

Service Kit 753-0886

CODE: R-446
 DATE: April 13, 2000
 SUBJECT: Unacceptable vibration with the deck engaged.
 MODELS AFFECTED: Lawn tractor models 600 through 619 with a 42-inch deck, manual PTO, single cylinder engine, and a single deck belt built for model year 2000.

Service Kit 753-0886 applies to all lawn tractor models 600 through 619 with a 42-inch deck, manual PTO, single cylinder engine, and a single deck belt built for model year 2000. This kit should be used to reduce unacceptable vibration with the deck engaged on an as-needed basis. Contents of the kit are listed below.

PART NO.	QTY.	DESCRIPTION
732-1157	1	PTO Spring; .75 OD x 6.35 LG
712-3004A	4	Hex Flange Lock Nut; 5/16 - 18; GR 5
735-0126	12	Rubber Washer; .87 OD x .33 ID
736-0159	8	Flat washer; 5/16
710-3180	4	Hex Bolt; 5/16 - 18 x 1.75; GR 5

NOTE: Prior to attempting a repair, make sure the engine is turned off, the ignition key is removed, the parking brake is set, and the manual PTO lever is in the disengaged position.

Inspection and normal repairs:

1. Adjust the throttle cable.
2. Check the engine RPM at full throttle with the deck disengaged. It should be set to as close to 3400 RPM as possible. Adjust the speed if necessary being sure not to exceed 3400 RPM.

NOTE: It may be helpful to remove the hood, grille, and side panels as an assembly in order to adjust the engine speed.

3. Check the deck drive belt for cuts, burn spots, chunks torn out, and uneven seams. Replace it with a new belt, part number 754-0485, if necessary.
4. Check the routing of the deck drive belt. Ensure that the engine pulley belt guards are to the outside of the belt.
5. Check all of the pulleys. Replace any pulley that is damaged or not running true.
6. Inspect the blades for damage and balance them. Balance the blades even if they are brand new.
7. Check the spindle brakes for proper engagement and disengagement. Ensure that neither brake is dragging on the spindle pulley when the PTO handle is in the engaged position. Both brakes should engage at the same time when the deck is disengaged.
8. Ensure that both spring loaded deck hanger pins at the rear of the deck are securely in place.
9. Ensure that the **washers** welded to the **deck stabilizer rod** are both positioned to the inside of the **welded hooks** on the deck. See Figure 1.

Deck stabilizer rod inspection:

1. Level the deck as instructed in the Operator's Manual.
2. Make sure the manual PTO lever is in the disengaged position. Place the deck lift lever in the third position from the bottom.
3. Check for equal tension of both sides of the **deck stabilizer rod** by pulling forward on one side of the deck at a time and looking for a gap between the rod and the **welded hook** on that side of the deck. See Figure 1.
4. If a gap is present on one side, that side needs to be adjusted. If there is no gap on either side, skip the adjustment and proceed to *Installation of dash tube isolators*. See Figure 1.

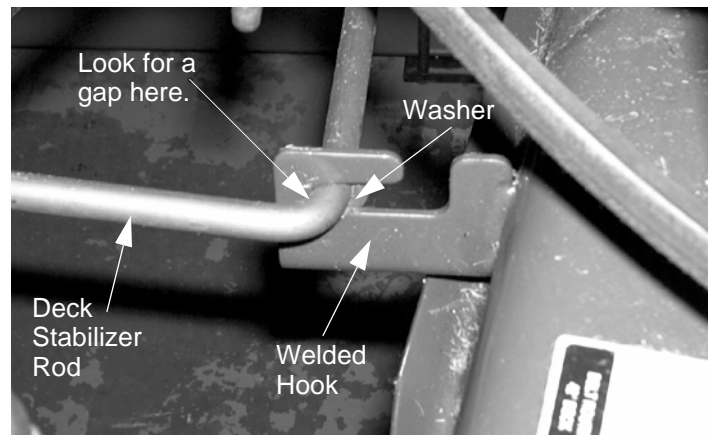


Figure 1

Deck stabilizer rod adjustment:

1. On the side in need of adjustment, loosen the nut "A" on the **deck stabilizer rod** until it reaches the end of the threads. See Figure 2.
2. Tighten the nut "B" until there is no gap between the rod and the **welded hook** (Figure 1) when you pull forward on that side of the deck. See Figure 2.

NOTE: Tighten the nut "B" only until the gap is eliminated.

3. Tighten the nut "A" on the **deck stabilizer rod** to lock the adjustment. See Figure 2.

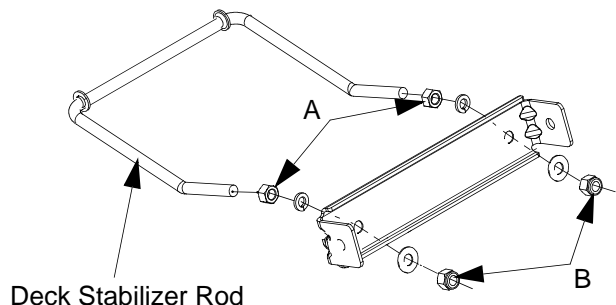


Figure 2

Form No. 770-1832
(4/00)

Installation of dash tube isolators:

- Working on the left side of the tractor, remove and discard the hex flange lock nuts (not shown) from the **hex bolts** which attach the dash tube to the frame. See Figure 3.
- Remove one bolt, leaving the other in the frame and dash tube to maintain alignment. See Figure 3.

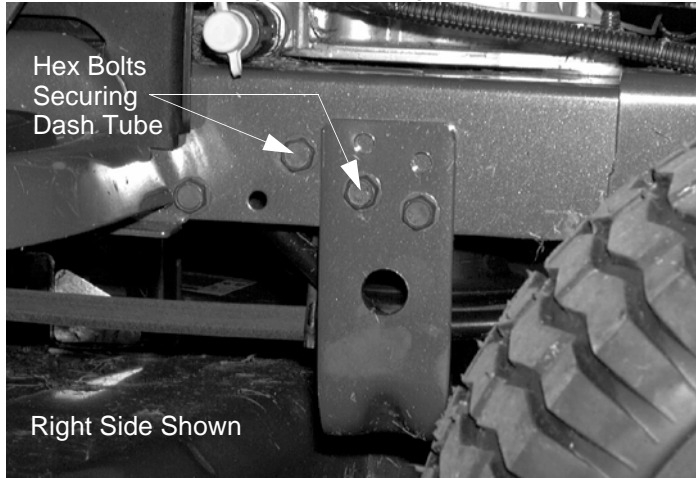


Figure 3

- Using a small pry bar from below, pry the dash support tube away from the frame enough to slide one **rubber washer** between the **dash tube** and frame. Line the **rubber washer** up with the holes from which the bolt was removed. See Figure 4.

NOTE: The deck and belt are removed in Figure 4 and Figure 6 for clarity only.

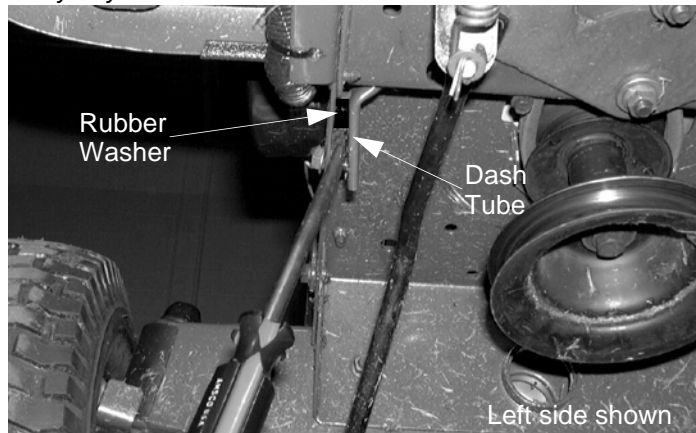


Figure 4

- Install the remaining hardware as shown in Figure 5 in place of the bolt and nut removed. Start the hex flange lock nut onto the bolt, but do not tighten it.
- Remove the other bolt and install the hardware as shown in Figure 5. Again, only start the nut.

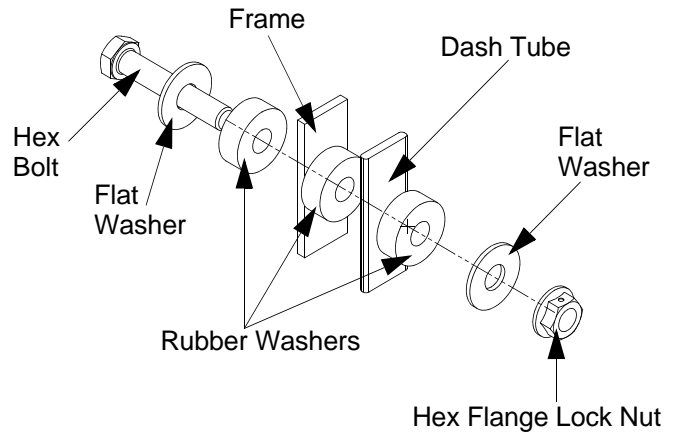


Figure 5

- Repeat steps eight through twelve on the right side of the tractor.

NOTE: Right side only: The nut on the rear bolt must be tightened partially in order to start the nut on the front bolt.

- Tighten the right front hardware until the tip of the bolt just protrudes from the nut. Tighten the remaining three sets of hardware until the tip of each bolt protrudes approximately 1/4-inch. Do not overtighten.

PTO spring replacement:

- Remove the cotter pins and flat washers which secure the **PTO spring** to the **PTO arm** and **idler bracket**. Remove and discard the **PTO spring**. See Figure 6.

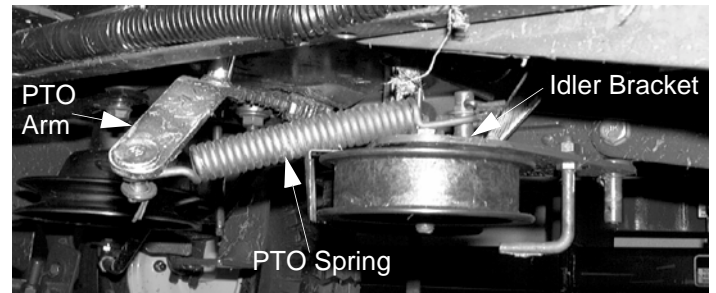


Figure 6

- Install the new **PTO spring** making sure it is oriented as shown in Figure 7.

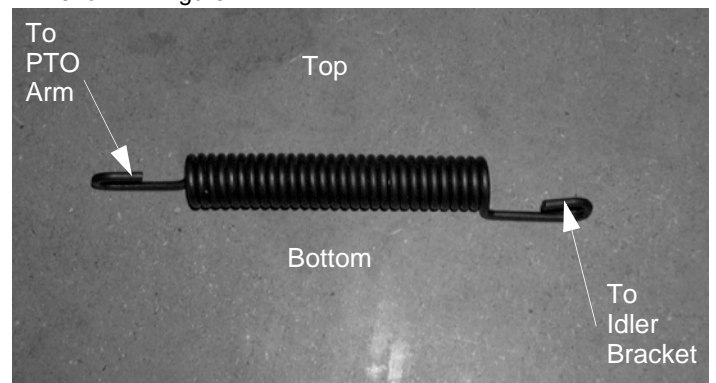


Figure 7

- Replace the washers and cotter pins which secure the PTO Spring. See Figure 6.