BY

OPERATORS MANUAL
English version

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ATTENTION

THIS SYMBOL MEANS
BE ALERT!

YOUR SAFETY IS INVOLVED

READ THIS MANUAL BEFORE USING AN ALLETT TOURNAMENT CYLINDER MOWER.

IT IS ESSENTIAL THAT OPERATORS STUDY IT FOR THEIR OWN SAFETY.
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Introduction

The Tournament mower is a petrol engine powered self propelled machine with a belt and chain driven differential rear roller and a belt driven cutting cylinder.

The Tournament mower is a product of exceptional quality and is designed solely for cutting high quality turf. Use in any way other than that stated is considered contrary to the intended use. Compliance with and strict adherence to the conditions of operation, service and repair as specified in this manual also constitute essential elements of the intended use.

The way in which the Tournament mower is operated and maintained will have a profound effect on its performance and reliability.

A Tournament mower should be operated, serviced and repaired only by persons who are familiar with its particular characteristics and who are acquainted with the relevant safety procedures.

The safety precautions outlined in this manual and all other generally recognised regulations on safety must be observed at all times.

Any arbitrary modifications carried out to a Tournament mower may relieve Turfmech Machinery Limited of liability for any resulting damage or injury.

This manual is based on information available at the time of publication.

Turfmech Machinery Limited reserves the right to amend product specifications without prior notification.

Model type and serial number

The model type can be found in two places

1. On the top cover.

2. On the serial number plate located on the right side of the mower chassis.

ENTER YOUR INFORMATION BELOW

Model:
Serial Number:
EC Conformity Information

Noise levels

Operator’s daily personal noise exposure:

Turfmec Machinery Limited has no control over site conditions, duration of use, state of maintenance or adjustment of the Tournament mower. All of these factors will affect the operator’s daily personal noise exposure level (L_{EP,d}).

Under typical working conditions operators could be exposed to a daily personal noise exposure level in excess of 98 dB(A) L_{EP,d}.

Sound power level:

The maximum sound power level is 98 dB(A) measured in accordance with EC Directive 2000/14/EC.

Ear protectors with good attenuation in the 63 – 8000 Hz frequency range should be used.

Employers of personnel using the Tournament mower are advised to read and understand the HSE publication ‘Noise at Work: Guidance for employers on the control of noise at work regulations 2005’ as the operator’s daily personal noise exposure level could be above the ‘First Action Level’.
**EC Declaration of Conformity**

Turfmech Machinery Limited, Hangar 5, New Road, Hixon, Staffordshire, ST18 0PJ, England, declare that the grass mowing equipment:

<table>
<thead>
<tr>
<th>Model</th>
<th>Tournament</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
<td>Pedestrian controlled fine turf mower</td>
</tr>
<tr>
<td>Type</td>
<td>Cylinder</td>
</tr>
<tr>
<td>Engine Manufacturer</td>
<td>Honda</td>
</tr>
<tr>
<td>Speed of rotation</td>
<td>3600 RPM</td>
</tr>
</tbody>
</table>


Also Directive 2000/14/EC Noise emission in the environment by equipment for use outdoors.


Authorised signature

\[Signature\]

J.C.Archer  
Engineering Director  
01-06-07

Safety Precautions

Training

READ THIS MANUAL BEFORE USING AN ALLETT MOWER. IT IS ESSENTIAL THAT OPERATORS STUDY IT FOR THEIR OWN SAFETY.

THE FOLLOWING PRECAUTIONS MUST BE TAKEN TO HELP PREVENT ACCIDENTS. A CAREFUL OPERATOR WHO USES COMMON SENSE IS THE SAFEST OPERATOR.

Read the instructions carefully. Be familiar with the controls and the proper use of the equipment. Learn how to stop the mower quickly in an emergency.

Never allow children or people unfamiliar with these operating instructions to use the mower or its attachments. Local regulations may restrict the age of the operator.

Be alert while people, especially children, or animals are nearby.

Bear in mind that the operator is responsible for accidents or hazards occurring to other people or their property.

Do not attempt to ride on the mower or carry passengers.

All operators should seek and obtain professional and practical instruction. Such instruction should emphasise:

- The need for care and concentration while working with the tournament mower.

- The need to slow down when making tight turning manoeuvres, particularly on slopes. Failure to take adequate care can affect stability leading to loss of control of the mower.

- Control of a machine sliding on a slope will not be regained by the application of the brake. The main reasons for loss of control on a slope are:

  - Insufficient traction between roller and ground.
  - Being driven too fast.
  - Lack of awareness of ground conditions.
Preparation

⚠️ While operating the equipment always wear substantial footwear and long trousers. Do not operate the equipment when barefoot or wearing open sandals.

⚠️ Ear protection should be worn when the engine is running.

⚠️ Eye protection should also be worn whilst mowing.

⚠️ Thoroughly inspect the area that is to be cut and remove all objects which are likely to cause damage to the machine.

⚠️ Never operate the mower unless all belt and chain guards are correctly in place and securely fastened.

⚠️ Before use check the bottom blade and cylinder. Replace or sharpen if necessary.

⚠️ Petrol is highly flammable, therefore:

- Store fuel in containers specially designed for the purpose.

- Refuel outdoors only and do not smoke while refuelling.

- Add fuel before starting the engine. Never remove the cap from the fuel tank or add petrol while the engine is running or while the engine is hot. Allow the engine to cool for at least two minutes before refuelling. Be aware that the engine exhaust silencer will remain hot for some time after the engine is switched off.

- Do not attempt to start the engine if petrol is spilled or a smell of petrol is present. Move the machine away from the area of spillage and avoid creating any source of ignition until the petrol vapours have dissipated.

- Always use fresh fuel. Stale fuel can block the carburettor and cause leakage.

- Replace the fuel tank cap securely.
Operation

- Do not operate the engine in a confined space where dangerous carbon monoxide fumes can collect.
- Mow only in daylight or in good artificial light.
- Before starting the engine, disengage drive to the cutting cylinder and the rear drive roller and engage the parking brake.
- Watch out for traffic when crossing or near roadways.
- Always disengage the drive to the cylinder before travelling over any surface other than grass.
- When using the mower, never direct the discharged material towards bystanders or allow anyone near the machine whilst it is in operation.
- Never operate a mower with defective guards.
- Do not attempt to increase the factory set maximum speed of the engine. Operating an engine at excessive speed will lead to increased wear and tear and increases the risk of injury.

Before leaving the operator position:
- Disengage drive to the rollers
- Disengage drive to the cutting cylinder
- Engage the parking brake.
- Switch the on/off switch on the handlebars to the OFF position.

Engage the parking brake, disengage drive to the cutting cylinder, switch off the engine and ensure the cylinder is completely stationary:
- Before releasing blockages.
- Before checking, cleaning or working on the machine.
- After striking a foreign object inspect the mower for damage and rectify any problems before continuing.
- Before refuelling.
- Before making cylinder adjustments.

If the machine starts to vibrate abnormally STOP immediately and check the machine over.

- Never park the machine on a slope.
- Reduce the throttle setting during run out.

ALWAYS KEEP HANDS AND FEET WELL AWAY FROM A ROTATING CUTTING CYLINDER.
Maintenance and storage

- Always wear thick gloves when manually rotating a cutting cylinder.
- Check that all nuts, bolts and screws are sufficiently tight so as to ensure that the equipment is in safe working condition.
- To reduce the risk of fire, keep the engine and exhaust area free of grass, leaves and other debris. Wipe off excess grease.
- Frequently check fuel lines and fittings for cracks or leaks and replace if necessary.
- Replace worn or damaged parts.
- Ensure that all safety decals are properly secured and in good condition.
- Never work on the equipment while the engine is running.
- Take care to prevent entrapment of the fingers between moving blades and fixed parts during maintenance activities.
- Allow the engine and exhaust to cool before storing in any enclosure.
- If the fuel tank has to be drained this should be done outdoors.
- Always chock the roller when the mower is being left in storage.

Health and Safety at Work Act

In accordance with section 6 of the Health and Safety at Work Act 1974 the Tournament mower has been designed and constructed so that, in so far as is reasonably practical, it will not endanger the safety and health of those working with it. This is, however, subject to the equipment being properly used and maintained according to the conditions stated in this manual and elsewhere, which have been found necessary as a result of the research and testing of Turfmech Machinery Limited and Allett.
## Decal Positions

<table>
<thead>
<tr>
<th>Description</th>
<th>Location</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large Allett logo</td>
<td>Grass box</td>
<td>1</td>
</tr>
<tr>
<td>Small Allett logo</td>
<td>Handle bars</td>
<td>1</td>
</tr>
<tr>
<td>Blade adjuster information</td>
<td>Above LH/RH bottom blade adjusting bolts</td>
<td>2</td>
</tr>
</tbody>
</table>
Operation - Machine

SAFETY NOTICE

⚠️ WARNING - PREVENT ACCIDENTS

Before operating a Tournament mower it is essential that:

- The operator reads and understands this manual.
- The daily maintenance checks have been properly carried out and the equipment is in good working order.
- The operator is equipped with and wearing appropriate safety clothing and equipment. It is recommended that eye and ear protection is used. Failure to do so could result in risk to health and safety.
- The area to be mown is thoroughly inspected and all objects which are likely to cause damage to the machine or endanger the operator or bystanders are removed.

⚠️ WARNING - PREVENT ACCIDENTS

Operate safely on slopes:

- By following safe working practices.
- By understanding and following the relevant safety precautions outlined in this manual. Refer – Safety Precautions.

⚠️ WARNING - PREVENT ACCIDENTS

Never attempt to start the mower indoors. Always move the mower to a well ventilated area before starting.

⚠️ WARNING - PREVENT ACCIDENTS

Remember – a careful operator who uses common sense is the safest operator.

Operator controls

1. Rear roller drive clutch
2. Handle bar
3. Cutter cylinder drive clutch
4. Engine throttle control
5. On/off switch
6. Parking brake
**Adjusting the handle bars**

- Loosen the four bolts at the base of the upper handle bar.
- Move handle bar into desired position.
- Tighten the four bolts.

**Parking brake**

- To engage parking brake, pull the red lever rearwards.
- Tighten the lock handle by rotating it clockwise in order to hold the brake in place.

**Starting the engine**

Before starting the engine

- **Check engine oil level** – refer to the Honda engine manual for the recommended oil specification.
- **Check fuel level** – clean around the fuel filler cap before removing it. Do not overfill the tank. The fuel filler cap must be firmly secured in order to prevent fuel leakage during operation.
- Always use clean, fresh unleaded petrol. Purchase fuel in quantities which can be used within 30 days. Never mix oil with petrol.
- Carry out the daily checks found on page 28-30.
- Ensure that the drives to the rear roller and the cutting cylinder are disengaged.
- Check that the parking brake is engaged.
- Switch the on/off switch on the handle bars to **ON**.
- Check that the engine on/off switch is set to **ON**.
- Set the engine throttle to the half way position.
- Ensure that the fuel cut off valve (2) is set to the **ON** position.

![Image of choke](image)

- Set the choke (1) to the **OFF** position.
- Pull the starter handle (3).

If the engine fails to start within 3 pulls:

- Move the choke to the **ON** position

![Image of choke](image)

- After the engine has started wait a few seconds then return the choke to the off position.
- Allow the engine to warm up before starting to use the mower.

**Stopping the engine**

- To stop the engine turn the on/off switch on the handlebars to **OFF**
- The engine can also be stopped by turning the engine mounted on/off switch to the **OFF** position.
- If either of these measures do not stop the engine it is possible to stop it by moving the fuel shut-off tap to the off position. Note that the engine will not stop straight away.
Engaging forward travel

- Start the engine.
- Set the engine throttle to the half way position.
- Push the drive clutch forwards.

- Travel speed depends on engine speed. Adjust the travel speed by adjusting the engine throttle lever to the desired position.

Transporting the mower

- Ensure that the trailer meets all road traffic Act requirements.
- Secure the mower on the trailer, positioning it adjacent to the trailer headboard.
- Ensure that the mower parking brake is engaged
- Ensure that the fuel shut-off tap is set to the OFF position.

⚠️ WARNING – on long journeys check the mower regularly so as to ensure that it is still securely tied onto the trailer
Operation - Mowing

SAFETY NOTICE

⚠️ WARNING - PREVENT ACCIDENTS
Always wear the correct personal protective equipment when operating the Tournament mower:
- Overalls.
- Heavy boots.
- Safety glasses.
- Ear protection.

⚠️ WARNING - PREVENT ACCIDENTS
Never clean/unblock the mower when the engine is running. Always stop the engine, engage the parking brake and wait until the cylinder is clearly stationary.

⚠️ WARNING - PREVENT ACCIDENTS
Check that all of the belt guards are attached and are in a satisfactory condition. If any are missing replace before operating the mower.

⚠️ WARNING - PREVENT ACCIDENTS
Do not engage the drive to the cutting cylinder unless the mower is moving forward on a grass surface.

⚠️ WARNING - PREVENT ACCIDENTS
Always wear gloves when manually turning the cutting cylinder.

⚠️ WARNING - PREVENT ACCIDENTS
Never put your hands or feet near a moving cutting cylinder.
Cleaning the mower

When cleaning the mower avoid pressure washing. Use low pressure water or compressed air.

If pressure washing is used it is important that the cylinder bearings are purged of water. This can be done by applying a small amount of grease using a hand pump. Note that over-greasing will damage the seals.

Damaged caused by over greasing is not covered by the Turfmech Machinery Limited warranty.

Adjusting the bottom blade

⚠️ WARNING - PREVENT ACCIDENTS

Always wear gloves when handling the cylinder.

- Tilt the mower backwards.
- Hold a thin piece of paper between the edge of the bottom blade and the cutting cylinder
- Turn the cutting cylinder slowly.
- If the blade is set properly the paper should cut cleanly along its full length. If it does not then proceed as described below.
- Locate the two bottom blade adjusters. These are positioned at the front of the mower just under the grass deflector flap. One of these is shown in the picture below.
• The adjusters alter the gap between the bottom blade and the cutting cylinder. Rotate the adjusters clockwise to increase the gap. Rotate the adjusters anti-clockwise to decrease the gap.

• Adjust the clearance between the bottom blade and the cutting cylinder so that the paper is cleanly cut at all points across the blade. Frequently use the paper test between each adjustment.
**WARNING - PREVENT DAMAGE.** Do not over tighten – the cylinder should be able to spin freely.

- If you are still unable to cleanly cut the paper, inspect the bottom blade and cylinder. If they appear rounded or damaged they may need to be sharpened.

**WARNING - PREVENT DAMAGE.** Before starting the engine after having tilted the mower, allow it to sit level for a short time to allow the engine oil to settle.

**WARNING - PREVENT DAMAGE.**

The adjusters can sometimes become very tight and may be hard to turn. If this is the case:

- Slacken off the grub screw on the collar behind the adjuster as shown.

- Rotate the adjuster anti-clockwise 1/8" of a turn.

- Tighten the grub screw.

- Check the adjuster – it should now be easier to turn.

- Carry out blade adjustment as described above.
Adjusting the height of cut and groomer height

- Always set the bottom blade to the correct position before attempting to set the height of cut.

- The height is set using the setting bar provided. The bolts on this should be adjusted until they reach the desired height of cut (X) and the desired groomer height (Y) as shown.

- Once adjusted, position the setting bar so that the underside of the bolt head (X) rests on top of the leading edge of the bottom blade and the rearward end of the bar makes contact with the rear roller as shown.

- Adjust the height of the front roller until the setting bar just touches it.

- To alter the position of the front roller:
  - Locate the roller adjusters, these can be found under the grass deflector at the front of the machine.
  - The front roller height can be altered with these adjusters. Rotate clockwise to reduce the height of cut and anti-clockwise to increase the height of cut.
To alter the height of the groomer:

- Firstly ensure that the groomer is lowered and isn't in the transport position.

- To do this, loosen the knobs on each side of the mower chassis.

- Ensure that the groomer is in its lowest position, tighten the knobs and check the height again.

- To make height adjustments use the handwheels. Rotate clockwise to increase grooming height and anti-clockwise to reduce it.
Cylinder and bottom blade grinding/reconditioning

The cutting performance of the Tournament mower is highly dependent on the condition of both the cylinder and bottom blade. Poorly maintained parts will lead to poor quality of cut.

It is advised that the grinding/reconditioning of the cylinder and bottom blade be carried out by either Turfmech Machinery Limited or a registered Allett dealer.

The bottom blade of the Tournament mower should be ground with a 5° angle as shown below.
# Maintenance Schedule

<table>
<thead>
<tr>
<th>Activity</th>
<th>Task</th>
<th>Daily</th>
<th>Weekly</th>
<th>Bi-weekly</th>
<th>Yearly 500 hours</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Check</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engine oil level</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Air cleaner condition</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fuel level</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Guards in place</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tyre pressures (if fitted)</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cutting cylinder</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fasteners</td>
<td></td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Chain and belt tension</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Spark plugs</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td><strong>Clean</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Debris/grass from mower</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engine cooling baffles</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fuel sediment bowl</td>
<td></td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Air filter elements</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inside guards</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td><strong>Test</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Parking brake</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>On/off switches</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Drive engagement</td>
<td>●</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Replace</strong></td>
<td></td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Engine oil</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Spark plugs</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Air filter elements</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fuel hose</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
</tbody>
</table>
Maintenance

Regular maintenance is essential for the continued safe operation of the Tournament mower. Correct servicing will prolong the working life of the machine and safeguard the warranty.

Always fit genuine Allett parts, fitting spurious parts will invalidate the warranty.

The following information is given on the understanding that Turfmech Machinery Limited accepts no responsibility for work carried out by a customer or for any damage thus caused, whether or not the service instructions have been misunderstood.

To ensure that the warranty terms are not breached service work should be carried out by Turfmech Machinery Limited or an authorised Allett dealer.

SAFETY NOTICE

⚠️ WARNING - PREVENT ACCIDENTS

When carrying out maintenance procedures it is essential that:

- The engine is not running.
- The parking brake is engaged.
- The cutting cylinder drive is disengaged.
- The rear roller drive is disengaged.
- The safety precautions in this manual have been read and understood.

⚠️ WARNING - PREVENT ACCIDENTS

Engine oil will be hot after machine use. Allow it to cool before working on the machine, particularly when changing oil or filters.

⚠️ WARNING - PREVENT ACCIDENTS

Use hazardous substances carefully. The following fluids are identified as being hazardous:

<table>
<thead>
<tr>
<th>Substance</th>
<th>Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil</td>
<td>Low</td>
</tr>
<tr>
<td>Grease</td>
<td>Low</td>
</tr>
<tr>
<td>Petrol</td>
<td>High</td>
</tr>
</tbody>
</table>

It is recommended that eye protection and gloves are worn when handling the above fluids and that care is taken to avoid spillages.

Avoid contact with skin – wash spillages off with soap and water.

Avoid contact with eyes – wash with running water and seek medical attention if symptoms persist.

Avoid ingestion – if swallowed seek medical attention.
IMPORTANT – PREVENT ENVIRONMENTAL DAMAGE

When disposing of hazardous waste products, take them to an authorised disposal site. Waste products must not be allowed to contaminate surface water, drains or sewerage systems.
Daily Checks/maintenance

Checking engine oil level

- The level of the engine oil should be checked when the engine is at rest and cool.
- Locate the engine oil dipstick at the front of the engine.
- Remove it and wipe clean.
- Insert the dipstick into the engine and remove to see the oil level.
- The minimum level is at the end of the dip stick.
- Add/remove oil as necessary.

Checking the air cleaner

- Locate the air cleaner on top of the engine.
- Remove the wing nut on the top of the air cleaner and remove the outer cover.
- Undo the wing nut which retains the filter elements.
  Check for rips and tears in the foam element, replace if damaged. If necessary clean the element as described in the weekly maintenance section.
  Check the condition of the main paper element, replace if damaged. If necessary clean the element as described in the weekly maintenance section.
- Refit by reversing the procedure outlined above.

Checking fuel level

- Locate the fuel tank on top of the engine.
• Remove the fuel cap and visually check the fuel level. Fill the tank before storing overnight in order to reduce internal condensation.

• The maximum fuel level is as shown.

• Never over fill the fuel tank.

Checking belt/chain guards

• There are two guards to check:
  1. Main cover (Top of the mower).
  2. Plastic belt guard (LH side of mower).

Checking the cutting cylinder

• Visually inspect the cutting cylinder and the bottom blade for any damage, misalignment or distortion.

• The cutting performance of the Tournament mower is highly dependent on the condition of both the cylinder and bottom blade. Poorly maintained parts will lead to a poor quality of cut.

• It is advised that the grinding/reconditioning of the cylinder and bottom blade be carried out by either Turfmech Machinery Limited or a registered Allett dealer.

Testing the parking brake

⚠️ WARNING - PREVENT ACCIDENTS

• Carry out this check in a well ventilated area clear of obstacles and bystanders.

• Ensure that the parking brake is engaged and start the engine.

• Set the engine throttle control lever to slow speed.

• Slowly engage the rear roller drive clutch.

• The engine should stall without any movement of the mower.

• If the mower moves forward against the parking brake then re-adjustment is required (refer - Adjusting cables).
Testing the ignition on/off switches

- Start the engine.
- Once the engine is running turn the on/off switch on the handlebars to the OFF position, the engine should stop immediately.

⚠️ WARNING - PREVENT ACCIDENTS

If the engine does not stop – **DO NOT USE THE MACHINE** – contact your Turfmech/Allett dealer.

- Carry out the same procedure for the on/off switch on the engine.
Weekly Maintenance

Checking fastener torques

- Ensure that the engine is switched off and the cutting cylinder is stationary.
- Check and where necessary tighten the bearing retaining fasteners.
- Check and where necessary tighten the belt and chain tensioner fasteners.
- Check and where necessary tighten the engine and drive belt mounting fasteners.

<table>
<thead>
<tr>
<th>Bolt size</th>
<th>Torque (Nm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M6</td>
<td>10</td>
</tr>
<tr>
<td>M8</td>
<td>25</td>
</tr>
<tr>
<td>M10</td>
<td>50</td>
</tr>
<tr>
<td>5/16” UNF</td>
<td>20</td>
</tr>
<tr>
<td>3/8” UNF</td>
<td>45</td>
</tr>
</tbody>
</table>

Cleaning the fuel sediment bowl

- Locate the fuel sediment bowl. Move the fuel cut-off switch to the OFF position.
- Place a container underneath the sediment bowl to catch any fuel and then unscrew the retaining screw at the bottom.
- Remove the screw and sediment bowl, together with the rubber gasket, and retain in a safe place.
- Wash the sediment bowl using fresh petrol.
- Replace the sediment bowl by reversing the procedure outlined above; ensure that the rubber gasket is put back in place.
- Move the fuel cut-off switch to the ON position.

Cleaning the air filter element

- Remove the air filter element from its housing (refer – Checking the air cleaner).
- To clean the inner paper element, use a compressed air supply to blow out the dust. Take care not to damage the element whilst cleaning it.
- To clean the outer foam element, wash it in warm soapy water. Rinse thoroughly using clean water, allow it to dry completely and then refit (refer – Checking the air cleaner).
Bi-weekly Maintenance

Checking the spark plug condition and gap

WARNING - PREVENT ACCIDENTS

Allow the engine to cool before attempting to remove the spark plug.

- Locate the spark plug.
- Pull off the high tension lead and remove the spark plug using a spark plug socket.
- Check that the spark plug is in good condition, replace if necessary. Check that the gap is between 0.7 - 0.8mm using a feeler gauge.
- Replace the spark plug and refit the high tension lead.

Checking the chains and belts

- To check whether the cutting cylinder drive belt is correctly tensioned you must first ensure that the engine is OFF and the parking brake is engaged.
- Pull the cutting cylinder drive handle towards the handlebar. At approximately 30mm from the handlebar resistance should be felt and the drive to the cylinder should begin to engage.
- If there is no resistance and the drive does not engage then the belt needs to be tightened.
- If resistance is felt when the drive handle is further than 30mm away from the handlebar then the belt is too tight and needs to be adjusted accordingly.
- To check chain tension, firstly remove the chain guard on the side of the machine.
- The chains are correctly tensioned when there is no more than 10mm movement at the midpoint of the slack side of each chain. If necessary adjust.
Yearly maintenance

Replacing the engine oil

- Drain the old engine oil. This is best carried out when the oil is warm, but not hot.

- Locate the engine drain plug at the bottom of the engine. There are two drain plugs, the drain plug at the rear of the machine is more accessible.

- Remove the dipstick.

- Place a container of suitable capacity underneath the drain plug, remove the plug and allow the old engine oil to empty out.

- Once the engine has been drained of oil replace the drain plug and refill the engine with clean oil through the dipstick hole. The correct level is reached when oil overflows the dipstick hole.

Replacing the spark plug

- Remove the spark plug as described in the bi-weekly maintenance section.

- Fit the new spark plug.

- Start the engine and ensure that it runs smoothly before carrying out any further maintenance.

Replacing air filter elements

- Remove the air filter elements – foam and paper - from their housing (refer – Checking the air cleaner).

- Fit new air filter elements and secure in place.

- Replace the outer cover and secure in place.
**Miscellaneous Maintenance**

*Adjusting cable tensions*

Fine adjustments can be made as described below:

- Locate the in-line adjuster on the cable.
- Loosen the locking nut.
- Adjust the cable tension as necessary by rotating the adjuster.
- When the cable tension is correct tighten the lock nut.

Coarse adjustments can be made as described below:

- Locate the main spring adjuster on the cable.
- Loosen the two lock nuts.
- Adjust the cable tension as necessary by either compressing or relaxing the spring.
- When the cable tension is correct tighten the lock nuts.

*Changing the drive belts*

- Remove the main cover in order to expose the drive belts and chain.
- Remove the chain by undoing the quick release link.
- Loosen the grub screw on the locking collar at the end of the shaft.
- Slide the shaft approximately 20mm to the right in order to slacken the drive belts.
- Remove the drive belts.
- Once the belts are off the pulleys remove them through the gap between the chain drive sprockets.
- Refit new belts by reversing the procedure outlined above.
Storage

Carry out the following procedure before storing the Tournament mower between mowing seasons.

**WARNING - PREVENT ACCIDENTS**

Never drain fuel in an enclosed environment – always undertake this procedure out doors or in a very well ventilated workshop environment.

**WARNING - PREVENT ACCIDENTS**

Always send unwanted fuel to an authorised disposal agent – never dispose of fuel down the drain or by any other means.

Preparing the machine

- Clean the machine so that it is clear of grass and any other debris.
- Repair any worn or damaged parts – replace with genuine Turfmech/Allett parts if new parts are required.
- Check all bolts and tighten as necessary.
- Repair any damaged paint work.
- Apply a wax coat to all panels (standard automotive wax can be used).
- Allow all belts to dry before storing.
- Lubricate all grease points and apply a thin coat of chain lubricant to the chains.

Preparing the engine

- Drain the fuel.

For a small amount of fuel start the engine and allow it to run until all the fuel is consumed.

For a larger amount of fuel loosen the drain plug on the sediment bowl and collect the fuel in a suitable container.

- Close the fuel shut- off tap.
- The engine should be left in compression. Gently pull the recoil starter handle until you feel resistance. When you feel resistance allow the handle to return to its stowed position.
Removing from storage

- Carry out the daily inspection list.
- Open fuel shut-off tap.
- Check tyre pressures (where fitted).
# Troubleshooting

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible cause</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occasional blades of uncut grass.</td>
<td>Engine speed too slow.</td>
<td>Increase engine speed.</td>
</tr>
<tr>
<td></td>
<td>Ground speed too fast.</td>
<td>Reduce forward travel speed.</td>
</tr>
<tr>
<td></td>
<td>Height of cut too high.</td>
<td>Reduce height of cut.</td>
</tr>
<tr>
<td></td>
<td>Poorly adjusted bottom blade.</td>
<td>Re-adjust bottom blade.</td>
</tr>
<tr>
<td></td>
<td>Blunt cutting cylinder/bottom blade.</td>
<td>Grind/recondition as necessary.</td>
</tr>
<tr>
<td></td>
<td>Drive belt slipping.</td>
<td>Adjust belt tension.</td>
</tr>
<tr>
<td>Strips of uncut grass between adjacent runs.</td>
<td>Overlap between runs too small.</td>
<td>Increase overlap between runs.</td>
</tr>
<tr>
<td>Uneven cut on uneven ground.</td>
<td>Uneven ground conditions.</td>
<td>Reduce forward travel speed, change direction of cut.</td>
</tr>
<tr>
<td>Scalping of grass.</td>
<td>Height of cut too low for conditions.</td>
<td>Increase height of cut.</td>
</tr>
<tr>
<td></td>
<td>Uneven ground conditions.</td>
<td>Increase height of cut, change direction of cut.</td>
</tr>
<tr>
<td>Ribbing of grass perpendicular to direction of travel.</td>
<td>Cylinder speed too slow for forward travel speed.</td>
<td>Increase engine speed.</td>
</tr>
<tr>
<td></td>
<td>Forward travel speed too fast.</td>
<td>Reduce forward travel speed.</td>
</tr>
<tr>
<td>Tram lining of grass in the direction of forward travel.</td>
<td>Bottom blade in ground contact.</td>
<td>Increase height of cut.</td>
</tr>
<tr>
<td></td>
<td>Poor cylinder to bottom blade adjustment.</td>
<td>Re-adjust bottom blade.</td>
</tr>
<tr>
<td></td>
<td>Worn cylinder bearings.</td>
<td>Replace worn parts.</td>
</tr>
<tr>
<td>Excessive bottom blade wear.</td>
<td>Bottom blade in heavy ground contact.</td>
<td>Increase height of cut.</td>
</tr>
<tr>
<td></td>
<td>Blunt cutting edge.</td>
<td>Grind/recondition.</td>
</tr>
<tr>
<td></td>
<td>Cylinder in heavy contact with bottom blade.</td>
<td>Re-adjust the bottom blade to cylinder clearance.</td>
</tr>
<tr>
<td></td>
<td>Excessively abrasive ground conditions.</td>
<td>Increase height of cut.</td>
</tr>
<tr>
<td>Cylinder knocks while rotating.</td>
<td>High spots on the cutting edges.</td>
<td>Grind/recondition cylinder and bottom blade.</td>
</tr>
<tr>
<td></td>
<td>Worn cylinder bearings.</td>
<td>Replace worn parts.</td>
</tr>
</tbody>
</table>
## Specification

<table>
<thead>
<tr>
<th></th>
<th>20&quot; Tournament</th>
<th>24&quot; Tournament</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cutting Width</td>
<td>510mm</td>
<td>610mm</td>
</tr>
<tr>
<td>Overall Width</td>
<td>686mm (27&quot;) / 902mm (35.5&quot;)</td>
<td>788mm (31&quot;) / 1003mm (39.5&quot;)</td>
</tr>
<tr>
<td>Weight</td>
<td>81.5kg / 92kg</td>
<td>91.5kg / 104kg</td>
</tr>
<tr>
<td>Engine</td>
<td>Honda GX120 4hp</td>
<td>Honda GX160 5.5hp</td>
</tr>
<tr>
<td>Overall Height</td>
<td>1010mm (40&quot;)</td>
<td></td>
</tr>
<tr>
<td>Overall Length</td>
<td>1280mm (50&quot;)</td>
<td></td>
</tr>
<tr>
<td>Rate of Cut</td>
<td>246 cuts per metre (225 cuts per yard / 6.25 cuts per inch)</td>
<td></td>
</tr>
<tr>
<td>Height of Cut</td>
<td>2.4mm to 19mm (0.1&quot; to 0.75&quot;)</td>
<td></td>
</tr>
<tr>
<td>Drive Clutch</td>
<td>Handle mounted lever operating tight and loose V belt via a cable</td>
<td></td>
</tr>
<tr>
<td>Cutter Clutch</td>
<td>Handle mounted lever operating tight and loose V belt via a cable (twin belts on 24&quot; models)</td>
<td></td>
</tr>
<tr>
<td>Rear Roller</td>
<td>Two piece aluminium with steel bevel gear</td>
<td></td>
</tr>
<tr>
<td>Front Roller</td>
<td>Grooved aluminium running on sealed bearings. With scraper.</td>
<td></td>
</tr>
<tr>
<td>Cylinder</td>
<td>10 bladed, all welded, high carbon spring steel, hardened and tempered to 45HRC Mounted on greaseable bearings</td>
<td></td>
</tr>
<tr>
<td>Bottom Blade</td>
<td>Option of 4mm face blade or 2.4mm Tournament blade Manufactured from EN11 hardened and tempered to 45HRC</td>
<td></td>
</tr>
<tr>
<td>Handle Bar</td>
<td>Adjustable with anti-vibration mountings</td>
<td></td>
</tr>
<tr>
<td>Grassbox</td>
<td>Rotationally moulded plastic with steel reinforcing strip</td>
<td></td>
</tr>
<tr>
<td>Optional Extras</td>
<td>Full width aluminium front roller</td>
<td></td>
</tr>
<tr>
<td>Optional Extras</td>
<td>Spiral brush to replace grooming unit</td>
<td></td>
</tr>
<tr>
<td>Grooming Reel</td>
<td>45 blades</td>
<td>54 blades</td>
</tr>
<tr>
<td>Grooming Blades</td>
<td>Spring Steel CS70 10mm spacing</td>
<td></td>
</tr>
</tbody>
</table>