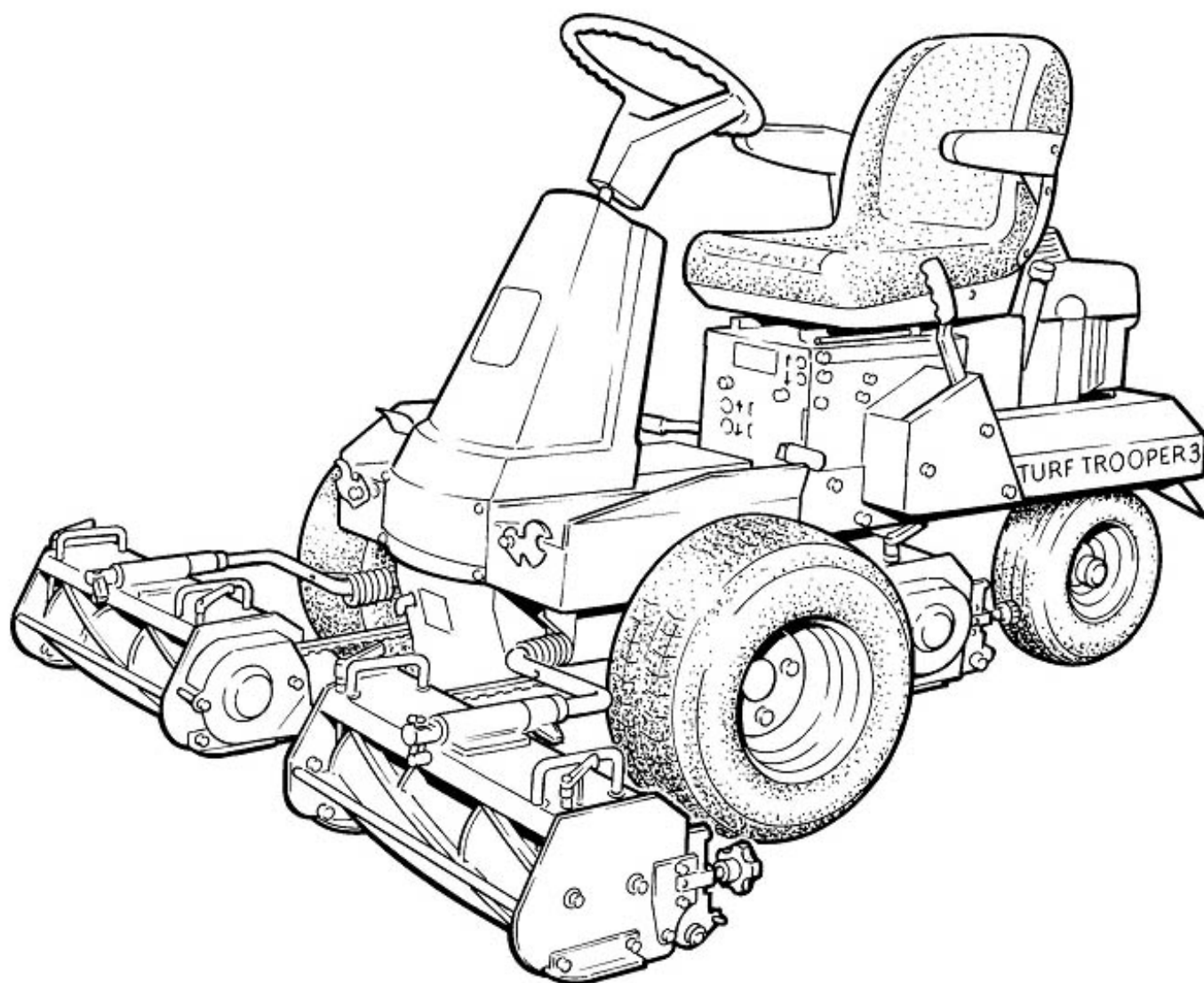
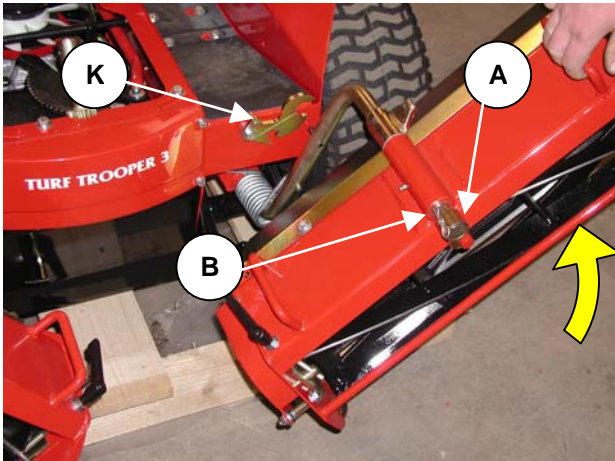




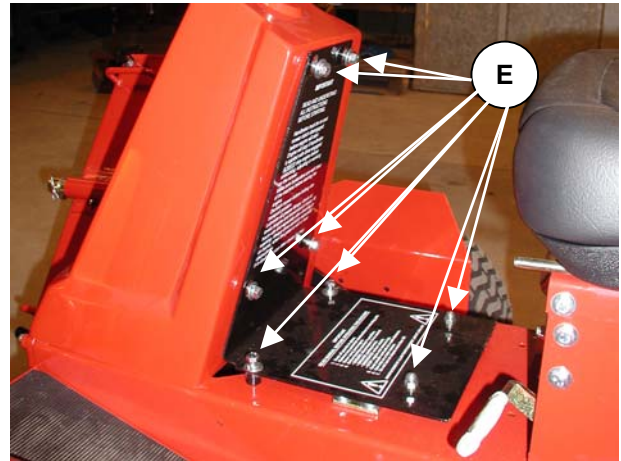
OPERATORS MANUAL & SPARE PARTS LIST



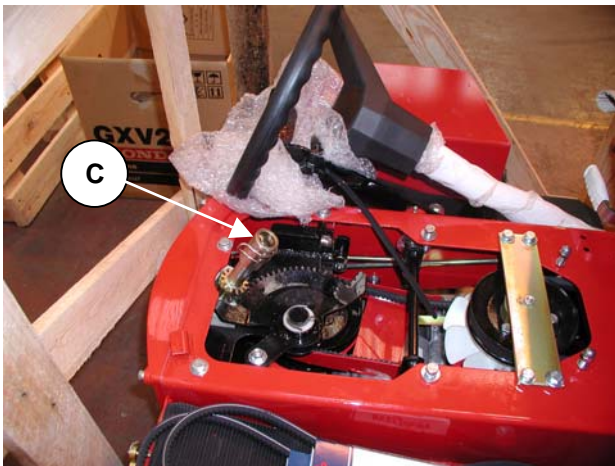
TURF TROOPER 3



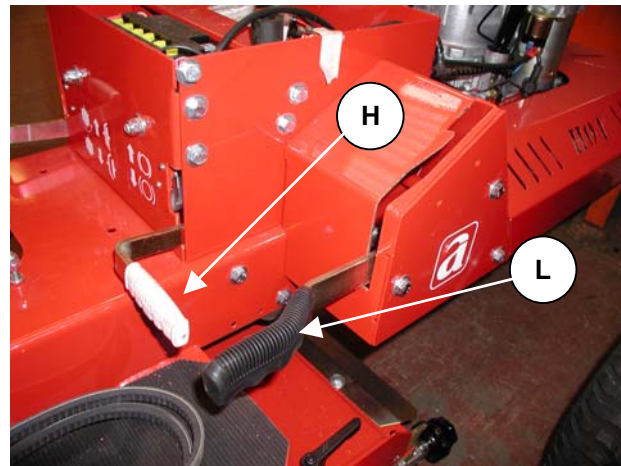
1



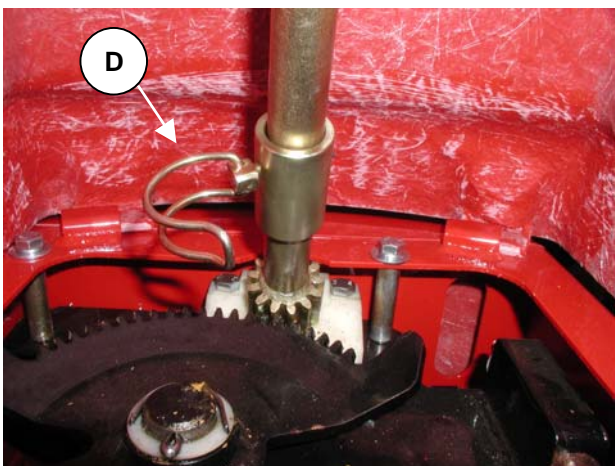
4



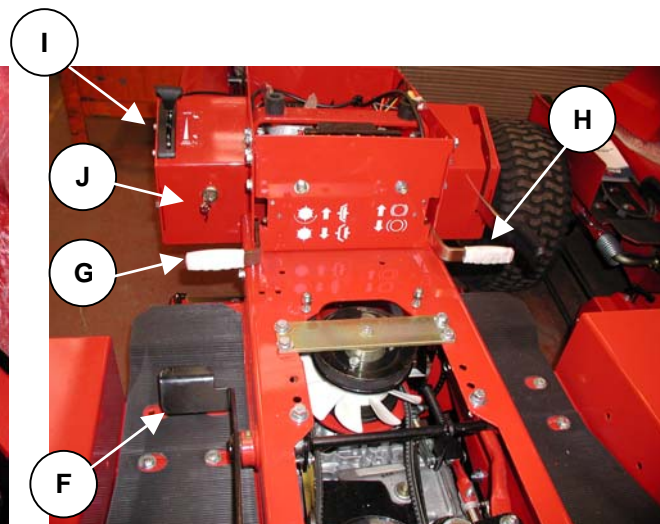
2



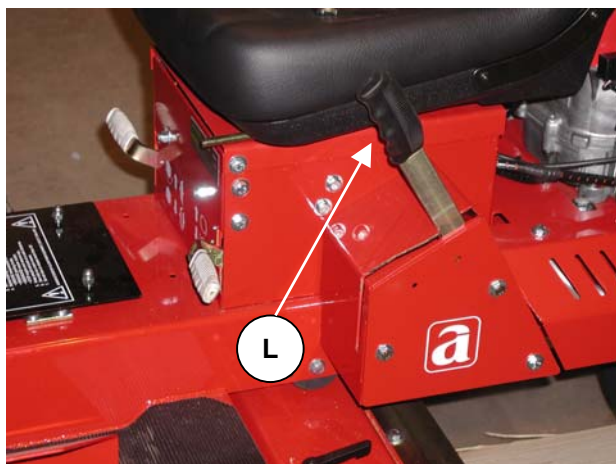
5



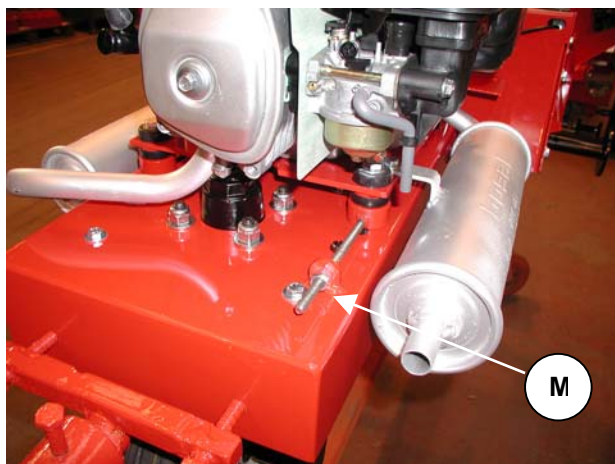
3



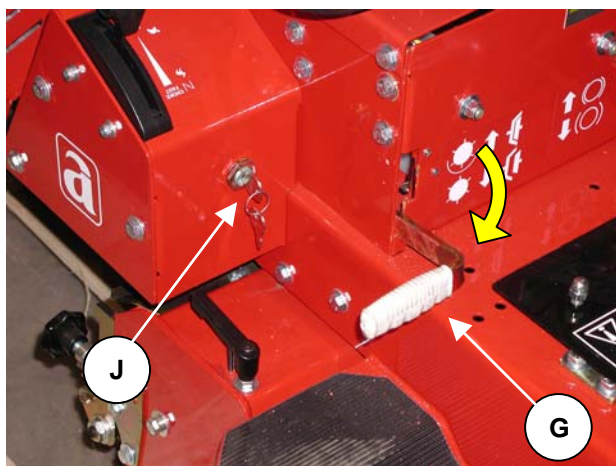
6



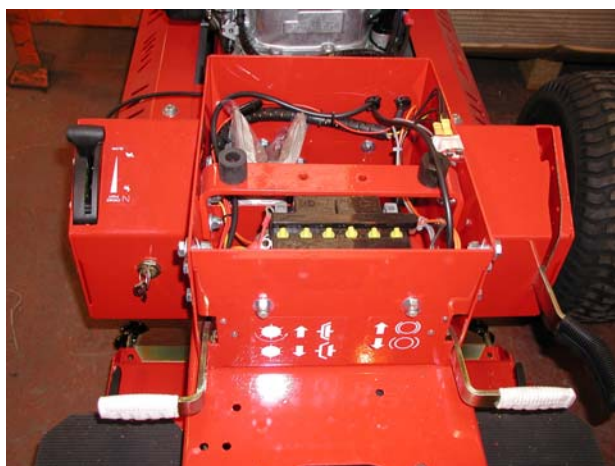
7



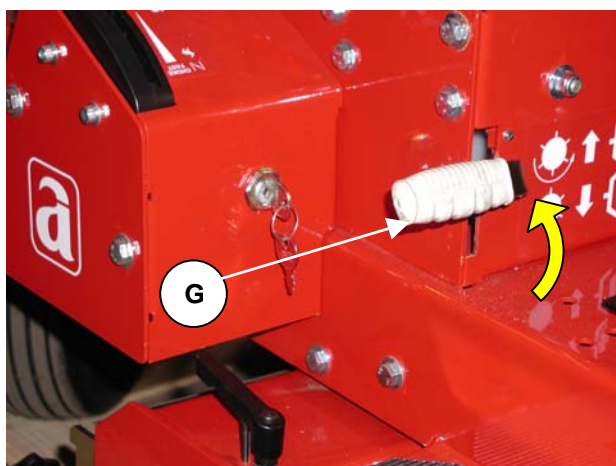
10



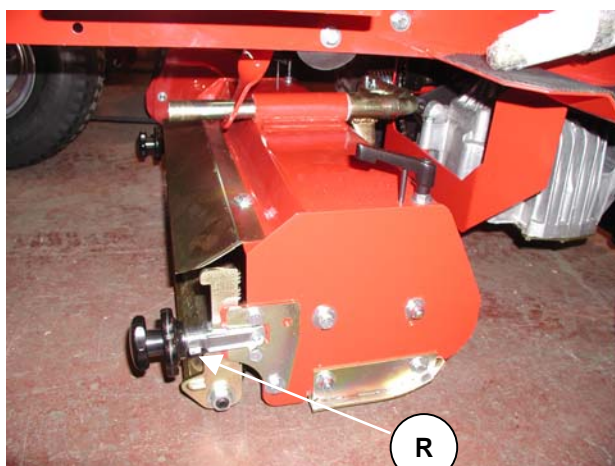
8



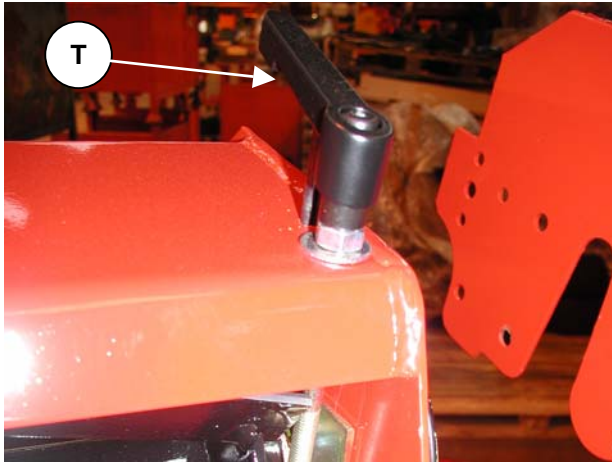
11



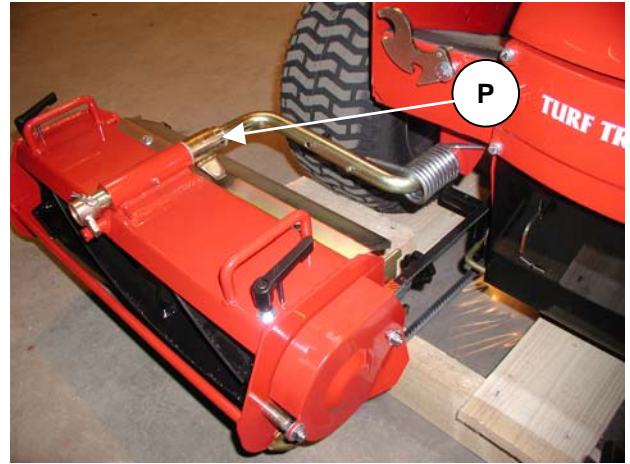
9



12



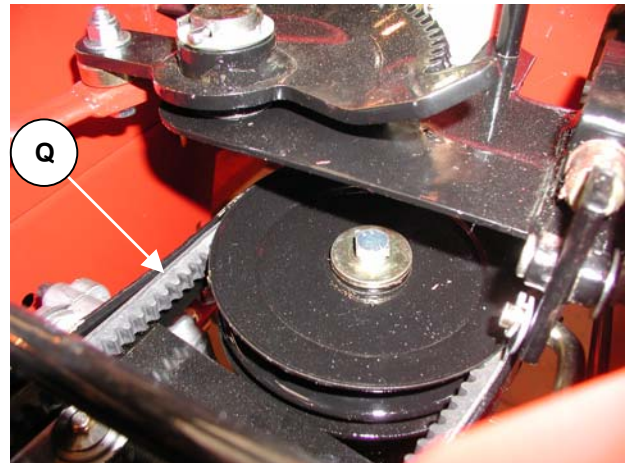
13



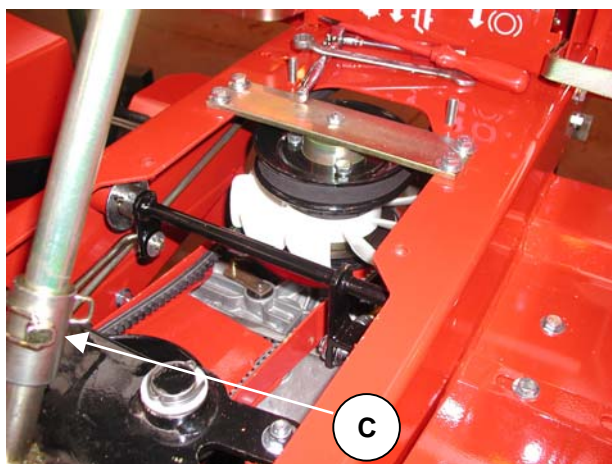
16



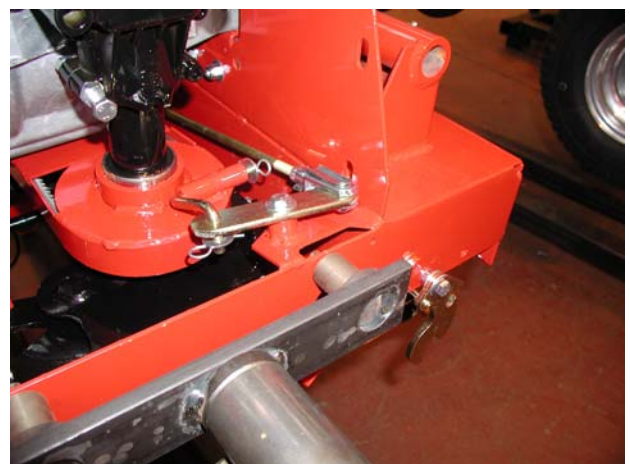
14



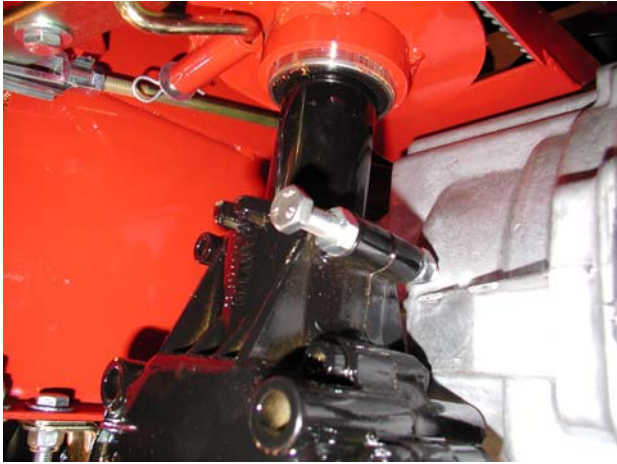
17



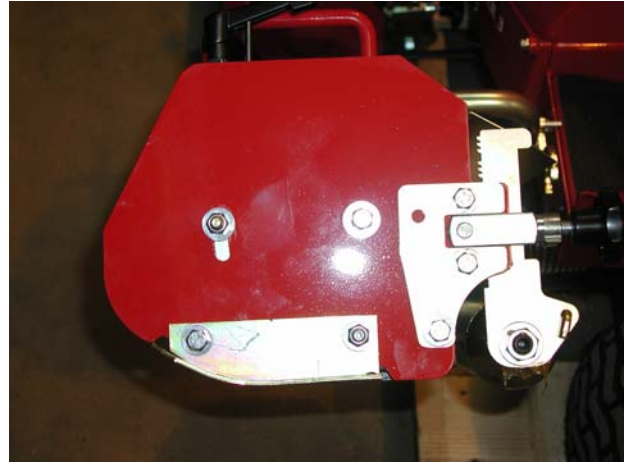
15



18



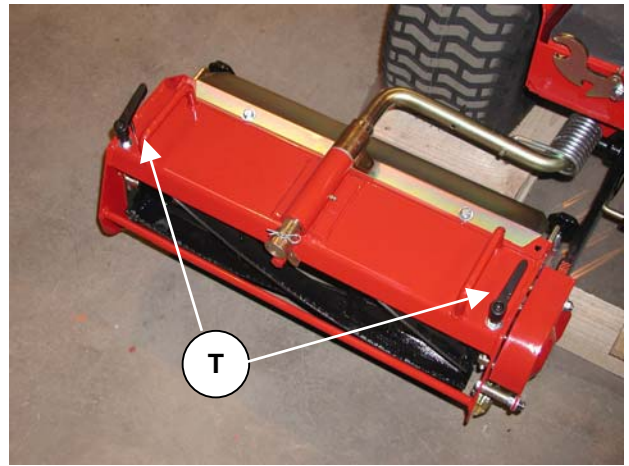
19



21



20



22



CONTENTS

	Page
CERTIFICATE OF CONFORMITY	6
SPECIFICATIONS	7
INTRODUCTION	8
SAFETY INSTRUCTIONS	8
ASSEMBLING THE MACHINE	9
OPERATING THE MACHINE	9
SAFETY INTERLOCK SWITCHES	10
TO START THE ENGINE	10
TO STOP THE ENGINE	10
STEERING	10
WORKING INSTRUCTIONS	10
SPEED CONTROL	10
CYLINDER DRIVE CLUTCH	10
CUTTING WITH THE MACHINE	11
THROTTLE CONTROL	11
BRAKE & PARKING BRAKE	11
LIFTING & LOWERING MOWER UNITS	11
FRONT CYLINDERS	11
REAR CYLINDER	11
MAINTENANCE	11
LUBRICATION	12
ENGINE LUBRICATION	12
MACHINE LUBRICATION	12
BATTERY	12
TYRES	12
ADJUSTMENTS	12
STEERING LINKAGE	12
DRIVE TRAIN ADJUSTMENTS	12
MAIN DRIVE BELT	12
CYLINDER DRIVE BELT ADJUSTMENT	13
CYLINDER CLUTCH DRIVE BELT	13
CYLINDER CLUTCH ADJUSTMENT	13
HEIGHT OF CUT	13
CUTTING CYLINDER TO BOTTOM BLADE	13
TO ADJUST	14
PARKING BRAKE	14
ILLUSTRATED PARTS LISTS	15
MAIN FRAME ASSEMBLY	16
DRIVE ASSEMBLY	18
STEERING ASSEMBLY	22
CUTTING CYLINDER ASSEMBLIES	24
LINKAGE ASSEMBLIES	28
ELECTRICAL ASSEMBLY	30
WIRING DIAGRAM	32



EC DECLARATION OF CONFORMITY

I, the undersigned,
of Allen Power Equipment Ltd., The Broadway, Didcot, Oxon OX11 8ES,
certify that the machine described below: -

Category	Lawnmower
Make	ALLEN
Type	Ride-on
Model	Turf Trooper III
Cutter	60" (1530mm) Cylinder

Comply with the following Directives.

79/113/EEC
89/336/EEC as amended by 92/31/EEC
89/392/EEC
84/538/EEC as amended by 88/180/EEC and
88/181/EEC
2000/14/EC

Signed:.....

Peter Bateman

Managing Director



SPECIFICATIONS

MODEL	
ENGINE	GXV 270
MANUFACTURER	Honda
POWER HP	8.5
MAX PERMISSIBLE (KW)	6.4
ENGINE SPEED (RPM)	3600
SOUND POWER LEVEL (LWA) dB(A)	99
SOUND PRESSURE LEVEL (LPA) dB(A)	86.4

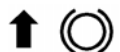
EXPLANATION OF SYMBOLS



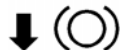
Warning



Read Instruction Manual before operating

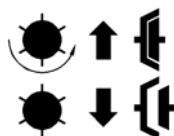


Engaged



Parking Brake

Disengaged



Engaged



Cutter clutch

Disengage



INTRODUCTION

The **ALLEN TURF TROOPER 3** is an advanced ride-on cylinder mower designed to cut grass quickly, efficiently and economically, giving your lawn the velvet finish only a quality cylinder mower can deliver.

Attractive styling and a high standard of build along with detailed attention to user comfort and ease of operation combine to produce the ultimate in mowing for the large garden owner.

Large wheels and rear wheel steering on the Turf Trooper 3 mean that not only will the machine cope with undulating ground but it has the ability to turn in its own length, making mowing around trees or posts effortless.

Pedal control gives totally variable forward and reverse motion thus allowing the exact cutting speed for every mowing application.

Six blades on each seven-inch cylinder ensure that the machine leaves a well-manicured look to any lawn.

From the moment you turn the key and the engine springs to life until you park the machine and fold the front cylinders for storage, mowing the grass has never been easier.

This manual will help you to get to know your Turf Trooper and obtain the best results from it. The Trooper has been designed to the highest standards. With proper care and maintenance it will provide many years of reliable and enjoyable service.

PLEASE READ THIS MANUAL THOROUGHLY BEFORE STARTING OR USING YOUR TURF TROOPER 3

SAFETY INSTRUCTIONS



Please ensure that the instructions contained in this manual are read carefully and fully understood by any person likely to operate the Trooper.

Before starting the engine the operator should check that the drive pedal is in neutral, the drive lever to the cylinder transmission is in the 'disengaged' position and the parking brake is applied. Do not run the engine in a confined space; exhaust gases contain carbon monoxide, which is an odourless and deadly poisonous gas.

Before starting the engine, check that the cutting cylinders are free to run with no obstruction present and that they are not blocked with grass or debris from previous use.

Make sure all parts are in good working order such as tyres, steering, cutting blades and belts and that all guards are in position.

When driving the machine for the first time keep travelling speed low and become familiar with all the controls in an area where there is plenty of room to manoeuvre.

When travelling and not wishing to cut grass, ensure all cutting units are lifted and latched into the raised transport position and the cylinder transmission is disengaged.

Ensure that the area to be cut is free of all obstructions, which can be removed, such as stones and metal objects.

Obstructions, which cannot be removed, should be negotiated carefully to prevent accidental damage to the cutters.

If working on slopes or undulating ground be particularly careful and avoid conditions, which may cause the machine to slide.

Maximum angles permissible for use are:

- 15° max. down slope in forward
- 15° across slope
- 15° max. up slope in forward
- 15° max. backing down slope in reverse

On damp or uneven ground these angles should be reduced.

Start and park the machine on level ground. Before leaving the driving position disengage all drives, set the parking brake and stop the engine.



The seat is fitted with a safety cut-out switch which stops the engine as soon as the operator dismounts unless certain parameters are met. Should this happen, the ignition switch must also be turned off to prevent the battery discharging.

Always wear stout shoes and suitable clothing.

When operating the machine beware of children and animals; take care with bystanders, they may be deaf or blind.

Before making any adjustments or clearing a blockage, **STOP** the engine and remove ignition key. When making adjustments to any part of the machine, particularly the cutting cylinders, take care not to trap fingers and do not attempt to free jammed or blocked cylinders by using the foot.

Note:

Whilst every precaution is taken in the selection of materials and components used in the manufacture of this machine. To ensure optimum performance and reliability, Allen Power Equipment Limited cannot accept liability for any damage to this machine or any possible lack of efficiency resulting from the improper use or incorrect maintenance of said machine.

Allen Power Equipment Limited cannot accept any liability for damage to this machine or third party through operational negligence.

Allen Power Equipment Limited reserve the right to alter specifications and prices as and when necessary

ASSEMBLING THE MACHINE

The machine comes partially assembled however the following operations are necessary prior to use.

Fit the front cylinders noting that they are "handed". These are fitted with the cylinder lift arms in the raised position. With the cylinders located on the arms install the cylinder retainer collar 'A' with the lock pin 'B' and secure with 'R' clip, Fig. 1.

The retainer collar is designed in such a way that it can only be fitted and removed with the cylinders in the raised position.

Fit the front cylinder drive belts and adjust. (See section on adjustments).

Lift the steering column and locate the steering console on the front two lugs pushing the console back. Lower the steering column so that it locates on the steering spigot 'C', Fig. 2.

Use the special lock pin to connect the steering column to the steering gear Fig. 3.

Fit the rear cover and screws 'E' Fig. 4.

Locate and secure the seat.

Fill and charge the battery, fuel and oil the engine. Check engine manufactures information for the correct grade of oil to be used.

Run the machine and check that all the necessary functions perform correctly.

OPERATING THE MACHINE



Read the Safety Instructions at the front of this manual.

Ensure that the engine is in an operational condition, i.e. oil to level, petrol present, Drive Pedal 'F' is in neutral, the Cylinder Drive (lever) 'G' is disengaged and the Parking Brake 'H' is engaged, Fig. 5 & 6.



SAFETY INTERLOCK SWITCHES

The machine is fitted with a number of interlock switches to give additional safety to the customer. Here are some tips relating to the use of the switches:-

Before the operator dismounts, the following must be effected:

Engage the Parking Brake	'H', Fig. 6
Select neutral on Drive Pedal	'F', Fig. 6
Disengage Cylinder Drive (lever)	'G', Fig. 6

If all the above criteria are met the operator may dismount with the engine still running however if any of the above criteria are omitted the engine will **stop**.

The engine will also stop if the operator tries to engage drive with the Parking Brake still engaged.

TO START THE ENGINE

Set the Throttle Control 'I', Fig. 6 to the choke position for cold start (midway through speed range for warm engine). Turn the key 'J', Fig. 6 clockwise until resistance is felt and then turn fully to operate the starter.

When the engine starts, release the key. With the engine running cold, allow it to warm up and then move the Throttle Control 'I' from the choke position to fast run.

TO STOP THE ENGINE

Operate the Throttle Control 'I' to the "slow run" position and turn the Ignition Switch 'J', Fig. 6 anti-clockwise until the engine stops.

STEERING

The rear wheel steering is operated by a drag link from the steering wheel giving complete manoeuvrability.



Become familiar with machine handling before attempting higher speeds or difficult manoeuvres.

WORKING INSTRUCTIONS

With the engine running at full speed, the machine may be used in either travelling or cutting mode. If travelling, ensure that all the

cylinders are lifted and latched 'K', Fig. 1 and 'L', Fig. 5 into the travelling position and that the Cylinder Drive (lever) 'G', Fig. 6 is disengaged.

Release the Parking Brake 'H', Fig. 6 and depress the Drive Pedal 'F', Fig. 6. The pedal is not an accelerator but controls the movement of the machine while not altering the engine speed. To move forward slowly, depress the front of the pedal. The further the pedal is pressed the faster the machine will go. To select neutral, simply bring the pedal to the central rest position to which it will automatically return. To select reverse slowly depress the rear of the pedal.

CYLINDER DRIVE CLUTCH

The Cylinder Drive (lever) 'G', Fig. 6 situated on the forward right hand side of the central seat mounting box, is the cutter drive clutch lever and this controls the drive to all cutter

units. With the lever 'G' in the lowered position Fig. 6, the drive is disconnected and it should always be in this position when stopping the machine.

With the engine running, the Cylinder Drive may be engaged by lifting up the lever 'G' slowly until it locks in position, Fig. 6 when all cylinders will then be revolving.

Do not engage the Cylinder Drive when the mower units are in the transport position.

SPEED CONTROL

Forward or reverse speed control is achieved by operating the Drive Pedal 'F', Fig. 6 on the right hand footwell. The pedal operates a heavy-duty hydrostatic gearbox to give a smooth and progressive speed change. The further the pedal is depressed the faster the machine travels.

Do not make rapid changes from forward to reverse as it could effect the machine's stability. Always disengage the Cylinder Drive (lever) 'G' when in the transport position.

Always lift all cylinders before travelling.



THROTTLE CONTROL

The Throttle Control 'I', Fig 6 is a combined choke and engine speed control housed in one unit. The lever should be placed in the relevant position for the function required.

BRAKE AND PARKING BRAKE

When stopping the engine, raise the Parking Brake 'H', Fig. 5 and lock it on the lift latch plate.

To release the Parking Brake 'H', Fig. 6 lift it over the latch and allow it to lower.

The Parking Brake should always be engaged whenever the machine is stopped or left unattended.

LIFTING & LOWERING MOWER UNITS

Ensure that all the cylinders are disengaged, the Drive Pedal 'F' is in neutral, the Parking Brake 'H' is ON in the 'Engaged' position and the engine is switched OFF at 'J'.

FRONT CYLINDERS

To Lower

Each front unit has two lift handles and a latch 'K', Fig. 1. To lower, lift the handle towards the centre of the machine, raise the latch 'K' and lower the cylinder unit to the ground.

Do not drop the unit as damage may occur.

To Raise

Reverse the above procedure.

REAR CYLINDER

To Lower

Grasp the Rear Cylinder Lift Lever 'L', Fig. 5 located to the left of the central seat mounting box. Move the lever 'L' forward to lower the cylinder unit.

Do not drop the unit as damage may occur.

To Raise

Reverse the above procedure pulling back the lever 'L' until it clicks into the raised position, Fig. 5.

CUTTING WITH THE MACHINE

The Trooper is designed to have all three cylinders operating at the same time. There is no method of disconnecting separate cylinders, therefore all cylinders must be lowered from the transport position on to the grass. With the engine running at half speed, engage Cylinder Drive (level) 'G', Fig. 6 by pulling the right-hand lever up and locking it in the raised position on the left latch plate. When all the cylinders are revolving, the Throttle 'I' should then be set to full speed.

Depress the Drive Pedal 'F' to select the required forward speed. The length of grass will determine the height of cut and the forward speed.

If the grass is long, 3 to 4 inches (76 to 102mm) then the cylinders will need to be set fairly high (adjustment is available from $\frac{1}{2}$ in to $2\frac{1}{2}$ in [12mm to 64mm]) and a low forward speed selected.

If the grass is short then a lower height setting can be used and a faster forward speed may be selected. Full forward speed should only be used when the cutters are disengaged and are in the transport position and only when a clear straight run is available.

The Throttle 'I' should be set at maximum to allow the engine to run at its governed speed.

Never allow the engine to labour, ease off the Drive Pedal 'F' to slow the forward speed or alter the height of cut.

MAINTENANCE



Read the Safety Precautions.

The following information is given to enable the owner/operator to obtain good service from the machine.

Although maintenance has been reduced to a minimum, regular attention to lubrication, adjustments and cleanliness is important.

Left or right hand is determined from the operating position sitting on the machine.



MAINTENANCE PRECAUTIONS

When refuelling, stop the engine, do not smoke and use a funnel when pouring fuel from a can to ensure that none is spilt onto hot parts of the engine, i.e. exhaust silencer, cylinder, etc.



If working on lifted parts ensure that adequate support is provided.

Do not alter engine speed above the maximum quoted in the engine specification. Before making any adjustment or clearing a blockage, **STOP** the engine. When making adjustments to any part of the machine, particularly the cutting cylinders, take care not to trap fingers and do not attempt to free jammed or blocked cylinders by using the foot.

LUBRICATION

In normal ambient conditions (above 40° Centigrade or 40° Fahrenheit) an SAE 30 oil is recommended for the cutter 'T' drive gearbox and the hydrostatic transaxle. For temperatures below this consult your supplying dealer.

ENGINE LUBRICATION

The machine is fitted with a four stroke engine, this being lubricated by oil in the crankcase.

The engine is filled with oil at manufacture. However, care must be taken to ensure that the oil is to the engine manufacturer's required level (see engine manual) prior to and during use. Take care not to overfill the crankcase. Use only oils to engine manufacturer's specifications.

Adhere carefully to the engine manufacturer's operating and maintenance instructions, particularly with regard to air cleaner servicing.

MACHINE LUBRICATION

The transaxle and bevel gearboxes are filled with lubricant on assembly and no further attention should be required.

The cylinder bearings are "sealed for life" and so do not require lubrication.

Grease should be applied, every 25 working hours, to the greasers fitted to all the mower pivot points, Fig. 12 and to all the roller greasers.

Use Castrol L.M. grease or equivalent.

Occasionally lubricate all other moving parts by oil can, in particular the Throttle Control at the lever and engine ends, cylinder unit latches, neutral adjustment plungers, exposed screw threads on mower adjustments etc.

BATTERY

On receiving the new machine fill the battery with concentrated acid and fully charge prior to initial use. This ensures battery longevity and should be carried out by the supplying dealer.

Check that the vent-tube 'N', Fig. 11 is fitted and is clear. The output should pass through the hole in the chassis below the battery.



BATTERY ACID IS HIGHLY CORROSIVE AND EXTREME CARE SHOULD BE TAKEN

TYRES

Keep all tyre pressures at 15lb/in² (1.0 bar).

ADJUSTMENTS



Read the Safety Precautions.

STEERING LINKAGE

The drag link can be adjusted quite simply by removing the clip from the rear of the link rod and adjusting the length prior to re-insertion.

DRIVE TRAIN ADJUSTMENTS

Most adjustments that may be required from time to time are carried out by first removing the main access panel on the top of the machine. To effect this, undo the eight Access Panel Screws 'E', Fig. 4 and remove the panel. By withdrawing the Steering Column Pin 'C', Fig. 2 & 15, the steering column can then be disengaged allowing the removal of the entire steering housing. This gives free access to the majority of the working parts and makes for ease of service.

MAIN DRIVE BELT

The Main Drive Belt 'O', Fig. 14 and 15, is tensioned by slackening the four engine mount bolts and tensioning the adjuster screw. 'M' fig 10. Retighten securely.



If belt replacement is necessary, remove the main access panel as detailed above 'R'. Then remove the Locating Spigot Bar from the fan/pulley assembly, Fig. 15 and separate the fan/pulley assembly, Fig. 15 and the coupling, Fig. 2. The Belt 'O' can be replaced easily.

Lay the belt into its pulley and the engine pulley. Refit the Fan/Pulley assembly and Locating Spigot Bar allowing the rubber coupling to align with the coupler halves.

Once the four Spigot Bar retaining bolts have been replaced and tightened, the belt 'O' can be tensioned as described above.

Correct tension is when the belt can be deflected 12mm at its mid point with finger pressure.



Take extreme care not to trap fingers or clothing.

DO NOT USE THE ELECTRIC STARTER

Check that the belt is installed correctly and that it is not rubbing anywhere.

CYLINDER DRIVE BELT ADJUSTMENT

Screw the Cylinder Drive Belt Adjuster 'P' Fig. 16 away from the body of the machine to increase tension on the cylinder drive belt and towards the machine to slacken the belt tension. The tension should be set to a deflection of 20mm as shown in Fig. 15.

CYLINDER CLUTCH DRIVE BELT

Having removed the main access panel, remove the Main Drive Belt 'O', Figs. 14 and 15, by loosening and removing the Locating spigot Bar, 'R' Fig. 2 and separating the coupling Fig. 2.

Then undo the screw, Fig. 17, which secures the top of the cutter 'T' drive pulley and raise the pulley.

The belt 'Q', Figs. 15 and 17, can now be removed freely and replaced.

To replace, reverse the above procedure.

Slackening the engine mount bolts, allows the engine to move forward

CYLINDER CLUTCH ADJUSTMENT

The clutch is designed to be partially self-adjusting, however periodic inspection should be carried out to ensure that optimum performance is being attained.

It is not necessary to remove the clutch rod, disconnect the clevis pin from the clevis. Adjust on the thread to suit. Reassemble.

Note: - It is not necessary to overtighten on clutching.

Should adjustment be necessary, tighten or loosen the clutch rod by removing it and adjusting its length, Fig. 18.

HEIGHT OF CUT

The cutting height of each cylinder unit is determined by the position of the rear rollers. Adjustments can be varied from ½in to 2½in (12mm to 64mm).

To Adjust

1. Park the machine on flat, level ground. Stop the engine, engage the Parking Brake 'H' and disengage the Cylinder Drive (Lever) 'G'.
2. Slacken the Knurled knob 'R' fig 12 and reposition the roller end plates using the teeth. These are arranged in sets of 3 for ease of identification.
3. **A practical tip when positioning the roller.** Remember the blade cutting edge is ½in (12mm) up from the underside of the bottom blade.

CUTTING CYLINDER TO BOTTOM BLADE



Please note that cylinders are sharp and care must be taken at all times.

To check that a cutting cylinder is set correctly in relation to the bottom blade, proceed as follows: -

Stop the engine, slacken the Cylinder Drive Belt Adjusters 'P', Fig. 16, hold a thin piece of paper between the edge of the bottom blade and a spiral cutter and rotate the cylinder manually. If correctly set, the paper should cut cleanly along the length of the bottom blade.

If it does not then adjustment may be



necessary. Removal of the Cylinder Belt greatly eases this operation.

Note:

The performance of a blunt cylinder/bottom blade will not be improved by tightening the cylinder to the bottom blade. In such cases the cylinder/bottom blade needs to be sharpened.

TO ADJUST

The cylinder is supported by two swivel bearing housings. See Fig.13. Raise the adjustment levers 'T' from their locked position, rotate about 180° and lower the lever. Turning ANTI CLOCKWISE moves the cylinder down to the bottom blade. Once the blades are cutting evenly return the adjuster to its locked (locked position)

Always complete the adjustment by moving the cylinder DOWN. This ensures that any free play in the mounting is taken out

⚠ Always be extremely careful when rotating the cylinder by hand. Always use paper long enough to keep fingers away from the cutting edge. Never attempt to touch or check cylinders when they are moving under power or even when the engine is running.

Remember:

Unless belts are removed, turning ONE cylinder TURNS ALL THREE.

REAR CYLINDER PITCH

To ensure that the rear cylinder cuts the same height as the front two adjust the pitch using the M8 clamp bolts Fig. 20. This may be necessary after striking foreign objects.

PARKING BRAKE

The internal disc brake fitted to the transaxle is operated by the Parking Brake Lever 'G', Fig. 5 and is self-adjusting, no further maintenance is necessary.

GUARANTEE

If there is any component, or components, manufactured by ALLEN POWER EQUIPMENT LTD that is found to be defective within 12 months from the date of purchase (or in the case of a machine used for hire purposes, 45 days). ALLEN POWER EQUIPMENT LTD undertake to replace the faulty component/components free of charge through authorised dealers.

The following are NOT covered under this Guarantee:

1. A NEW MACHINE — which has been subject to operation in excess of recommended capacities, misuse, negligence or accident, or has been altered or modified in a manner not authorised by ALLEN POWER EQUIPMENT LTD.
2. TRANSPORTATION charges — to and from an authorised dealer.

ALLEN POWER EQUIPMENT LTD operate a policy of continual improvement and reserve the right to alter product specification without giving prior notice.

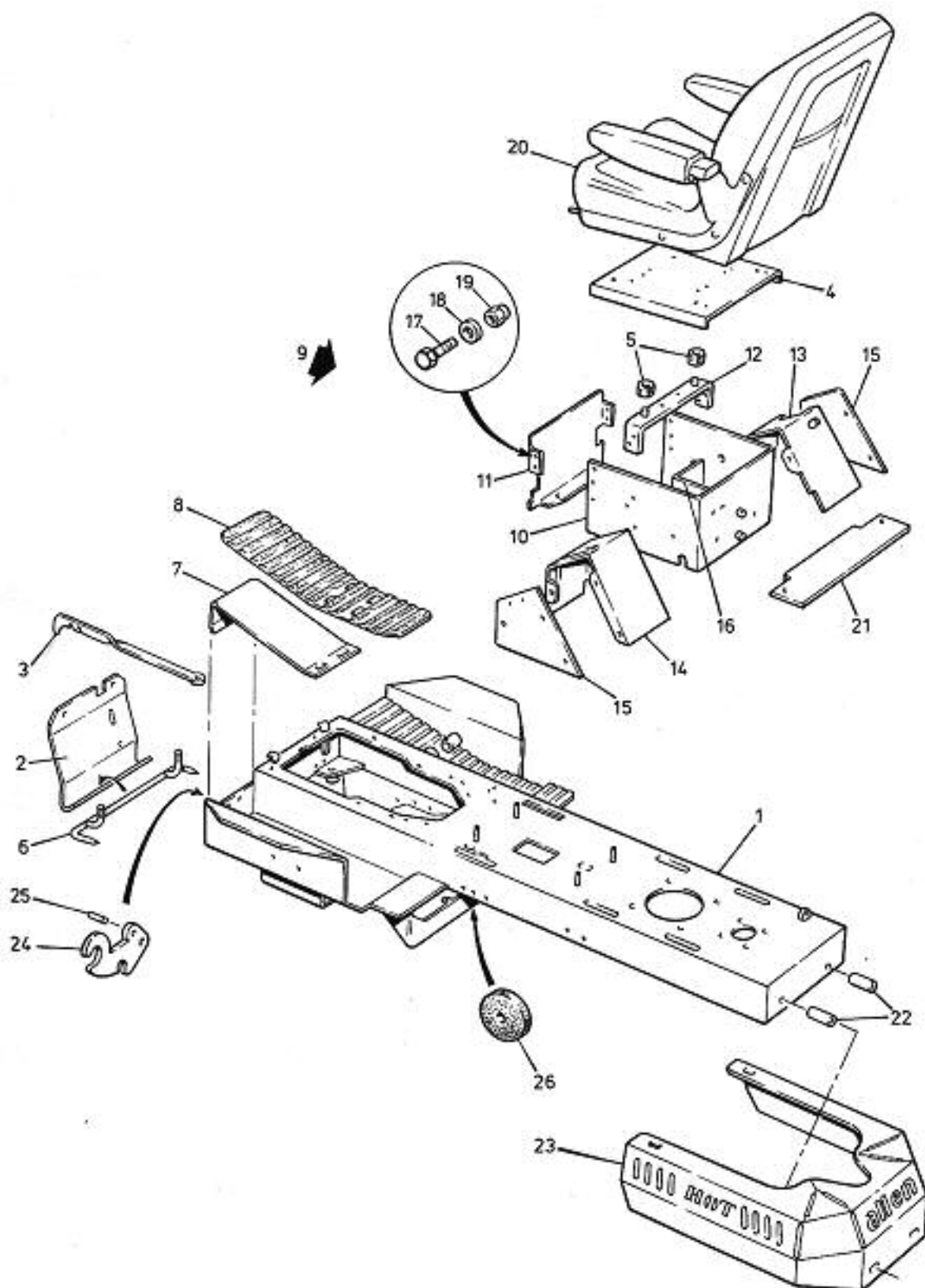
After each season, we recommend that you have your machine serviced by your dealer, preferably between October and January, to avoid delay at the start of the following season.



SPARE PARTS LIST



MAIN FRAME ASSEMBLY



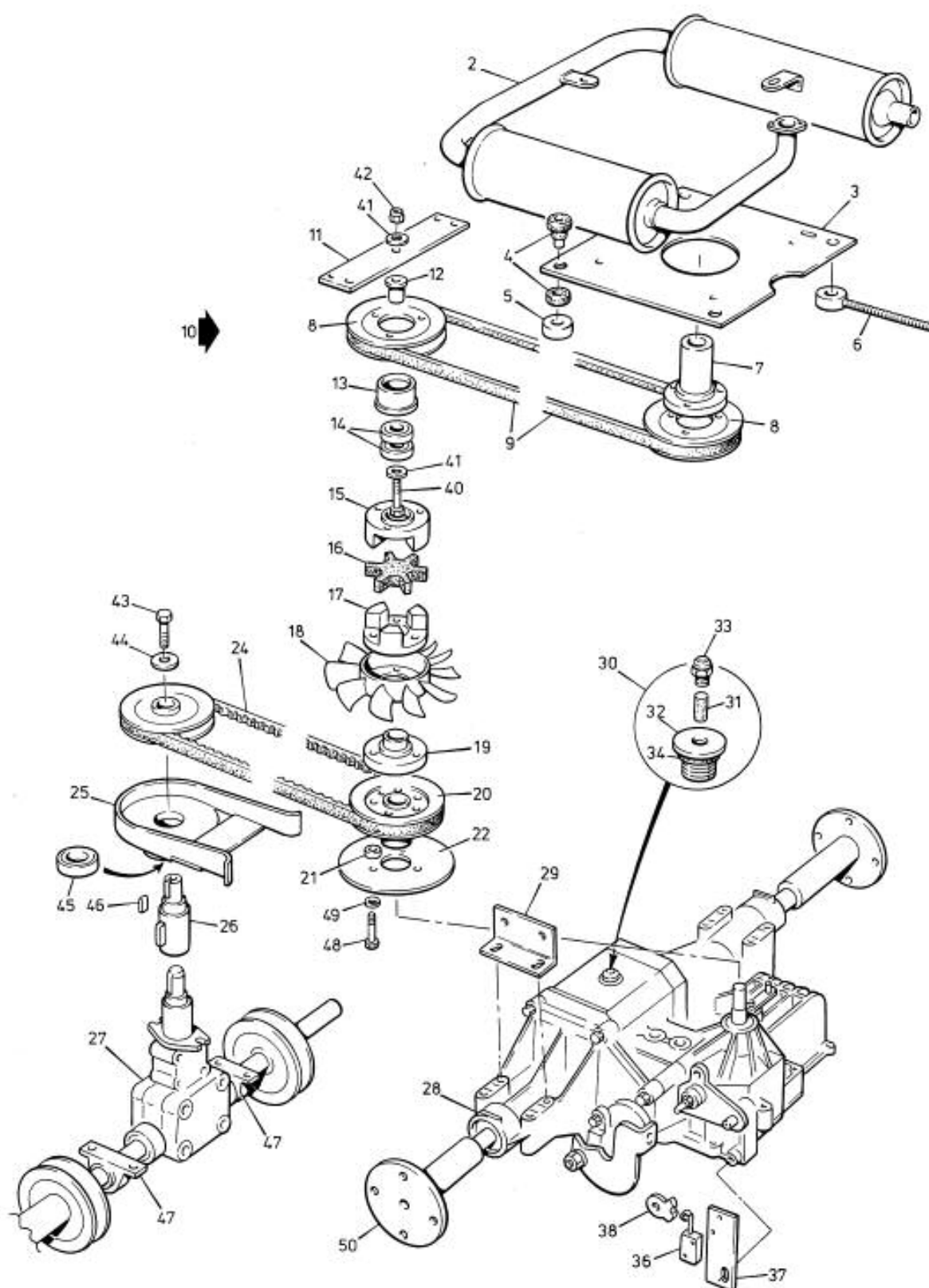


MAIN FRAME ASSEMBLY

ITEM No.	Part No.	DESCRIPTION	QTY
1	27802	MAIN BODY	1
2	27811	FRONT COVER PLATE	1
3	27835	NEUTRAL LEVER	1
4	23993	SEAT BOX LID	1
5	24187	RUBBER BUSH	2
6	25089	FRONT PULLEY SCRAPER	1
7	25153	FOOTPLATE	2
8	25250	FOOTPLATE MATTING	2
9	27896	SEAT BOX ASSEMBLY	1
10	27870	• BODY	1
11	27869	• FRONT	1
12	27897	• STRAP	1
13	27876	• POD SWITCH SIDE	1
14	27878	• POD LIFT SIDE	1
15	27877	• POD COVER	2
16	27880	• TOOL TRAY	1
17	02449	• HEX HD SETSCREW, M8 X 20	14
18	02977	• WASHER, M8	28
19	02496	• NYLOC NUT, M8	14
20	29024	SEAT ASSEMBLY	1
21	27875	SHIELD SUPPORT	1
22	29021	SHIELD SPACER	2
23	27873	SILENCER SHIELD	1
24	25216	REEL CATCH	2
25	03551	ROLL PIN	2
26	04838	RUBBER STOP	2



DRIVE ASSEMBLY



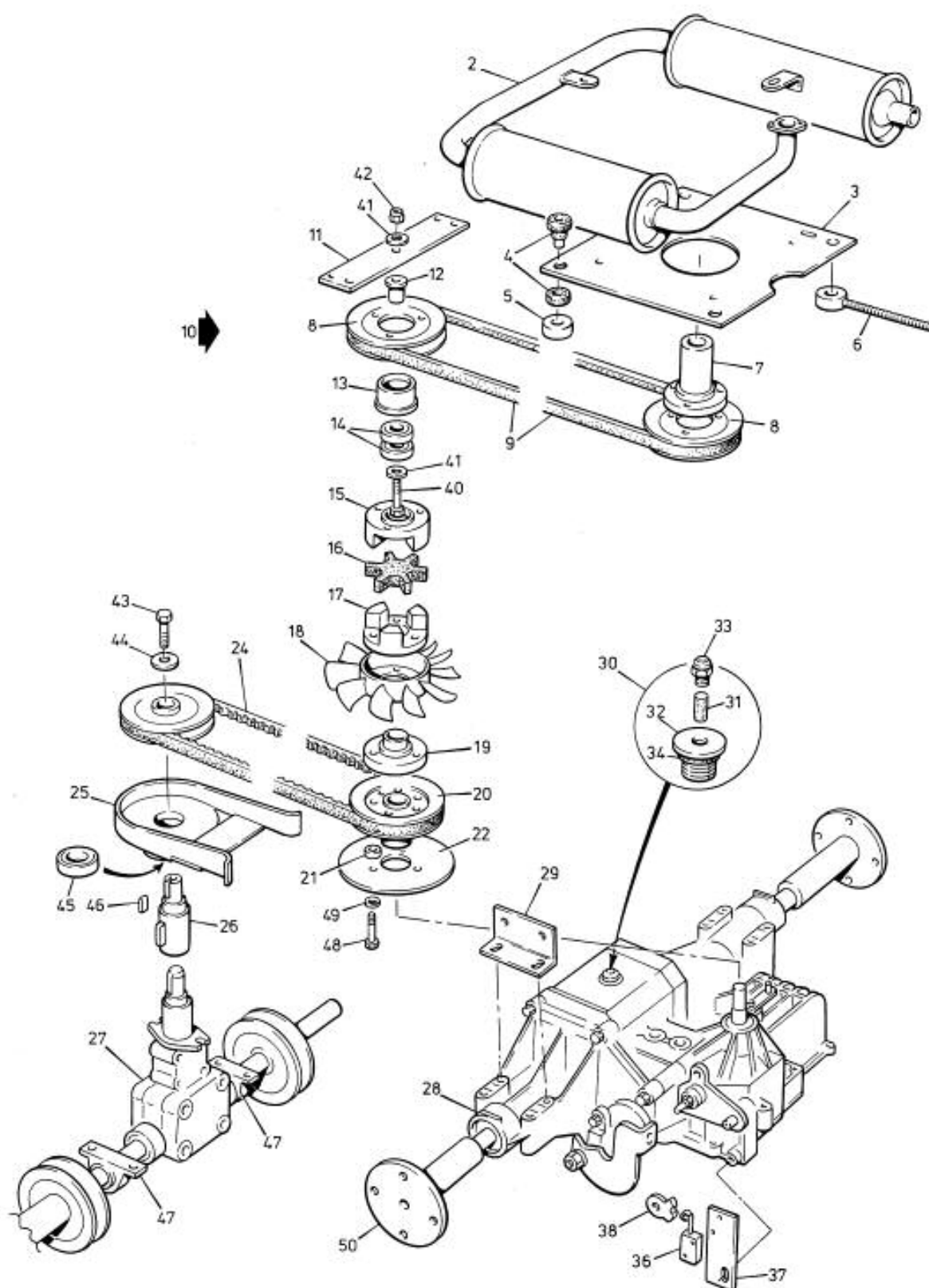


DRIVE ASSEMBLY

ITEM No.	PART No.	DESCRIPTION	QTY
1	03858	ENGINE (NOT SHOWN)	1
2	29967	EXHAUST	1
3	26969	BASEPLATE	1
4	-	ISOLATOR	4
5	27879	SPACER	3
6	27885	TENSION ADJUSTER	1
7	29019	HUB	1
8	25342	DRIVE PULLEY	1
9	07376	MAIN DRIVE BELT	1
10	27854	DRIVE COUPLING ASSEMBLY	1
11	23983	• MOUNTING PLATE	1
12	27872	• PULLEY SHAFT	1
13	27871	• HUB	1
14	03161	• BEARING	2
15	25337	• UPPER COUPLING	1
16	25336	• RUBBER COUPLING	1
17	27857	• LOWER COUPLING	1
18	27861	• FAN	1
19	-	• ADAPTOR	1
20	27859	• TRANSAXLE PULLEY	1
21	27860	• SPACER	3
22	27856	• DISC	1
23	27848	GEARBOX PULLEY	1
24	06075	V BELT	1
25	27824	BELT GUIDE	1
26	27850	SHAFT	1
27	27844	GEARBOX & PULLEY ASSEMBLY	1
28	27810	TRANSAXLE & WHEEL HUBS	1
29	27804	MOUNTING BRACKET	2
30	27945	AIR BREATHER ASSEMBLY	1
31	27938	• FELT PLUG	1
32	27943	• ADAPTOR	1
33	27944	• MINATURE SILENCER	1
34	-	• O RING	1
35	02874	WHEEL & TYRE ASSEMBLY (NOT SHOWN)	2
36	03170	MICROSWITCH	1
37	27935	MOUNTING PLATE	1
38	27934	ACTUATOR	1
39	-	THROTTLE CABLE (NOT SHOWN)	1



DRIVE ASSEMBLY



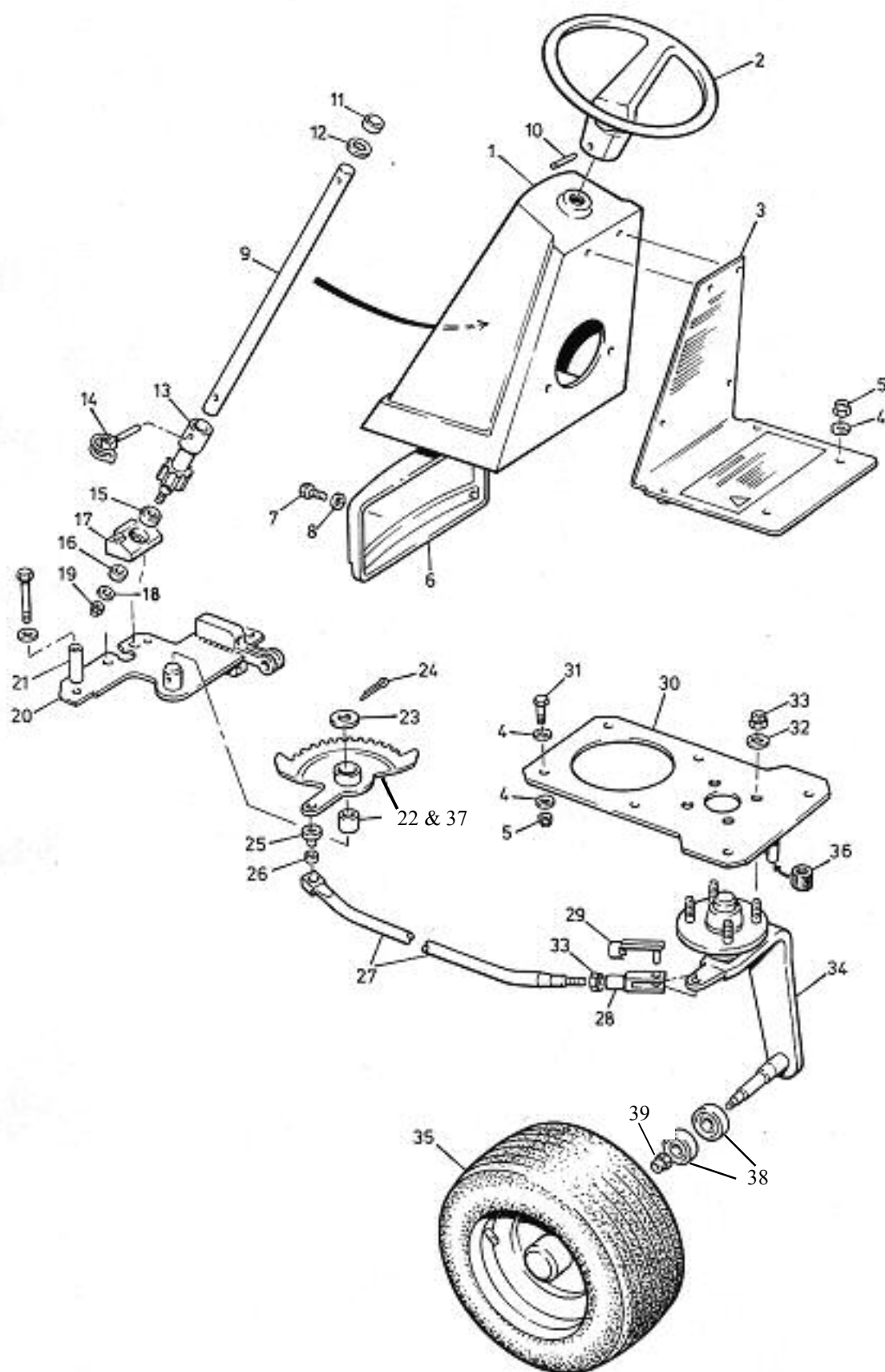


DRIVE ASSEMBLY

ITEMNo.	PARTNo.	DESCRIPTION	QTY
40	03424	HEX HD BOLT, M8	1
41	02977	WASHER, M8	1
42	02520	NUT PLAIN, M8	1
43		HEX HD SETSCREW, M8	1
44	25754	WASHER, M8 SPECIAL	1
45	03162	BEARING	1
46		PARALLEL KEY, M8	1
47	03007	BEARING & HOUSING	2
48		BOLT CAP HEAD, M6	3
49	02515	WASHER SPRING, M6	3



STEERING ASSEMBLY



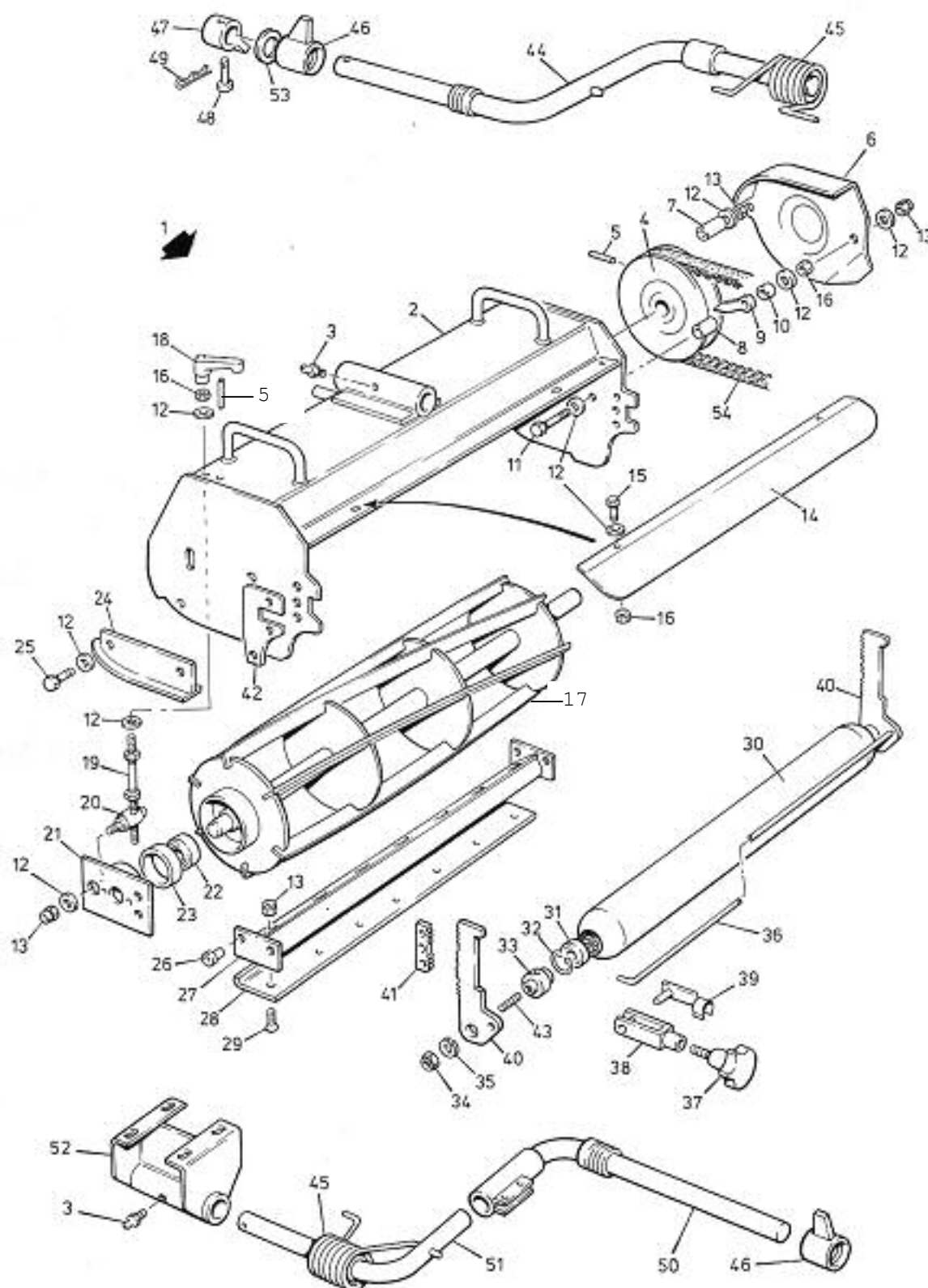


STEERING ASSEMBLY

ITEM No.	PART No.	DESCRIPTION	QTY
1	27846	STEERING COWLING	1
2	03576	STEERING WHEEL	1
3	27834	COVER PLATE	1
4	02977	WASHER , M8	12
5	02496	NYLOC NUT, M8	6
6	23953	LOWER COWLING	1
7	03411	HEX HD SETSCREW, M6	4
8	02350	WASHER, M6	4
9	29020	SHAFT	1
10	03457	ROLL PIN	1
11	04784	BUSH	1
12	00000	WASHER, STARLOCK	1
13	23948	SPUR GEAR SHAFT	1
14	04914	LOCKING PIN	1
15	01669	BEARING	1
16	23950	SPACER	1
17	23946	BEARING HOUSING	1
18	02702	WASHER, M10	1
19	02523	NYLOC NUT, M10	1
20	23943	MOUNTING PLATE	1
21	27981	SPACER	3
22	23940	QUADRANT	1
23	02674	NYLON WASHER	1
24	03215	SPLIT PIN	1
25	26920	CONNECTOR	1
26		BUSH	1
27	25084	STEERING LINK ARM	1
28	03354	CLEVIS, LONG	1
29	03357	SPRING PIN	1
30	27806	PLATE	1
31	02339	HEX HD BOLT, M8	6
32	02105	WASHER, M12	4
33	02774	NYLOC NUT , M12	5
34	25033	REAR HUB/AXLE	1
35	02875	TYRE & WHEEL ASSEMBLY	1
36	24187	RUBBER BUSH	20
37	03248	BUSH	2
38		BEARING (SUPPLIED WITH ITEM 35)	2
39	03941	NUT NYLOC, M16	1



CUTTING CYLINDER ASSEMBLIES



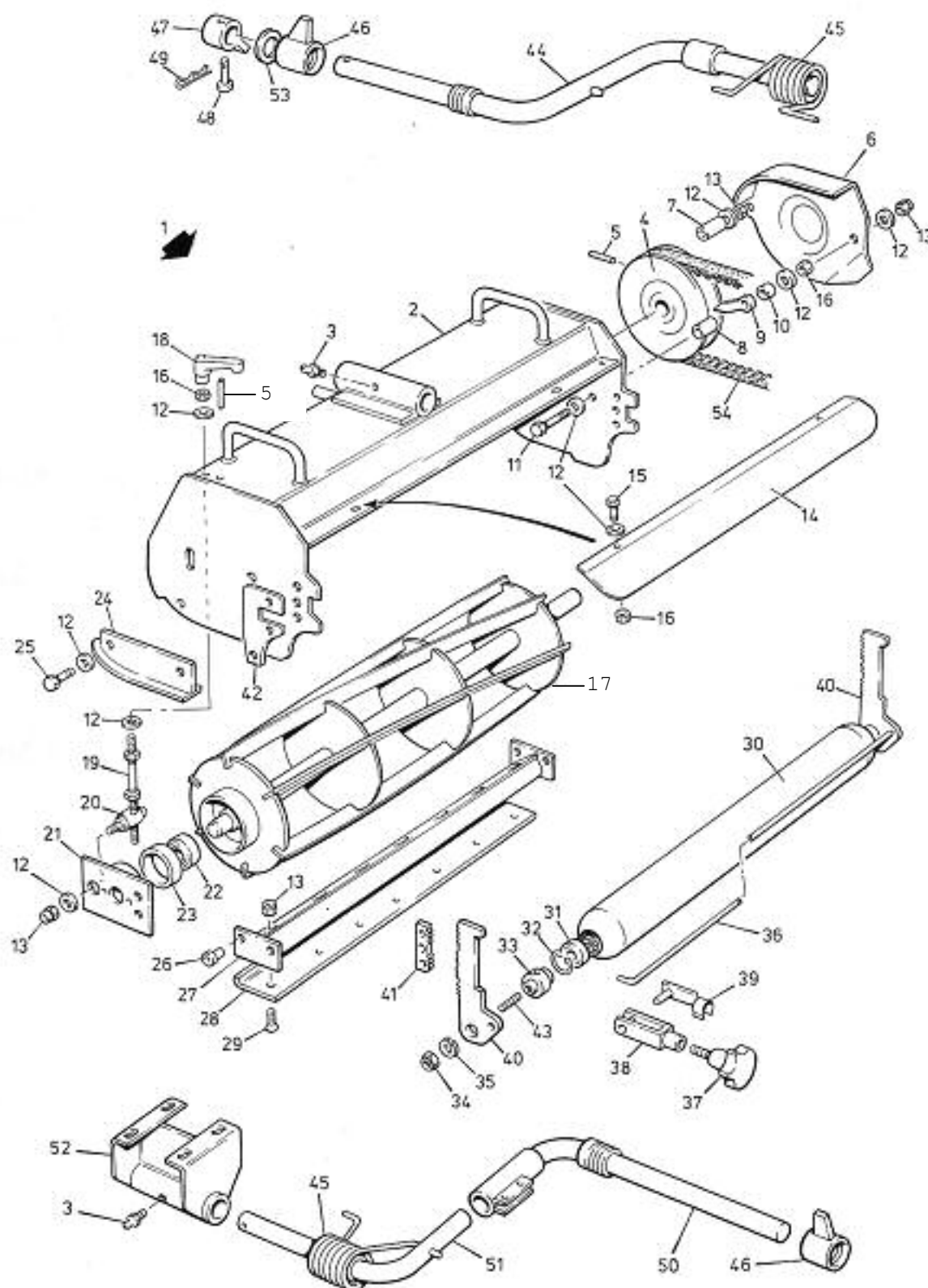


CUTTING CYLINDER ASSEMBLIES

ITEM No.	PART No.	DESCRIPTION	QTY
1	27984	REEL ASSEMBLY (LH)	1
	27985	REEL ASSEMBLY (RH)	1
	27983	REEL ASSEMBLY (REAR)	1
2	23917	BODY (LH)	1
		BODY (RH)	1
		BODY (REAR)	1
3	02137	GREASE NIPPLE	A/R
4	23741	PULLEY	1
5	03467	ROLL PIN	2
6	23979	GUARD (LH)	1
	23980	GUARD (RH)	1
	23981	GUARD (REAR)	1
7	23985	SPACER	1
8	25349	SPACER	1
9	25348	SCRAPER	1
10	25350	SPACER	1
11	02454	HEX HD BOLT, M8 X 60	2
12	02977	WASHER, M8	A/R
13	02496	NYLOC NUT, M8	A/R
14	23722	DEFLECTOR	1
15	02449	HEX HD SETSCREW, M8 X 20	2
16	02520	NUT, M8	A/R
17	23922	MOWER REEL (LH)	1
	23923	MOWER REEL (RH & REAR)	1
18	04498	RATCHET HANDLE	2
19	23708	ADJUSTER ROD	2
20	25670	ADJUSTER NUT	2
21	25684	BEARING HOUSING	2
22	01219	BEARING	2
23	03320	TOLERANCE RING	2
24	23716	SKID FOOT	2
25	02339	HEX HD BOLT, M8 X 25	4
26	25344	LOCATION BUSH	4
27	25834	BOTTOM BLADE SUPPORT	1
28	25345	BLADE	1
29	01217	CSK HD SCREW	7
30	25680	REAR ROLLER	1
31	02200	BEARING	2
32	03226	CIRCLIP INTERNAL	2
33	03226	ADAPTOR	2
34	03944	LOCK NUT, M12	2
35	02529	SPRING WASHER, M12	2
36	25679	SCRAPER BAR	2



CUTTING CYLINDER ASSEMBLIES



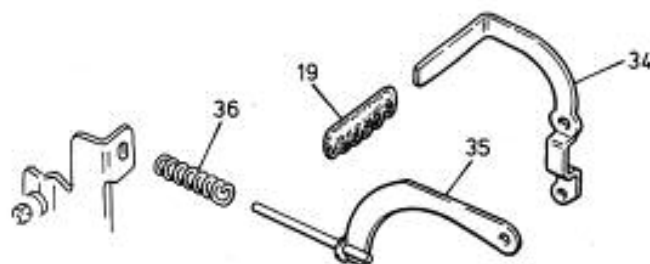
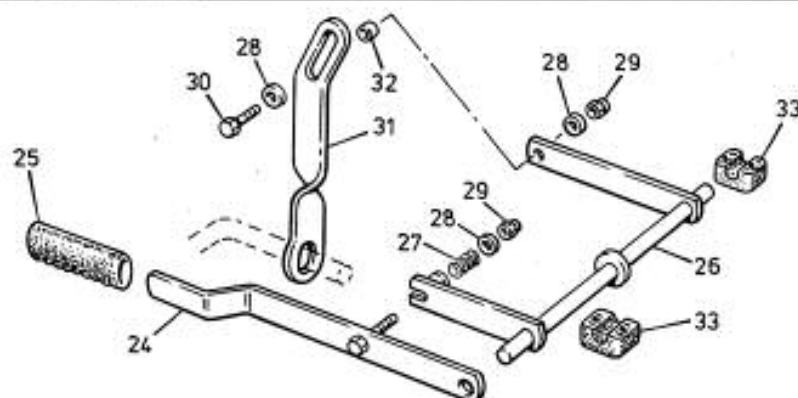
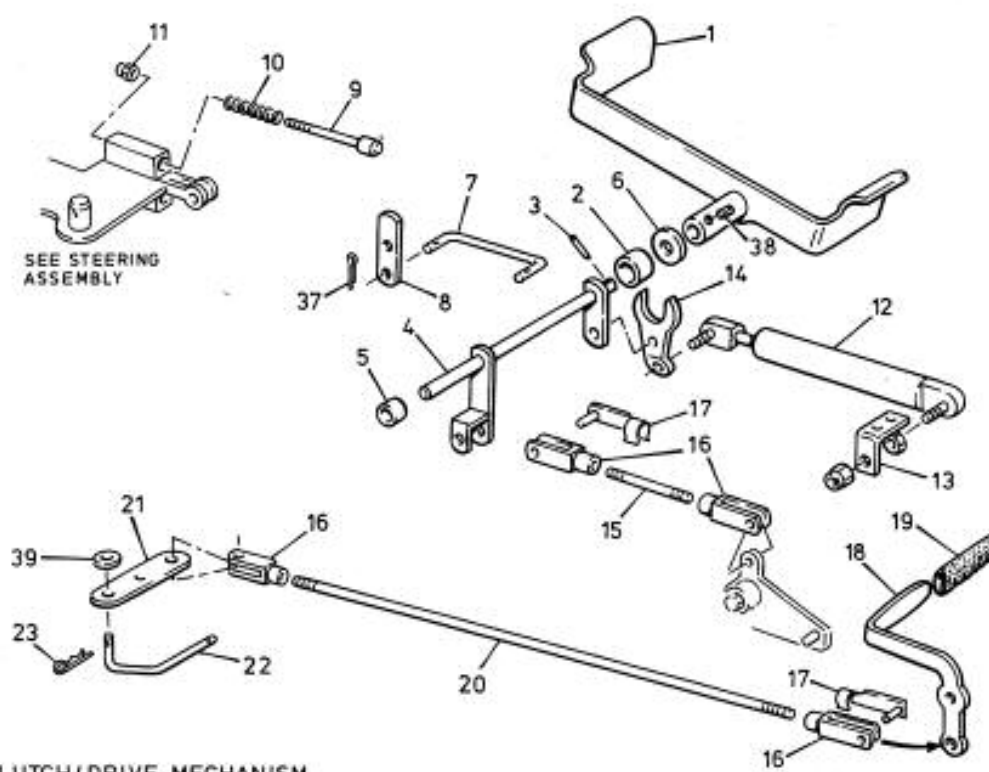


CUTTING CYLINDER ASSEMBLIES

ITEM No.	PART No.	DESCRIPTION	QTY
37	29043	KNOB	1
38	03015	CLEVIS	2
39	04490	SPRING PIN	2
40	25675	ROLLER CARRIER PLATE	2
41	25676	FIXED PLATE (INNER)	2
42	25678	FIXED PLATE (OUTER)	2
43	03341	SOCKET SCREW, M12	2
44	23971	SUPPORT ARM	2
45	23936	TORSION SPRING (LH & REAR)	2
	23935	TORSION SPRING (RH)	1
46	23969	PUSH PLATE	3
47	23965	END TUBE (LH)	1
	23966	END TUBE (RH)	1
48	01586	PIN	A/R
49	02798	R CLIP	A/R
50	25071	SUPPORT ARM REAR	1
51	25081	SUPPORT ARM REAR FRONT	1
52	23958	SUPPORT TUBE	1
53	02856	WASHER, 1"	5
54	03412	BELT (LH & RH)	2
	02975	BELT (REAR)	1



LINKAGE ASSEMBLIES





LINKAGE ASSEMBLIES

ITEM No.	PART No.	DESCRIPTION	QTY
1	27853	FOOT PEDAL	1
2	04627	GLACIER BUSH	1
3	03467	ROLL PIN	1
4	28032	PEDAL ROD	1
5	01952	BUSH	2
6	02856	LARGE WASHER	1
7	27842	PEDAL RETURN LINK	1
8	27841	PLATE	1
9	25074	PLUNGER	2
10	28060	SPRING	2
11	02546	NYLOC NUT, M8	2
12	26971	DAMPER	1
13	26972	BRACKET	1
14		DAMPER MOUNTING PLATE	1
15	27855	DIRECTION ROD	1
16	02384	CLEVIS	4
17	02638	CLEVIS SPRING PIN	4
18	27892	CLUTCH CONTROL ARM	1
19	02888	GRIP	2
20	27832	CLUTCH ACTUATION ROD	1
21	27830	TRANSFER PLATE	1
22	27831	TRANSFER ROD	1
23	02798	R CLIP	2
24	27874	LIFT HANDLE	1
25	28068	GRIP	1
26	27866	LIFT BAR	1
27	25031	SPRING	1
28	02977	WASHER	4
29	02496	NYLOC NUT, M8	2
30		HEX HD BOLT, M8	1
31	27867	LIFT LINK	1
32	27894	LIFT BUSH	1
33		CLAMP	2
34	27893	BRAKE CONTROL ARM	1
35	27883	BRAKE LEVER ARM	1
36		SPRING	1
37		SPLIT PIN M4	1
38		GRUB SCREW M5	1



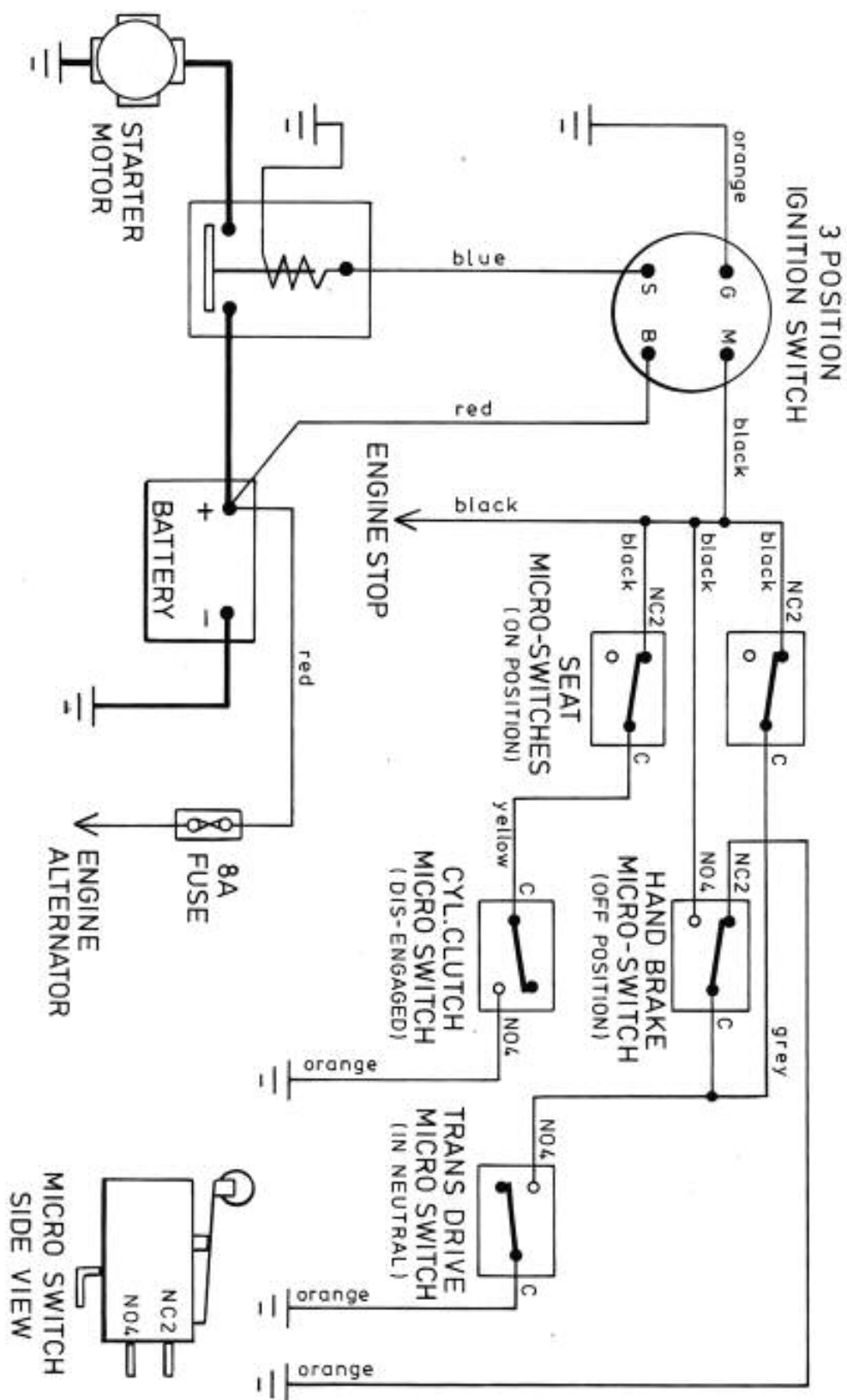


ELECTRICAL ASSEMBLY

ITEMNo.	PARTNo.	DESCRIPTION	QTY
1	01276	BATTERY	1
2	27949	BATTERY STRAP	1
3	02977	WASHER FLAT, M8	4
4	02496	NYLOC NUT, M8	2
5		VENT TUBE (SUPPLIED WITH ITEM 1)	1
6		BATTERY LEAD – Battery to starter	1
7	01306	BATTERY LEAD – Battery to earth	1
8	01308	LEAD – Battery to engine alternator	1
9	25155	IGNITION SWITCH & KEYS	1
10	03170	MICRO SWITCH	5
11		WIRING HARNESS	1
12	03693	IN-LINE FUSE HOLDER - + Battery terminal	1
13	03732	8AMP FUSE	1
14	02334	HEX HD BOLT, M8 X 120	2



WIRING DIAGRAM



autoguide equipment

Heddington, Nr Calne, Wiltshire, SN11 0PS

Telephone: +44 (0) 1380 850885

Fax: +44 (0) 1380 850010