

ATCO

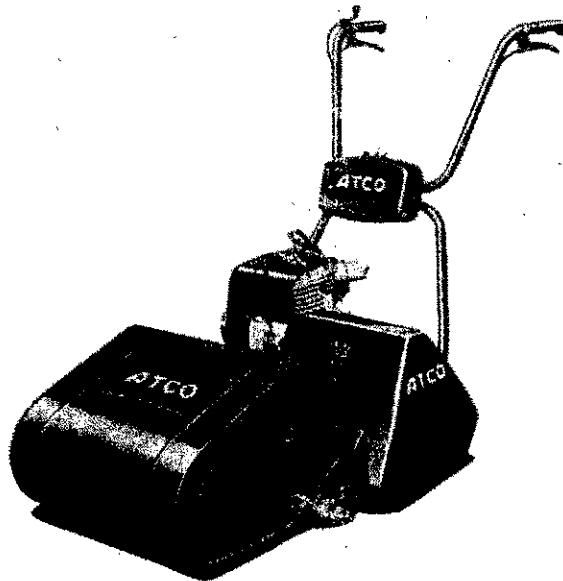
MANUAL

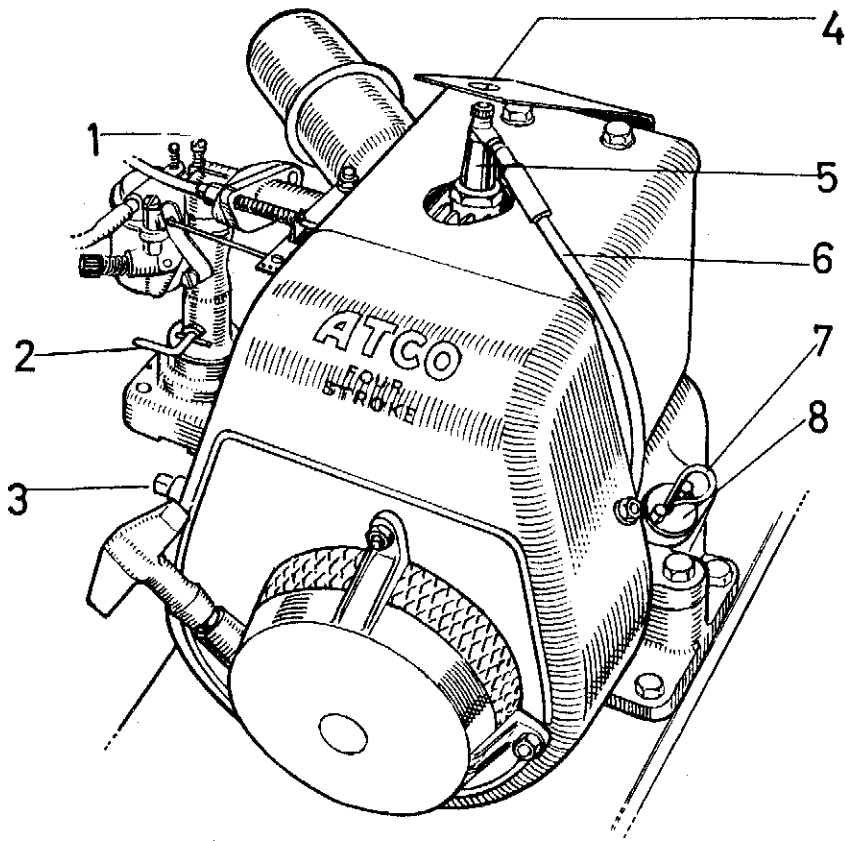
RS. 5460/6/73

ATCO

**14 inch, 17 inch and 20 inch
Four-Stroke Motor Mowers**

**MAINTENANCE, OPERATING
INSTRUCTIONS AND SPARE PARTS LIST**





PREPARATION FOR USE

1. Fill the petrol tank with commercial petrol. It is wise to filter your petrol through a fine wire gauze when filling the tank, taking care not to damage the filter in the bottom of the tank.
2. Unscrew the sump filler plug (8, Fig. 1) from the front of the engine. If there is no oil in the sump fill with any good quality SAE 30 oil. Sump Capacity $\frac{1}{2}$ pint. When filling, turn engine over slowly by hand to expel any air trapped in the sump. After filling sump replace plug, and dipstick if removed.

IMPORTANT. Do not fill sump beyond the upper mark on the dipstick (7, Fig. 1). Check that oil is at this level before each mowing session and replenish when necessary. When filling the sump ensure that the machine is standing on level ground. 'Do not undertake this operation while the engine is running'.

NOTE. Always clean the vicinity of oil filler plug quite free of dirt and grass cuttings, before removing it, to ensure that nothing but pure oil enters the sump.

Drain Oil from Sump after the first five hours' operation by removing the drain plug (3, Fig. 1). Tilt the machine over backwards to allow all the old oil to drain away. This is best done when the engine is warm. Replace drain plug tightly and fill sump with $\frac{1}{2}$ pint of fresh engine oil. Thereafter drain sump and refill with fresh engine oil after every 30 hours of operation, or once a season, whichever expires the earlier.

Check sump oil level regularly and top up when necessary.

NOTE. Your engine number is located on the crankcase above the drive shaft, or near the drain plug (3, Fig. 1).

Front Rollers, check height of cut setting—see page 11.

Cutters, check cutter setting—see page 11.

STARTING FROM COLD

1. Ensure that the Right Hand Clutch Lever (3, Fig. 3) is raised towards the handle grip until it clicks into the 'OUT' position (see paragraph on Controls on page 3).
2. Open Petrol Tap (Fig. 4).
3. Under extremely cold conditions close the choke lever (2, Fig. 1) to the horizontal position. Under normal conditions the choke lever should be half closed only, i.e. 45°.
4. Open throttle lever (1, Fig. 3) from about one quarter to one third of its travel.

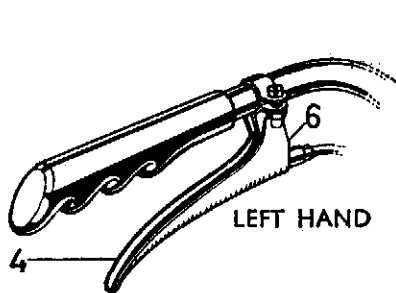


Fig. 2

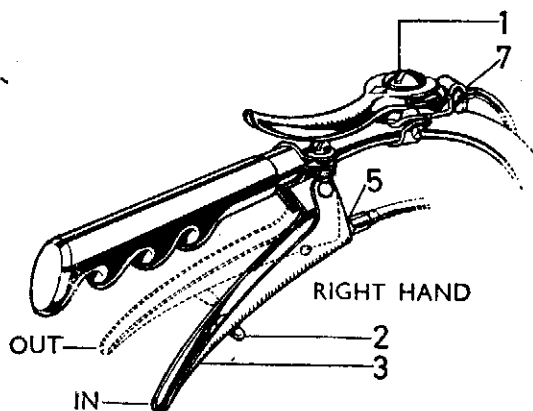
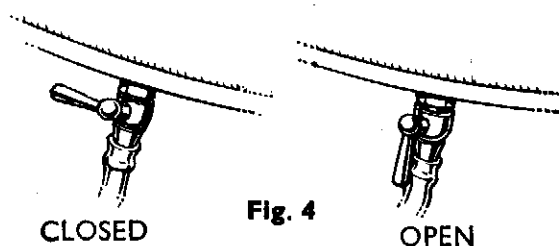


Fig. 3

5. Press the tickler (1, Fig. 1) on top of the carburetter float chamber two or three times.



6. Starting by recoil starter is an easy and simple operation if undertaken correctly. Take hold of recoil starter grip (Fig. 1) and with a short smooth pull, the engine should start. It is quite unnecessary and undesirable to 'snatch' or to withdraw the cord to full extension in order to start the engine. If engine does not start after the first two or three pulls, again press the tickler and if necessary, close the choke a little further. Finally, allow the starter cord to recoil, under control, until the grip reaches its normal position of rest.
7. After the engine has started, gradually open choke to vertical position as engine warms up. Leave it in this position for working and for starting when the engine is warm.

HINT. It is better practice to under-choke and under-flood the carburetter than by going to the other extreme.

CONTROLS

Roller Drive Release Clutch

The rear roller drive release clutch (4, Fig. 9) is operated by the lever (4, Fig. 2) beneath the left handle grip. By raising the lever fully, the drive to the rear roller is disconnected, thus allowing the machine to be manoeuvred by hand in awkward corners with cutters only under power. In addition, this will allow the machine to be moved forwards or backwards freely, whether or not the engine is running.

Main Drive Clutch

The lever situated under the right handle grip (3, Fig. 3) operates the main drive clutch (7, Fig. 11). By raising the lever fully the drive from the engine to the machine is disconnected. It will remain in this position provided that the hold-out button (2, Fig. 3) is not depressed. Lowering the lever reconnects the main drive. This is done by depressing the hold-out button.

Throttle Lever

The throttle control (1, Fig. 3) provides an infinitely variable range of speed settings. To open throttle, move lever to the left and to close it reverse the direction.

TO SET THE MOWER IN MOTION

First apply slight pressure to the right hand lever, depress and hold in the button *and then* lower the lever slowly. Ensure that the Left Hand Lever is **not** held during this procedure, otherwise the cutters will revolve without the machine moving forward.

TO START ENGINE FROM HOT

The same procedure as starting from cold should be adopted except do not close choke, but flooding of the carburetter by pressing tickler (1, Fig. 1), may be necessary.

'An Automatic Governor' is fitted which will maintain a constant speed whether the engine is running light or under load, according to the setting of the throttle control lever.

IF ENGINE WILL NOT START

If after a reasonable number of trials the engine does not start, this may be due to one or more of several causes, such as:

1. *Petrol tank empty, petrol tap not turned on, or fuel supply blocked.* If the last proves to be the case, turn off petrol and disconnect the fuel supply line at the petrol tap. Having removed the supply line to the tap and checked that petrol is not flowing with tap turned on, unscrew the tap, complete with filter, from the tank, making sure that a container is at hand into which the petrol may be emptied. Clean gauze filter and tank and re-assemble. If however, there is no blockage to the fuel line, proceed as follows:

Remove two screws (15, Fig. 7) from lid of carburetter float chamber (13, Fig. 7) and remove float. Clean out float chamber and needle seat. Re-assemble carburetter, 'ensuring fuel needle locates needle seat' and that the gasket is not damaged. Reconnect fuel line to carburetter. If presence of water is suspected, drain and clean both tank and carburetter as directed above.

2. '*Air Filter*' blocked by dirt (See Air Filter, page 7).
3. Too much petrol through excessive flooding causing too rich a mixture, and wet sparking plug. If so, remove and dry plug, turn off petrol, open throttle lever and turn engine over smartly a few times with the recoil starter. This will expel excessive petrol vapour. Replace plug.

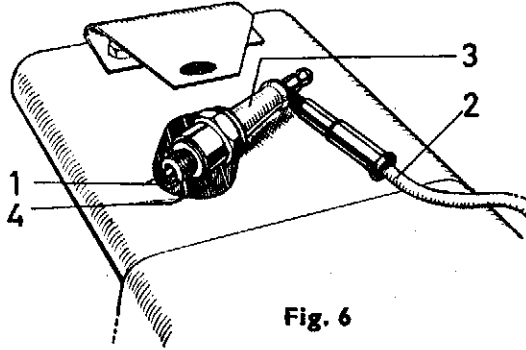


Fig. 6

4. 'Throttle lever open too wide' one quarter to one third is correct.
5. 'Defective sparking plug'. Remedy: With High Tension Lead (2, Fig. 6) attached, rest body of plug in contact with cylinder head fins (4, Fig. 6) and check that spark is visible at the points (1, Fig. 6) when the engine is rotated by recoil starter. If not, clean the plug as follows: Wash well in pure petrol, dry thoroughly and replace. The engine should now start. If however, the interior of the plug is heavily coated with solid carbon deposits, it should be cleaned by sand blasting at a garage. Adjust plug gap to .020 in. If no spark is visible after the above has been carried out, replace the plug; Champion J.8. or Lodge CAN. Also check that the high tension lead (2, Fig. 6) is in good order.

NOTE. Do not over-tighten plug since it is not only unnecessary, but can, in the course of time, lead to the stripping of the threads in the sparking plug hole.

CARBURETTER

'Adjusting Main Jet'. The main jet adjustment (12, Fig. 7) is set before the engine leaves the factory and should not be altered without good reason. This adjustment is always somewhat sensitive on a small engine and consequently should not be altered more than one-eighth of a complete turn until the effect of any such adjustment has been carefully noted. Always make this adjustment with the engine under load at normal full speed with the throttle wide open. It is not satisfactory to adjust the main jet when the engine is running light on speed governor with the throttle nearly closed.

Turning the spring-loaded screw (12, Fig. 7) to the right i.e. clockwise, will reduce the fuel flow and weaken the mixture supplied to the engine. Turning the screw anti-clockwise will

AIR FILTER

Remove the air filter (Y, Fig. 7) from the carburetter from time to time and wash thoroughly in petrol. When dry, replace. The air cleaner is a press on fitting, and can be removed by a gentle twisting and pulling motion.

NOTE. In dry or dusty conditions this operation should be repeated more often.

LUBRICATION

The oil recommended for the engine sump is suitable for lubricating your ATCO Motor Mower, and the following periods for lubrication are an approximate guide for machines which are in use for a few hours a week, but where machines are in greater use, lubrication should be carried out more frequently.

A few drops of oil monthly

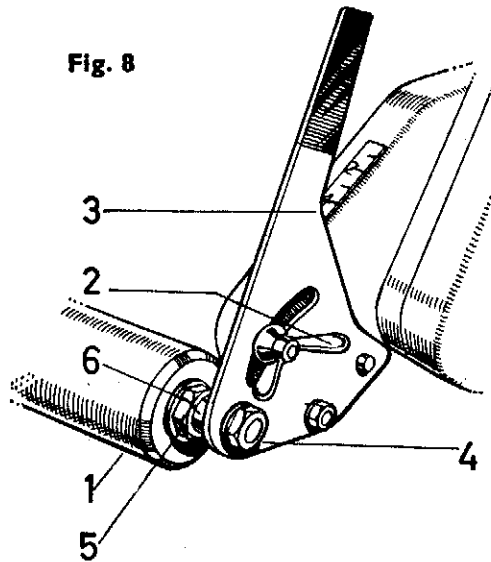
1. Between the front roller sections (1, Fig. 8) and on the shaft at each end. From time to time they should be removed and the rollers and shaft cleaned and lubricated.
2. Lightly oil all chains after removing chain cover by undoing centre screw. *Do Not Oil Clutch*, (4, Fig. 9).

NOTE. The engine shaft bearing, the rear roller bearings and cutter bearings are grease packed and require no attention between servicing periods.

A few drops of oil occasionally

1. Between the pad (5, Fig. 11) on the engine clutch operating forks and the clutch withdrawal collar, and where the shaft enters engine clutch withdrawal collar (2, Fig. 11).
2. At both ends of cables (5, Fig. 3) (6, Fig. 2) and (7, Fig. 3) operating engine clutch, roller drive release clutch and throttle.

Expose these by drawing back each outer cable a little way by hand.



ADJUSTMENTS

IMPORTANT. The motor mower is designed with an “unsprung” frame to ensure that it “sits down” to its work. Nuts, bolts and screws, therefore, tend to work loose, particularly during dry spells when mowing over rock-hard surfaces. Because of this, it is well worth checking from time to time that all “fastenings” on both machine and engine are secure and tight.

Engine Clutch

The correct adjustment is as shown in the inset (Fig. 10). If incorrectly adjusted proceed as follows:
 Slacken bracket bolt (1, Fig. 11) and cable adjuster lock nut (8, Fig. 11). Position clutch forks (6, Fig. 11) parallel to the withdrawal collar (4, Fig. 11) with the pad (5, Fig. 11) just touching it. It may also be necessary to slacken off the cable adjuster (9, Fig. 11). Now re-tighten bracket bolt (1, Fig. 11). Turn cable adjuster (9, Fig. 11) until pad is approximately $\frac{1}{16}$ " away from collar and re-tighten lock nut (8, Fig. 11). This adjustment should be checked from time to time.

Roller Drive Release Clutch

Pulling the machine backwards by the handles, the machine should start to roll back freely only when the lever (Fig. 12) has

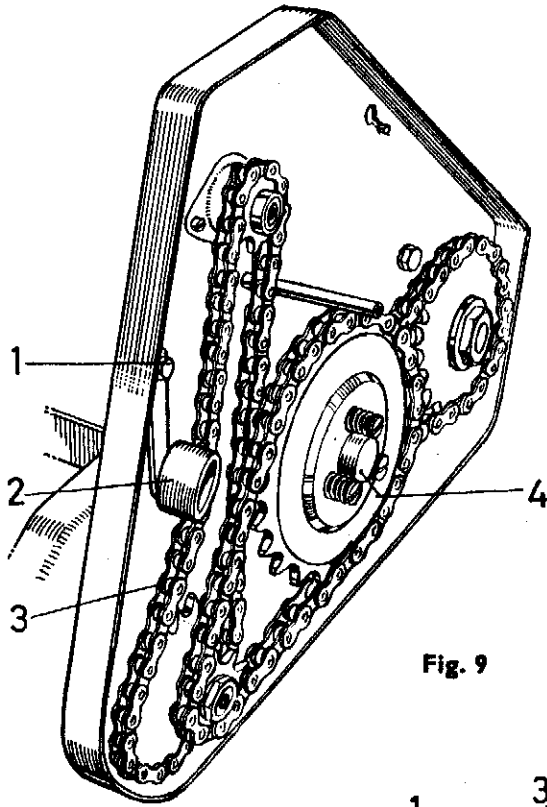


Fig. 9

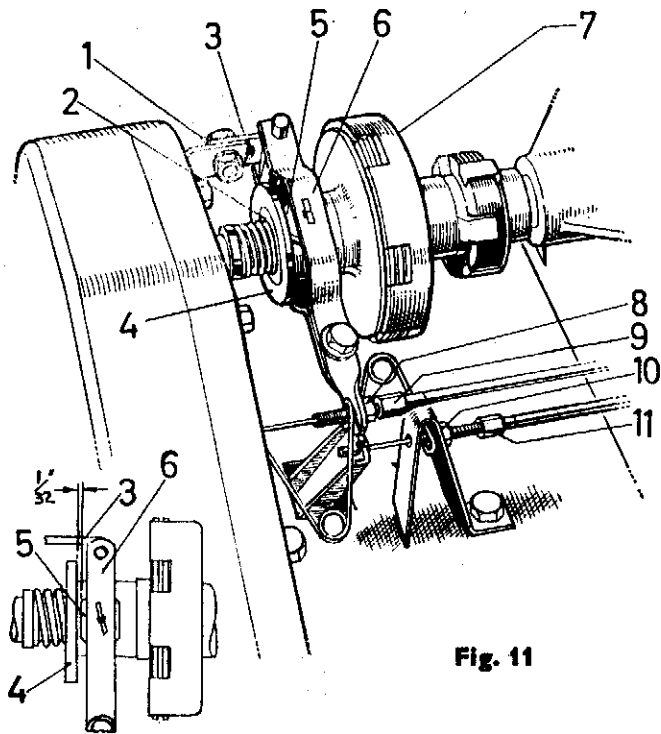


Fig. 11

Fig. 10

been actuated through at least half its total travel. For adjustment, it will be necessary to remove main drive clutch cover and expose working parts as shown in (Fig. 11). Then slacken off the lock nut (10, Fig. 11). If the machine draws back freely before the lever was actuated through half its travel, turn the adjusting screw (11, Fig. 11) clockwise. If the machine fails to draw back freely before the lever was fully actuated, turn the adjusting screw anti-clockwise. Retighten lock nut after adjustment. Recheck setting.

Chains

Engine shaft to cutter shaft (3, Fig. 9). Slacken bolt (1, Fig. 9) and move tensioner (2, Fig. 9) towards chain so that there is approximately $\frac{1}{2}$ " of movement on the rear run of the chain. The remaining two chains will rarely require adjustment between servicing periods. These are adjusted, when necessary, by moving the roller drive clutch spindle (4, Fig. 9) up a slot in the sideframe after loosening securing nut (*no more than two and a half full turns*) located on the inside of the frame. Tighten nut firmly after adjustment.

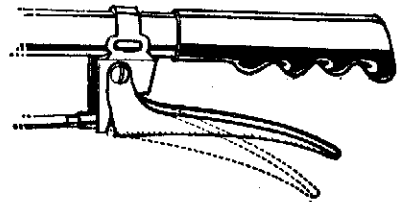
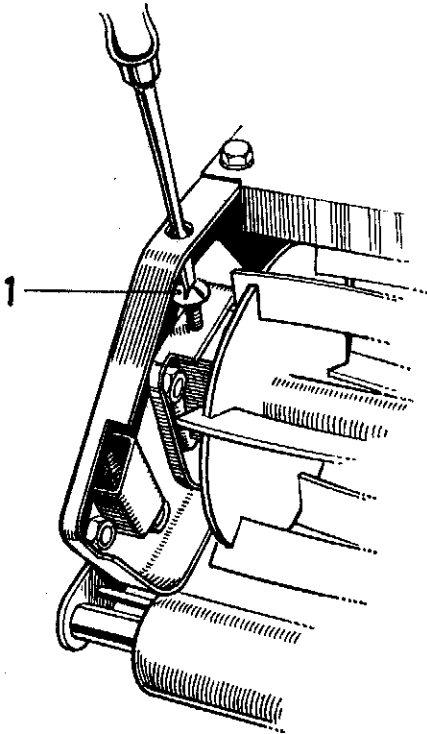


Fig. 12

Fig. 13

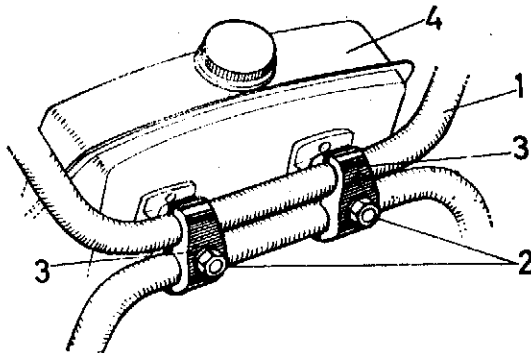
Cutters

(Cutting cylinder to bottom blade). As wear takes place the cutting cylinder has to be lowered on to the bottom blade. By rotating adjusters (1, Fig. 13) clockwise, one on either side of machine, the cutting cylinder is brought closer to the bottom blade and vice versa. This adjustment should be carried out a little at a time at each end of the cutting cylinder until each blade will cut paper evenly along the whole length of the bottom blade. Do not adjust cutters too hard against bottom blade or undue wear will be caused.

Front Rollers

For height of cut. Hold the adjusting lever (3, Fig. 8) firmly and loosen the wing nut (2, Fig. 8). Raise or lower front rollers by lever control to the height setting required on the scale provided. Read the divisions against the rear edge of the lever. Secure setting firmly by wing nuts, making sure that the levers on each side of the mower are in line with each other.

Fig. 14



Handles

To suit individual preference the height of the handle grips can be adjusted by altering the angle of the upper handle section. To achieve this, loosen the two nuts (2, Fig. 14) securing the upper and lower handle brackets (3, Fig. 14) at the same time holding the petrol tank (4, Fig. 14) to prevent its position being disturbed. Now move upper handle section forwards to raise height and backwards to lower. Tighten nuts firmly.

WINTER STORAGE

To maintain the machine in good order during the Winter months, the following procedure is recommended:—

Remove all dirt and dust and carry out a full lubrication as described in this Manual. Also smear oil over cutting faces of knives and bottom blade.

Store the machine in a dry place, and start the engine and run it briefly at least twice during the winter to maintain an internal oil film and to avoid the possibility of valve-sticking the following spring.

NOTE. If it is not going to be possible to run the engine at intervals during the winter, it is advisable to squirt about one teaspoonful of engine oil into the sparking plug hole and to turn the engine over a few times before putting the machine away for the winter. The sparking plug should be replaced after this operation has been carried out.

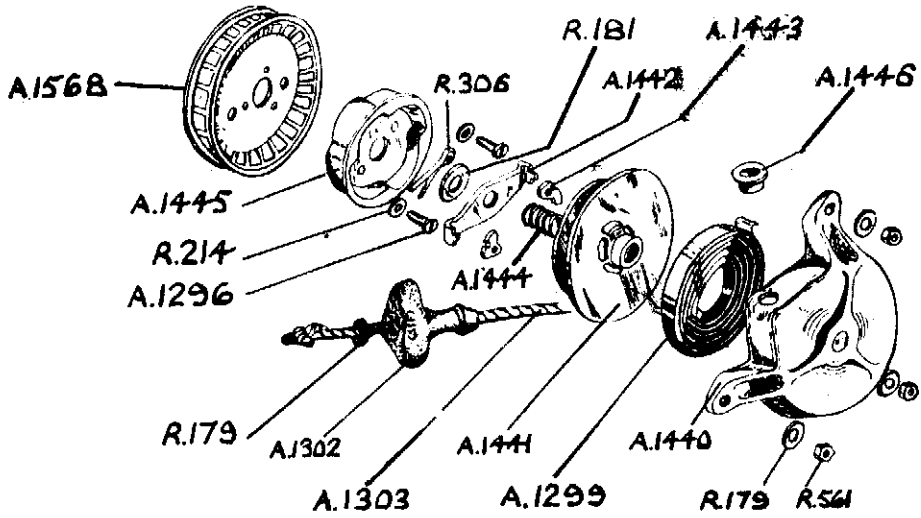
N.B. It is unwise to use "stale" petrol which has been in store in your shed through the winter months. The container may not have been airtight and the resultant steady evaporation of the volatile content of the petrol is a condition which is often a contributory factor in cases of bad starting at the beginning of the mowing season.

Wrap brown paper around engine. Cover machine up and store in a dry place.

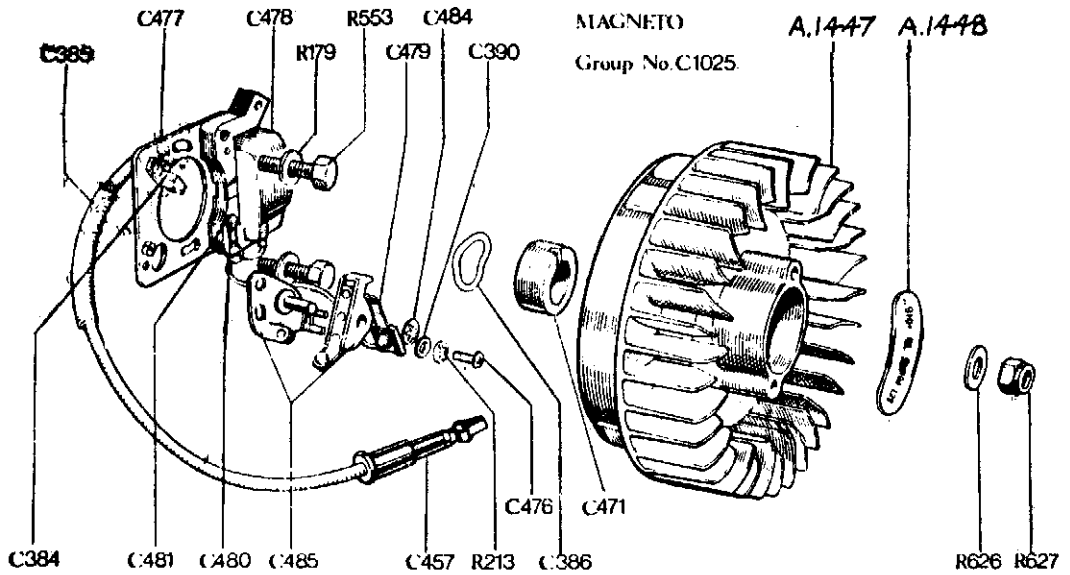
IMPORTANT

To the owner — it should be particularly noted that items such as the cleaning of sparking plugs and jets, the adjustment of chains, cutters, etc. do not come under the Guarantee. While the services of our representatives are available for the carrying out of minor adjustments, a charge would be required to be made to defray time and journey expenses.

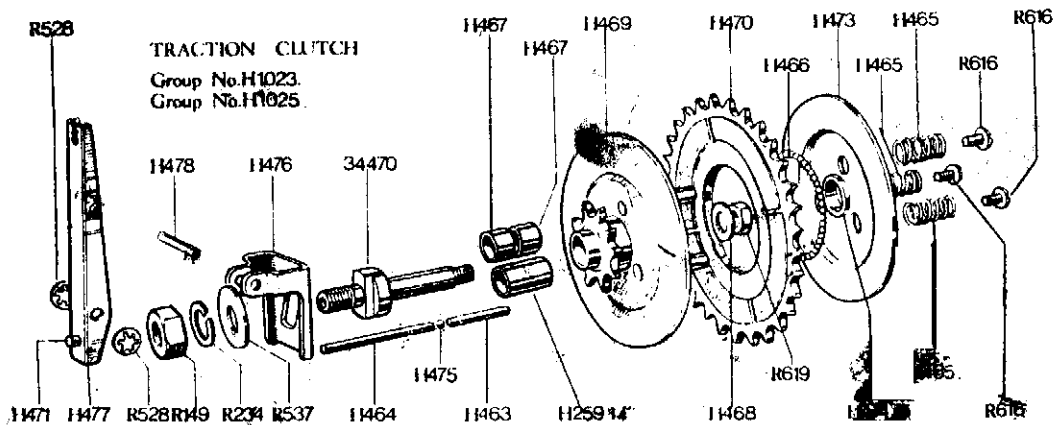
Full particulars of all such adjustments and the necessary information in regard to plug cleaning, etc., are clearly set out in this Instruction book, and are capable of being attended to, from the information given, without special mechanical knowledge.



RECOIL STARTER 14" Group No. S1226 17" & 20" Group No. S1227



MAGNETO 14" 17" & 20" Group No. C1025



TRACTION CLUTCH 14" Group No. H1023 17" & 20" Group No. H1025

ENGINE 14" 17" and 20"

Stock No.	Per Set	Definition
A1117	1	Oil Drain Plug
A1258	2	Gudgeon Pin Circlip
A1260	1	Valve Seat Insert - Exhaust
A1261	1	Valve Guide - Exhaust
A1262	1	Valve Guide Inlet
A1263	1	Inlet Valve
A1264	2	Valve Spring Peg
A1265	1	Valve Spring Inlet
A1266	1	Valve Spring Exhaust
A1267	2	Valve Spring Retainer
A1268	1	Magneto Backplate Gasket
A1271	2	Main Bearing Bush
A1272	1	Breather Baffle
A1273	1	Breather Body
A1276	1	Disc Valve
A1277	1	Breather Valve Cap
A1278	1	Breather Valve Spring
A1279	1	Valve Chest Baffle
A1280	1	Valve Chest Cover Gasket
A1281	1	Valve Chest Cover
A1283	1	Sump Gasket
A1285	1	Filler Plug
A1286	1	Dipstick
A1311	4	Cylinder Head Bolt
A1314	1	Sump Bolt
A1315	1	Sump Bolt
A1316	2	Con Rod Bolt
A1317	1	Con Rod Plate
A1318	2	Oil Seal
A1319	1	Stud (Valve Chest Cover)
A1321	1	Breather Baffle Drive Screw
A1510	1	Sparking Plug
A1526	1	Cut Out Plate (Engine)
A1527	1	Oil Splasher
A1528	1	Sump (Deep)
A1534	1	Air Vane
A1535	1	Air Vane Spindle
A1545	1	Cylinder Block
A1546	1	Crankshaft
A1547	1	Crankshaft
A1548	1	Con Rod Assy.
A1549	2	Tappets
A1550	1	Cylinder Head
A1551	1	Cylinder Head Gasket
A1552	1	Exhaust Valve
A1554	2	Cylinder Head Studs
A1555	1	Piston (STD)
A1556	1	Piston Ring (Top) STD
A1557	1	Piston Ring (Middle) STD
A1558	1	Piston Ring (Scraper) STD
A1559	1	Gudgeon Pin
C472	1	Magneto Backplate
D225	1	Washer (Banjo Union)
E154	1	Silencer Assy.
E155	1	Locknut for Silencer
F79	1	Cowl
R172	1	Plain Washer (Sump Bolt)
R179	1	Plain Washer (Valve Cover Stud)
R181	4	Plain Washer (Cylinder Head Bolt)
R214	4	Shakeproof Washer (Mag. Backplate)
R216	1	Shakeproof Washer (Sump Bolt)
R480	1	Woodruff Key (C/Shaft)
R553	4	Set Pin (Mag. Backplate)
R554	1	Asbestos Washer
R559	1	Nut (Valve Cover Stud)
R631	2	Spring Washer (Cyl. Head Nut)
<u>Overize Components</u>		
A1560	1	Piston Only 020 o/s
A1561	1	Compression Ring 020 o/s
A1562	1	Scraper Ring 020 o/s
A1563	1	Oil Ring 020 o/s
A1564	1	Piston Only 040 o/s
A1565	1	Compression Ring 040 o/s
A1566	1	Scraper Ring 040 o/s
A1567	1	Oil Ring 040 o/s

CARBURETTER APPLICABLE TO 14" ONLY

Stock No.	Per Set	Definition
A1536	1	Governor Spring
D473	1	Throttle Stop Screw
R558	1	Stud for Throttle Lever
D581	1	Carburettor Barrel Assy.
D582	1	Needle Seating
D586	1	Carburettor Bowl
D588	1	Carburettor Complete (Less Filter)
D673	1	Throttle Link

CARBURETTER 14" 17" and 20"

Stock No.	Per Set	Definition
A1289	1	Gasket (Manifold)
A1356	1	Inlet Manifold
A1555	1	Governor Spring
D470	1	Spring for Tickler
D474	1	Spring for Throttle Stop Screw
D475	1	Air Regulating Screw
D476	1	Spring for Air Regulating Screw
D478	1	Spring for Air Regulating Screw
D479	1	Float and Needle Assy
D571	1	Throttle Lever
D573	1	Throttle Return Spring
D574	1	Rubber Bush for Air Filter
D575	1	Air Filter Body
D576	1	Air Filter Element
D577	1	Air Filter Screen (Outer)
D578	1	Air Filter Screen (Inner)
D579	1	Air Filter Circlip
D580	1	Air Filter Assy. Complete
D583	1	Gasket (Bowl to Barrel)
D585	1	Fuel Adjustment Screw
D587	1	Slow Running Tube
D588	1	Tickler
D590	1	Screw and Spring Washer (Short)
D591	1	Screw and Spring Washer (Long)
D682	1	Throttle Link
D696	1	Throttle Stop Screw
D697	1	Carb. Barrel Assy
D698	1	Needle Seating
D699	1	Carb. Bowl
D695	1	Carb. Complete (Less Filter)
R214	4	Shakeproof Washer
R479	1	Fibre Washer for Fuel Adjustment Screw
R535	1	Split Pin for Tickler
R556	4	Screw (Carb. and Inlet Manifold)
R558	1	Stud for Throttle Lever
R560	1	Washer for Throttle Lever
R562	1	Nut for Throttle Lever

RECOIL STARTER 14" 17" and 20"

Stock No.	Per Set	Definition
R179	4	Washer
R181	1	Washer
R214	2	Shakeproof Washer
R306	1	Split Pin
R561	3	Nut For Cover
A1296	2	Screw For Hub
A1299	1	Starter Return Spring
A1302	1	Rope Handle
A1303	1	Starter Rope
A1440	1	Starter Cover With Eyelet
A1441	1	Starter Pulley
A1442	1	Starter Activator
A1443	2	Pawl
A1444	1	Compression Spring
A1445	1	Driving Hub
A1446	1	Eyelet For Cover
A1568	1	Plastic Rotary Screen

MAGNETO 14" 17" and 20"

Stock No.	Per Set	Definition
C384	1	Cam Felt
C385	1	HT Lead
C386	1	Wave Washer
C390	1	Washer (Adjuster Plate Screw)
C457	1	Suppressor
C471	1	Cam Sleeve
C474	1	Flywheel
C475	1	Inspection Cover
C477	1	Stator Plate Assy
C478	1	Coil and Condensor Assy.
C479	1	Retaining Clip for Coil
C480	1	Lead Clamp Screw
C481	1	Star Washer
C484	1	Retaining Clip (Breaker Arm)
C485	1	Contact Breaker Set
R179	2	Plain Washer
R553	2	Stator Plate Bolt
R626	1	Crankshaft Washer
R627	1	Crankshaft Nut

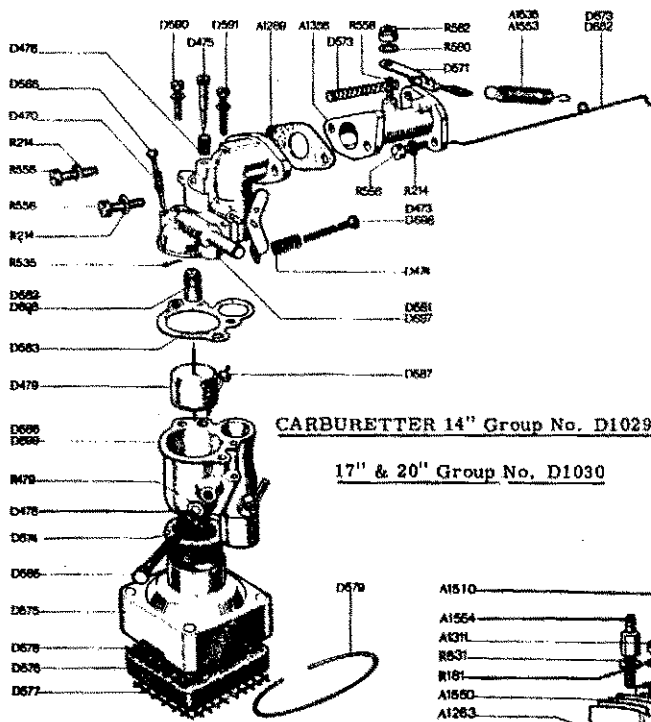
TRACTION CLUTCH APPLICABLE

TO 14" ONLY

Stock No.	Per Set	Definition
G740	1	Traction Clutch Unit Assy
H259	1	Oilite Bush
H475	1	Ball 3/16 Diam.

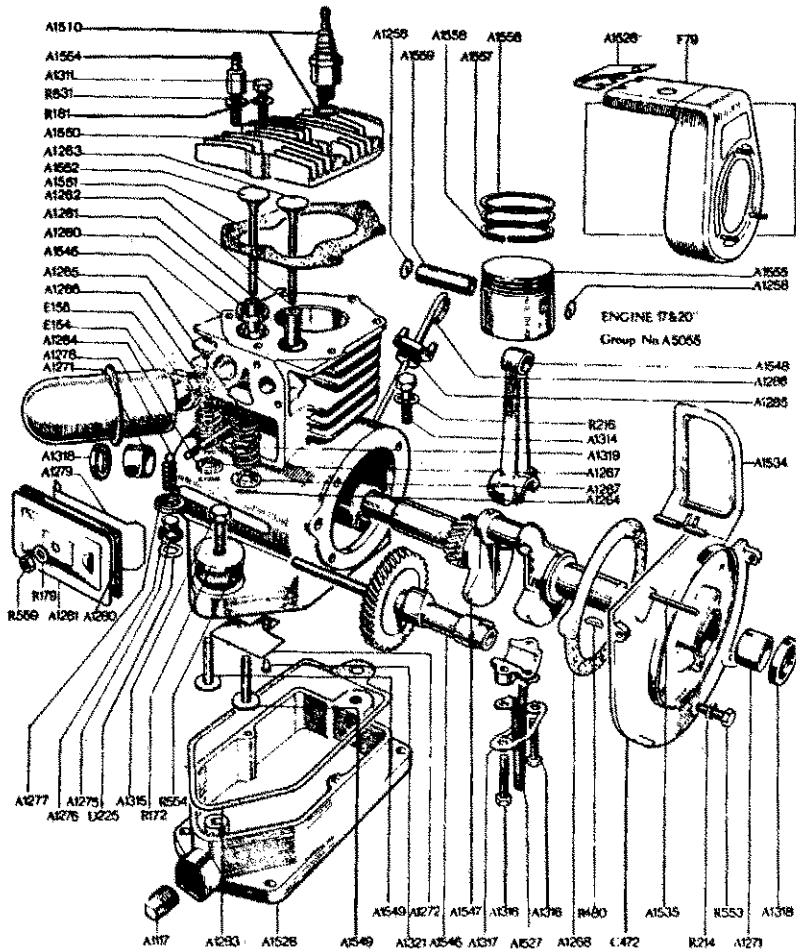
TRACTION CLUTCH 14" 17" and 20"

Stock No.	Per Set	Definition
H463	1	Push Rod (Inner)
H464	1	Push Rod (Outer)
H465	3	Clutch Spring
H466	52	Ball Bearing
H467	2	Oilite Bush
H468	1	Tufnol Washer
H469	1	Clutch Boss and Sprocket Assy.
H470	1	Chainwheel and Cork Assy.
H471	1	Pressure Pad
H473	1	Outer Pressure Plate
H474	1	Cup for Other Pressure Plate
H475	1	Ball 3/16 Diam.
H476	1	Fulcrum Bracket
H477	1	Operating Lever
H478	1	Fulcrum Pin
H149	1	Nut (Clutch to Frame)
R234	1	Washer (Clutch to Frame)
R528	2	Spirefix Washer
R537	1	Washer (Clutch to Frame)
R616	3	Screw (Clutch Spring)
R619	1	Locknut
34470	1	Spindle



CARBURETOR 14" Group No. D1029

17" & 20" Group No. D1030



ENGINE 17" & 20" Group No. A5055

ATCO

SERVICE BRANCHES

SERVICE

A minimum of service will be required with your ATCO. In cases of difficulty, your Dealer or your nearest Atco Service Branch, or if abroad, your supplier, should be referred to, when you will find prompt, courteous and efficient service available, always at reasonable charges. Finally, we wish to assure you that your satisfaction with your Atco is our permanent interest, forming part, as it does of a world-wide Atco goodwill.

LONDON
61 Albert Road North
Reigate, RH2 9EP, Surrey
Telephone: 07372-45731/5

NEWMARKET (Suffolk)
176 Exning Road
Newmarket, CB8 0AF
Telephone: 0638-4418/9

CHEPSTOW (Mon.)
Castleford, Tutshill
Chepstow, NP6 7YJ
Telephone: 02912-2732, 2114

SCOTLAND
Industrial Estate
Larkhall, ML9 2PF
Lanarkshire
Telephone: 0698-882370

READING (Berks.)
7-9 Boulton Road
Reading, RG2 0ND
Telephone: 0734-84258/9

DARLINGTON
(Co. Durham)
McMullen Road
Darlington, DL1 1XZ
Telephone: 0325-2671, 66939

BIRMINGHAM (Warks.)
P.O. Box No. 256
Tilton Road, Small Heath
Birmingham, B9 4PR
Telephone: 021-773 1441/3

PRESTON (Lancs.)
The Grove, School Lane
Longton, Nr. Preston
PR4 4SA
Telephone: 0772-612451/2

SHEFFIELD (Yorks.)
Rotherham Road,
Eckington, S31 9FH
Telephone: 024683-2373/4

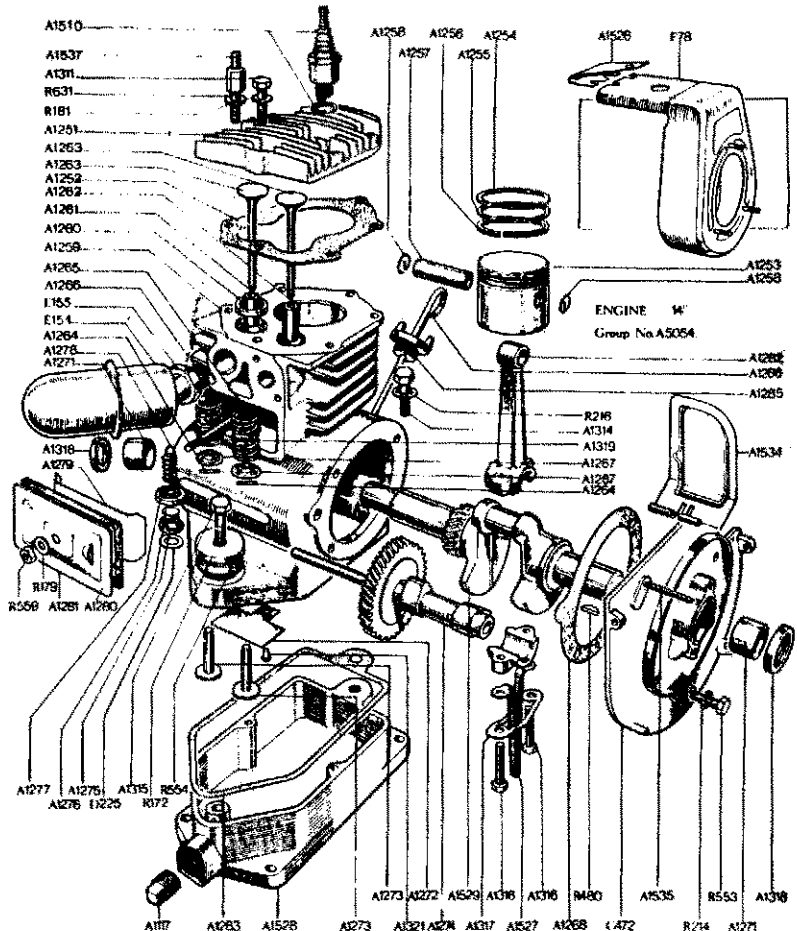
EXETER (Devon)
14 Marsh Green Road
Marsh Barton
Exeter, EX2 8PG
Telephone:
0392-73882, 54017

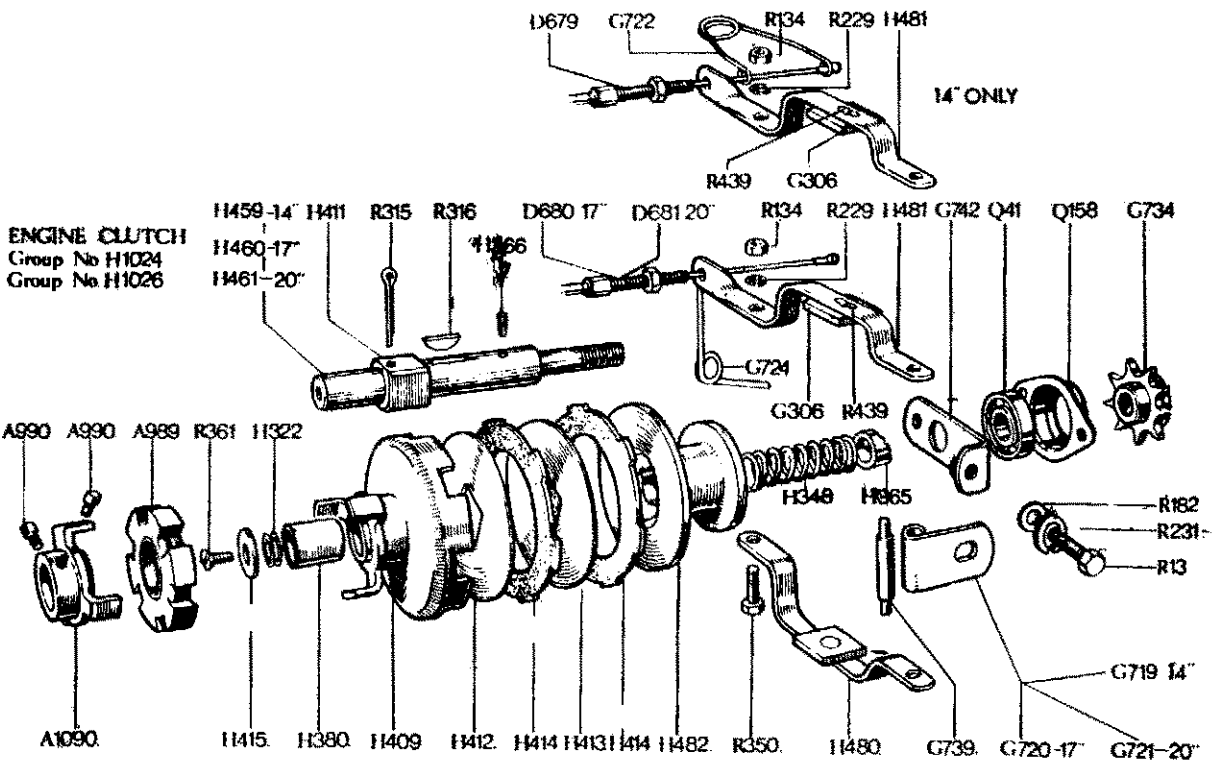
NORTHERN IRELAND
Rugby Engineering Works
M1 Rugby Avenue
Belfast, BT7 1RF.
Telephone: 0232-36488/9

ENGINE 14" Group No. A5054

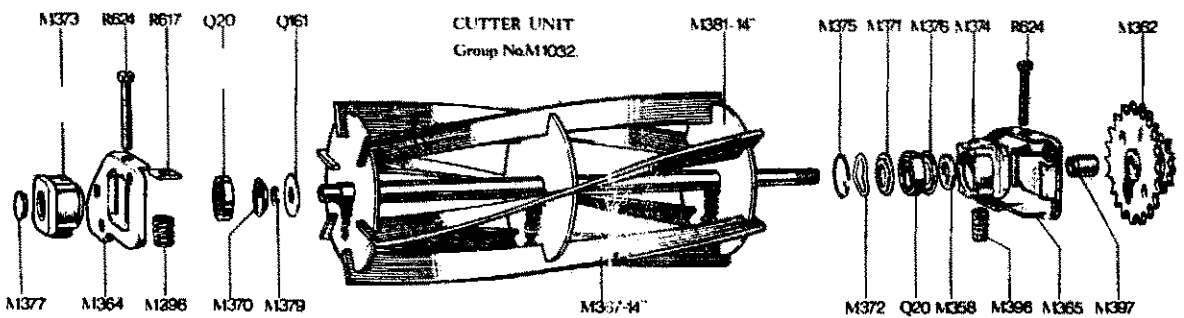
ENGINE APPLICABLE TO 14" ONLY

Stock No.	Per Set	Definition
A1251	1	Cylinder Head
A1251	1	Cylinder Head Gasket
A1253	1	Piston (STD)
A1254	1	Piston Ring (Top) Std
A1255	1	Piston Ring (Middle) Std
A1256	1	Piston Ring (Scraper) Std
A1257	1	Gudgeon Pin
A1259	1	Cylinder Block
A1263	2	Valve, Inlet and Exhaust
A1274	1	Camshaft
A1282	1	Con Rod Assy
A1537	2	Cylinder Head Studs
F78	1	Cowl
R181	4	Plain Washer (Cylinder Head Bolt)
R214	4	Shakeproof Washer (Magneto Backplate)
Oversize Components		
A1322	1	Piston Ring, Compression (Top) 005 o/s
A1323	1	Piston Ring Scraper (Middle) 805 o/s
A1324	1	Piston, Oil Ring (Bottom) 005 o/s
A1343	1	Piston Complete 020 o/s
A1344	1	Piston Ring, Compression (Top) 020 o/s
A1345	1	Piston Ring Scraper (Middle) 020 o/s
A1346	1	Piston Oil Ring (Bottom) 020 o/s
A1347	1	Piston Complete 040 o/s
A1348	1	Piston Ring, Compression (Top) 040 o/s
A1349	1	Piston Ring, Scraper (Middle) 040 o/s
A1350	1	Piston Oil Ring (Bottom) 040 o/s

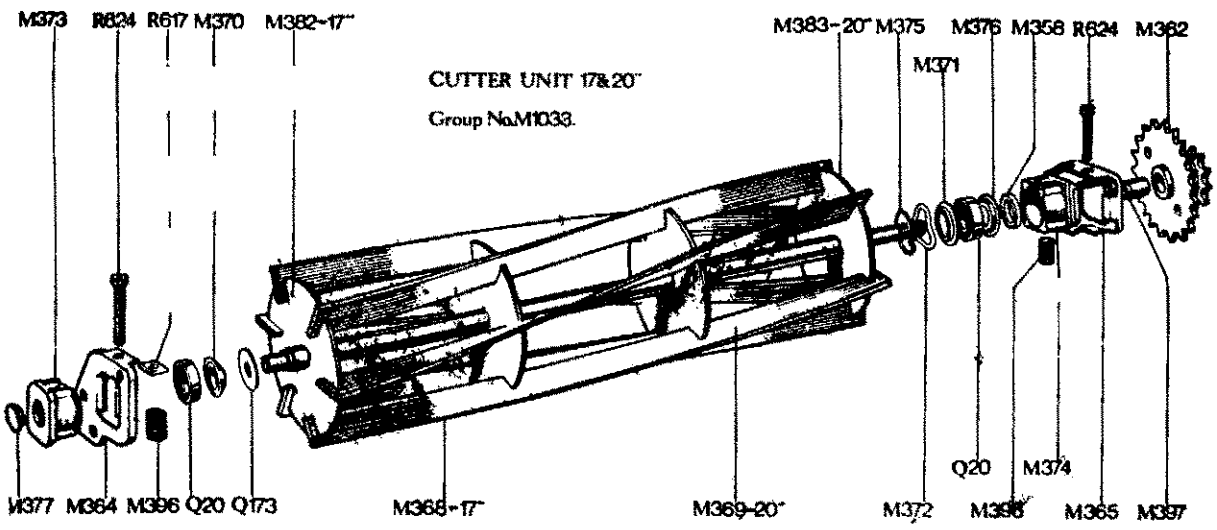




ENGINE CLUTCH 14" Group No. H1024 17" & 20" Group No. H1026



CUTTER UNIT 14" Group No. M1032



CUTTER UNIT 17" & 20" Group No. M1033

ENGINE CLUTCH APPLICABLE TO 14" ONLY

Stock No.	Per Set	Definition
D679	1	Cable Assy (Engine Clutch)
G719	1	Clutch Fulcrum
G722	2	Lever Return Spring
H459	1	Clutch Shaft
H462	1	Collar for Spring
R319	1	Shaft Key

ENGINE CLUTCH 14" 17" and 20"

A989	1	Rubber Coupling Assy.
A990	2	Screw (Engine Coupling)
A1090	1	Engine Coupling Assy.
D680	1	Cable Assy. (Engine Clutch) 17"
D681	1	Cable Assy. (Engine Clutch) 20"
G306	2	Contact Tip
G720	1	Clutch Fulcrum 17"
G721	1	Clutch Fulcrum 20"
G724	1	Lever Return Spring (Engine Clutch)
G734	1	Clutch Sprocket & Boss Assy.
G739	1	Pin for Engine Clutch Fulcrum
G742	1	Clutch Fulcrum Assy.
H322	A/R	Shim
H348	1	Clutch Spring
H365	1	Spring Retainer
H366	1	Peg for Retainer
H380	1	Bush for Boss
H409	1	Driving Member Assy.
H411	1	Driving Square
H412	1	Driving Plate (Thick)
H413	1	Driving Plate (Thin)
H414	2	Friction Plate (Ferodo)
H415	1	Washer (Bearing Retaining Clutch)
H460	1	Clutch Shaft 17"
H461	1	Clutch Shaft 20"
H480	1	Clutch Fork Assy. (Upper)
H481	1	Clutch Fork Assy. (Lower)
H482	1	Withdrawal Sleeve Assy.
Q41	1	Ball Race
Q158	1	Clutch Bearing Housing
R13	1	Set Pin (Fulcrum to Bracket)
R134	1	Nut (Clutch Fork)
R182	1	Washer (Fulcrum to Bracket)
R229	1	Washer (Clutch Fork)
R231	1	Washer (Fulcrum to Bracket)
R315	1	Cotter Pin for Driving Square
R316	1	Key for Clutch Shaft
R350	1	Set Pin for Clutch Fork
R361	1	Screw (Clutch Shaft End)
R439	2	Bifurcated Rivet (Contact Tip)

CUTTER UNIT APPLICABLE TO 14" ONLY

M367	6	Cutter Blade 14"
M379	1	Spacer (RH Bearing Seal)
M381	1	14" Cutting Cylinder
Q181	1	Washer (Cutter Seal RH)

CUTTER UNIT 14" 17" and 20"

M358	1	Felt Washer (LH Bearing)
M362	1	Cutter Chainwheel Assy.
M364	1	End Bracket Assy. RH
M365	1	End Bracket Assy. LH
M368	6	Cutter Blades 17"
M369	6	Cutter Blades 20"
M370	1	Plastic Seal (RH Bearings)
M371	1	Plastic Seal (LH Bearings)

FRONT ROLLERS, 14", 17", 20"

Stock No.	Per Set	Definition
K290	1	Roller Shaft 14"
K291	1	Roller Shaft 17"
K292	1	Roller Shaft 20"
K237	2	Wood Roller 14", 17" & 20"
K238	1	Wood Roller (Centre) 20"
K239	1	Wood Roller (Centre) 17"
K293	2	Lever
K243	2	Spacing Tube
K248	2	Lever Grip (Plastic)
R194	4	Washer (F/Roller) (3 for 14")
R234	2	Spring Washer (F/Roller Shaft)
R149	1	Nut (F/Roller Shaft)
R625	2	Cup Square Bolt
R633	2	Wing Nut

REAR ROLLER APPLICABLE TO 14" ONLY

J367	1	Rear Roller Assy 14"
J389	1	Distance Tube (Rear Roller)
J392*	1	Bearing Seal RH Rear Roller
J393*	1	Bearing Seal LH (Inner) Rear Roller
J394*	1	Bearing Seal LH (Outer) Rear Roller
J396*	1	Collar for Seal (Outer) Rear Roller
J397*	1	Circlip Rear Roller
J400*	1	Sealing Ring for LH Housing Rear Roller
J402*	1	Rear Roller Assembly
Q42*	2	Ball Bearing Rear Roller
Q150*	1	Bearing Retainer Washer Rear Roller
Q175*	1	Bearing Housing LH
Q176*	1	Bearing Housing RH
R76*	1	Bearing Retaining Screw Rear Roller Shaft
R621*	2	Washer for Chainwheel Rear Roller Shaft

* The above parts are not illustrated.

REAR ROLLER 14" 17" and 20"

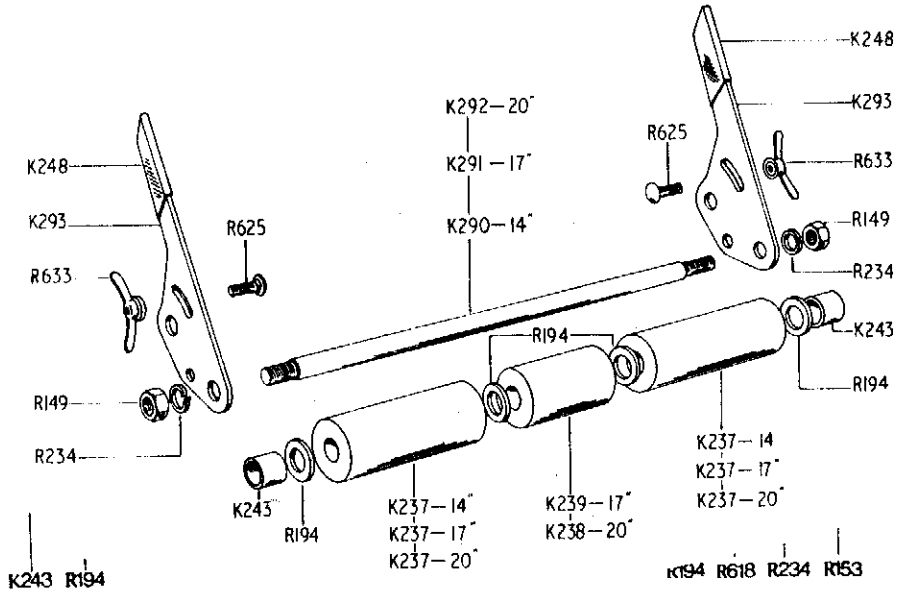
J94	4	Bush for Tubes
J203	1	Driving Hexagon
J204	2	Circlip for Ratchets
J205	1	Ratchet Spring
J376	1	Rear Roller Shaft 17"
J377	1	Rear Roller Shaft 20"
J378	2	Collar for Shaft
J381	1	Dust Cover
J382	1	Rear Roller RH 17"
J383	1	Rear Roller LH 17"
J384	1	Rear Roller RH 20"
J385	1	Rear Roller LH 20"
J388	1	Chainwheel 20T (Rear Roller)
J390	1	Ratchet RH Drive
J391	1	Ratchet LH Drive
Q174	2	Rear Roller Bearing Assembly
R15	4	Set Pin (R/R Bracket)
R159	1	Locknut (R/R Shaft)
R231	4	Washer (R/R Bracket)
R331	1	Key for Roller Shaft
R614	4	Screw (Allen Type R/R Collar)
R620	1	Washer (R/R Shaft)
R621	1	Washer (R/R Chainwheel)

MAIN FRAME 14" 17" and 20"

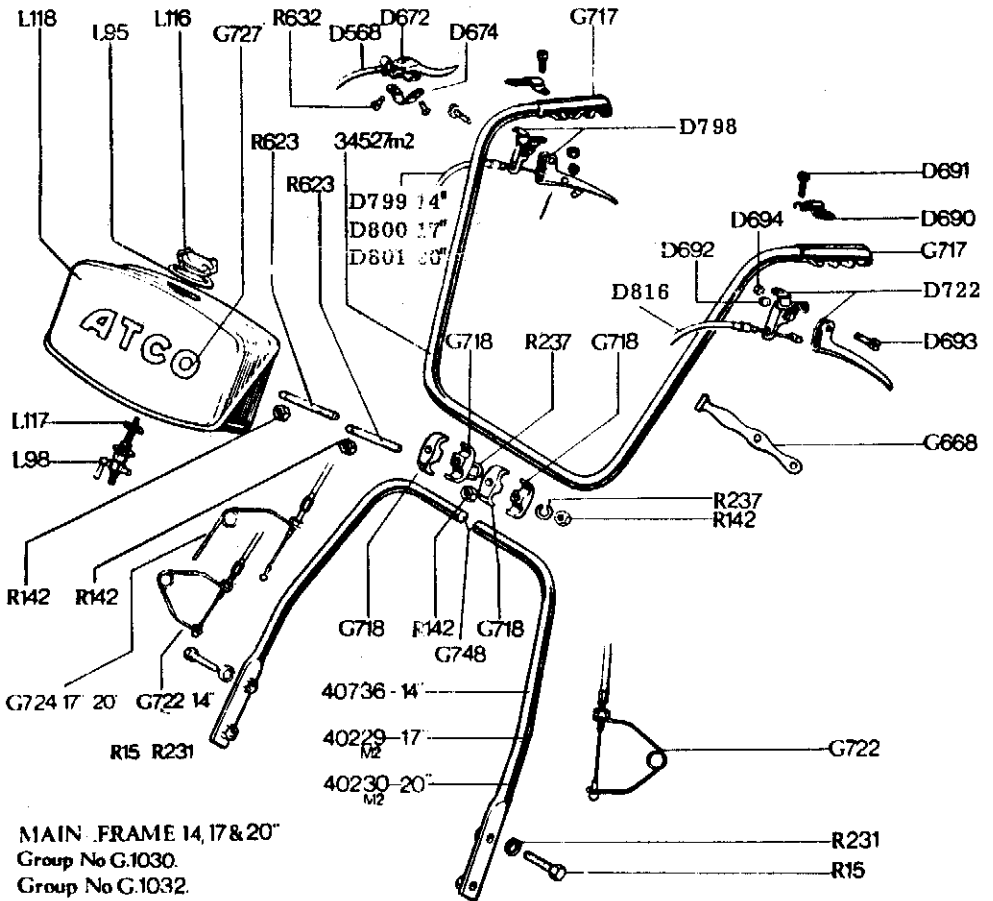
D568	1	Control Cable Assy
D672	1	Control Lever Assy
D674	2	Control Lever Clip
D798	1	Control Lever Assy. RH (With Hold Out)
D722	1	Control Lever Assy. LH
D816	1	Cable Assy. (Traction Clutch)
D800	1	Cable Assy. (Engine Clutch) 17"
D801	1	Cable Assy. (Engine Clutch) 20"
D690	2	Fixing Clip
D691	2	Screw for Clip 2 BA.
D692	2	Nut (Fixing Clip)
D693	2	Pivot Screw 7/8" x 1 1/4"
D694	2	Locking Nut 1/4 BSF
G668	2	Cable Strap (Rubber)
G717	2	Handle Grip
G718	4	Handle Clamp
G722	1	Lever Return Spring
G724	1	Lever Return Spring (Engine Clutch)
G727	1	Transfer (Medium Atco) Tank and Chain Cover Closing Plug for Split Handles (Not illus.)
L95	1	Filler Cap Washer
L98	1	Fuel Tap
L116	1	Filler Cap
L117	A/R	Fibre Washer for Tap
L118	1	Fuel Tank
R15	4	Set Pin, handles and Rear Roller Brackets
R142	4	Nut Handle Clamp
R231	4	Washer (Handles & R. R. Brackets)
R237	2	Washer (Handle to Tank)
R623	2	Stud 3/8 BSF (Handle Clamp)
R632	2	Control Lever Clip Screw
34527m2	1	Upper Handle Bend 17" & 20
40229m2	2	Lower Hand Bend Assy 17"
40230m2	2	Lower Hand Bend Assy 20"

FRONT ROLLERS 14", 17" & 20"

K248



FRONT ROLLERS 14" Group No. K1020 17" & 20" Group No. K1021



MAIN FRAME 14, 17 & 20"
Group No G.1030.
Group No G.1032.

MAIN FRAME 14" Group No. G1030 17" & 20" Group No. G1032

MAIN FRAME APPLICABLE TO 14" ONLY

Stock No.	Per Set	Definition
D799	1	Cable Assy (Engine Clutch)
D816	1	Cable Assy (Traction Clutch)
G722	2	Lever Return Spring
G748	2	Closing Plug for Lower Handle Bends
34527		
M2	1	Upper Handle Bend 12" and 14"
40736	2	Lower Handle Bend Assy 14"

SIDE ROLLER 14" 17" and 20"

K290	1	Tie Rod 14"
K293	2	Lever
K248	2	Lever Grip (Plastic)
K250	2	Outside Roller Spindle
K251	2	Tension Pin for Spindle
K252	2	Roller (Cast Iron)
K291	1	Tie Rod 17"
K292	1	Tie Rod 20"
K257	2	Bracket (Outside Roller)
R134	2	Nut
R153	6	Nut (Spindles)
R229	2	Spring Washer
R234	4	Spring Washer (Spindles)
R350	2	Set Pin 1/4 B.S.F.
R470	4	Washer (Spindles and Tie Rod)

MAIN FRAME APPLICABLE TO 14" ONLY

G726	2	Transfer (Height of Cut) Not illus.
G731	1	Clutch Cover
G736	1	Transfer (Fourteen) Grass box.
G745	1	Engine Platform Assy 14"
M363	-	Bottom Blade Screw 7
M385	1	14" Bottom Blade
M399	1	Carrier with Bottom Blade 14"
M393	1	Delivery Plate 14"
N144	1	Grassbox 14"
R3	1	Set Pin (Chain Cover Pillar)
R182	17	Set Pin Washer (Engine Fixing-4, Fulcrum to Bracket-1, Platform to Frame-6, End Bracket to Frame-6

MAIN FRAME 14" 17" and 20"

G352	1	Transfer "Atco" 4 Stroke (Cowl) Not. Illus.
G353	1	Transfer Large "Atco" (Grassbox)
G355	1	Transfer Royal Warrant (Clutch Cover)
G725	1	Outer Chain Cover Assy.
G726	1	Transfer (Height of Cut) Not illus.
G727	2	Transfer (Tank and Chain Cover) Not illus.
G728	1	Side Frame Assy. RH
G729	1	Side Frame and Inner Cover Assy. LH
G730	1	Engine Platform Assy 17"

Note: Side Rollers may be fitted either inside or outside roller brackets.

MAIN FRAME APPLICABLE TO 14" ONLY

Stock No.	Per Set	Definition
R3	2	Set Pin (Thrower Plate)
T625	1	Cup Square Bolt LH Grassbox Bracket

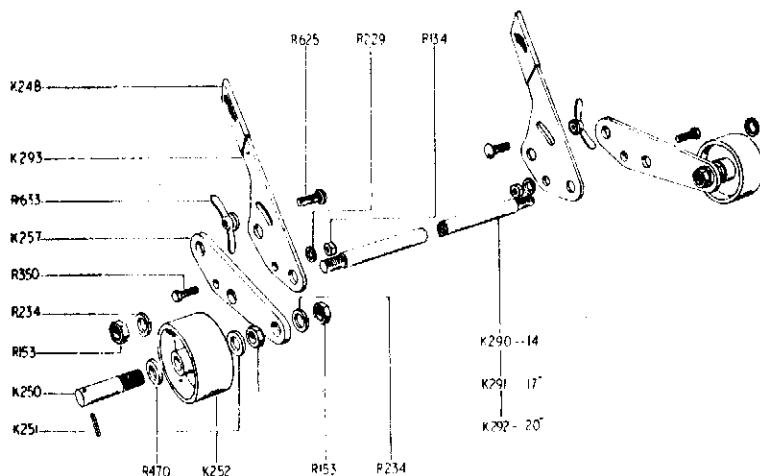
MAIN FRAME 14" 17" and 20"

R182	17	Set Pin Washer (Engine Fixing - 4; Fulcrum to Bracket - 1; Platform to Frame - 6; End Bracket to Frame - 6)
R214	3	Washer (Clutch Bearing Pins - 2; Chain Cover Pillar - 1)
R229	5	Washer (Thrower Plate - 2; Clutch Fork - 1)
R231	16	Washer (Engine Fixing - 4; B/B Carrier Bracket - 2; F/Roller Pivot - 2; Cable Stop Platform - 1; G/Box Bracket RH - 1; Chain Tensioner - 1; Fulcrum to Bracket - 4)
R431	1	Cup Square Bolt (RH Grassbox Bracket)
R524	2	Screw (Clutch Bearing Housing Bracket)
R539	4	Washer (Thrower Plate and Cover)
R611	4	Screw (Thrower Plate and Cover)
R613	1	Screw (Chain Cover)
R615	2	Screw (Bottom Blade Carrier to Bracket)
U119	2	Washer (Thrower Plate)
34535m21	1	Chain Cover Pillar
34545	1	Grassbox Bracket RH
34546	1	Grassbox Bracket LH
G916	1	Stiffening Bracket (Not Shown)

TOOLS

S50	Plug Spanner
S59	Spanner - Multi
S62	Spanner 1/2 x 5/8 BSF

SIDE ROLLERS 14", 17" & 20"



SIDE ROLLERS 14" Group No. K1117 17" & 20" Group No. K11