

DRIVE ADJUSTMENTS:

If the mower is not tracking straight or if the unit creeps in the "Neutral Stop" position proceed with the following instructions.

TIRE PRESSURE:

Checking air pressure in the tires is critical for proper drive or tracking.

NOTE: DO NOT ADD ANY TYPE OF TIRE LINER OR FOAM FILL MATERIAL TO THE TIRES!

Excessive loads created by foam filled tires may cause failures to the hydro drive system, frame and other components. Foam filling tires will void warranty.

Front tires: 20 to 22 psi

Drive tires: 12 to 14 psi

NEUTRAL ADJUSTMENTS – DRIVE:

1. Raise the drive wheels of the mower off of the ground. Safely block the frame in this position so it is secure.
2. With the unit blocked up securely and the arms in the neutral position (in the lock out position) sit in the operators seat and start the engine. With the engine running release the park brake and check to see if there is any wheel creep (any rotation).
3. If wheels rotate with the control levers in lock position, stop the engine and remove the belt cover between the seat frame and engine by removing the 2 - $\frac{1}{4}$ x $\frac{3}{8}$ bolts.

4. All neutral creep (rotation) should be adjusted out of the drive. This adjustment is performed at the adjustable Pump Link on each corresponding pump. (See fig.) Loosen the jam nut between the ball stud and the control rod. Tread the stud into the control rod if there is forward rotation and out of the control rod if there is reverse rotation. Never adjust the link more than 2 full turns at a time. Retighten the jam nut and start the engine, and repeat step #2.
5. If the wheel still rotates in the Neutral Lock position with the brake OFF repeat step #4.

TRACKING ADJUSTMENT:

If the machine pulls left or right on a level, flat surface begin by checking the tire pressure. The front tires should have 20 to 22 PSI and the rear tires should have 12 to 14 PSI. If tire pressures are correct examine the dampening cylinders. The cylinders are preset from factory to limit the forward motion of the control levers. (When the control lever is at full speed, all the way forward in the control slot, the damping cylinder should bottom out.) To adjust tracking, loosen the two bolts on the cylinder adjusting plate. Push adjusting plate to move the cylinder forward on the fast side. This will restrict the movement of the control lever to even out tracking. Always slow the fast side of the machine down if tracking is necessary.

Note: On uneven surfaces the operator is responsible in keeping the machine traveling in a straight line.

