the cutting blades before starting or stopping the engine.

16. Always mount or dismount the mower from the opposite side to the discharge chute. Always stop the engine before dismounting. Keep feet and hands clear of the cutter deck.

17. Reduce speed particularly when making sharp turns to prevent overturning or loss of control. Do not stop or start suddenly when mowing up hill or down hill. The differential action must be locked out when operating on any slope to improve traction, braking and safety.

18. Never mow uphill or down hill on slopes which exceed 10 degrees, or mow across the face of a slope which exceeds 5 degrees. Before attempting to mow on any slope, refer to "Mowing on slopes" on page 6 in this Owners Manual.

19. Stay alert for holes in the terrain and other hidden hazards.

20. Before crossing paths, driveways or any other area foreign to mowers, reduce engine speed, disengage cutting blades and lift cutting attachment to maximum height. Do not drive over obstacles or gutters, this machine has a maximum 3 1/2" (9cm) clearance.

21. Watch out for traffic when crossing or operating the mower near roadways. Always mow with the safety grass deflector properly fitted.

22. When mowing, never direct discharge of material toward bystanders nor allow anyone near the machine while in operation.

23. Before leaving the operators position:

- (a) Disengage the cutting blades
- (b) Apply the parking brake
- (c) Stop the engine and remove the starter key

24. Disengage the drive to the cutting blades and stop the engine:

- (a) Before refuelling
- (b) Before removing the grass catcher or any attachment
- (c) Before making a height adjustment unless adjustment is being made from the operators position
- (d) Before clearing blockages
- (e) Before inspecting, cleaning or working on the mower
- (f) After striking a foreign object (inspect the mower for damage and make necessary repairs before restarting And operating the machine)
- (g) If the machine starts to vibrate abnormally (check immediately)

25. Disengage the drive to the cutting blades when not in use or transporting.

26. Do not over-speed the engine or alter the governor settings. Excessive speed is dangerous and shortens engine life.

27. Use care when pulling loads or using attachments

- (a) Use only the approved drawbar hitch point
- (b) Limit loads to those you can safely control
- (c) Do not turn sharply. Use care when backing up.

28. Replace any unreadable warning or safety decals.

29. Do not lend or sell the mower without the owners manual.

30. Warning – Remove spark plug lead to avoid accidental starting before attempting any maintenance or inspection of the mower.

Mowing on Slopes:

Exercise extreme caution when operating a ride-on mower on a slope. Slopes are a major cause of tip-over and loss of control accidents involving ride-on mowers. Severe injury or death can occur.

On any slope the differential action must be locked out for best traction and braking i.e. both rear wheels driving.

Speed should be reduced on slopes, particularly when changing direction.

Do not stop or start on slopes unless entirely necessary or make sudden speed or directional changes.

Never operate a ride-on mower on any slope if it is wet. Any grass in good condition on slopes can cause your ride-on mower to slide and cause the brakes to have little or no effect.

A ride-on mower should only be operated up and down slopes, not across.

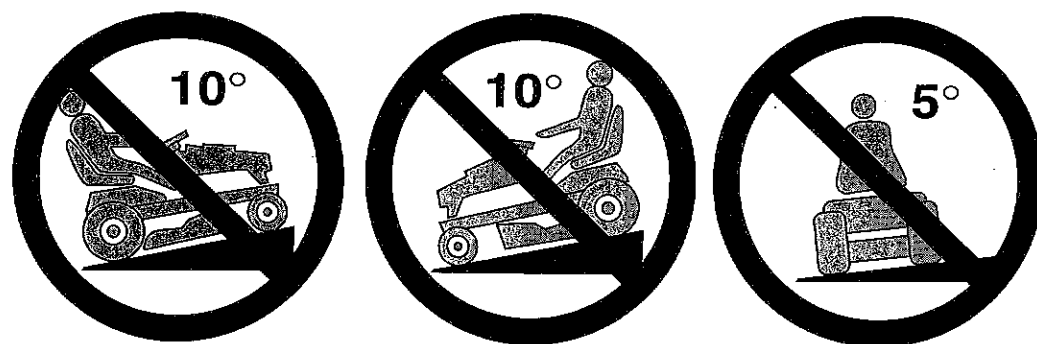
Before operating on a slope remove all loose matter, branches, rocks etc. and stay clear of holes, erosion, tree roots etc. Such hazards can cause unexpected and instantaneous stability changes.

If a totally safe mowing procedure cannot be planned before entering a sloping area, then an alternative method of cutting the area, which does not risk the safety of the operator, should be used.

NEVER tow or use any optional attachment on ANY slope.

Don't mow close to steep drop offs.

MAXIMUM SLOPES



Never mow up hill or down hill on slopes which exceed 10 degrees.

Never mow across the face of a slope which exceeds 5 degrees

If the operator of a ride-on mower is not absolutely certain a slope does not exceed the previous recommendations, the area should not be entered until such time a properly qualified person has assessed and reported on the safety of the area.

Greenfield Differential:

Some Greenfield Fastcut models feature a unique and patented differential. This differential offers the operator the option of the full differential action of the rear wheels for improved steering and a tight turning circle, whilst eliminating rear wheel scuffing on fine lawns. Most people will operate their Greenfield mower with the differential operating all the time. This is the preferred method of operation and is accomplished by keeping the handle hooked over the end of the rear axle (see "A" below).

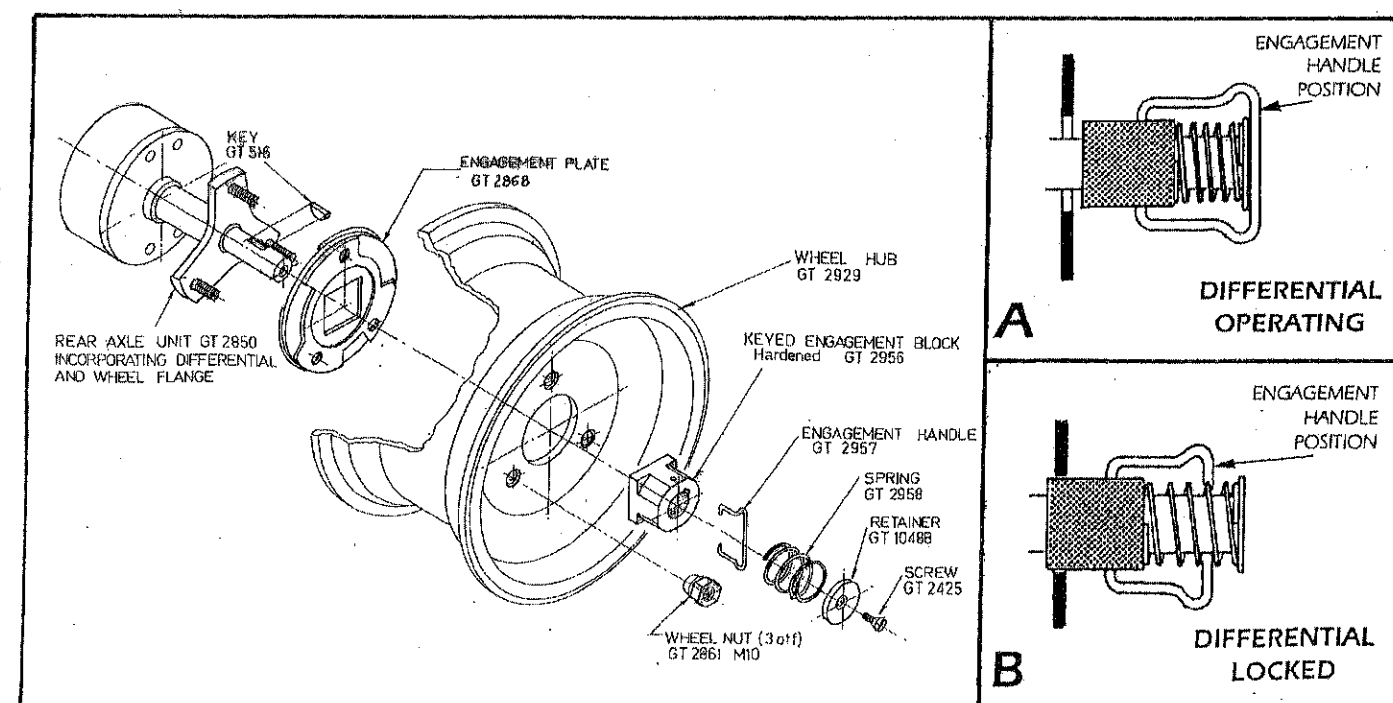
Important: Do not attempt to engage or disengage the differential lock from the operators seat or while the engine is running.

In situations, such as wet areas, uneven terrain, slippery surfaces and particularly when working on any slope, you must lock out the differential action i.e. "Both rear wheels driving" for improved traction and braking. This differential must also be locked out when using any attachment such as the dozer blade or when towing. Locking the differential is accomplished by releasing the handle from the end of the rear axle (see "B" below). Slight movement of the mower with the front wheels other than straight ahead may be required to engage the locking mechanism.

To return the differential to the operating position (see "A" below) turn the steering wheel either to the left or right. Rock the mower back and forth while simultaneously pulling out the engagement handle and locating it over the end of the axle. Lubricate if necessary.

If the left side rear wheel is removed, make sure the keyed engagement block slides freely into the square section of the engagement plate before the final tightening of the wheel nuts.

Greenfield differentials are fully lubricated and sealed for life at the factory. If in the unlikely event that your differential needs service, it must be returned to Greenfield intact. Differentials that have been tampered with or dismantled will **NOT** be considered for warranty. Normal warranty is 12 months for private use and 3 months for commercial use. Extended warranty is available for up to 3 years for private use. See your Greenfield dealer for details. During the warranty period, service and spares for differential are only available through the factory. The factory gives a same day service if a differential is returned.



Maintenance:

Warning: Remove the spark plug lead to avoid accidental starting BEFORE attempting any maintenance or inspection of the mower.

Crankcase Lubrication

Change engine oil after the first 5 hours of operation then every 6 months or 25 working hours, whichever comes first. Change more often in heavy work or dusty conditions. Drain engine oil whilst engine is warm then replace with a high quality detergent oil classified for service SF/SG by the A.P.I. Refer to the engine manufacturers book supplied with this machine for the specific grade required for this engine. Briggs & Stratton recommends "Warranty Certified" SAE 30 oil, available from Briggs & Stratton service dealers.

Fill to full mark indicated on the dipstick. Do not overfill. To check oil level, position the mower on level ground. Wipe or brush the area clean around the oil fill/dipstick cap, remove the dipstick and wipe clean. Replace dipstick screwing correctly into position. Remove again and sight the oil level. Top up as necessary. The dipstick must be firmly in place when the engine is running. Refer to the engine manufacturers booklet for specific oil recommendations.

Air Filter

Service the air filter as per the engine manufacturers booklet. Clean or replace more often in dusty conditions. Never operate the engine without the filter correctly and securely fitted – rapid and expensive wear to the engine will occur.

Cooling System

Remove the blower housing and clean out the grass and debris to prevent engine overheating. Refer to the engine manufacturer's booklet.

Battery

To maintain the correct fluid level in the battery, top up with distilled water only, to the high level shown on the battery.

NOTE: If the mower is not used for at least 5 hours a month the battery will discharge and could sustain permanent damage. Do not allow the battery to discharge. Regularly trickle charge with a current not exceeding 3 amps per hour for 3 to 4 hours to prolong battery life. Keep the outside of the battery, especially the terminals clean and dry and check the battery is held securely.

The maintenance of the battery is the customer's responsibility and only faulty batteries are covered by warranty. Neglect is not covered.

Dry Battery

When initially charging a new DRY battery, each cell must be filled to the high level with an electrolyte (dilute sulphuric acid) with a specific gravity of 1.26 at 20° to 30°C. The battery must then be allowed to stand for 30 minutes before charging at a rate not exceeding 5 amps for 3 hours.

Warning: Persons not trained in the proper procedure to transfer fluids containing acid or do not have the necessary safety equipment on hand in case of a spill or exposure, should not attempt this procedure. Contact the battery manufacturers local agent or an authorised Greenfield dealer.

Wheels

The rear wheel nuts should be re-tensioned after the first 5 hours of operation to 44Nm (33ft lbs) on the 34" model and 100Nm (74ft lbs) on the 32" model the regularly with your preventative maintenance checks. Before re-tensioning the L.H. rear nuts on models fitted with differentials make sure the keyed engagement block slides freely into the engagement plate. Rear wheels fitted to tapered axles (machines without differentials) can become difficult to remove. Greenfield has a wheel puller available – ask your Greenfield dealer.

Tyres

Inflate to the correct pressures. 20 to 22 psi (140 to 154 KPa) in the front and 12 to 15 psi (84 to 105 KPa) in the rear tyres. Do not over inflate. Over inflation could damage the structure of the tyre and permanently change its shape. Over or under inflation will also adversely affect the cutter deck trim and tilt.

Cutter Deck

Regularly check the condition of the cutter blades and blade bolts, the cutter disc, V belt and pulleys and the cutter brake. Refer to specific sections in this book for further details regarding blades, V belts etc.

Cleaning

Never wash your Greenfield mower with a high-pressure wash gun. Water and dirt could be blasted past the seals in the bearings causing premature bearing failures and rusted pivot points.

- Never wash your Greenfield mower immediately after use. The quenching contraction effect from hosing the machine while at operating temperature could also draw water and dirt into the bearings and cause premature bearing failures.
- The best way to clean your Greenfield is to use an air hose to blow loose grass, etc from around pulley's, belts and the top of the cutter deck. Wash the exterior with a sponge and bucket, then rinse off with a hose and wipe it down the same way as you would your car. For maximum machine life, do not spray water directly on the pulley's and bearings. Reoil all pivots after washing.
- Allow your Greenfield to cool after use then clean off all grass and other debris before storing. Sticks, stones or an accumulation of grass and other debris will damage belts and fracture pulleys if they go between the pulley and belt. When operating in these conditions the cutter deck may require more frequent cleaning.

Chassis Lubrication

Your Greenfield mower has 3 greasing points. A grease nipple is fitted to each king pin housing in the front axle beam, the third grease nipple is fitted to the steering idler which is located in the centre of the machine close behind the front axle beam and accessible from under the chassis. Grease these locations every 6 months or 50 operating hours with a quality No. 2 lithium base grease or equivalent. It is recommended your grease gun be fitted with a flexible hose for easier access. All other exposed pivot joints, lever points and slides are to be lubricated with engine oil.

Belts

"V" belts on Greenfield mowers are self-adjusting although the cutter belt may occasionally require an extra manual adjustment within its working life (see page 12). Inspect the "V" belts regularly and replace if damaged. Part numbers for "V" belts are:

Drive V belt – GT 2354

Cutter V belt – GT 2365

Important – For long service life, use only Genuine Greenfield branded V belts, refuse substitutes. Non genuine V belts may render the clutch ineffective, even dangerous.

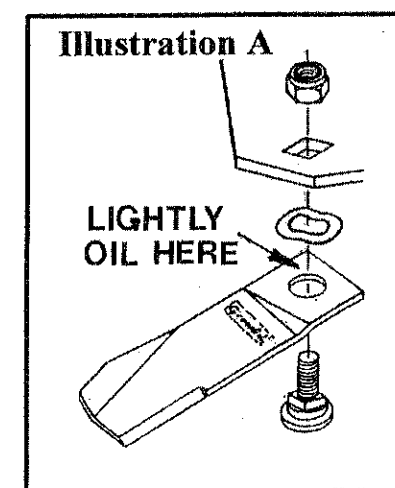
Cutter Blades

Check condition of blades, blade bolts and blade holder. Replace if damaged or worn. Damaged or worn blades and bolts are major hazards. Always replace damaged or worn blades and bolts in sets to preserve balance. Use only Genuine Greenfield branded replacement parts. Use of inferior non genuine replacement parts on your Greenfield mower could result in costly damage or even personal injury. The part number for blade and bolt set is:

Cutter Blade and Bolt Set – GT 2139

Illustration A shows fitting procedure for cutting blades. Tighten the blade bolt nuts firmly. Use a 17mm ring spanner. The correct torque is 44Nm (32ft lbs). The blades must be free to move but not loose. Lightly oil the blade pivot point before fitting.

Warning: Always remove the spark plug lead to avoid accidental starting.



Greenfield Fastcut Braking Systems:

This Greenfield ride-on mower is equipped with a multi- purpose **Drive/Brake Control Pedal**, operated by the driver's right foot. It also has an **Emergency Brake** operated by the left foot and a hand operated **Parking Brake**. All three systems are completely independent of one another.

The manufacturer recommends the pivoted **Drive/Brake Control Pedal**, operated by the drivers right foot should be used as the principle method of braking when operating this mower. The **Emergency Brake** operated by the drivers left foot should only be used in an emergency i.e. if the drive/brake pedal ceases to function for any reason. The **Parking Brake** should only be engaged after the machine has come to a stop although this brake can also be used in an emergency if both other systems have failed.

The recommended **Drive/Brake** system incorporates two large and very durable low speed clutches that control forward, reverse and stopping as selected by the driver. This **Drive/Brake** system will provide excellent and trouble free service for all driving and braking requirements for many years under normal conditions.

The **Emergency Brake** operated by the drivers left foot engages a disc brake on the mowers rear axle. Disc brakes require expendable brake pads to slow the rotation of the brake disc. If used only as an emergency brake, as the manufacturer intends, this brake will not require replacement brake pads for many years, if ever. If however, this brake receives continual use the brake pads will quickly wear requiring regular adjustments and periodic brake pad replacement. Under no circumstances should the Emergency Brake be applied whilst the driver is simultaneously activating the Drive/Brake pedal. As with all Greenfield mowers the warranty covers faulty workmanship and materials. Consumable items such as brake pads are not included in the warranty.

The **Parking Brake** when engaged, interlocks a steel arm with components on the rear axle. Although the mower can still be rolled several centimetres back and forth, further progress in either direction is not possible. This parking brake will engage at rolling speeds but such use is not recommended as engagement when moving causes the mower to come to a sudden halt. As the mower can still move several centimetres when the park brake is engaged, it will be necessary to secure the mower with a tie when transporting.

As with any brakes they become less effective in wet conditions and can lose grip on well grassed areas particularly if the grass is in a lush condition or wet. Therefore it is very important to read and understand all the Safety Instructions included throughout this book and particularly the section titled **Mowing on Slopes** that indicates, amongst other important information, the maximum degrees of slope that mowers should be operated on.

IMPORTANT: Read and understand all the safety and operating instructions in this book. Know your controls. Be sure the area that you are about to enter has no concealed hazards and does not exceed a 10-degree incline.

Brake Pad Wear Adjustment

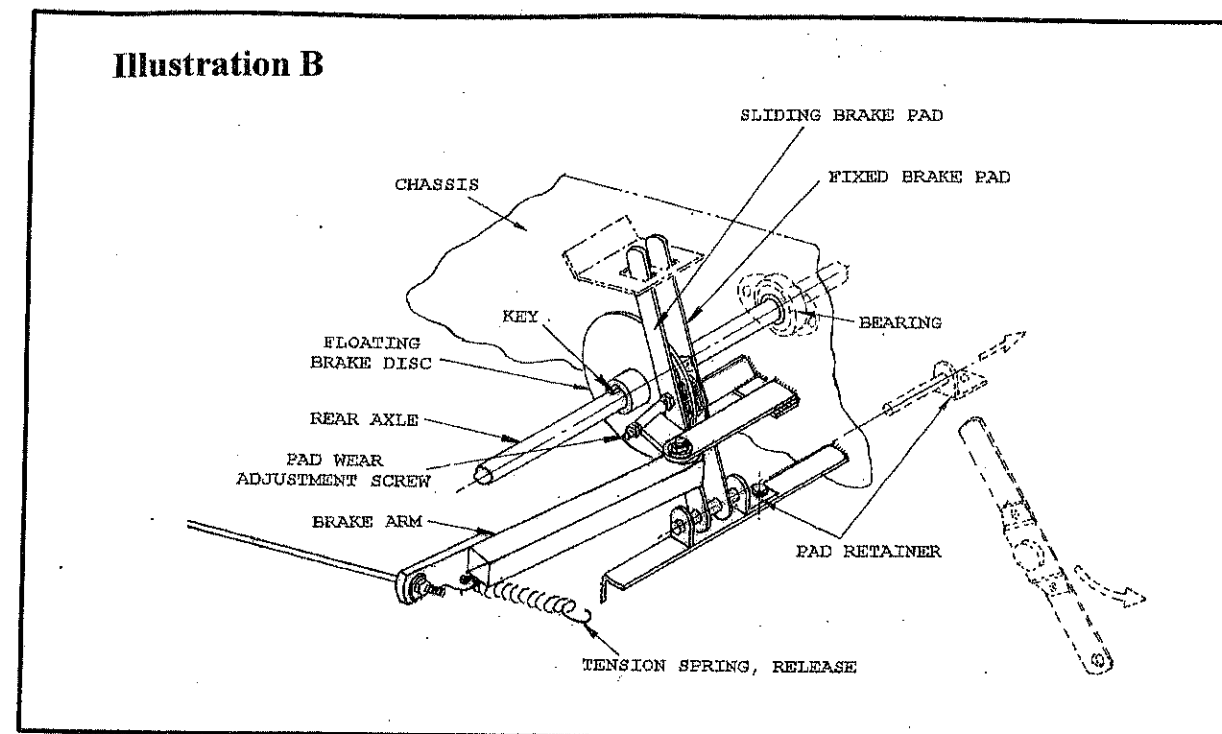
Periodically test the Emergency Foot Brake. If adjustment is required follow the instructions below. The adjusting screw is located on the brake arm and bears against the sliding brake pad. As the brake pads wear, the brake disc is free to centralise between the sliding pad and the fixed pad. This adjusting screw compensates for wear on both pads and can be adjusted as described below.

- Remove the spark plug lead to prevent accidental starting.
- The adjusting screw is positioned at the rear of the mower up inside the chassis. Access is easier if the rear of the mower is elevated slightly e.g. place rear wheels on 30cm blocks. Ensure mower cannot roll.
- Loosen the locknut and screw in the adjusting screw until the brake pads have minimum clearance on the brake disc and are not binding.
- Tighten the locknut while holding the adjusting screw stationary.
- Check that the brake disc rotates freely between the pads then replace the mower onto the ground. Replace the spark plug lead.

Brake Pad Replacement

- Follow steps A & B of "Brake Pad Wear Adjustment"
- Remove the pad retainer shaft.
- Remove both brake pads by sliding down from rear of mower.
- As the new pads will be thicker it will be necessary to release the lock nut and screw out the brake pad adjusting screw.
- Fit the new brake pads.
- Refit the pad retainer shaft.
- Readjust the adjusting screw following steps "A to E" of "Brake Pad Wear Adjustment". See Illustration "B".
- Oil all Pivots. **Do Not Oil Brake Pads or Disc.**

Illustration B

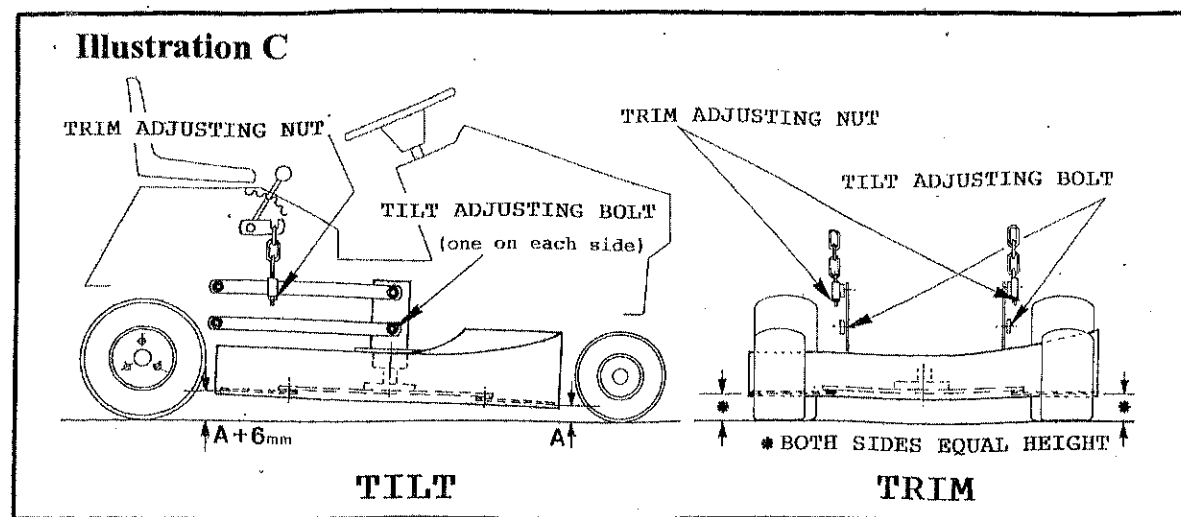


Cutting System:

Cutter Deck Adjustment

Before checking "TILT" which is the forward slant on the Cutter Deck from front to rear or "TRIM" which holds the Cutter Deck level side to side, first check the tyres are inflated to correct pressures, the front axle beam is level in the chassis and all four wheels are on the same level flat surface.

- Remove the spark plug lead to prevent accidental starting.
- Disengage blade clutch (Cutter Out).
- Set the "Trim" by adjusting the trim adjusting nuts located on the top lifting arms of the Cutter Deck.
- Set the "Tilt" by loosening the tilt adjusting bolts, which connect the bottom lifting arms to the Cutter Deck side plates. Set the deck to the correct tilt (minimum 6mm lower at the front) then retighten both bolts. See illustration "C" on next page.



Cutter Belt Adjustment

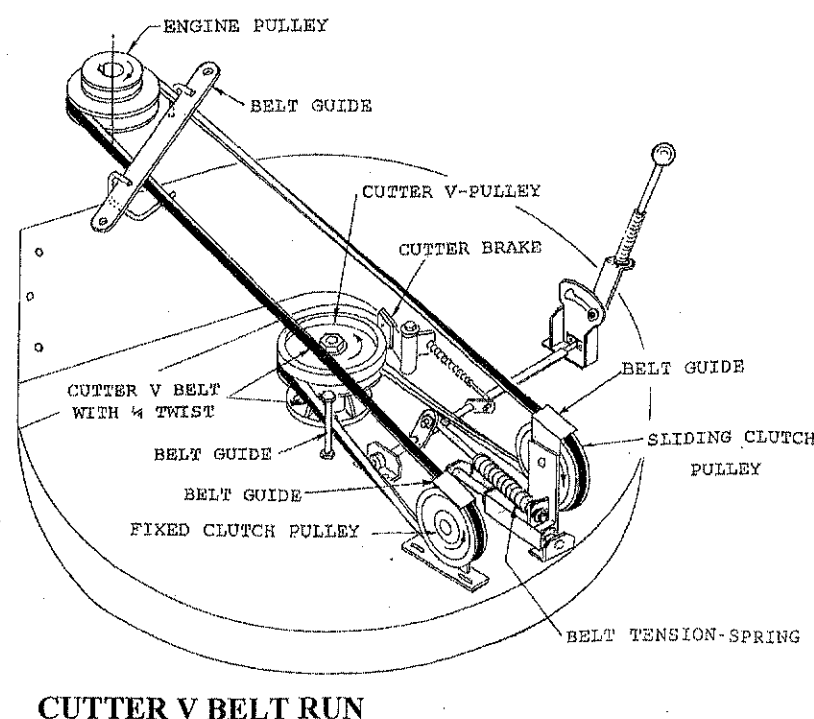
Warning: Remove the spark plug lead to avoid accidental starting BEFORE attempting any maintenance or inspection of the mower.

With the cutter clutch lever in the "OUT" position (Disengaged) the cutter belt should be sufficiently disengaged to allow the cutter blades to come to a complete stop in approximately 7 seconds. The correct amount of belt slack and the efficient operation of the cutter brake, control this stopping time. The spring loaded clutch idler pulley maintains the correct belt tension when the blade clutch lever is in the "Engaged" position.

The self-adjusting cutter clutch will automatically adjust to compensate for normal wear and stretch of the V belt. However as most belt stretch occurs during the early operating hours of the new belt, the first adjustment should be checked after approximately 5 hours of operation with further checks at 6 months or 50 hour services. Belt tension can easily be adjusted at the fixed idler pulley.

The fixed idler pulley has 7 bolt hole positions available plus a sliding adjustable base. To adjust the belt using the fixed pulley bracket, disengage the cutters then loosen the two nyloc nuts on the pulley bracket base and slide the bracket rearward and retighten the nuts, or relocate the pulley to the next rearward hole.

Illustration D



The manufacturer recommends all Greenfield mowers be returned to an authorised Greenfield dealer for normal servicing i.e. oil changes, air filters etc. at the times indicated in the maintenance section of this book and by the engine manufacturer. The manufacturer also recommends a preventative maintenance and safety inspection be performed every 6 months or every 50 working hours by an authorised Greenfield dealer to comply with the conditions for both standard and extended warranty offered by the manufacturer. Refer to the manufacturers warranty leaflet.

To Remove Cutter V Belt

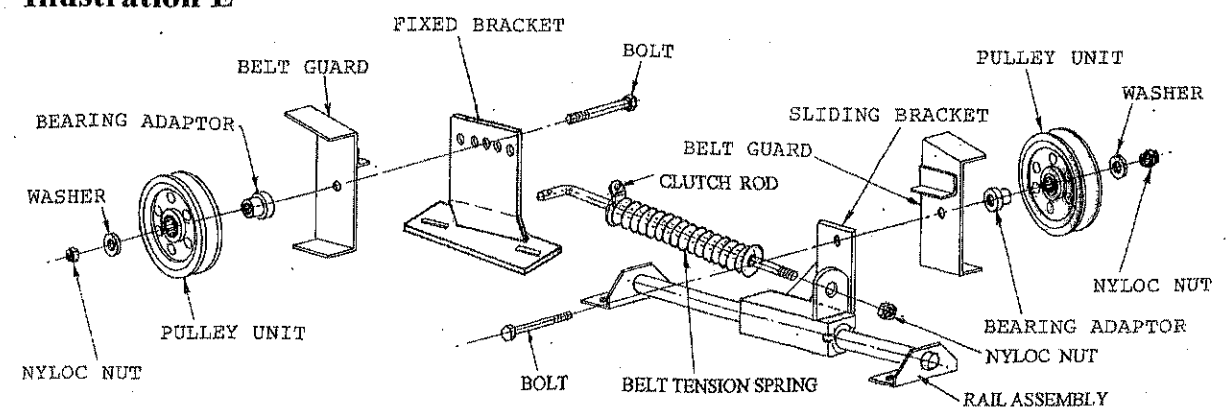
1. Remove the spark plug lead to prevent accidental starting.
2. Lower the blade height to the "LOW" position.
3. Check the blade clutch is disengaged, blade clutch "OUT".
4. Remove the V Belt from the engine pulley by manoeuvring the belt down between the pulley and the belt guide pins.
5. Undo the centre bolts and remove the sliding clutch pulley and belt guard and the fixed clutch pulley and belt guard.
6. Remove the V Belt from the cutter spindle pulley by manoeuvring the belt up between the pulley and the brake pad and the pulley and the guide bolt. Remove the V Belt from the machine.

To Replace The Cutter V Belt

1. Remove the spark plug lead to prevent accidental starting.
2. Lower the blade height to the "LOW" position.
3. Check the blade clutch is disengaged, blade clutch "OUT".
4. Fit the V Belt to the cutter pulley by manoeuvring the belt down between the pulley and the brake pad and the pulley and the guide bolt.
5. Refit the idler pulley assemblies to the mounting brackets as follows: Insert the bolt through from the back of the bracket. Position the belt guard over the bolt and engage on the bracket (ensure the correct guard is used – left and right sides are different – compare to illustration). Place the bearing adaptor over the bolt, large end first. While holding the V Belt into the pulley groove slide the pulley over the bolt and bearing adaptor and into the belt guard. With the wings of the belt guard over the belt and pulley refit the washer and nyloc nut. See illustration. IMPORTANT: Before progressing to the next step, check that both pulleys spin freely inside the belt and belt guards when the cutter clutch is disengaged.
6. Fit the V Belt to the engine pulley by manoeuvring the belt up between the belt guides and into the bottom groove of the engine pulley. Refer to illustration showing cutter V Belt run.
7. Engage and disengage cutter clutch lever several times to check smooth operation of the sliding pulley, cutter brake is working correctly and that the V Belt is tensioned by the heavy compression spring when the cutter lever is in the "IN" position. With the lever in the "OUT" position there must be sufficient belt slack to allow the engine pulley to spin freely without turning the blades or moving the belt.
8. Replace the spark plug lead.
9. From the operators seat run the engine and engage the cutters to check the V Belt operation. Refer to "Cutter Belt Adjustment"

Note – A belt run-in period is required as follows. With the height adjusting lever in the green band (mid height position) engage cutter blades and run for a minimum of ten minutes at medium engine speed. Ideally, a total run-in time would be approximately one hour, during which time you can cut grass, on a mid height position.

Illustration E

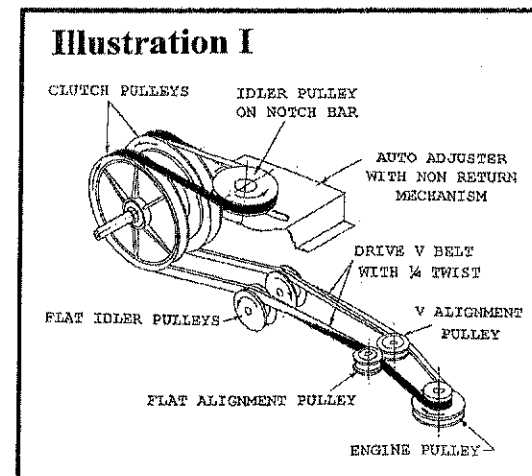
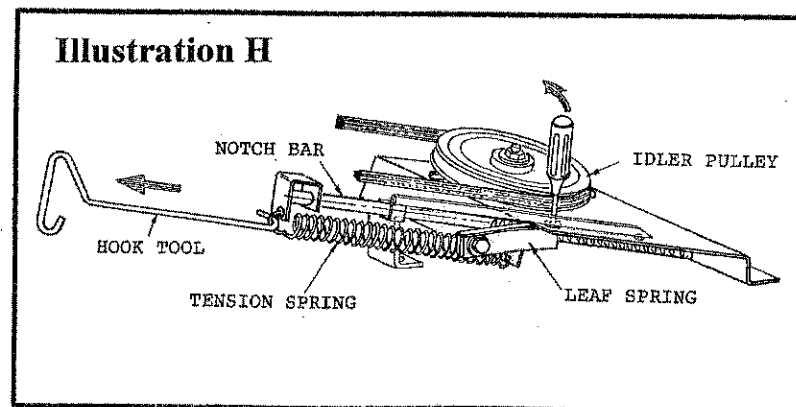
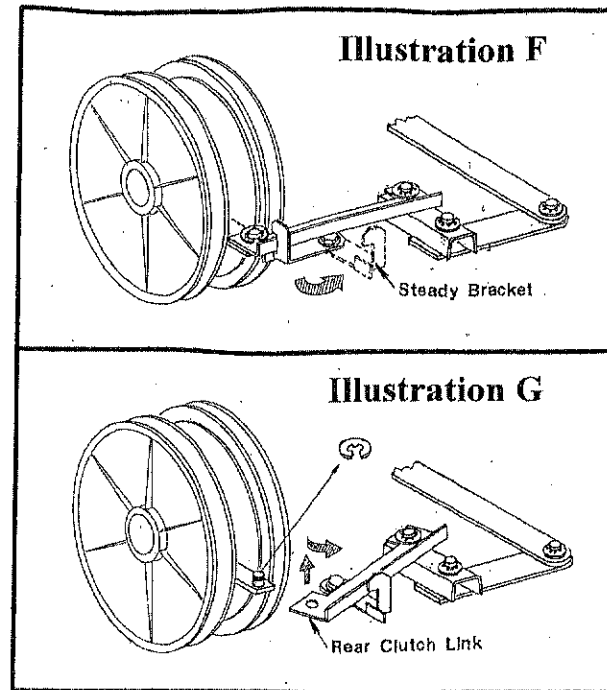


CUTTER BELT IDLER PULLEY ASSEMBLY

Drive System:

To Remove Drive V Belt

1. Remove the spark plug lead to prevent accidental starting.
2. Remove the rear cover as follows – Lift up the seat and disconnect the wire to the seat cut out switch by separating the spade connector on the blue wire near the top of the battery. Undo the star knob at the top rear of the rear cover and position the height adjustment lever in a mid height position. Now remove the rear cover and seat assembly.
3. Set the blade height to the “LOW” position.
4. Swing back the steady bracket supporting the rear clutch link (Refer illustration F)
5. Remove the spring clip retaining the rear clutch link to the yoke. Lift off the rear clutch link and swing rearward (Refer illustration G).
6. With a spring release hook tool (See illustration H), remove the tension spring from the idler pulley notch bar.
7. Release the notch bar leaf spring by inserting a flat screwdriver through the slot in the bracket above the leaf spring. Lever the leaf spring clear of the notch bar and hold in a released position allowing the idler pulley to slide freely rearward to permit belt removal. (Refer illustration H).
8. To remove the drive V Belt from the engine pulley the cutter V Belt must first be removed. Follow steps 1 to 4 of “To Remove Cutter V Belt” instructions. Now remove the Drive V Belt from the engine pulley.
9. Lift the drive V Belt off both flat idler pulleys and remove the belt through the opening at the rear clutch link.



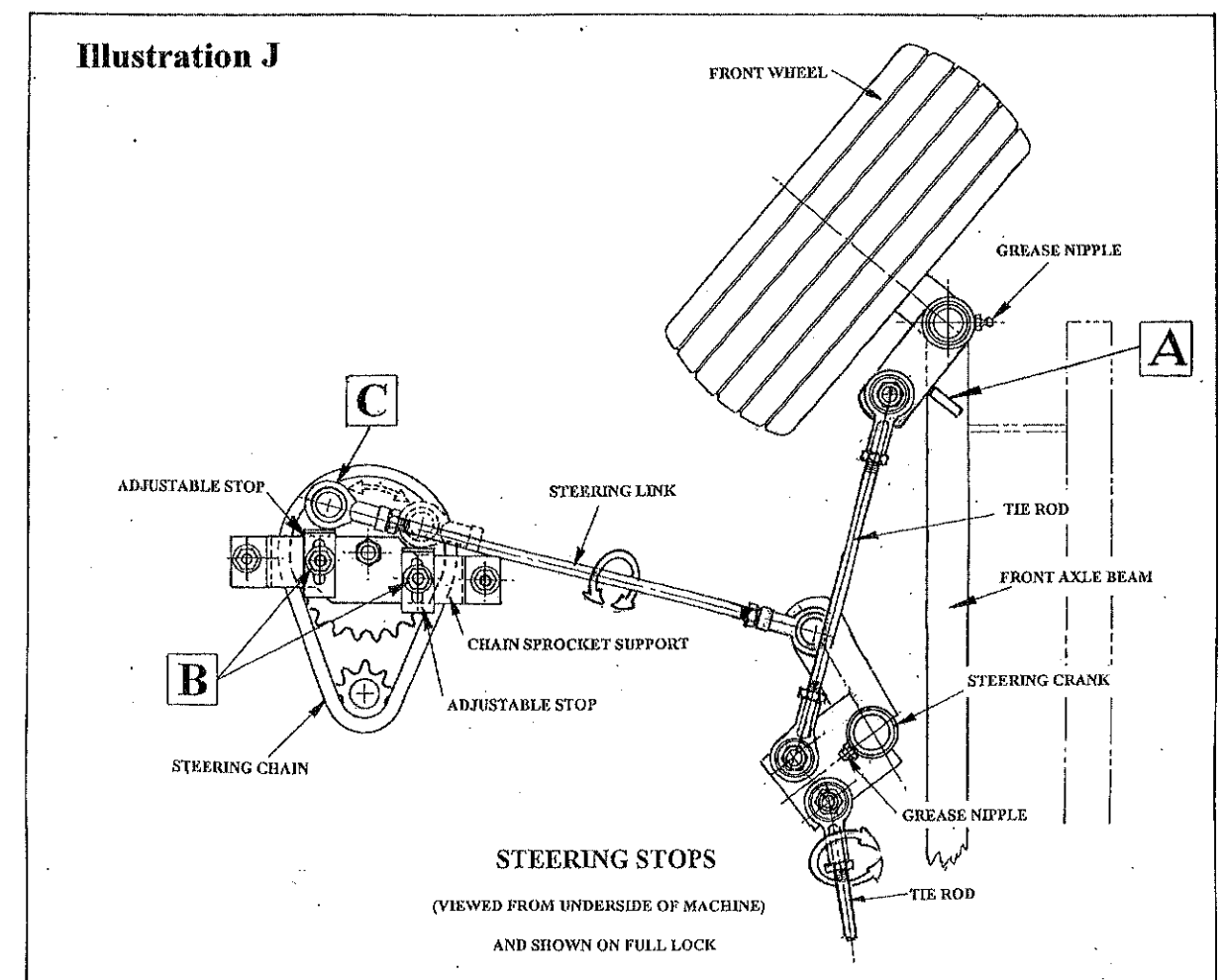
To Replace Drive V Belt

1. Feed enough belt down the back of the clutch pulleys to reach the engine pulley. Guide the belt over the cutter belt guide bar and underneath the engine pulley and into the top groove of the engine pulley. If the cutter V Belt is in position on the engine pulley, remove the belt by following steps 1 to 4 of “To Remove Cutter V Belt”
2. Place the belt around both the V and Flat alignment pulleys and over the two flat idler pulleys. Place the belt into both clutch pulleys then into the idler pulley on the notch bar. This pulley will need to be in the fully rearward position to fit the belt, then slide it forward. Lubricate the slide with grease before fitting the belt.
3. Check the belt is still correctly in place over both the alignment pulleys and both the flat idler pulleys. The back of the belt runs on all flat pulleys. (See illustration I).
4. Replace the notch bar tension spring using a hook tool.
5. Replace the rear clutch link and the spring clip.
6. Swing the steady bracket forward to support the rear clutch link.
7. Refit the Cutter V Belt by following steps 6 and 7 of “To Replace Cutter V Belt” instructions.
8. Replace the rear cover and reconnect the wire to the safety cut out switch for the seat.
9. Replace the spark plug lead.

Steering Stop Adjustment:

The steering stops “B” are readily seen and accessible from under the right hand side of the chassis with the cutter deck in the “LOW” position. Adjustments should not be necessary, unless the steering has been damaged.

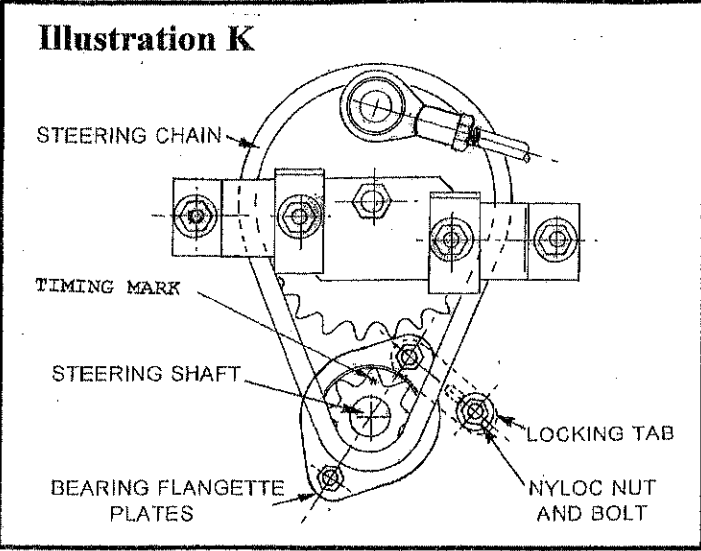
1. Remove the spark plug lead to prevent accidental starting.
2. Check the front wheel alignment has 0-1.5mm toe in. Correct if necessary by resetting the adjustable tie rods. Also check that the steering wheel spokes are horizontal when the front wheels are in the straight-ahead position. Adjust the steering link if necessary. These adjustments must be completed before any steering stop adjustments are made.
3. Loosen the nuts retaining the two steering stops on the chain sprocket support. (Refer illustration J, item B).
4. Turn the steering wheel full lock to the right till the right hand king pin is hard against the fixed stop “A”.
5. Slide the right side stop on the chain wheel support until it hits against the tie rod end “C”. Retighten the locking nut “B”.
6. Turn the steering wheel full lock to the left then repeat step 5 above.
7. To check your adjustments are correct, turn the steering wheel to either lock, noting stops “A” and “B” make contact at the same moment. This will ensure the smallest turning circle without unnecessary strain on the steering components.
8. Replace the spark plug lead.



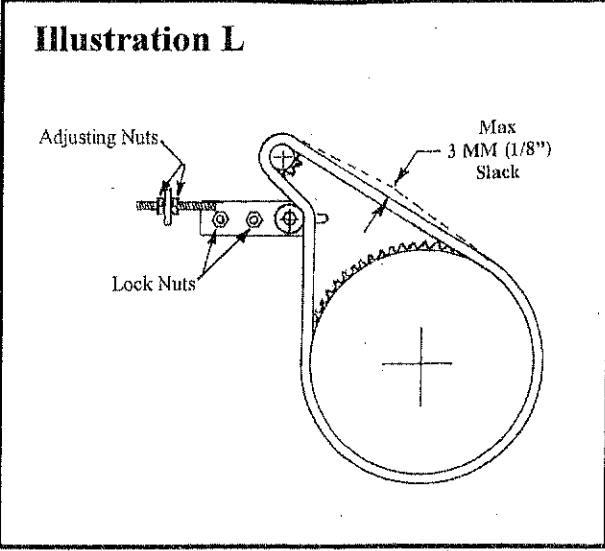
Chain Adjustments:

Steering Chain Adjustment

1. Remove the spark plug lead to prevent accidental starting.
2. Lower the cutter deck to the "LOW" position.
3. Working from under the bonnet at the rear of the engine, loosen both nyloc nuts on the steering shaft flangette bearing plates and the nyloc nut on the locking tab. See illustration "K".
4. With fingers only, push the steering shaft towards the left side of the machine to remove slack from the steering chain. Do not over tighten.
5. Re-tension the two nuts on the bearing plate and the nut on the locking tab.
6. Replace the spark plug lead.



Steering Chain Adjustment
(Viewed from underside of machine)

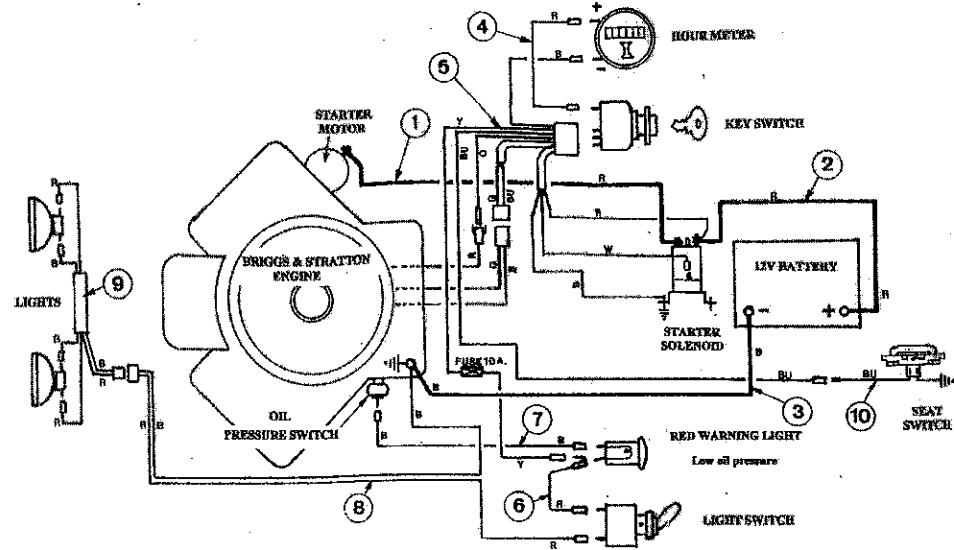


Drive Chain Adjustment

Rear Drive Chain Adjustment

1. Remove the spark plug lead to prevent accidental starting.
2. Remove the rear cover as follows – Lift up the seat and disconnect the wire to the seat cut out switch by separating the spade connector on the blue wire near the top of the battery. Undo the star knob at the top rear of the rear cover and position the height adjustment lever in a mid height position. Now remove the rear cover and seat assembly.
3. Loosen the two locking nuts on the chain adjuster mechanism, only enough to allow the mechanism to slide. Use a 14mm ring spanner or socket.
4. Undo the front adjusting nut on the screw adjusting mechanism, using a 13mm open-end spanner.
5. Using the same spanner adjust the back adjusting nut to take up excess slack in the drive chain. The chain is tensioned correctly when the slack has been reduced to approximately 3mm. Do not over tension. See illustration "L" above.
6. Retighten the two locking nuts. Recheck the chain tension. If necessary the procedure may need to be repeated and the adjusting nut backed off slightly to comply with the recommended chain tension.
7. Retighten the front adjusting nut.
8. Replace the rear cover, the star knob and reconnect the wire to the safety cut out switch for the seat.
9. Replace the spark plug lead.

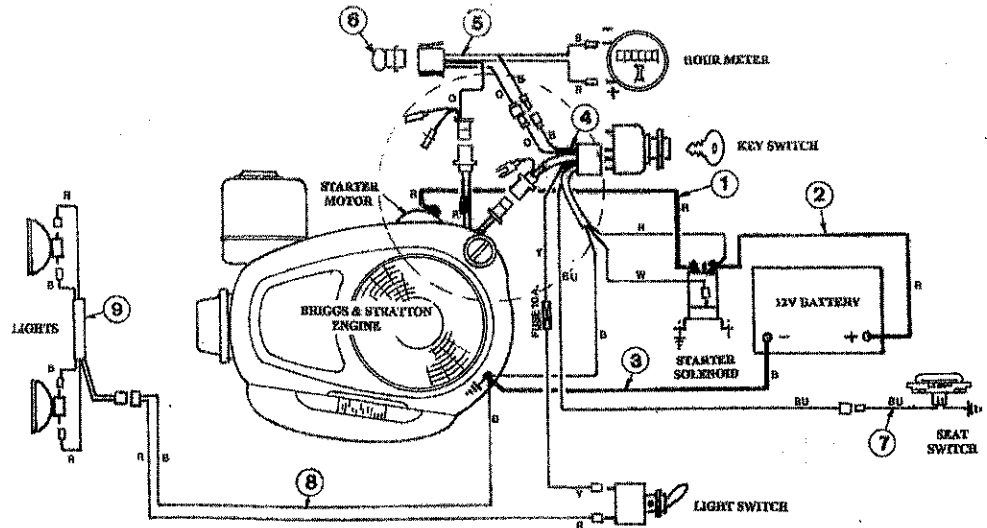
Electrical Circuits:



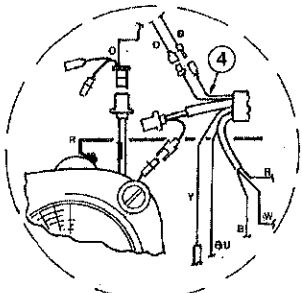
INDEX	PART NO	DESCRIPTION
1.	GT 6129	Red Cable – Sol to Starter Motor
2.	GT 14364	Red Cable – Battery to Solenoid
3.	GT 14370	Black Cable – Battery to Engine Ground
4.	GT 20219	Red Wire – Key Switch to Hour Meter
5.	GT 20218	Wiring Harness – Key Switch
6.	GT 20216	Red Wire – Warning Light
7.	GT 20215	Black Wire – Oil Switch
8.	GT 20197	Wire Harness – Light Switch
9.	GT 20196	Wire Harness – Headlights
10.	GT 22037	Seat Switch Harness

Colour Legend

- B - Black
- O - Orange
- R - Red
- W - White
- Y - Yellow
- G - Grey
- BU - Blue



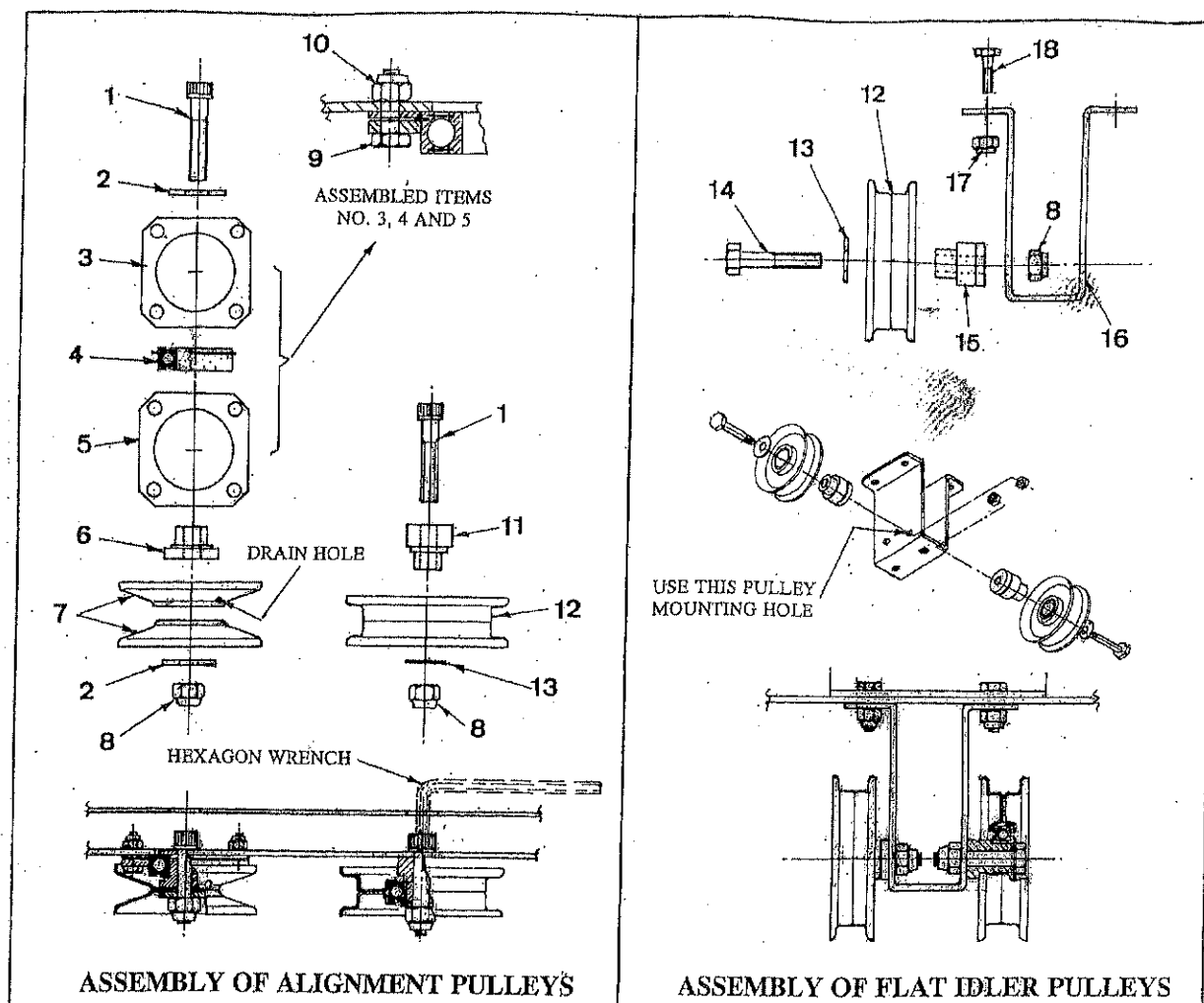
INDEX	PART NO	DESCRIPTION
1.	GT 6129	Red Cable – Sol to Starter Motor
2.	GT 14364	Red Cable – Battery to Solenoid
3.	GT 14370	Black Cable – Battery to Engine Ground
4.	GT 20198	Wiring Harness – Key Switch
5.	GT 20240	Wiring Harness – Charge, Hour Meter
6.	GT 20241	Plug in Unit – Diode & Capacitor
7.	GT 22037	Seat Switch Harness
8.	GT 20197	Wire Harness – Light Switch
9.	GT 20196	Wire Harness – Headlights



ALTERNATIVE CONNECTION

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

Idler Pulleys – Drive Belt:



INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 2015	High Tensile Cap Screw	10	GT 22525	Nut plate assembly
2	GT 16317	Washer	11	GT 22002	Bearing Adaptor – Flat Pulley
3	GT 22152	Spacer Plate – Thin	12	GT 1009	Flat Idler Pulley – Complete
4	GT 2293	Ball Bearing with Snap Ring	13	GT 1012	Washer
5	GT 22153	Clamp Plate – Thick	14	GT 118	Bolt
6	GT 22001	Bearing Adaptor – V Pulley	15	GT 18050	Bearing Adaptor
7	GT 22154	“V” Half Pulley	16	GT 18312	Bracket
8	GT 2466	Nyloc Nut	17	GT 1020	Nyloc Nut
9	GT 1052	High Tensile Bolt	18	GT 1455	Bolt

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

TO REMOVE “V” ALIGNMENT OR FLAT PULLEYS

- Hold the H.T. cap screw firmly by using a 5/16” hexagon wrench inserted down a hole in the step through floor area.
- Remove the nyloc nut and washer from the end of cap screw – remove the pulley.

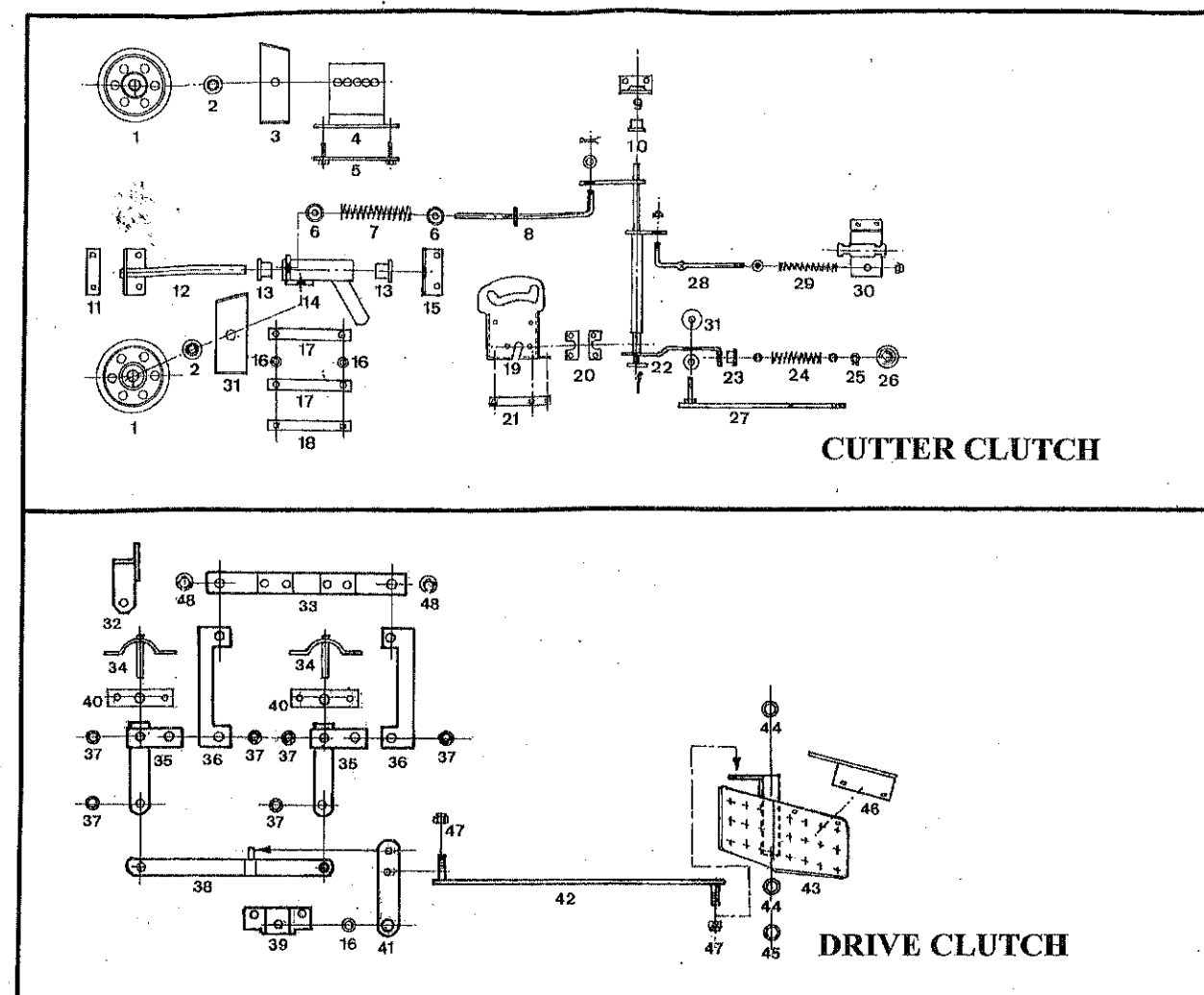
TO REMOVE THE “V” PULLEY BEARING

- First remove the pulley as above.
- Remove the four nyloc nuts securing the bearing, spacer and clamp plate.

TO REPLACE “V” PULLEY

- Replace in reverse order as for removal – install bearing first.
- Install bearing, spacer and clamp plate taking care that the snap ring in the bearing is uppermost and the thick clamp plate is under the ring. See illustration above. Tighten the four nyloc nuts firmly.
- Insert cap screw down through hole in floor making sure that washer item 2 is correctly positioned over top of bearing.
- Fit bearing adaptor, top and bottom pulley halves, ensuring the top pulley half has a water drain hole.
- Fit washer and nyloc nut and tighten firmly.

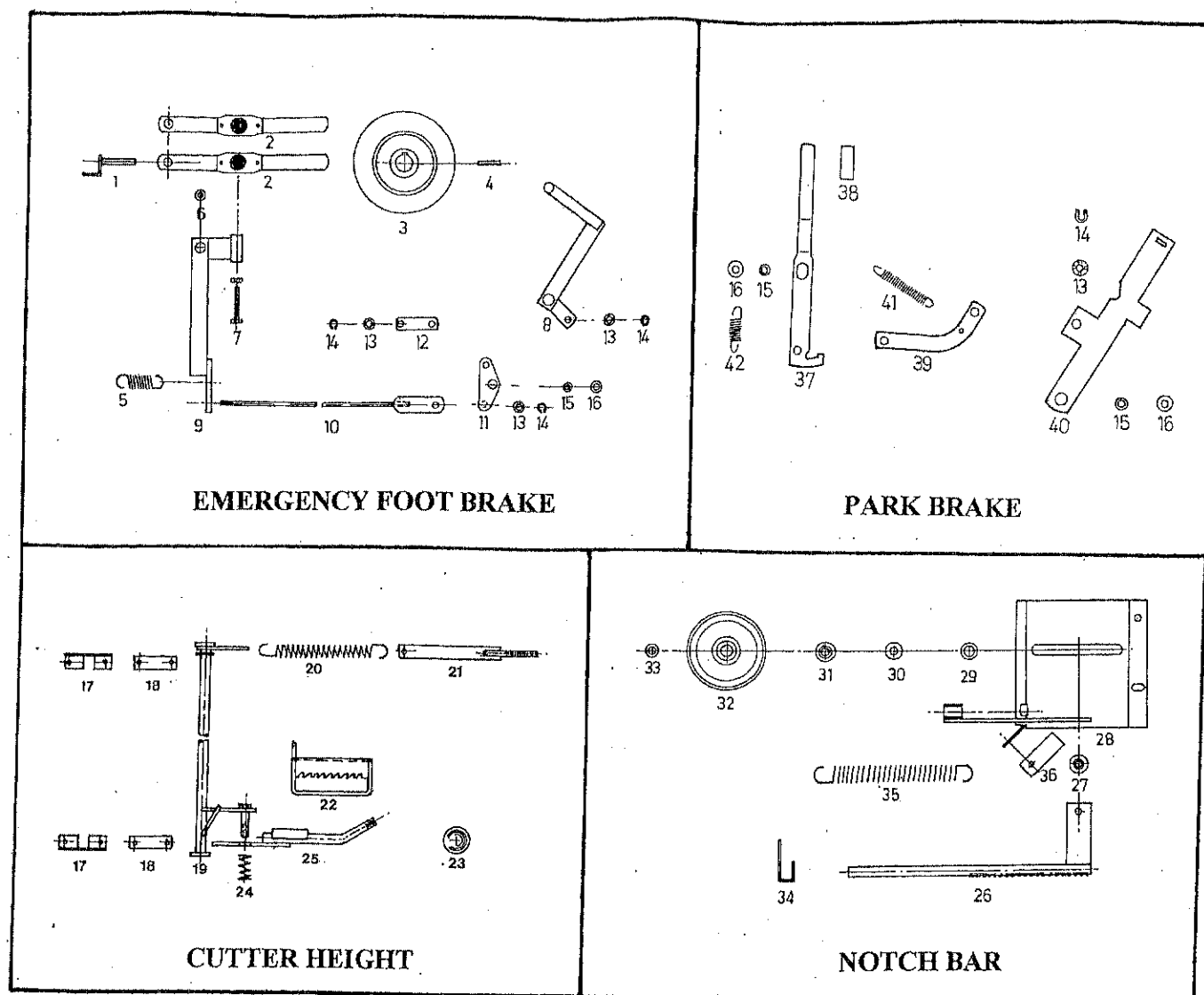
Linkages:



INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 2592	V Pulley & Bearing	25	GT 2010	Circclip
2	GT 22039	Bearing Adaptor	26	GT 1565	Knob
3	GT 13790	L.H. Belt Guide	27	GT 22330	Handle
4	GT 18855	Fixed Pulley Bracket	28	GT 18303	Rod – Cutter Brake
5	GT 13280	Retainer	29	GT 12032	Spring – Compression
6	GT 585	Cup Washer	30	GT 19801	Cutter Brake Unit
7	GT 14022	Spring – Compression	31	GT 13785	R.H. Belt Guide
8	GT 22325	Clutch Rod	32	GT 23470	Steady – Clutch Yoke
9	GT 12305	Bracket	33	GT 20945	Yoke Unit
10	GD 5525	Bush	34	GT 20395	Pivot Pin Assy
11	GT 21158	Retainer	35	GT 20405	Pivot Pin Assy
12	GT 22315	Rail Assy	36	GT 14309	Clutch Link
13	GT 1766	Bush	37	GT 2057	Retainer
14	GT 22355	Sliding Bracket	38	GT 18785	F – R Link
15	GT 13776	Bracket	39	GT 18337	Pivot Bracket
16	GT 730	Bush	40	GT 22151	Support
17	GT 14318	Bar	41	GT 18318	Link
18	GT 21161	Retainer	42	GT 20390	F – R Control
19	GT 22165	Latch	43	GT 22305	Foot Pedal
20	GT 22166	Bearing Plate	44	GT 12394	Bush
21	GT 21159	Retainer	45	GT 580	Retainer
22	GT 22340	Shaft Assy	46	GT 22156	Heat Shield
23	GD 5526	Bush	47	GT 1484	Nyloc Nut
24	GT 2036	Spring – Compression	48	GT 2036	Spring Clip

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.
STANDARD HARDWARE ITEMS NOT SHOWN.

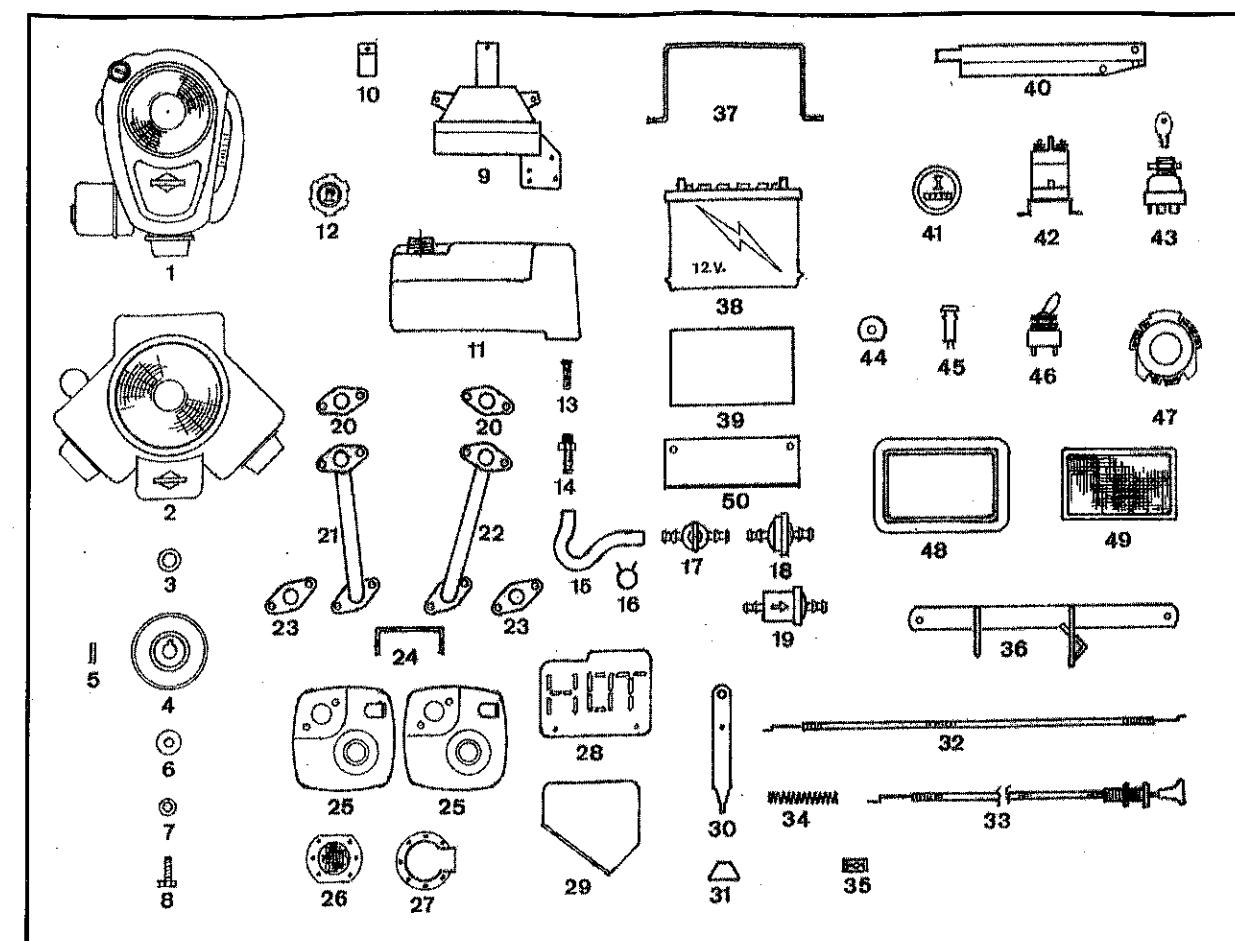
Linkages:



INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 15270	Anchor - Brake Pad	22	GT 21285	Height Adjuster Rack
2	GT 22920	Brake Pad Unit	23	GT 1565	Knob
3	GT 18660	Brake Disc	24	GT 7071	Spring - Compression
4	GT 12093	Key	25	GT 18705	Handle
5	GT 20009	Spring - Tension	26	GT 18765	Notch Bar
6	GT 22177	Pivot Bush	27	GT 608	Slide Bush
7	GT 1023	Adjusting Screw	28	GT 18760	Bracket
8	GT 22480	Brake Pedal	29	GT 23	Washer
9	GT 22485	Brake Arm 34" model	30	GT 579	Wave Washer
9	GT 22545	Brake Arm 32" model	31	GT 22043	Bearing Adaptor
10	GT 22490	Brake Rod	32	GT 2602	V Pulley Complete
11	GT 22475	Pivot Assy	33	GT 1012	Washer
12	GT 22474	Link	34	GT 7308	Anchor - Spring
13	GT 2046	Crinkle Washer	35	GT 20006	Spring - Tension
14	GT 2010	Circlip	36	GT 14023	Leaf Spring
15	GT 730	Pivot Bush	37	GT 22495	Handle
16	GT 22176	Washer	38	GT 2344	Cap
17	GT 18313	Pivot Bracket	39	GT 22544	Link
18	GT 18314	Packer	40	GT 22540	Brake Arm
19	GT 18820	Height Adjuster Shaft	41	GT 749	Spring
20	GT 20006	Spring - Tension	42	GT 20012	Spring - Tension
21	GT 18775	Tensioner			

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.
STANDARD HARDWARE ITEMS NOT SHOWN.

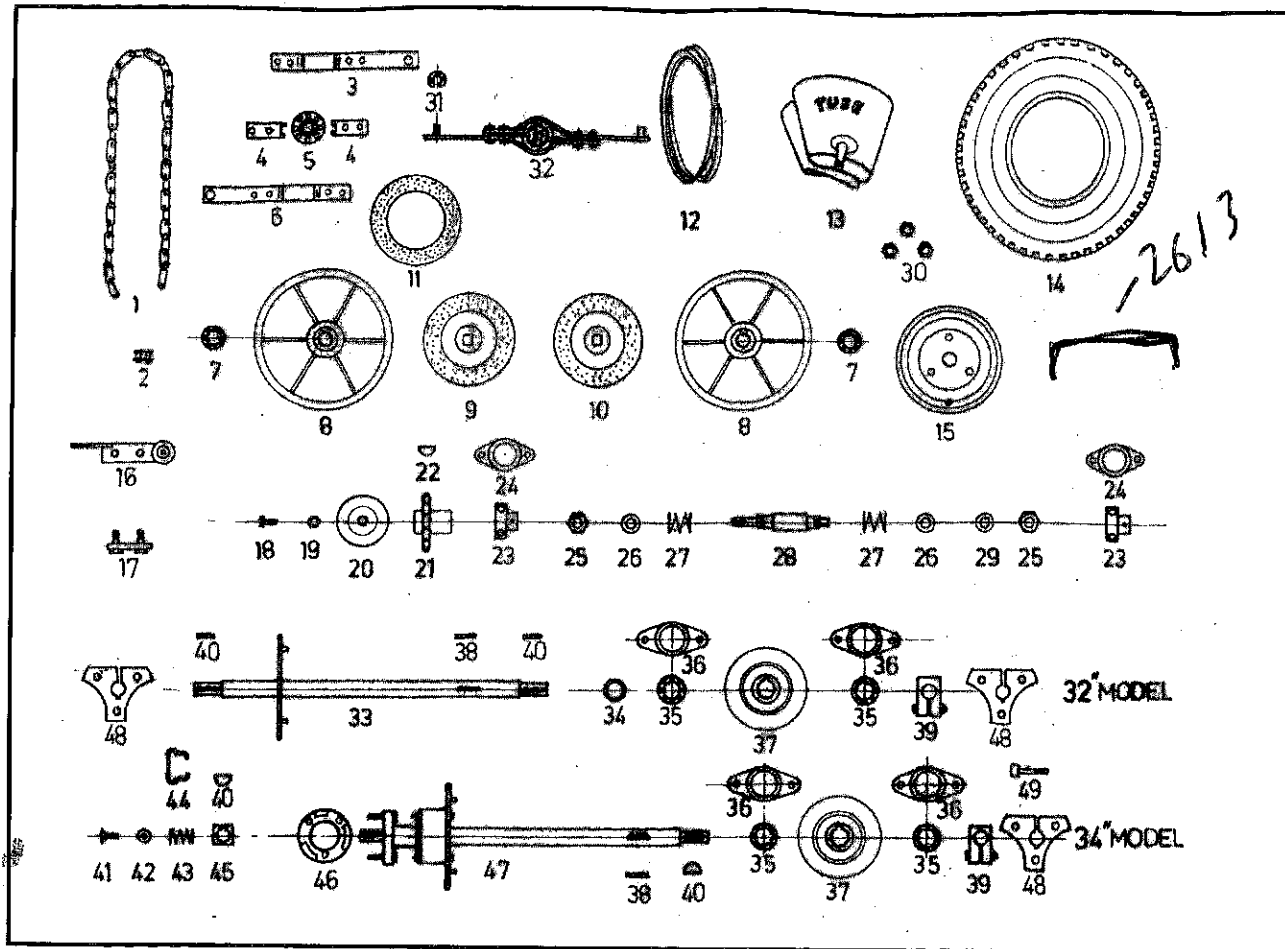
Engine and Electrical:



INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	13 - 21	HP Single Cylinder Engine	26	GT 20067	Spark Arrester
2	16 - 27	HP Twin Cylinder Engine	27	GT 20065R	Exhaust Outlet
3	GT 18047	Crankshaft Spacer - Single Cylinder	28	GT 20213	Heat Shield R.H. Exhaust Pipe
3	GT 20058	Crankshaft Spacer - Twin Cylinder	29	GT 23181	Heat Shield L.H. Foot Rest
4	GT 20003	Pulley - Engine	30	GT 20169	Throttle Lever
5	GT 14037	Key	31	GT 2026	Knob - Throttle Lever
6	GT 3192	Washer	32		Throttle Cable
7	GT 2511	Cone Washer	33	GT 20057	Choke Cable - Where Fitted
8	GT 1069	Bolt	34	GT 20083	Spring - Choke Return
9	GT 22412	Support - Fuel Tank	35	GT 1252	Cable Clamp
10	GT 20194	Clamp - Fuel Tank	36	GT 20280	Belt Guide - Single Cylinder
11	GT 2579	Fuel Tank - Bare	36	GT 20595	Belt Guide - Twin Cylinder
12	GT 2249	Cap - Fuel Tank	37	GT 22184	Battery Clamp
13	GT 20185	Gauze Strainer	38	GT 2362	Battery
14	GT 2252	Hose Tail	39	GT 14336	Rubber Mat - Battery
15	RM 907	Fuel Hose x 1m Length	40	GT 20176	Support - Electric Harness
16	GT 2221	Hose Clamp	41	GT 6084	Hour Meter
17	GT 2215	Fuel Tap	42	GT 2220	Solenoid - Starter Motor
18	GT 2309	Fuel Filter - Single Cylinder	43	GT 2329	Off-On-Start - Key Switch
19	GT 2310	Fuel Filter - Twin Cylinder	44	GT 12345	Insulator - Battery Positive Pole
20	GT 20068	Gasket - Engine/ Exhaust	45	GT 2275	Oil Failure Light
21	GT 20555	Exhaust Pipe R.H. Side	46	GT 2274	Light Switch
22	GT 20560	Exhaust Pipe L.H. Side	47	GT 2388	Seat Safety Switch
23	GT 20063	Gasket - Exhaust/ Muffler	48	GT 20056	Rubber Headlight Surround
24	GT 22160	Muffler Support Bracket	49	GT 20055	Headlight
25	GT 20061	Muffler	50	GT 22171	Battery Retainer

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.
STANDARD HARDWARE ITEMS NOT SHOWN.

Drive Clutch and Rear Axle:



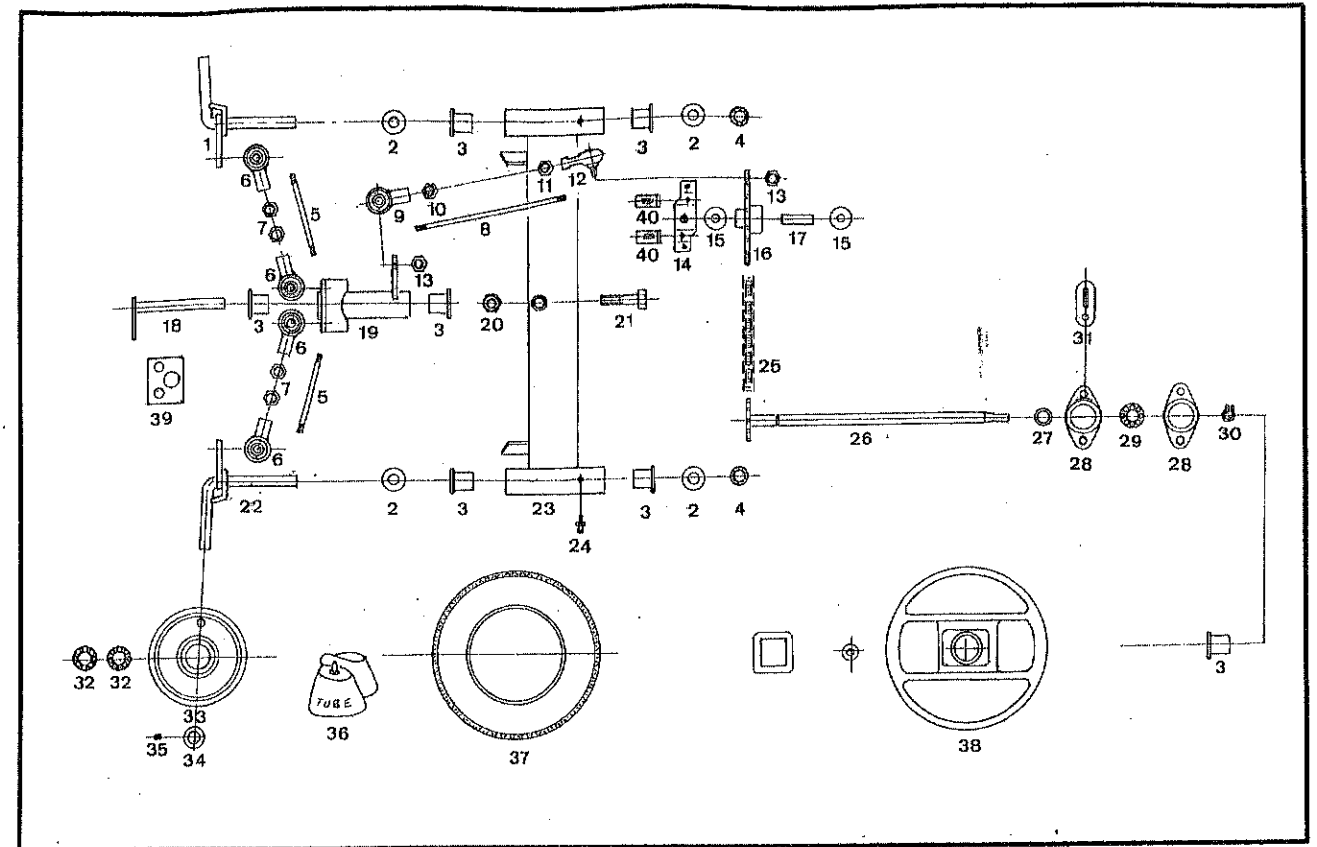
INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 18006	Roller Chain	25	GT 347	Nut
2	GT 501	Connecting Link	26	GT 7303	Washer
3	GT 20510	Yoke – Top Half	27	GT 357	Spring
4	GT 20191	Retainer	28	GT 18031	Drive Shaft
5	GT 20935	Clutch Bearing Unit	29	GT 539	Shim
6	GT 20515	Yoke – Bottom Half	30	GT 2861	Wheel Nut
7	GT 2206	Ball Bearing – Clutch Pulley	31	GT 2036	Spring Clip
8	GT 920	Clutch Pulley Complete	32	GT 20945	Yoke Unit
9	GT 6855	L.H. Drive Plate Complete	33	GT 22014	Rear Axle & Sprocket – 32" Model
10	GT 6855	R.H. Drive Plate Complete	34	GT 18310	Spacer
11	GT 6012	Clutch Lining	35	GT 390	Ball Bearing
12	GT 2354	V Belt – Drive	36	GT 7083	Bearing Plate
13	GT 2583	Tube – 32" Model	37	GT 18660	Brake Disc
14	GT 2580	Tyre – 32" Model	38	GT 12093	Key
14	GT 2581	Tyre – 34" Model	39	GT 7032	Clamp
15	GT 1624	Wheel Hub	40	GT 516	Key
15	GT 2929	Wheel Hub – 34" Model L.H.	41	GT 2425	Screw
16	GT 22943	Chain Adjuster Unit	42	GT 10488	Spring Retainer
17	GT 22470	Retainer – Chain Adjuster	43	GT 2958	Spring
18	GT 1455	Setscrew	44	GT 2957	Handle
19	GT 2542	Cone Washer	45	GT 2956	Engagement Block
20	GT 18334	Disc – Chain Guard – 32" Model	46	GT 2868	Engagement Plate
21	GT 12102	10 Tooth Sprocket	47	GT 2850	Rear Axle & Differential – 34" Model
22	GT 517	Key	48	GT 1625	Wheel Flange
23	GT 392	Ball Bearing – Drive Shaft	49	GT 2517	Bolt
24	GT 7017	Bearing Plates			

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.
STANDARD HARDWARE ITEMS NOT SHOWN.

22

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 22 500 01488
 600 22445

Steering and Front Axle:

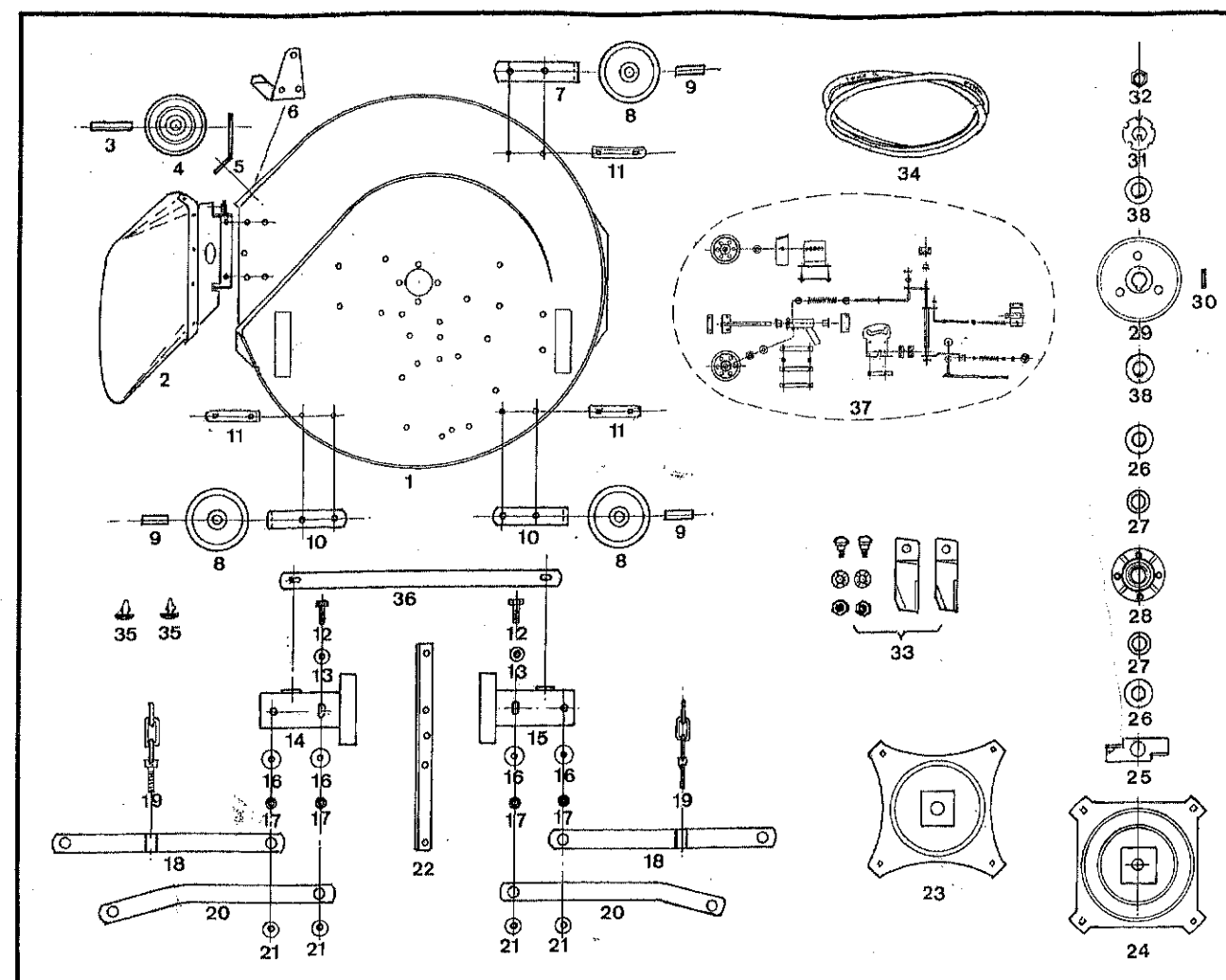


INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 20540	R.H. King Pin	21	GT 2476	Bolt
2	GT 7304	Washer	22	GT 20545	L.H. King Pin
3	GT 1766	Bush	23	GT 21345	Axle Beam - 32" Model
4	GT 7009	Collar	23	GT 20530	Axle Beam - 34" Model
5	GT 18078	Tie Rod - 32" Model	24	GT 1924	Grease Nipple
5	GT 20052	Tie Rod - 34" Model	25	GT 13813	Roller Chain Complete
6	GT 6044	Tie Rod End	26	GT 18880	Steering Shaft
7	GT 2406	Lock Nut	27	GT 20018	Spacer
8	GT 22003	Rod - Steering Link	28	GT 7017	Bearing Plate
9	GT 6044	Tie Rod End	29	GT 7010	Ball Bearing
10	GT 2406	Lock Nut	30	GT 2470	Circlip
11	GT 2295	Lock Nut L.H. Thread	31	GT 18324	Locking Tab
12	GT 2294	Tie Rod End - L.H. Thread	32	GT 396	Ball Bearing - Wheel Hub
13	GT 2090	Nyloc Nut	33	GT 7007UP	Wheel Hub Aluminium 32" Model
14	GT 18329	Support	33	GT 7007	Wheel Hub Powder Coated 34" Model
15	GT 2483	Brass Washer	34	GT 7009	Collar
16	GT 22555	Chain Wheel	35	GT 520	Socket Grub Screw
17	GT 22033	Bush	36	GT 456	Tube - 32" Model
18	GT 18645	Pivot Pin	36	GT 1341	Tube - 34" Model
19	GT 20550	Steering Crank	37	GT 455	Tyre - 32" Model
20	GT 2042	Nyloc Nut	37	GT 2361	Tyre - 34" Model
			38	GT 2380	Steering Wheel
			39	GT 22150	Reinforcing Plate
			40	GT 18317	Steering Stops

**PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.
STANDARD HARDWARE ITEMS NOT SHOWN.**

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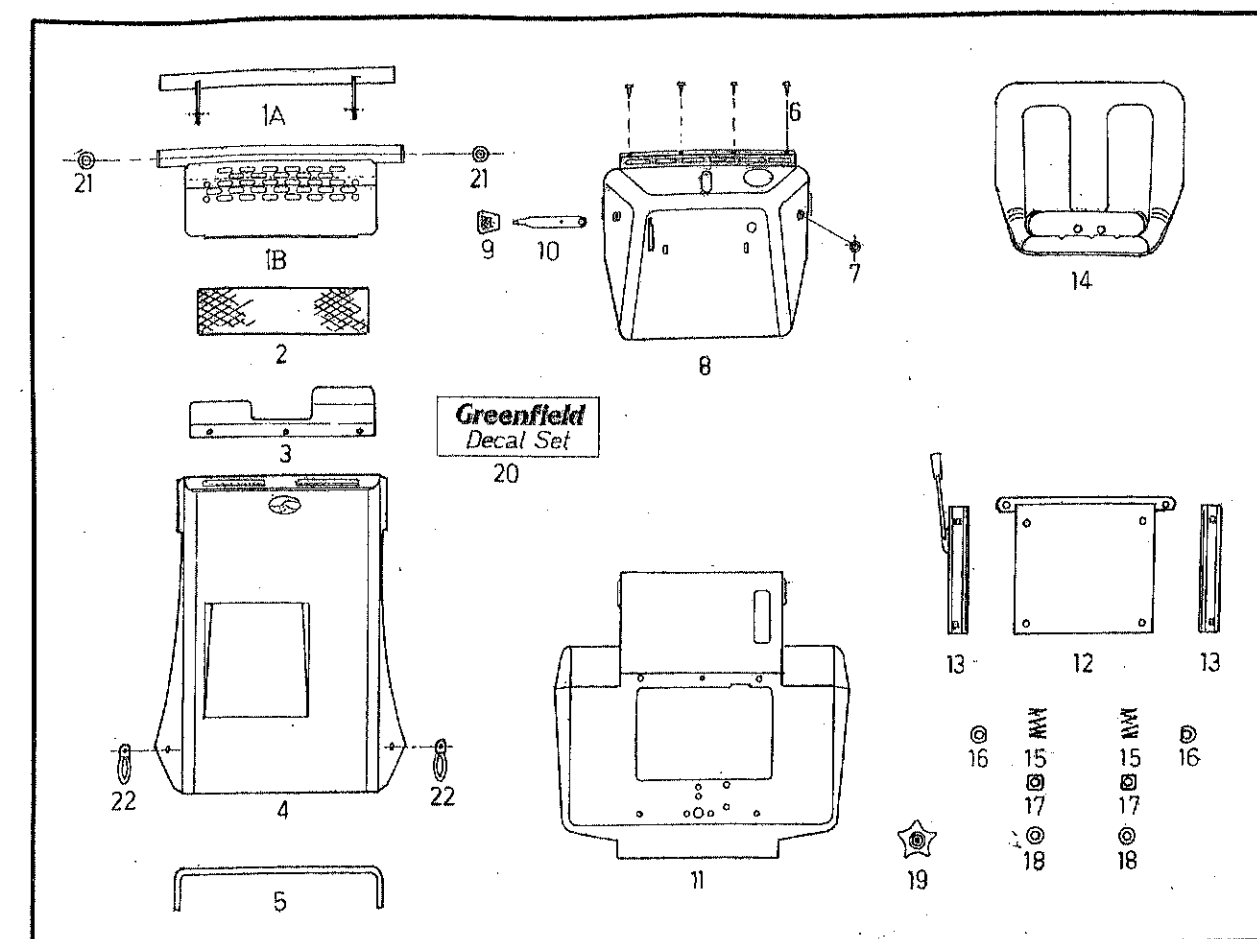
Cutter Deck:



INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 22158	32" Cutter Deck Drilled Casting	19	GT 18975	Chain - Adjust
1	GT 20162	34" Cutter Deck Drilled Casting	20	GT 22159	Bottom Link
2	GT 20936	Stone Guard	21	GT 1012	Washer
3	GT 20049	Bush	22	GT 20192	Stiffener - 34" Only
4	GT 2263	Domed Jockey Wheel - 34" Only	23	GT 13025	32" Cutter Disc & Spindle
5	GT 20180	Bracket	24	GT 20285	34" Cutter Disc & Spindle
6	GT 14392	Skid - Deck - 32" Only	25	GT 20214	Bearing Protector
7	GT 20166	Bracket - 34" Only	26	GT 589	Bearing Shield
8	GT 2264	Jockey Wheel	27	GT 635	Spacer
9	GT 22005	Bush	28	GT 13815	Spindle Housing Complete
10	GT 12362	Bracket	29	GT 22011	"V" Pulley
11	GT 21160	Retainer	30	GT 14047	Key
12	GT 3	Bolt	31	GT 14390	Tab Washer
13	GT 1567	Cone Washer	32	GT 2003	Nut M20 L.H.
14	GT 20610	L.H. Side Plate	33	GT 2139	Blade And Bolt Set
15	GT 20605	R.H. Side Plate	34	GT 2365	V Belt - Cutters
16	GT 579	Wave Washer	35	GT 1760	Nylon Button
17	GT 730	Bush	36	GT 20223	Spreader
18	GT 18965	Top Link	37	Cutter Clutch	See separate page for component No.'s
			38	GT 2393	Domed Spring Washer

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.
STANDARD HARDWARE ITEMS NOT SHOWN.

Body Work and Seat:



INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1 A	GT 22415	Front Bumper - Single Cyl	12	GT 21340	Hinged Seat Base
1 B	GT 20570	Muffler Guard/Bumper - Twin Cyl	13	GT 2367	Seat Runners (set)
2	GT 22163	Grille - 32" Model Only	14	GT 2366	Seat
3	GT 22162	Heat Shield - Head Lights Single Cyl	15	GT 14050	Spring
3	GT 22161	Heat Shield - Head Lights Twin Cyl	16	GT 10452	Clamp
4	GT 22320	Bonnet	17	GT 10451	Locating Block
5	RM 906 x 1m	Pinchweld - Front or Rear	18	GT 1660	Washer
6	GT 6094	Buffer Grommet	19	GD 5545	Knob - Rear Cover
7	GT 2254	Bobbin - Strap	20	GT 22015	Decal Sheet 32" Model
8	GT 20450	Steering Cowl	20	GT 22020	Decal Sheet 34" Single Cyl Model
9	GT 2026	Knob - Throttle Lever	20	GT 22025	Decal Sheet 34" Twin Cyl Model
10	GT 20169	Lever - Throttle	21	GT 6081	Plastic Bung - Bumper Bar
11	GT 18670	Rear Cover	22	GT 7015	Strap - Bonnet Hold Down

NOTE: Body panels are bare items painted.

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.
STANDARD HARDWARE ITEMS NOT SHOWN.