

3. Determine cause of relay failure and repair condition.
4. Install new relay.
5. Reinstall operator pad.

ADJUST TRANSAXLES

Check for Excessive Creep



WARNING: AVOID INJURY. This adjustment requires operating the engine. Use extreme care to avoid contact with moving parts and hot surfaces. Be sure rear of unit is well supported and secure before starting engine.

1. Operate unit for a minimum of 5 minutes to warm hydraulic system.
2. Stop engine and engage parking brake.
3. Chock front wheels and support unit so both drive wheels are off the ground.
4. Remove drive wheels.
5. Start engine, move throttle lever to fast position and release parking brake.
6. Move steering levers forward and backward 5 or 6 times and then return levers to neutral position.
7. Check wheel hubs for rotation.
 - If there is only slight rotation, stop engine, reinstall wheels and lower unit to ground.
 - If there is excessive rotation, adjust neutral position. See *Adjust Neutral Position* on page 25.

Adjust Neutral Position

If wheel hub has excessive rotation after checking for excessive creep, adjust neutral position.

1. Place unit in service position and remove operator pad. See *Service Position* on page 18.
2. Remove and retain hardware securing control linkages to hydro-pump. See Figure 28.

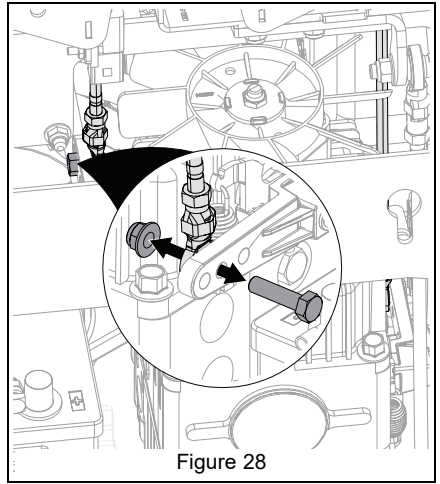


Figure 28

3. Loosen one of the return to neutral screws on either side of the pump. See Figure 29.

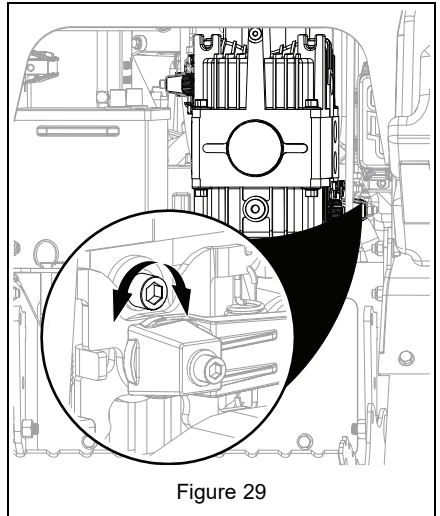


Figure 29

4. Slowly turn transaxle control arm in the opposite direction of hub rotation until hub stops. See Figure 30.
5. Hold the transaxle control arm in position and tighten the return-to-neutral screw.
6. Start engine, move throttle lever to fast position and release parking brake.
7. Move steering levers forward and backward 5 or 6 times and then return levers to neutral position.

8. Check wheels hubs for rotation:
 - If there is only slight rotation, stop engine, reinstall wheels and return unit to operating position.
 - If there is excessive rotation, repeat steps 3 – 5.
9. Repeat steps 3 – 8 on opposite side.

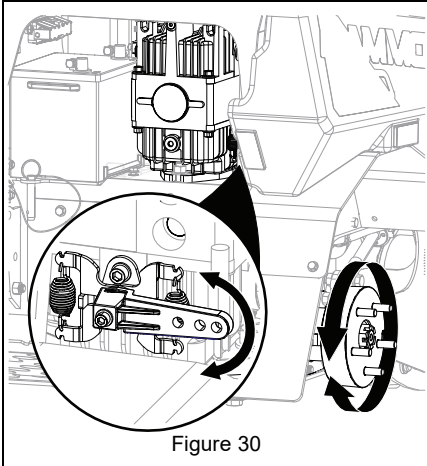


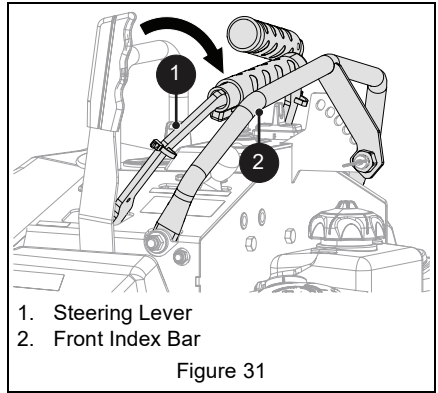
Figure 30

10. Secure control linkages to hydro-pump using original hardware.
11. Reinstall operator pad.

ADJUST STEERING LEVERS

See Figures 31 and 32.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Engage parking brake.
3. Place unit in service position. See *Service Position* on page 18.
4. Loosen jam nuts located on tie rods.
5. Push and hold a steering control lever forward and turn control rod until the steering lever makes contact with the front index bar.
6. Repeat step 5 on other side.
7. Return the steering levers to the neutral position.
8. Turn tie rods until steering levers align. Adjust both left and right sides as needed.
9. Tighten jam nuts.



1. Steering Lever
2. Front Index Bar

Figure 31

ADJUST UNIT TO DRIVE STRAIGHT

1. Park unit on a flat, level surface.
2. Check tire pressures. If needed, adjust to recommended pressures. See *Specifications* on page 32.

IMPORTANT: DO NOT inflate tires outside recommended range.

3. Drive machine forward, pushing both control levers all the way to index bar.
4. Check tracking. If unit does not drive in a straight line, adjust steering levers. See *Adjust Steering Levers* on page 26.

ADJUST PARKING BRAKE

1. Place unit in service position. Remove the rear access pad and panel. See *Service Position* on page 18.
2. Disengage parking brake. See Figure 32.
3. Loosen the jam nuts located on the tie rod.
4. Rotate tie rod to expand or contract overall rod length. Springs should have free movement where hooks are retained.

IMPORTANT: With parking brake engaged, spring extension is minimal. Spring coil extension may be between 0.005" and 0.010" if a feeler gauge is used.

5. Tighten jam nuts.