

THE

SUFFOLK

**COLT MOTOR
MOWER**

FOUR STROKE ENGINE

**OPERATING & MAINTENANCE
MANUAL**

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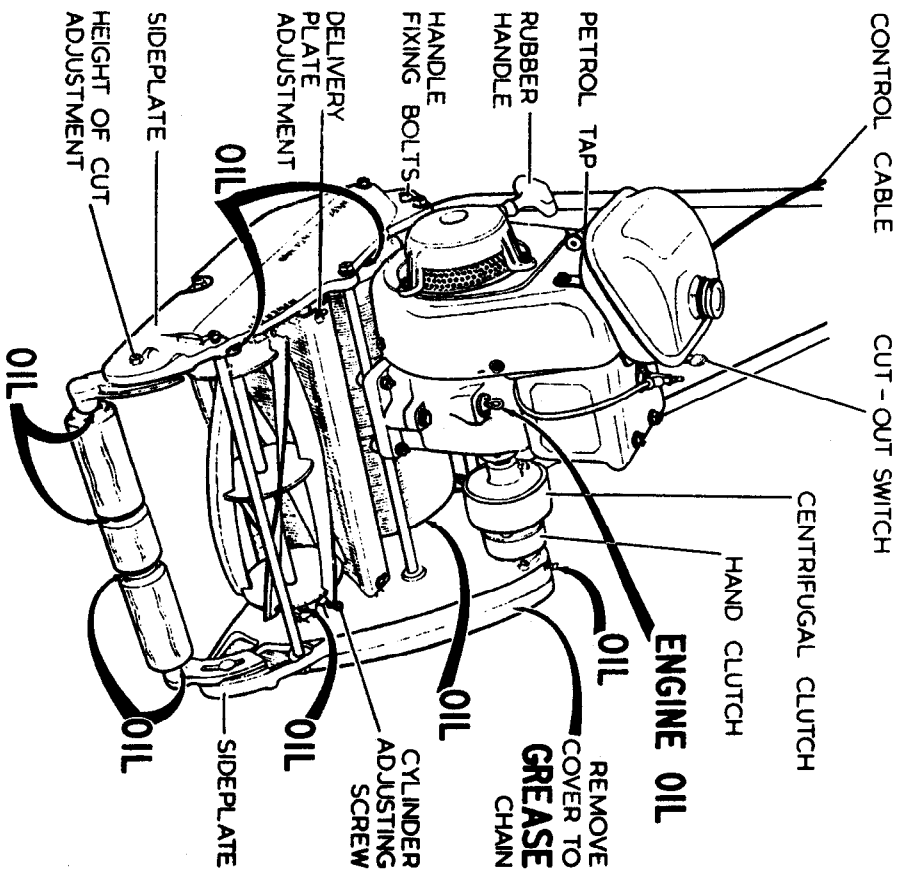
The Suffolk Colt Motor Roller Lawnmower

INSTRUCTIONS

for Operation and Maintenance

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LUBRICATION and INSTRUCTION DIAGRAM



INSTRUCTIONS FOR ORDERING SPARE PARTS

It is essential to quote the following:

- (a) The Model Name of the machine.
- (b) The chassis serial number. (See mower assembly illustration).
- (c) The engine serial number. (See engine assembly illustration).
- (d) The PART NO. of the part NOT the illustration Ref.No.

INSTRUCTIONS FOR USE

DO NOT ATTEMPT TO USE THIS POWER MOWER BEFORE READING CAREFULLY THE INSTRUCTIONS FOR USE.

The numbers in brackets refer to the various components on the Spare Parts illustration by illustration Ref. No. See Mower Assembly Illustration.

PREPARATION FOR USE.

1. TO FIT THE HANDLE.

Remove bolts (10) from sideplates (2 & 3). Fit the forks of the handle (81) over the bosses of the sideplates. Replace bolts and nuts and tighten in the required position. Uncoil the control cable (85) and fix the clip (84) of the control lever on the R.H. handle, and the cable clip (86) about half-way along the handle.

2. FUEL.

(a) Fill petrol tank with commercial petrol. The tank will hold 2 pints which is sufficient for 2 hours running under average working conditions. DO NOT MIX ANY OIL WITH PETROL.

(b) Unscrew the filler plug from the front of the engine and fill with $\frac{1}{2}$ pint of any one of the lubricating oils recommended on the engine nameplate. After filling replace plug.

Do NOT use a new engine without first filling sump with oil. Change oil after first 5 hours, and then after every 30 hours running.

3. Before starting disengage the Hand Clutch by pulling the outer cover (62) outwards (about $\frac{1}{2}$ in.) over the spring-loaded ball on the transmission shaft. To re-engage, push inwards, turning the clutch drum (57) with respect to the outer cover until it engages. RE-ENGAGE THIS CLUTCH ONLY WHEN ENGINE IS IDLING. The engine will now drive the mower when the throttle is opened. To disconnect the power from the Rear Roller pull the dog (40) outwards about $\frac{3}{8}$ in. and turn it anticlockwise about $\frac{1}{3}$ turn to hold it in position. To re-connect, close the control lever so that the engine is idling and turn the dog in the opposite direction until it springs back into position. The dog will automatically engage fully as the engine is speeded up.

4. TO START ENGINE WHEN COLD

(i) Ensure hand clutch is disengaged.

(ii) Turn on fuel by means of tap under tank. Tap control button should be pulled out gently.

(iii) Partly close the air strangler by turning the small lever (14) at the side of the carburettor to sloping position.

(iv) Set control lever about $\frac{1}{3}$ open.

(See Carburettor Illustration Page 18).

(v) To start the engine grip the rubber handle firmly and pull smartly. Do not pull the rope out to its full extent, and do not release your grip on the handle until the rope has recoiled into position.

The starter will automatically reset itself for further use.

(vi) After engine has started, gradually open strangler as engine warms up. When engine is warm and running smoothly partially close control lever so that engine is idling.

(vii) When engine is idling, engage the hand clutch. Machine will not move forward but is ready for use.

(viii) Open control lever slowly and machine will then smoothly move off.

5. TO START ENGINE WHEN HOT.

The same procedure should be adopted except that it should not be necessary to close the strangler.

6. TO STOP ENGINE.

To stop engine temporarily or in an emergency, press the cut-out switch on to the sparking plug terminal and hold it there until it stops.

If the engine is going to be stopped for any length of time (several hours) turn the fuel off and allow the engine to continue running until it has used up the small amount of fuel left in the carburettor.

7. FAILURE TO START.

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

(a) Lack of petrol through tap not being turned on or fuel supply choked or vent hole in petrol tank filler cap blocked, or failure to flood the carburettor.

(b) Too much petrol through excessive flooding causing too rich a mixture and wet sparking plug. If so, remove and dry plug. Turn engine over smartly a few times by hand with control lever closed. This will expel excessive petrol vapour. Replace plug.

(c) Control lever open too wide. One quarter to one third is correct.

(d) Poor spark arising from dirty plug. Remove and clean plug and adjust points. Gap should be .020 in. - .022 in.

(e) No spark. Remove plug and place plug body on top of cylinder with cable attached and turn engine smartly. There should be a spark at the points of the plug. If not, clean and adjust gap between points. Also check that plug cable is in good condition.

(f) Carburetter

If it is suspected that foreign matter may have entered carburetter remove screws from lid of float chamber and remove float. Then clean out float chamber and needle seat.

For more detailed instructions, see section on Carburetter Maintenance.

(g) Magneto.

If after examining sparking plug and its cable, there is still no spark, remove the flywheel cover and check magneto. See section on Magneto Service Instructions.

(h) Cylinder compression.

Lack of compression may be caused by:

(i) Insufficient valve clearance. There should be a clearance of .015 in. between exhaust valve stem and tappet and .007 in. between inlet valve stem and tappet throughout the closed period of the valves respectively.

(ii) Valves sticking. Remove valve chest cover to see if valve stems are moving their full distance as engine is turned over.

If not, remove cylinder head, clean away any foreign matter under valve head, on valve stem and free the valve.

(iii) Joint between cylinder and head of cylinder not tight. This is not likely to occur unless the cylinder head has been removed and replaced incorrectly, or replaced with a faulty gasket.

MOWING ADJUSTMENTS.

1. TO ADJUST THE CUTTING CYLINDER.

The cylinder bearing housings (19 & 20) on each side of the machine are provided with an adjusting screw (31) which when turned in a clockwise direction will bring the cutting cylinder closer to the bottom blade. When correctly adjusted the cutting cylinder should just touch the bottom blade throughout its entire length.

This will not alter height of cut - see below.

2. HEIGHT OF CUT

To regulate the height of cut, loosen the bolts (10) holding the roller brackets (8 & 9) and set them to the desired position. It is important that the two brackets be adjusted equally.

ROUTINE MAINTENANCE

1. LUBRICATION

Oil the machine regularly before use, with light machine oil or bicycle oil at the following points:

- (a) The rear roller spacers (38) and rear roller bearings (39).
- (b) The cutting cylinder bearings (22)
- (c) The clutch shaft bearing (65)
- (d) The front rollers (34) and brackets (8 & 9). The chain case cover (79) should occasionally be removed and a good quality grease applied to the chains (72 & 73).

2. REAR ROLLER CLUTCH.

Access to the rear roller clutch is obtained by removing the chain case cover (79). The clutch teeth can then be lubricated with a few drops of machine oil.

3. CHAIN ADJUSTMENT.

- (a) Remove chain case cover.
- (b) Slacken nut (78) and set the chain adjuster to give the correct tension. Re-tighten nut. The ideal play is $\frac{1}{4}$ in. in the tightest position. Replace chain case cover.

4. ENGINE LUBRICATION.

Complete lubrication of all working parts of the engine including valves etc. is automatically ensured by the special 'oil-mist' method, whereby it is unnecessary to add upper cylinder lubricant.

Always maintain oil in sump at correct levels as indicated by marks on dipstick.

Do not remove the oil plug whilst the engine is running.

5. LONG TERM STORAGE.

Fill tank with fuel, change oil in sump; run engine for 5 minutes once a month.

SERVICE INSTRUCTIONS

1. CUTTING CYLINDER REMOVAL.

To remove the cutting cylinder for regrounding the following procedure should be adopted.

- (a) Loosen the cylinder adjusting screws (31).
- (b) Remove chain case cover.
- (c) Remove both chains (72 & 73).
- (d) Remove the chain wheels from the cylinder spindle after first removing nut (69).
- (e) Remove nuts (6 & 6a) off the ends of the tie rods on the R.H. side of the mower, the screw (15) holding the soleplate,

R.H. side only and the screw (14) holding the delivery plate, R.H. side only.

(f) Remove the R.H. sideplate and withdraw the cutting cylinder.

To replace the cylinder reverse the above procedure.

2. CENTRIFUGAL CLUTCH.

The clutch consists of a backplate (47) on which are mounted two lined shoes (51) which pivot on pins (54). As the engine speed is increased, these shoes, which are spring-loaded swing outwards by centrifugal action and grip the drum (57). Access to the clutch is obtained by slackening the bolts fixing the engine to the tie rods (5 & 5a) and sliding the engine along to the R.H. side.

If it is suspected that the clutch is not operating satisfactorily, this may be due to one or more of the following causes:

(a) Oil or grease on the linings of the clutch shoes or the inside of the drum. Clean thoroughly with petrol or other degreasing agent.

(b) Clutch shoes are unable to turn on pivot pins. Clean and free obstruction.

(c) Linings of clutch shoes worn. Remove shoes by withdrawing split-pins (56) which secure the shoes to their pivot pins. Fit new shoes.

(d) If after attention to the foregoing points, the clutch is found still to be slipping, turn the spring adjusting screws (53) in the clutch shoes in an anti-clockwise direction to allow the shoes to exert a greater pressure on the drum.

AFTER ADJUSTMENT, CHECK THAT THE CUTTING CYLINDER DOES NOT TURN WHEN THE ENGINE IS IDLING.

3. ENGINE

(a) Magneto Service Instructions.

If the engine fails to start and there is indication that the Magneto is at fault, the following procedure should be adopted.

(i) Disconnect the H.T. lead from the spark plug, and hold it about 1/8 in. away from some unpainted portion of the engine. Turn the engine over smartly and a spark should jump this gap. If no spark is visible, then

(ii) Remove the magneto cowl complete with starter. Check that the contact breaker points are clean and perfectly dry.

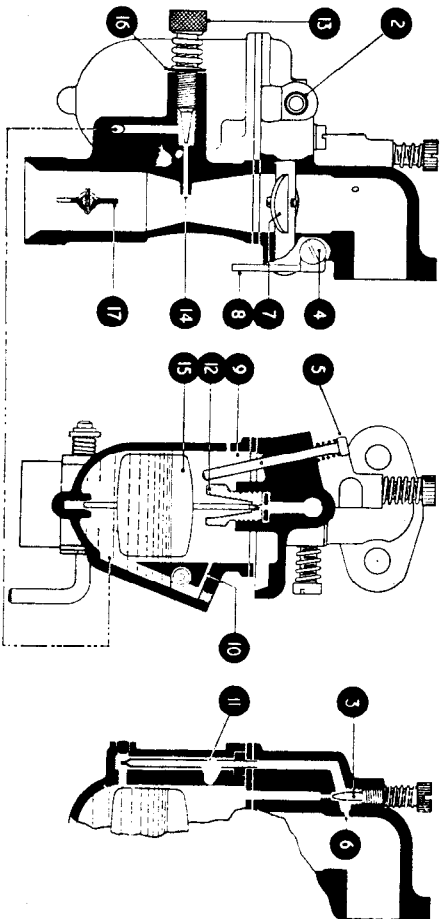
(iii) Remove the flywheel. Remove the pawl hub. Unscrew the hexagon nut (L.H. thread) at the end of the crankshaft. If the flywheel will not withdraw easily, grasp it firmly and while attempting to pull it off, tap the end of the crankshaft with a mallet. Be careful not to damage the thread. Make sure that there are not metallic particles inside the flywheel.

(iv) Check that the H.T. lead is not broken, disconnected from the coil, or damaged in any way. Also check other wiring.

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(v) Check the contact breaker points, as follows. Turn the engine over until the points are fully open. Measure the opening with a feeler gauge. This opening should be .018 in. - .020 in. If the points need adjusting, loosen the large screw which locks the breaker plate and move the latter to give the correct opening by turning the small screw, which is eccentric. Then lock the large screw. Check the opening. The breaker points setting should only be adjusted in the manner described.

If either the fixed or moving points at any time need replacement, it is recommended that both be replaced at the same time.



(b) Carburettor Adjustments and Maintenance.

Adjusting main jet

The main jet adjustment (13) is set by the engine manufacturer and should not be altered without good reason. This adjustment is always somewhat sensitive on small engines, consequently it should not be altered more than one-eighth of a complete turn until the effect of any such adjustment has been carefully noted. (The shallow notch in the head is provided only to indicate the position of the screw). 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 the speed governor with the throttle nearly closed. Turning the screw (13) clockwise, will reduce the fuel flow and weaken the mixture supplied to the engine. Turning it anti-clockwise will increase the flow and provide a richer mixture. DO NOT FORCE THE SCREW INTO ITS SEATING AS THIS WILL DAMAGE THE TAPER thereby making correct adjustment extremely difficult. If the setting is too weak it will result in lack of power and possibly overheating of the cylinder, together with poor pick up or cutting out when load is applied.

Do not attempt to operate on a very lean mixture, as better performance and fuel economy will be obtained if the mixture is set for full power. An excessively rich mixture will produce black smoke from the exhaust and may cause rapid carbon formation in the cylinder head and on the piston crown. Carbon will also quickly form on the sparking plug points, resulting in difficult starting. The washer (16) prevents fuel leaking from the head of the screw.

Adjusting Idling Speed

The throttle top screw (4) should be turned clockwise to increase the idling speed, and anti-clockwise to reduce this. It is usual to set the idling speed at 1000 - 1100 r.p.m. Smooth idling is ensured by regulating the slow running jet adjusting screw (3). In case of difficulty in obtaining satisfactory idling, make quite sure the gasket between the bowl and the barrel is in good condition and that the attachment flange on the barrel portion is perfectly flat. A thin gasket should always be used at this flange joint.

General.

Flooding may be caused by excessive engine vibration, dirt in the needle seating, a bent float needle, or possibly by the tickler (5) sticking down and depressing the float. Should the flooding continue after cleaning and checking the carburettor, the next step is to fit a new float and needle (15) and needle seating (12) as this part is subject to wear as a result of engine vibration.

IMPORTANT. In all cases of bad starting or unsatisfactory performance, first check the settings of the **MAIN JET SCREW (13)** and **SLOW RUNNING JET ADJUSTING SCREW (3)**.

(See Carburettor Illustration Page 8)

4. AIR FILTER (PLASTIC FOAM TYPE).

This filter is intended to be used dry, and when necessary the element should be washed in petrol and wrung out dry. Under normal conditions this should be after every 30 hours use.

5. CONTROL CABLE ADJUSTMENT.

The control lever is connected to the carburettor by the cable which is located in the carburettor manifold by a ferrule. If after considerable use it is found that the cable has stretched, adjustment can be made by rotating the ferrule. This adjustment should be made with the control lever in the closed position and the throttle return spring fully expanded.

(See Engine Assembly Illustration).

6. REMOVAL OF ENGINE.

Slacken the nuts (91) on the hook bolts (90) and slide engine along the tie rods away from the clutch. Engine can now be removed completely.

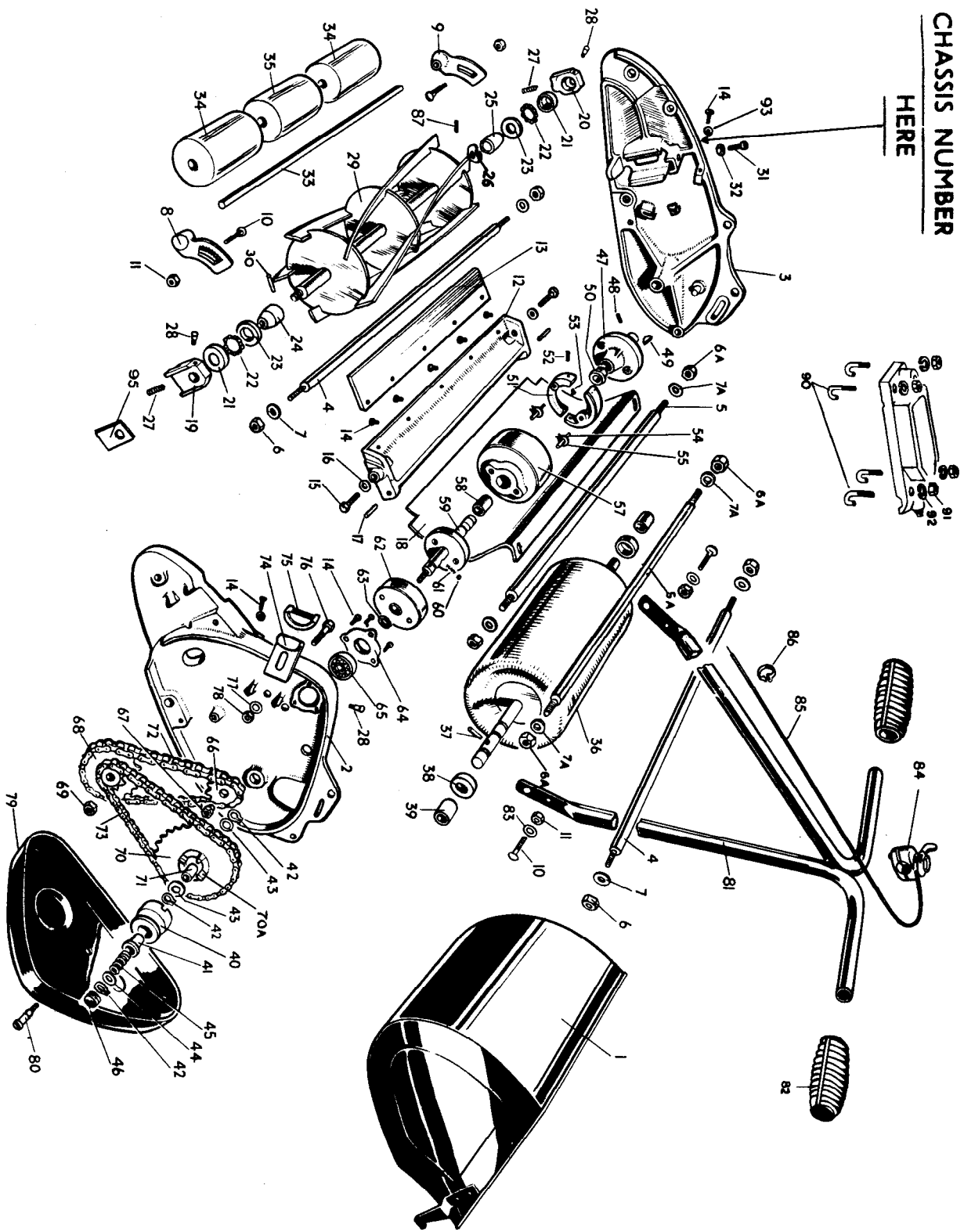
7. ENGINE DISMANTLING.

1. Disconnect plug lead from sparking plug.
 2. Remove sparking plug.
 3. Disconnect petrol pipe from top of carburettor.
 4. Remove cowl complete with petrol tank and starter.
 5. Remove governor blade from spindle and disconnect from throttle link.
 6. Remove carburettor assembly at joint between inlet manifold and cylinder block.
 7. Remove magneto flywheel, woodruff key, cam sleeve and wave washer.
 8. Remove cylinder head.
 9. Remove magneto stator unit, drawing H.T. lead through rubber sleeve in magneto backplate.
 10. Remove engine sump.
 11. Remove big end setscrews, locking strip, oil splasher, and big end bearing cap.
 12. Remove piston and connecting rod complete by drawing upwards through cylinder.
 13. Remove rings from piston; one circlip and gudgeon pin.
 14. Remove magneto backplate.
 15. Remove crankshaft.
 16. Remove valve chest cover, breather retaining spring and crank case breather.
 17. Compress valve springs and remove cotter pins.
 18. Remove camshaft by tapping out spindle TOWARDS magneto end of engine with a brass drift.
 19. Remove tappets.
- #### 8. BOLTS AND NUTS.
- After the first 5 hours use, all bolts and nuts should be checked for tightness, and this should be repeated every 30 hours use.

Mower Assembly Illustration

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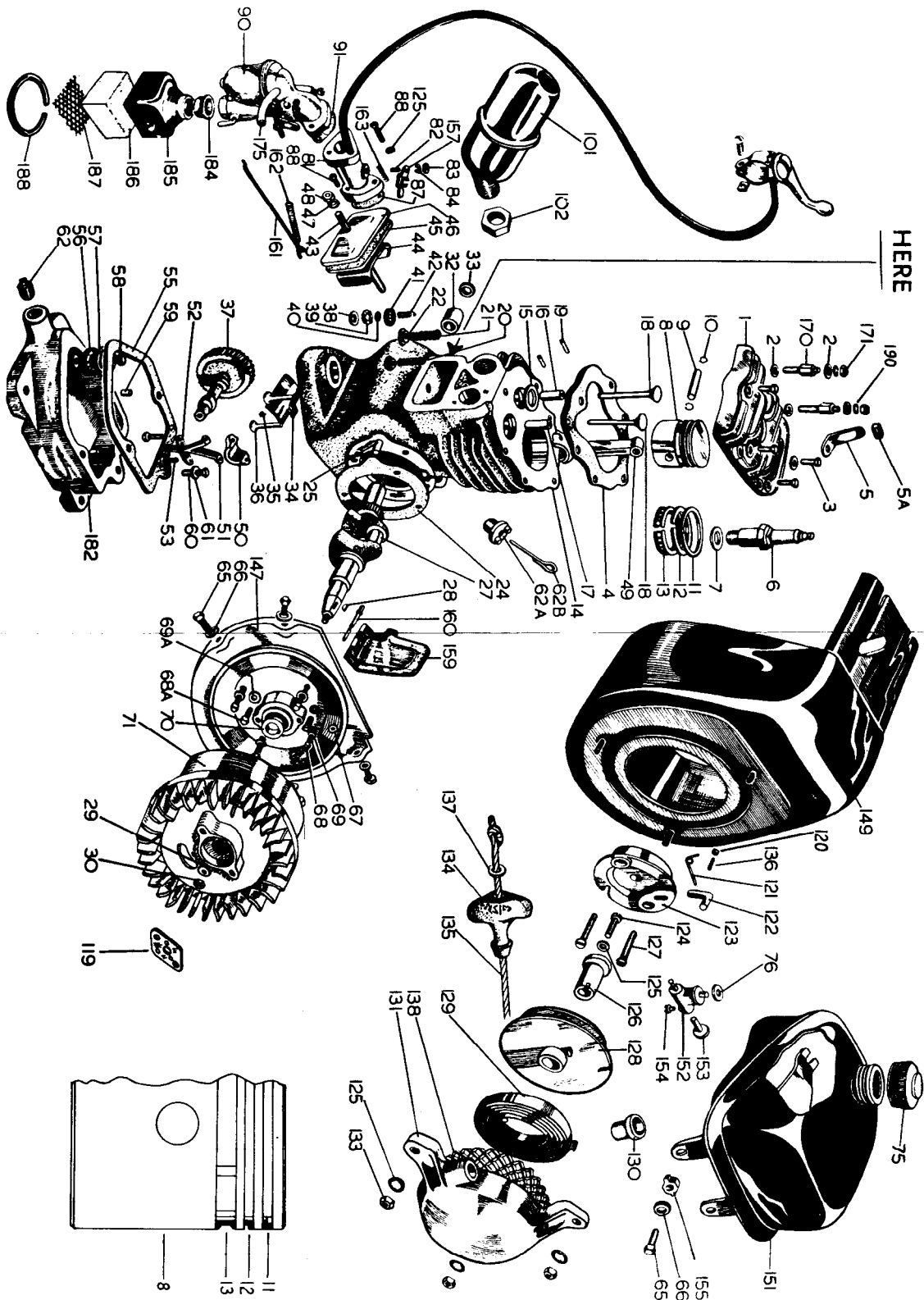
HERE



Engine Assembly Illustration

ENGINE NUMBER

HERE



MOTOR MOWER SPARE PARTS LIST

Ref. No.	Description	Part No.	No. per set
1	Grassbox ...	L. 5134	1
2	Soleplate L.H. ...	L. 6089	1
3	Soleplate R.H. ...	L. 6090	1
4	Front and Rear Tie Rods ...	L. 5107	2
5	Engine Mounting Tie Rod - Front ...	L. 6105	1
5a	Engine Mounting Tie Rod - Rear ...	L. 6106	1
6	Nuts for Front and Rear Tie Rods ...	IN32A	4
6a	Nuts for Engine Mounting Tie Rods ...	IN33A	4
7	Washer for Front and Rear Tie Rods ...	IN624	4
7a	Washers for Engine Mounting Tie Rods ...	IN625	4
8	Roller Bracket - L.H. ...	L. 5199	1
9	Roller Bracket - R.H. ...	L. 5198	1
10	Bolts for Roller Bracket & Tubular Handle ...	IM862A	4
11	Nuts for Roller Bracket & Tubular Handle ...	IN45A	4
12	Soleplate ...	L. 2947	1
13	Bottom Blade ...	L. 4673	1
14	Screw for Bottom Blade, Delivery Plate & Bearing Cover ...	L. 4668	10
15	Soleplate Fixing Screws ...	ID086A	2
16	Washer for Soleplate Fixing Screws ...	L. 6084	2
17	Mills Pin for Soleplate ...	L. 5151	2
18	Delivery Plate ...	L. 6091	1
19	Bearing Block L.H. ...	L. 2965	1
20	Bearing Block R.H. ...	L. 2966	1
21	Cup for Ball Retainer ...	L. 2969	2
22	Ball Retainer ...	L. 2968	2
23	Dust Seal ...	L. 6901	2
24	Cone Long L.H. complete with ref. 23 ...	L. 7153	1
25	Cone short R.H. complete with ref. 23 ...	L. 7154	1
26	Spring Washer for Cutting Cylinder ...	L. 2970	1
27	Spring Washer for Bearing Blocks ...	L. 3494	2
28	Lubricators ...	L. 6751	3
29	Cutting Cylinder with Cones & Dust Seals ...	L. 7008	1
30	Mills Pin for Cutting Cylinder L.H. ...	L. 5118	1
31	Adjusting Screw for Bearing Block ...	L. 4321	2
32	Nut for Bearing Block Adjusting Screw ...	L. 6955	2
33	Wood Roller Spindle ...	L. 5197	1
34	Wood Roller - Long ...	L. 3436	2
35	Wood Roller - Short ...	L. 3435	1
36	Roller ...	L. 5501	1
37	Mills Pin for Rear Roller ...	L. 4978	1
38	Rear Roller Spacer ...	L. 5500	2
39	Rear Roller Bush ...	L. 7034	2
40	Rear Roller Dog ...	L. 8077	1
41	Bush for Rear Roller Dog ...	L. 4972	1
42	Clutch for Rear Roller Spindle ...	L. 4976	3
43	Washer for Rear Roller Spindle (Large) ...	L. 4974	2
44	Washer for Rear Roller Spindle (Small) ...	L. 4980	1
45	Spring for Rear Roller ...	L. 4975	1
46	Plug Button ...	L. 7233	1
47	Clutch Backplate ...	L. 6097	1
48	Screw for Clutch Backplate ...	L. 8377	1

Ref. No.	Description	Part No.	No. per set
49	Woodruff Key for Clutch Backplate ...	L. 3845	1
50	Bush for Clutch Backplate ...	L. 6162	1
51	Clutch Shoe Assembly ...	L. 4704	2
52	Clutch Spring ...	L. 4473	2
53	Adjusting Screw ...	L. 4474	2
54	Mills Pin for Clutch Backplate ...	L. 8415	2
55	Removeable Ratchet Plate ...	L. 8416	2
57	Drum for Centrifugal Clutch ...	L. 5104	1
58	Bush for Drum ...	L. 5127	1
59	Clutch Shaft ...	L. 8598	1
60	Ball for Clutch Shaft ...	L. 3848	1
61	Spring for Clutch Shaft ...	L. 4231	1
62	Pin Cover ...	L. 3660	1
63	Clutch for Clutch Shaft ...	L. 8362	1
64	Bearing Cover ...	L. 3926	1
65	Clutch Shaft Bearing ...	L. 5150	1
66	Driving Sprocket ...	L. 7859	1
67	Nut for Driving Sprocket ...	L. 8388	1
68	Cylinder Sprocket ...	L. 5121	1
69	Nut for Cylinder Sprocket ...	L. 5130	1
70	Rear Sprocket ...	L. 4676	1
70a	Centre ...	L. 4677	1
70b	Locking Ring (not illustrated) ...	L. 5152	1
70c	Washer for Rear Sprocket (not illustrated) ...	L. 4973	1
71	Bush for Rear Sprocket ...	L. 6102	1
72	Chain (Drive - Cylinder) ...	L. 5148	1
73	Chain Adjuster ...	L. 3699	1
74	Chain Adjuster - Rear Roller ...	L. 4255	1
75	Nylon Slipper for Chain Adjuster ...	ID324A	1
76	Screw for Chain Adjuster ...	IN562A	1
77	Washer for Chain Adjuster ...	IN98A	1
78	Nut for Chain Adjuster ...	L. 6098	1
79	Chain Guard ...	L. 7067	1
80	Screw for Chain Guard ...	L. 5131	1
81	Tubular Handle ...	L. 6136	2
82	Handle Grip ...	IN561A	2
83	Washer for Tubular Handle ...	E. 7005	1
84	Control Lever ...	E. 7165	1
85	Cable ...	E. 5315	1
86	Cleat for Cable ...	L. 6776	1
87	Mills Pin for Cutting Cylinder (R.H.) ...	L. 6103	4
90	Hook Bolt ...	3N32A	4
91	Nuts for Hook Bolts ...	3N62A	4
92	Washer for Hook Bolts ...	E. 7132	2
93	Washer for Delivery Plate ...	L. 7124	1
95	Felt Sealing Pad ...		

AUXILIARY WHEELS

ENGINE SPARE PARTS LIST.
MODEL 75 G 14. - 21A

The following items (not illustrated) may be fitted in place of items 33, 34 and 35.

Ref. No.	Description	Part No.	No. per set
96	Split Pin	L. 675/P	2
97	Auxiliary Wheel	L. 6056	2
98	Spindle	L. 7893	1
99	Washer	3N564A	2
100	Auxiliary Wheel Sub-Assembly comprising items 96 - 99 inc.	L. 7892	1

The above list to be read in conjunction with
MOWER ASSEMBLY ILLUSTRATION

INSTRUCTIONS FOR ORDERING SPARE PARTS

It is essential to quote the following:

- (a) The Model Name of the machine.
- (b) The Chassis Serial number (See Mower Assembly Illustration).
- (c) The engine serial number (See Engine Assembly Illustration).
- (d) The PART NO. of the part NOT the illustration Ref.No.

Ref. No.	Description	Part No.	No. per set
1	Cylinder Head	E. 7257	1
2	Washer for Cylinder Head	3N561A	8
3	Set-Screws for Cylinder Head	5D336S	4
4	Cylinder Head Gasket	E. 7280	1
5	Cut-out switch	E. 3969	1
5a	Rubber Tube for Cut-out Switch	E. 4083	1
6	Spark Plug	E. 8400	1
7	Washer for Spark Plug) supplied together		
8	Piston	E. 3513	1
9	Gudgeon Pin	E. 3517	1
10	Wire Clips	E. 3518	1
11	Compression Ring	E. 3514	2
12	Scraper Ring	E. 3515	1
13	Oil Ring	E. 3516	1
14	Cylinder Block	E. 8103	1
15	Valve Seat Insert - Exhaust	E. 3534	1
16	Exhaust Valve Guide	E. 3532	1
17	Inlet Valve Guide	E. 3533	1
18	Inlet Valve and Exhaust Valve	E. 3526	2
19	Valve Spring Cotter Pin	E. 3531	2
20	Inlet Valve Spring	E. 3529	1
21	Exhaust Valve Spring	E. 3528	1
22	Valve Spring Retainer	E. 3968	2
24	Paper Gasket for Flywheel Magneto Backplate	E. 3859	3
25	Camshaft Spindle	E. 6789	1
27	Crankshaft	E. 8142	1
28	Key for Magneto Flywheel	E. 3597	1
29	Washer for Crankshaft	E. 8390	1
30	Nut for Crankshaft (Left Hand Thread)	E. 8043	1
32	Main Bearing	E. 3536	2
33	Oil Seal	E. 3813	2
34	Breather Baffle	E. 3561	1
35	Drive Screw for Breather Baffle	E. 3814	1
36	Tappets	E. 3535	2
37	Camshaft	E. 3510	1
38	Washer for Crankcase Breather	E. 3594	1
39	Breather Body	E. 3555	1
40	Disc Valve	E. 3557	1
41	Breather Cap	E. 3556	1
42	Breather Retainer Spring	E. 3558	1
43	Stud for Valve Chest Cover	E. 7098	1
44	Baffle for Valve Chest Cover	E. 3560	1
45	Gasket for Valve Chest Cover	E. 3549	1
46	Cover for Valve Chest	E. 3543	1
47	Washer for Stud	E. 7132	1
48	Nut for Stud	1N44A	1
49	Connecting Rod	E. 3519	1
50	Big End Bearing Cap) supplied together complete		
51	Oil Splasher	E. 6108	1
52	Locking Strip	E. 3523	1
53	Screws for Big End Bearing Cap	1D585S	2
55	Paper Gasket for Sump	E. 3547	1
56	Washer for Bolt - Asbestos	E. 3749	1
57	Collar for Bolt	E. 3566	1
58	Bolt for Sump	1A139A	1
59	Dowels for Sump	E. 3819	2
60	Setcrew for Sump	1D087A	1
61	Shakeproof Washer for Setcrew	E. 3821	1
62	Drain Plug	E. 3822	1

Ref. No.	Description	Part No.	No. Per set
62A	Filler Plug (Export Only)	E.7506	1
62A	Filler Plug (Home Trade Only)	E.6894	1
62B	Dip Stick for Filler Plug	E.6895	1
65	Screw for Cowl and Tank	3D270A	7
66	Washer for Cowl and Tank	E.7132/P	7
67	Sleeve for H. T. Lead	3DO48A	1
68	Screw for Flywheel Magneto Backplate	3DO48A	4
68a	Screw for Magneto Stator Plate	E.3844/P	4
69	Washer for Flywheel Magneto Backplate	E.7132/P	2
69a	Washer for Screw for Magneto Stator Plate	E.8146	1
70	Cam Sleeve	E.8161	1
71	Flywheel	E.3589	1
75	Petrol Tank Cap	L.7613	2
76	Washer for Petrol Tap	E.7437	1
81	Inlet Manifold	E.8017	1
82	Stud for Throttle Lever	E.8015	1
83	Nut for Throttle Lever	E.8015	1
84	Washer for Throttle Lever	3N610A	1
87	Gasket for Inlet Manifold	E.8589	1
88	Screw for Carburettor & Inlet Manifold	E.7772	4
90	Carburettor	E.7179	1
91	Gasket for Carburettor	E.8640	1
101	Exhaust Silencer	E.4000	1
102	Locknut for Exhaust Silencer	E.3568	1
119	Spacer for Recoil Starter	E.8378	1
120	Nylon Distance Piece	E.8093	1
121	Spring for Driving Pin	E.8092	1
122	Driving Pin	E.7339	1
123	Pawl Hub	E.8094	1
123a	Pawl Hub Sub. Assy. Comprising with Ref. No's. 120, 121, 122, 123 and 136	E.7407	1
124	Centre Screw	1K298A	1
125	Shakeproof Washer for Centre Screw, Cover, Inlet Manifold & Carburettor Assembly	E.6865/P	8
126	Bush	E.5524	1
127	Screws for Pawl Hub	1H335A	2
128	Ratchet Pulley	E.7338	1
129	Recoil Spring	E.5516	1
130	Rope Guide Bush	E.5522	1
131	Cover for Recoil Starter	E.5534	1
133	Nuts for Cover	3N31A	3
134	Rubber Handle	E.5518	1
135	Nylon Rope	E.5517	1
136	Pin for Retaining Spring	E.8091	1
137	Washer for Rope Handle	E.7132/P	1
138	Screen	E.6590	1
139a	Recoil Starter Assembly, comprising Ref. No's. 119 to 139, inc., except 123a	E.8172	1
147	Magneto Backplate	E.8144	1
149	Cowl	E.8143	1
151	Petrol Tank	E.6756	1
152	Petrol Tap Body	E.6596	1
153	Petrol Control Button	E.6597	1
154	Screw for Petrol Tap	E.6598	1
154a	Petrol Tap Assy. Comprising Ref No's. 152, 153 & 154	E.7250	1
155	Nut for Tank Fixing Screw	L.6961	3
157	Throttle Lever	E.7161	1
159	Governor Blade	E.8202	1
160	Governor Blade Spindle	E.8336	1
161	Throttle Link	E.8204	1
162	Governor Spring	E.8203	1

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Ref. No.	Description	Part No.	No. Per set
163	Throttle Return Spring	E.6531	1
170	Studs for Cylinder Head	E.8170	2
171	Nuts for Cylinder Head Studs	3N45A	2
175	Petrol Tube	E.5309	1
182	Stump	E.6975	1
184	Rubber Bush for Air Filter	E.7174	1
185	Air Filter Body	E.7173	1
186	Air Filter Element (Foam)	E.8593	1
187	Air Filter Screen	E.7175	1
188	Wire Clip for Air Filter	E.3579	1
189	Air Filter Assembly, comprising Ref. No's. 184 to 188, inc.	E.7176	1
190	Spring Washer for Cylinder Head Stud	3N624	2

The above list to be read in conjunction with ENGINE ASSEMBLY ILLUSTRATION.

INSTRUCTIONS FOR ORDERING SPARE PARTS

It is essential to quote the following:

- (a) The Model Name of the machine.
- (b) The chassis serial number stamped on the R.H. side plate. (See mower assembly illustration).
- (c) The engine serial number (see engine assembly illustration).
- (d) The PART NO. of the part NOT the illustration No.

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Carburettor Illustration

SPARE PARTS LIST FOR ZENITH CARBURETTOR

TYPE 13.TCA - 2.

Ref. No.	Description	Part No.
1	Air Regulating Screw	015457
2	Spring for Ref. 1	015458
3	Screw and Spring Washer fixing Bowl to Barrel (Short)	020584
3a	Screw and Spring Washer fixing Bowl to Barrel (Long)	019651
4	Throttle Stop Screw	015547
5	Spring for Ref. No. 4	020573
6	Carburettor Barrel Assembly	08539
7	Washer for Needle Seating	08523
8	Needle Seating	020574
9	Gasket (Bowl to Barrel)	020583
10	Float and Needle Assembly	020507
11	Adjustment Needle	020576
12	Spring for Ref. No. 11	09846
13	Pin Washer for Ref. No. 11	16709
14	Strangler Spindle and Pin Assembly	020579
15	Strangler Flap	013635
16	Split Pin for Spindle	05370
17	Washer for Spindle	08860
18	Friction Spring	013650
19	Carburettor Bowl	020575
20	Slow Running Tube	020582
21	Split Pin for Ticker Stem	05890
22	Picker Spring	015454
23	Picker Stem	020572
24

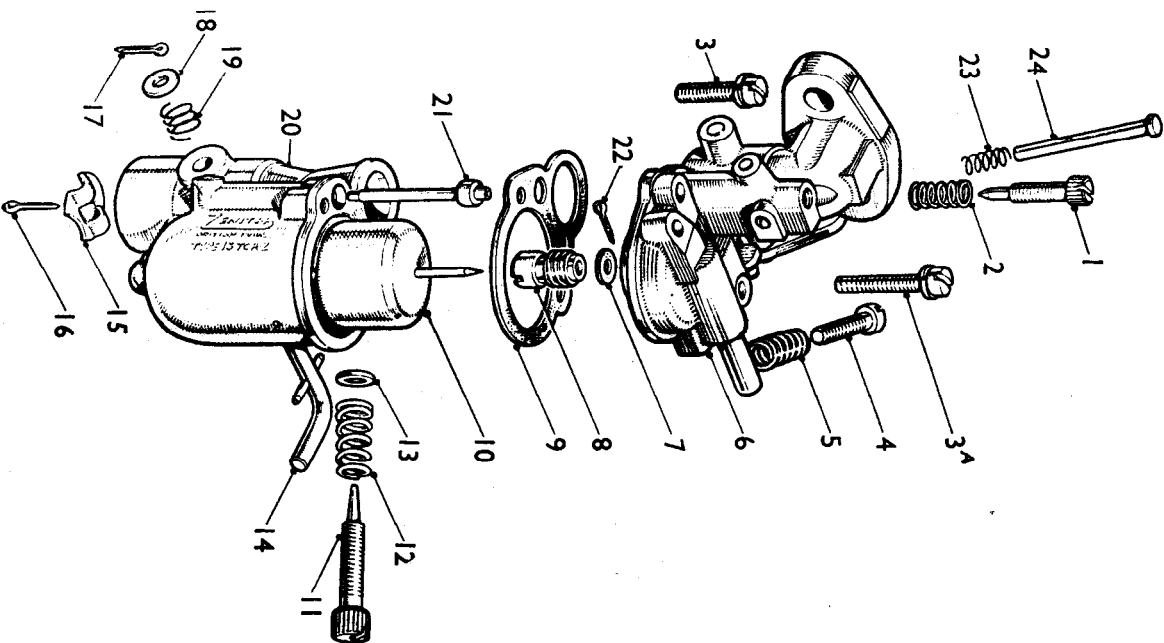
This list to be read in conjunction with

EXPLODED ILLUSTRATION OF CARBURETTOR on Page 18

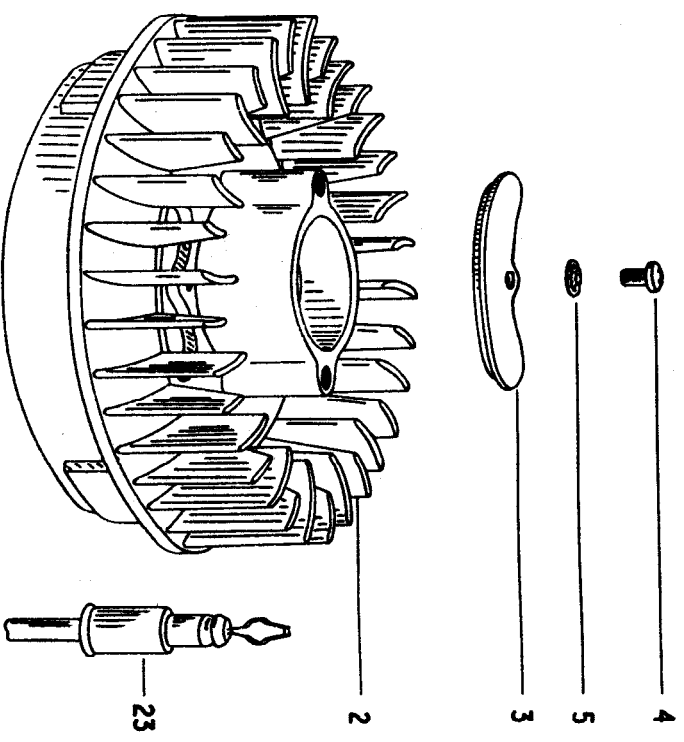
INSTRUCTIONS FOR ORDERING SPARE PARTS

It is essential to quote the following:

- (a) The Model Name of the machine.
- (b) The chassis serial number stamped on the R.H. side plate. (See mower assembly illustration).
- (c) The engine serial number. (See engine assembly illustration).
- (d) The PART NO. of the part, NOT the illustration No.



Magneto Assembly Illustration



MAGNETO SPARE PARTS LIST.

Ref. No.	Description	Part No.	No. Per set
1	Flywheel Assy., Items 2-5 Inc.	E. 8168	1
2	Inspection Cover	E. 8161	1
3	Screw for Inspection Cover	E. 8113	1
4	Star Washer for Inspection Cover	E. 8131	1
5	Star Washer for Inspection Cover	E. 5042	1
6	Stator Unit S/A, Items 7-18 Inc.	E. 8108	1
7	Stator Plate Assembly	E. 8115	1
8	Coil & Condenser Assembly	E. 8123	1
9	Retaining Clip for Coil	E. 8126	1
10	Lead Clamp Screw	E. 8149	1
11	Star Washer for Clamp Screw	E. 8160	1
12	Cam Wiper Felt	E. 5047	1
13	Adjuster Plate Assembly	E. 8148	1
14	Breaker Arm Assembly	E. 8154	1
15	Retaining Clip for Breaker Arm	E. 8137	1
16	Washer for Adjuster Plate Screw	6N611A	1
17	Star Washer for Adjuster Plate	E. 8131	1
18	Star Washer for Adjuster Plate	E. 5042	1
19	Wave Washer	E. 5052	1
20	Cam Sleeve	E. 8146	1
21	H.T. Lead	E. 8124	1
22	Sleeve for H. T. Lead	E. 8454	1
23	Suppressor	E. 7858	1

The above list to be read in conjunction with
MAGNETO ASSEMBLY ILLUSTRATION on Page 20

INSTRUCTIONS FOR ORDERING SPARE PARTS

- It is essential to quote the following:
- (a) The Model Name of the machine.
 - (b) The chassis serial number stamped on the R.H. side plate. (See mower assembly illustration).
 - (c) The engine serial number (See engine assembly illustration).
 - (d)

