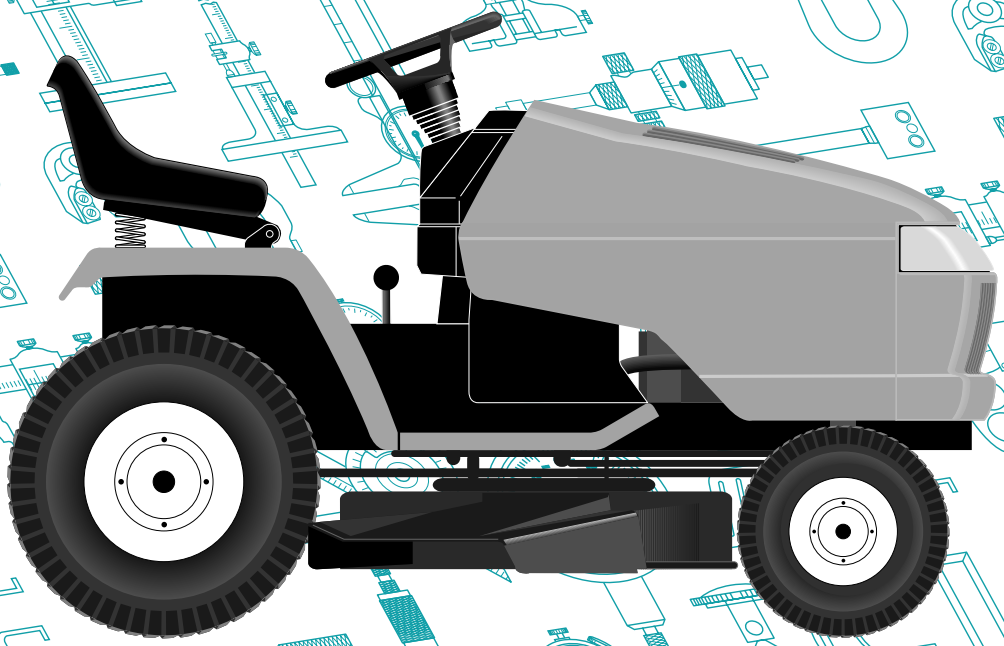
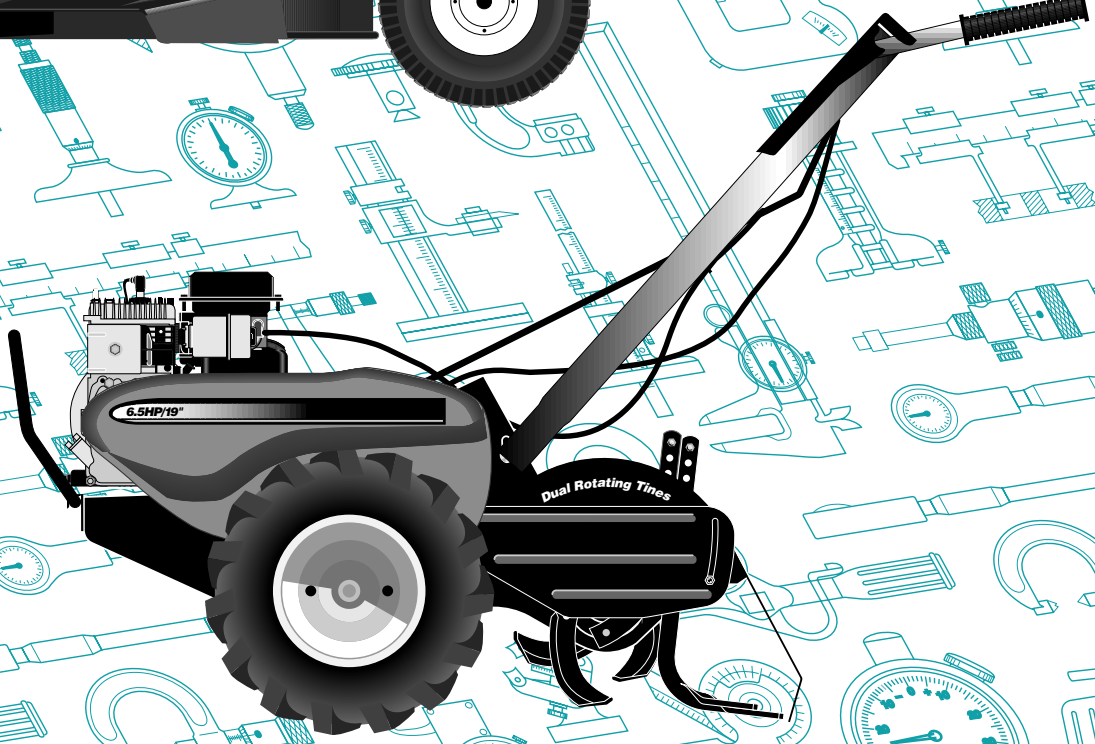
FRIGIDAIRE
HOME PRODUCTS





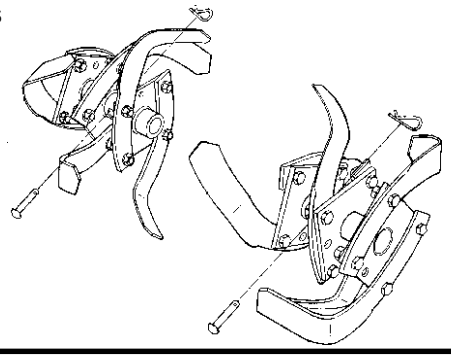
1999 SERVICE UPDATE INFORMATION

Table of Contents

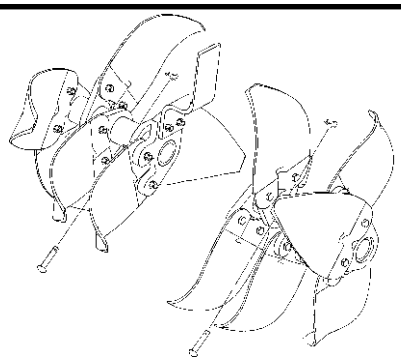
1999 Changes for Tillers

New for 1999 is a DRT Tiller. DRT stands for Dual Rotation Tines. The tines can be shifted for movement as Counter Rotating Tines or Standard Rotating Tines. CRT operation is best for breaking ground and preparing a plantable seadbed. SRT operation is best for cultivating and composting plant material into the ground. The tines for CRT Tillers and DRT Tillers are very different. The DRT Tine assembly is shown on the Right.

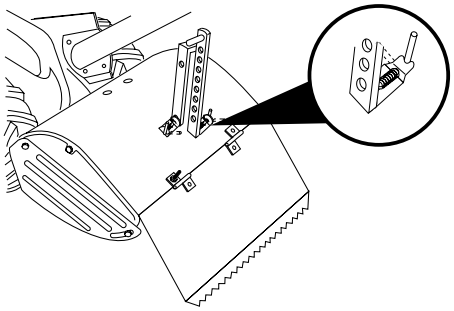
CRT Tines



DRT Tines

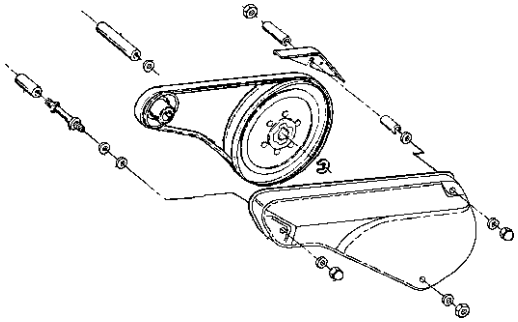


DRT Depth Stakes

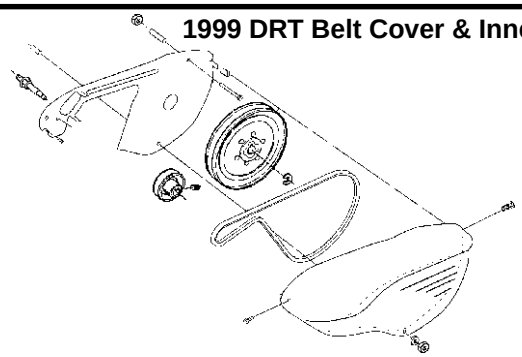


DRT tillers will have two rear stakes. The depth stake used for counter rotating tines must be raised when tines are in standard rotation; or the tines will not contact the ground. When using the tiller with counter rotating tines, the depth stake should be adjusted down for the desired tilling depth, and the drag stake fully raised. If the drag stake is down in CRT mode, difficult handling characteristics may be experienced.

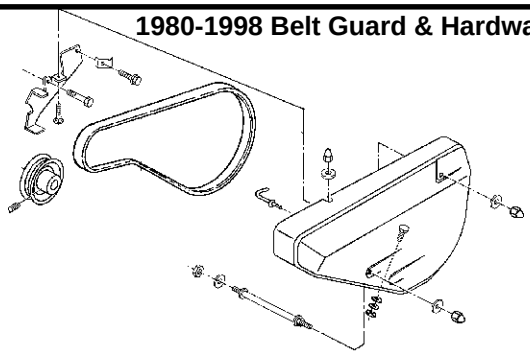
1986-1998 CRT Belt Guard & Hardware



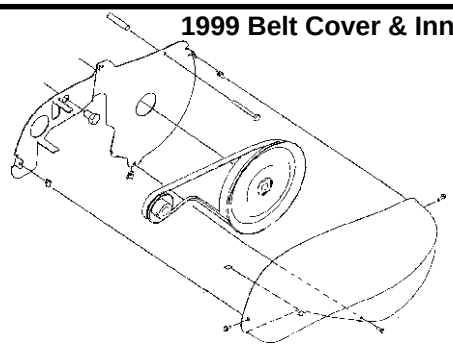
1999 DRT Belt Cover & Inner Shield



1980-1998 Belt Guard & Hardware (FT)



1999 Belt Cover & Inner Shield (FT)



Rear Tine Tiller Transmission Replacement

Teardown CRT Tiller:

1. **Remove both front Counter Weights.**
2. **Remove right side Outer Shield and Side Shield.**
3. **Remove the right Tine Assembly.**
4. **Remove right Wheel Assembly.**
5. **Remove all bolts that hold right side of Tine Shield to the transmission.**
6. **Remove right side engine Bolts, remove engine Reinforcement Bracket, and disconnect Throttle Cable from engine.**
7. **Remove the Nut and Lock Washer that holds Idler Arm Shaft on the transmission .**
8. **Remove control cable Clamp from the transmission and transfer to the new transmission.**
9. **Change to the left side of the tiller. Remove the Outer Shield and Side Shield.**
10. **Remove the left the Tine Assembly.**
11. **Remove left Wheel Assembly.**
12. **Remove one Bolt that holds the Latch Bracket Assembly to the transmission.**
13. **Remove the Bolt at the top of Depth Stake and remove the Depth Stake.**
14. **Remove all bolts holding Tine Shield on left side of the transmission.**
15. **Remove the Belt Guard.**
16. **Disconnect the Control Cable from the idler bracket. Remove the Idler Arm Bracket with Pulley and Idler Arm Shaft as a complete Assembly.**
17. **Remove the Pulley from transmission.**
18. **Remove left side engine Bolts, remove Engine and Engine Reinforcement Bracket from the transmission.**
19. **Remove Shift Indicator, Shift Rod and remove Handle Assembly from transmission.**
20. **Remove the long Bolt that holds the top rear of belt guard to the transmission and install on new transmission.**

Instructions are from Standing at the operating position of the tiller .
On DRT models, remove both depth stakes at the same time.

Rear Tine Tiller Transmission Replacement

Assemble Tiller

1. **Install Engine and engine Reinforcement Brackets on transmission and tighten all bolts.**

2. **Install Counter Weight onto transmission and tighten bolts.**

3. **Install Idler Bracket Assembly to the transmission and tighten.**

4. **Install Transmission Pulley and route V-Belt around transmission pulley and engine pulley.**

5. **Install Handle Assembly, hook up Control Cable to idler bracket , install Shift Indicator and Shift Rod to shift lever and hook up Throttle Control. Adjust Control Cable Spring for 5/8” stretch.**

6. **Add top rear belt guard Bolt and Spacers, put long Spacer on first, then add Pinch Guard, then the Short Spacer and Washer. Place the spacer and washer onto the rear lower belt guard bolt.**

7. **Install Belt Guard add Flat Washer and Cap Nut to front and top back studs, at bottom of belt guard use flat washer and regular nut.**

8. **Install Tine Shield and front Tines Shield Brackets as an assembly. Place all bolts and nuts before tightening.**

9. **Install right and left Tine Assembles. Use recommended Shear Pins.**

10. **Install right and left inner Side Shields and tighten nuts.**

11. **Install right and left outer Side Shields.**

12. **Install both Wheel Assembles.**

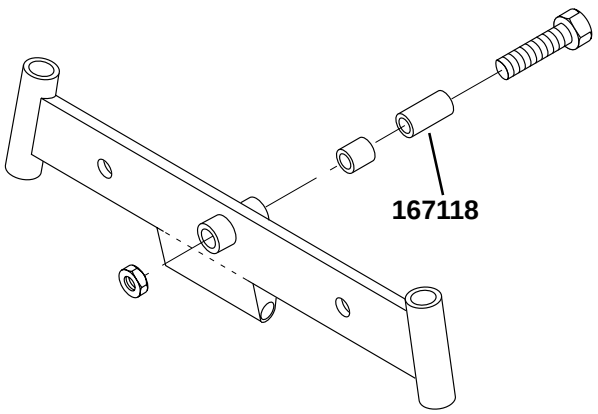
13. **Lift up and slide Depth Stake into slot in transmission. Secure Depth Stake with Bolt, Nut, and Rubber Tip. Adjust to lowest position.**

On DRT models, install both depth stakes at the same time.

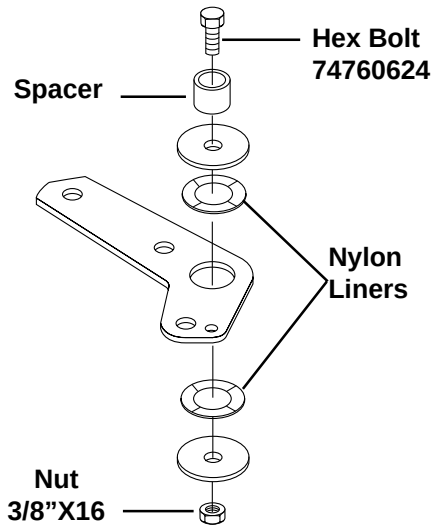
1999 Changes for Lawn Tractors

The front axle Pivot Bearing has had a taper added. This will keep the pivot bearing tighter in the front axle. The new part will automatically sub for the old pivot bearing. More effort will be needed to assemble the tapered pivot bearing into the front axle.

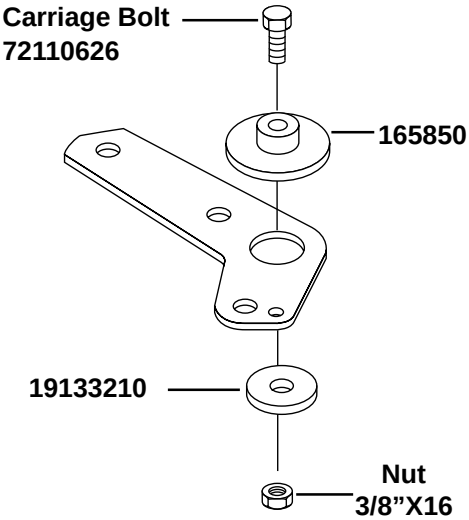
1999 Tapered Pivot Bearing & Sleeve



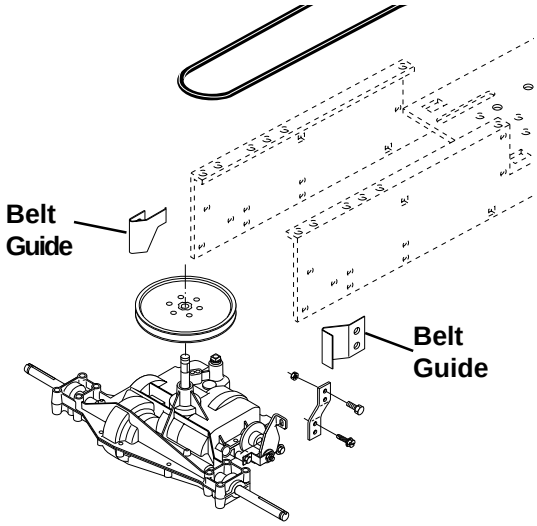
1997 Drive Belt Idler Pivot - 7 pieces



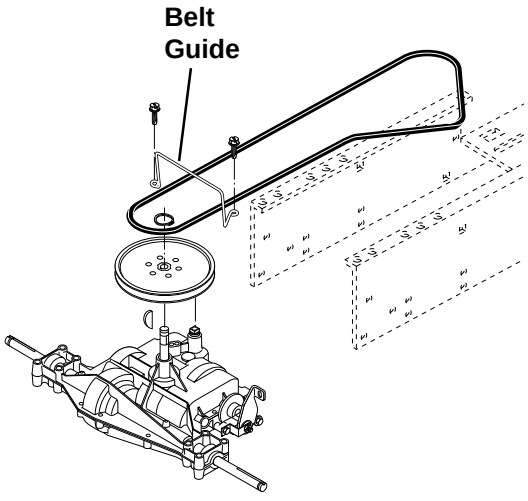
1999 Drive Belt Idler Pivot - 4 pieces



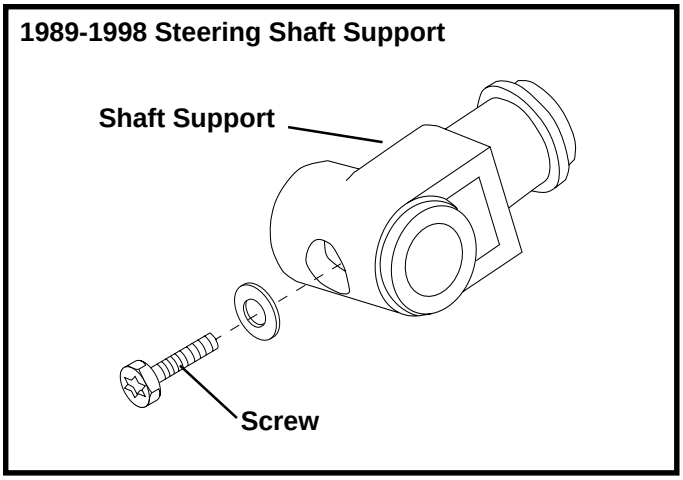
1988-1998 Transaxle Belt Guides on Chassis

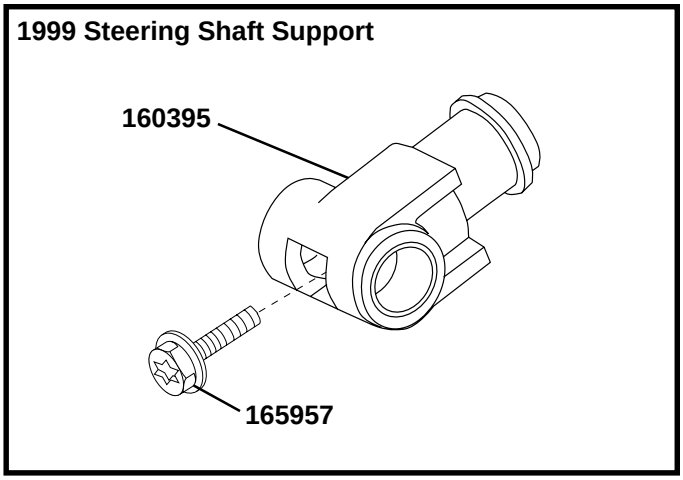


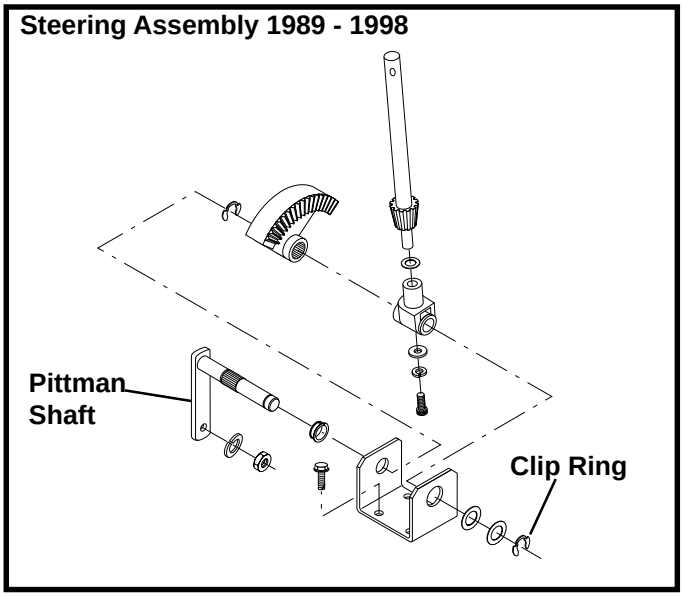
1999 Transaxle Belt Guides on Peerless Transaxle

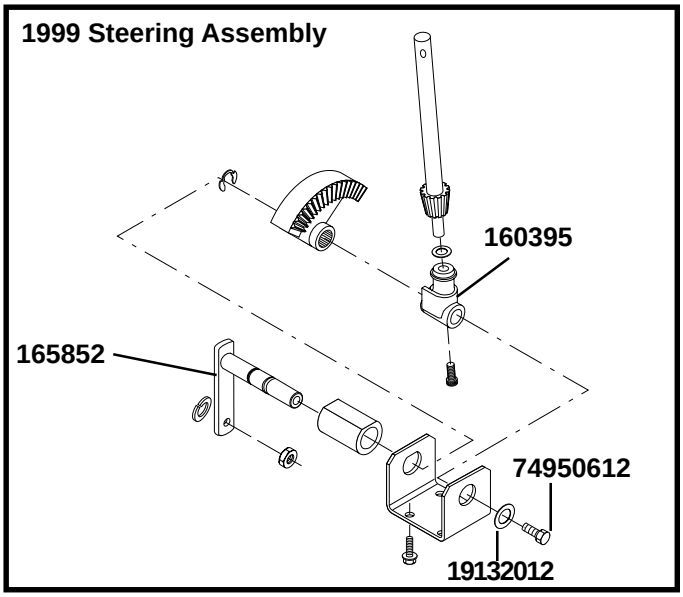


1999 Changes for Lawn Tractors





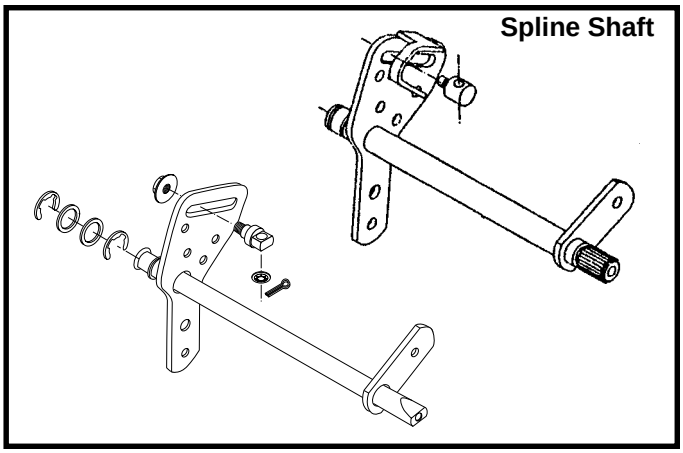




At the end of the pittman shaft, a bolt and washer replace the clip ring.

1999 Garden Tractor Change

A Garden Tractor Lift Shaft change will make assembly easier. Previous models had a splined lift shaft end. One spline was missing so the lift shaft and lift lever would be aligned. During 1998 a double 'D' shaft end was introduced providing alignment and easier assembly.



NEUTRAL ADJUSTMENT FOR AUTOMATIC DRIVE CONTROL LEVER

1. Place the tractor on a smooth paved level surface.

2. Loosen Adjustment Bolt in front of the right rear wheel, and lightly tighten using a 1/2" wrench.

3. Start Engine and move Lever until tractor does not move forward or backward. Hold Control Lever in that position and do not move. Turn the engine off.

4. While holding the Control Lever to keep it from moving, loosen theAdjustment Bolt . Move the Control Lever to the position indicated for Neutral on the fender. Tighten Adjustment Bolt securely.

FINE TUNE THE NEUTRAL ADJUSTMENT ON AUTOMATIC DRIVE

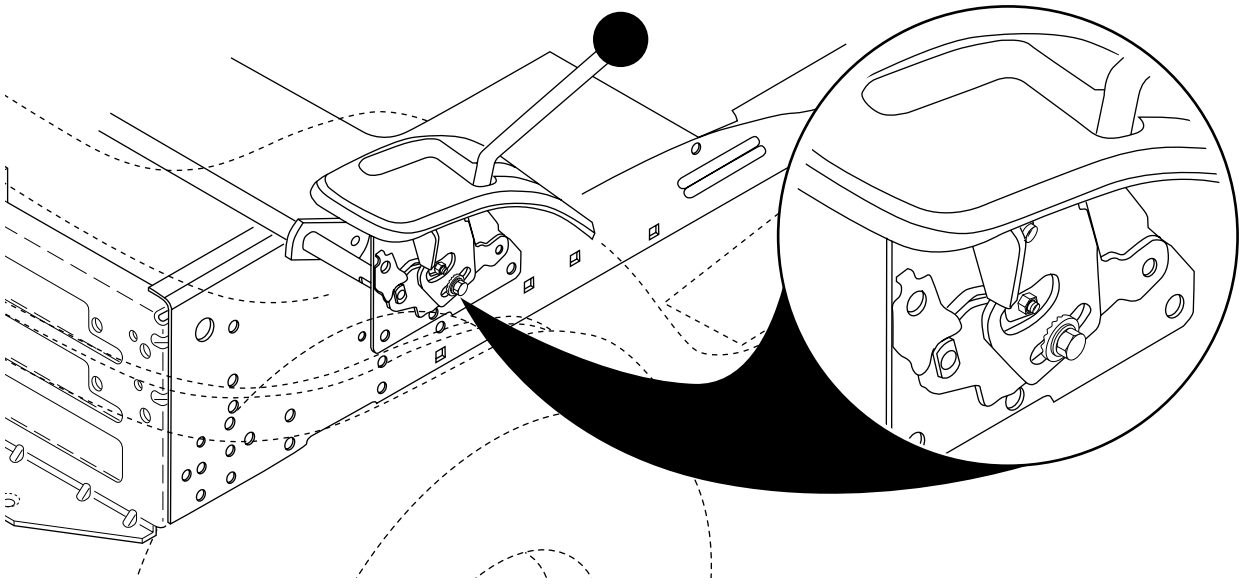
1. Place the tractor on a smooth paved level surface.

2. Loosen the Adjustment Bolt using a 1/2" wrench. If the tractor is creeping forward, move the Control Lever forward 1/4 to 1/2 inch. Move the Control Lever rearward 1/4 to 1/2 inch if the tractor is creeping backwards. Tighten the Adjustment Bolt securely.

3. Start engine and test from both forward and reverse.

4. If tractor still creeps, repeat step # 2 until satisfied.

NOTE: If additional clearance is needed to get to adjustment bolt, move mower deck height to the lowest position.



NEUTRAL ADJUSTMENT FOR GEAR DRIVE SHIFT LEVER

1. Place the tractor on a level surface.

2. With the engine off and the parking brake disengaged, push the tractor from behind while shifting gears.When the tractor rear wheels move freely, the transaxle is in neutral. Leave in this position.

3. Loosen Adjustment Bolt in front of the right rear wheel,using a 1/2" wrench. Position the Lever in the position indicated for Neutral.Tighten Adjustment Bolt securely.

NOTE: If additional clearance is needed to get to adjustment bolt, move mower deck height to the lowest position.

OPERATOR PRESENCE SYSTEM

The Operator Presence System is designed to protect the operator of the tractor. This system will short the ignition system for the engine to die and the mower blades to stop. When the operator is in the 'safe' position the tractor and mower will work.

Tractors have had an Operator Presence System since 1987. New ANSI standards went into effect on July 1, 1997 that makes it **mandatory for the engine and mower blade to stop in five (5) seconds** or less. For clarity in this discussion, we will label these systems with letters. System 'A' will be used on tractors with a manual mower clutch unless that tractor has a KOHLER Command single cylinder engine.

System 'B' will be used on most Source 917 tractors with an Electric Clutch for mower engagement and a Magneto Ignition. This system will have one (1) relay in the operator presence circuit.

There have been changes to System 'C' during 1998. Below find a rewritten explanation for System 'C' along with a new schematic and new harness print for Ignition Harness # 163845. For the complete explanation of all 5 Operator Presence Systems, see the 1998 FHP On-Site Manual number 163578.

OPERATOR PRESENCE SYSTEM 'C'

System 'C' will be used on Source 917 tractors with a Kohler Command Single Cylinder engine and manual mower engagement on a 42" Mower deck.

In this system electrical current flows from the Ignition Switch through either the Seat Switch (NO) or the Clutch/Brake and Attachment Switches to energize two Operator Presence Relays. Operator Presence Relay #1 when de-energized grounds the ignition to stop the engine. Operator Presence Relay #2 when de-energized connects to short-circuit the engine alternator stator. The shorted stator creates the maximum potential opposition to the charging magnets. The increased drag of the charging system helps oppose the flywheel momentum and stop the engine faster. This is a Stator Brake.

There is a Stator Brake with the 5 Amp charging system with two relays in the harness. There is a different Stator Brake with the 15 Amp charging system with three relays in the harness. With the 15 Amp system, Relay #3 disconnects the charging system from the tractor. This directs all the current from the alternator to the Stator Brake.

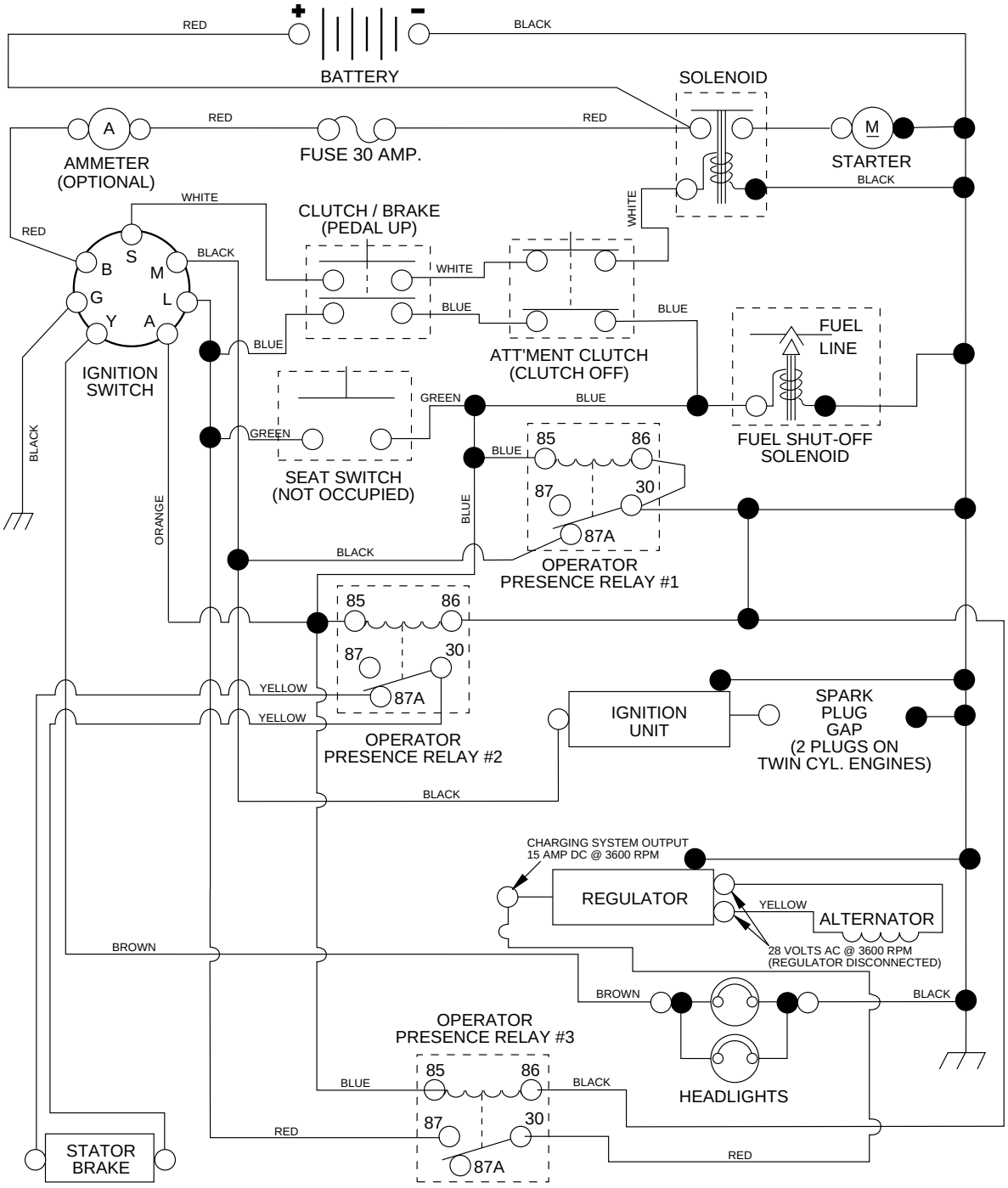
In this system the Seat Switch is Olive Green and normally open when the operator is off the seat. The operator may actuate the Operator Presence Relay two ways:

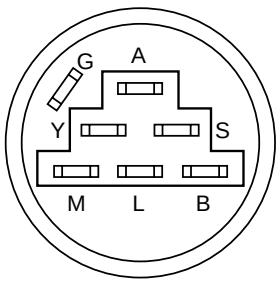
- Both the Clutch/Brake and Attachment Interlock Switches are closed in the safe position,
- The operator is on the seat closing the Seat Switch.

When either of these conditions are met and the Ignition Switch is in the 'Start', 'Run', or the 'Run and Lights' position:

- Operator Presence Relay #1 is energized opening the contacts that otherwise would "kill" the ignition,
- Operator Presence Relay #2 is energized opening the contact that normally engages the "Stator Brake",
- The Stator Brake, a magnetic field brake, is actuated.
- The Fuel Shut-off Solenoid is energized letting fuel into the carburetor. This circuit also supplies current to the S.A.M. on Kohler Command Engines with this ignition system.
  Operator Presence Relay # 3 disconnects the engine charging system from the tractor.

Harness #163845 Operator Presence System 'C'





IGNITION SWITCH

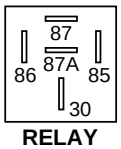
POSITION	CIRCUIT	"MAKE"
OFF	G + M + L	NONE
RUN/LIGHT	B + L	A + Y
RUN	B + L	NONE
START	B + L + S	NONE

WIRING INSULATED CLIPS

NOTE: IF WIRING INSULATED CLIPS WERE REMOVED FOR SERVICING OF UNIT, THEY SHOULD BE REPLACED TO PROPERLY SECURE YOUR WIRING.

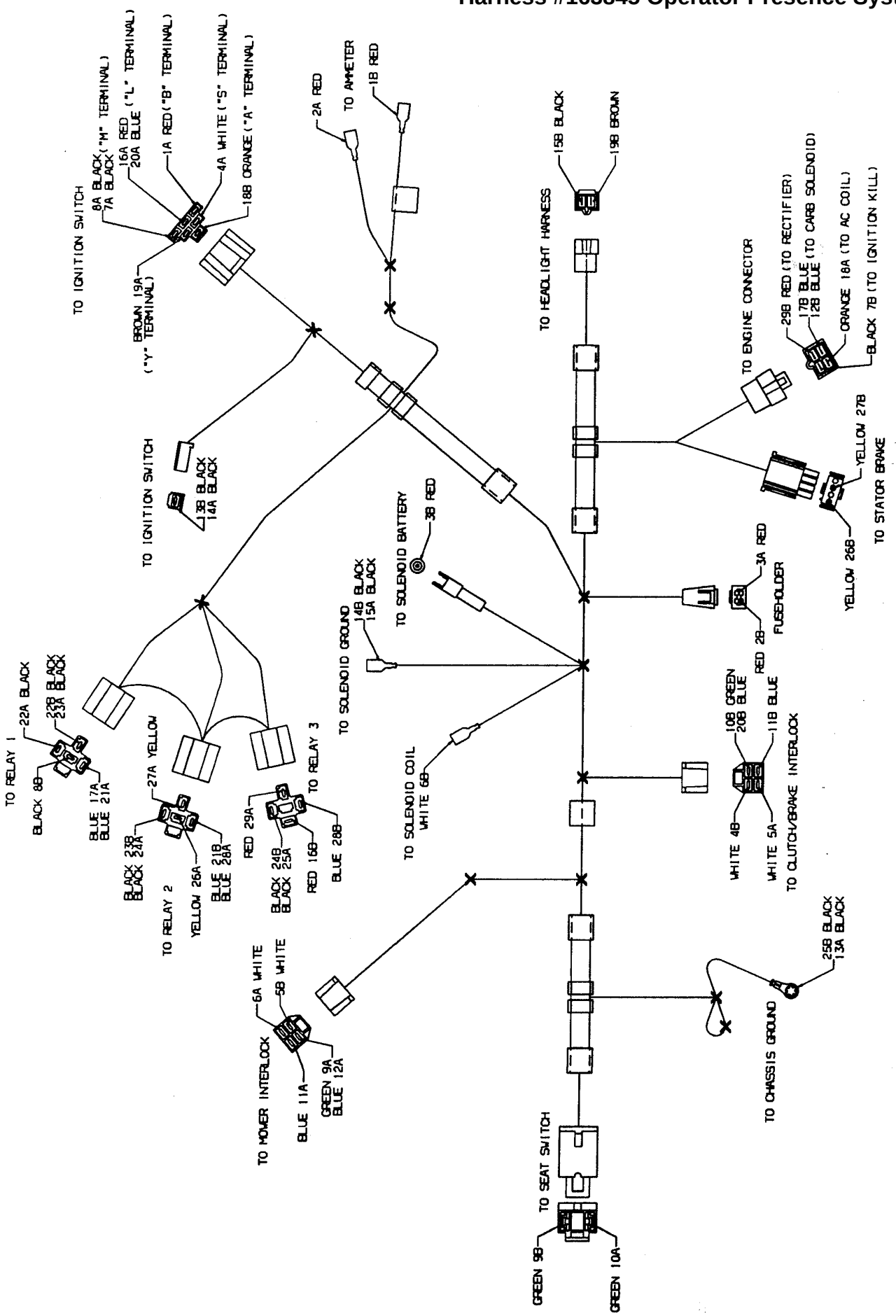
NON-REMOVABLE CONNECTIONS

REMOVABLE CONNECTIONS



RELAY

Harness #163845 Operator Presence System 'C'

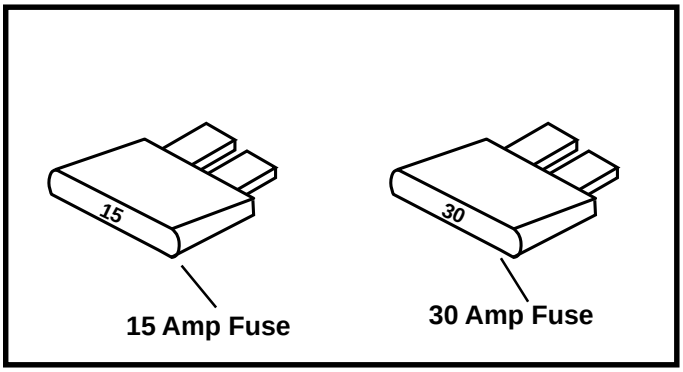


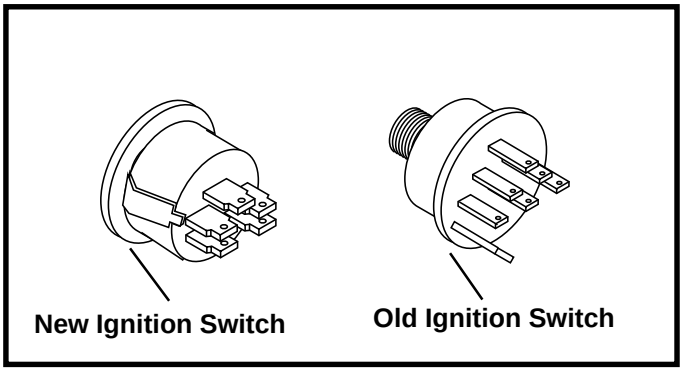
1999 Changes for Tractor Electrical Systems

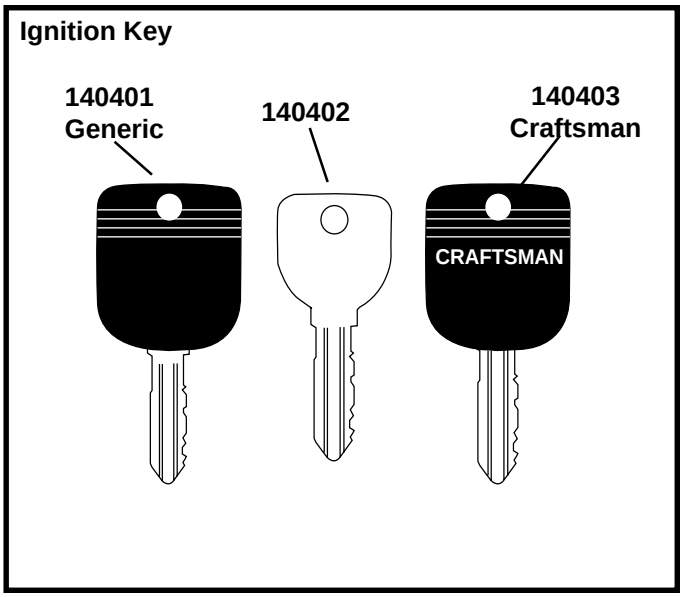
A 15 Amp Fuse is used on 1999 Lawn Tractors. Lawn Tractors made before 1999 can use either the 15 Amp or 30 Amp fuse. All Garden Tractors should use the 30 Amp fuse.

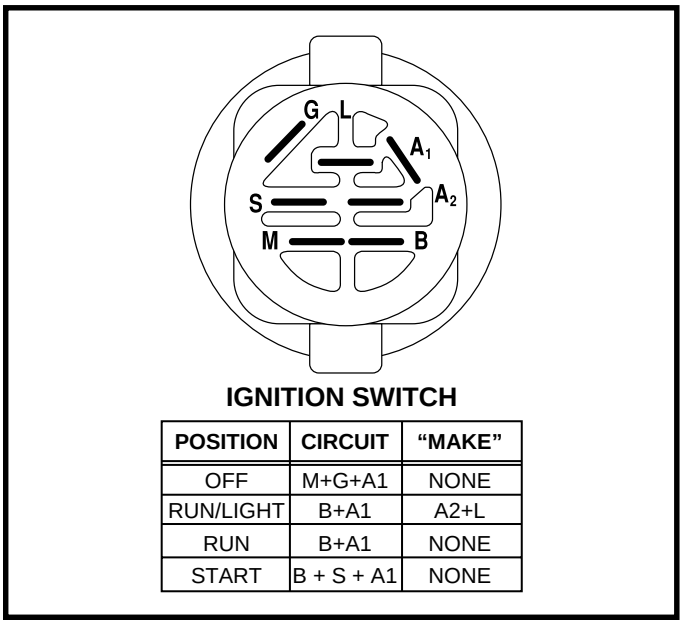
A new snap in ignition switch # 163968 came into use during 1998 production. It was first used with the new GT Stealth aesthetic package. This ignition switch will be added to other aesthetic packages and on most FHP tractors by the year 2000.

When the snap in ignition switch is used the longer ignition key must be used.





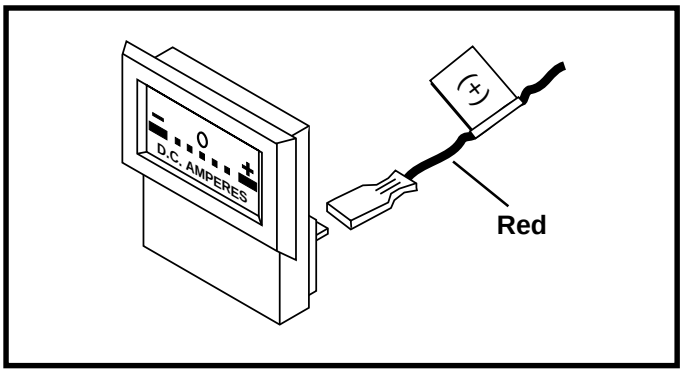




IGNITION SWITCH

POSITION	CIRCUIT	"MAKE"
OFF	M+G+A1	NONE
RUN/LIGHT	B+A1	A2+L
RUN	B+A1	NONE
START	B + S + A1	NONE

FHP wire harnesses have had red tape on the red wire from the battery. In 1999 this will change to a white tape with a red (+). This will make the wire easier to find and will better explain the purpose of the tape. If the wires to the ammeter are reversed it will read in reverse (discharging when charging).

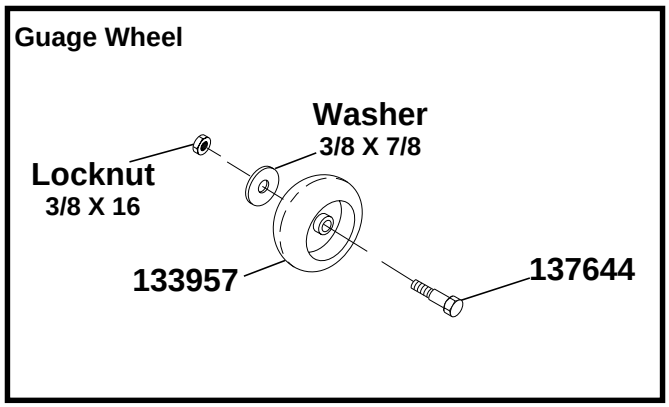


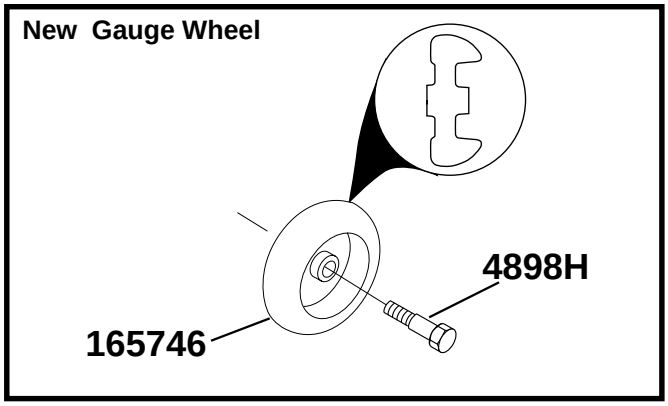
Ignition Switch **std 365401** screws	**Ignition Switch** **std 365402** 5 terminals 4406R	**Ignition Switch** **2683R** 5 terminals (Battery Ignition)	**Ignition Switch** **140301-** 7 terminals	**Ignition Switch** **158913-** 5 terminals	**Ignition Switch** **163968-** 7 terminals snap - in
Ignition Key **(delta)** **140401** generic cover	**Ignition Key** **(delta)** **140402** bright finish	**Ignition Key** **(delta)** **140403** Craftman cover	**Ignition Key** **(indak)** **122147X** generic cover	**Ignition Key** **(indak)** **109310X** Craftman cover	**Headlight Socket** **163996** Stealth Hood only (bulb 7152J)
Interlock Switch **161343** **NO / NO snap-in** **Black/Gray**	**Interlock Switch** **153664** **NO / NC snap-in** **Gray**	**Interlock Switch** **109553X** **NO / NC screw** **Gray**	**Interlock Switch** **109869X** **NC / screw** **Gray**	**Interlock Switch** **104445X** **NO Screw**	**PTO Switch** **154963**
Seat Switch **NC Gray** **121305X**	**Seat Switch** **NO - Olive Green** **160784-**	**Hourmeter** **110940X**	**Wire Loop** **(hourmeter)** **141940**	**Jumper Wire** **(ammeter)** **140844-**	**Ammeter** **122822X**
Jumper Kit 150834		**Terminal Connector Kit 148691**		**Relay 109748X**	
				Solenoid Kit 146154 **Solenoid 144673**	

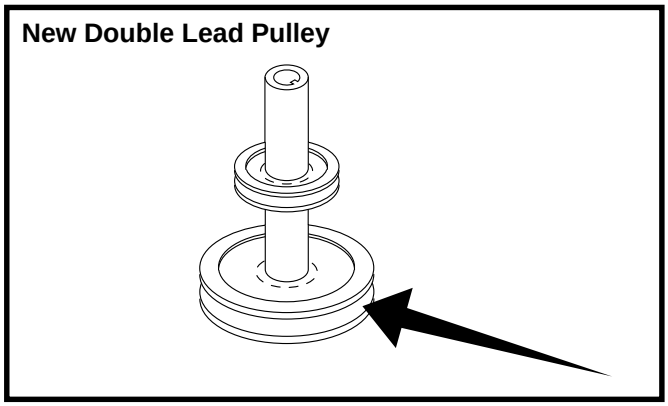
Electrical parts reference, see manual 163578 page 60 for legends of ignition switches

1999 Changes for Tractor Mowers

New Gauge wheels will allow tractors with twin blade mowers to be shipped with gauge wheels assembled. The wider gauge wheels will continue to be used on three blade mowers.







The engine stack pulley has been improved for 1999. The pulley for the mower belt now has a different contour to better allow for the range of belt movement for the mower deck.

Primary V-Belt Kit for 46” Deck With Electric Clutch
Kit #166109

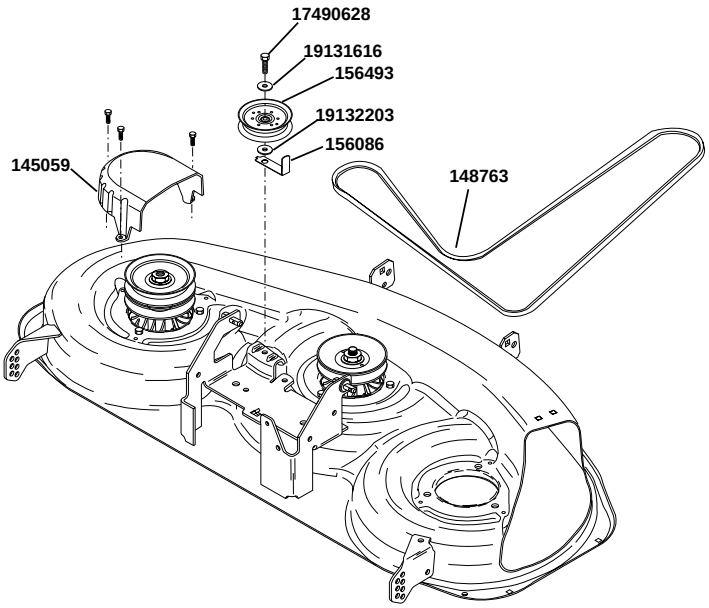
1. Remove the LH Deck Mandrel Cover, 145059 and the current Primary Mower V-Belt, 139573 from the deck. Discard the v-belt.

2. Remove the primary Drive Idler Pulley, 156493 and the Threadroll Screw, 17490628.

3. Install the Spacer Washer, 19132203, between the Primary Drive Idler Pulley, 156493, and the Idler Belt Keeper, 156086. Hold belt keeper in place as Threadroll Screw, 17490628 is tightened to ensure correct orientation of the belt keeper.

4. Route the new Primary Mower V-Belt, 148763, in the same path as the old Primary Mower V-Belt, 139573.

5. Install the LH Deck Mandrel Cover, 145059 back on the deck with the original hardware. Installation is complete.



NOTE: 46” manual engagement mower deck uses primary belt #158818.

*** BLADE LISTING ***
by RETAINER HOLE CHARACTERISTICS

PART NUMBER	DECK SIZE	CONSTRUC-TION	TYPE	DECK TYPE	HOLE(S)	BLADE BOLT(S)	RETAIL NUMBER
145106	20"	REGULAR	MULCH		3	1	**71-33255**
146749	20"	PREMIUM	MULCH		3	1	**71-33271**
701211	20"	PREMIUM	STANDARD		3	1	**71-33270**
850972	20"	REGULAR	STANDARD		3	1	**71-33233**
154208	20"	ELECTRIC	MULCH	CAST DECK	3	1	
156716	20"	ELECTRIC	MULCH	REAR DISCHARGE	3	1	
159267	21"	REGULAR	MULCH	REAR DRIVE	3	1	71-33273
161541	21"	REGULAR	STANDARD	REAR DRIVE	3	1	
165833	21"	REGULAR	MULCH	PUSH	3	1	71-33274
152202	22"	REGULAR	MULCH	SIDE DISC EZ3	3	1	
157101	22"	REGULAR	MULCH	REAR DISCHARGE	3	1	71-33269
141114	22"	REGULAR	MULCH		3	1	**71-33256**
141443	22"	PREMIUM	MULCH		3	1	**71-33272**
701213	22"	PREMIUM	STANDARD		3	1	**71-33223**
850973	22"	REGULAR	STANDARD		3	1	**71-33234**
25645	36"	REGULAR	STANDARD		1	1	
138970	38"	PREMIUM	HI LIFT		STAR	1	**71-24651**
138497	38"	REGULAR	HI LIFT		STAR	1	**71-24671**
139774	38"	PREMIUM	MULCH		STAR	1	**71-24654**
134148	38"	REGULAR	MULCH		STAR	1	**71-24692**
121263X	38"	REGULAR	BAGGER		1	1	71-24673
25036	38"	REGULAR	STANDARD		1	1	71-24691
104418X	38"	REGULAR	CROSS/BAGGER		1	1	
25741	38"	REGULAR	STANDARD		3	2	
134998	38"	REGULAR	MULCH		1	1	
138971	42"	PREMIUM	HI LIFT		STAR	1	**71-24652**
138498	42"	REGULAR	HI LIFT		STAR	1	
139775	42"	PREMIUM	MULCH		STAR	1	**71-24655**
134149	42"	REGULAR	MULCH		STAR	1	**71-24676**
130652	44"	PREMIUM	STANDARD		STAR	1	71-24678
25034	44"	REGULAR	STANDARD		1	1	71-24677
25742	44"	REGULAR	STANDARD		3	2	
25321	42"	REGULAR	STANDARD		3	2	
25322	48"	REGULAR	STANDARD		3	2	
163819	46"	PREMIUM	MULCH		STAR	1	**71-24004**
157033	46"	PREMIUM	HI LIFT		STAR	1	**71-24006**
159705	46"	PREMIUM	BAHIA		STAR	1	
137380	50"	PREMIUM	STANDARD		STAR	1	71-24005
156468	50"	PREMIUM	STANDARD-THICK		STAR	1	
121798X	50"	REGULAR	STANDARD		1	1	
25743	50"	REGULAR	STANDARD		3	2	

BLADE PART NUMBERS WITHIN SHADED AREAS ARE INTERCHANGABLE.

CONSTRUCTION - BLADES INDICATED AS PREMIUM ARE MADE OF BETTER STEEL WITH A BETTER HEAT TREAT PROCESS TO RESIST SAND ABRASION

NEW for 1998 – on Rotary Mowers

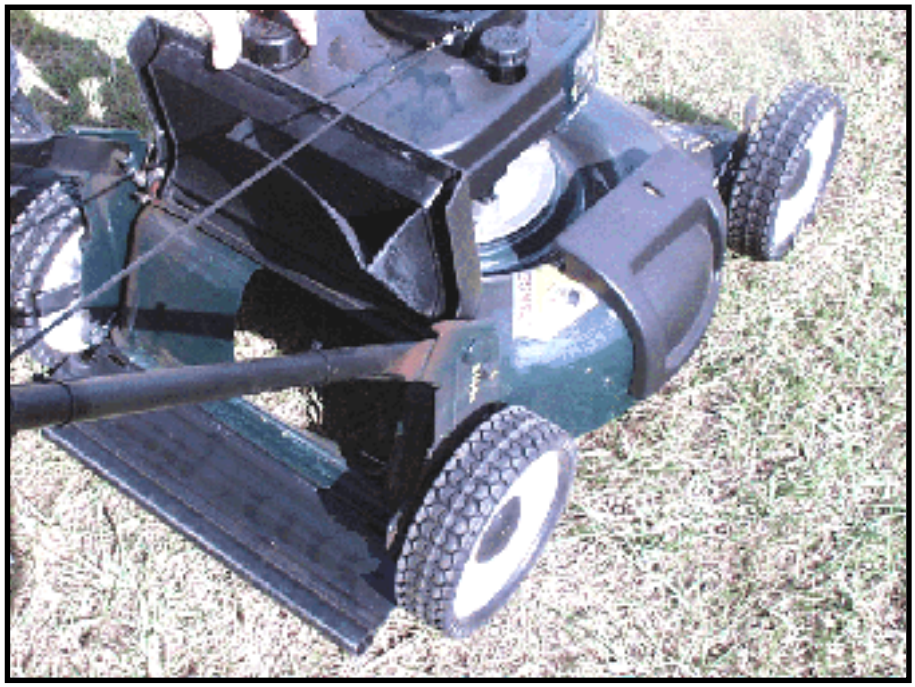
NEW 21” Rear Drive Rear Bag / Mulcher with <u>10 Speeds</u>

Also with redesigned Drive Bail / Also with models with Side Discharge Door

Ground speeds range from 1.9 to 2.7 m.p.h.

NEW 21” Dome Deck - Push Rear Bag / Mulcher

some models with Side Discharge Door



*** Use 165833 Blade only with Push 21” Domed Deck**

21” Rear Gear Drive Mower

Gearbox, Adjuster Assembly Tie Rod, or Adjustment Lever

Procedure for Teardown from Mower

1. Remove Fuel from engine.
2. Remove the rear Belt Cover.
3. Remove gearbox Pulley. Use screwdriver through pulley hole to keep pulley from turning while the flange Nut is removed.
4. Remove Drive Cable from the Idler Bracket. Remove Screw holding transmission bracket to the housing.
5. Remove from each side:
   - ⇑ rear Wheel Covers,
   - ⇑ rear Wheels.
   - ⇑ Clip Ring,
   - ⇑ Pinion,
   - ⇑ Pawls,
   - ⇑ large flat Washer,
   - ⇑ Dust Cover.

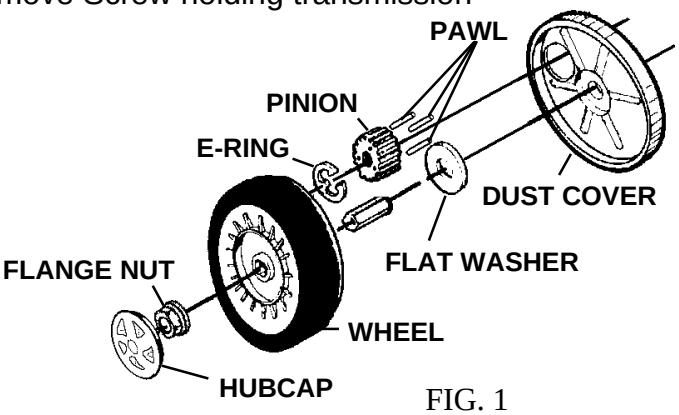


FIG. 1

6. Remove one Hinge Screw from right side to remove Rear Skirt.
7. Remove Spring from Connecting Rod. Remove the Connecting Rod.
8. Remove the Drive Assembly Retainer on both sides. The Gearbox, Rear Shaft Assembly, and Selector Lever come out the bottom as an assembly.

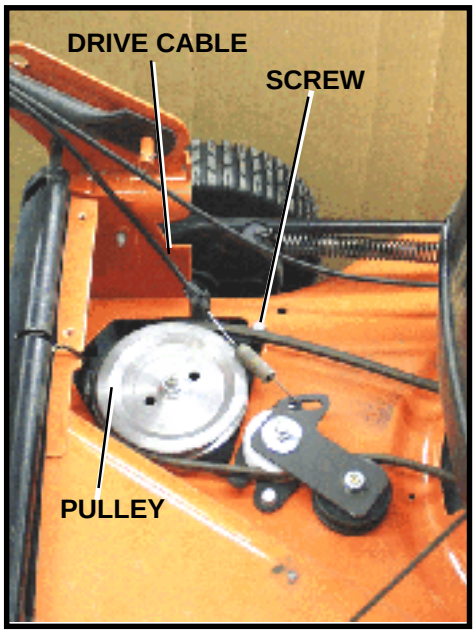


FIG. 2

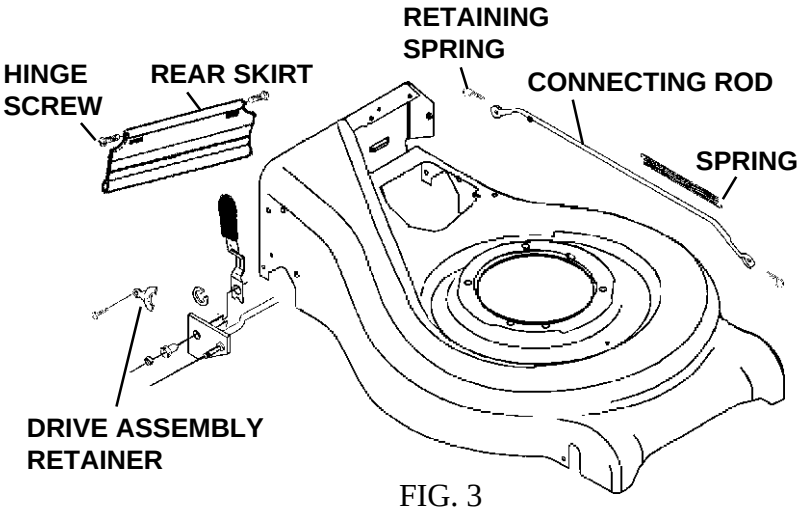


FIG. 3

21” Rear Gear Drive Mower

To Disassemble Gearbox, Adjuster Assembly, and Adjustment Lever

⇑ Remove Roll Pin
⇑ Remove Snap Ring holding bearing carrier to wheel adjustment assembly on the lever side.
⇑ Slide off one Bearing Carrier.
⇑ Slide Gearbox from rear Wheel Adjustment Assembly.
⇑ Remove Height Adjustment Lever from gearbox shaft.

To Pre-Assemble Gearbox, Adjuster Assembly, and Adjustment Lever

1. If gearbox is replaced, install Gearbox Bracket from previous gearbox.

2. Position the rear Wheel Adjuster Assembly on the bench so that the cross rod is awayfrom you and the ‘offset’ is on your right side.

3. Place adjustment Lever into the inside of the Wheel Adjustment Assembly bracket on your left side. Locate the end of the adjustment Lever into cross rod. The opening in the middle of the lever should be positioned to catch a tab toward the center of the mower. Hold the Lever into the wheel adjuster axle arm assembly while you start step 4.

4. Slide the washer onto long axle of the gearbox. Slide the long axle of the gearbox into the wheel adjustment assembly bracket to your left. Slide the short shaft into the wheel adjustment assembly bracket on your right. Slide a Bearing Carrier onto the gearbox axle to your left. Work it through the bracket and adjustment Lever and secure with a snap ring.

5. If the Bearing Carrier on the right side was disassembled, assemble into place now on the axle and bracket on your right side. Secure this with a snap ring.

6. Put Washer next to bearing carrier and install Roll Pin in axle hole.

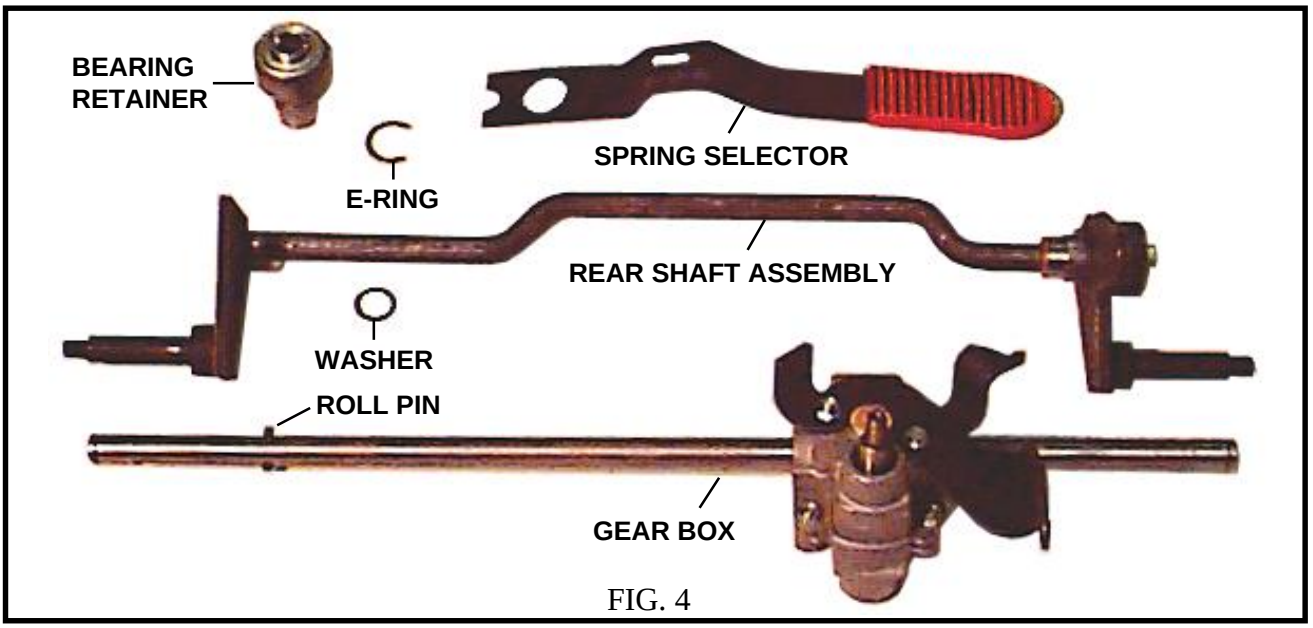


FIG. 4

21” Rear Gear Drive Mower

To Assemble Gearbox, Wheel Adjuster Assembly, and Spring Selector Lever

1. Place mower so that left side is up.

2. Place Gearbox/Rear Shaft Assembly into housing with Spring Selector Lever forward at the right side (down). Put the left side bearing carrier into place first (at top) and secure with Drive Assembly Retainer and the self tapping Screw. It may be necessary to shift the Bearing Support upward into a ‘step’ that will set into the housing.

3. Install the connecting rod Spring from mower housing to the Hole in the Connecting Rod. Install the Connecting Rod to front and rear shaft assemblies.

4. Install Dust Cover, Pinion *, Pawls, Snap Ring, large Flat Washer, rear Wheel, Flange Nut and Wheel Cover.

5. Install Rear Skirt and change so the right side of mower is up.

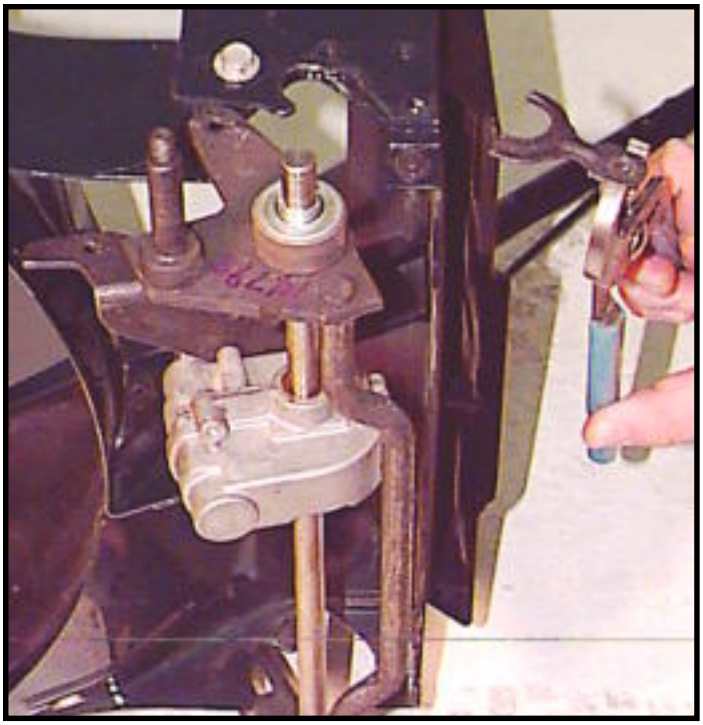


FIG. 5

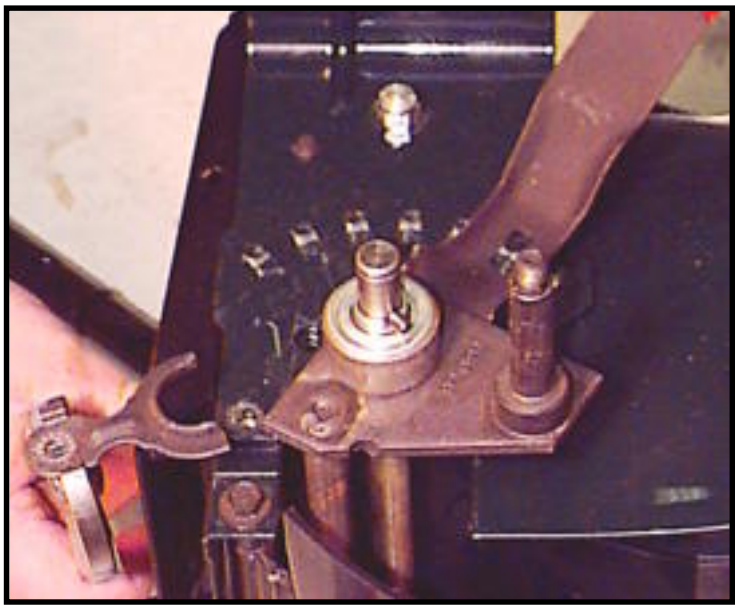


FIG. 6

6. Move Spring Selector Lever to second position from front position. Push bearing carrier into place. There is a step in the bearing support that fits into the housing. Use axle pin to hold assembly toward engine while installing Drive Assembly Retainer and screw.

7. On the right side install the Dust Cover, Pinion *, Pawls, Snap Ring, E-Ring, large Flat Washer, rear Wheel, Flange Nut, and Wheel Cover.

8. Place the mower flat on the ground.

9. Tighten all Nuts and Screws.

10. Install Screw holding gearbox bracket to housing. nstall Drive Cable.

11. Install Belt and Pulley onto the gearbox. Use screwdriver through hole in pulley to keep pulley from moving while the Flange Nut is tightened to 15-20 Ft. Lbs.

12. Install the Belt Cover. Also install the mulcher plug or bagger.

* The pinions on both sides are the same. It is critical to assemble them in the correct position, see Fig 7. There are arrows embossed on the pinion. The arrows must point toward the front of the mower from the 'up' side. If the arrows point forward from the 'down' side, remove the pinion and place the other side down. Then install the three round Pawls and the E-Ring. DO NOT USE oil or grease on the pinions or wheels. Use WD40 or silicone lubricants only.

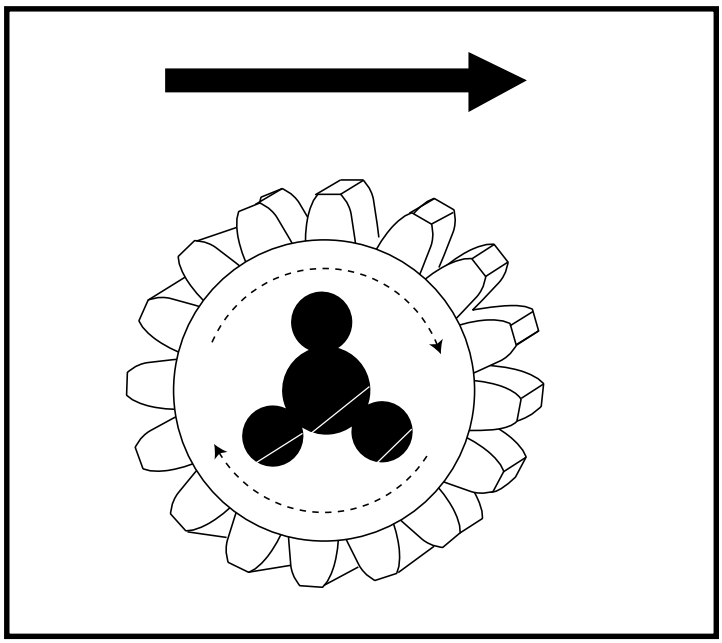


FIG. 7

NOTE: Top arrow on pinion toward the front of the lawn mower.

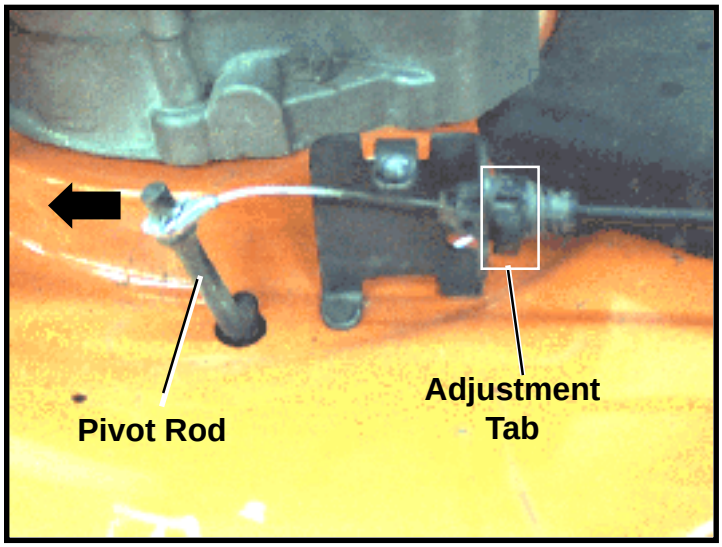


FIG. 8

SPEED CABLE ADJUSTMENT

The speed cable must be adjusted during installation to remove any slack. The slack would reduce the range of speeds available. There is a Tab in the cable where the conduit attaches to the mounting bracket. Pull the tab out, push the Pivot Rod to the farthest point forward, and push tab in to lock adjustment in place .

New - 21" Rear Drive Mower with 10 Speed Belt Replacement Procedure

1. Remove the rear Belt Cover.
2. Remove the gearbox Pulley. Use a socket to remove the pivot flange nut and the Idler Bracket Assembly and place to the side.
3. Place mower on side with carburetor and muffler up.
4. Remove the Blade, Blade Adapter Hardware, and Blade Adapter. Remove the belt Cover. Remove the belleville washers and spacer.
5. Remove the two screws holding the pivot rod Clamp.
6. Remove the Bearing Support Assembly (includes lower side of pulley).
7. Remove the belt.
8. Place new belt in pulley and pull through deck toward gearbox.
9. Install the Bearing Support onto the crankshaft with the pulley side toward the belt.
10. Install the pivot rod Clamp. Locate the clamp into the pivot rod before installing screws.
11. Install the belt Cover.
12. Install the spacer, belleville washers, Blade Adapter, Blade, hardened washer, lock washer, and Grade 8 Blade Bolt. Torque the blade bolt 35 to 40 Ft. Lb.
    Note: Two belleville washers should be assembled with offset in opposite directions.
13. Place the mower upright. Install the belt and pulley on transmission.
    (Torque flange nut to 5 -10 Ft.Lb.)
14. Install engagement cable into idler bracket. Install the idler bracket assembly onto belt and deck. (Torque flange nut to 8 - 11 Ft.Lb.)
15. Replace the belt cover.

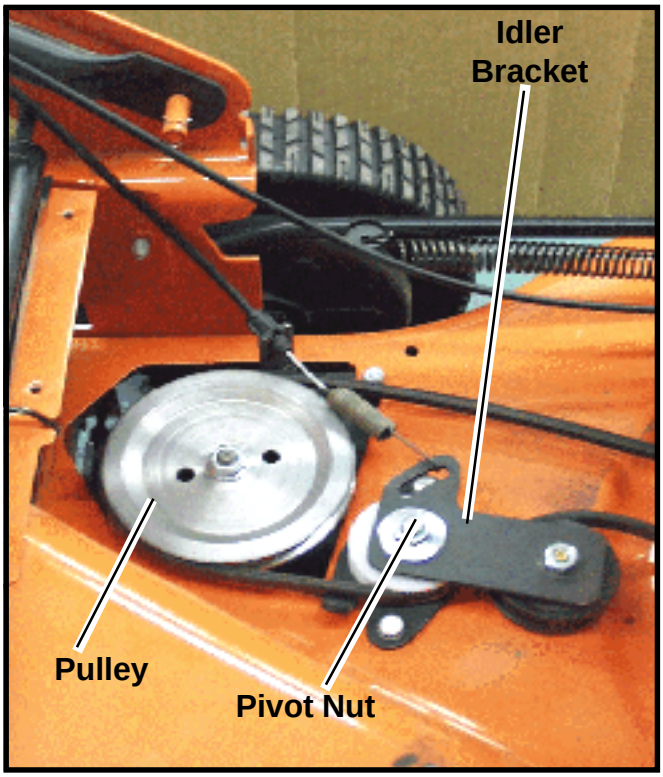


FIG. 10

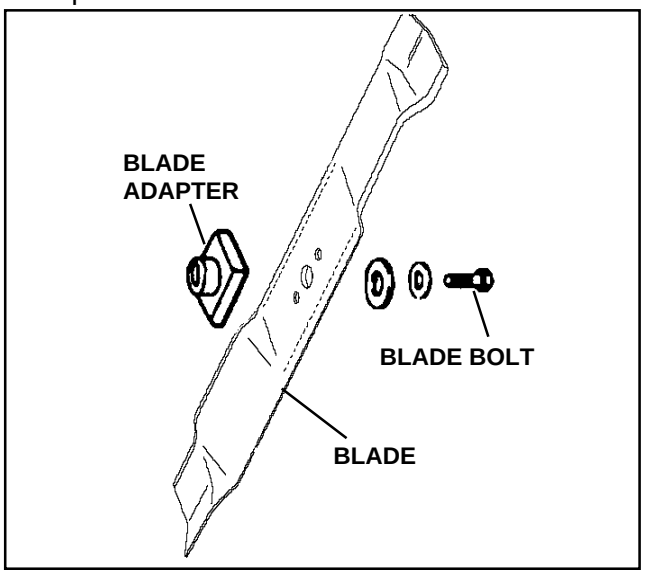


FIG. 9

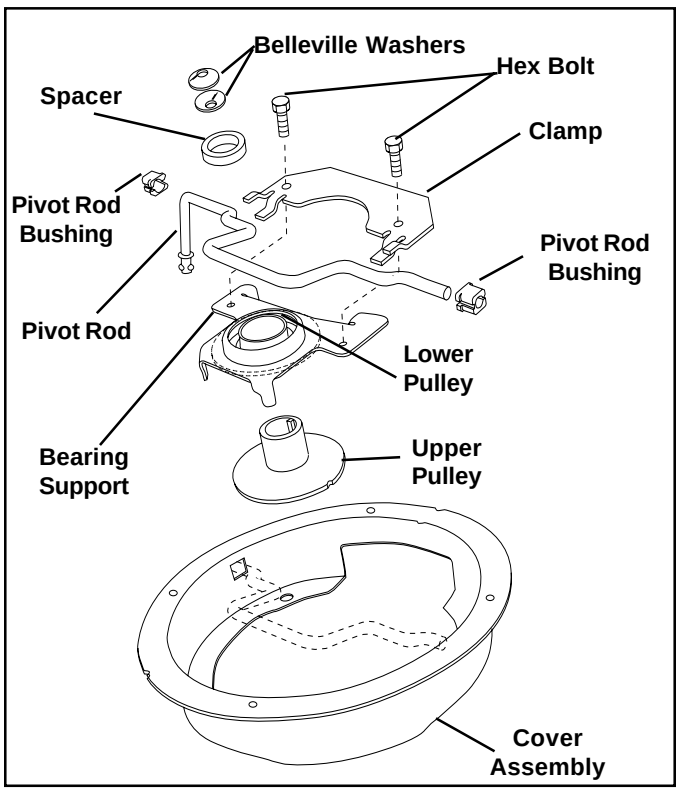
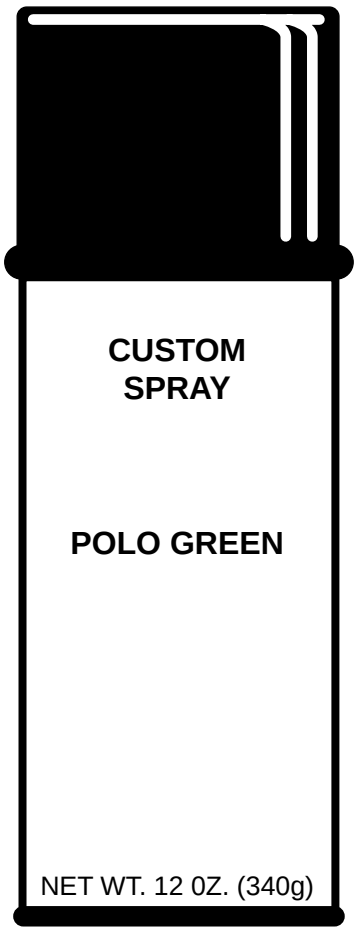


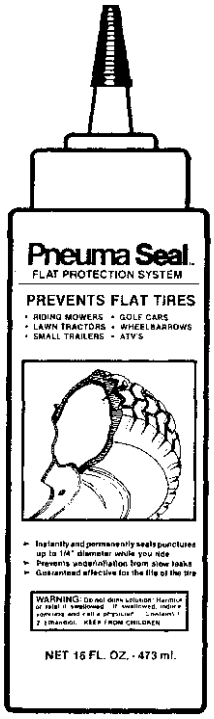
FIG. 11

Touch - Up Paints for Lawn & Garden

PART NUMBER	DESCRIPTION	PAINT CODE
71 / 917 / 150020	POLO GREEN Spray Paint	558
71 / 917 / 150131	SATIN BLACK Spray Paint	
71 / 917 / 130937	DOVER GRAY Spray Paint	459, 478
71 / 917 / 126967X	NEW SEARS SILVER Spray Paint	417
71 / 917 / 136247	RED Spray Paint	505, 506, 394, 423
71 / 917 / 126965X	ORANGE Spray Paint	412, 422
71 / 917 / 126966X	GRAY Spray Paint	410, 418
71 / 917 / 144401	GREEN Spray Paint	550
71 / 917 / 126963X	GREEN (New RALLY) Spray Paint	419
71 / 917 / 130939	GREEN (POULAN) Spray Paint	419
71 / 917 / 126964X	YELLOW (POULAN PRO) Spray Paint	416, 421
71 / 917 / 130941	YELLOW Spray Paint	472, 473
71 / 917 / 136246	BLUE (Dark) Spray Paint	510, 511
71 / 917 / 108521X	BRONZE (Old Roper) Spray Paint	388
71 / 917 / 126687X	BRONZE (New Roper) Spray Paint	425



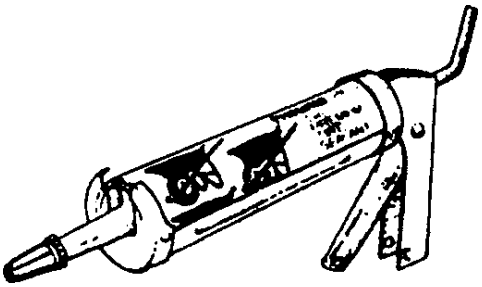
TIRE SEALANTS for Lawn & Garden



Pneumaseal tire sealant:

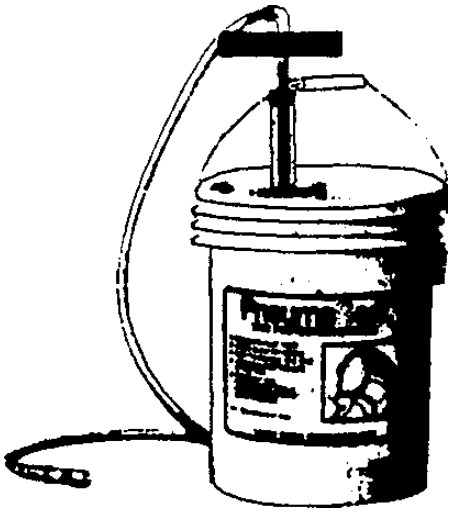
- **Seals tread punctures to 1/4”**
- **Will not freeze to - 37 degrees C**
- **Applications up to 35 mph**
- **Installed quickly and easily through tire valve stem**
- **Eliminates slow leaks in the tread area**
- **Will not affect paint on tire rim or cause rust**
- **16 oz. container comes with tool to remove and install valve in stem and tool to get sealant into tire**

71 / 071 / 24225 Pneumaseal 16 oz. Bottle



Also Available:

92 / 192 / 144334 Pneumaseal 10 oz. Caulking Tube



92 / 192 / 144335 Pneumaseal 5 gallon pail
92 / 192 / 100035 Pump for Pneumaseal pail

NEW for 1999 Tractors

CRAFTSMAN 9J

Description	Part #	Stock #
42" Blade (2)	134149	24676
Ground Drive Belt	130801	24102
Primary Mower Belt	144200	24104
Air Filter	12-083-16	
Pre-cleaner	12-083-11	
Spark Plug	RC12YC	85871
Oil Filter	52-050-02	
Fuel Filter	25-050-03	
Keys	109310X	24697
Battery	30 amp	
Oil Capacity (oz)	64 oz	

Parts available at most Sears Retail Stores and Service Centers or call 1-800-366-PART if you want the part sent directly to your home.

CRAFTSMAN 9R

Description	Part #	Stock #
46" Blade (3)	163819	
Ground Drive Belt	140218	
Primary Mower Belt	148763	
Secondary Mwr Belt	144959	24690
Air Filter	24-083-03	
Pre-cleaner	24-083-05	
Spark Plug	RC12YC	85871
Oil Filter	52-050-02	24606
Fuel Filter	24-050-02	
Keys	140403	24040
Battery	35 amp	
Oil Capacity (oz)	64 oz	

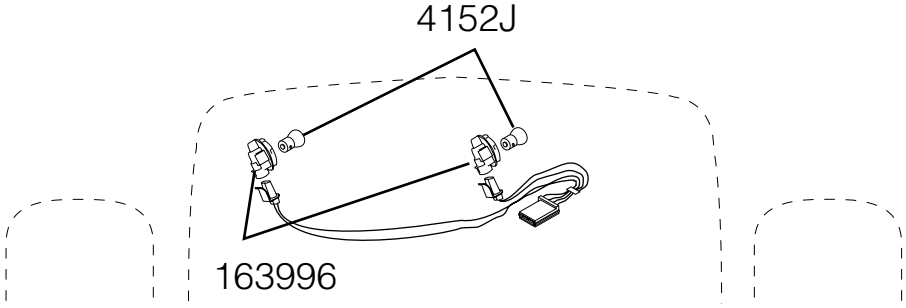
Parts available at most Sears Retail Stores and Service Centers or call 1-800-366-PART if you want the part sent directly to your home.

Some product lines of tractors in 1999 will have a decal under the hood to show the part numbers of the most commonly used parts on that model.

TECHNICAL TRAINING AND SERVICE INFORMATION BOOKS

PART NUMBER	DESCRIPTION from F.H.P. 917 order from D92/192
163578	On-Site Service Manual (Tractors & Rear Tine Tillers)
163579	Shop Service Manual (Lawn Mowers & Front Tine Tillers)
163580	1998 Craftman & Wizzard Tractor, Mower, Tiller Accessories
163581	1998 Craftman & Wizzard Tractor Wiring Accessories
168830	1999 Service Update Book

SEARS STEALTH HOOD TRACTOR MANUALS IN 1998
OMITTED THE HEADLIGHT SOCKET 71 / 917 / 163996



NOTES

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