

ALLETT MOWERS LIMITED

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INTRODUCTION

Before operating the mower read this handbook carefully, ensuring that you know all the controls and how to stop the engine quickly in an emergency. Your ALLETT motor mower has been designed and built to the highest possible standards and will give long and satisfactory service providing the following instructions are carried out. If they are ignored costly repairs could result which are not covered by the Guarantee.

The Guarantee is to protect the owner against faulty material and workmanship during manufacture and not from the effects of wear and damage caused after purchase. Such damage can be unnecessarily accelerated by incorrect or inadequate maintenance. It is in the interest of the owner of the ALLETT motor mower to see that the instructions contained in this manual are carried out carefully.

The following items come under normal care and maintenance and are not covered by the Guarantee:

Cleaning and adjusting the carburettor, cleaning the fuel system, cleaning spark plugs, adjusting cutters, belts and chains. Breakdowns due to: Incorrect maintenance, incorrect adjustments, neglect and misuse or accidental damage

The terms left-hand and right-hand refer to the machine when viewed from the operating position. Please ensure your new machine warranty registration card has been correctly completed and signed.

Having retained your section, return the registration card to:

Allett Mowers Limited,
Baden Powell Road,
Kirkton Industrial Estate,
Arbroath,
Angus
DD11 3LS.

Always use the Model and Serial numbers recorded when ordering spare parts.

Model

Serial No.

PREPARING FOR USE

OIL Check the oil level with the dipstick provided. Apply few a drops of light oil to the throttle cable and all other controls. Further information on the engine is provided in the manufacture's handbook.

FUEL Fill the tank with UNLEADED petrol. The engine is a four-stroke unit and NO OIL SHOULD BE PUT IN THE FUEL TANK.

PETROL IS HIGHLY FLAMMABLE WARNING

Add fuel before starting the engine. Do not fill the petrol tank whilst the engine is running or whilst you are smoking. If petrol is spilled do not attempt to start the engine. Move the machine away from the area of spillage and avoid creating any source of ignition until petrol vapours have dissipated. Store fuel in a cool place in a container specifically designed for the purpose.

CUTTING UNIT The cutting cylinder must always be adjusted to make light contact with the bottom blade. Too heavy a contact will cause premature wear and excessive load on the engine and transmission. Check adjustments before the machine is started. If necessary readjust the cutting cylinder following the instructions given on page 8.

WARNING

Cutters are sharp! Mind your fingers.

USE OF CONTROLS

ENGINE SPEED CONTROL This is located on the right of the handlebar. The operation of this control increases or decreases the speed of the engine. Your ALLETT mower has been designed to operate on minimum revs to reduce noise, and vibration and also to give the mower a long, and hopefully trouble free life. Set the engine revs to give a comfortable walking speed, you will find the cutter speed is then also correct. Full throttle is not needed.

IGNITION SWITCHES There is one switch on the front of the engine, ensure this is turned on before attempting to start the engine. It is not necessary to use this engine switch during normal operations. The main Ignition switch is mounted in the centre of the handlebar, again ensure the switch is in the on position before starting, and to stop the engine, switch off. **THIS IS WHERE TO SWITCH OFF IN AN EMERGENCY.**



CUTTER CLUTCH The cutter clutch control lever is mounted in the front of the handlebar. To engage the cutter drive, pull the lever up to the handlebar and hold it there. To disengage the cutters release the lever.

DRIVE CLUTCH The drive clutch control lever is mounted behind the handlebar. To engage the roller drive, pull the lever up to the handlebar and hold it there. To disengage the drive, release the lever.

FUEL CONTROLS The petrol tap is situated under the tank ensure it is turned on before starting. The choke control is situated on top of the carburettor, to start the engine when it is cold, close the choke fully. Once started, move the choke control to the centre, after allowing a few minutes to warm up, open the choke control completely. Never run engine with the choke closed after it is warm.

SAFETY PRECAUTIONS



To ensure the safety of both operator and bystanders it is important that the following instructions are adhered to:

Read the operators instruction book carefully. Know your controls. Learn how to stop the machine quickly in an emergency.

Make sure that the area to be cut is free from sticks, stones and any other foreign bodies. These items can be propelled at high speed, endangering bystanders.

Visually inspect the machine before use to see that the cylinder and bottom blade are not damaged.

Be sure that the machine is in a safe operating condition. Use only parts made and guaranteed by the manufacturer.

Ensure that the guards provided are always in use when operating the machine.

Do not operate the engine in a confined space where exhaust fumes (Carbon monoxide) can collect.

Stop the engine whenever you leave the machine, refuel or make any kind of adjustments.

Disengage the drive to the cutting cylinder before driving across any surface other than grass.

Do not allow children or people unfamiliar with these instructions to operate the mower at any time.

If the cutters have been damaged, have the damage repaired and the cutters reground by a competent engineer.

A competent person must carry out routine maintenance.

STARTING THE ENGINE

Before starting the engine check the following: -

Check that the engine oil is up to the prescribed level on the dipstick.

Check that there is sufficient fuel in the petrol tank and the tap is turned on.

Check that both the ignition switch on the engine and the one on the handles are turned on.

Now start the engine as follows: -

Set the throttle control lever, in the centre of the handlebar, to about the half throttle position.

Close the choke fully if the engine is cold and pull the recoil starter.

Once the engine has started, move the choke control to the centre, after allowing a few minutes to warm up, open the choke control completely.

Never run the engine with the choke closed after it has warmed up.

USING THE MOWER

After checking the cutting height, cutting cylinder adjustment and the fuel and oil levels.

Start the engine as described on page 6.

It's worth remembering at this point that your ALLETT mower was designed to run on minimum revs. Do not use full throttle.

Allow a few moments for the engine to warm up then, with the throttle set a little above tick-over, pull the drive clutch lever, which is mounted behind the handle, up to the handlebar, and hold it there.

The mower will travel forward immediately, so start walking as you engage the clutch.

Now set the throttle to give the desired walking speed.

To disengage the drive, simply release the lever.

To engage the cutters pull the lever back to the handlebar, and hold it there.

To disengage the cutters release the lever.

The cutters may be either engaged or disengaged at any time whether the mower is moving or not.

CHANGING THE CARTRIDGES

Removal.

Fully unscrew the clamping hand wheel on the right hand side of the machine. Using the handles provided, slide the cartridge to the left and lift it out.

Assembly.

Lift the cartridge by the handles and lower on to the support bars.

Slide the cartridge to the right, ensuring that the drive dogs are in line.

Tighten the hand wheel to lock the cartridge into position.

WARNING

The cartridges are heavy. Use proper lifting techniques and wear safety footwear when changing cartridges.

 **WARNING**

Cutter blades, slitter blades and bottom blades are sharp; take care when making the following adjustments. Take care not to trap fingers between blades when rotating the rotor by hand.

ADJUSTMENTS

CUTTER ADJUSTMENTS Rotate the cutting cylinder slowly by hand checking that each blade lightly touches the bottom blade along its full length. Cutting paper along the length of the blade can check this. If necessary, to compensate for wear and tear on the cutters, the bottom blade can be adjusted by the two adjuster screws on the inside of the side plates above the cylinder, by turning the adjuster **ANTICLOCKWISE** to bring the blades closer together, and **CLOCKWISE** to take them further apart. Do not adjust the cutters to tightly together. This does no good at all and causes excess noise and undue wear to the blades.

HEIGHT ADJUSTMENT Slacken the clamping bolt located along the centre line of the front roller, on each side of the chassis, turn the adjuster screws to move the roller up or down to the required height and re-tighten the clamping bolts.

CHAIN ADJUSTMENT Remove the chain case and check that both chains have approximately 9mm of movement at right angles to their travel on the slack side. If adjustment is necessary to both chains adjust the lower or secondary chain first, by slackening the locking nut at the back of the compound sprocket, then turning the nut on the front of the compound sprocket, which moves the sprocket up and down on an eccentric. Having achieved the desired setting re-tighten the locking nut at the back with one spanner whilst holding the adjusting nut at the front in place with another. The top or primary chain is adjusted by a nylon tensioner mounted on a slotted bracket, slacken the clamping bolt, adjust and re-tighten.

REAR ROLLER DRIVE BELT ADJUSTMENT There are two adjusters on the cable. A fine adjuster midway along the cable, screw the adjuster out to tighten the belt, when this adjustment is used up, screw it back in and take up the slack on the coarse adjuster at the lower end of the cable. The transmission tunnel has to be removed to achieve this. Ensure that the belt is the correct tension when the clutch is engaged and that the belt is clear of all the belt guides. Also check that the belt is clear of the driving pulley when the clutch is disengaged.

CUTTER BELT ADJUSTMENT Again there are two adjusters on the cable. A fine adjuster midway along the cable, screw the adjuster out to tighten the belt, when this adjustment is used up, screw it back in and take up the slack on the course adjuster at the lower end of the cable. The Chain/belt case has to be removed to achieve this. Ensure that the belt is the correct tension when the clutch is engaged and that the belt is clear of all the belt guides. Also check that the belt is clear of the driving pulley when the clutch is disengaged.

SERVICE SCHEDULE

DAILY When in regular use or every 10 hours.

Check cutters and adjust if necessary.

Check engine for oil and top up if necessary.

Shake dust from air filter.

WEEKLY When in regular use or every 50 hours.

Check belt and chain adjustment and ensure chains are properly lubricated.

Spray chains with lubricant or paint with gear oil.

Lubricate all controls with engine oil.

MONTHLY When in regular use or every 200 hours.

Check all screws for tightness.

Remove the engine cowling and remove dirt and grass from fins, then replace the cowling.

This is important otherwise the engine will overheat and cause damage to the engine.

Renew air filter.

ENGINE For all engine information please refer to the engine manual.

CLEANING AND STORAGE

It must be remembered that grass cutting is a dirty job, and regular cleaning and lubrication will extend the life of your machine.

Keeping the air filter free of grass and dust is most important. A pre-cleaner is fitted to help in this direction, if you remove the rubbish from the pre-cleaner regularly the air filter element will have a much better chance of doing its job properly. Even so the element needs to be changed on a regular basis, the engine manufacturer's handbook will give more details.

The cooling fins of the engine must also be high on the agenda. If grass clippings are allowed to accumulate in this area the engine will overheat, causing expensive problems with pistons and valves in particular. A short engine life will be the result. To clean the cooling fins remove the engine cowling and use a hosepipe to flush out the fins all around and on top of the engine.

Whilst the hose is out, wash off the rest of the mower. Then dry it with a cloth and lubricate all adjusting threads, pivot points, cables and the edges of the cutting cylinder with an Oil Can. This will make every thing so much easier when the mower is next used.

When storing the machine for the winter, leave the engine on compression. This will prevent the valves sticking in the spring. To achieve this gently pull the recoil starter until you feel the resistance of the compression stroke. Periodically during the winter start the engine and allow running for a few minutes, after stopping the engine put it back on the compression stroke. If these recommendations are carried out you should have little or no trouble in the spring.