

# Greenfield

**M O W E R S**

*"Excellence through Innovation"*

## OWNER'S MANUAL

*Evolution*  ***FASTCUT*** <sup>TM</sup> *Series*

***FASTCUT*** <sup>®</sup> **34**

**18 to 26 HP**



***FASTCUT*** <sup>®</sup> **32**

**13 to 18 HP**

POWERED by

**HONDA** **Kawasaki**

**BRIGGS & STRATTON**

**TECUMSEH**

## INSTRUCTIONS AND SPARE PARTS

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EVOLUTION FASTCUT SERIES

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All details are correct at time of printing but are subject to change without notice.

# Evolution **FASTCUT<sup>TM</sup>** Series

Thank you for buying an Australian made **Greenfield** tractor mower. Follow the manufacturers operating and maintenance instructions and many years of excellent trouble free service can be expected.

**Before operating** the mower **read the owners manual carefully**. Do not allow children or any person unfamiliar with the safe operating procedure to operate this mower. Your Greenfield mower has been designed to meet stringent safety standards – but we remind you that a mower is a cutting device – **used incorrectly it could cause personal injury or death. Remove the key when machine is not in use.**

## Safety Instructions:

1. Do not carry passengers.
2. Know your controls. Read the operating instructions carefully. Learn how to stop the mower and engine quickly in an emergency.
3. Do not mow whilst people, especially children or pets are in the mowing area. Children should be kept elsewhere and supervised. Never assume that children will remain where you last saw them. Do not reverse before looking behind.
4. Make sure the area to be mowed is clear of sticks, stones, bottles, bones, wire and other debris that could be thrown by the blades.
5. Do not operate the machine without first inspecting the blades, blade bolts and blade holder for wear or damage. **Damaged blades and worn bolts are major hazards.** Always replace blades and blade bolts in sets to preserve Balance. Replace worn or damaged parts with **genuine Greenfield** replacement parts only. Use of inferior non-genuine service parts on your Greenfield mower could result in costly damage and even personal injury. Refer "Maintenance Instructions" for replacement part numbers and fitting instructions.
6. Before using, check that the grass catcher, safety switches and guards provided by the manufacturer are operating properly and fitted securely. Regularly check all the components on the mower to ensure the machine is in a safe operating condition.
7. Never mow while barefoot or wearing open sandals or thongs. Wear long trousers and heavy shoes. It is also important to wear suitable eye and hearing protection.
8. A mower operator should be in good physical and mental health and not under the influence of any drug or alcohol which might impair vision, co-ordination or judgements.
9. Replace worn or faulty exhaust mufflers.
10. Do not allow grass, garden debris or grease to build up on the mower, particularly around the engine. These could be a fire hazard.
11. Petrol is a highly inflammable fuel. If ignited it could cause destruction of property, serious personal injury or death. Refuel outdoors only over a non-flammable surface. Do not smoke while refuelling engine or fuel near a source of ignition such as electrical switches or a gas hot water heater. Never remove the cap of the fuel tank or add petrol while the engine is running or if the engine is hot, allow it to cool for several minutes. Remove fuel cap slowly to relieve any tank pressure. Do not fill past the maximum level on the fuel tank. If petrol is spilled do not attempt to start the engine but move the machine away from the area of the spill and avoid creating any source of ignition until any build up of grass clippings and garden debris is removed from the machine, all trace of the spill is removed and all petrol vapours have dissipated.
12. Use only an approved container for storing fuel. Never store the fuel container or the fuelled machine in an unventilated area or near a source of ignition such as electrical switches or a gas hot water heater.

13. Do not operate the engine in a confined space where the poisonous exhaust fumes (carbon monoxide) can collect.
14. Always disengage the cutting blades before starting or stopping the engine.
15. Always mount or dismount the mower from the opposite side to the discharge chute.  
Always stop the engine before dismounting. Keep feet and hands clear of the cutter deck.
16. Reduce speed particularly when making sharp turns to prevent overturning or loss of control. Do not stop or start suddenly when mowing up hill or down hill. The differential action must be locked out when operating on any slope to improve traction, braking and safety.
17. Never mow uphill or down hill on slopes which exceed 10 degrees, or mow across the face of a slope which exceeds 5 degrees.  
Before attempting to mow on any slope, refer to "**Mowing on slopes**" on page 6 in this Owners Manual.
18. Stay alert for holes in the terrain and other hidden hazards.
19. Before crossing paths, driveways or any other area foreign to mowers, reduce engine speed, disengage cutting blades and lift cutting attachment to maximum height. Do not drive over obstacles or gutters, this machine has a maximum 3 1/2" (9cm) clearance.
20. Watch out for traffic when crossing or operating the mower near roadways. Always mow with the safety grass deflector properly fitted.
21. When mowing, never direct discharge of material toward bystanders nor allow anyone near the machine while in operation.
22. Before leaving the operators position:
  - (a) Disengage the cutting blades
  - (b) Apply the parking brake
  - (c) Stop the engine and remove the starter key
23. Disengage the drive to the cutting blades and stop the engine:
  - (a) Before refuelling
  - (b) Before removing the grass catcher or any attachment
  - (c) Before making a height adjustment unless adjustment is being made from the operators position
  - (d) Before clearing blockages
  - (e) Before inspecting, cleaning or working on the mower
  - (f) After striking a foreign object (inspect the mower for damage and make necessary repairs before restarting And operating the machine)
  - (g) If the machine starts to vibrate abnormally (check immediately)
24. Disengage the drive to the cutting blades when not in use or transporting.
25. Do not over-speed the engine or alter the governor settings. Excessive speed is dangerous and shortens engine life.
26. Use care when pulling loads or using attachments
  - (a) Use only the approved drawbar hitch point
  - (b) Limit loads to those you can safely control
  - (c) Do not turn sharply. Use care when backing up.
27. Replace any unreadable warning or safety decals.
28. Do not lend or sell the mower without the owners manual.
29. **Warning** – Remove spark plug lead to avoid accidental starting before attempting any maintenance or inspection of the mower.

# Operating Instructions:

## Before Starting

### Fuel

Top with clean regular **Unleaded** petrol only. **Do Not Overfill.** Don't fill above the high level mark on the tank. Make sure the petrol is free from impurities, particularly water. The petrol tank is located inside the engine compartment of our Greenfield mower. Raise the bonnet for access. Before removing the filler cap from the fuel tank to refuel the machine, wipe or brush the area clean around the cap to prevent any dirt or debris accidentally falling into the tank when the cap is removed. Do not use stale petrol in your mower, add clean fresh fuel only. Refer "Safety Instructions" on page 2 regarding fuel safety and fire hazards.

### Engine Oil

Check oil level by positioning the mower on level ground. Wipe or brush the area clean around the oil filler/dipstick cap, remove the dipstick and wipe clean, replace the dipstick screwing correctly into position. Remove again and sight the oil level. Fill to the full mark. Do not overfill. The dipstick must be firmly in place when the engine is running. Refer to the "CRANKCASE LUBRICATION" in the maintenance section of this manual for oil recommendations.

### Tyres

Inflate to the correct pressures. 20 to 22 psi (140 to 154 KPa) in the front tyres and 12 to 15 psi (84 to 105 KPa) in the rear tyres. Do not over inflate. Over inflation will change the shape of the tyre adversely affecting the cutter Trim & Tilt and may also cause permanent tyre damage resulting in tyre rupture and possible accident.

### Cutting Height

The cutting height adjustment lever is located in the rear cover in front of the operator. To alter the cutting height, move the lever to the right then shift upward or downward to select the setting then release to lock in position. An indicator panel displays the setting. Use the height settings in the green band for maximum belt life.

### Blade Clutch

The blade clutch lever is located on the cutter deck beside the right hand side running board. To engage the cutter blades, push the lever down, out of the latch then shift slowly rearwards to the end of the travel and allow the lever to rise up into the locked "ENGAGED" position. To disengage the cutter blades push the lever down, out of the latch and allow the lever to travel fully forward and up into the locked "OUT" position.

**DANGER:** • When Cutter Clutch is engaged, high-speed blades are rotating.

- Never use the mower without the safety deflector or grass catcher fitted.
- Never attempt to dismount from the driver's seat while engine is running.

### Seat

The operator's seat is adjustable front to rear. To adjust push the lever on the left hand side of the seat to the left and slide the seat forward or backward until a safe and comfortable seating position is obtained, then release the lever to the locked position. Oil the slides occasionally.

## To Start the Engine

Apply the park brake, disengage the blade clutch (Cutters Out). Turn on fuel tap (if fitted). For cold starting, the choke will need to be activated. On single cylinder models, move the throttle control lever up and into the CHOKE position. On twin cylinder models fitted with a separate choke control, move the throttle control to the FAST position and pull out and hold the choke control in the CHOKE position. Turn starter key to the start position, ten seconds maximum, to avoid overheating the starter motor. If engine does not start it may be flooded. Set throttle control half way and try again. Make sure to return the key to the RUN position after the engine starts or each time you attempt to start it. Once the engine is running move the throttle control to the FAST position on single cylinder models to turn off the CHOKE. On twin cylinder models with a separate choke control push the CHOKE in fully for correct engine operation.

**Important** – This Greenfield mower is fitted with a safety "cut-out" switch activated by the seat. The operator must be seated to start the engine and remain seated while operating the mower. If the operator does not remain seated the engine will stop. This safety switch must be kept functional for your protection. Adjustment is easily done if ever necessary.

## To Stop the Engine

In an emergency situation, turn the key to the "STOP" position.

For a normal stop, reduce the engine speed to idle on the throttle control, disengage cutter blades (CUTTERS OUT). Apply the park brake and allow engine temperature to even out by idling approximately 20 seconds. Turn the key to the STOP position.

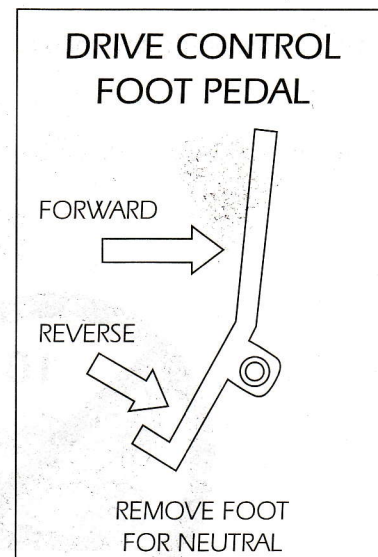
**NOTE:** Some manufacturers require their engines stopped in a different manner. i.e. Briggs & Stratton recommends their single cylinder engines be shut down at full revs. Refer to the engine manufacturers book supplied with this machine for their recommended engine stopping procedure.

Only after the mower, the engine, and all mechanical functions of the mower have completely stopped should the driver dismount from the drivers seat.

Remove the key and store out of the reach of children. This will also ensure that the hour meter will not continue to run on and power to the electric fuel solenoid valve on the carburettor is shut off.

## To Operate

A simple pivoted multi-purpose foot pedal operated by the drivers right foot Controls forward, neutral and reverse. Apply toe pressure to move forward, Heel pressure to move in reverse, increased toe or heel pressure provides speed Variation in forward or reverse respectively. Allow pedal to centralize for neutral. The manufacturer also recommends this multi-purpose pedal to be used as the principal method of braking when operating this mower. On level ground or moving forward down hill, the mower can be slowed or stopped by applying toe or heel pressure opposite to the directional movement of the mower. When moving forward uphill, regulating the forward pedal pressure will slow or stop the mower. Sudden or violent directional changes and / or wheel spinning must be avoided. For a detailed explanation of the braking systems on this Greenfield Fastcut mower see also the section on "Braking Systems" in this book.



## Safe Operating Hint

Recommended method to proceed down a slope:

Before driving down a slope, shift the throttle control to select slow engine revs.

Using toe pressure keep the multi-purpose foot pedal engaged in the "forward" drive position while driving down the slope. This will limit the forward speed of the mower to the preselected engine speed. To further adjust the ground speed to suit the conditions use the throttle control to raise or lower the engine revs while still retaining the necessary toe pressure on the foot pedal to keep forward drive engaged. This practise eliminates the unnecessary wear and tear to clutches, transmission and tyres caused when reverse is used to slow the forward progress of the mower on slopes. This practise also ensures the operator retains better control of the machine as engaging reverse in certain circumstances such as wet grass could cause the wheels to skid, which may result in loss of control. Reverse or heel pressure will be needed to stop the mower.

**IMPORTANT:** Never drive a ride-on mower up or down a slope exceeding 10° or across a slope exceeding 5°.

# Mowing on Slopes:

Exercise extreme caution when operating a ride-on mower on a slope. Slopes are a major cause of tip-over and loss of control accidents involving ride-on mowers. Severe injury or death can occur.

On any slope the differential action must be locked out for best traction and braking i.e. both rear wheels driving.

Speed should be reduced on slopes, particularly when changing direction.

Do not stop or start on slopes unless entirely necessary or make sudden speed or directional changes.

Never operate a ride-on mower on any slope if it is wet. Any grass in good condition on slopes can cause your ride-on mower to slide and cause the brakes to have little or no effect.

A ride-on mower should only be operated up and down slopes, not across.

Before operating on a slope remove all loose matter, branches, rocks etc. and stay clear of holes, erosion, tree roots etc. Such hazards can cause unexpected and instantaneous stability changes.

If a totally safe mowing procedure cannot be planned before entering a sloping area, then an alternative method of cutting the area, which does not risk the safety of the operator, should be used.

**NEVER** tow or use any optional attachment on ANY slope.

Don't mow close to steep drop offs.

## MAXIMUM SLOPES



Never mow up hill or down hill  
on slopes which exceed 10 degrees.



Never mow across the face of a  
slope which exceeds 5 degrees

If the operator of a ride-on mower is not absolutely certain a slope does not exceed the previous recommendations, the area should not be entered until such time a properly qualified person has assessed and reported on the safety of the area.

# Greenfield Differential:

Some Greenfield Fastcut models feature a unique and patented differential. This differential offers the operator the option of the full differential action of the rear wheels for improved steering and a tight turning circle, whilst eliminating rear wheel scuffing on fine lawns. Most people will operate their Greenfield mower with the differential operating all the time. This is the preferred method of operation and is accomplished by keeping the handle hooked over the end of the rear axle (see "A" below).

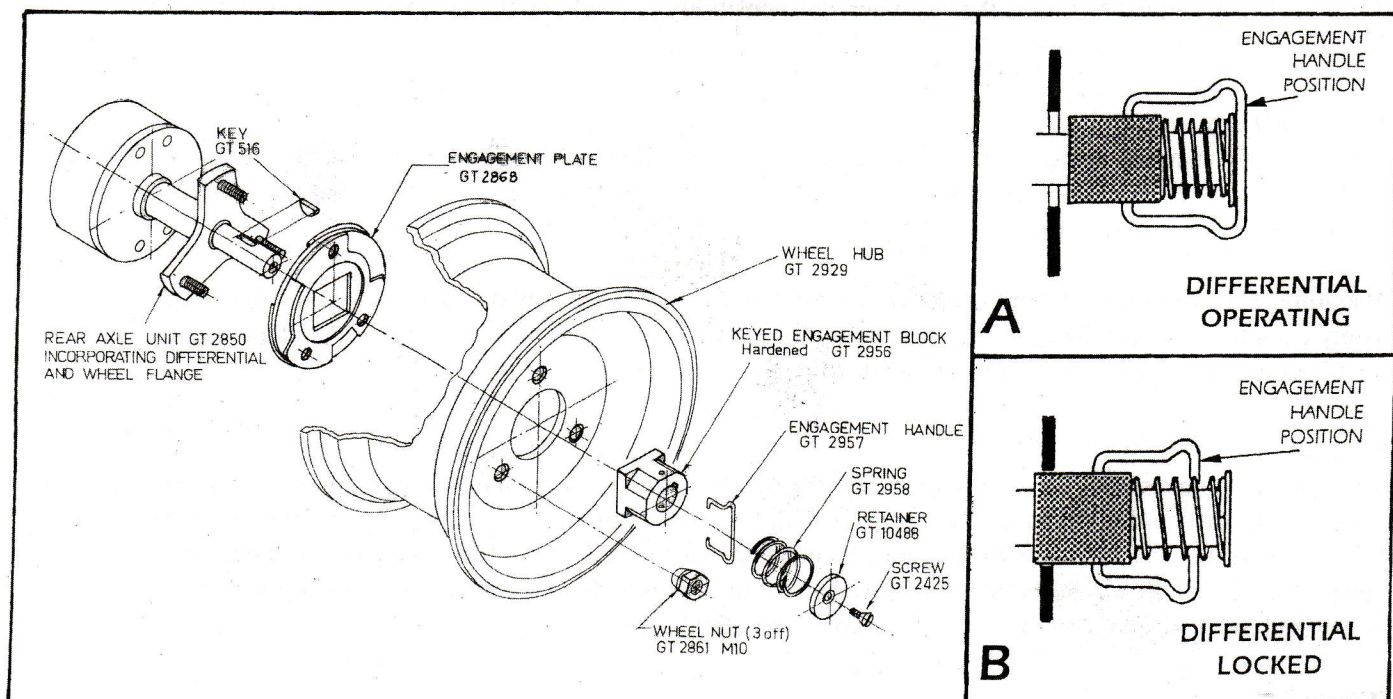
**Important: Do not attempt to engage or disengage the differential lock from the operators seat or while the engine is running.**

In situations, such as wet areas, uneven terrain, slippery surfaces and particularly when working on any slope, you must lock out the differential action i.e. "Both rear wheels driving" for improved traction and braking. This differential must also be locked out when using any attachment such as the dozer blade or when towing. Locking the differential is accomplished by releasing the handle from the end of the rear axle (see "B" below). Slight movement of the mower with the front wheels other than straight ahead may be required to engage the locking mechanism.

To return the differential to the operating position (see "A" below) turn the steering wheel either to the left or right. Rock the mower back and forth while simultaneously pulling out the engagement handle and locating it over the end of the axle. Lubricate if necessary.

If the left side rear wheel is removed, make sure the keyed engagement block slides freely into the square section of the engagement plate before the final tightening of the wheel nuts.

Greenfield differentials are fully lubricated and sealed for life at the factory. If in the unlikely event that your differential needs service, it must be returned to Greenfield intact. Differentials that have been tampered with or dismantled will **NOT** be considered for warranty. Normal warranty is 12 months for private use and 3 months for commercial use. Extended warranty is available for up to 3 years for private use. See your Greenfield dealer for details. During the warranty period, service and spares for differential are only available through the factory. The factory gives a same day service if a differential is returned.



# Maintenance:

**Warning:** Remove the spark plug lead to avoid accidental starting **BEFORE** attempting any maintenance or inspection of the mower.

## Crankcase Lubrication

Change engine oil after the first 5 hours of operation then every 6 months or 25 working hours, whichever comes first. Change more often in heavy work or dusty conditions. Drain engine oil whilst engine is warm then replace with a high quality detergent oil classified for service SF/SG by the A.P.I. Refer to the engine manufacturers book supplied with this machine for the specific grade required for this engine. Briggs & Stratton recommends "Warranty Certified" SAE 30 oil, available from Briggs & Stratton service dealers.

Fill to full mark indicated on the dipstick. Do not overfill. To check oil level, position the mower on level ground. Wipe or brush the area clean around the oil fill/dipstick cap, remove the dipstick and wipe clean. Replace dipstick screwing correctly into position. Remove again and sight the oil level. Top up as necessary. The dipstick must be firmly in place when the engine is running. Refer to the engine manufacturers booklet for specific oil recommendations.

## Air Filter

Service the air filter as per the engine manufacturers booklet. Clean or replace more often in dusty conditions. Never operate the engine without the filter correctly and securely fitted – rapid and expensive wear to the engine will occur.

## Cooling System

Remove the blower housing and clean out the grass and debris to prevent engine overheating. Refer to the engine manufacturer's booklet.

## Battery

To maintain the correct fluid level in the battery, top up with distilled water only, to the high level shown on the battery.

**NOTE:** If the mower is not used for at least 5 hours a month the battery will discharge and could sustain permanent damage. Do not allow the battery to discharge. Regularly trickle charge with a current not exceeding 3 amps per hour for 3 to 4 hours to prolong battery life. Keep the outside of the battery, especially the terminals clean and dry and check the battery is held securely.

The maintenance of the battery is the customer's responsibility and only faulty batteries are covered by warranty. Neglect is not covered.

## Dry Battery

When initially charging a new DRY battery, each cell must be filled to the high level with an electrolyte (dilute sulphuric acid) with a specific gravity of 1.26 at 20° to 30°C. The battery must then be allowed to stand for 30 minutes before charging at a rate not exceeding 5 amps for 3 hours.

**Warning:** Persons not trained in the proper procedure to transfer fluids containing acid or do not have the necessary safety equipment on hand in case of a spill or exposure, should not attempt this procedure. Contact the battery manufacturers local agent or an authorised Greenfield dealer.

## Wheels

The rear wheel nuts should be re-tensioned after the first 5 hours of operation to 44Nm (33ft lbs) on the 34" model and 100Nm (74ft lbs) on the 32" model the regularly with your preventative maintenance checks. Before re-tensioning the L.H. rear nuts on models fitted with differentials make sure the keyed engagement block slides freely into the engagement plate. Rear wheels fitted to tapered axles (machines without differentials) can become difficult to remove. Greenfield has a wheel puller available – ask your Greenfield dealer.

## Tyres

Inflate to the correct pressures. 20 to 22 psi (140 to 154 KPa) in the front and 12 to 15 psi (84 to 105 KPa) in the rear tyres. Do not over inflate. Over inflation could damage the structure of the tyre and permanently change its shape. Over or under inflation will also adversely affect the cutter deck trim and tilt.

## Cutter Deck

Regularly check the condition of the cutter blades and blade bolts, the cutter disc, V belt and pulleys and the cutter brake. Refer to specific sections in this book for further details regarding blades, V belts etc.

## Cleaning

Never wash your Greenfield mower with a high-pressure wash gun. Water and dirt could be blasted past the seals in the bearings causing premature bearing failures and rusted pivot points.

- Never wash your Greenfield mower immediately after use. The quenching contraction effect from hosing the machine while at operating temperature could also draw water and dirt into the bearings and cause premature bearing failures.
- The best way to clean your Greenfield is to use an air hose to blow loose grass, etc from around pulley's, belts and the top of the cutter deck. Wash the exterior with a sponge and bucket, then rinse off with a hose and wipe it down the same way as you would your car. For maximum machine life, do not spray water directly on the pulley's and bearings. Recoil all pivots after washing.
- Allow your Greenfield to cool after use then clean off all grass and other debris before storing. Sticks, stones or an accumulation of grass and other debris will damage belts and fracture pulleys if they go between the pulley and belt. When operating in these conditions the cutter deck may require more frequent cleaning.

## Chassis Lubrication

Your Greenfield mower has 3 greasing points. A grease nipple is fitted to each king pin housing in the front axle beam, the third grease nipple is fitted to the steering idler which is located in the centre of the machine close behind the front axle beam and accessible from under the chassis. Grease these locations every 6 months or 50 operating hours with a quality No. 2 lithium base grease or equivalent. It is recommended your grease gun be fitted with a flexible hose for easier access. All other exposed pivot joints, lever points and slides are to be lubricated with engine oil.

## Belts

"V" belts on Greenfield mowers are self-adjusting although the cutter belt may occasionally require an extra manual adjustment within its working life (see page 12). Inspect the "V" belts regularly and replace if damaged. Part numbers for "V" belts are:

**Drive V belt – GT 2354**

**Cutter V belt – GT 2365**

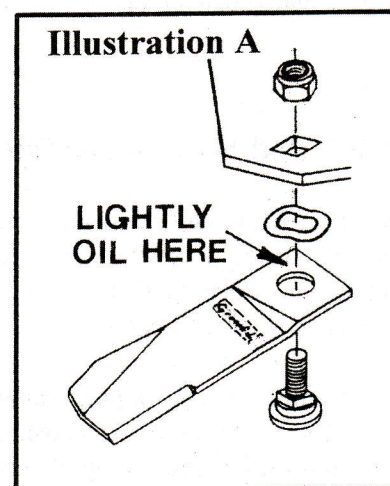
**Important** – For long service life, use only Genuine Greenfield branded V belts, refuse substitutes. Non genuine V belts may render the clutch ineffective, even dangerous.

## Cutter Blades

Check condition of blades, blade bolts and blade holder. Replace if damaged or worn. Damaged or worn blades and bolts are major hazards. Always replace damaged or worn blades and bolts in sets to preserve balance. Use only Genuine Greenfield branded replacement parts. Use of inferior non genuine replacement parts on your Greenfield mower could result in costly damage or even personal injury. The part number for blade and bolt set is:

**Cutter Blade and Bolt Set – GT 2139**

Illustration A shows fitting procedure for cutting blades. Tighten the blade bolt nuts firmly. Use a 17mm ring spanner. The correct torque is 44Nm (32ft lbs). The blades must be free to move but not loose. Lightly oil the blade pivot point before fitting.



**Warning:** Always remove the spark plug lead to avoid accidental starting.

# Greenfield Fastcut Braking Systems:

This Greenfield ride-on mower is equipped with a multi- purpose **Drive/Brake Control Pedal**, operated by the driver's right foot. It also has an **Emergency Brake** operated by the left foot and a hand operated **Parking Brake**. All three systems are completely independent of one another.

The manufacturer recommends the pivoted **Drive/Brake Control Pedal**, operated by the drivers right foot should be used as the principle method of braking when operating this mower. The **Emergency Brake** operated by the drivers left foot should only be used in an emergency i.e. if the drive/brake pedal ceases to function for any reason. The **Parking Brake** should only be engaged after the machine has come to a stop although this brake can also be used in an emergency if both other systems have failed.

The recommended **Drive/Brake** system incorporates two large and very durable low speed clutches that control forward, reverse and stopping as selected by the driver. This **Drive/Brake** system will provide excellent and trouble free service for all driving and braking requirements for many years under normal conditions.

The **Emergency Brake** operated by the drivers left foot engages a disc brake on the mowers rear axle. Disc brakes require expendable brake pads to slow the rotation of the brake disc. If used only as an emergency brake, as the manufacturer intends, this brake will not require replacement brake pads for many years, if ever. If however, this brake receives continual use the brake pads will quickly wear requiring regular adjustments and periodic brake pad replacement. Under no circumstances should the Emergency Brake be applied whilst the driver is simultaneously activating the Drive/Brake pedal. As with all Greenfield mowers the warranty covers faulty workmanship and materials. Consumable items such as brake pads are not included in the warranty.

The **Parking Brake** when engaged, interlocks a steel arm with components on the rear axle. Although the mower can still be rolled several centimetres back and forth, further progress in either direction is not possible. This parking brake will engage at rolling speeds but such use is not recommended as engagement when moving causes the mower to come to a sudden halt. As the mower can still move several centimetres when the park brake is engaged, it will be necessary to secure the mower with a tie when transporting.

As with any brakes they become less effective in wet conditions and can lose grip on well grassed areas particularly if the grass is in a lush condition or wet. Therefore it is very important to read and understand all the Safety Instructions included throughout this book and particularly the section titled **Mowing on Slopes** that indicates, amongst other important information, the maximum degrees of slope that mowers should be operated on.

**IMPORTANT:** Read and understand all the safety and operating instructions in this book. Know your controls. Be sure the area that you are about to enter has no concealed hazards and does not exceed a 10-degree incline.

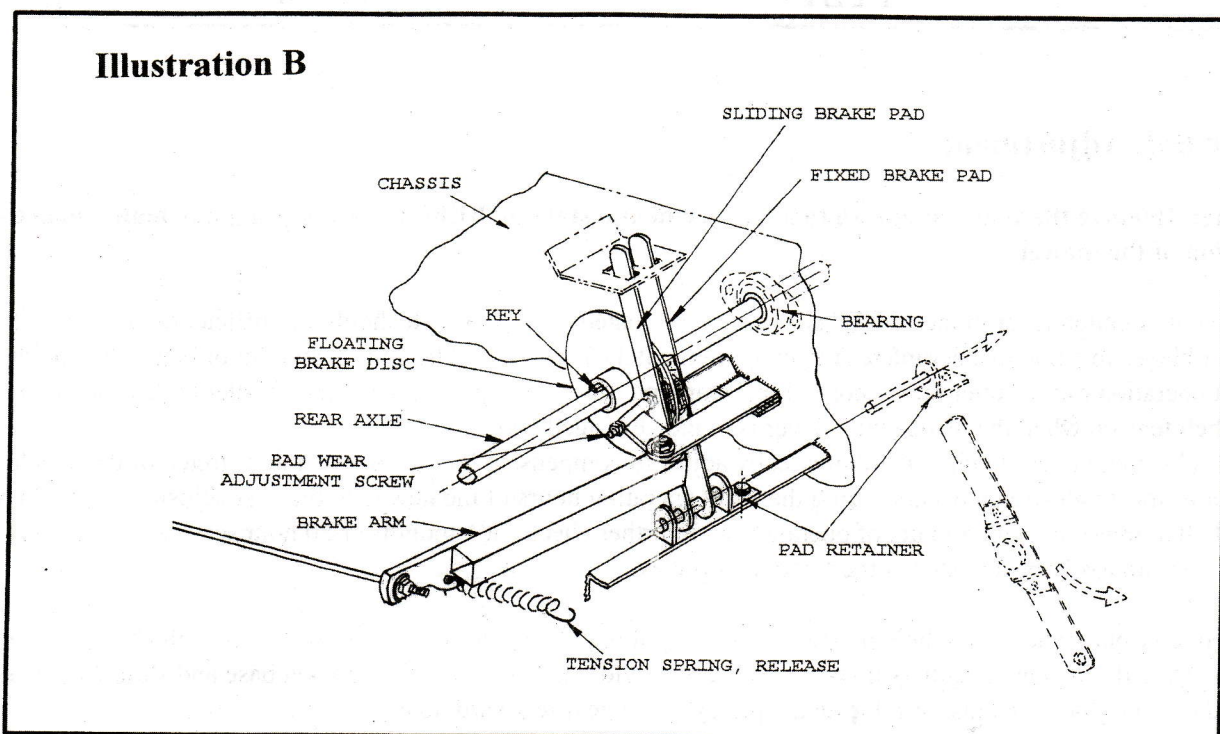
## Brake Pad Wear Adjustment

Periodically test the Emergency Foot Brake. If adjustment is required follow the instructions below. The adjusting screw is located on the brake arm and bears against the sliding brake pad. As the brake pads wear, the brake disc is free to centralise between the sliding pad and the fixed pad. This adjusting screw compensates for wear on both pads and can be adjusted as described below.

- A. Remove the spark plug lead to prevent accidental starting.
- B. The adjusting screw is positioned at the rear of the mower up inside the chassis. Access is easier if the rear of the mower is elevated slightly e.g. place rear wheels on 30cm blocks. Ensure mower cannot roll.
- C. Loosen the locknut and screw in the adjusting screw until the brake pads have minimum clearance on the brake disc and are not binding.
- D. Tighten the locknut while holding the adjusting screw stationary.
- E. Check that the brake disc rotates freely between the pads then replace the mower onto the ground. Replace the spark plug lead.

## Brake Pad Replacement

- A. Follow steps A & B of "Break Pad Wear Adjustment"
- B. Remove the pad retainer shaft.
- C. Remove both break pads by sliding down from rear of mower.
- D. As the new pads will be thicker it will be necessary to release the lock nut and screw out the brake pad adjusting screw.
- E. Fit the new break pads.
- F. Refit the pad retainer shaft.
- G. Readjust the adjusting screw following steps "A to E" of "Break Pad Wear Adjustment". See Illustration "B".
- H. Oil all Pivots. **Do Not Oil Brake Pads or Disc.**

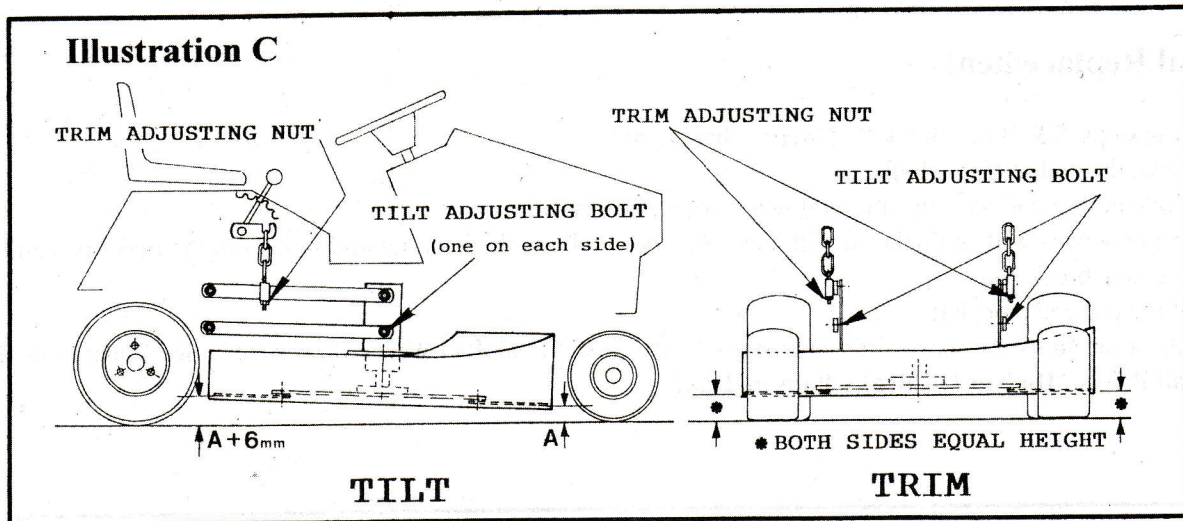


## Cutting System:

### Cutter Deck Adjustment

Before checking "TILT" which is the forward slant on the Cutter Deck from front to rear or "TRIM" which holds the Cutter Deck level side to side, first check the tyres are inflated to correct pressures, the front axle beam is level in the chassis and all four wheels are on the same level flat surface.

- 1. Remove the spark plug lead to prevent accidental starting.
- 2. Disengage blade clutch (Cutter Out).
- 3. Set the "Trim" by adjusting the trim adjusting nuts located on the top lifting arms of the Cutter Deck.
- 4. Set the "Tilt" by loosening the tilt adjusting bolts, which connect the bottom lifting arms to the Cutter Deck side plates. Set the deck to the correct tilt (minimum 6mm lower at the front) then retighten both bolts. See illustration "C" on next page.



## Cutter Belt Adjustment

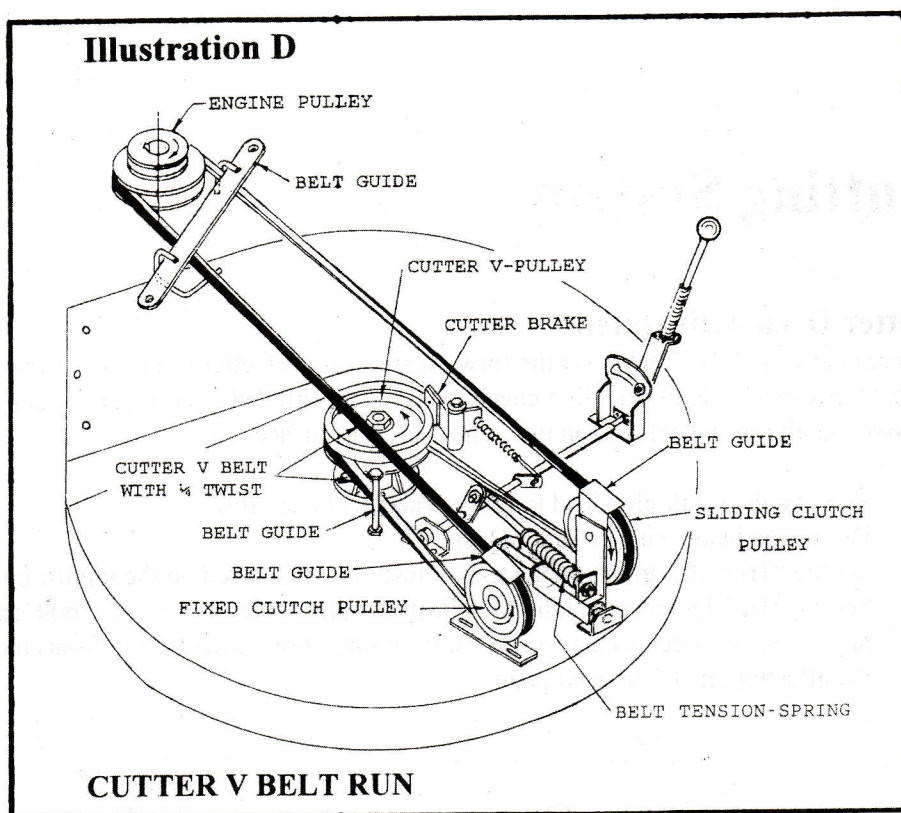
**Warning:** Remove the spark plug lead to avoid accidental starting **BEFORE** attempting any maintenance or inspection of the mower.

With the cutter clutch lever in the "OUT" position (Disengaged) the cutter belt should be sufficiently disengaged to allow the cutter blades to come to a complete stop in approximately 7 seconds. The correct amount of belt slack and the efficient operation of the cutter brake, control this stopping time. The spring loaded clutch idler pulley maintains the correct belt tension when the blade clutch lever is in the "Engaged" position.

The self-adjusting cutter clutch will automatically adjust to compensate for normal wear and stretch of the V belt. However as most belt stretch occurs during the early operating hours of the new belt, the first adjustment should be checked after approximately 5 hours of operation with further checks at 6 months or 50 hour services. Belt tension can easily be adjusted at the fixed idler pulley.

The fixed idler pulley has 7 bolt hole positions available plus a sliding adjustable base. To adjust the belt using the fixed pulley bracket, disengage the cutters then loosen the two nyloc nuts on the pulley bracket base and slide the bracket rearward and retighten the nuts, or relocate the pulley to the next rearward hole.

The manufacturer recommends all Greenfield mowers be returned to an authorised Greenfield dealer for normal servicing i.e. oil changes, air filters etc. at the times indicated in the maintenance section of this book and by the engine manufacturer. The manufacturer also recommends a preventative maintenance and safety inspection be performed every 6 months or every 50 working hours by an authorised Greenfield dealer to comply with the conditions for both standard and extended warranty offered by the manufacturer. Refer to the manufacturers warranty leaflet.



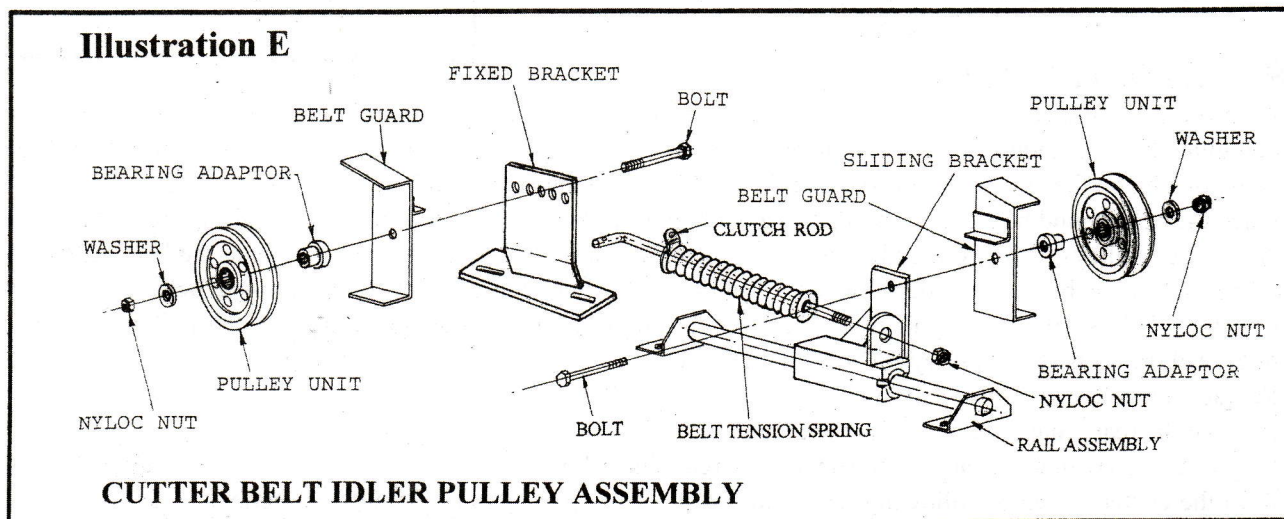
## To Remove Cutter V Belt

1. Remove the spark plug lead to prevent accidental starting.
2. Lower the blade height to the "LOW" position.
3. Check the blade clutch is disengaged, blade clutch "OUT".
4. Remove the V Belt from the engine pulley by manoeuvring the belt down between the pulley and the belt guide pins.
5. Undo the centre bolts and remove the sliding clutch pulley and belt guard and the fixed clutch pulley and belt guard.
6. Remove the V Belt from the cutter spindle pulley by manoeuvring the belt up between the pulley and the brake pad and the pulley and the guide bolt. Remove the V Belt from the machine.

## To Replace The Cutter V Belt

1. Remove the spark plug lead to prevent accidental starting.
2. Lower the blade height to the "LOW" position.
3. Check the blade clutch is disengaged, blade clutch "OUT".
4. Fit the V Belt to the cutter pulley by manoeuvring the belt down between the pulley and the brake pad and the pulley and the guide bolt.
5. Refit the idler pulley assemblies to the mounting brackets as follows: Insert the bolt through from the back of the bracket. Position the belt guard over the bolt and engage on the bracket (ensure the correct guard is used – left and right sides are different – compare to illustration). Place the bearing adaptor over the bolt, large end first. While holding the V Belt into the pulley groove slide the pulley over the bolt and bearing adaptor and into the belt guard. With the wings of the belt guard over the belt and pulley refit the washer and nyloc nut. See illustration. **IMPORTANT:** Before progressing to the next step, check that both pulleys spin freely inside the belt and belt guards when the cutter clutch is disengaged.
6. Fit the V Belt to the engine pulley by manoeuvring the belt up between the belt guides and into the bottom groove of the engine pulley. Refer to illustration showing cutter V Belt run.
7. Engage and disengage cutter clutch lever several times to check smooth operation of the sliding pulley, cutter brake is working correctly and that the V Belt is tensioned by the heavy compression spring when the cutter lever is in the "IN" position. With the lever in the "OUT" position there must be sufficient belt slack to allow the engine pulley to spin freely without turning the blades or moving the belt.
8. Replace the spark plug lead.
9. From the operators seat run the engine and engage the cutters to check the V Belt operation. Refer to "Cutter Belt Adjustment"

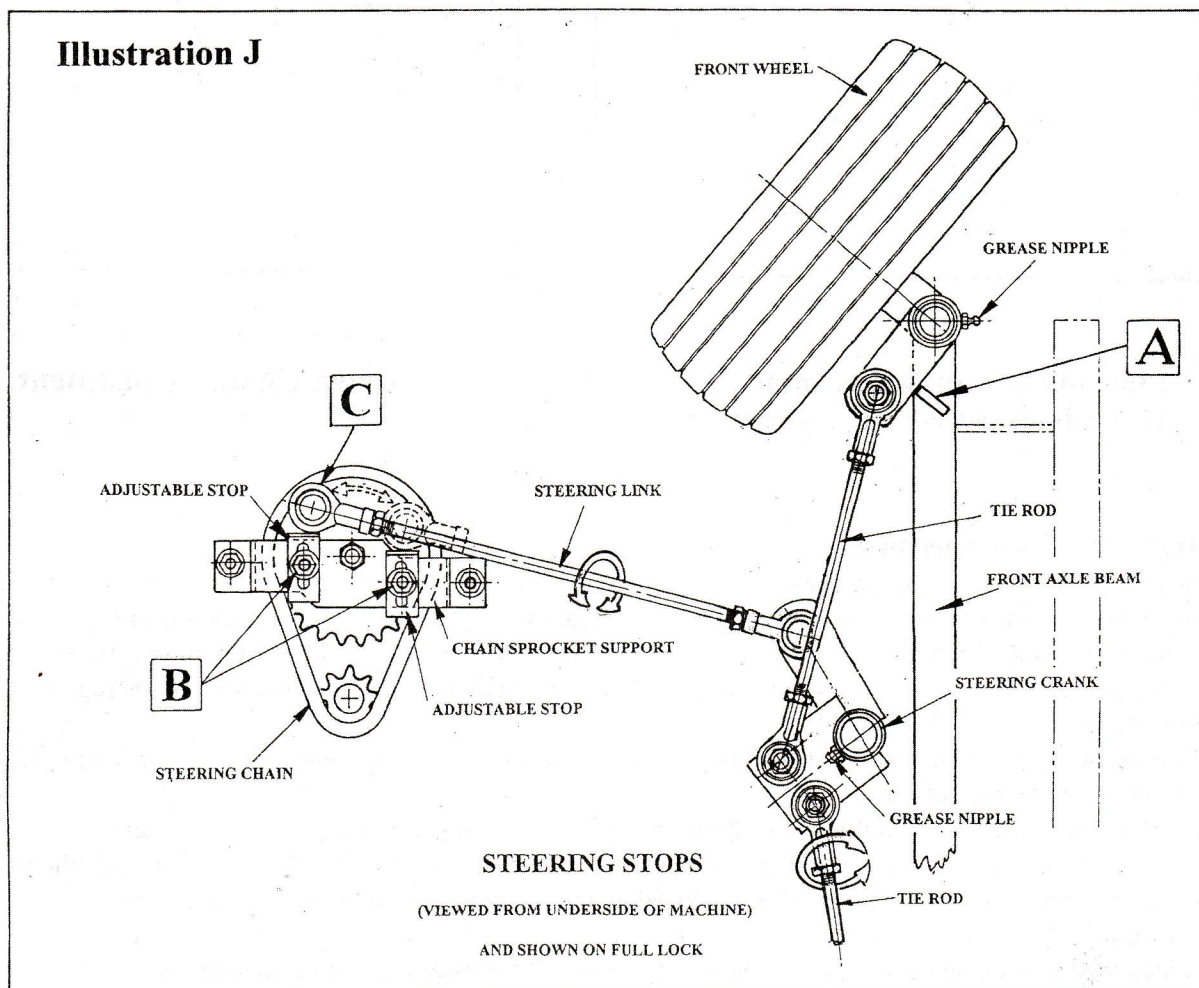
**Note** – A belt run-in period is required as follows. With the height adjusting lever in the green band (mid height position) engage cutter blades and run for a minimum of ten minutes at medium engine speed. Ideally, a total run-in time would be approximately one hour, during which time you can cut grass, on a mid height position.



# Steering Stop Adjustment:

The steering stops "B" are readily seen and accessible from under the right hand side of the chassis with the cutter deck in the "LOW" position. Adjustments should not be necessary, unless the steering has been damaged.

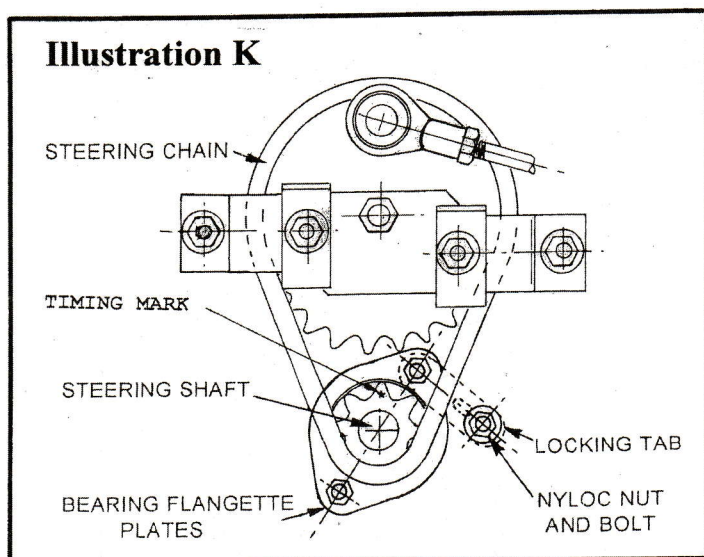
1. Remove the spark plug lead to prevent accidental starting.
2. Check the front wheel alignment has 0-1.5mm toe in. Correct if necessary by resetting the adjustable tie rods. Also check that the steering wheel spokes are horizontal when the front wheels are in the straight-ahead position. Adjust the steering link if necessary. These adjustments must be completed before any steering stop adjustments are made.
3. Loosen the nuts retaining the two steering stops on the chain sprocket support. (Refer illustration J, item B).
4. Turn the steering wheel full lock to the right till the right hand king pin is hard against the fixed stop "A".
5. Slide the right side stop on the chain wheel support until it hits against the tie rod end "C". Retighten the locking nut "B".
6. Turn the steering wheel full lock to the left then repeat step 5 above.
7. To check your adjustments are correct, turn the steering wheel to either lock, noting stops "A" and "B" make contact at the same moment. This will ensure the smallest turning circle without unnecessary strain on the steering components.
8. Replace the spark plug lead.



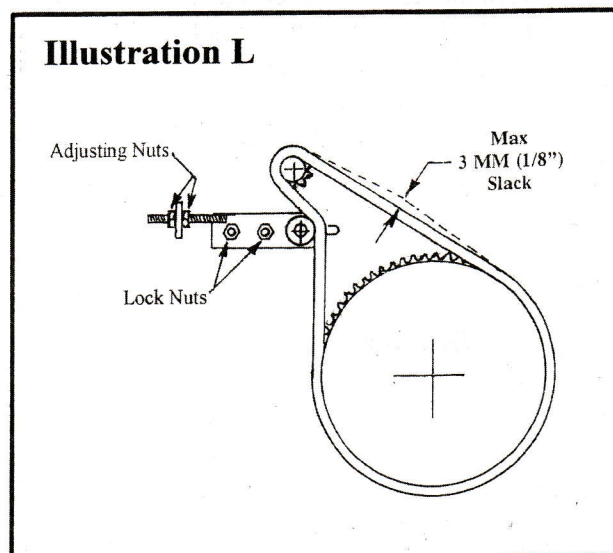
# Chain Adjustments:

## Steering Chain Adjustment

1. Remove the spark plug lead to prevent accidental starting.
2. Lower the cutter deck to the "LOW" position.
3. Working from under the bonnet at the rear of the engine, loosen both nyloc nuts on the steering shaft flangette bearing plates and the nyloc nut on the locking tab. See illustration "K".
4. With fingers only, push the steering shaft towards the left side of the machine to remove slack from the steering chain. Do not over tighten.
5. Re-tension the two nuts on the bearing plate and the nut on the locking tab.
6. Replace the spark plug lead.



**Steering Chain Adjustment**  
(Viewed from underside of machine)



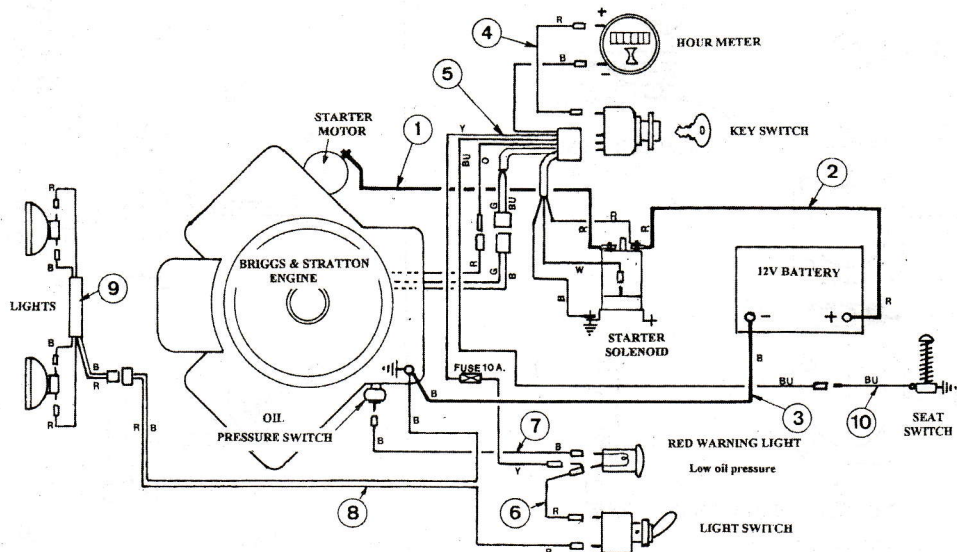
**Drive Chain Adjustment**

## Rear Drive Chain Adjustment

1. Remove the spark plug lead to prevent accidental starting.
2. Remove the rear cover as follows – Lift up the seat and disconnect the wire to the seat cut out switch by separating the spade connector on the blue wire near the top of the battery. Undo the star knob at the top rear of the rear cover and position the height adjustment lever in a mid height position. Now remove the rear cover and seat assembly.
3. Loosen the two locking nuts on the chain adjuster mechanism, only enough to allow the mechanism to slide. Use a 14mm ring spanner or socket.
4. Undo the front adjusting nut on the screw adjusting mechanism, using a 13mm open-end spanner.
5. Using the same spanner adjust the back adjusting nut to take up excess slack in the drive chain. The chain is tensioned correctly when the slack has been reduced to approximately 3mm. Do not over tension. See illustration "L" above.
6. Retighten the two locking nuts. Recheck the chain tension. If necessary the procedure may need to be repeated and the adjusting nut backed off slightly to comply with the recommended chain tension.
7. Retighten the front adjusting nut.
8. Replace the rear cover, the star knob and reconnect the wire to the safety cut out switch for the seat.
9. Replace the spark plug lead.

# Electrical Circuits:

## V TWIN BRIGGS & STRATTON ENGINE

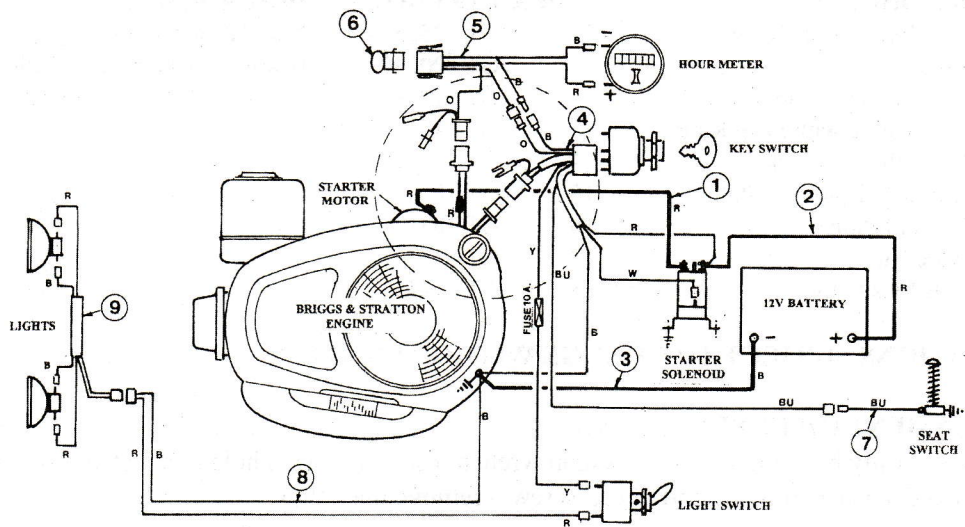


INDEX	PART NO	DESCRIPTION
1.	GT 6129	Red Cable – Sol to Starter Motor
2.	GT 14364	Red Cable – Battery to Solenoid
3.	GT 14370	Black Cable – Battery to Engine Ground
4.	GT 20219	Red Wire – Key Switch to Hour Meter
5.	GT 20218	Wiring Harness – Key Switch
6.	GT 20216	Red Wire – Warning Light
7.	GT 20215	Black Wire – Oil Switch
8.	GT 20197	Wire Harness – Light Switch
9.	GT 20196	Wire Harness – Headlights
10.	GT 12066	Blue Wire – Seat Switch

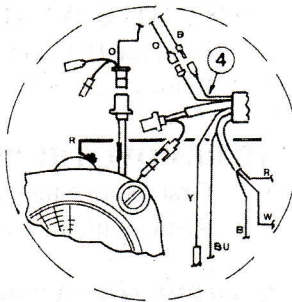
Colour Legend

B - Black  
O - Orange  
R - Red  
W - White  
Y - Yellow  
G - Grey  
BU - Blue

## SINGLE CYLINDER BRIGGS & STRATTON ENGINE



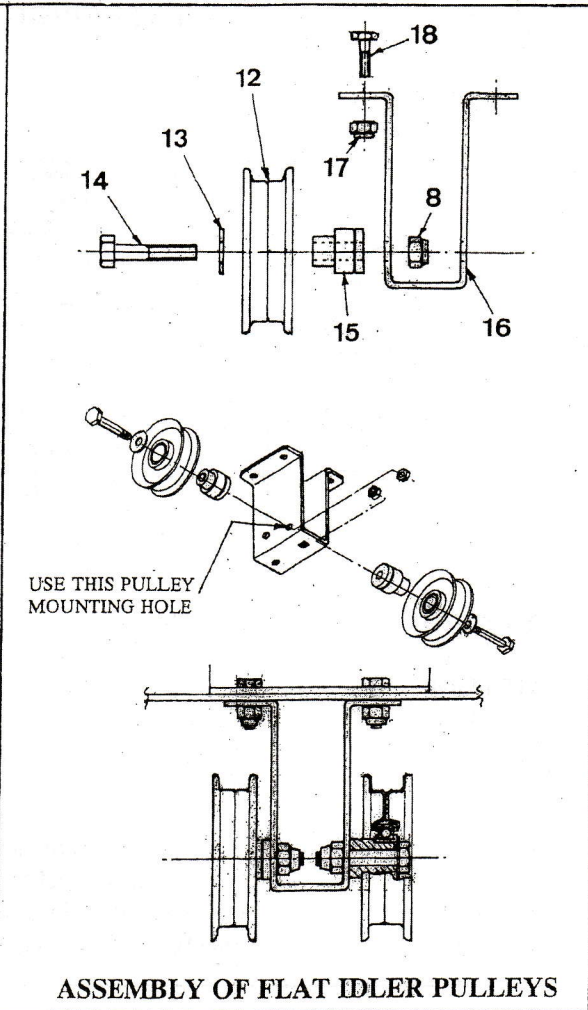
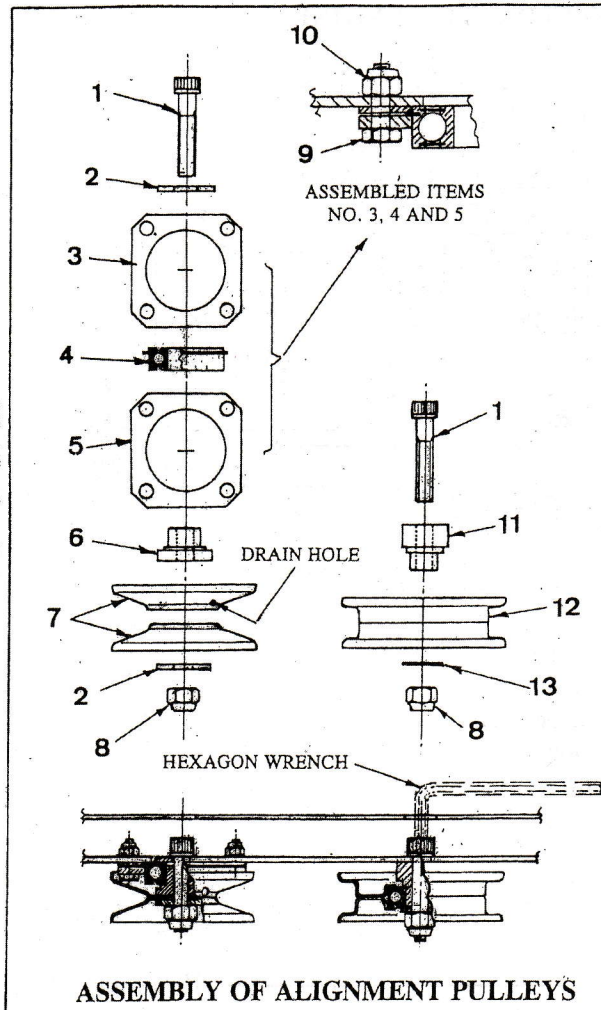
INDEX	PART NO	DESCRIPTION
1.	GT 6129	Red Cable – Sol to Starter Motor
2.	GT 14364	Red Cable – Battery to Solenoid
3.	GT 14370	Black Cable – Battery to Engine Ground
4.	GT 20198	Wiring Harness – Key Switch
5.	GT 20240	Wiring Harness – Charge, Hour Meter
6.	GT 20241	Plug in Unit – Diode & Capacitor
7.	GT 12066	Blue Wire – Seat Switch
8.	GT 20197	Wire Harness – Light Switch
9.	GT 20196	Wire Harness – Headlights



ALTERNATIVE  
CONNECTION

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

# Idler Pulleys – Drive Belt:



INDEX	PART NO.	DESCRIPTION
1	GT 2015	High Tensile Cap Screw
2	GT 16317	Washer
3	GT 22152	Spacer Plate – Thin
4	GT 2293	Ball Bearing with Snap Ring
5	GT 22153	Clamp Plate – Thick
6	GT 22001	Bearing Adaptor – V Pulley
7	GT 22154	“V” Half Pulley
8	GT 2466	Nyloc Nut
9	GT 1052	High Tensile Bolt

INDEX	PART NO.	DESCRIPTION
10	GT 22525	Nut plate assembly
11	GT 22002	Bearing Adaptor – Flat Pulley
12	GT 1009	Flat Idler Pulley – Complete
13	GT 1012	Washer
14	GT 118	Bolt
15	GT 18050	Bearing Adaptor
16	GT 18312	Bracket
17	GT 1020	Nyloc Nut
18	GT 1455	Bolt

**PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.**

## TO REMOVE “V” ALIGNMENT OR FLAT PULLEYS

- Hold the H.T. cap screw firmly by using a 5/16” hexagon wrench inserted down a hole in the step through floor area.
- Remove the nyloc nut and washer from the end of cap screw – remove the pulley.

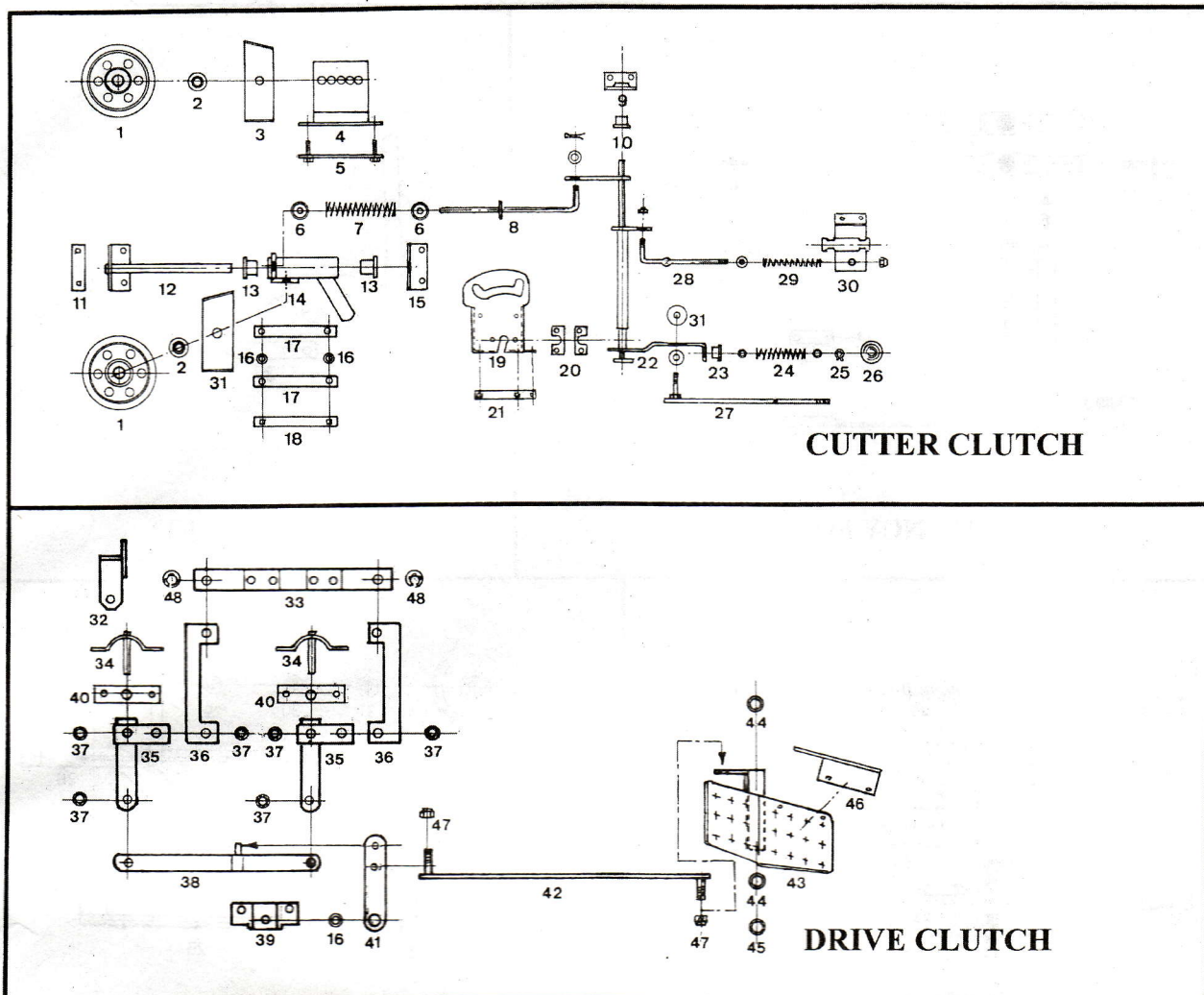
## TO REMOVE THE “V” PULLEY BEARING

- First remove the pulley as above.
- Remove the four nyloc nuts securing the bearing, spacer and clamp plate.

## TO REPLACE “V” PULLEY

- Replace in reverse order as for removal – install bearing first.
- Install bearing, spacer and clamp plate taking care that the snap ring in the bearing is uppermost and the thick clamp plate is under the ring. See illustration above. Tighten the four nyloc nuts firmly.
- Insert cap screw down through hole in floor making sure that washer item 2 is correctly positioned over top of bearing.
- Fit bearing adaptor, top and bottom pulley halves, ensuring the top pulley half has a water drain hole.
- Fit washer and nyloc nut and tighten firmly.

# Linkages:



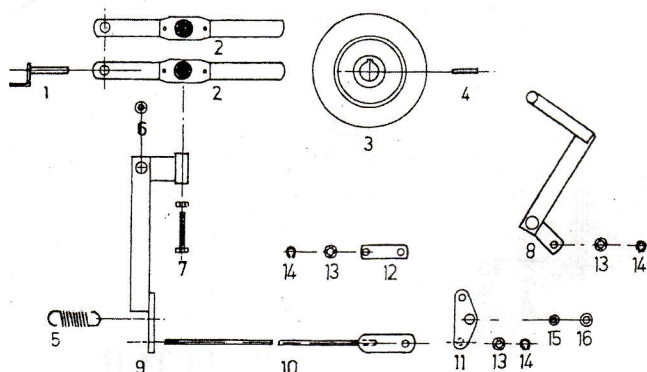
**CUTTER CLUTCH**

**DRIVE CLUTCH**

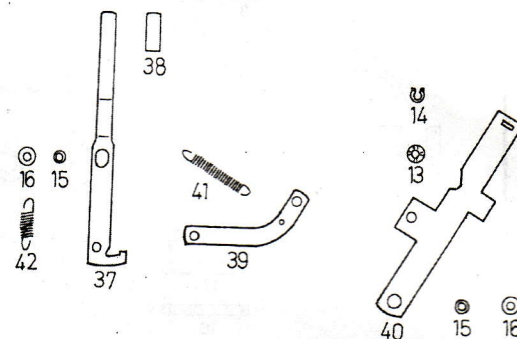
INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 6901	V Pulley & Bearing	25	GT 2010	Circlip
2	GT 6018	Bearing Adaptor	26	GT 1565	Knob
3	GT 13790	L.H. Belt Guide	27	GT 22330	Handle
4	GT 18855	Fixed Pulley Bracket	28	GT 18303	Rod – Cutter Brake
5	GT 13280	Retainer	29	GT 12032	Spring – Compression
6	GT 585	Cup Washer	30	GT 19801	Cutter Brake Unit
7	GT 14022	Spring – Compression	31	GT 13785	R.H. Belt Guide
8	GT 22325	Clutch Rod	32	GT 23470	Steady – Clutch Yoke
9	GT 12305	Bracket	33	GT 20945	Yoke Unit
10	GD 5525	Bush	34	GT 20395	Pivot Pin Assy
11	GT 21158	Retainer	35	GT 20405	Pivot Pin Assy
12	GT 22315	Rail Assy	36	GT 14309	Clutch Link
13	GT 1766	Bush	37	GT 2057	Retainer
14	GT 22355	Sliding Bracket	38	GT 18785	F – R Link
15	GT 13776	Bracket	39	GT 18337	Pivot Bracket
16	GT 730	Bush	40	GT 22151	Support
17	GT 14318	Bar	41	GT 18318	Link
18	GT 21161	Retainer	42	GT 20390	F – R Control
19	GT 22165	Latch	43	GT 22305	Foot Pedal
20	GT 22166	Bearing Plate	44	GT 12394	Bush
21	GT 21159	Retainer	45	GT 580	Retainer
22	GT 22340	Shaft Assy	46	GT 22156	Heat Shield
23	GD 5526	Bush	47	GT 1484	Nyloc Nut
24	GT 22007	Spring – Compression	48	GT 2036	Spring Clip

**PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.  
STANDARD HARDWARE ITEMS NOT SHOWN.**

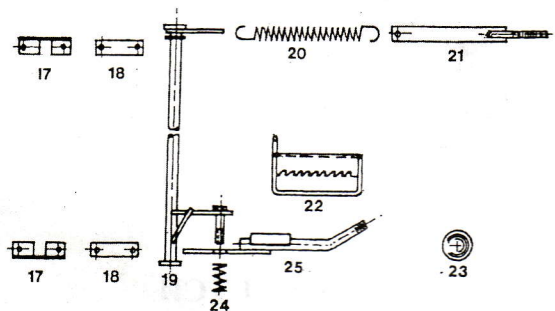
# Linkages:



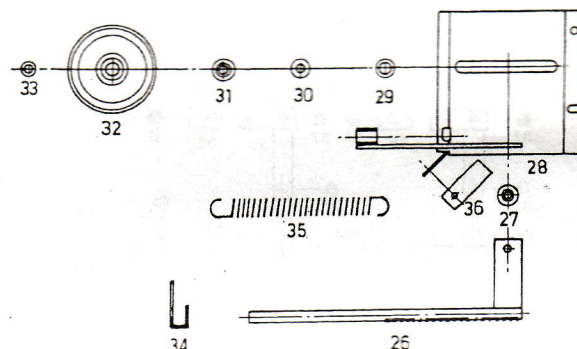
**EMERGENCY FOOT BRAKE**



**PARK BRAKE**



**CUTTER HEIGHT**

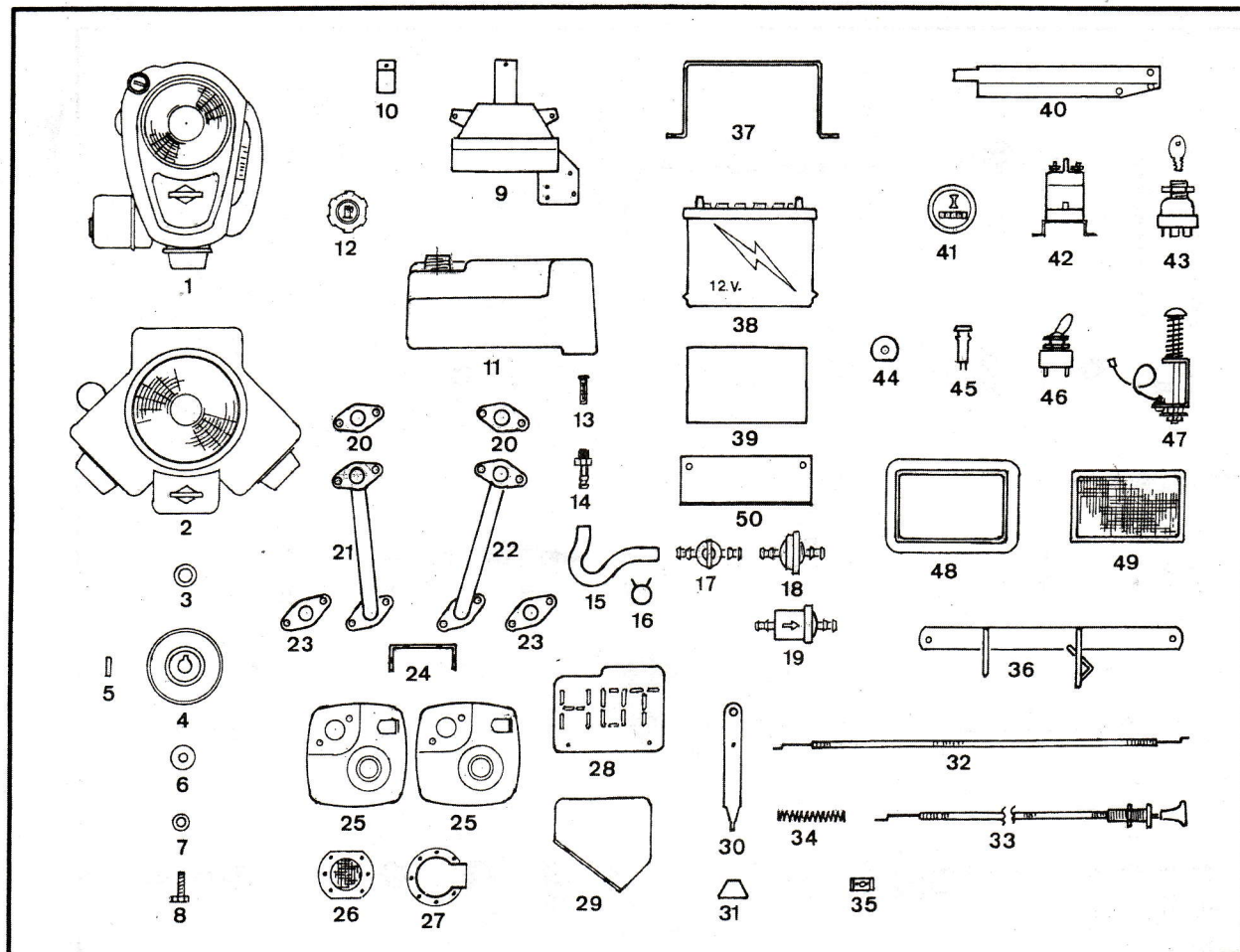


**NOTCH BAR**

INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 15270	Anchor – Brake Pad	22	GT 21285	Height Adjuster Rack
2	GT 22920	Brake Pad Unit	23	GT 1565	Knob
3	GT 18660	Brake Disc	24	GT 7071	Spring – Compression
4	GT 12093	Key	25	GT 18705	Handle
5	GT 20009	Spring – Tension	26	GT 18765	Notch Bar
6	GT 22177	Pivot Bush	27	GT 608	Slide Bush
7	GT 1023	Adjusting Screw	28	GT 18760	Bracket
8	GT 22480	Brake Pedal	29	GT 23	Washer
9	GT 22485	Brake Arm 34" model	30	GT 579	Wave Washer
9	GT 22545	Brake Arm 32" model	31	GT 610	Bearing Adaptor
10	GT 22490	Brake Rod	32	GT 7965	V Pulley Complete
11	GT 22475	Pivot Assy	33	GT 1012	Washer
12	GT 22474	Link	34	GT 7308	Anchor – Spring
13	GT 2046	Crinkle Washer	35	GT 20006	Spring – Tension
14	GT 2010	Circlip	36	GT 14023	Leaf Spring
15	GT 730	Pivot Bush	37	GT 22495	Handle
16	GT 22176	Washer	38	GT 2344	Cap
17	GT 18313	Pivot Bracket	39	GT 22544	Link
18	GT 18314	Packer	40	GT 22540	Brake Arm
19	GT 18820	Height Adjuster Shaft	41	GT 749	Spring
20	GT 20006	Spring – Tension	42	GT 20012	Spring - Tension
21	GT 18775	Tensioner			

**PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.  
STANDARD HARDWARE ITEMS NOT SHOWN.**

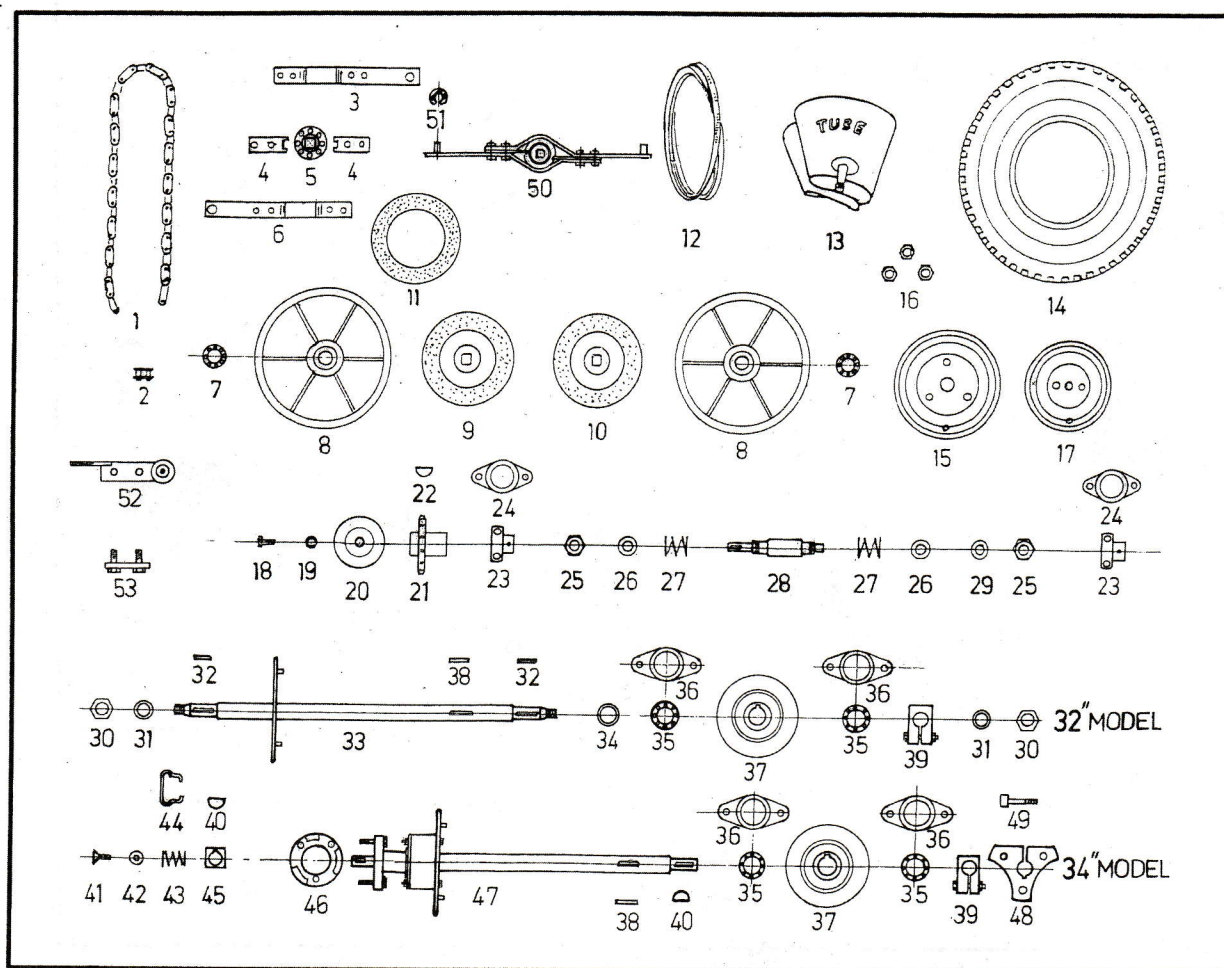
# Engine and Electrical:



INDEX PART NO.	DESCRIPTION	INDEX PART NO.	DESCRIPTION
1	13 – 19 HP Single Cylinder Engine	26	GT 20067 Spark Arrester
2	18 – 25 HP Twin Cylinder Engine	27	GT 20065R Exhaust Outlet
3 GT 18047	Crankshaft Spacer – Single Cylinder	28	GT 20213 Heat Shield R.H. Exhaust Pipe
3 GT 20058	Crankshaft Spacer – Twin Cylinder	29	GT 23181 Heat Shield L.H. Foot Rest
4 GT 20003	Pulley – Engine	30	GT 20169 Throttle Lever
5 GT 14037	Key	31	GT 2026 Knob – Throttle Lever
6 GT 3192	Washer	32	Throttle Cable
7 GT 2511	Cone Washer	33	GT 20057 Choke Cable – Where Fitted
8 GT 1069	Bolt	34	GT 20083 Spring – Choke Return
9 GT 22410	Support – Fuel Tank	35	GT 1252 Cable Clamp
10 GT 20179	Clamp – Fuel Tank	36	GT 20280 Belt Guide – Single Cylinder
11 GT 2250	Fuel Tank – Bare	36	GT 20595 Belt Guide – Twin Cylinder
12 GT 2249	Cap – Fuel Tank	37	GT 22184 Battery Clamp
13 GT 20185	Gauze Strainer	38	GT 2362 Battery
14 GT 2252	Hose Tail	39	GT 14336 Rubber Mat – Battery
15 RM 907	Fuel Hose x 1m Length	40	GT 20176 Support – Electric Harness
16 GT 2221	Hose Clamp	41	GT 6084 Hour Meter
17 GT 2215	Fuel Tap	42	GT 2220 Solenoid – Starter Motor
18 GT 2309	Fuel Filter – Single Cylinder	43	GT 2219 Off-On-Start – Key Switch
19 GT 2310	Fuel Filter – Twin Cylinder	44	GT 12345 Insulator – Battery Positive Pole
20 GT 20068	Gasket – Engine/ Exhaust	45	GT 2275 Oil Failure Light (Twin Cyl Only)
21 GT 20555	Exhaust Pipe R.H. Side	46	GT 2274 Light Switch
22 GT 20560	Exhaust Pipe L.H. Side	47	GT 13831 Seat Safety Switch Unit
23 GT 20063	Gasket – Exhaust/ Muffler	48	GT 20056 Rubber Headlight Surround
24 GT 22160	Muffler Support Bracket	49	GT 20055 Headlight
25 GT 20061	Muffler	50	GT 22171 Battery Retainer

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.  
STANDARD HARDWARE ITEMS NOT SHOWN.

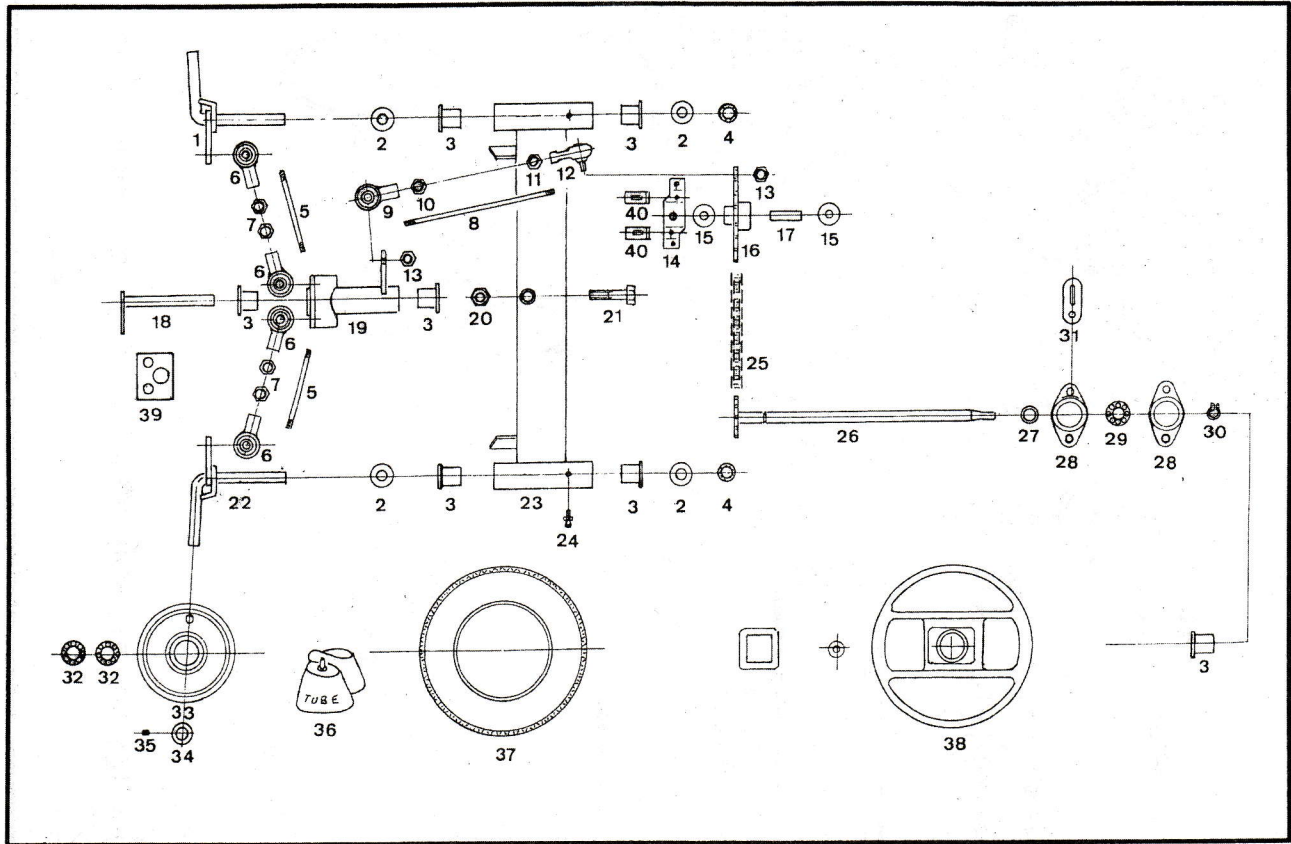
# Drive Clutch and Rear Axle:



INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 18006	Roller Chain	26	GT 7303	Washer
2	GT 501	Connecting Link	27	GT 357	Spring
3	GT 20510	Yoke – Top Half	28	GT 18031	Drive Shaft
4	GT 20191	Retainer	29	GT 539	Shim
5	GT 20935	Clutch Bearing Unit	30	GT 2545	Nyloc Nut
6	GT 20515	Yoke – Bottom Half	31	GT 1002	Washer
7	GT 2296	Ball Bearing – Clutch Pulley	32	GT 4121	Key
8	GT 920	Clutch Pulley Complete	33	GT 18040	Rear Axle & Sprocket – 32” Model
9	GT 6855	L.H. Drive Plate Complete	34	GT 18310	Spacer
10	GT 6855	R.H. Drive Plate Complete	35	GT 390	Ball Bearing
11	GT 6012	Clutch Lining	36	GT 7083	Bearing Plate
12	GT 20005	V Belt – Drive	37	GT 18660	Brake Disc
13	GT 10002	Tube – 32” Model	38	GT 12093	Key
13	GT 1535	Tube – 34” Model	39	GT 7032	Clamp
14	GT 1001	Tyre – 32” Model	40	GT 516	Key
14	GT 1203	Tyre – 34” Model	41	GT 2425	Screw
15	GT 1624	Wheel Hub – 34” Model R.H.	42	GT 10488	Spring Retainer
15	GT 2929	Wheel Hub – 32” Model L.H.	43	GT 2958	Spring
16	GT 2861	Wheel Nut – 34” Model Only	44	GT 2957	Handle
17	GT 2240	Wheel Hub – 32” Model	45	GT 2956	Engagement Block
18	GT 1455	Setscrew	46	GT 2868	Engagement Plate
19	GT 2542	Cone Washer	47	GT 2850	Rear Axle & Differential – 34” Model
20	GT 18334	Disc – Chain Guard – 32” Model	48	GT 1625	Wheel Flange
21	GT 12102	10 Tooth Sprocket	49	GT 2517	Bolt
22	GT 517	Key	50	GT 20945	Yoke Unit
23	GT 392	Ball Bearing – Drive Shaft	51	GT 2036	Spring Clip
24	GT 7017	Bearing Plates	52	GT 22943	Chain Adjuster Unit
25	GT 347	Nut	53	GT 22470	Retainer – Chain Adjuster

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.  
STANDARD HARDWARE ITEMS NOT SHOWN.

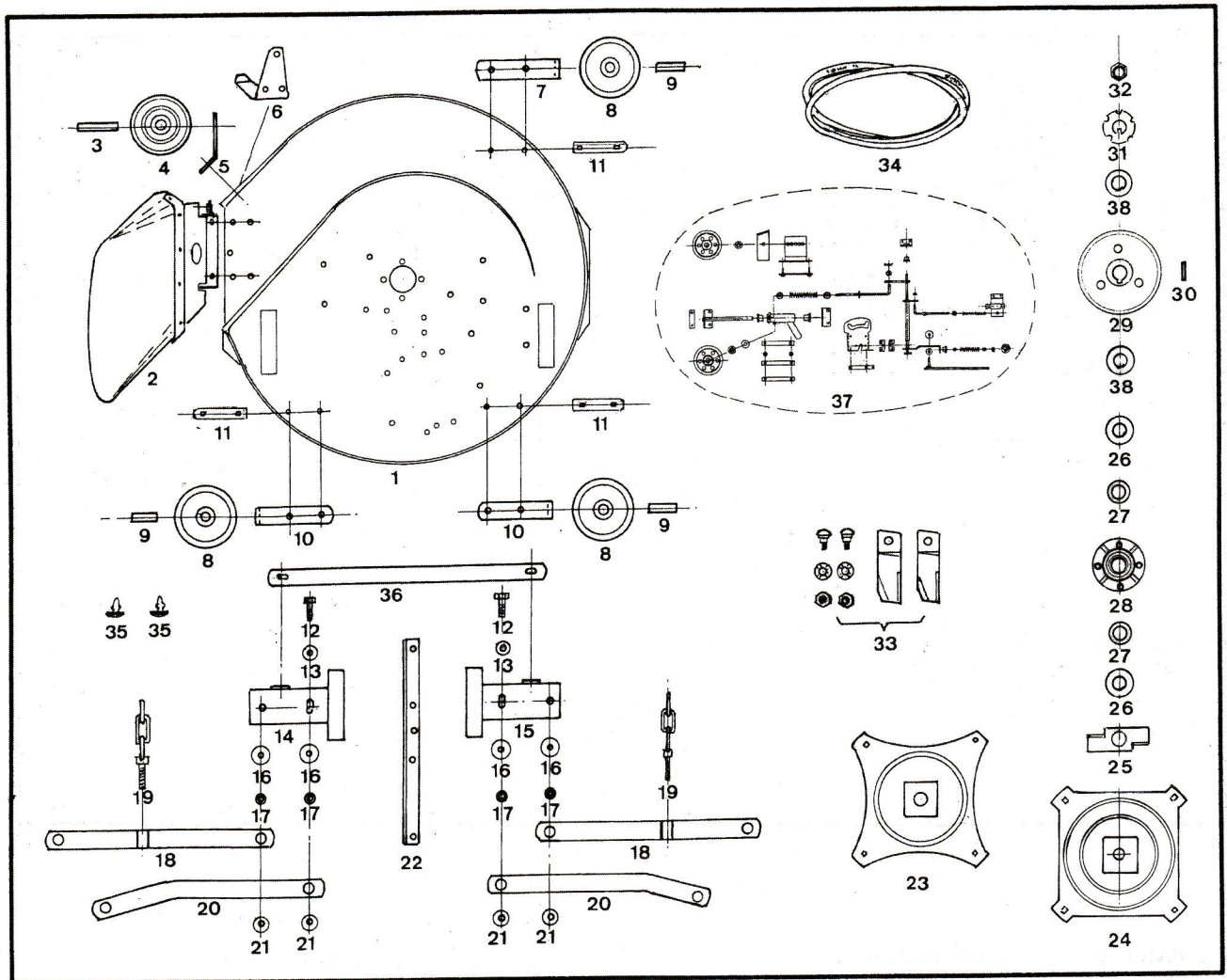
# Steering and Front Axle:



INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1	GT 20540	R.H. King Pin	21	GT 2476	Bolt
2	GT 7304	Washer	22	GT 20545	L.H. King Pin
3	GT 1766	Bush	23	GT 21345	Axle Beam - 32" Model
4	GT 7009	Collar	23	GT 20530	Axle Beam - 34" Model
5	GT 18059	Tie Rod - 32" Model	24	GT 1924	Grease Nipple
5	GT 20052	Tie Rod - 34" Model	25	GT 13813	Roller Chain Complete
6	GT 1626	Tie Rod End - 32" Model	26	GT 18880	Steering Shaft
6	GT 6044	Tie Rod End - 34" Model	27	GT 20018	Spacer
7	GT 78	Lock Nut - 32" Model	28	GT 7017	Bearing Plate
7	GT 2406	Lock Nut - 34" Model	29	GT 7010	Ball Bearing
8	GT 22003	Rod - Steering Link	30	GT 2470	Circlip
9	GT 6044	Tie Rod End	31	GT 18324	Locking Tab
10	GT 2406	Lock Nut	32	GT 396	Ball Bearing - Wheel Hub
11	GT 2295	Lock Nut L.H. Thread	33	GT 7007UP	Wheel Hub Aluminium 32" Model
12	GT 2294	Tie Rod End - L.H. Thread	33	GT 7007	Wheel Hub Powder Coated 34" Model
13	GT 2090	Nyloc Nut	34	GT 7009	Collar
14	GT 18329	Support	35	GT 520	Socket Grub Screw
15	GT 2483	Brass Washer	36	GT 456	Tube - 32" Model
16	GT 22555	Chain Wheel	36	GT 1341	Tube - 34" Model
17	GT 22032	Bush	37	GT 455	Tyre - 32" Model
18	GT 18645	Pivot Pin	37	GT 2361	Tyre - 34" Model
19	GT 20550	Steering Crank	38	GT 2380	Steering Wheel
20	GT 2042	Nyloc Nut	39	GT 22150	Reinforcing Plate
			40	GT 18317	Steering Stops

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.  
STANDARD HARDWARE ITEMS NOT SHOWN.

# Cutter Deck:



## INDEX PART NO.

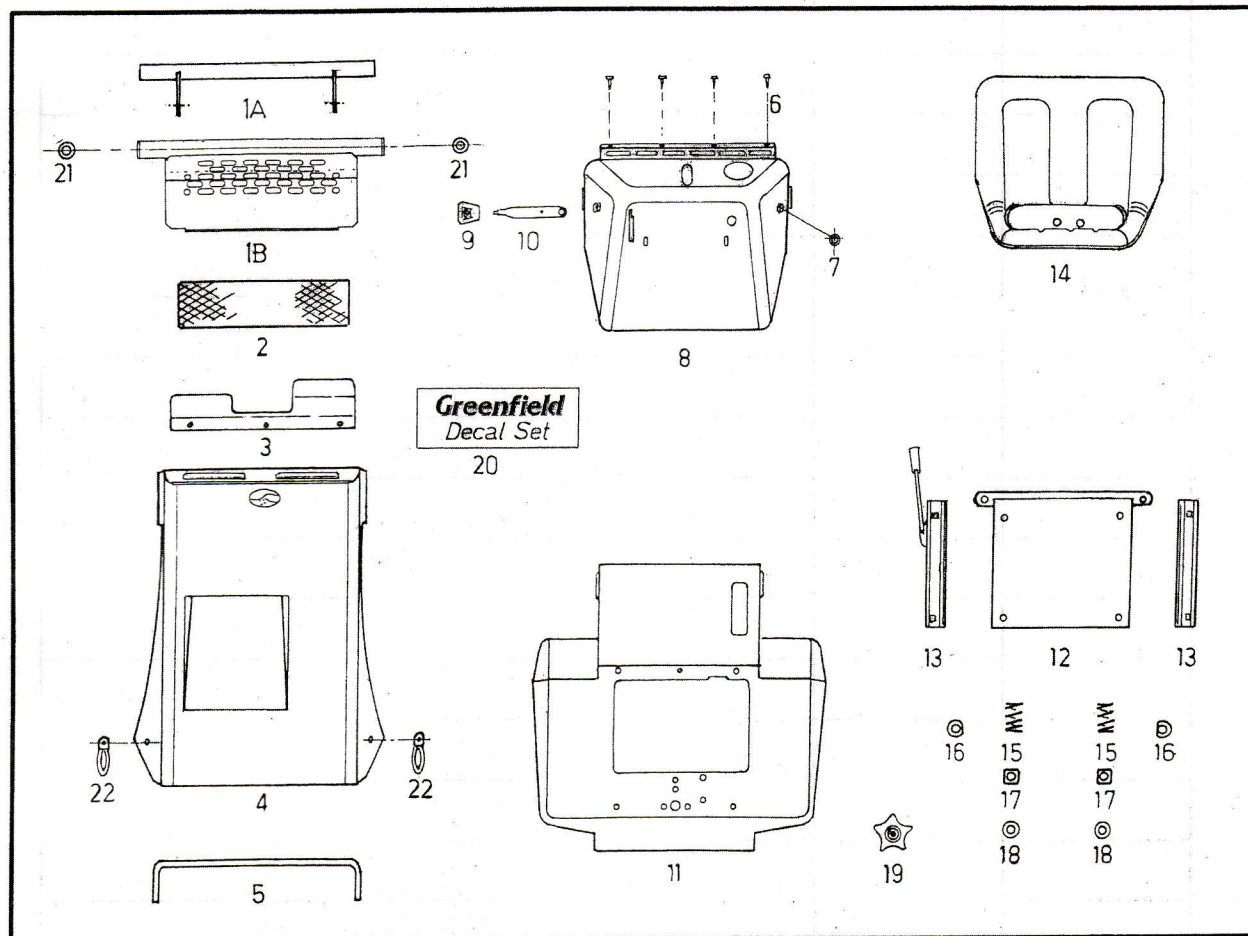
1	GT 22158	32" Cutter Deck Drilled Casting
1	GT 20162	34" Cutter Deck Drilled Casting
2	GT 20936	Stone Guard
3	GT 20049	Bush
4	GT 2263	Domed Jockey Wheel – 34" Only
5	GT 20180	Bracket
6	GT 14392	Skid – Deck – 32" Only
7	GT 20166	Bracket – 34" Only
8	GT 2264	Jockey Wheel
9	GT 22005	Bush
10	GT 12362	Bracket
11	GT 21160	Retainer
12	GT 3	Bolt
13	GT 1567	Cone Washer
14	GT 20610	L.H. Side Plate
15	GT 20605	R.H. Side Plate
16	GT 579	Wave Washer
17	GT 730	Bush
18	GT 18965	Top Link

## INDEX PART NO.

19	GT 18975	Chain – Adjust
20	GT 22159	Bottom Link
21	GT 1012	Washer
22	GT 20192	Stiffener – 34" Only
23	GT 13025	32" Cutter Disc & Spindle
24	GT 20285	34" Cutter Disc & Spindle
25	GT 20214	Bearing Protector
26	GT 589	Bearing Shield
27	GT 635	Spacer
28	GT 13815	Spindle Housing Complete
29	GT 14044	"V" Pulley
30	GT 20019	Key
31	GT 14390	Tab Washer
32	GT 2003	Nut M20 L.H.
33	GT 2139	Blade And Bolt Set
34	GT 18005	V Belt – Cutters
35	GT 1760	Nylon Button
36	GT 20223	Spreader
37	Cutter Clutch	See separate page for component No.'s
38	GT 2393	Domed Spring Washer

PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.  
STANDARD HARDWARE ITEMS NOT SHOWN.

# Body Work and Seat:



INDEX	PART NO.	DESCRIPTION	INDEX	PART NO.	DESCRIPTION
1 A	GT 22415	Front Bumper – Single Cyl	12	GT 21340	Hinged Seat Base
1 B	GT 20570	Muffler Guard/Bumper – Twin Cyl	13	GT 2367	Seat Runners (set)
2	GT 22163	Grille – 32" Model Only	14	GT 2366	Seat
3	GT 22162	Heat Shield – Head Lights Single Cyl	15	GT 14050	Spring
3	GT 22161	Heat Shield – Head Lights Twin Cyl	16	GT 10452	Clamp
4	GT 22320	Bonnet	17	GT 10451	Locating Block
5	RM 906 x 1m	Pinchweld – Front or Rear	18	GT 1660	Washer
6	GT 6094	Buffer Grommet	19	GD 5545	Knob – Rear Cover
7	GT 2254	Bobbin – Strap	20	GT 22015	Decal Sheet 32" Model
8	GT 20450	Steering Cowl	20	GT 22020	Decal Sheet 34" Single Cyl Model
9	GT 2026	Knob – Throttle Lever	20	GT 22025	Decal Sheet 34" Twin Cyl Model
10	GT 20169	Lever – Throttle	21	GT 6081	Plastic Bung – Bumper Bar
11	GT 18670	Rear Cover	22	GT 7015	Strap – Bonnet Hold Down

**NOTE:** Body panels are bare items painted.

**PARTS AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.  
STANDARD HARDWARE ITEMS NOT SHOWN.**

[illegible]

[illegible]