ATCO

MOTOR MOWER

Use, Care & Maintenance

Manual of Instruction

The CHARLES H. PUGH LIMITED

Head Office and Works:

TILTON ROAD, BIRMINGHAM

Teddington: Accurate, British

Teddlthorpe: Victoria 416 (3 lines)
CHARLES H. PECH LTD.

Exposure.

Save the power of the machine and in this way unnecessary for one service, Xerox and in this way unnecessary for our service. Profit and Xerox more of real use, and observe that Xerox, more of real use, and observe that Xerox, more of real use.

It is hoped that the instructions given in this manual may prove of real use, and observe that Xerox, more of real use, and observe that Xerox, more of real use.

The directions given are not suggested that the instructions given in this manual may prove of real use, and observe that Xerox, more of real use, and observe that Xerox, more of real use.

A "four-stroke" engine is suited for the 2-in.

Both are of very great importance, and should be careful.

No effort directed toward increasing the amount of care and attention in order that like any other mechanical device, it requires a

Introduction.

Note: — Instructions which apply only to machines with two-stroke engines only.

Please read this manual carefully before operating the machine.
Given hereafter in detail are the instructions and precautions that are to be followed in the proper and careful handling of the equipment described on this page, and in all other instructions or precautions that we have issued to our customers.

The above instructions and precautions are not to be interpreted in a manner that would exempt the user or any third party from the responsibilities and liabilities that may arise from the operation of the equipment.

All necessary steps are to be taken to ensure the proper and safe operation of the equipment.

The equipment is for indoor use only and must be used in accordance with the instructions provided.

Any unauthorized use or modification of the equipment is strictly prohibited.

IFICT
**GENERAL INSTRUCTIONS FOR WORKING.**

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dublin</td>
<td>37, Great Strand Street</td>
</tr>
<tr>
<td>Glasgow (K)</td>
<td>Kilmarnock Road, Newton Mearns</td>
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<tr>
<td>Reading (1)</td>
<td>106, Bath Road, Coptic</td>
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<tr>
<td>Abingdon</td>
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<td>Exeter (H)</td>
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<tr>
<td>Darlington (6)</td>
<td>396, North Road</td>
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<tr>
<td>Sheffield</td>
<td></td>
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<tr>
<td>York</td>
<td>282, North Road</td>
</tr>
<tr>
<td>Ormskirk, Lancs. (E)</td>
<td>610, Cheadle Road</td>
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<tr>
<td>Newport, Non. (D)</td>
<td></td>
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<tr>
<td>Birmingham (C)</td>
<td>222, Victoria Otley (C Thos).</td>
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<tr>
<td>Cambridge</td>
<td>222, Hill Road, Bridge</td>
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<tr>
<td>London (A)</td>
<td>70, London Station, Survey</td>
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</tbody>
</table>

Complete List of Depots up to date—

"ATCO" SERVICE DEPOTS.
Always pour the mixture through a strainer when:

(1) Shaving (Cocken)

Acrolein Process of N.P. 3 & 4

Addition of T.L.

Caster of T.L.

Peters B. de Lince

Followings:

For the latter we can recommend any of the

respectively "Piloted" and "Cocken" and two different mixtures which is provided with two after cars made

in accordance in separate compartments of the tank, and Zinn models, the pierced and transparent tubes are

For four-stroke engines, as listed in the 2-hp

The latter mixture should not be made in the

Small X, XC (Cocken)

Addol New Process of N.P. 3 & 4

Addition of T.L.

Caster of T.L.

Peters B. de Lince

Followings:

any of the following:

For the latter we can recommend

correct proportion as given. We can recommend

correct mixture of petrol to one part of oil. This

from Rollers

(2) The oil should consist of a mixture of petrol and

The best quality of cocken oil, in the proportion

the petrol and Zinn models, the last used in the

16-hp. 17-hp. and 22-hp. models, are fitted in the

Towards two-stroke engines, as fitted to 12-hp. 14-hp.

Recover:

(3) The sheet on which the wooden or cast

gears on each side of the bearing

inadvised through holes provided in other

"bearing" and other parts of the car, and

and bearings of laboratories, the central

On four, machines, in addition to the

Note:- In the case of the 1929 14-hp models,

release can never be made.

on the side of which is fixed the outer

in the bush of the large bearing, which,

A new oil is provided (bushing the wheel)

The standard socket end of the shell

in these, and also in the dead caps

affixed to the rear flanges and are glued with varnish

Super suction, when complete, run the

(6) The oil which is supplied is: round the edges

after use:

(7) The oil plate and each plate of the

are driven directly:

(8) The bronze bearings provided at each end

and Zinn machines are all three rollers
For the four-stroke engine, a shield to the skin and

- When the engine starts, push the air control lever (P) of the small compressor lever (E) to the right. Keep the shorter air control lever (C) to the position (C).

- Remove cap (A). Pull in the valve supply of the E valve. (1)

- Ink, lime and Zn models.

- Turn on alternate tip (C) at position of tank.

- Move check lever (B) to the left until it touches propeller (2).

- Increase in the „oil“ position.

- Keep the cap (23) closed.

- Turn in the valve supply of the E valve. (3)

- Place the engine mixture previously mentioned.

- Stop the engine and Zn models.

- Insert the starter handle (H) in the socket (f).

- Release the starter handle. Raise the lever (B) when the engine will move for 2-stroke „regularly„. The handle will then point downwards.

- Place the engine mixture will be too rich and the engine will then point downwards. The handle should, however, be moved into the „open“ position. Therefore, the small lever on the side of the black handle, with the thumb of the right hand, open the throttle in position on the grass, firmly press the engine running mixture, and the engine is warmed, and let go, once the engine is warmed. It will usually be found that the air lever (G) will open the throttle. The air lever is opened on the throttle control lever. When the engine starts, push the air control lever (P) of the small compressor lever (E) to the right. Keep the shorter air control lever (C) to the position (C).

- When the engine starts, push the air control lever (P) of the small compressor lever (E) to the right. Keep the shorter air control lever (C) to the position (C).

- When the engine starts, push the air control lever (P) of the small compressor lever (E) to the right. Keep the shorter air control lever (C) to the position (C).
To release cutter drive—With the engine off.

The cutter release mechanism (A) can be released by turning the handwheel until the cutter release lever (B) on the control panel is visible. Once visible, turn the handwheel until the cutter release lever (B) is fully released.

CUTTER RELEASE MECHANISM

Rollers, clamps, and screw knobs are located on the front of the machine. To release the cutter, turn the handwheel clockwise until the cutter release lever (B) is fully released.

Shipping or Stowing: When the machine is not in use, store it in a dry, well-ventilated area.

The machine is designed for use in a shop setting. Always keep all personnel away from the machine when it is in use.

Legend: (1) To turn the lamp on (2) to turn the lamp off. (3) To stop machine without stopping the engine.

To stop engine:—Above both carthraer and control.

Engine runs slowly.

Proceed as in paragraph (8) on previous page.

The cutting machine can be adjusted for

position and depth on (g) and (f) until

above the motor head (g) and (f) into the "on"
in the cylinder, and to distress, etc., taken in from the
the high temperatures of the cylinder gases in
the high temperature of the cylinder gases.

Note—On the 1½ in. 1929 model, the parts
are the same, but the number of the
the same, but the number of the
Rose the cutter: Raise the cutter (XN)
To drive the cutter: Lower the cutter (XN)
and propeller forward under cutting power.

and propeller forward under cutting power.

and propeller forward under cutting power.

and propeller forward under cutting power.

and propeller forward under cutting power.

and propeller forward under cutting power.

and propeller forward under cutting power.
is inserted between the spool plate and cylinder.

When a piece of paper is placed so that the upper edge of the cylinder is covered to see that both ends of the cylinder are covered, the paper should be taken. On the right side of the cylinder, the cutters are rounded, and the cutter block contains an adjustable cutter. As the cylinder is lowered, the cutters are adjusted to the correct position, and the paper is cut. The machine has a built-in brake that engages when the cutters are in use.

To set the cylindrical cutter to the paper:

The machine should be aligned so that the cylinder is correctly positioned. Adjust the position of the cylinder until the cutters are aligned with the paper. The position of the paper should be checked to ensure that the cutters are in the correct position.

When the position of the cutters is found on the machine, the machine should be aligned so that the cylinder is correctly positioned. Adjust the position of the cylinder until the cutters are aligned with the paper. The position of the paper should be checked to ensure that the cutters are in the correct position.

Tension:

To adjust the tension, move the feed roller to the paper to be cut and adjust the tension to the desired position.

Variations:

Some variations may be necessary depending on the type of paper being used. These variations may include adjusting the tension, changing the blade, or adjusting the cutter block. It is important to ensure that the paper is correctly aligned with the cutters to prevent any damage or misalignment of the paper.
Catching upers and removing to drive the

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any delay.
When working reverse way to the direction of motion on the chain.

Note: When replacing the chain, be sure and

![Diagram](image)

**ENGINE WILL NOT START.**

---

The trouble occurs when in which should be made for the cause when
in the following manner: to establish the order

- (c) engine stops suddenly; no apparent
- etc.
- and pick back through the carburettor.
- (d) engine starts but runs badly, missing here,
- (e) engine will not start.
- are likely to occur here:
- in ordinary running the only difficulties that

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**ENGINE TROUBLE**

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[Diagram]
22

The above procedure is not necessary in the case of the two-stroke engine. Instead, the choke needs to be opened gradually on the idle (throttle) to provide the correct air-fuel mixture. The engine should be allowed to warm up properly before removing the hand grip or any other part of the engine that may interfere with the correct operation of the machine. It is essential to check that all components are in place and working correctly before attempting to start the engine. If any issues are encountered, it is important to consult the owner's manual or seek professional assistance to ensure safe operation.

For two-stroke engines, the correct air-fuel mixture is achieved by adjusting the idle (throttle) screw. The engine should be allowed to warm up properly before removing the hand grip or any other part of the engine that may interfere with the correct operation of the machine. It is essential to check that all components are in place and working correctly before attempting to start the engine. If any issues are encountered, it is important to consult the owner's manual or seek professional assistance to ensure safe operation.
The Timing of the Engines may not be Correct.
As cited in the 2nd and 3rd "Acoo " Machine.

TIMING OF THE FOUR-STROKE ENGINE.

Pointing vertically upwards, the timing is correct, and when both the marks on the engine.

As cited in the 2nd, 3rd, 4th, 5th, and 2nd.

TIMING OF THE TWO-STROKE ENGINE.
be about those times per hour.

The most satisfactory speed will be found to extremé a speed, especially over rough ground.

When the engine is running by daylight at low

(5) Don't, I'm sure the engine was done.

impossible. If the engine was running in the rain, he

a dangerous place of revere in the rain can-

(2) Don't, I'm sure the engine was done.

of "when the work is done"
does in the case of the Zhin write many months.

(6) Don't, I'm sure the engine was done.

of "when the work is done"
least a number 1, and all other

(1) Don't, I'm sure the engine was done.

position

work down when you do run it in the free

water and rear and express Cause the shortest

than can be heated. If causes unnecessary

(3) Don't, I'm sure the engine was done.

and in a separate time,

which is first (see pages 8

(2) Don't, I'm sure the engine was done.

from the auxiliary in the "Volver

(4) Don't, I'm sure the engine was done.

short between pages 8 and 9)

vessel is described in front pages,

Don't, I'm sure the engine was done.

Don't, I'm sure the engine was done.

Don't, I'm sure the engine was done.

Don't, I'm sure the engine was done.


don't, I'm sure the engine was done.

ENGINE RUNS BADLY, MISSES FIRE, ETC.

"Everything is leavened up.

If is advisable to check it all over again when

special order to the mechanic.

No.

--

with the engine in the engine.

00 quick fix.

position as indicated above.

3/2 in. below the cylinder head, and the piston placed in the correct

cylinder face, and another mark made 3/2 in. to

(1) "Engine running had been (see pages 20 to 28),

(2) "Cable tapping the head cylinder.

(3) Insulation being been found in the engine.

(4) "Cable from reflected to springing plane being

(5) Blind feeding may want removing (see de-
To adjust Cultivator:

1. Set the Cultivator Shift (BB) in which the Phosphate (DP) is located across the narrowest point of the Cultivator. Insert the Phosphorus (DP) as far as possible.
2. Adjust the Cultivator Shift (BB) as shown in the diagram.
3. Secure bolts (DP) and nuts with lock-nuts.
4. Connect up the radius arms as shown in the diagram.

Improving "ACTO" CULTIVATOR:

For Fitting and Adjusting the Cultivator:

1. Remove the standard front roller. "All" "corn-
2. Place the cultivator unit as supplied, in an exact position so that the Clevering is positioned according to the standard piece. This is done by measuring and remov-
3. Lay the units (CG) on both sides of the machine and set the wooden or casing iron (AC) at the height of the Clevering (AC) and twisted into the bottom of the Clevering shift (BB) in which the Phosphate (DP) is located across the narrowest point of the Cultivator. Insert the Phosphorus (DP) as far as possible.
4. Adjust the Cultivator Shift (BB) as shown in the diagram.
5. Secure bolts (DP) and nuts with lock-nuts.
6. Connect up the radius arms as shown in the diagram.
Note—It is important that the chain is adjusted correctly whenever the setting of the

Tighten up nut (C) first.

Lubricate the bushing journals at the proper direction.

Lubricate the bushing journals at the proper direction.

Adjust the chain as shown in the illustration of the machine. As shown in the illustration, as is required, the hexagon-shaped adjustment screw is removed and screw up or unscrew as is machine. See Mark (C) on both sides of the machine.

Adjust the tension of driving chain (Aa) and tighten up the chip screw.

Tighten up the chip screw.

Use the machine for moving and not