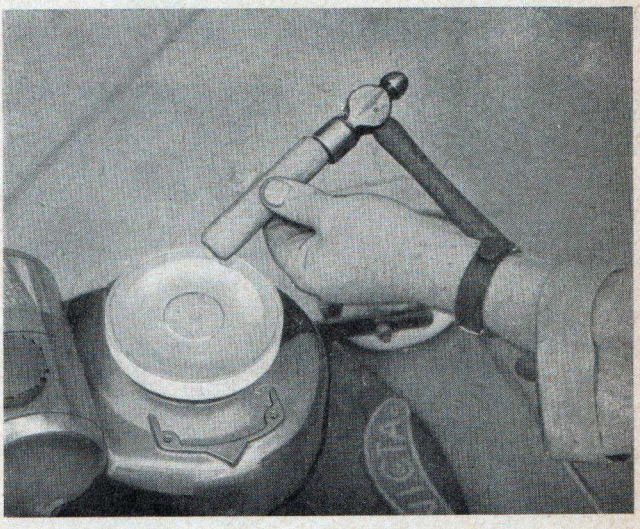
HOW TO DO IT

Although this book has been written in the simplest and easiest to understand manner, it is still sometimes hard to explain how to carry out a certain procedure. For this reason we have included a section, which by means of photographs, will enable even the most amateur home mechanic to follow the written advice. Although the photographs only apply to one particular make of mower, all mowers have a corresponding part or unit and a similar procedure can be carried out by reference to the following pages. Of particular interest are the photographs showing the removal of the starter pulley and cutter blade plate. These two items can prove rather difficult to remove, but if the photographs are followed, the procedure is very simple.

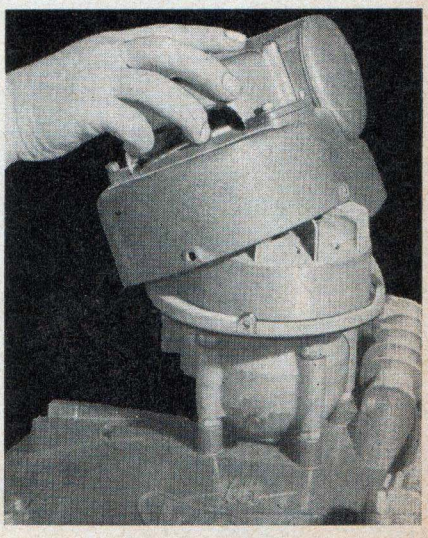
REMOVING THE STARTER PULLEY

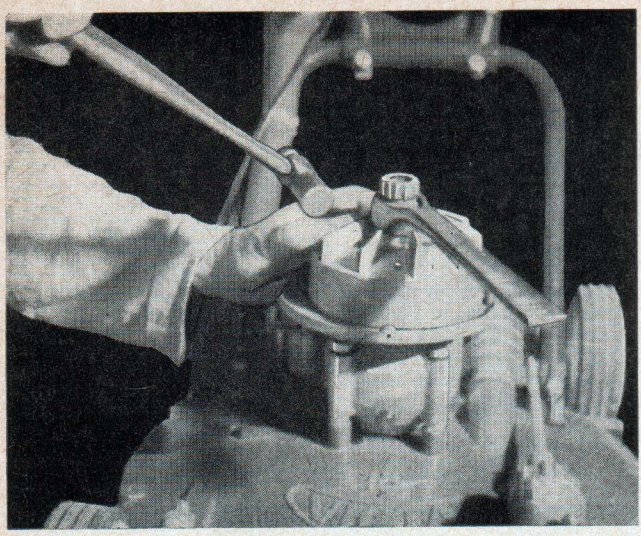
To remove the starter pulley, place a small wooden block in the pulley notch and give it a sharp tap with a hammer in an anti-clockwise direction.



REMOVING THE MAGNETO HOUSING

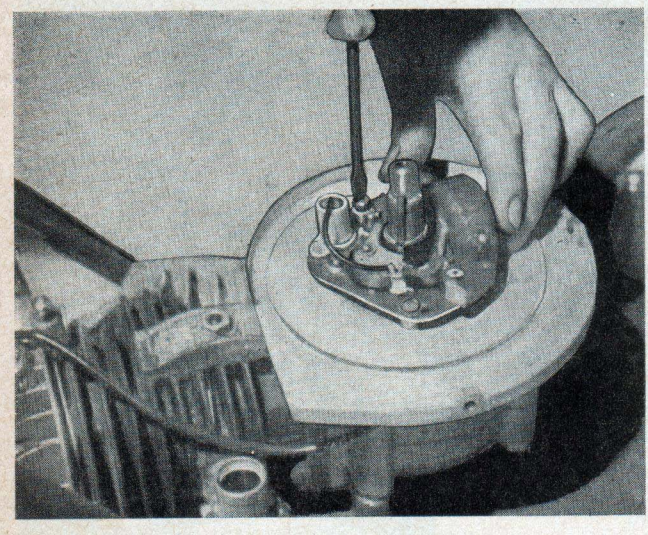
The magneto and flywheel housing must be removed for any adjustments to the contact breaker or similar operations. It is removed by first taking off the pulley as explained above and then by removing the screws holding the cover in position. The cover then lifts straight off the motor.





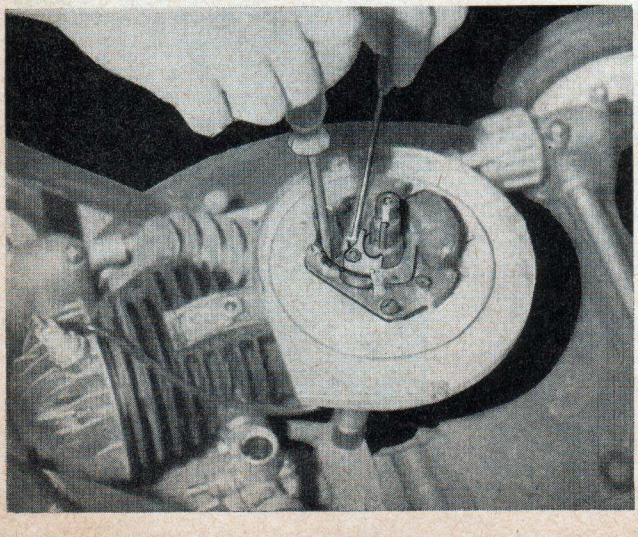
REMOVING THE FLYWHEEL LOCK NUT

To obtain access to the contact breaker points, the cover must first be removed. This is accomplished by placing a ring spanner over the lock nut and then striking it a sharp tap with the hammer in an anti-clockwise direction.



RETIMING THE MAGNETO

When retiming the magneto make sure the piston is in correct position (i.e. Victa 1/8 in. before top dead centre) then, with the screws loosened turn stator plate until the breaker points are just beginning to open, tighten screws and re-check gap opening with feeler gauge.

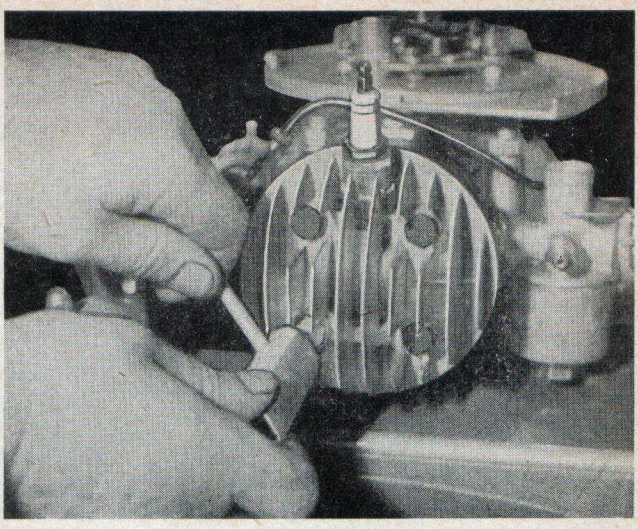


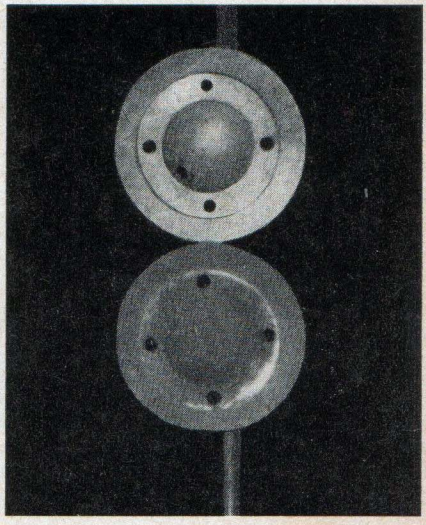
SETTING THE BREAKER GAP

After loosening the adjusting screw, insert a feeler gauge between the points and check the breaker gap. Adjust to the correct gap (if necessary) and lock the unit up tightly by using the adjusting screw.

REMOVAL OF CYLINDER HEAD

The cylinder head is very easily removed. Place the correct size socket spanner over the head stud and undo. Most heads are held in place by four studs although some makes favour bolts.



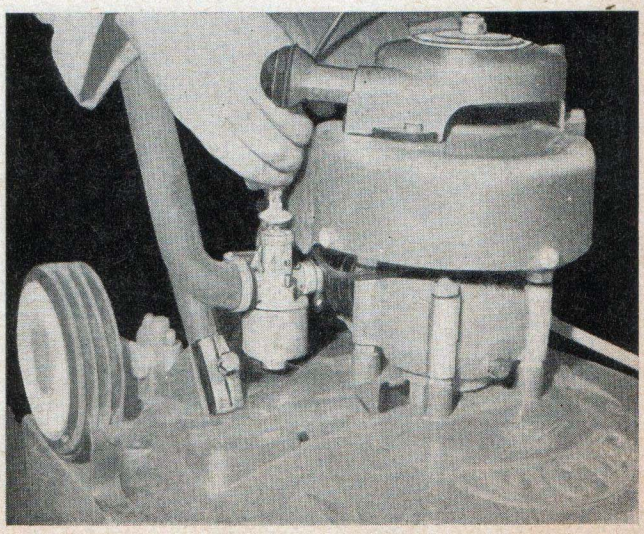


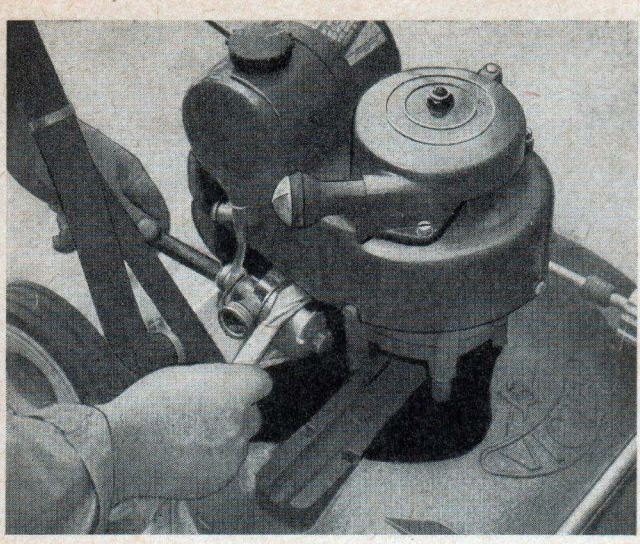
CARBONED UP HEAD

The upper cylinder head is obviously the clean one whilst the lower one is suffering from a heavy coat of carbon. When a head reaches the stage of the lower one it becomes necessary to clean it and return it to a similar condition to the top.

REMOVING THE CARBURETTOR SLIDE

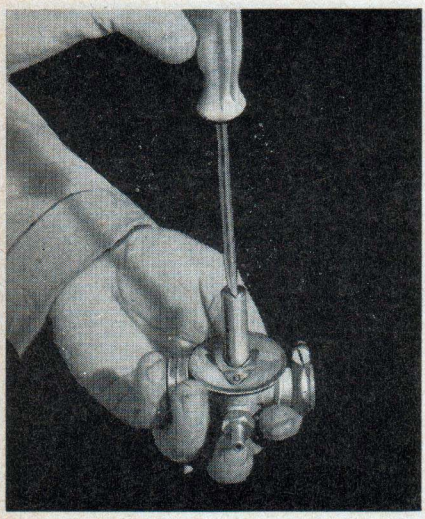
The carburettor throttle slide is very easily removed. Simply undo the knurled top and slide the assembly out. Do not turn the slide as it is removed as damage may result to the light alloy parts.





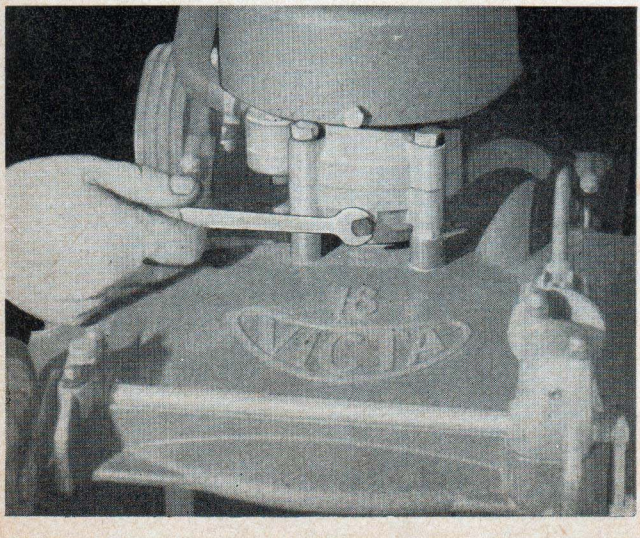
REMOVING THE CARBURETTOR

Occasionally the carburettor may be very tight onto the engine body. In such a case, insert a small piece of dowling into the top of the carburettor and wind a strip of rag around the carburettor body. By pulling on the rag and turning the dowling, the carburettor will then come off quite easily.



REMOVING THE MAIN JET

Should it become necessary to remove the main jet for cleaning or replacing, insert a thin screwdriver into the assembly and by unscrewing, the jet will be removed.

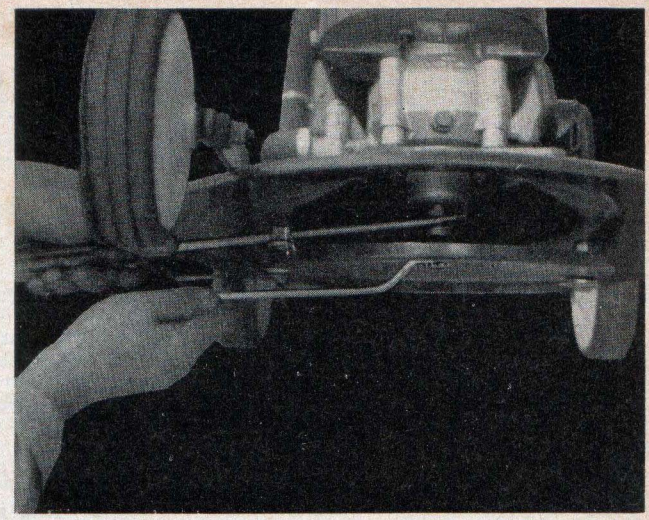


DRAIN PLUG

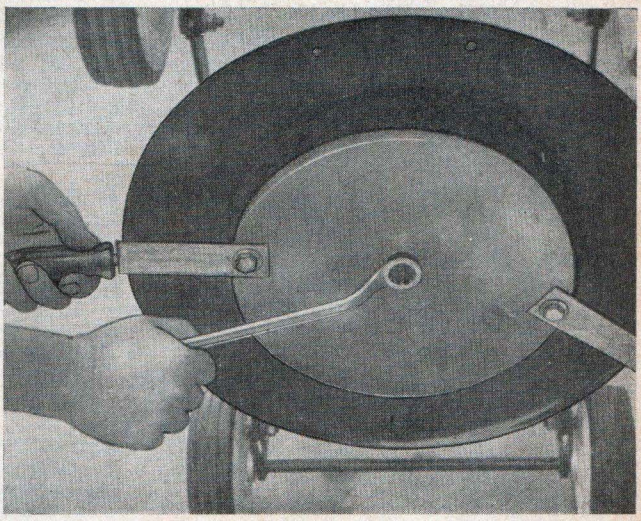
Situated at the front of the crankshaft, unscrew and tilt mower until all excess petroil has drained out.

REMOVING THE CUTTER BLADE ASSEMBLY

Should it become necessary to remove the cutter blade assembly to replace a buckled plate or similar, proceed as per photograph. Brace a screwdriver behind the plate so that it fits between the centre shaft and blade locking nuts. Then by turning a socket or ring spanner in an anti-clockwise direction on the outside locking nut, the blade can be removed.



As above, except that this photograph shows the ring spanner being placed on the main lock nut whilst the screwdriver is wedged behind the plate between the main shaft and the blade lock nut.



This shows the Ogden blade assembly and the tab washer that must be levered flat before removal of the clutch sleeve nut.

1. Tab washer.
2. Clutch sleeve nut.