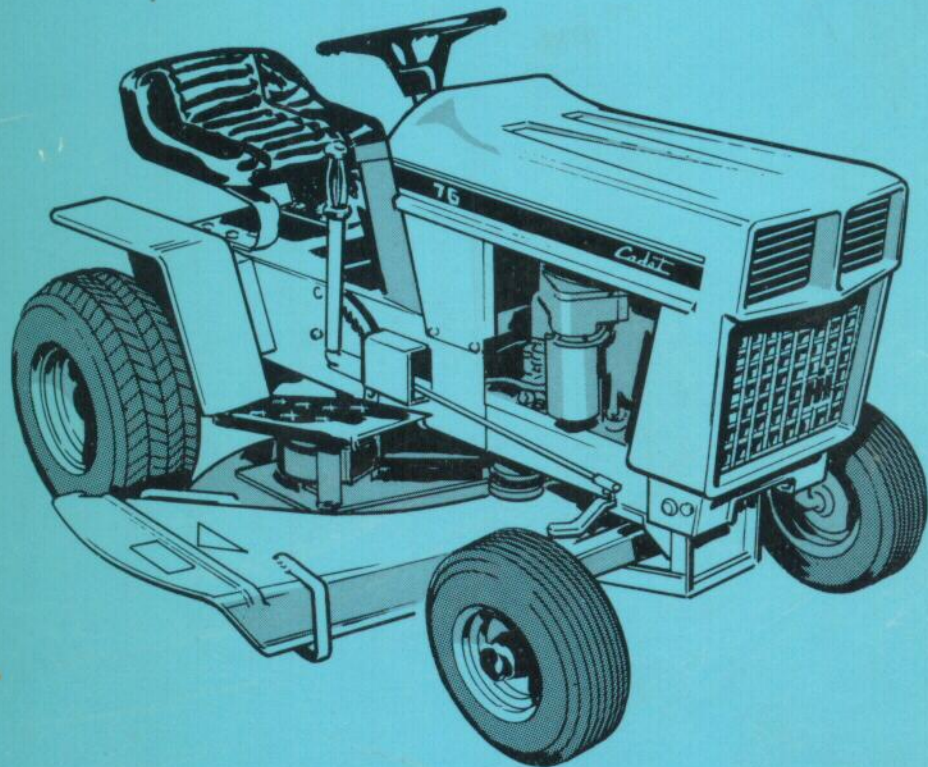




# Service Manual



GSS-1436

**INTERNATIONAL<sup>®</sup>**

**Cadet<sup>®</sup> 76 Lawn Tractor**

**INTERNATIONAL HARVESTER COMPANY**  
AGRICULTURAL/INDUSTRIAL EQUIPMENT  
401 NORTH MICHIGAN AVENUE • CHICAGO, ILLINOIS, 60611, U.S.A.

## FOREWORD

The instructions and special tools shown in this Blue Ribbon Service Manual are for use by International Harvester Dealers and their factory trained servicemen.

The specifications as listed in this manual are current as of the printing date. Due to changes and improvements in our products, dealers are periodically issued service bulletins to keep this manual up-to-date. We suggest you refer to the most recent information when performing service work on this equipment.

International Harvester Factory Trained servicemen are best qualified to service IH equipment.

Distribute to dealers having the following contract: J-111

## IMPORTANT NOTE

Always read each step in its entirety before starting to perform it. Necessarily, some vital information may come at the middle or end of the description of a step. Much time can be saved, and damage to parts avoided, if the procedure is studied before work commences.

### LIBRARY FILING INFORMATION

1. File this manual after Divider Tab GSS-1436.
2. Enter the following information in the Service Manual Index.

In the Mowers and Rakes Section, under the heading of "Complete Unit Overhaul", Print, or preferably type in, the Manual Description and Form Number.

# General Contents

Page

**Standard Torque Data for Nuts and Bolts** ..... IV

**Section**  
**1**

# ENGINE

**Section**  
**2**

# CHASSIS

**Section**  
**3**

# MOWER

# STANDARD TORQUE DATA FOR NUTS AND BOLTS

Recommended torque, in foot pounds, for all Standard Application Nuts and Bolts, provided:

- A. All thread surfaces are clean and lubricated with SAE-30 engine oil. (See NOTE.)
- B. Joints are rigid, that is, no gaskets or compressible materials are used.
- C. When reusing nuts or bolts use minimum torque values.







NOTE: Multiply the standard torque by:


- .65 when finished jam nuts are used.
- .70 when Molykote, white lead or similar mixtures are used as lubricants.
- .75 when parkerized bolts or nuts are used.
- .85 when cadmium plated bolts or nuts and zinc bolts w/waxed zinc nuts are used.
- .90 when hardened surfaces are used under the nut or bolt head.

Bolt or Stud Diameter	Type 1 Studs Only		Type 1 Bolts 6" length or less		Type 1 Bolts longer than 6"		Type 5 (all lengths)		Type 8 (all lengths)			
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Only when used† in cast (gray) iron†		All other applications	
									Min.	Max.	Min.	Max.
1/4	5	6	5	6	3	3	9	10	11	13	12	14
5/16	12	13	12	13	6	7	19	21	24	27	27	30
3/8	21	24	21	24	11	13	33	37	43	47	45	50
7/16	35	38	35	38	19	21	53	60	69	76	75	85
1/2	52	58	52	58	29	32	80	90	104	117	115	130
9/16	70	80	70	80	41	46	115	130	150	170	165	185
5/8	98	110	98	110	57	63	160	180	210	230	220	250
3/4	174	195	174	195	100	112	290	320	350	390	400	450
7/8	300	330	162	181	162	181	420	470	570	630	650	730
1	420	470	250	270	250	270	630	710	850	950	970	1090
1-1/8	600	660	350	380	350	380	850	950	1200	1350	1380	1550
1-1/4	840	940	490	540	490	540	1200	1350	1700	1900	1940	2180
1-3/8	1100	1230	640	710	640	710	1570	1760	2300	2500	2600	2800
1-1/2	1470	1640	850	940	850	940	2000	2300	3000	3300	3300	3700
1-3/4	2350	2450	1330	1490	1330	1490	3300	3700	4700	5200	5300	6000
2	3500	3900	2000	2200	2000	2200	5000	5500	7000	7800	8000	9000

† When bolt penetration is 1-1/2 times the diameter of the bolt.

## BOLT TYPE IDENTIFICATION CHART

IH TYPE	S.A.E. GRADE	DESCRIPTION	BOLT HEAD MARKING *
1	Equivalent 1 or 2	WILL HAVE A  STANDARD MONOGRAM IN THE CENTER OF THE HEAD Low or Medium Carbon Steel Not Heat Treated	
5	5	WILL HAVE A  AND 3 RADIAL LINES Quenched and Tempered Medium Carbon Steel	
8	8	WILL HAVE A  AND 6 RADIAL LINES Quenched and Tempered Special Carbon or Alloy Steel	

\*The center marking identifies the bolt manufacturer. The  monogram is currently used. Some bolts may still have an IH or a raised dot which previously identified IH bolts.

# Section 1

## ENGINE CONTENTS

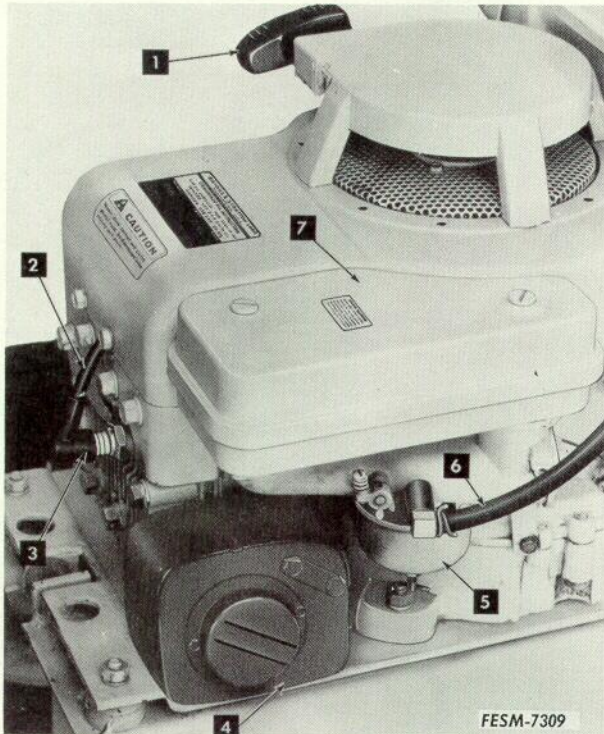
	Page
SPECIAL TORQUES . . . . .	1-1
<b>ENGINE</b>	
Removal . . . . .	1-2
Installation . . . . .	1-3
<b>ELECTRICAL SYSTEM</b>	
Safety Starting Circuit . . . . .	1-3
General Information . . . . .	1-3
Testing the Circuit . . . . .	1-3
Solenoid and Switches . . . . .	1-4
Electrical Wiring Diagrams . . . . .	1-4

## SPECIAL TORQUES

Engine isomounts	
Horizontal (1/4 inch) . . . . .	5-6 ft. lb.
Vertical (5/16 inch) . . . . .	12-13 ft. lb.

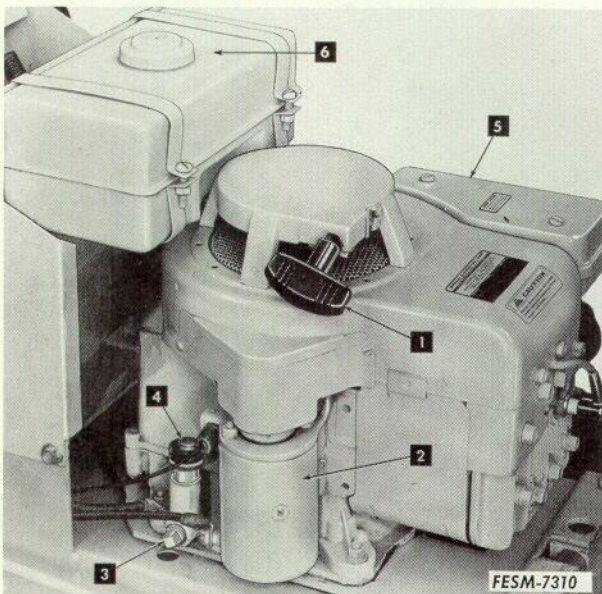
# ENGINE

## Removal



1. Disconnect the battery ground wire from the battery.
2. Disconnect the spark plug wire.
3. Shut off the fuel and disconnect the fuel line from the carburetor.

1. Recoil starter
2. High tension wire
3. Spark plug
4. Muffler
5. Carburetor
6. Fuel line
7. Air cleaner



4. Disconnect the electric starter, charging, ignition and control module leads from the engine.

1. Recoil starter
2. Electric starter
3. Oil drain plug
4. Oil gauge and filler tube
5. Air cleaner
6. Fuel tank

5. Disconnect the throttle cable.

6. Raise the spring loaded belt guide and remove the mower drive belt from the engine pulley.

7. Work the main drive belt free of the engine pulley and out of the idler pulley.

8. Remove the engine mounting bolts. Work the engine out of the chassis and main drive belt.

NOTE: For specifications and overhaul procedures, refer to Blue Ribbon Service Manual GSS-1441.

## Installation

1. Install the engine by reversing the removal procedure.
2. Adjust the following as necessary:
  - Governor linkage
  - Carburetor

## ELECTRICAL SYSTEM

### Safety Starting Circuit

#### General Information

The safety starting circuit consists of a neutral starting switch, control module and ignition switch. To start the engine the clutch must be disengaged, the mower drive control in the disengaged position and the ignition switch in the on position.

#### Testing the Circuit

1. Connect a timing light to the spark plug lead.
2. Disengage the clutch and mower and turn the ignition switch to the ON position.
3. Crank the engine over several times.
4. If the light responds, the ignition and safety start circuits are functioning properly. If the light fails to respond,

disconnect the red lead coming from the module at the engine.

5. Crank the engine over several times.
6. If the light responds, the problem is in the safety starting circuit. If the light fails to respond, the problem is in the ignition circuit.
7. Reconnect the red lead at the engine. Check all the electrical connections on the switches. Check that the control module is properly grounded.

8. Crank the engine over several times.

9. If the light does not respond, disconnect the brown leads from the neutral switch. Connect the two brown leads together with a jumper wire.

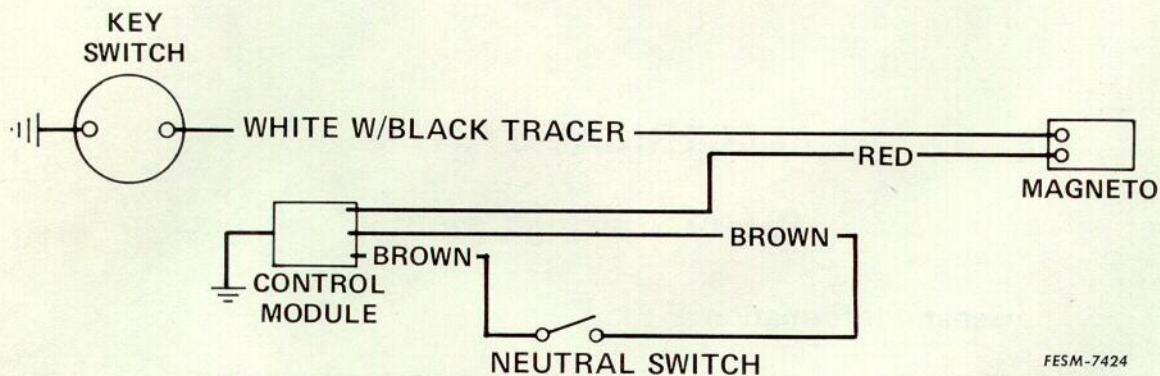
10. Crank the engine over several times.

11. If the light fails to respond, the control module is defective and must be replaced. If the light responds, the neutral switch is defective.

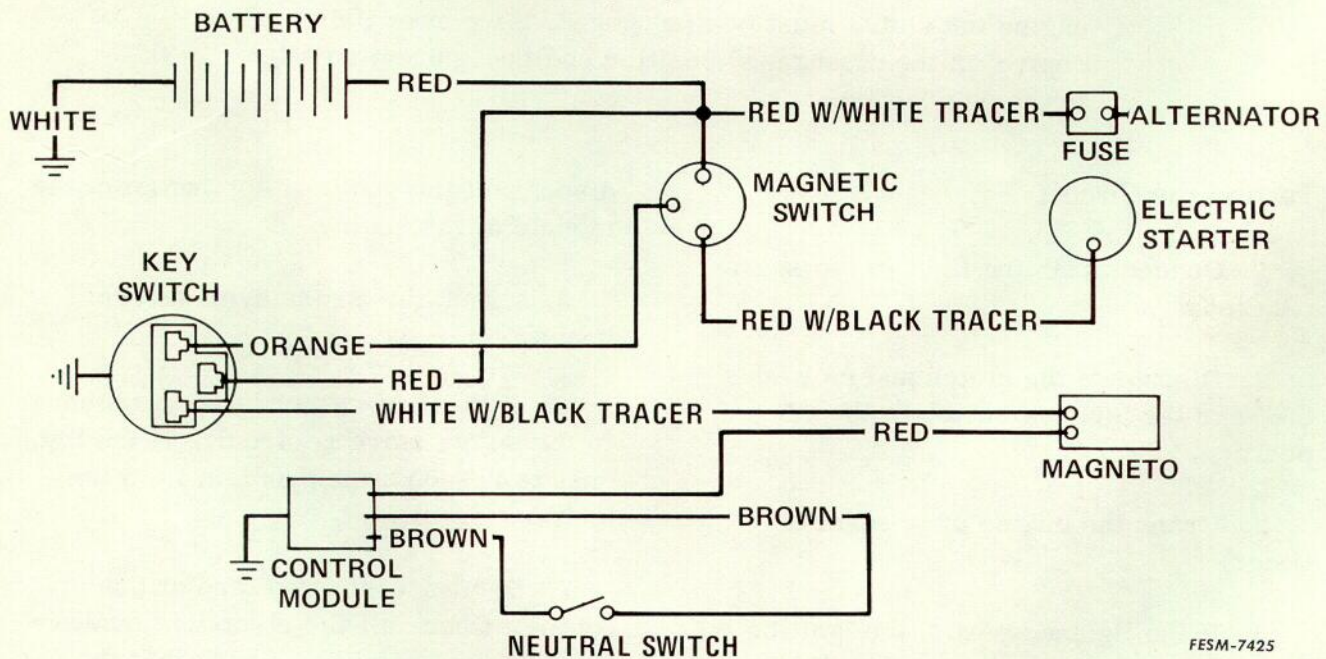
## Solenoid and Switches

If a solenoid, key start switch or safety starting switch malfunctions, replacement will be necessary.

## Electrical Wiring Diagrams



Electric wiring diagram – recoil start.



Electric wiring diagram – electric start.



## Section 2

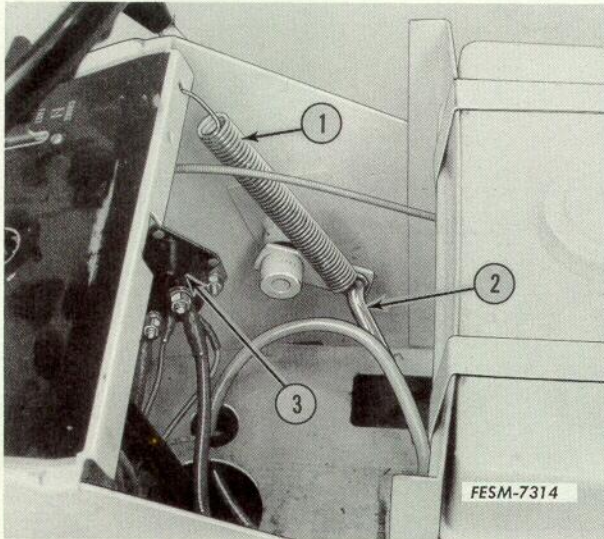
### CHASSIS CONTENTS

	Page
<b>STEERING ASSEMBLY</b>	
Removal and Disassembly . . . . .	2-2
Inspection and Repair . . . . .	2-3
Reassembly and Installation . . . . .	2-3
<b>FRONT AXLE . . . . .</b>	
Disassembly . . . . .	2-5
Inspection and Repair . . . . .	2-5
Reassembly . . . . .	2-5
<b>TRANSAXLE</b>	
Removal . . . . .	2-6
Disassembly . . . . .	2-8
Inspection and Repair . . . . .	2-12
Reassembly . . . . .	2-13
Installation . . . . .	2-17
<b>DIFFERENTIAL</b>	
Removal and Disassembly . . . . .	2-18
Inspection and Repair . . . . .	2-21
Reassembly and Installation . . . . .	2-21
<b>BRAKE</b>	
Removal and Disassembly . . . . .	2-22
Inspection and Repair . . . . .	2-23
Reassembly and Installation . . . . .	2-23
Adjustment . . . . .	2-24

# STEERING ASSEMBLY

## Removal and Disassembly

1. Remove the mower. Refer to Section 3.
2. Disconnect and remove the battery.
3. Disconnect the PTO rod and spring.
4. Disconnect the ignition switch.
5. Remove the solenoid mounting bolts. Lay the solenoid down on the frame.



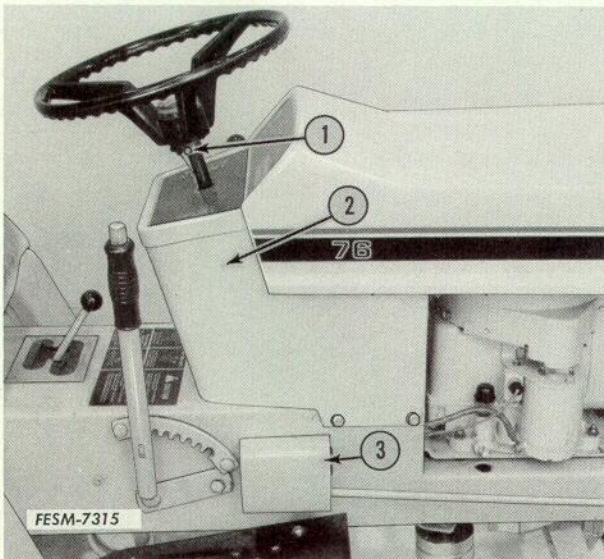
1. PTO spring
2. PTO rod
3. Solenoid

6. Disconnect the throttle cable from the carburetor.
7. Shut off the fuel and disconnect the line at the carburetor.

8. Remove the steering arm cover. Disconnect the drag link.

9. Drive out the roll pin and lift off the steering wheel.

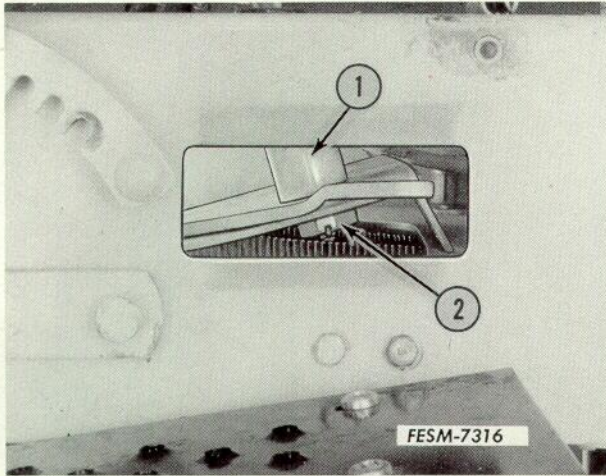
10. Remove the steering column tower.



1. Roll pin
2. Steering column tower
3. Steering arm cover

11. Remove the cotter key and washer from the steering shaft. Lift out the shaft.

12. Remove the pivot bolt from the steering gear assembly. Slide the steering gear rearward and out of the frame.



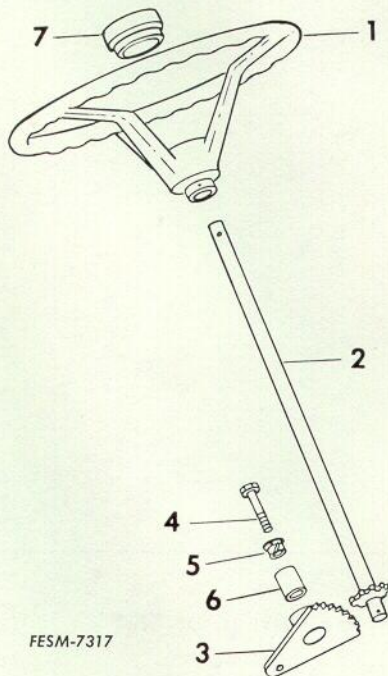
- 1. Steering gear
- 2. Pivot bolt

## Inspection and Repair

1. Wash all parts in clean solvent and dry thoroughly.

2. Inspect the nylon bearings for wear or damage. Replace as necessary.

3. Check for broken teeth, bent shafts and stripped threads. Replace the damaged parts.



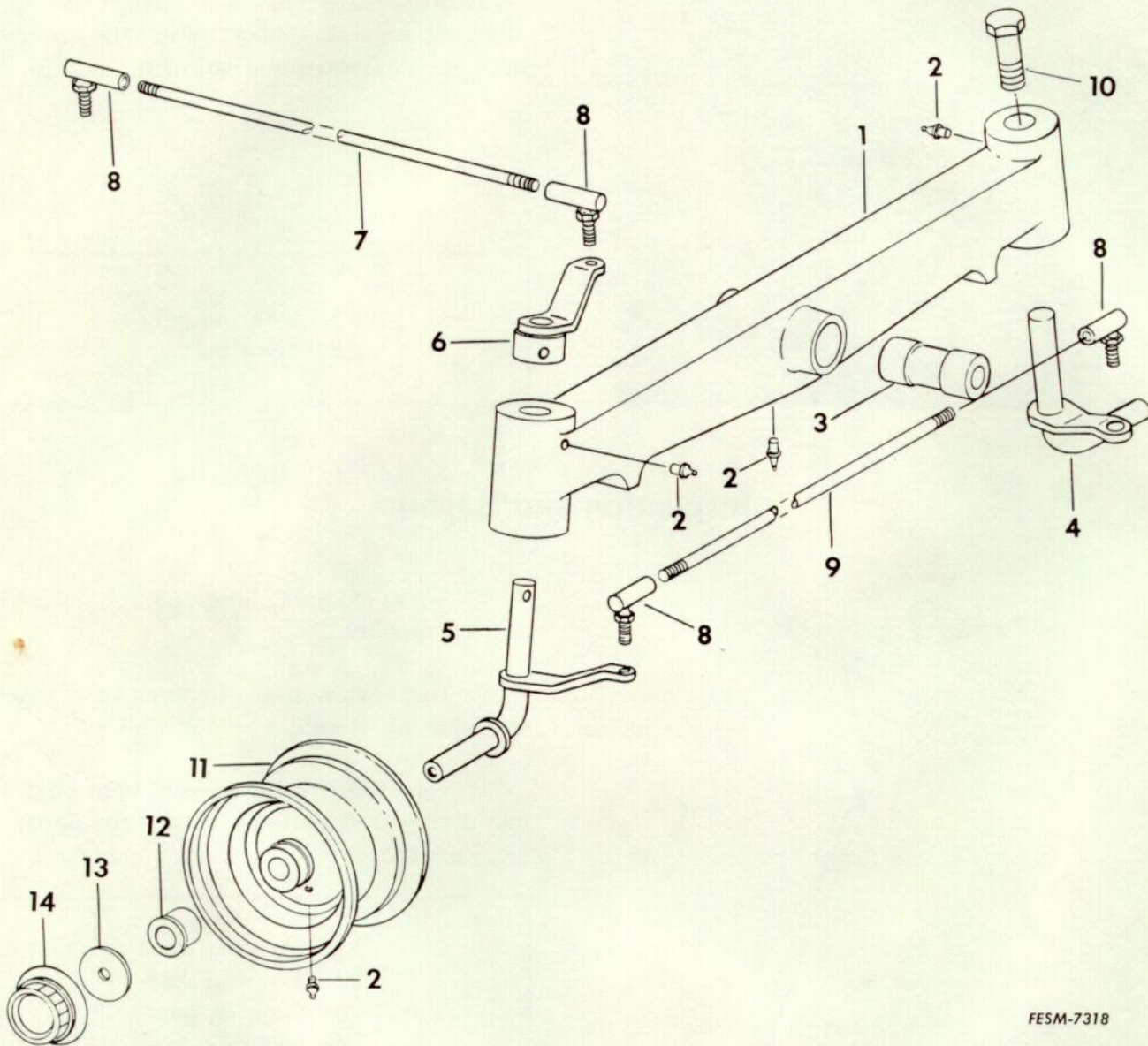
- 1. Steering wheel
- 2. Steering shaft
- 3. Steering gear
- 4. Bolt
- 5. Bearing
- 6. Bushing
- 7. Cap

## Reassembly and Installation

1. Reassemble and install by reversing the removal and disassembly procedure. Apply IH 251 HEP grease or

equivalent liberally to the gear assembly, bearings and shaft.

# FRONT AXLE



FESM-7318

- |                           |                   |
|---------------------------|-------------------|
| 1. Axle                   | 8. Ball joint end |
| 2. Lubrication fitting    | 9. Tie rod        |
| 3. Bushing                | 10. Bolt          |
| 4. Left steering knuckle  | 11. Wheel         |
| 5. Right steering knuckle | 12. Bushing       |
| 6. Steering arm           | 13. Washer        |
| 7. Drag link              | 14. Hub cap       |

## Disassembly

1. Lock the brake. Raise the front of the tractor and support with stands under the frame.
2. Pry off the hub caps and remove the wheels.
3. Remove the tie rod.
4. Remove the retaining bolt and left steering knuckle.
5. Disconnect the drag link from the steering arm. Drive out the roll pin and remove the steering arm and right steering knuckle.
6. Remove the pivot bolt and slide the axle out of the frame.

## Inspection and Repair

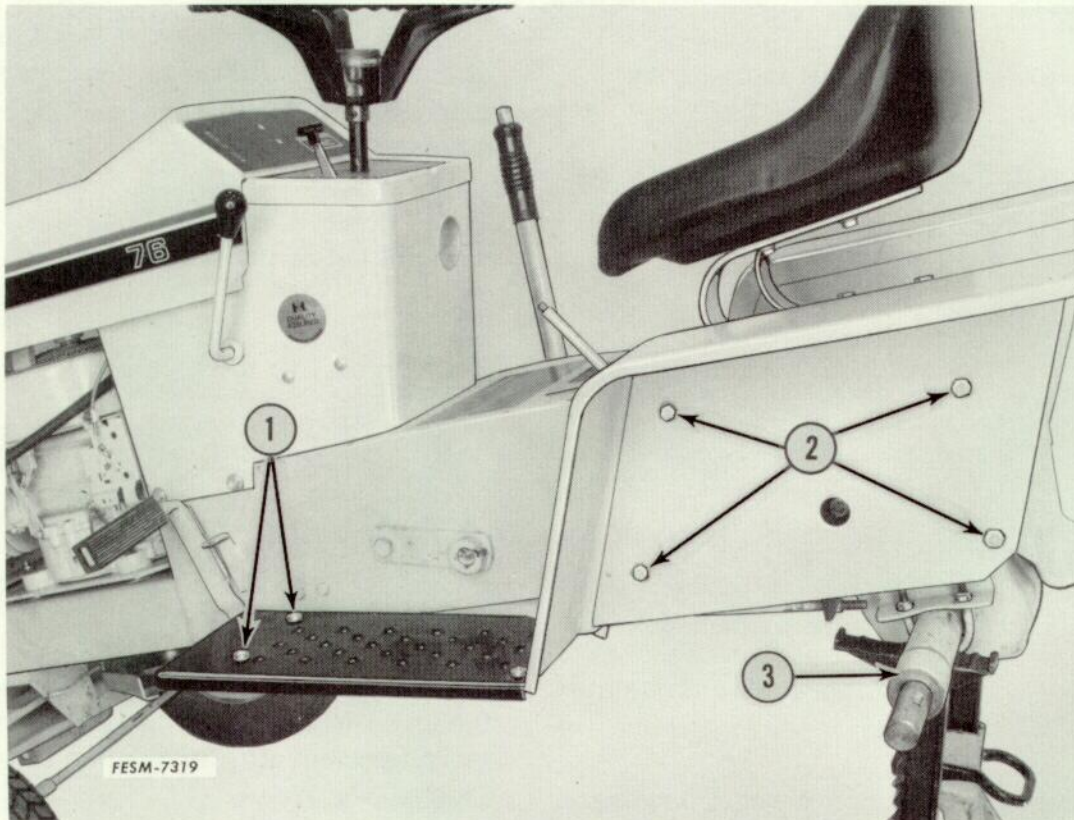
1. Clean all parts thoroughly in clean solvent.
2. Inspect all parts for wear, bending or cracking.
3. The front wheel bushings may be removed with a punch and hammer, if worn excessively. Install the new bushings with a press.

## Reassembly

1. Reassemble the axle by reversing the disassembly procedure.
2. Lubricate the axle bushing, spindles and wheels thoroughly with IH 251 HEP or equivalent.
3. Adjust the tie rod so that the front wheels are parallel to each other.

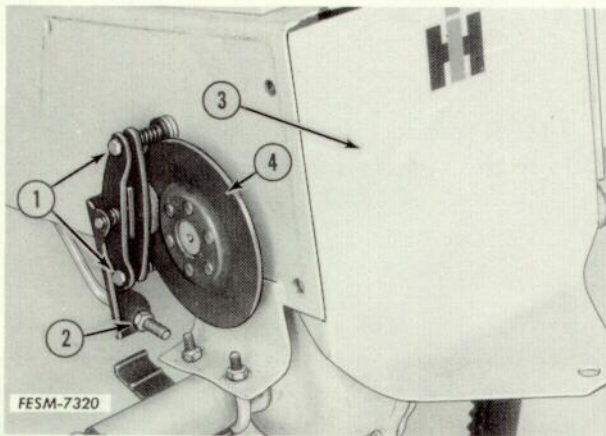
# TRANSAXLE

## Removal



1. Foot support mounts
2. Fender mounts
3. Spacer

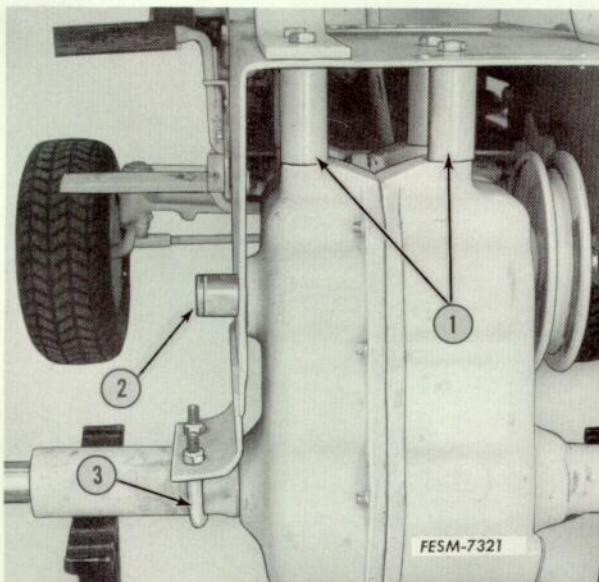
1. Drain the oil from the case.
2. Disconnect the transaxle drive belt.
3. Remove the gear shift knob.
4. Raise the rear of the tractor and support it under the axle housings.
5. Remove the rear wheels, drive keys and spacers.
6. Remove the left fender and foot support.



1. Mounting bolts
2. Adjusting nut
3. Drawbar assembly
4. Brake disc

7. Remove the brake mounting bolts and lay the brake assembly down out of the way. Keep the assembly intact with two nuts on the bolts. Remove the brake disc and key.

8. Remove the drawbar assembly.



1. Mounting bolts and spacers
2. Brake shaft
3. U-bolt clamps

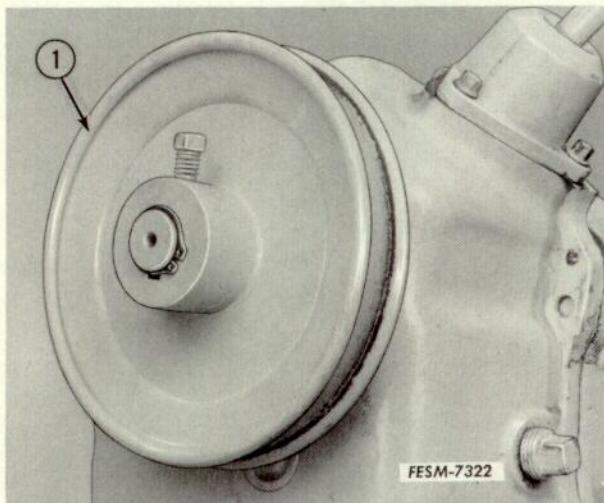
9. Remove the U-bolt mounting clamps, mounting bolts and spacers.

10. Slide the frame to the left slightly to clear the brake shaft and raise it off the transaxle.

**NOTE:** The housing will fall forward as the frame is raised.

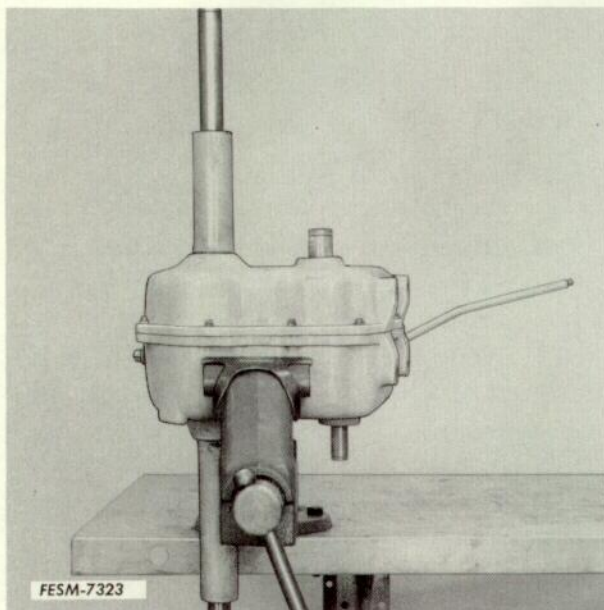
## Disassembly

1. Remove the input pulley and key.  
Place the transmission in neutral.

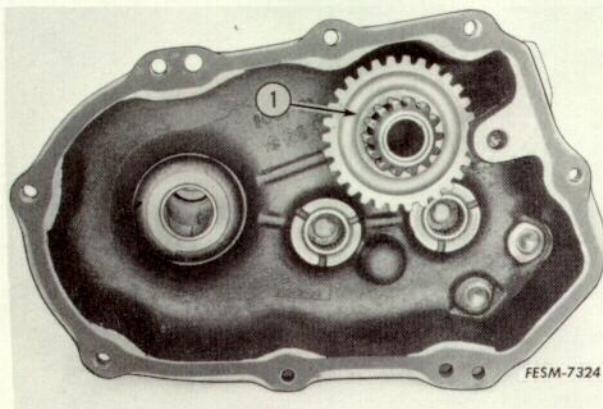


1. Input pulley

2. Clamp the transaxle (input shaft down) in a vise equipped with brass jaws. Remove the mounting screws.

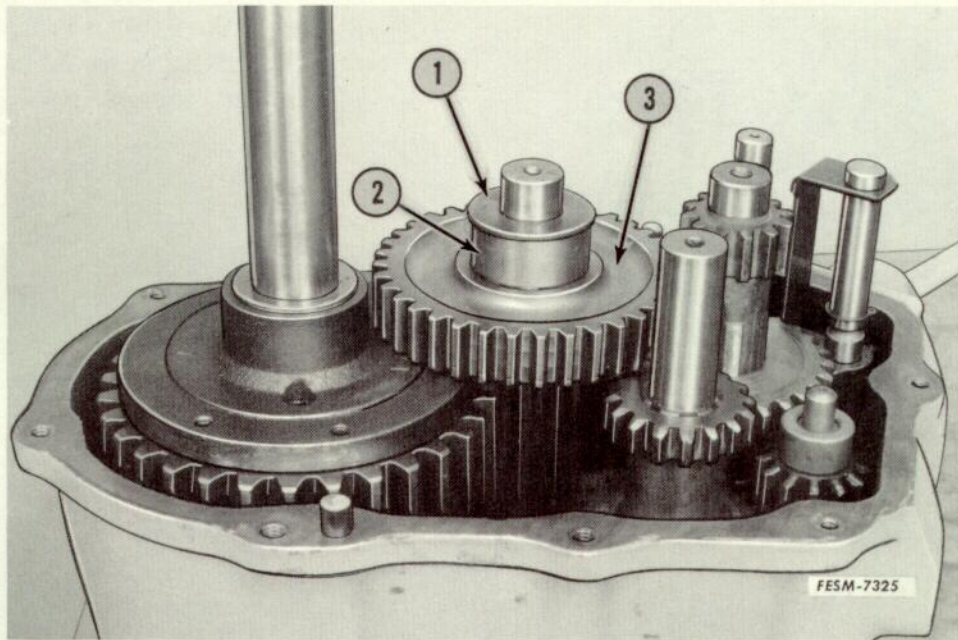


3. Tap the case lightly to free it from the dowels. Lift off the cover and brake shaft together.



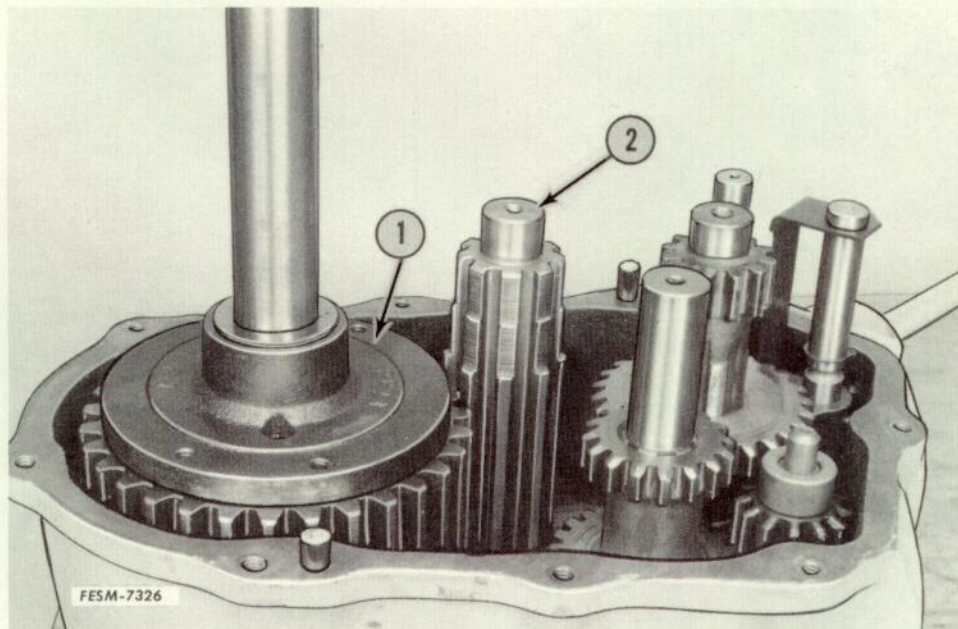
1. Brake shaft





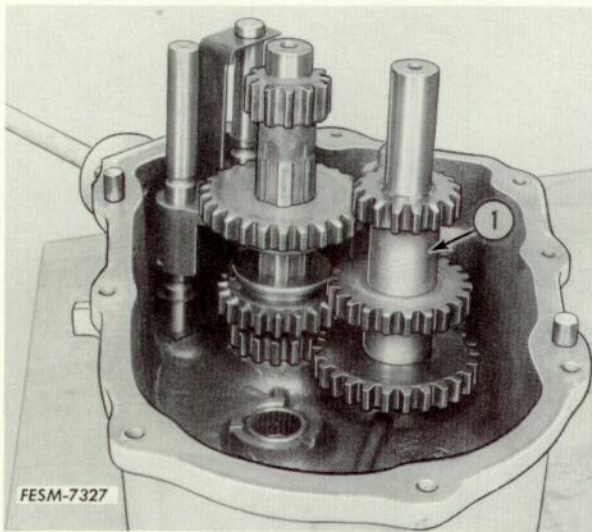
- 1. Thrust washer
- 2. Spacer
- 3. Output gear

4. Remove the output gear, spacer and thrust washer.



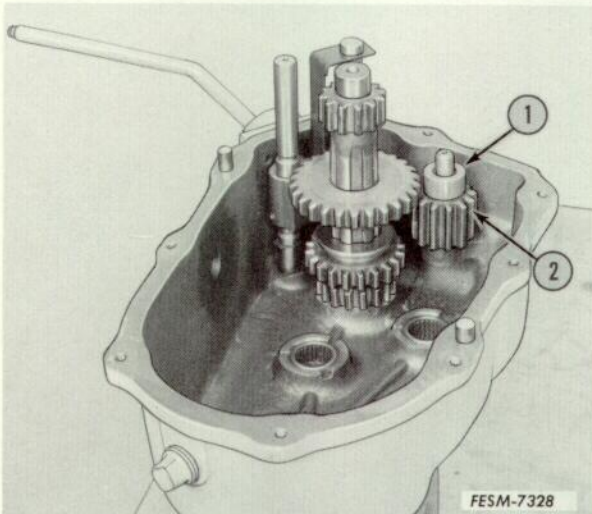
- 1. Differential assembly
- 2. Output shaft

5. Remove the differential assembly and output shaft.



6. Raise the idler shaft slightly to clear the bearing in the housing. Slide the idler shaft assembly to the side and out.

1. Idler shaft assembly

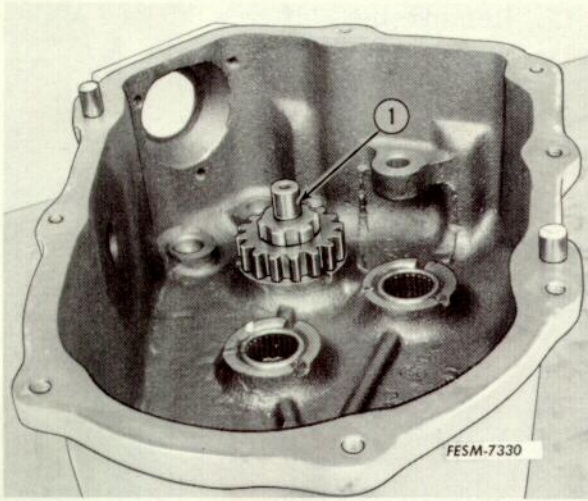


7. Remove the reverse idler, shaft and spacer.

1. Spacer  
2. Reverse idler

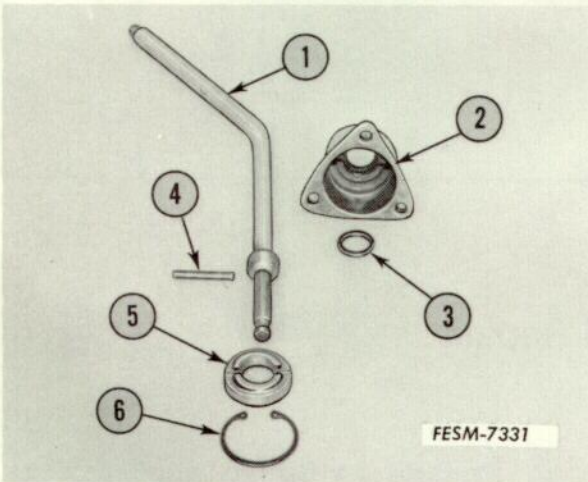


8. Remove the gear shift handle.  
9. Squeeze the shift rails together at the top. This causes a binding of the parts allowing easy removal or installation of the shifting assembly.



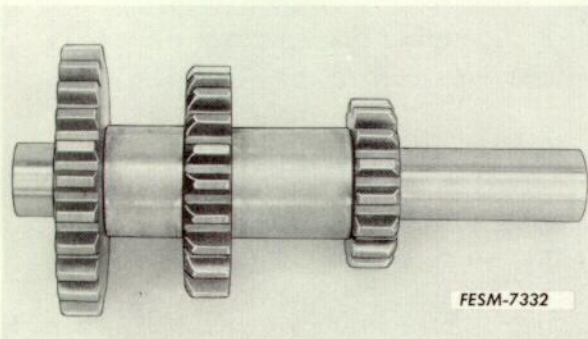
10. Remove the input shaft.

1. Input shaft

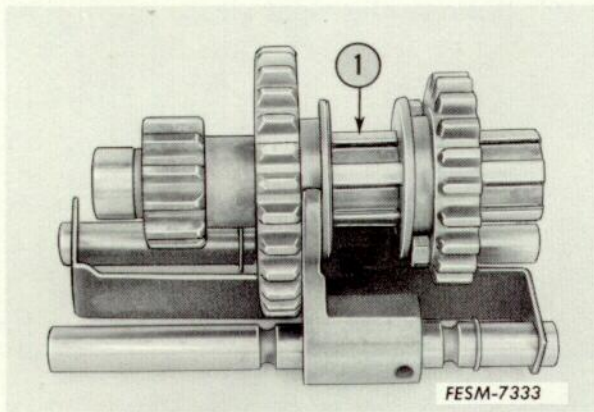


11. Disassemble the gear shift by removing the snap ring.

1. Shift lever  
2. Housing  
3. Quad ring  
4. Pin  
5. Keeper  
6. Snap ring

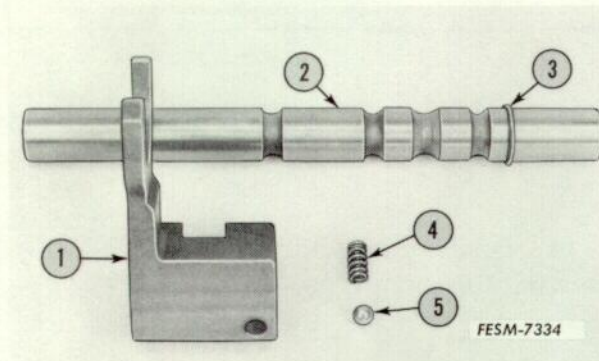


12. Slide the gears and spacers off the idler shaft.



13. Remove the shifter shaft and slide off the gears.

1. Shifter shaft



14. Slide the forks off the rails. Be careful to catch the poppet ball as the fork comes off the rail.

1. Fork  
2. Rail  
3. Snap ring  
4. Spring  
5. Ball

## Inspection and Repair

1. Clean all parts in clean solvent and dry thoroughly.

2. Examine the teeth and splines of the shifter gears and shaft. The gears should slide freely on the shaft. Excessive wear of the splines will cause cocking of the gears.

3. Examine all the gears for broken teeth, wear or burrs.

4. Examine all the shafts for wear.

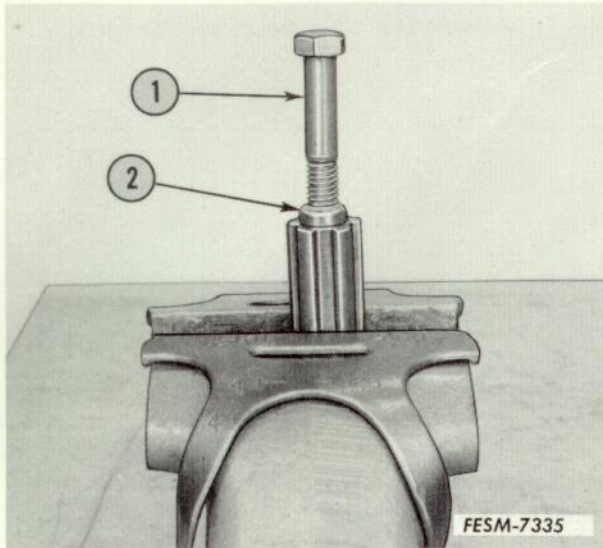
5. Examine the case and axle housings for cracks.

6. Examine the axle housing bushings for scuffing or wear.

7. The axle housings are a press fit in the case. Use a press to remove and install the housing.

8. Examine the bearings for wear, roughness or scoring.

9. The bearings in the case may be removed in a press. Press the new bearings in .015-.020 inch below the inside surface of the case.



1. Driver
2. Bearing

10. The shifter shaft bearing may be removed with a puller or as follows:

a. Clamp the shaft in a vise equipped with brass jaws so that the lower end rests on a block of wood with the bearing up.

b. Prepare some pieces of paper toweling, newspaper, etc. by soaking in water.

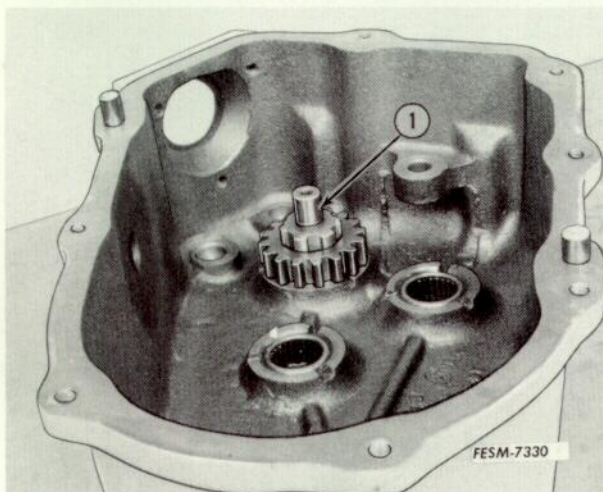
c. Tear the paper into pieces and stuff the bearing full.

d. Insert a 7/16 inch metal rod into the bearing and strike it sharply with a hammer. This will compress the wet paper. Continue to add wet paper until the bearing is hydraulically lifted out.

Install the new bearing with a suitable tool .010 inch below the face of the shaft.

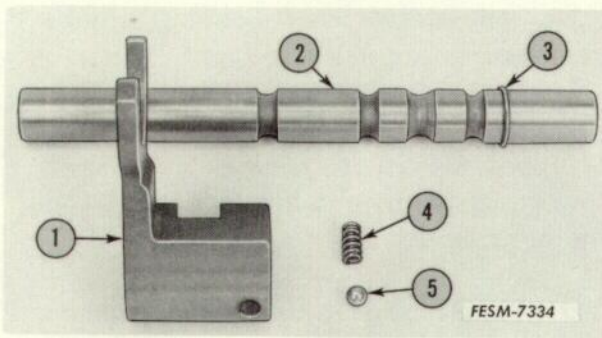
11. Examine all the remaining components for serviceability. Replace parts as necessary.

## Reassembly



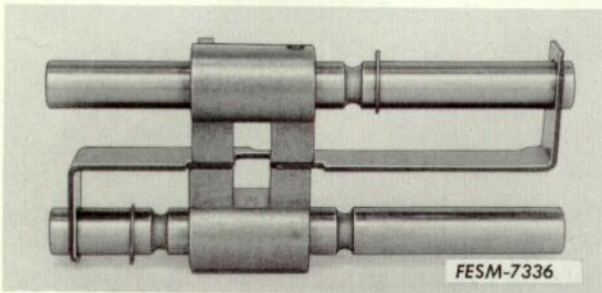
1. Input shaft

1. Lubricate all components during reassembly to ease installation.
2. Install the input shaft into the case.

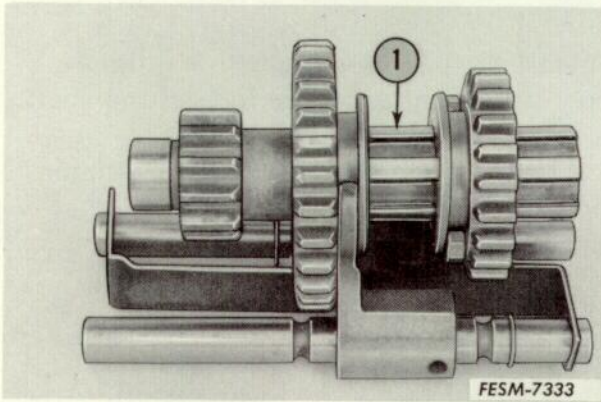


3. Assemble the forks to the shift rails.

- 1. Fork
- 2. Rail
- 3. Snap ring
- 4. Spring
- 5. Ball

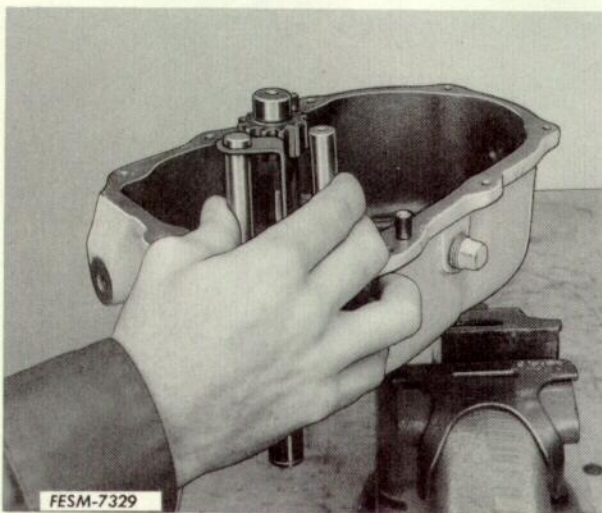


4. Assemble the shift rails and stop as shown in the illustration. This will position the forks in neutral.



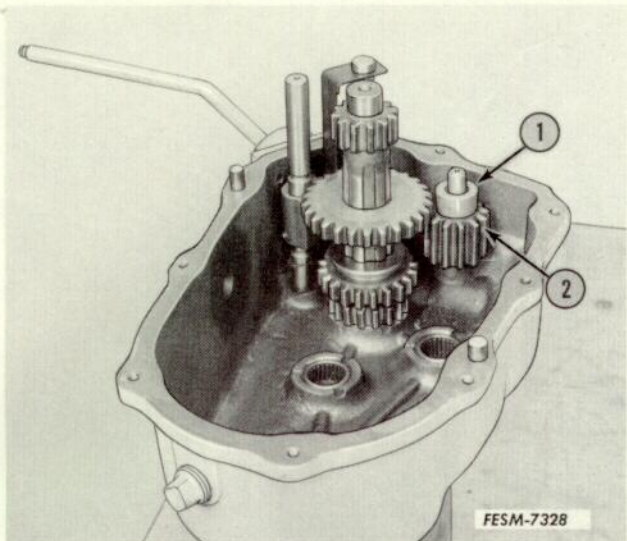
5. Set the shifter shaft and gears in place on the forks.

- 1. Shifter shaft



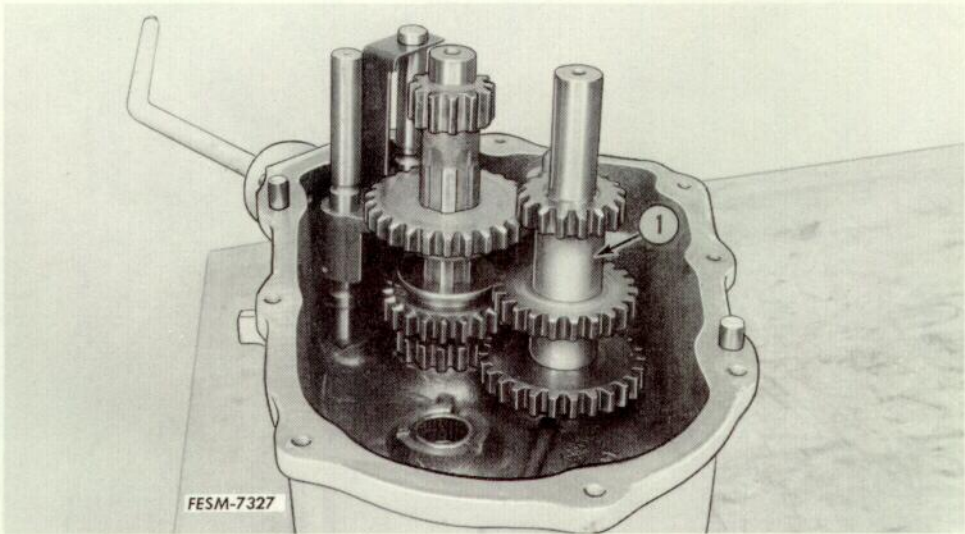
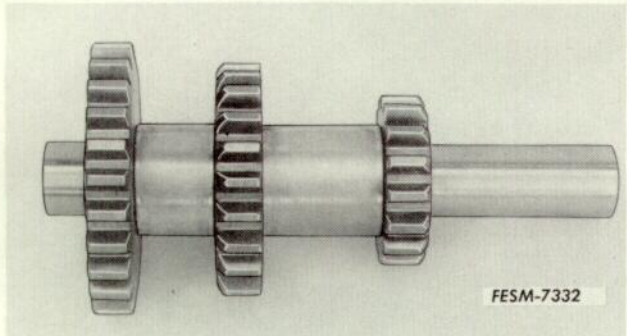
6. Squeeze the shift rails together to bind the parts and install the assembly into the case. Check that the shifter shaft fits properly over the input shaft and the rails are seated in the case. The square formed by the shift forks should be aligned with the gear shift opening.

7. Install the reverse idler, shaft and spacer.



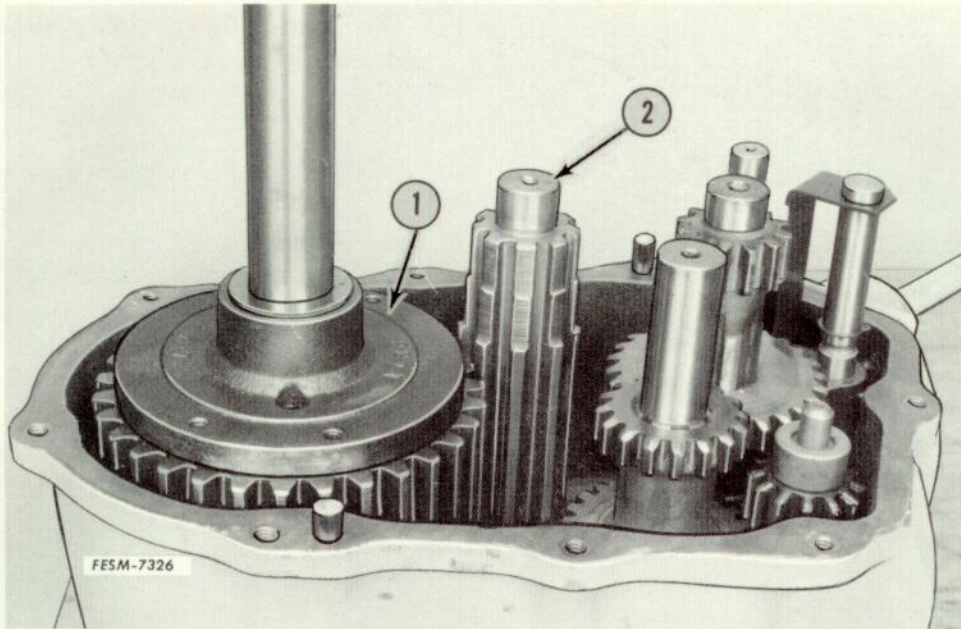
- 1. Spacer
- 2. Reverse idler

8. Assemble the idler shaft. Note the location of the gear teeth bevels and spacers.



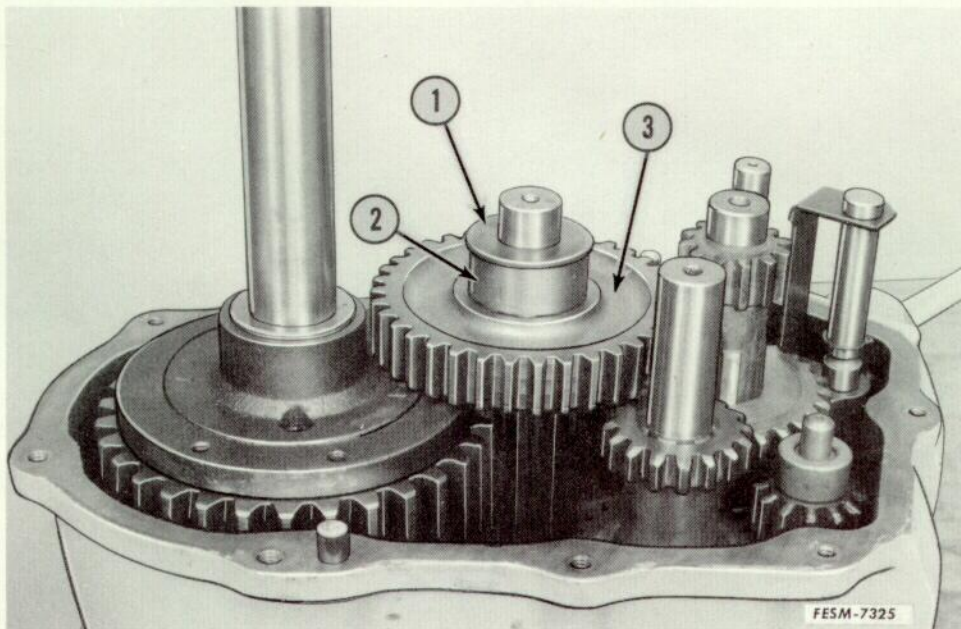
- 1. Idler shaft

9. Install the idler shaft.



- 1. Differential assembly
- 2. Output shaft

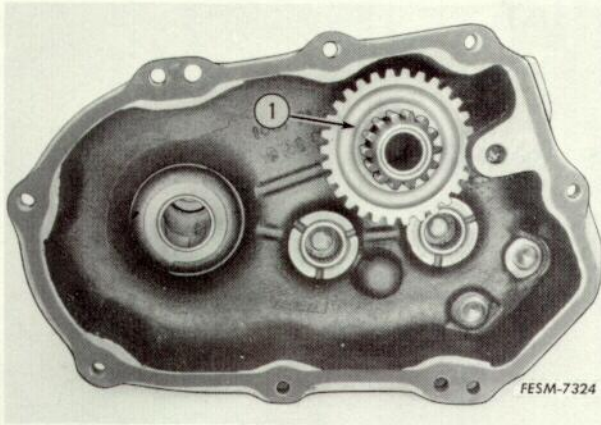
10. Install the output shaft and differential assembly.



- 1. Thrust washer
- 2. Spacer
- 3. Output gear

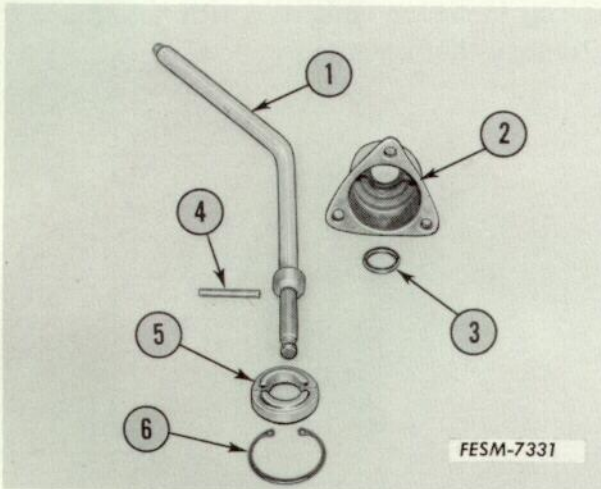
11. Install the output gear, spacer and washer.





12. Install the brake shaft and gear in the cover. Install the cover on the case. Torque the screws to 10 ft. lbs.

1. Brake shaft



13. Assemble the gear shift and install it on the transmission. Torque the screws to 10 ft. lbs.

14. Set the unit in the operating position and fill the housing to the proper level with lubricant specified in the Operator's Manual.

1. Shift lever  
 2. Housing  
 3. Quad ring  
 4. Pin  
 5. Keeper  
 6. Snap ring

## Installation

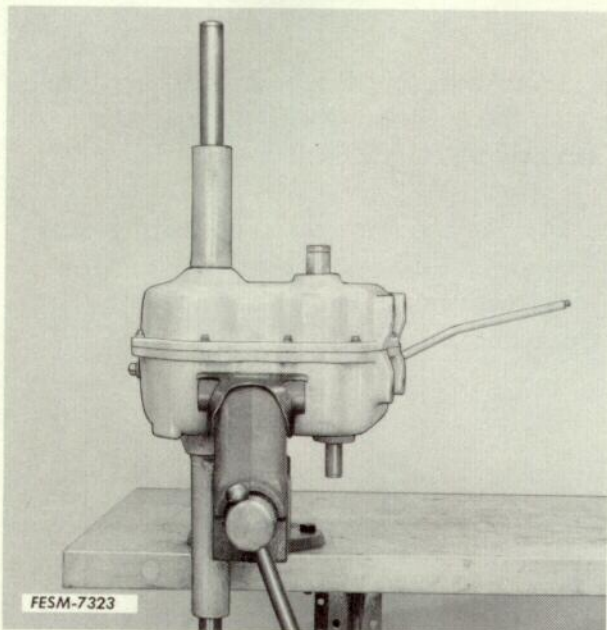
Reverse the removal procedure.

# DIFFERENTIAL

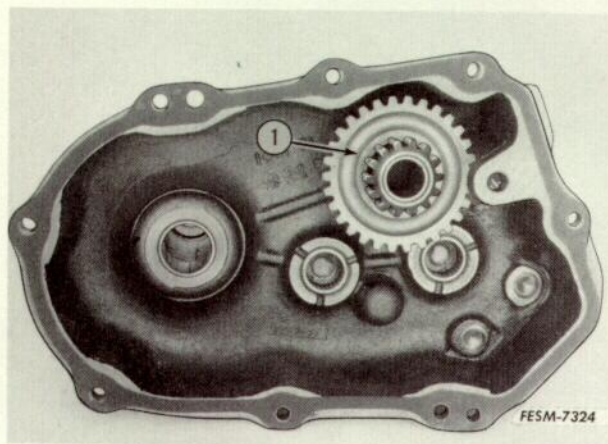
## Removal and Disassembly

1. Remove the transaxle.

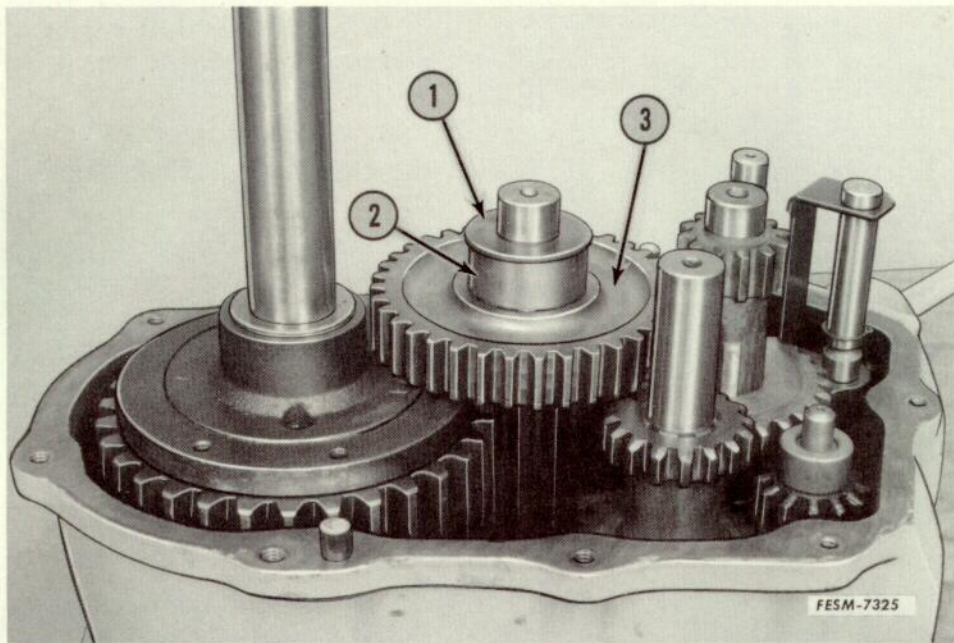
2. Clamp the transaxle (input shaft down) in a vise equipped with brass jaws. Remove the mounting screws.



3. Tap the case lightly to free it from the dowels. Lift off the cover and brake shaft together.

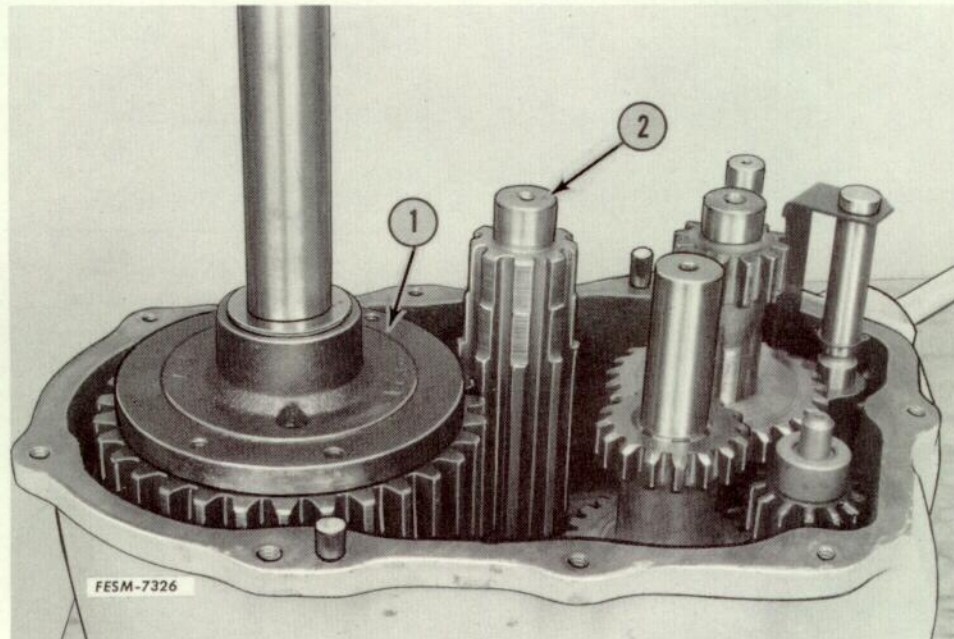


1. Brake shaft



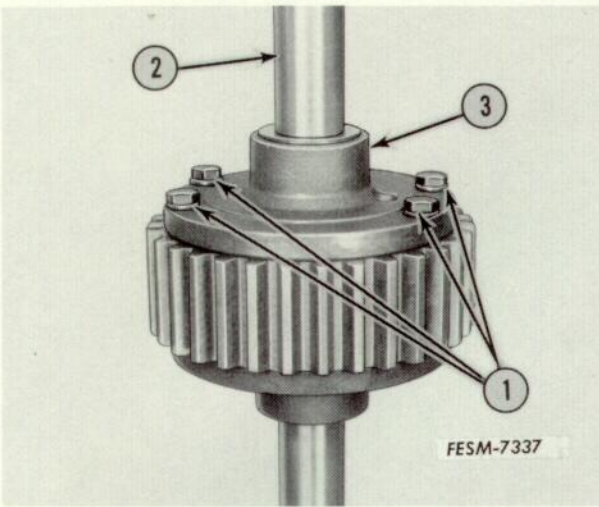
- 1. Thrust washer
- 2. Spacer
- 3. Output gear

4. Remove the output gear, spacer and thrust washer.



- 1. Differential assembly
- 2. Output shaft

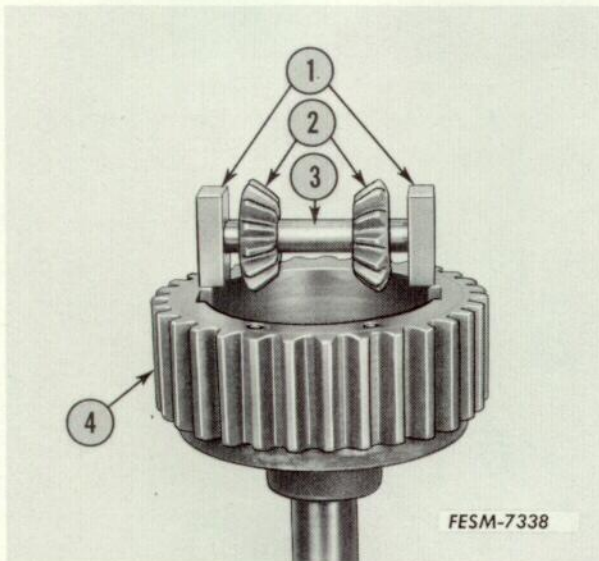
5. Remove the differential assembly.



6. Clamp the left axle (short axle) in a vise equipped with brass jaws.

7. Remove the thru bolts. Lift off the right axle and carrier.

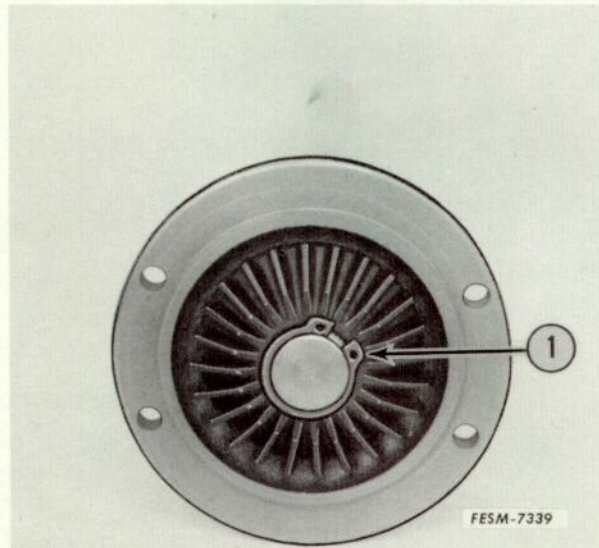
- 1. Thru bolts
- 2. Axle
- 3. Carrier



8. Lift out the bevel pinion shaft and drive blocks.

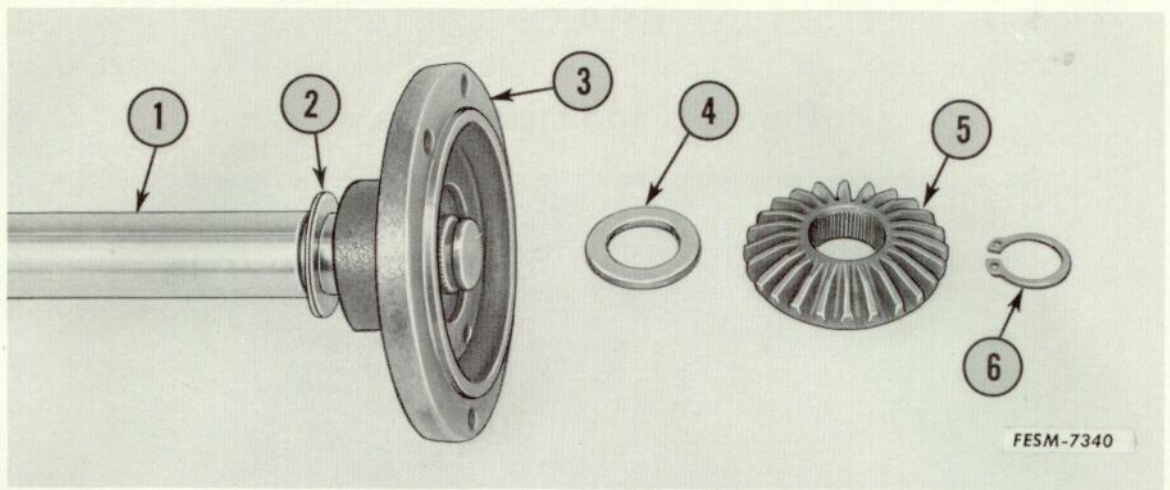
9. Remove the ring gear from the left axle carrier.

- 1. Drive blocks
- 2. Bevel pinions
- 3. Shaft
- 4. Ring gear



10. Remove the axle from the carrier by removing the snap ring.

- 1. Snap ring



1. Axle
2. Thrust washers
3. Carrier

4. Washer
5. Bevel gear
6. Snap ring

## Inspection and Repair

1. Clean all parts in clean solvent and dry thoroughly.
2. Examine the gears for broken or worn teeth, breakage or burrs.
3. Examine the shafts for bending or

wear. Examine the splines for wear or breakage.

4. Check all components for wear, breakage or warping.

5. Replace parts as necessary.

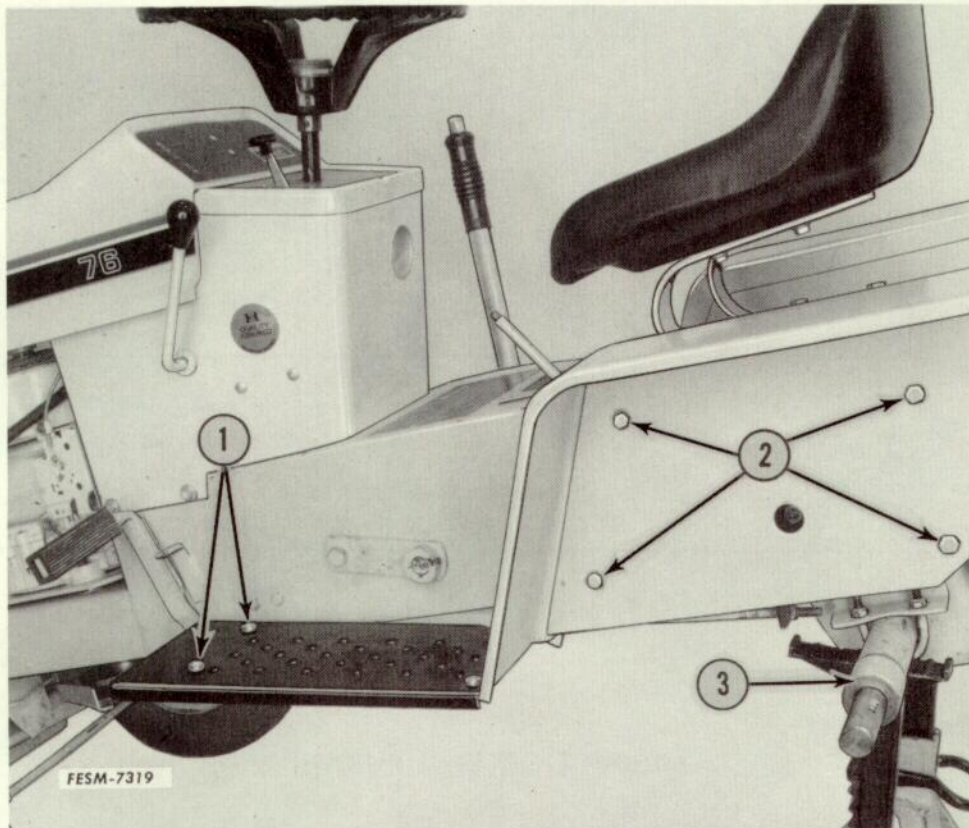
## Reassembly and Installation

1. Reassemble and install the differential by reversing the removal and disassembly procedure.

2. Set the unit in the operating position. Fill the housing to the proper level with lubricant specified in the Operator's Manual before installing it in the tractor.

# BRAKE

## Removal and Disassembly



1. Foot rest supports
2. Fender supports
3. Spacer

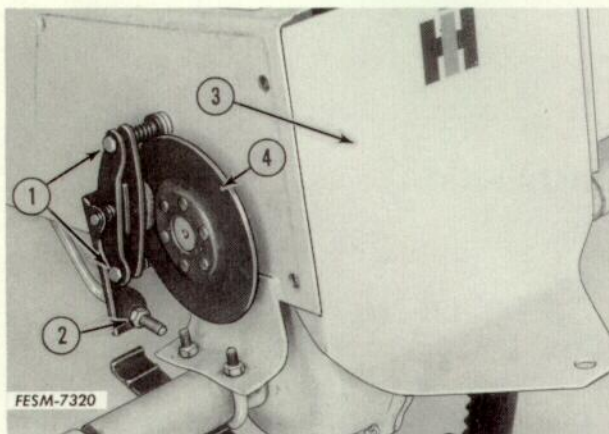
1. Raise the rear of the tractor and support it under the axle housing.

2. Remove the left rear wheel.

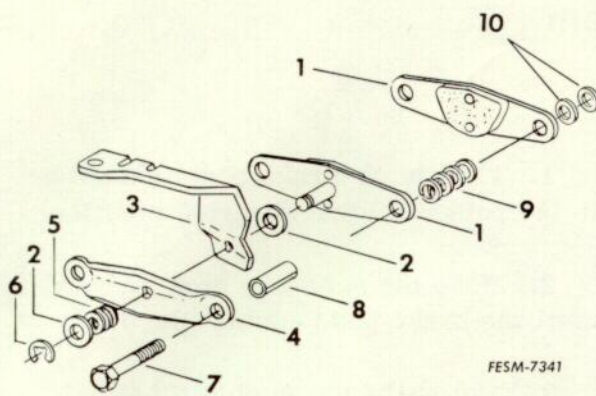
3. Remove the left fender and foot support.

4. Remove the adjusting nut from the brake rod.

5. Unbolt the brake assembly from the frame.



1. Mounting bolts
2. Adjusting nut
3. Drawbar assembly
4. Brake disc



FESM-7341

6. Remove the retaining ring from the brake plate and disassemble the brake.

- |     |                 |
|-----|-----------------|
| 1.  | Brake plate     |
| 2.  | Thrust washer   |
| 3.  | Actuating cam   |
| 4.  | Actuating plate |
| 5.  | Spring          |
| 6.  | Retaining ring  |
| 7.  | Bolt            |
| 8.  | Bushing         |
| 9.  | Spring          |
| 10. | Spacer washer   |

## Inspection and Repair

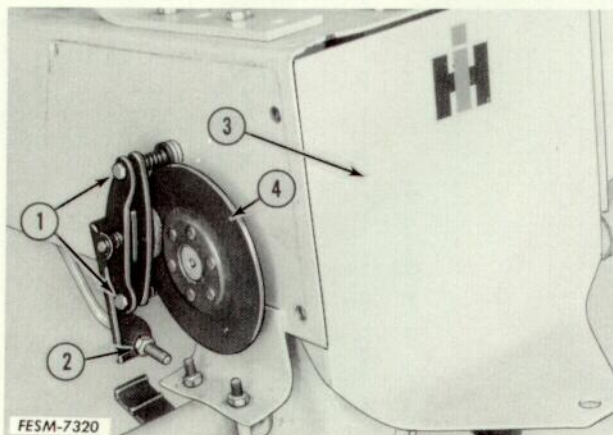
1. Inspect all parts for wear, scoring, breaking and replace as necessary.

## Reassembly and Installation

1. Reverse the disassembly and removal procedure.

2. Adjust the brake.

## Adjustment



1. Mounting bolts
2. Adjusting nut
3. Drawbar assembly
4. Brake disc

1. The clutch-brake pedal should be in the raised (clutch engaged) position.

2. Move the actuating cam forward until the brake pads contact the disc.

3. Adjust the nut to obtain 1/4" clearance between the nut and arm.

4. Put the tractor in gear and push it while slowly depressing the clutch-brake pedal. The brake should start to apply as the clutch disengages. There should be no neutral or free zone between the braking and clutch action. Adjust the brake as necessary.



## Section 3

# MOWER CONTENTS

	Page
SPECIFICATIONS . . . . .	3-1
SPECIAL TORQUES . . . . .	3-1
<b>MOWER</b>	
Removal . . . . .	3-2
Disassembly . . . . .	3-3
Inspection and Repair . . . . .	3-5
Blade Sharpening . . . . .	3-5
Reassembly . . . . .	3-6
Installation . . . . .	3-6
Leveling the Mower . . . . .	3-7

## SPECIFICATIONS

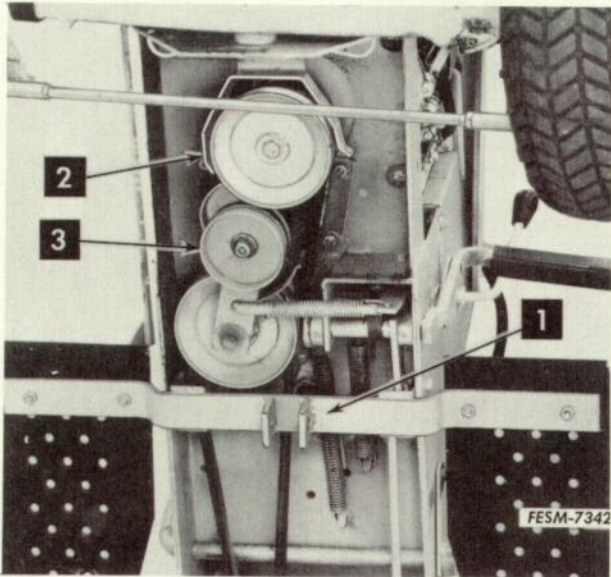
Type cutter bar . . . . .	Suction lift
Width of cut - inches . . . . .	36
Adjustable cutting height - inches . . . . .	1-1/2 to 4-1/4

## SPECIAL TORQUES

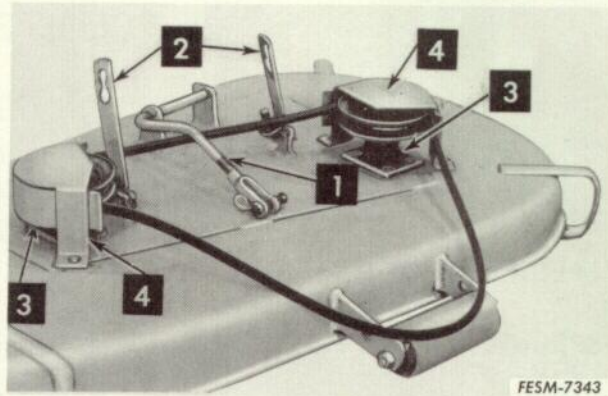
Pulley retaining nut . . . . .	120 ft. lbs.
Blade spindle bolts . . . . .	35 ft. lbs.

# MOWER

## Removal

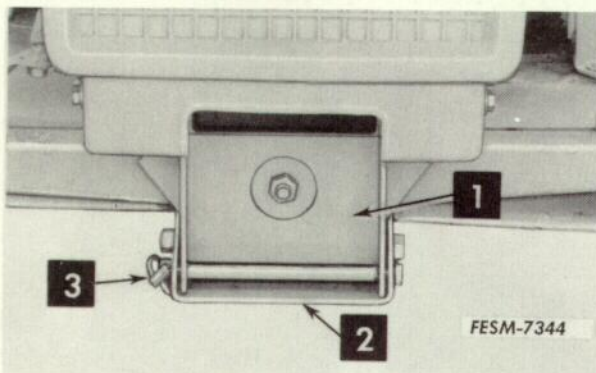


1. Foot rest support bracket
2. Main drive pulley and belt guide
3. Mower drive belt idler

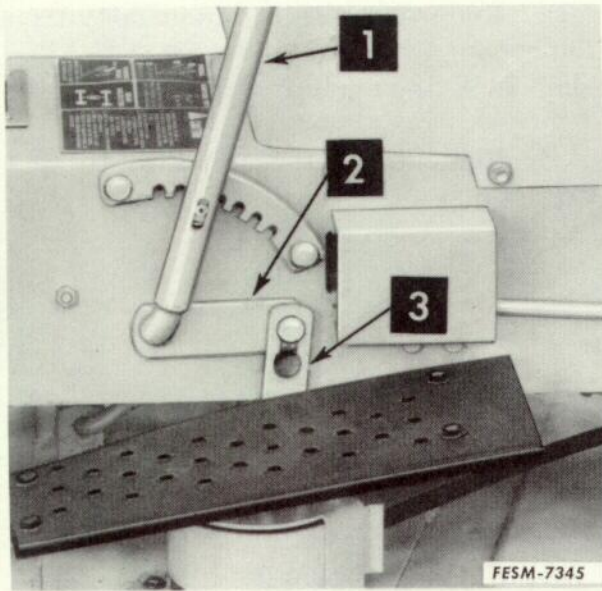


1. Mower linkage rod and clevis
2. Lift links
3. Lubrication fitting
4. Belt guide

1. Disconnect the spark plug wire.
2. Lower the mower all the way down.
3. Raise the spring loaded mower belt guide. Remove the drive belt from the engine drive pulley and idler pulley.
4. Disconnect the mower linkage rod from the foot rest support bracket.
5. Disconnect the front leveling link from the hanger bracket.



1. Front mower hanger bracket
2. Front mower leveling link
3. Pin

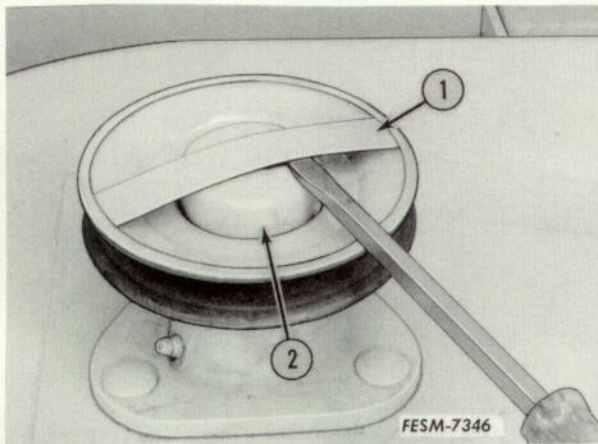


6. Raise one side of the mower at a time and disconnect the lift link from the lift arm.

7. Slide the mower out from under the tractor.

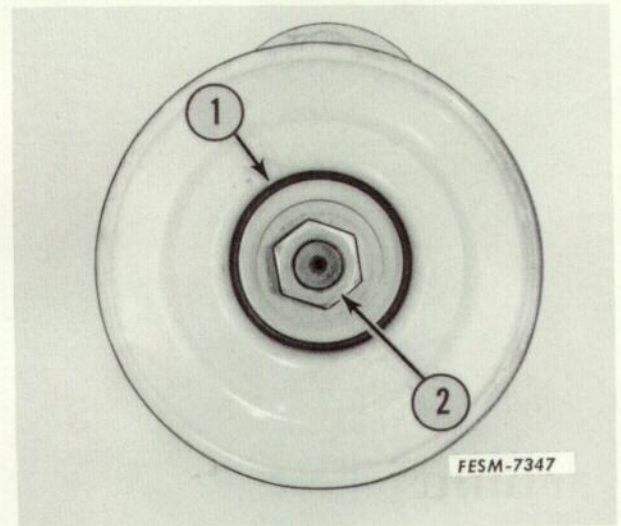
- |  |
|--|
| <ul style="list-style-type: none"> <li>1. Lift handle</li> <li>2. Lift arm</li> <li>3. Lift link (one on each side)</li> </ul> |
|--|

### Disassembly



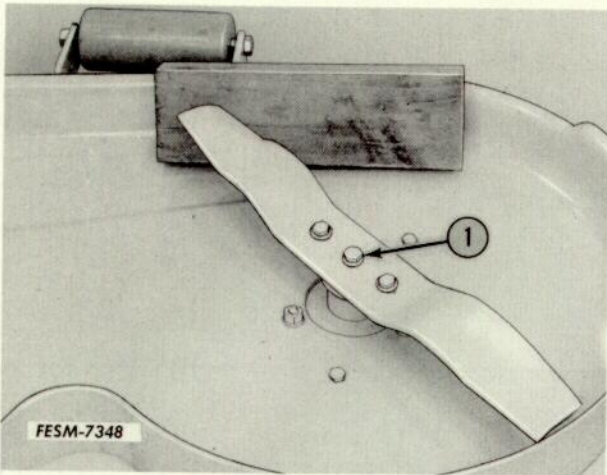
- |  |
|--|
| <ul style="list-style-type: none"> <li>1. Retainer clip</li> <li>2. Cap</li> </ul> |
|--|

1. Remove the belt guide and belt.
2. Pry off the retainer clip. Remove the cap.



- |  |
|--|
| <ul style="list-style-type: none"> <li>1. O-ring</li> <li>2. Pulley nut</li> </ul> |
|--|

3. Block the blade from turning. Loosen the pulley retaining nut. Remove the blade, adapter and key.



1. Blade mounting bolt

4. Remove the spindle assembly from the housing. Clamp the lower end of the shaft in a vise equipped with brass jaws.

5. Remove the O-ring, pulley retaining nut and washer.

6. Unscrew the pulley from the shaft.

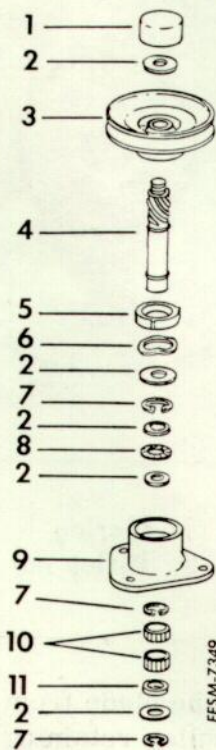
7. Remove the brake insert, wave washers and washer.

8. Remove the upper shaft retaining ring.

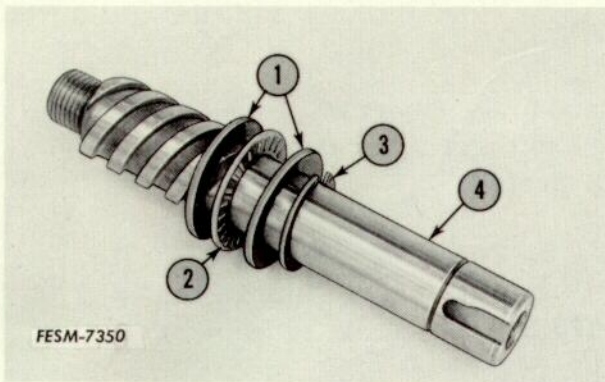
9. Turn the assembly over and remove the lower retaining ring and washer.

10. Push the shaft out of the housing.

11. Press the bearings and seal out of the housing if they are to be replaced.



1. Cap  
 2. Washer  
 3. Pulley  
 4. Shaft  
 5. Brake insert  
 6. Wave washer  
 7. Retaining ring  
 8. Thrust bearing  
 9. Housing  
 10. Bearing  
 11. Seal



12. Remove the retaining ring, thrust bearing and washers from the shaft.

- |  |
|--|
| <ol style="list-style-type: none"> <li>1. Thrust washer</li> <li>2. Thrust bearing</li> <li>3. Retaining ring</li> <li>4. Shaft</li> </ol> |
|--|

## Inspection and Repair

1. Clean all parts thoroughly before inspecting.

2. Inspect the bearings for wear or roughness of operation. Replace as necessary.

3. Inspect the belt for wear and replace if necessary.

4. Inspect the pulleys for wear and replace if necessary.

5. Inspect the blades for excessive wear and nicks. Refer to "BLADE SHARPENING".

6. Inspect the blade drive shafts for wear, pitting or roughness and replace if necessary.

7. Inspect the shaft housings for cracks etc. and replace if necessary.

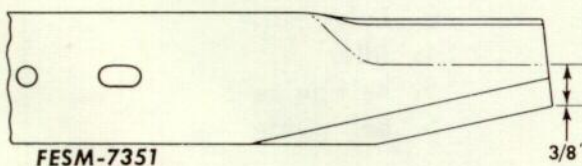
8. Inspect the shroud assembly for dents etc. and repair or replace if necessary.

9. Inspect the belt idler pulley for freeness of rotation and replace if necessary.

## Blade Sharpening

1. The cutting blades must be kept sharp at all times. The blades can be sharpened on the mower (mower re-

moved from tractor) with a few strokes of a file, or they can be removed and sharpened on a grinding wheel.



2. Sharpen blade ends evenly so the blade remains balanced. If the cutting edge of the blade is within 3/8 inch of the blade wind wing, it is recommended that a new blade be installed.

## Reassembly

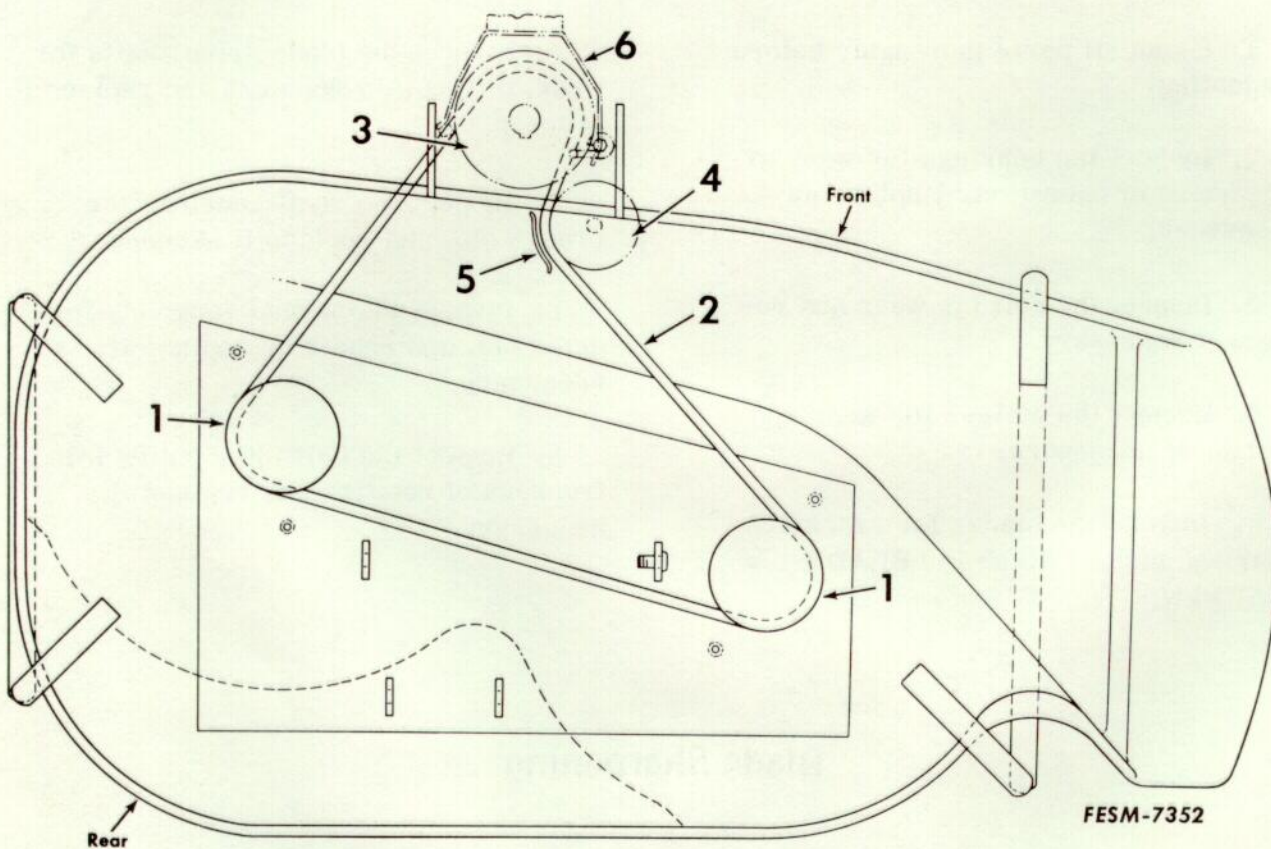
1. Reassemble the mower by reversing the disassembly procedure.

2. Lubricate all components with IH 251 HEP or equivalent. The braking mechanism in the spindle must be thoroughly lubricated to work properly. Lack of lubricant on the hub braking surface

and brake insert will cause the brake to be too aggressive damaging the components.

3. Torque the blade to 35 ft. lbs.  
Torque the pulley retaining nut to 120 ft. lbs.

## Installation



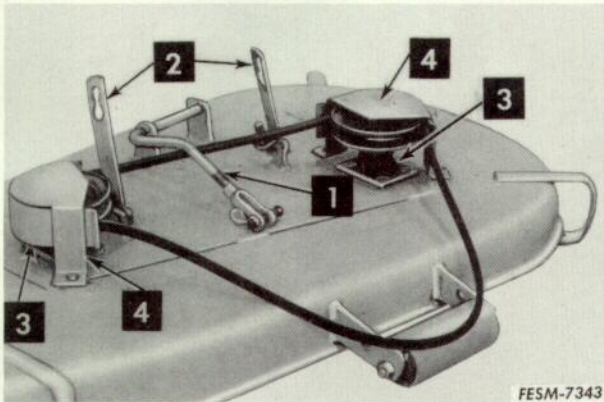
1. Install the mower by reversing the removal procedure.

2. Correctly position drive belt between pulleys and guides.

3. Level mower as necessary.

- 1. Blade spindles
- 2. Drive belt
- 3. Drive pulley
- 4. Idler
- 5. Belt guide
- 6. Belt guide

## Leveling the Mower



1. Mower linkage rod and clevis
2. Lift links
3. Lubrication fittings
4. Belt guides

1. Drive the lawn tractor onto a hard flat surface.

2. Turn the ignition off and disconnect the high tension wire to the spark plug. Lock the tractor brake.

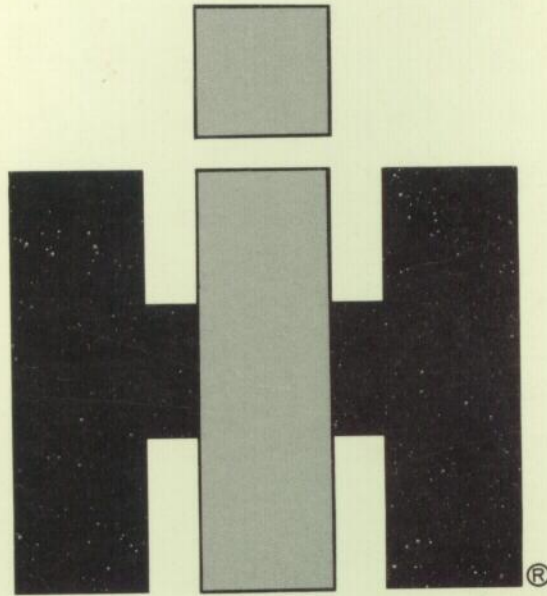
3. Check the mower level as follows:

a. Front to rear - Measure the distance from the ground to the blades (blades parallel to centerline of tractor) front and rear in typical cutting height. Adjust the clevis on the end of the mower linkage rod either up or down, depending on which measures high.

b. Side to side - The left lift link is adjustable should the mower require side to side adjustment. Turn the adjusting bolt up or down depending on which side measures too high.







**1<sup>st</sup> in Service**