



*Now* FROM **BUSH<sup>®</sup> HOG**

A *Gear Driven* Riding Tractor

Invest In Proven Dependability Today  
... Be Satisfied For Years To Come!

**BUSH<sup>®</sup> HOG** INCORPORATED  
SELMA, ALABAMA



TABLE OF CONTENTS  
INTRODUCTION  
OPERATING INSTRUCTIONS

	PAGE
PRELIMINARY STARTING INSTRUCTIONS AND BATTERY.....	20-1
TIRES AND ENGINE STARTING.....	20-2
TRANSMISSION.....	20-3
CLUTCH OPERATION AND ADJUSTING.....	20-4
V-BELT FRONT CLUTCH.....	20-5, 20-6

PARTS SHEET

BASE FRAME ASSEMBLY.....	20-7
CLUTCH.....	20-8, 20-9
STEERING ASSEMBLY.....	20-10
FRONT AXLE.....	20-11
FRONT WHEELS.....	20-12
REAR WHEELS.....	20-13
HOOD.....	20-14
DASH ASSEMBLY.....	20-15
SEAT ASSEMBLY.....	20-16
LINKAGES.....	20-17
WIRING DIAGRAM AND V-BELT CLUTCH.....	20-18
DRAW BAR AND BRAKE.....	20-19
TRANSMISSION.....	20-20, 20-21
STARTER GENERATOR.....	20-22
ROPE TO ELECTRIC CONVERSION KIT.....	20-23, 20-24
TIMING KIT.....	20-25, 20-26
DRIVE SHAFT CONVERSION.....	20-27
CROSS REFERENCE SHEET BUSH HOG - WISCONSIN PART NUMBERS....	20-28

## INTRODUCTION

THE BUSH HOG GARDEN TRACTOR HAS BEEN DESIGNED TO INCORPORATE THE MOST DESIREABLE FEATURES IN PERFORMANCE, DEPENDABILITY, COMFORT, AND SAFETY THAT CAN BE PRESENTED ITS OWNER.

THE MODEL TE-63 TRACTOR USES THE WISCONSIN MODEL S7-D ENGINE. THIS IS A FOUR CYCLE AIR COOLED ENGINE. AT 3600 RPM THIS ENGINE IS RATED AT 7 1/4 HORSE-POWER. ALL SUCH INFORMATION PERTAINING TO OPERATION AND ADJUSTMENT IS COVERED IN THE SEPARATE ENGINE INSTRUCTION MANUAL.

CONTINUED EXCELLENT PERFORMANCE REQUIRES FROM THE OWNER A SMALL, BUT IMPORTANT, AMOUNT OF SERVICING AND MAINTENANCE. ALWAYS USE CARE WHEN OPERATING MECHANICAL OR POWERED EQUIPMENT. KEEP CLEAR OF MOVING PARTS, BELTS OR CHAINS. DO NOT WORK ON EQUIPMENT WITH THE ENGINE RUNNING. KEEP YOUR EQUIPMENT CLEAN. CHECK FOR LOOSE BOLTS, NUTS, AND FASTENERS. CHECK ENGINE AND TRANSMISSION OIL REGULARLY.

YOUR GUARANTEE IS INTENDED TO PROVIDE YOU WITH ADEQUATE PROTECTION AGAINST FAILURES DUE TO DEFECTS IN MATERIAL OR WORKMANSHIP, BUT IT DOES NOT COVER ADJUSTMENTS OR REPLACEMENT OF PARTS DUE TO NORMAL WEAR OR USE, NOR DOES IT COVER DAMAGE THAT MAY RESULT IN USE.

WELL CARED FOR EQUIPMENT WILL LAST LONGER AND OPERATE MORE EFFICIENTLY. PROTECT YOUR INVESTMENT BY USING YOUR EQUIPMENT CAREFULLY--HAVE IT ADJUSTED AND TUNED UP AT REGULAR INTERVALS.

TABLE I

LUBRICATE THE FOLLOWING FITTINGS BEFORE OPERATION AND PERIODICALLY AS INDICATED.

LOCATION	PART NO.	USE SAE WT. OIL	SEE LOCATION PAGE	LUBRICATE EVERY
FRONT SPINDLE	S-509-1	GREASE GUN	20-11	10 HOURS
FRONT AXLE PIVOT	S-509-2	GREASE GUN	20-11	10 HOURS
GENERATOR	WISCONSIN ENGINE	20	SEE ENGINE MANUAL	50 HOURS
BALL LOCK CLUTCH	S-613	20	20-18	10 HOURS
STEERING COLUMN	S-581	GREASE GUN	20-15	10 HOURS

NOTE: SEE SEPARATE INSTRUCTIONS FOR LUBRICATION OF ENGINE AND TRANSMISSION.

## BEFORE YOU START

CHECK OIL LEVEL IN ENGINE, AIR FILTER AND TRANSMISSION PRIOR TO STARTING. READ ENGINE MANUAL AND FOLLOW INSTRUCTIONS PERTAINING TO TYPE OF LUBRICATION SPECIFIED. THE ENGINE IS THE HEART OF YOUR TRACTOR AND IT IS VERY IMPORTANT THAT YOU KEEP IT IN GOOD CONDITION. LUBRICATE ALL GREASE FITTINGS WITH REGULAR PRESSURE GUN LUBRICANT EVERY EIGHT TO TEN HOURS OF OPERATION. REFER TO TABLE I FOR LOCATION OF GREASE FITTINGS.

A LIGHT MACHINE OIL SHOULD BE USED ON ALL MOVING PARTS TO KEEP JOINTS FROM WEARING AND SQUEAKING. REMOVE OIL FILLER PLUG (S1083) LOCATED ON TOP OF TRANSAXLE. REMOVE PLUG NO. 148 ON REAR OF TRANSAXLE. REFER TO FIGURE 1. FILL WITH A GOOD GRADE OF SAE 90 GEAR LUBE THRU S1083 FILLER PLUG UNTIL OIL RUNS OUT THRU HOLE FOR 148 PLUG. THE TRANSAXLE WILL REQUIRE APPROXIMATELY 4 1/2 QUARTS TO FILL.

THE TRANSMISSION SHOULD BE CHECKED AFTER EVERY 40 HOURS OF USE AND, ALSO, DRAINED ONCE A YEAR BY REMOVING OIL PLUG ON BOTTOM TO DRAIN OIL. REFILL AS STATED IN ABOVE PARAGRAPH. THIS IS A REGULAR AUTOMOTIVE TYPE TRANSMISSION WITH SLIDING GEARS AND SHOULD HAVE THE SAME CARE AS AN AUTOMOTIVE TRANSMISSION.

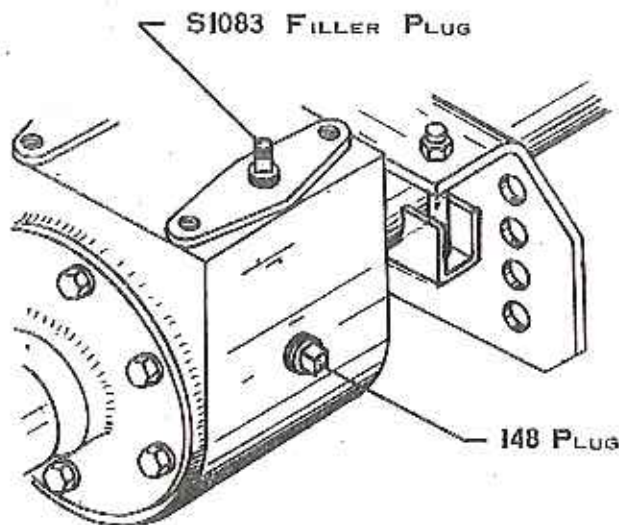


Fig. 1

## BATTERY

THE BATTERY INSTALLED IN YOUR TE-63 TRACTOR IS A DRY CHARGED BATTERY. IT IS IMPORTANT THAT YOU PROPERLY PREPARE THIS BATTERY TO INSURE GOOD SERVICE AND LONG LIFE.

THE CONTAINER OF SULPHURIC ACID ELECTROLYTE CONTAINS THE PROPER AMOUNT OF ACID REQUIRED TO FILL THE BATTERY TO THE PROPER LEVEL. HANDLE THE ACID WITH CAUTION AND AVOID SPILLING. IT WILL DAMAGE CLOTHING AND OTHER MATERIAL ON CONTACT.

BATTERY ACID SHOULD BE ADDED IN A PLACE WHERE THERE IS AMPLE LIGHT AND SUFFICIENT WATER FOR FLUSHING PURPOSES. DO NOT REMOVE VENT CAPS UNTIL YOU ARE READY TO FILL THE BATTERY. AN UNBROKEN SEAL IS INSURANCE TOWARD MAXIMUM BATTERY PERFORMANCE.

## FILLING

1. REMOVE VENT CAPS BUT DO NOT REMOVE THE RUBBER GASKETS.
2. ONE BOTTLE IN EACH PACKAGE IS FITTED WITH A SAFETY POURING SLEEVE.
3. DO NOT REMOVE BOTTLE FROM POURING SLEEVE. CUT THE TIP OFF AT THE SCORE LINE AS SHOWN IN FIGURE 2. DO NOT CUT BELOW THE SCORE LINE AS A LARGE OPENING WILL CAUSE ACID TO POUR TOO FAST AND SPLASHING WILL RESULT.

4. USE AN ACID PROOF FUNNEL (NOT METAL) TO FILL EACH CELL TO THE PROPER LEVEL. ACID LEVEL SHOULD BE  $3/8$ " ABOVE SEPARATORS.
5. BEFORE INSTALLATION, THE BATTERY MAY BE CHARGED AT A RATE NOT TO EXCEED 2 AMPERES TO BRING THE TEMPERATURE UP TO  $80^{\circ}\text{F}$  AND A SPECIFIC GRAVITY OF 1.250. THE SAME RESULTS MAY BE OBTAINED BY KEEPING THE BATTERY INDOORS FOR A PERIOD TO OBTAIN THESE RESULTS. OUTSIDE TEMPERATURES IN SUMMER ARE USUALLY SUFFICIENT.

**CAUTION: CHARGING OR TESTING THIS BATTERY WITH STANDARD AUTOMOTIVE TYPE EQUIPMENT WILL VOID THE WARRANTY.**

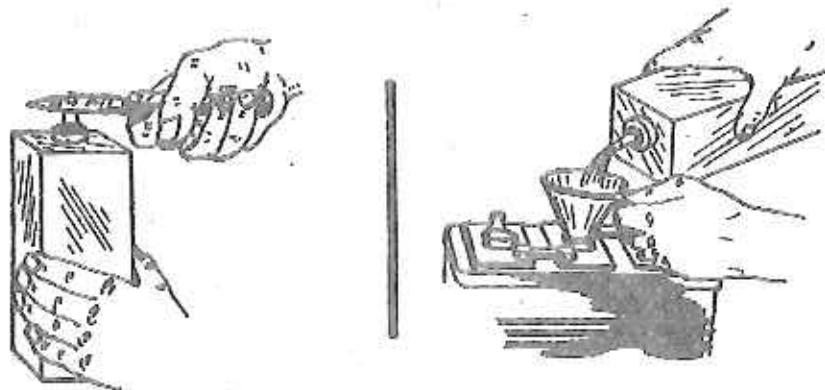


Fig. 2

### TIRES

THE FRONT TIRES ARE 4.00 x 8 AND SHOULD BE INFLATED TO 35 POUNDS OF PRESSURE. THE REAR TIRES ARE 6.00 x 12 AND SHOULD BE INFLATED 10 TO 12 POUNDS OF PRESSURE. THE TIRES CAN BE FILLED WITH BALLAST IF DESIRED. WATER OR CALCIUM CHLORIDE MAY BE USED.

### TO START ENGINE

1. CHECK CRANKCASE OIL LEVEL AND GASOLINE SUPPLY, OPEN FUEL SHUT-OFF VALVE. USE A GOOD GRADE OF REGULAR GASOLINE. DO NOT USE ETHYL GASOLINE.
2. PLACE GEAR SHIFT LEVER IN NEUTRAL POSITION.
3. PULL THROTTLE LEVER ABOUT  $1/2$  OPEN.
4. THE TRACTOR IS EQUIPPED WITH AN ON AND OFF KEY AND A STARTER BUTTON. TURN KEY ON AND PUSH STARTER BUTTON.
5. AFTER ENGINE STARTS, OPEN CHOKE FULLY.
6. DEPRESS CLUTCH PEDAL ON LEFT SIDE OF TRACTOR BEFORE SELECTING THE DESIRED GEAR.

## TRANSMISSION

THE TRANSMISSION ON YOUR TE-63 TRACTOR IS DIRECTLY COUPLED TO THE CLUTCH THRU S-525 DRIVE SHAFT AND S-582 COUPLING (SEE PAGE 20-8). THERE ARE NO BELTS OR CHAINS IN THE DRIVE LINE. FOR THIS REASON THE TRANSMISSION OF POWER FROM THE ENGINE TO REAR WHEELS IS HIGHLY EFFICIENT.

THE TRANSMISSION HAS A TOTAL OF FOUR FORWARD AND TWO REVERSE SPEEDS. THE FOUR SPEEDS ARE IN TWO RANGES, 1ST, 2ND, AND REVERSE GEARS IN EACH RANGE. SEE FIGURE 3 FOR LOCATIONS.

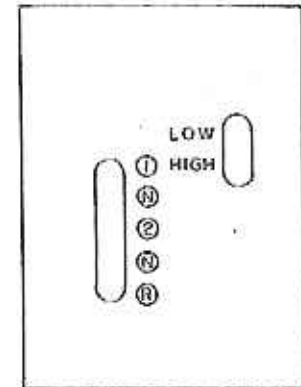


Fig. 3

TABLE 2

GEAR	RANGE	ENGINE RPM	MPH	ENGINE RPM	MPH
I	Low	3000	1.66	3600	1.99
2	Low	3000	2.69	3600	3.23
R	Low	3000	3.25	3600	3.89
I	High	3000	4.88	3600	5.86
2	High	3000	8.05	3600	9.66
R	High	3000	8.05	3600	9.66

## MAINTENANCE

1. USE SAE 90 WEIGHT OIL TO FILL. FILL UNTIL OIL RUNS OUT THRU HOLE FOR I48 PLUG. (REF. FIGURE 1).  
NOTE OIL WILL BUBBLE BACK AND APPEAR TO BE FILLED. ALLOW OIL TO REACH CORRECT LEVEL BEFORE INSTALLING PLUG. CHECK OIL LEVEL EVERY 40 HOURS OF OPERATION. DRAIN OIL AT LEAST ONCE A YEAR THRU LOWER DRAIN PLUG. REFILL TO CORRECT LEVEL.
2. WHEN DIS-ASSEMBLING, EXERCISE EXTREME CARE TO SEE THAT ALL PARTS ARE CLEAN BEFORE RE-ASSEMBLING.
3. CHECK BEARINGS AND OIL SEALS BEFORE RE-ASSEMBLING. REPLACE ANY DAMAGED PARTS.
4. TO SET UP RING GEAR AND PINION, PLACE END OF PINION, FIG. 4; 1.937 INCHES FROM CENTER LINE OF AXLE AND SET RING GEAR TO .003 - .006 BACKLASH. MAKE SURE RING GEAR TURNS THROUGH A FULL REVOLUTION OF FREEDOM.  
NO. S1093 PINION ADJUSTING TOOL ON PAGE 20-4 IS AVAILABLE FOR SETTING PINION. (FIG. 4)  
IF AN INDICATOR IS PLACED AGAINST NO. S592 KEY, THE BACKLASH CAN EASILY BE MEASURED. THE SAME BACKLASH MEASUREMENTS APPLY AT THIS POINT.
5. WHEN SETTING ROLLER BEARING NUMBER S1036, SHIM TO PRE-LOAD TORQUE ON PINION SHAFT TO 3 FOOT POUNDS. SHIMS ARE AVAILABLE.

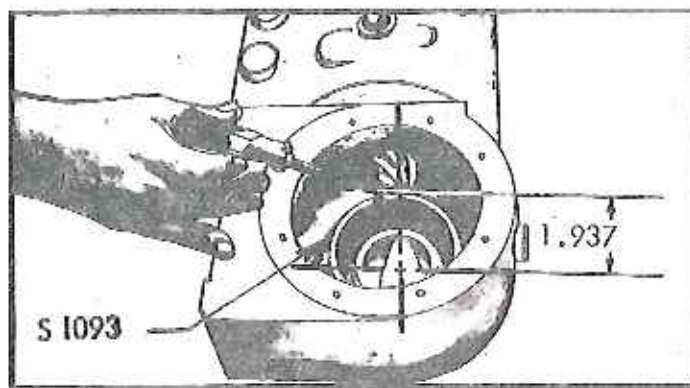


Fig. 4

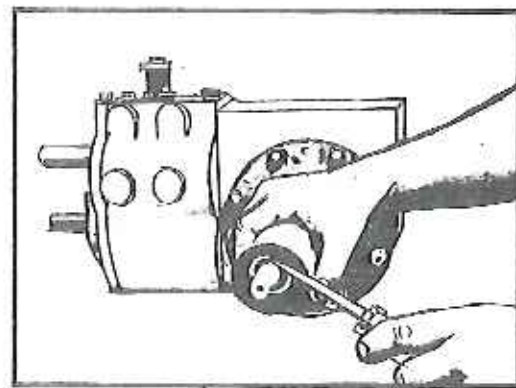


Fig. 5

6. TO REMOVE WHEEL HUB SEAL, PLACE A SMALL SCREW DRIVER TIP IN BACK OF SEAL AND PRY PROGRESSIVELY AROUND SEAL UNTIL REMOVED. DAMAGE WILL BE AVOIDED IF SCREW DRIVER IS KEPT BACK OF SEAL AND SNAP RING S1054. SNAP RING CAN BE REMOVED WITH A SMALL SCREW DRIVER OR SCRIBE POINT. SEE FIGURE 5.
7. WHEEL BEARING S1055 MAY BE REMOVED BY REPLACING WHEEL HUB ON TAPER AND PRYING AGAINST S1050 AXLE HOUSING.

### CLUTCHING

THERE IS NO NEED TO FORCE THE GEAR SHIFT LEVER IF THE GEARS DO NOT IMMEDIATELY MESH. DEPRESS CLUTCH PEDAL ALL THE WAY DOWN AND LET UP, THEN DEPRESS AGAIN AND SHIFT. TO AVOID SUDDEN STARTS, RELEASE CLUTCH PEDAL SLOWLY.

**CAUTION: NEVER SHIFT EITHER STANDING OR MOVING WITHOUT DEPRESSING THE CLUTCH PEDAL ON LEFT HAND SIDE.**

DO NOT RIDE CLUTCH PEDAL. THIS WILL APPLY PRESSURE ON THE THROW OUT BEARING AT ALL TIMES. HEAT AND FRICTION WILL CAUSE EXCESSIVE WEAR. THE S8 CLUTCH (SEE PAGE 20-8) IS A SINGLE PLATE DRY TYPE SPRING LOADED CLUTCH. THREE SPRINGS No. S8-6 APPLY APPROXIMATELY 660 POUNDS OF PRESSURE ON THE PRESSURE PLATE. THIS MAY BE VARIED TO MEET TORQUE REQUIREMENTS.

### ADJUSTMENT

1. LOOSEN I5800 BOLT THRU No. S-7 ACCESS.
2. LOOSEN THE I5112 SET SCREW AND I5503 NUT.  
NOTE: THERE ARE TWO OF THESE AT 90° TO EACH OTHER. WITH A BAR AND HAMMER MOVE S-600 PRESSURE PLATE TOWARD THE REAR TO APPLY PRESSURE ON S8-6 SPRINGS. THERE SHOULD BE ABOUT 5/8 INCH OF FREE TRAVEL ON CLUTCH PEDAL WHEN PROPERLY ADJUSTED.
3. RE-TIGHTEN I5112 SETSCREW AND I5503 NUT. ALSO, MAKE CERTAIN ACCESS PLATE IS IN PLACE.



## V-BELT CLUTCH

THE S613 CLUTCH IS STANDARD EQUIPMENT ON YOUR MODEL TE-63 TRACTOR. ITS PURPOSE IS TO OPERATE FRONT MOUNTED IMPLEMENTS AND OTHER ATTACHMENTS, SUCH AS THE M-32 MOWER.

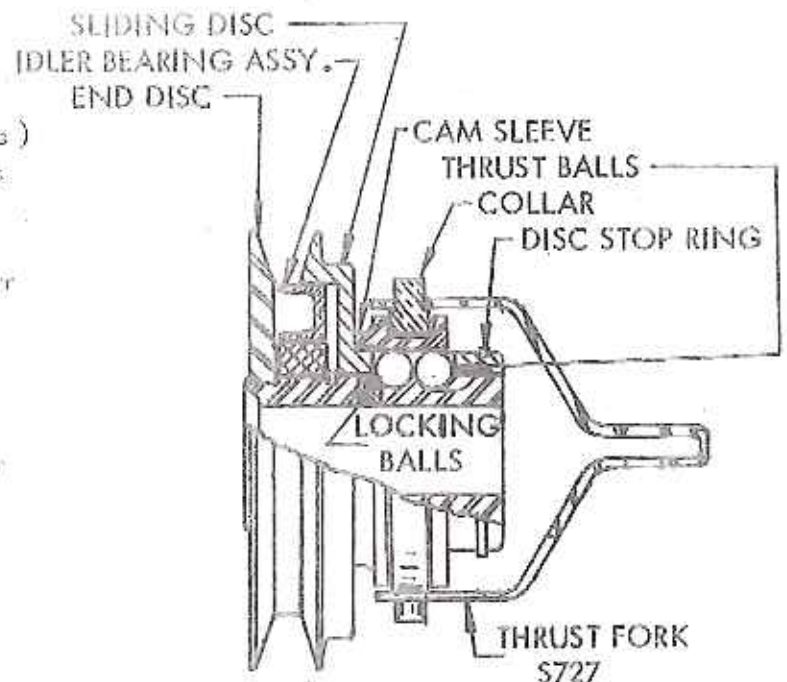
THE CLUTCH IS A BALL-LOCK CLUTCH. IT IS A WELL MADE MECHANICAL DEVICE, TREAT IT AS SUCH. IT WORKS SOMEWHAT LIKE A VARIABLE-SPEED PULLEY.

DO NOT ATTEMPT TO CLOSE CLUTCH UNLESS BELT OR CLUTCH IS ROTATING. THE CLUTCH MUST BE UNDER POWER TO FUNCTION PROPERLY.

THE BELT IS VERY LOOSE, WHEN CLUTCH IS OPEN OR DISENGAGED, AS IT IS RELAXED AND DROPS DOWN ON IDLER BEARING. SEE FIGURE 6.

TO ENGAGE THE CLUTCH, APPLY CONSTANT PRESSURE ON LEVER S725 UNTIL BELT RISES TO TOP OF GROOVE AND CLUTCH LOCKS (SNAPS) INTO ENGAGEMENT. DO NOT JAM IT. IT REMAINS LOCKED WITHOUT CONTINUAL PRESSURE; HOWEVER, A MEANS OF KEEPING THE CLUTCH ENGAGED IS PROVIDED BY MEANS OF LOCKING SLOT S725 ROD. SEE PAGE 20-17. OTHERWISE, MOVEMENT OF THE VEHICLE MAY CAUSE THE CLUTCH TO DISENGAGE.

IF BRONZE IDLER BEARINGS STICK OR WILL NOT TURN, FLUSH WITH KEROSENE.



As noted on page 20-17

Fig. 6

## LUBRICATION

THE CLUTCH IS PACKED IN LIGHT-CUP GREASE AT THE FACTORY. THE ADDITION OF A GOOD GRADE LIGHT OIL IS NEEDED EVERY 10 HOURS OF OPERATION. THIS IS NECESSARY TO KEEP SLIDING PARTS IN GOOD ORDER. THE THROW-OUT COLLAR IS MADE OF POWDERED IRON AND IS 22% OIL RETENTIVE. THEREFORE, OIL THIS FREQUENTLY OR USE LIGHT GREASE.

## CLEANING

IF LITTER AND DUST DEPOSITED ON CLUTCH RETARDS ITS ACTION, CLEAN OR FLUSH WITH KEROSENE, THEN RE-OIL SLIDING PARTS.

## INSTALLATION

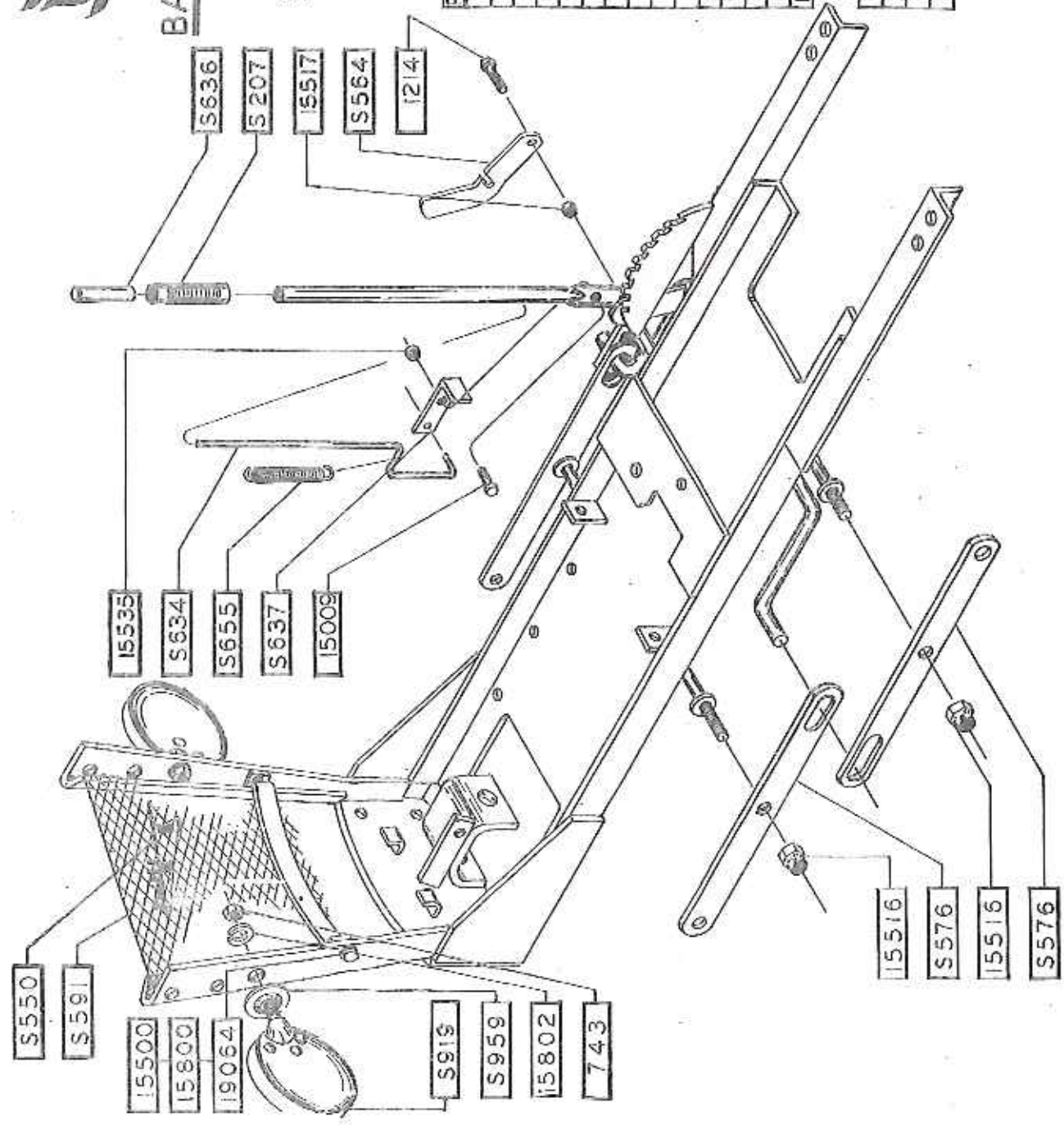
IF FOR ANY REASON THE CLUTCH IS REMOVED FROM THE TRACTOR, FOLLOW THE FOLLOWING INSTRUCTIONS IN REGARD TO INSTALLATION.

1. DO NOT DIS-ASSEMBLE CLUTCH AS IT IS NOT EASY TO ASSEMBLE ; AND DISASSEMBLY IS UNNECESSARY FOR INSTALLATION.
2. DO NOT DRIVE CLUTCH ON TO SHAFT. IT HAS BEEN CAREFULLY GAUGED TO FIT A CLEAN SHAFT AND GOOD KEY.
3. LOCATE CLUTCH ON SHAFT SO THAT BELT IS IN LINE WITH OPPOSITE PULLEY WHEN IDLING AND SLIGHTLY OUT OF LINE WHEN ENGAGED. THIS REDUCES THE TENDENCY OF BELT TO CREEP WHEN DISENGAGED.
4. THE SHIFTING LEVER SHOULD POSITION THE THROW-OUT COLLAR BUT EXERT CONSTANT PRESSURE WHEN ENGAGED, AS THIS WILL CAUSE UNDUE WEAR AND HEATING OF THE THROW-OUT COLLAR.
5. DO NOT REPLACE S1147 PIN THRU S727 FORK, WITH A BOLT AND NUT. THIS FORK MUST REMAIN LOOSE ON S816 THROW-OUT COLLAR. ANY BINDING ON THE COLLAR WILL CAUSE EXCESSIVE HEATING WEAR AND GALLING.

# Bush Hog

## BASE FRAME ASSY.

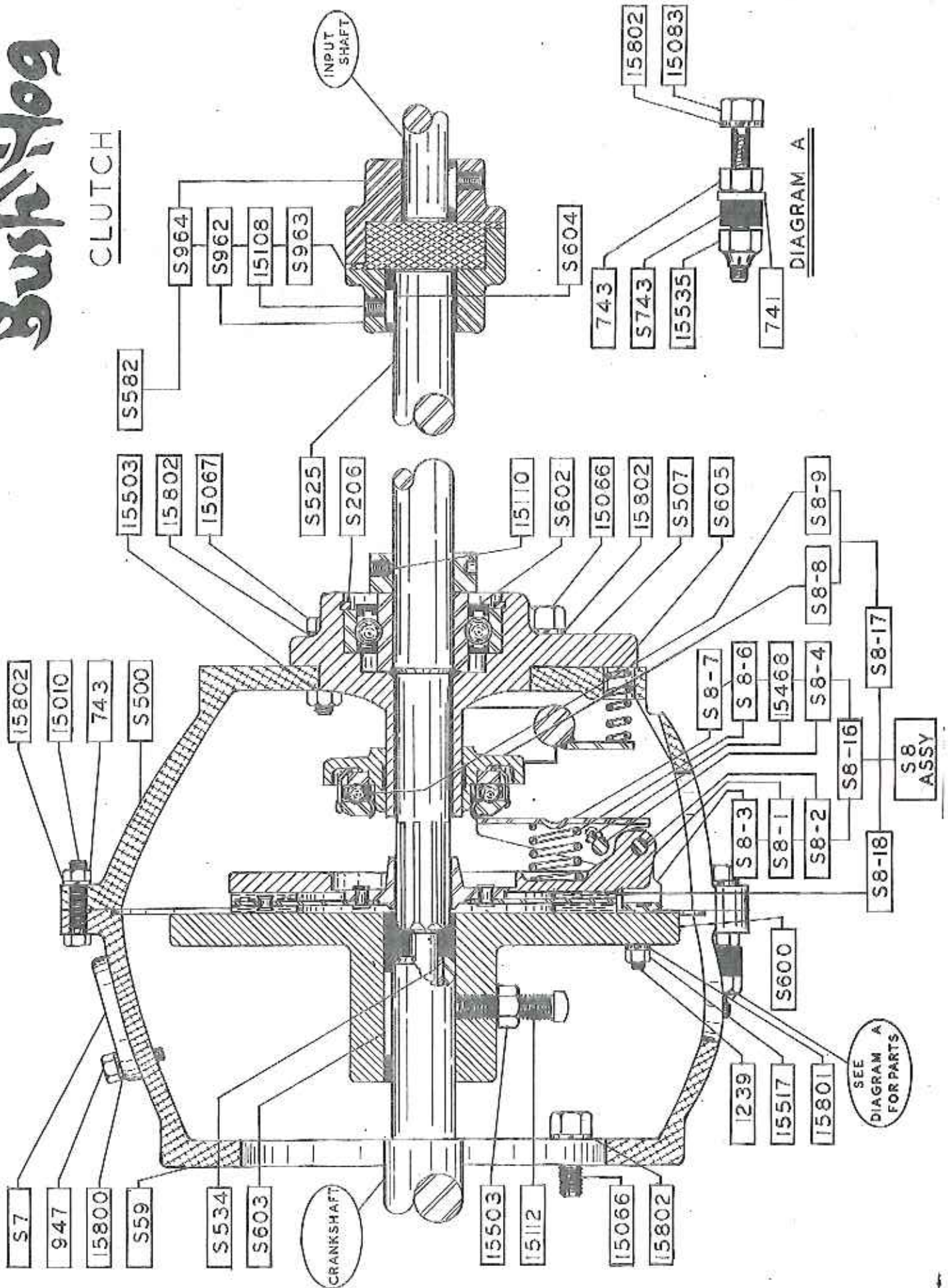
## OPTIONAL EQUIP. HEADLIGHTS



PARTNO	DESCRIPTION	QTY.
743	NUT 3/8 - 24 UNF	2
15517	NUT 5/16 - 18 UNC	1
15009	BOLT 3/8 - 24 UNF 1/4	1
1214	BOLT 5/16 - 18 UNC 3/4	1
S655	SPRING	1
S637	PAWL LEVER	1
S636	PUSH ROD	1
S634	LIFT ROD	1
S564	LOCK LIFT	1
S207	HANDLE GRIP	1
S591	GRILL	1
S576	LIFT BAR LINK	4
S550	NAMEPLATE	1
15516	LOCKNUT 5/8 UNF	4
15802	LOCKWASHER 3/8	2
S959	PEDESTAL WASH.	2
S919	HEADLIGHT	2
15535	LOCKNUT 3/8 UNF	1
19064	BOLT 1/4 - 28 UNF 3/4	2
15800	LOCKWASHER 1/4	2
15500	NUT 1/4 - 28 UNF	2

# Bush Hog

## CLUTCH



PART NO.	DESCRIPTION	QTY	PART NO.	DESCRIPTION	QTY
S7	ACCESS PLATE	2	I239	BOLT 5/16 - 18 UNC x 1	6
S8	CLUTCH ASSEMBLY	1	I5010	BOLT 3/8 - 24 UNF x 1 3/4	4
S8-1	PRESSURE PLATE-REAR	1	I5066	BOLT 3/8 - 16 UNC x 1	6
S8-2	PRESSURE PLATE PIN	3	I5067	BOLT 3/8 - 16 UNC x 1 1/2	2
S8-3	LEVER ARM BRACKET	3	I5083	BOLT 3/8 - 24 UNF x 1 1/2	2
S8-4	LEVER ARM PIN	3	I5108	SETScrew 5/16 - 18 UNC x 1/4	4
S8-5	COTTER PIN 3/32 x 1/2	3	I5110	SETScrew 1/4 - 20 UNC x 1/4	2
S8-6	PRESSURE SPRING	3	I5112	SETScrew 3/8 - 16 UNC x 1 1/4	2
S8-7	LEVER ARM	3	I5503	NUT 3/8 - 16 UNC	4
S8-8	THROW-OUT BEARING SLEEVE	1	I5517	NUT 5/16 - 18 UNC	6
S8-9	THROW-OUT BEARING	1	I5535	LOCKNUT 3/8 - 24 UNF	2
S8-16	PRESSURE PLATE ASSEMBLY	1	I5800	LOCKWASHER 1/4 MED.	2
S8-17	THROW-OUT BEARING ASSEMBLY	1	I5801	LOCKWASHER 5/16 MED.	6
S8-18	CLUTCH DISC	1	I5802	LOCKWASHER 3/8 MED.	12
S59	FRONT CLUTCH HOUSING	1	I5468	COTTER PIN 3/32 x 1/2	3
S206	RETAINER RING	1			
S500	REAR CLUTCH HOUSING	1			
S507	BEARING HOLDER	1			
S525	DRIVESHAFT	1			
S534	PILOT BUSHING	1			
S582	COUPLING	1			
S600	PRESSURE PLATE-FRONT	1			
S602	DRIVESHAFT BEARING	1			
S603	KEY 1/4 x 1/4 x 2	1			
S604	KEY 1/4 x 1/4 x 3/4	1			
S605	RETURN SPRING	1			
741	FLATWASHER 3/8	2			
743	NUT 3/8 - 24 UNF	4			
S743	SHOCK MOUNT	2			
947	BOLT 1/4 - 20 UNC x 3/4	2			
S962	COUPLING HOUSING - FRONT	1			
S963	SPIDER	1			
S964	COUPLING HOUSING - REAR	1			

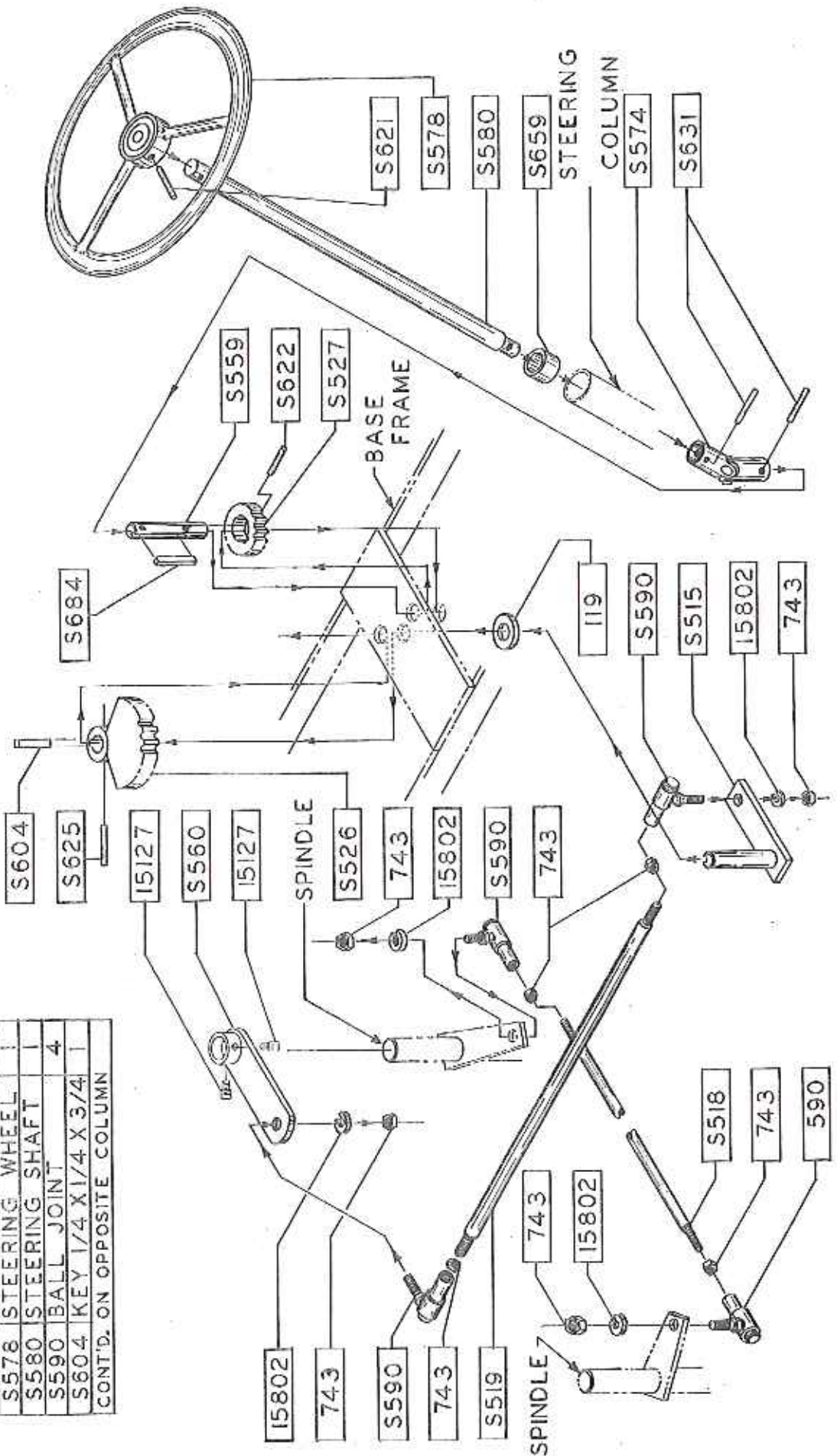
# Bush Hog

## STEERING SCHEMATIC FOR ASSY AS SHOWN ORDER

PART NO	DESCRIPTION	QTY.
119	FLATWASHER 3/4 SAE	1
15127	SETSCREW 3/8 - 16 NC x 1/2	2
S515	STEERING ARM	1
S518	TIE ROD	1
S519	TIE ROD CONNECT.	1
S526	DRIVEN GEAR	1
S527	PINION GEAR	1
S559	PINION PIN	1
S560	AXLE ARM LINK.	1
S574	STEERING U-JOINT	1
S578	STEERING WHEEL	1
S580	STEERING SHAFT	1
S590	BALL JOINT	4
S604	KEY 1/4 X 1/4 X 3/4	1

CONT'D. ON OPPOSITE COLUMN

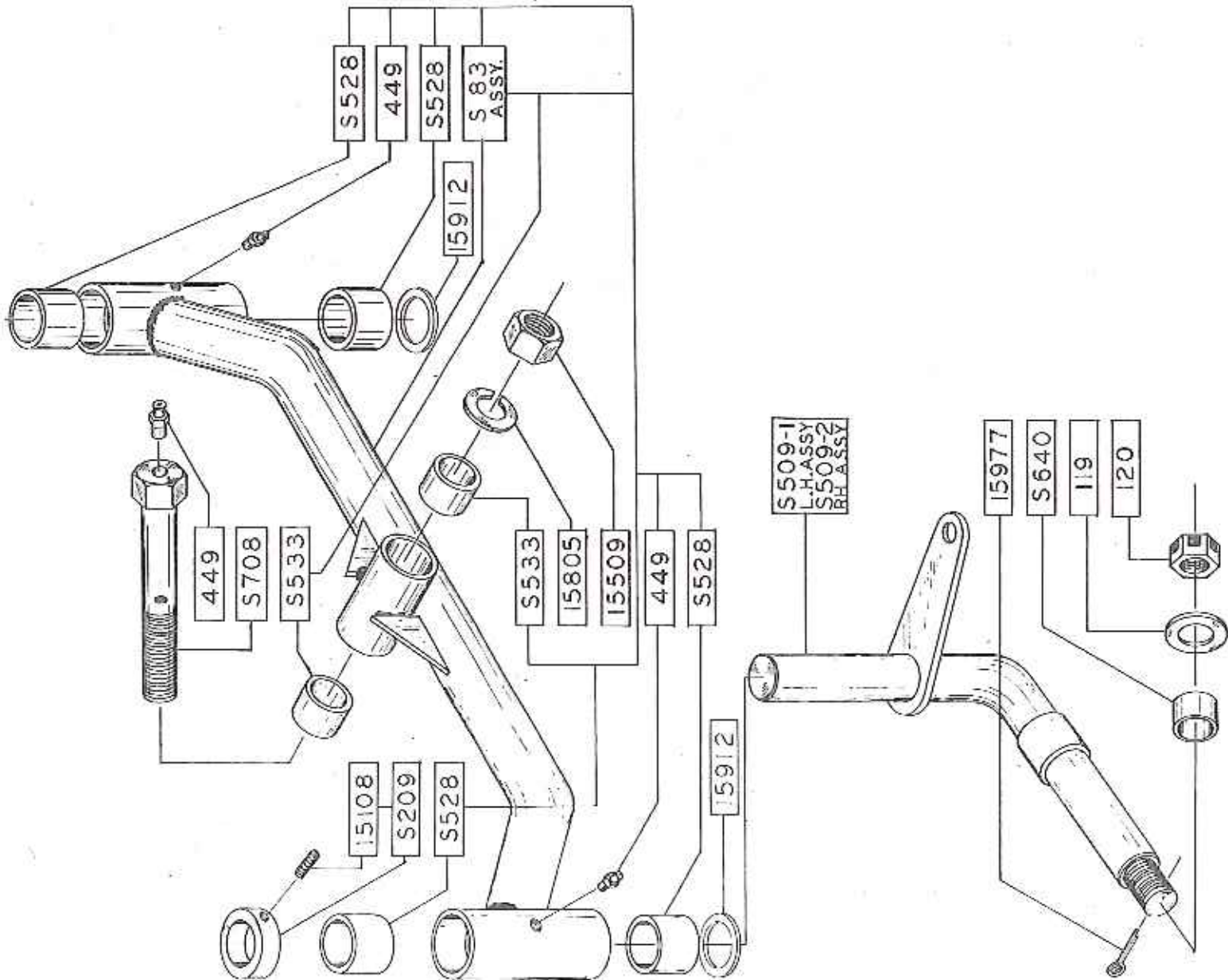
S621	ROLL PIN 3/16 X 2	1
S622	ROLL PIN 3/16 X 1	1
S625	ROLL PIN 3/16 X 1 3/8	1
S631	ROLL PIN 1/4 X 1 1/4	2
S659	BUSHING	1
S684	KEY 3/16 X 3/16 X 3/4	1
743	NUT 3/8 - 24 UNF	8
15802	LOCKWASHER 3/8	4



# Bush Hog

## FRONT AXLE

S.785



PART NO	DESCRIPTION	QTY
119	FLATWASHER 3/4	2
120	NUT CASTELLATED	2
S209	SET COLLAR	1
449	GREASE FTG.	3
S509-1	SPINDLE L.H.	1
S509-2	SPINDLE R.H.	1
S528	BUSHING	4
S533	BUSHING	2
S640	BUSHING	2
S708	BOLT	1
15108	SETSCREW	1
15509	NUT 5/8 - 18 UNF	1
15805	LOCKWASHER	1
15977	COTTER PIN 5/32x1/2	1
S.83	AXLE ASSY.	1

# Bush Hog

## FRONT WHEEL ASSY

NO'S

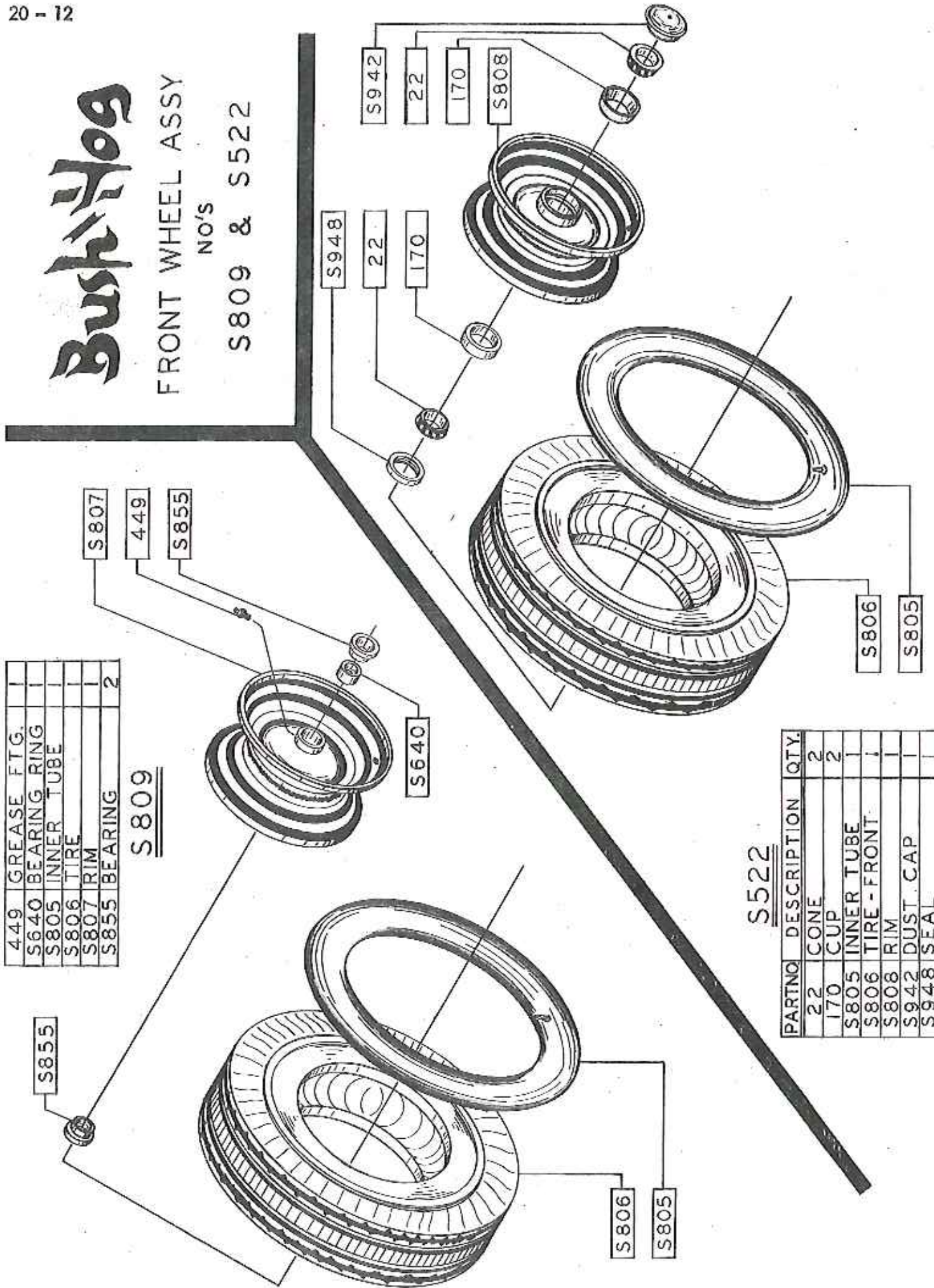
S809 & S522

449	GREASE FTG.	1
S640	BEARING RING	1
S805	INNER TUBE	1
S806	TIRE	1
S807	RIM	1
S855	BEARING	2

S809

PARTNO	DESCRIPTION	QTY.
22	CONE	2
170	CUP	2
S805	INNER TUBE	1
S806	TIRE - FRONT	1
S808	RIM	1
S942	DUST. CAP	1
S948	SEAL	1

S522



S807

449

S855

S640

S948

S942

22

170

S808

S806

S805

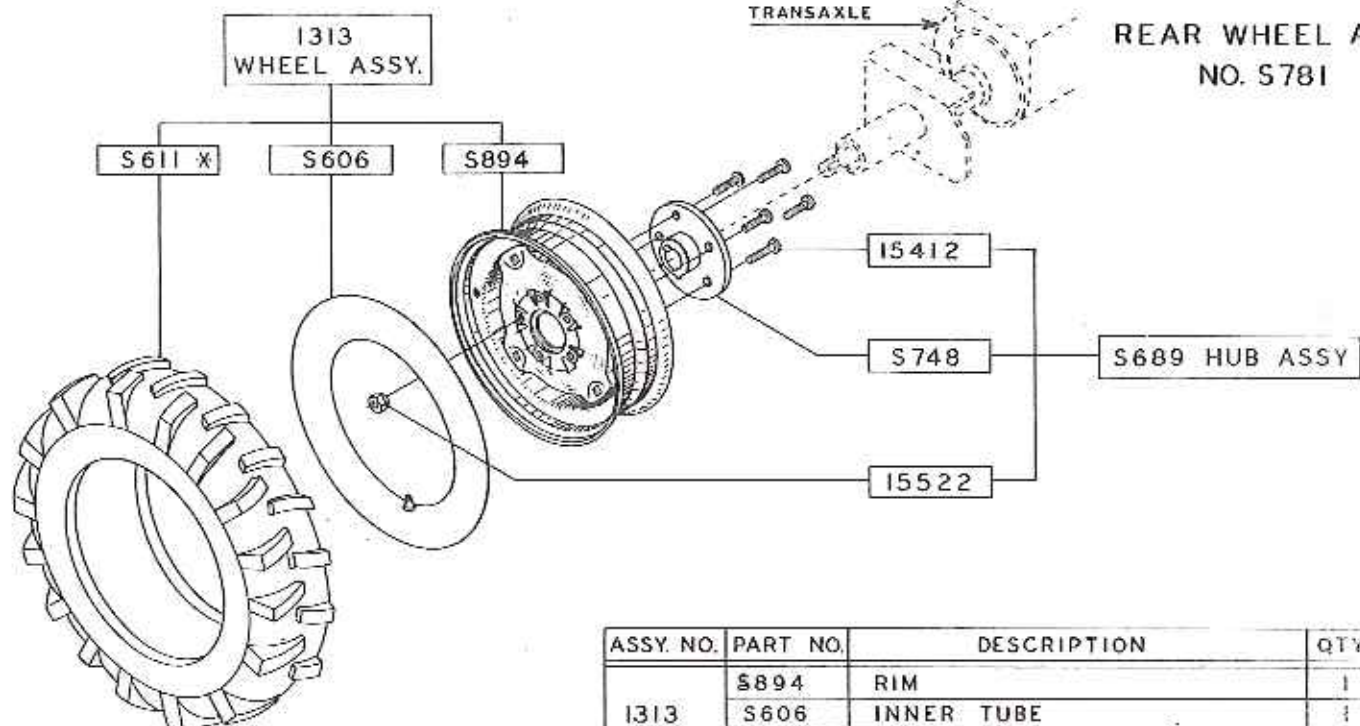
S806

S805



# Bush Hog

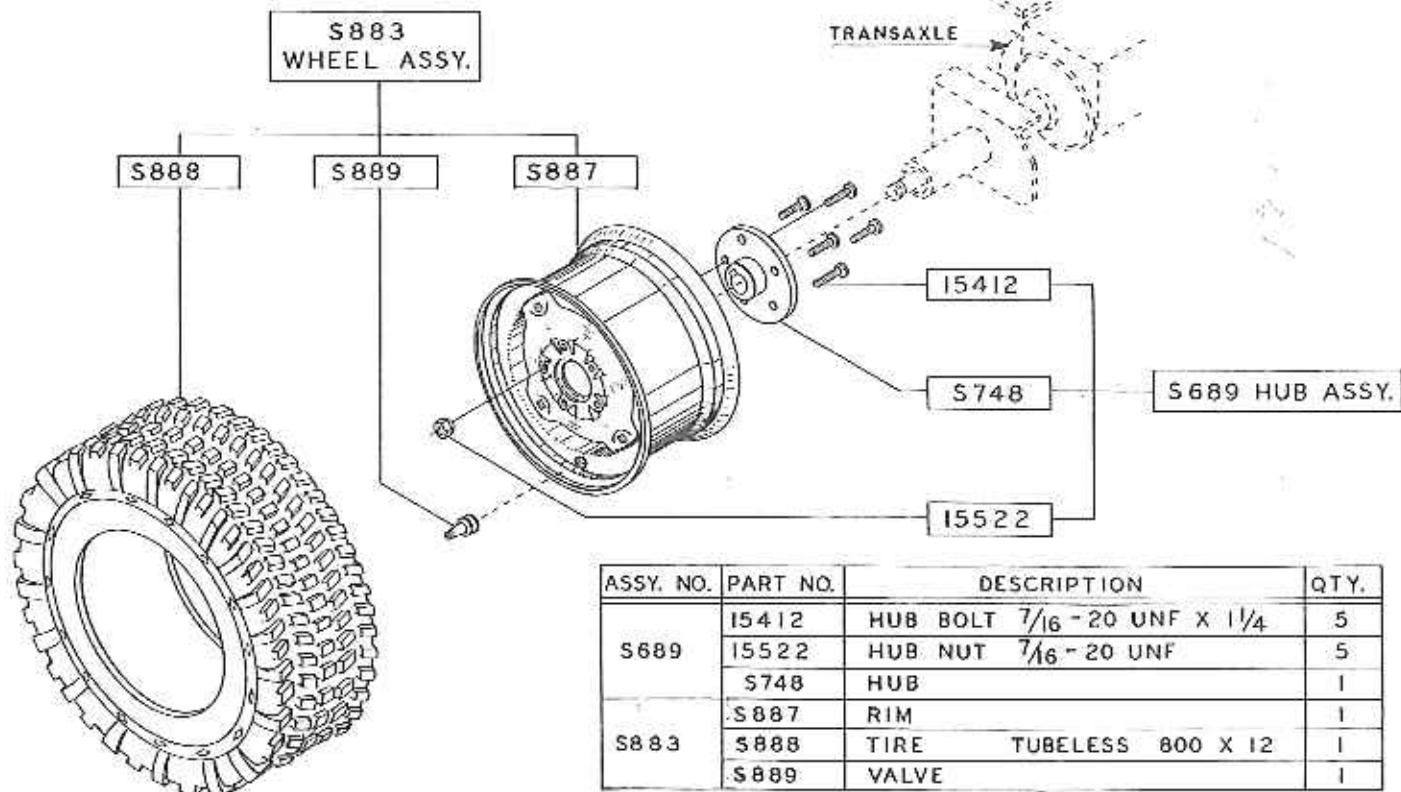
## REAR WHEEL ASSY. NO. S781



ASSY. NO.	PART NO.	DESCRIPTION	QTY.
1313	S894	RIM	1
	S606	INNER TUBE	1
	S611 *	TIRE	1
S689	I5412	HUB BOLT 7/16-20 UNF X 1 1/4	5
	I5522	HUB NUT 7/16-20 UNF	5
	S748	HUB	1

\* OPTIONAL AT NO EXTRA COST ALL PURPOSE TIRE NO. S958

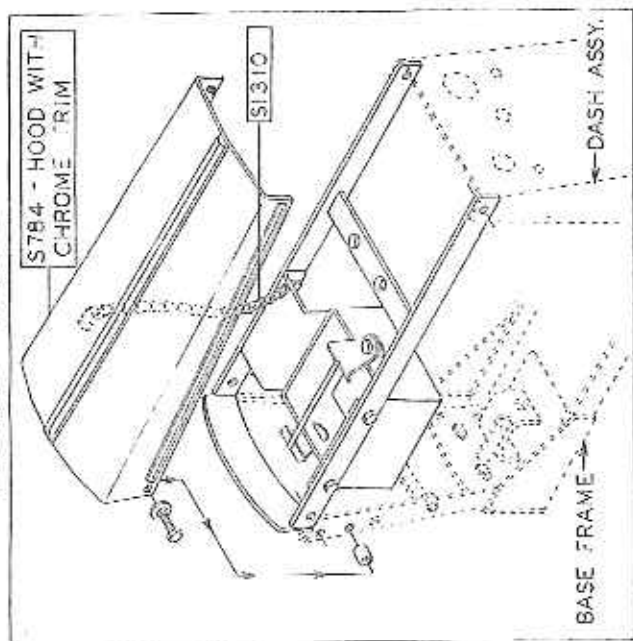
## REAR WHEEL ASSY.



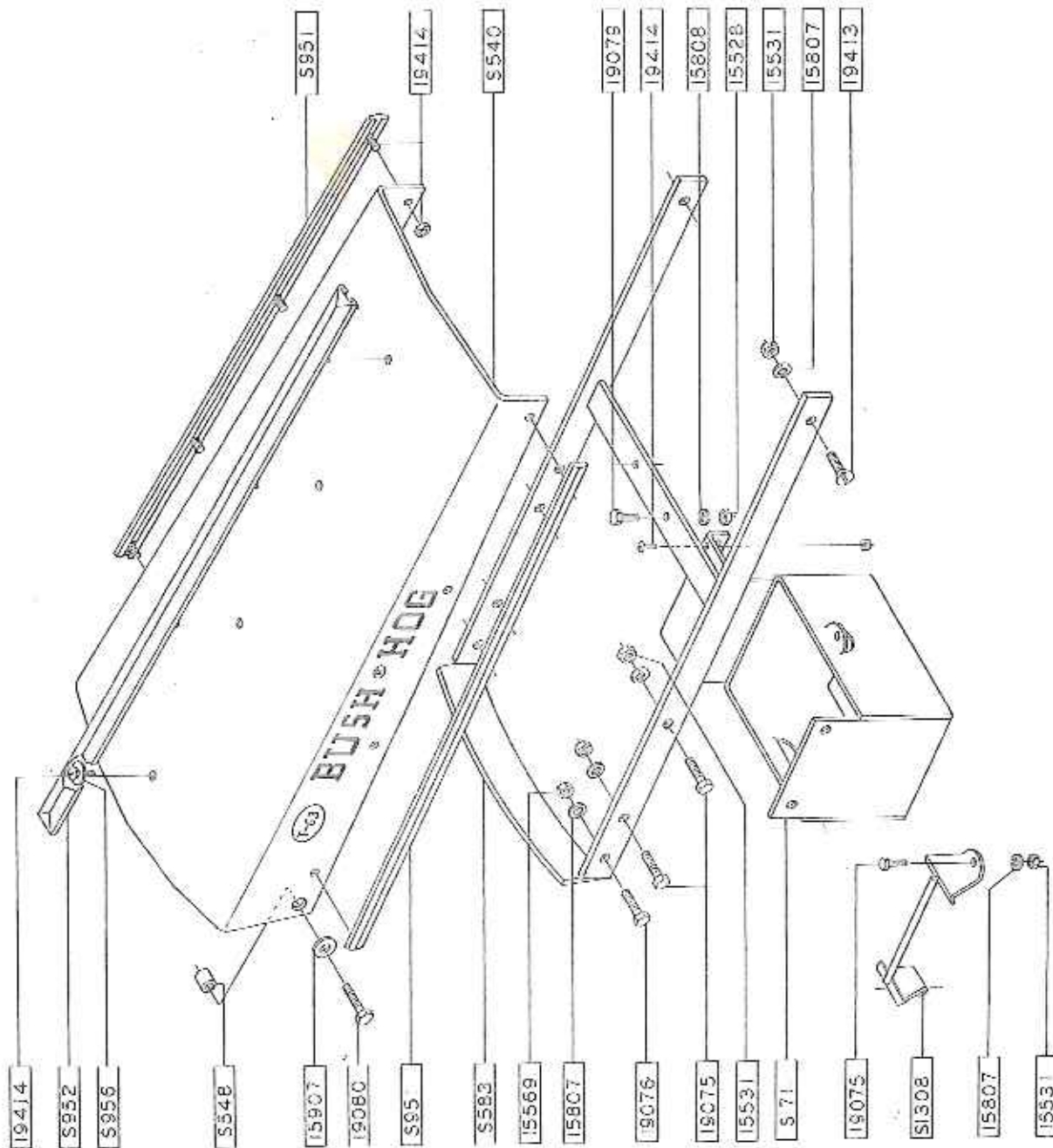
ASSY. NO.	PART NO.	DESCRIPTION	QTY.
S689	I5412	HUB BOLT 7/16-20 UNF X 1 1/4	5
	I5522	HUB NUT 7/16-20 UNF	5
	S748	HUB	1
S883	S887	RIM	1
	S888	TIRE TUBELESS 800 X 12	1
	S889	VALVE	1

# Bush Hog

## HOOD ASSY.

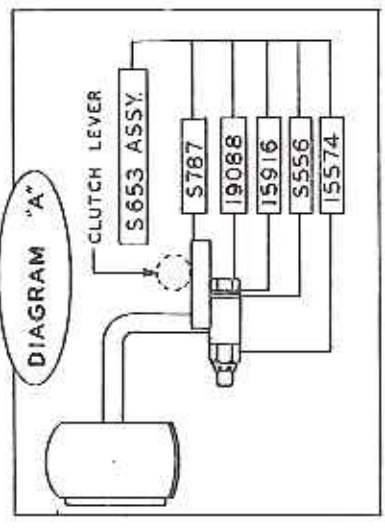
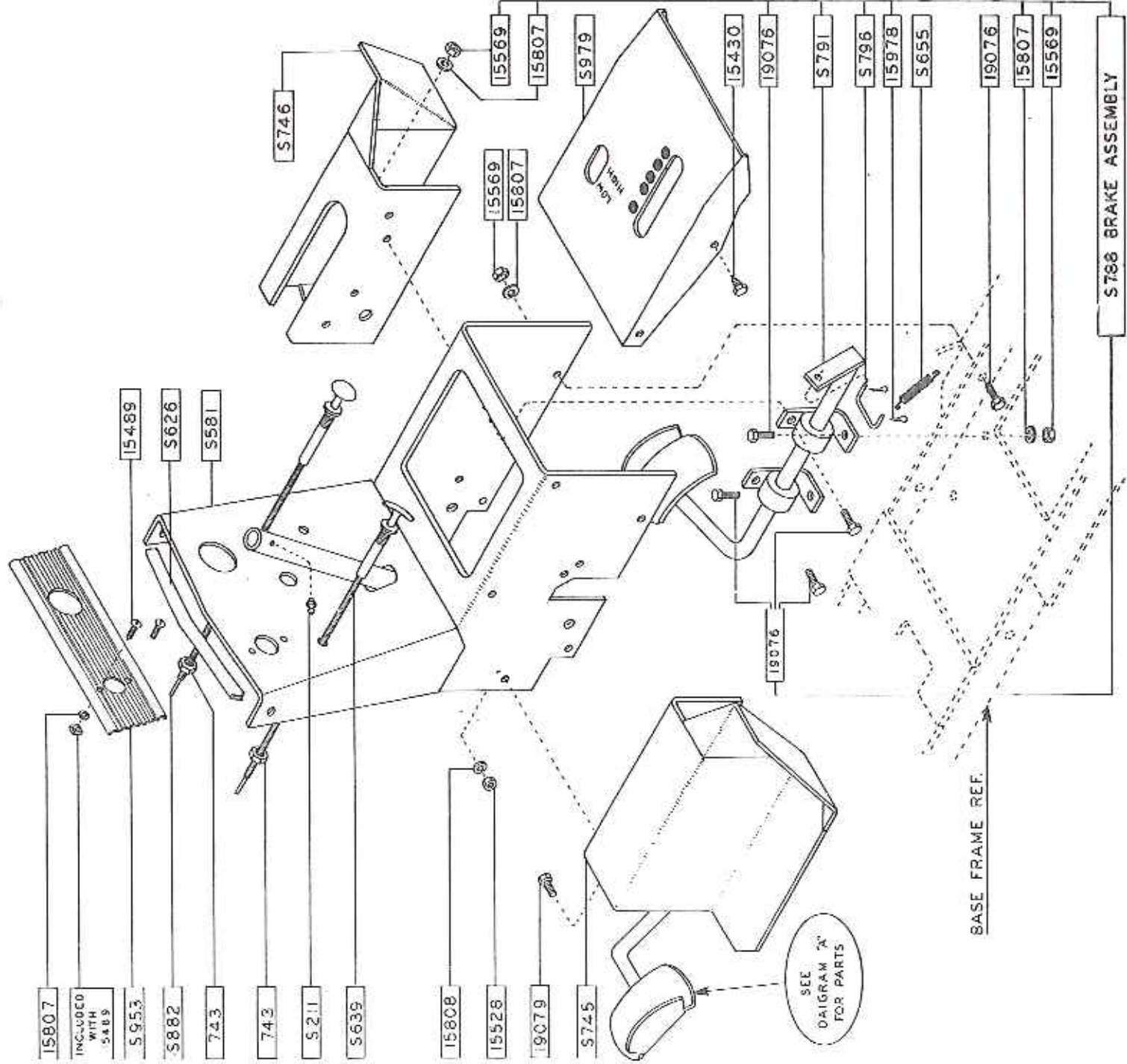


PART NO.	DESCRIPTION	QTY.
S540	HOOD	1
S548	BUSHING	2
S583	HOOD FRAME	1
S711	BATTERY BOX	1
S951	HOOD TRIM - SIDE	2
S952	HOOD TRIM - TOP	1
S956	TRIM BRACKET	4
S1305	BATTERY HOLD DOWN BRACKET	1
S1310	HOOD CHAIN	1
S5528	NUT 5/16 - 18 UNC	2
S5531	NUT 1/4 - 20 UNC	8
S5569	NUT 1/2 - 28 UNF	2
S5807	LOCKWASHER 1/4	10
S5808	LOCKWASHER 5/16	2
S5907	FLATWASHER 5/16	2
S9075	BOLT 1/2 - 28 UNF X 3/4	6
S9076	BOLT 1/4 - 28 UNF X 1	2
S9079	BOLT 5/16 - 18 UNC X 3/4	2
S9080	BOLT 5/16 - 24 UNF X 1/4	2
S9413	STOVE BOLT 1/4 - 20 UNC X 3/4	2
S9414	STOVE BOLT 3/16 X 1/4 NO. 10	14



# Bush Hog

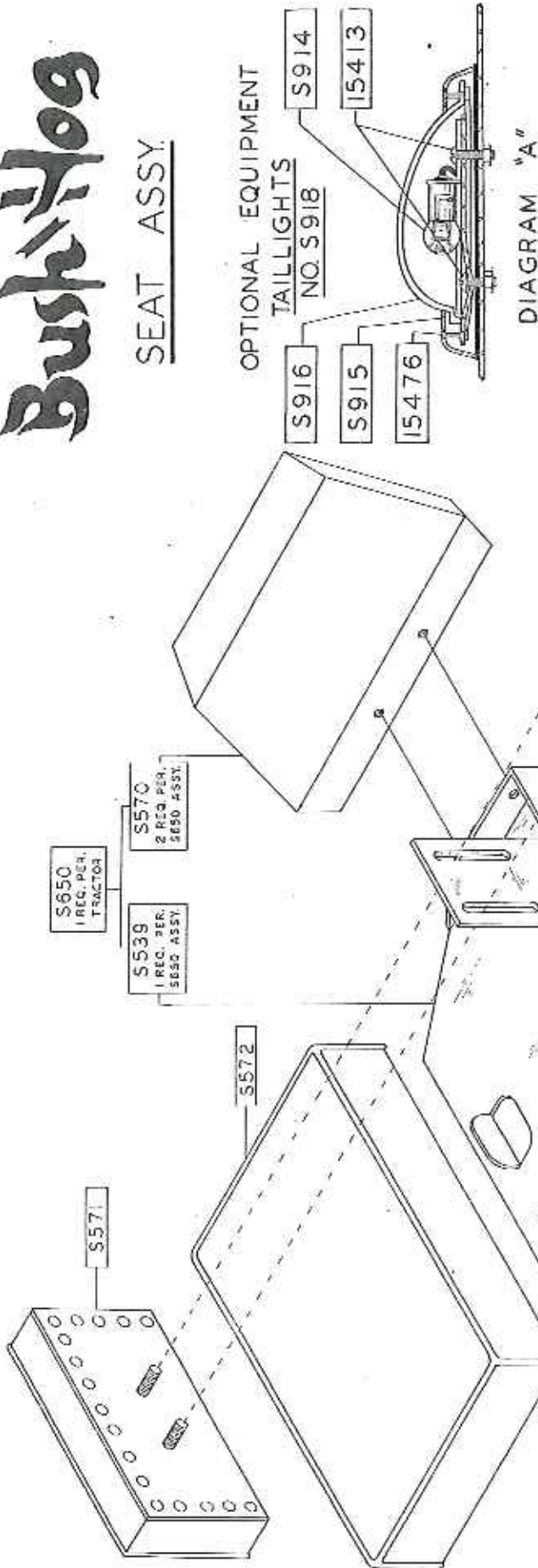
## DASH ASSEMBLY



PART NO.	DESCRIPTION	QTY.
5211	GREASE FITTING	1
5556	BUSHING	1
5581	DASH WELDED ASSY.	1
5826	RUBBER TRIM	1
5639	THROTTLE CONTROL	1
5653	CLUTCH LINKAGE ASSY.	1
5655	SPRING	1
743	NUT 3/8 - 24 UNF	2
745	FOOT REST L.H.	1
746	FOOT REST R.H.	1
787	CLUTCH PEDAL	1
789	BRAKE PEDAL ASSY.	1
791	BRAKE PEDAL	1
796	BRAKE CONNECTING ROD	1
5882	CHOKE CONTROL	1
5953	DASH TRIM	1
5979	DRIVE SHAFT COVER PLATE	1
15430	METAL SCREW NO. 14	4
15489	STOVE BOLT 1/4 X 1 ROUND HD.	2
15526	NUT 5/16 - 18 UNC	4
15569	NUT 1/4 - 20 UNF	8
15574	LOCKNUT 1/2 - 20 UNF	1
15607	LOCKWASHER 1/4	10
15808	LOCKWASHER 5/16	4
15916	FLATWASHER 1/2	1
15978	COTTER PIN 3/32 X 3/4	2
19076	BOLT 1/4 - 28 UNF X 1	8
19079	BOLT 5/16 - 18 UNC X 3/4	4
19088	BOLT 1/2 - 20 UNF X 2 1/2	1

# Bush Hog

## SEAT ASSY.



### OPTIONAL EQUIPMENT

#### TAILLIGHTS



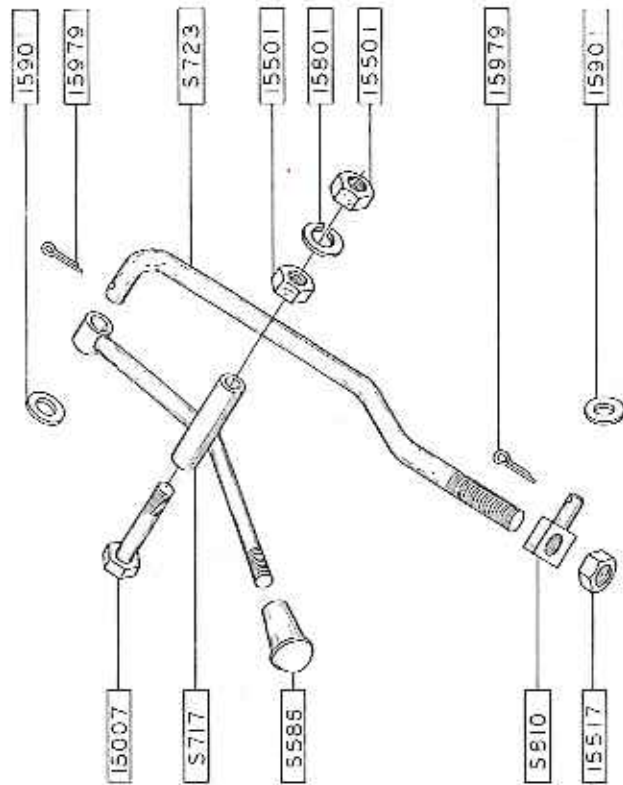
DIAGRAM "A"

PART NO.	DESCRIPTION	QTY.
S911	FLATWASHER 1/2"	4
S807	LOCKWASHER 3/4" CAD.	6
S918	TAILLIGHT	1
S569	NUT 1/4 - 28 UNF CAD	4
S075	BOLT 1/4 - 28 UNF X 3/4 CAD.	4
S650	SEAT & FENDER ASSY.	NOTED
S572	CUSHION - LOWER	1
S571	CUSHION - BACK	1
S570	FENDER	NOTED
S539	SEAT - WELDMENT	NOTED
S576	MACHINE SCREW - NO. 8	2
S5413	STOVE BOLT - NO. 10	2
S916	TAILLIGHT LENS	1
S915	TAILLIGHT HOUSING	1
S914	BULB - 12 VOLT	1
S806	LOCKWASHER 1/2"	4
S531	NUT 1/4" X 20 UNC CAD.	2
S172	SPACER	1
S173	BOTTOM PLATE	1
S174	TOP PLATE	1
19082	BOLT 1/2 - 13 UNC X 3/4 CAD.	4
S1173	PRESTO PIN	2
19409	PRESTO PIN	2
S1172	PIN	2

SEE  
DIAGRAM "A"  
FOR PARTS

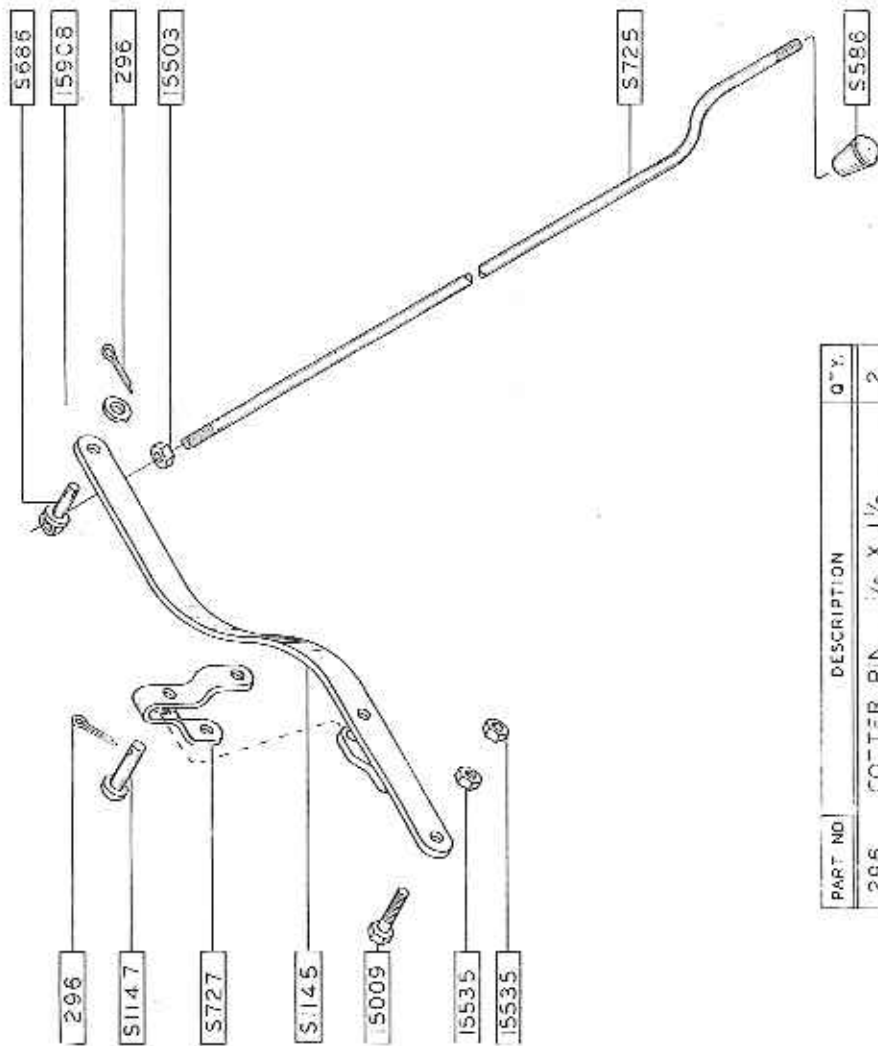
# Bush Hog

## S641 HI-LO CONTROL



PART NO.	DESCRIPTION	QTY.
S585	KNOB	1
S717	SHIFT LEVER	1
S723	SHIFT LINKAGE	1
S910	ADJUSTING PIN	1
15007	SOL <sup>-</sup> 5/16 - 24 UNF X 3	1
1550	NU <sup>-</sup> 5/16 - 24 UNF	2
1557	NU <sup>-</sup> 5/16 - 18 UNC	1
1580	LOCKWASHER 5/16	1
15901	FLATWASHER 5/16	2
15979	COTTER P.N. 1/8 X 3/4	2

## S738 V BELT CLUTCH CONTROL



PART NO.	DESCRIPTION	QTY.
296	COTTER P.N. 1/8 X 1 1/2	2
S1147	RIVET	1
S586	KNOB	1
S686	ADJUSTING P.N.	1
S725	ROD	1
S727	YOKE	1
S1145	ARM	1
S009	BCL <sup>-</sup> 3/8 - 24 UNF X 1 1/4	1
S503	NUT 3/8 - 18 UNC	1
S535	LOCANUT 3/8 - 24 UNF	2
S508	FLATWASHER 5/8	1

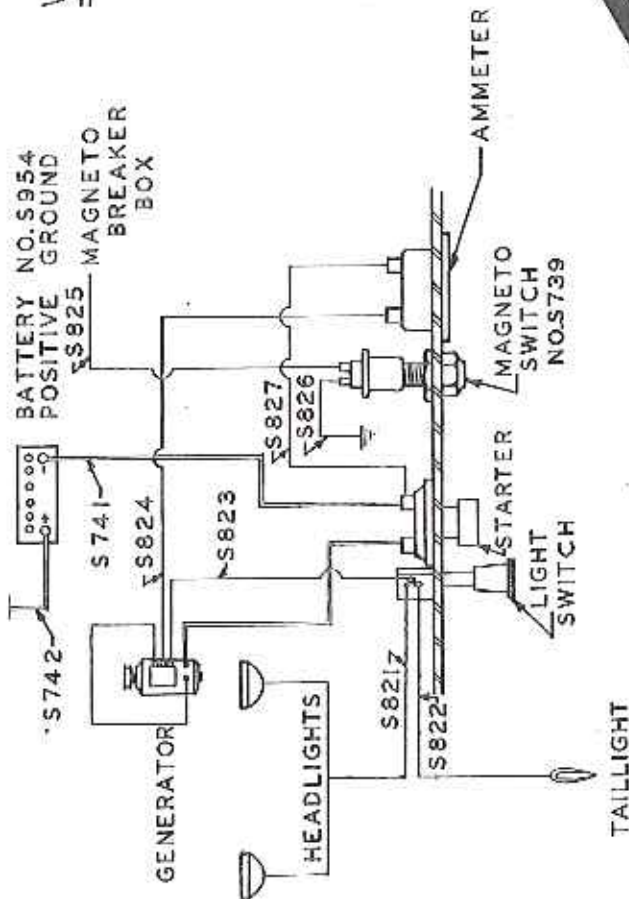
# Bush Hog

## WIRING DIAGRAM & V-BELT CLUTCH

### WIRING DIAGRAM

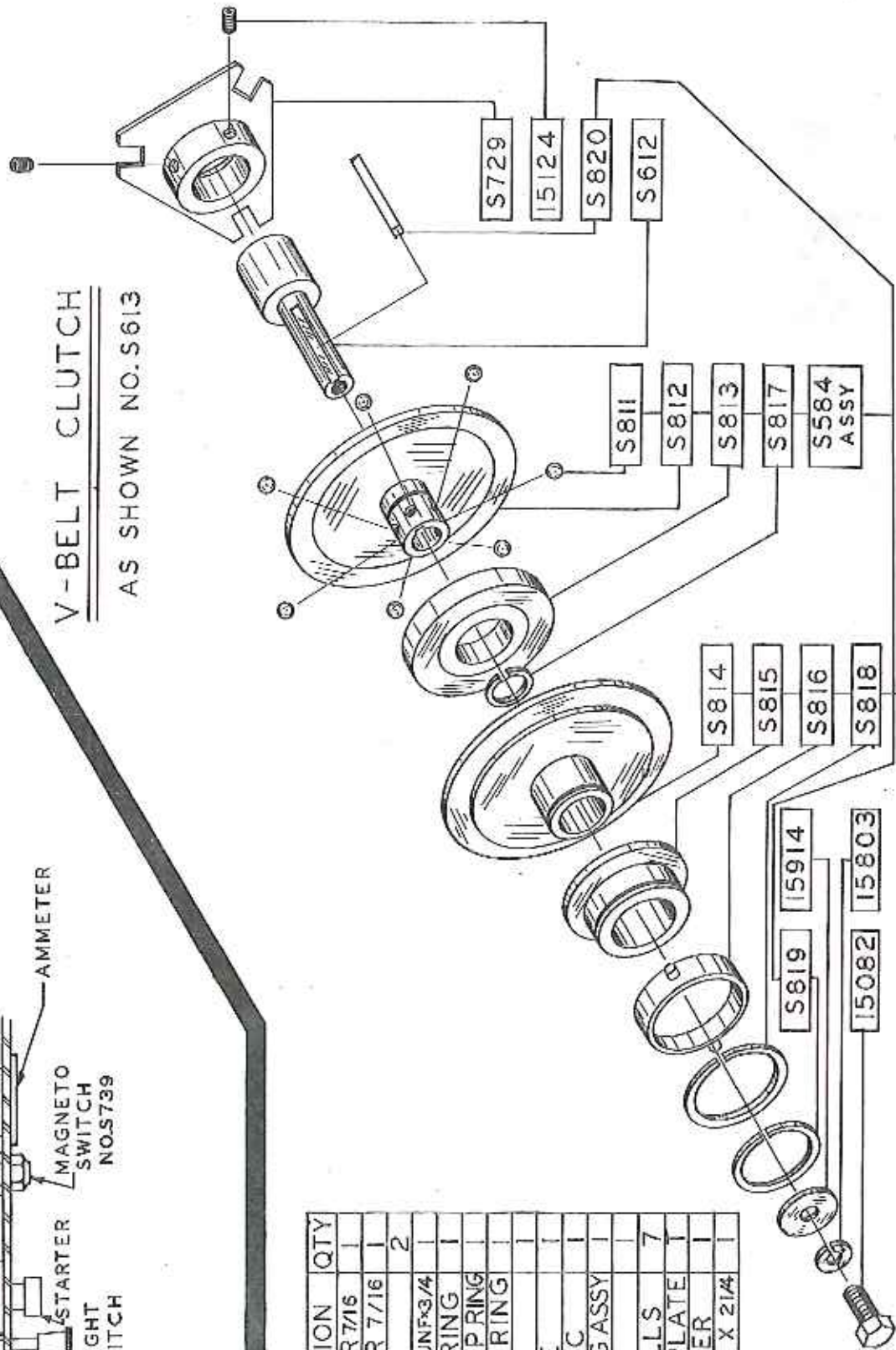
LIGHT BUNDLE NO. S961  
INCLUDES;

- HEADLIGHTS NO. S919
- TAILLIGHT NO. S918
- LIGHT SWITCH NO. S917
- INSTALLATION KIT NO. S913

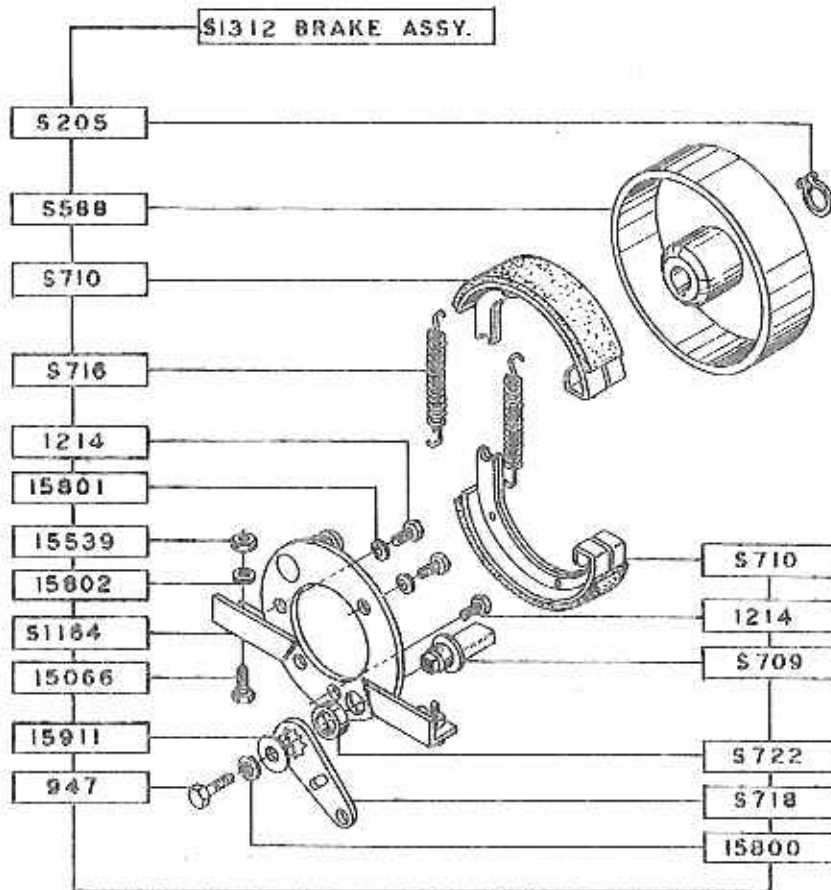


### V-BELT CLUTCH AS SHOWN NO. S613

PART NO	DESCRIPTION	QTY
15914	FLATWASHER 7/16	1
15803	LOCKWASHER 7/16	1
15124	SETSCREW	2
15082	BOLT 7/16-20UNF-3/4	1
S819	DISC STOP RING	1
S818	COLLAR STOP RING	1
S817	IDLER STOP RING	1
S816	COLLAR	1
S815	CAM SLEEVE	1
S814	SLIDING DISC	1
S813	IDLER BRNGASSY	1
S812	END DISC	1
S811	THRUST BALLS	7
S729	STABILIZER PLATE	1
S612	P.T.O. COUPLER	1
S820	KEY 3/16X1/4 X 2 1/4	1

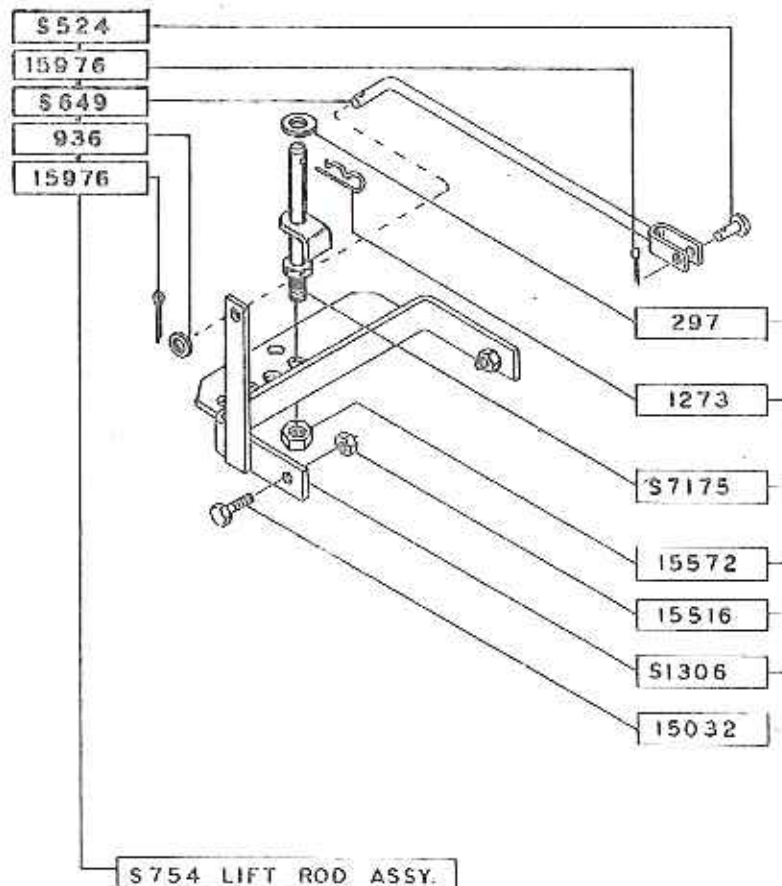


# Bush Hog



## BRAKE ASSEMBLY

PART NO.	DESCRIPTION	QTY.
5205	RETAINING RING	1
5588	BRAKE DRUM	1
5709	CAM	1
5710	BRAKE SHOE	2
5716	BRAKE SPRING	2
5718	BRAKE LEVER	1
5722	SPACER	1
947	BOLT 1/4 - 20 UNC X 3/4	1
51184	MOUNTING PLATE	1
1214	BOLT 5/16 - 18 UNC X 3/4	3
15066	BOLT 3/8 - 16 UNC X 1	2
15539	NUT 3/8 - 16 UNC	2
15800	LOCKWASHER 1/4	1
15801	LOCKWASHER 5/16	2
15802	LOCKWASHER 3/8	2
15911	FLATWASHER 1/4	1



## LIFT & LIFT ROD ASSEMBLY

PART NO.	DESCRIPTION	QTY.
297	FLATWASHER 1"	1
S524	CLEVIS PIN	1
S649	LIFT ROD	1
936	FLATWASHER 1/2	1
1273	PRESTO PIN	1
S1306	LIFT FRAME	1
S7175	LIFT PIN	1
15032	BOLT 5/8 - 18 UNF X 2	2
15516	LOCKNUT 5/8 - 18 UNF	2
15572	LOCKNUT 1" - 8 UNC	1
15976	COTTER PIN 3/32 X 1	2





PART NO.	DESCRIPTION	PART NO.	DESCRIPTION	PART NO.	DESCRIPTION
SI053	PINION ADJUSTING SHIM	SI090	OIL SEAL	SI153	TRANSAXLE MOUNTING BRACKET
SI054	AXLE HOUSING GASKET	SI092	SNAP RING	SI151-1	DRAW BAR ATTACH BRACKET L. H.
SI055	TOP COVER GASKET	SI135	BEARING	SI151-2	DRAW BAR ATTACH BRACKET R. H.
SI056	FLATWASHER 3/4 SAE	I239	GEAR - 42 TOOTH	SI153-1	TRANSAXLE MOUNTING ASSY. L. H.
SI057	PIPE PLUG 1/2 - 14 NPT	SI320	COLLAR	SI153-2	TRANSAXLE MOUNTING ASSY. R. H.
SI058	CONTROL KNOB	SI321	SNAP RING	SI154	CLAMP
SI059	KEY 3/16 x 3/4	SI322	BEARING	15051	BOLT 1/2 - 20 UNF x 1
SI060	FLATWASHER 5/8	SI323	CUP	15577	NUT 1/2 - 20 UNF
SI061	BOLT 1/4 - 20 UNC x 3/4	SI324	SNAP RING	15806	LOCKWASHER 1/2
SI062	BALL 1/4	SI325	PINION SHAFT	19085	BOLT 1/2 - 20 UNF x 4 1/4
SI063	SPRING	SI326	GEAR 14 TOOTH	19086	BOLT 1/2 - 20 UNF x 4
SI064	SPRING	SI327	SPACER		
SI065	SPRING RETAINER	15057	GEAR 23 TOOTH		
SI066	SHIFT LEVER LOWER	15085	SPACER		
SI067	SNAP RING	15468	GEAR 28 TOOTH		
SI068	SPACER	15509	SPACER BUSHING		
SI069	BUSHING	15523	BEARING		
SI070	O-RING SEAL	15578	IDLER SHAFT		
SI071	SHIFT CAM	15800	SPACER RING		
SI072	SHIFT CAM GUIDE	15801	SNAP RING		
SI073	CONE	15802	SNAP RING		
SI074	TRANSMISSION HOUSING	15903	SPUR -O-LOX		
SI075	STOP BRACKET	SI153	SNAP RING		
SI076	BEARING	SI151-1	BEARING		
SI077	SPACER	SI151-2	GEAR 14, 19, 14 TOOTH		
SI078	DIFFERENTIAL HOUSING	SI153-1	INPUT SHAFT		
SI079	PIN GEAR	SI153-2	BEARING		
SI080	DIFFERENTIAL ASSEMBLY	SI154	GEAR 46 TOOTH		
SI081	DIFFERENTIAL RETAINER SHAFT	15051	PINION INPUT SHAFT		
SI082	DIFFERENTIAL CROSS SHAFT	15577	BEARING		
SI083	RETAINER PIN	15806	VENT PLUG		
SI084	SIDE GEAR	19085	END HOUSING COVER		
SI085	RING GEAR	19086	DOWELL PIN		
SI086	GEAR 28 TOOTH		DOWELL PIN		
SI087	AXLE HOUSING		RETAINER		
SI088	AXLE SHAFT		COVER PLATE		
SI089	GASKET		OIL SEAL		

## 1. BRACKET FOR MOTOR-GENERATOR

MOUNT THE MOTOR-GENERATOR BRACKET (REF. NO. S703) TO THE ENGINE BLOCK, AS SHOWN, USING TWO BOLTS (REF. NO. 15057) AND TWO LOCKWASHERS (REF. NO. 15802).

## 2. ADJUSTING STRAP

MOUNT GENERATOR MOUNTING BRACKET (REF. NO. S704) USING A STANDARD CYLINDER HEAD CAPSCREW AND WASHER. THEN ATTACH THE ADJUSTING STRAP (REF. NO. S880) TO THE GENERATOR MOUNTING BRACKET, AS SHOWN, USING BOLT (REF. NO. 1239) AND LOCKWASHER (REF. NO. 15801) AND NUT (REF. NO. 15517).

DO NOT FULLY TIGHTEN STRAP.

## 3. MOTOR-GENERATOR

MOUNT PULLEY (REF. NO. S1315), WITH THE HUB TOWARD MOTOR-GENERATOR, ASSEMBLE LOCKWASHER AND NUT TO SHAFT AND TIGHTEN 50 TO 60 FT. LBS. TORQUE.

MOUNT MOTOR-GENERATOR ASSEMBLY (REF. NO. S1302) TO BRACKET (REF. NO. S703), USING TWO EACH OF CAPSCREWS (REF. NO. 1239), LOCKWASHERS (REF. NO. 15801) AND NUTS (REF. NO. 15517). DO NOT TIGHTEN.

## 4. DRIVE BELT

ATTACH SLOTTED END OF ADJUSTING STRAP (REF. NO. S880) TO FLANGE ON MOTOR-GENERATOR, USING CAPSCREW, LOCKWASHER, AND FLATWASHER. (REF. NO. 1214, 15801, AND 15901. DO NOT TIGHTEN.

MOUNT DRIVE BELT (REF. NO. S1096) ON TO ENGINE STARTING SHEAVE AND MOTOR GENERATOR PULLEYS. OBTAIN PROPER BELT TENSION BY PULLING MOTOR GENERATOR OUTWARD BY HAND AND THEN TIGHTENING CAPSCREW (REF. NO. 1214). CAUTION: WEDGING A LEVER BETWEEN THE MOTOR-GENERATOR AND CRANKCASE TO PRY THE UNIT FROM THE ENGINE TO OBTAIN TIGHTNESS, MAY PUT TOO MUCH TENSION ON THE BELT, A BELT THAT IS TOO TIGHT WILL WEAR OUT IN A VERY SHORT TIME AND WILL ALSO REDUCE BEARING LIFE.

WHEN PROPERLY ADJUSTED, THE BELT WILL FEEL ALIVE AND SPRINGY, WHEN STRIKING BY HAND. A BELT THAT IS TOO TIGHT WILL HAVE VERY LITTLE GIVE TO IT.

TIGHTEN ADJUSTING STRAP TO GENERATOR MOUNTING BRACKET. ALSO TIGHTEN MOTOR-GENERATOR TO THE MOTOR-GENERATOR BRACKET (REF. NO. S703).

## 5. CONTROLS & INSTRUMENTS

HOLES IN THE DASH ARE PRE-CUT AT THE FACTORY FOR THE PURPOSE OF MOUNTING ALL GAUGES AND CONTROLS. THESE HOLES ARE CONCEALED BY A CHROME PANEL AT THE TOP OF THE DASH. WHEN MOUNTING GAUGES AND CONTROLS, THIS PANEL MAY BE DISCARDED. HOWEVER, IF PREFERRED, THE PANEL MAY BE RETAINED BY CUTTING HOLES IN THE PANEL THAT CORRESPOND WITH THE PRE-CUT HOLES IN THE DASH.

ASSEMBLE AND INSTALL AMMETER (REF. NO. S1303), MAGNETO GROUND SWITCH (REF. NO. S739), AND STARTER SWITCH (REF. NO. S1301). IF THE CHROME PANEL IS TO BE RETAINED USE THE STARTER SWITCH MOUNTING BOLTS (REF. NO. 15489) TO KEEP THE PANEL IN PLACE.

## 6. WIRING

MOUNT IGNITION WIRES TO AMMETER, STARTING SWITCH, AND MOTOR-GENERATOR AS IN FIG. 2 AND ALSO AS SHOWN ON PAGE 20 - 18. NOTE: THIS ELECTRICAL SYSTEM IS A POSITIVE GROUND CIRCUIT.

## 7. GROUND SWITCH

CONNECT IGNITION WIRE (REF. NO. S823), FROM THE GROUND SWITCH TO THE BREAKER BOX. THE WICO BREAKER BOX HAS AN EXTERNAL TERMINAL, SO THE WIRE IS SIMPLY CONNECTED TO THE TERMINAL. THE FAIRBANKS MORSE BREAKER BOX, HOWEVER, REQUIRES AN INTERNAL CONNECTION, REFER TO FIG. 2. REMOVE THE BREAKER BOX COVER, UNSCREW THE TERMINAL NUT ON BREAKER ARM BRACKET, THEN FEED WIRE THRU SQUARE HOLE IN BOTTOM OF THE BOX AND ATTACH TO THE TERMINAL. REASSEMBLE TERMINAL NUT AND BREAKER BOX COVER.

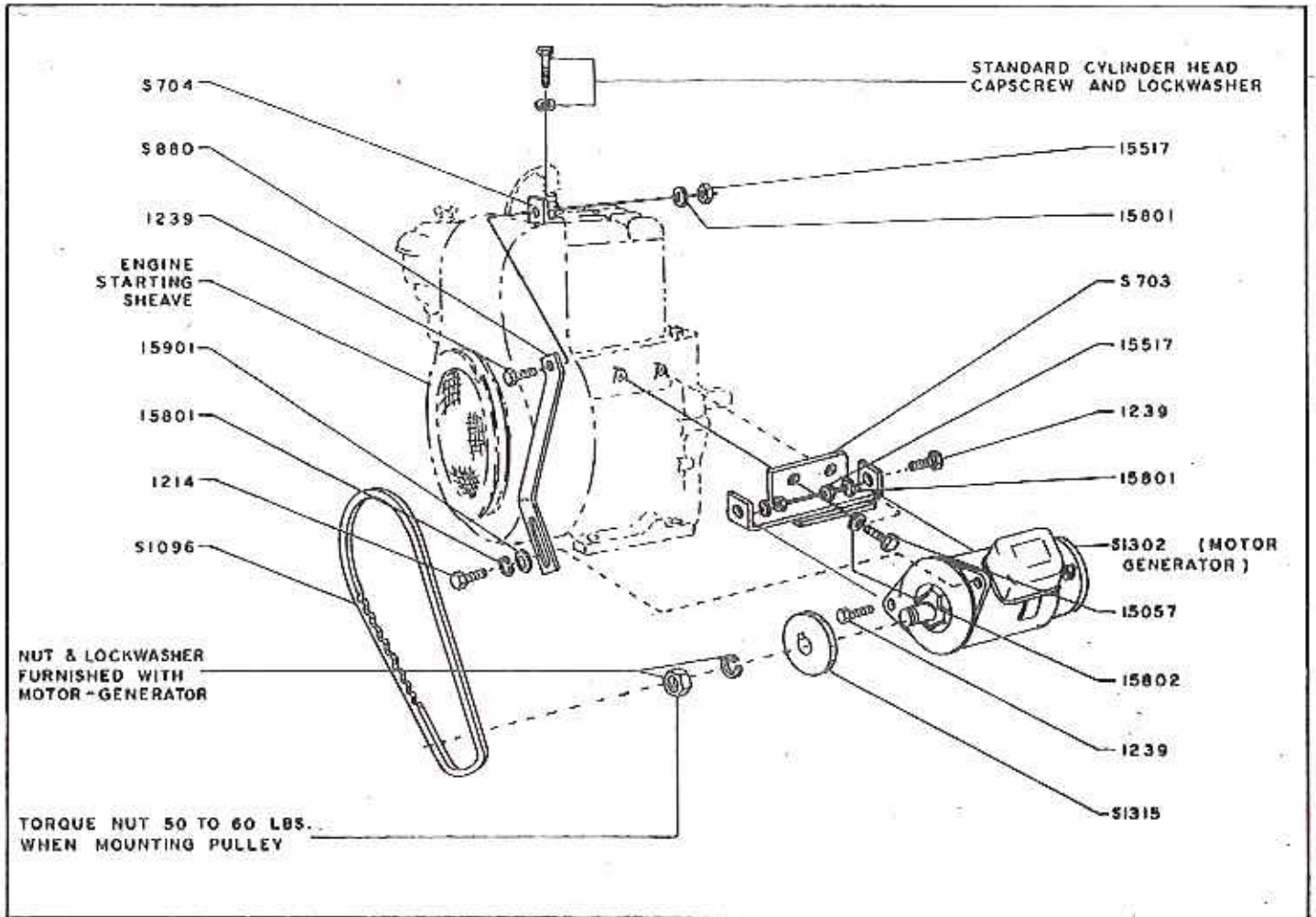


FIG. 1

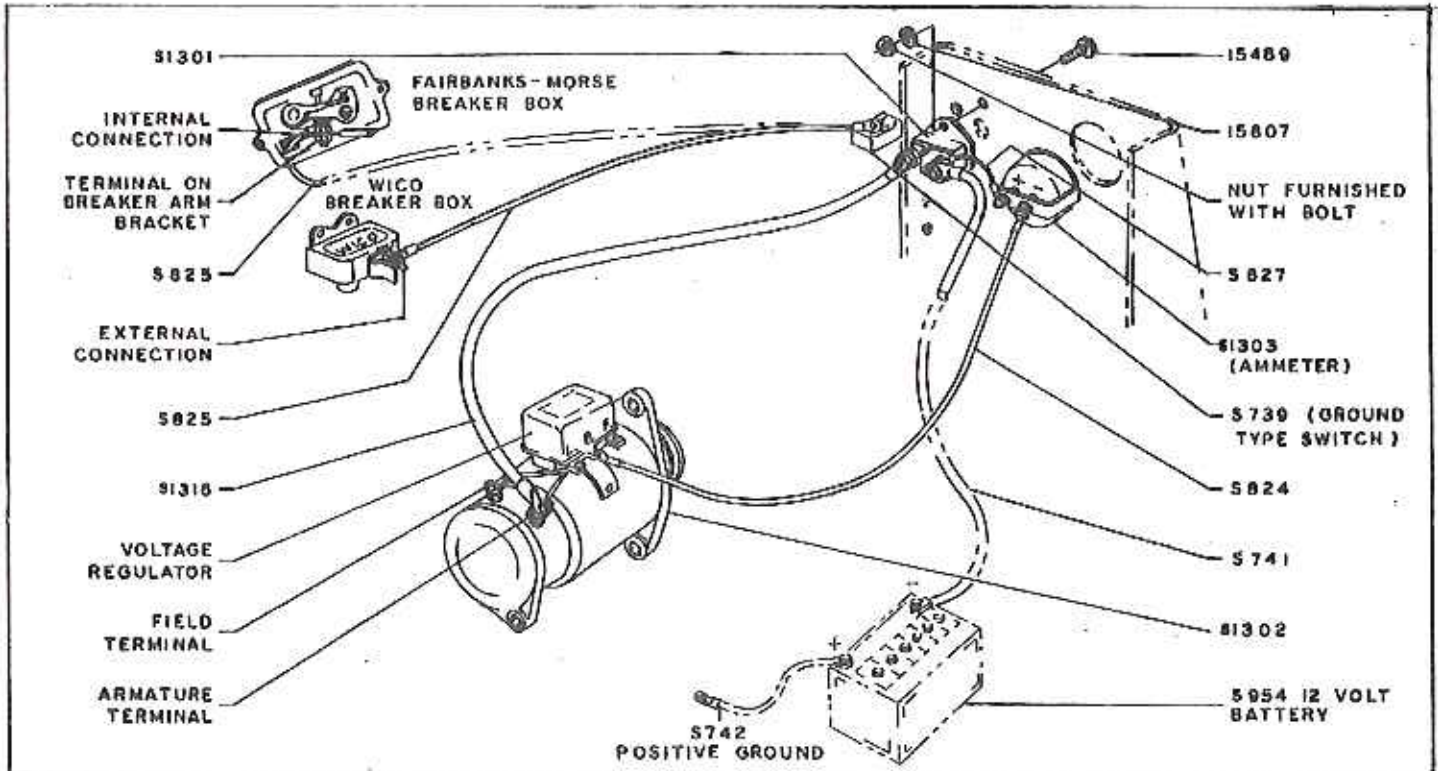


FIG. 2

S86 CONVERSION KIT  
(ROPE TO ELECTRIC START)

PART NO.	DESCRIPTION	QTY.
S703	GENERATOR MOUNTING ASSEMBLY	1
S704	BRACKET, GENERATOR MOUNTING	1
S739	IGNITION SWITCH	1
S741	BATTERY CABLE (24 INCH)	1
S742	BATTERY CABLE (6 INCH)	1
S824	AMMETER WIRE	1
S825	MAGNETO SWITCH WIRE	1
S827	AMMETER STARTER WIRE	1
S880	GENERATOR ADJUSTING STRAP	1
S954	BATTERY (12 VOLT)	1
SI096	GENERATOR BELT	1
I214	BOLT 5/16 - 18 UNC x 3/4	1
I239	BOLT 5/16 - 18 UNC x 1	3
SI301	STARTER SWITCH	1
SI302	MOTOR GENERATOR	1
SI303	AMMETER	1
SI315	PULLEY MOTOR GENERATOR	1
SI316	STARTER CABLE	1
I5157	BOLT 3/8 - 10 UNC x 3/4	2
I5489	STOVE BOLT 1/4 x 1 (CAD. PLATED)	2
I5517	NUT 5/16 - 18 UNC	2
I5801	LOCKWASHER 5/16 MED.	4
I5802	LOCKWASHER 3/8 MED.	2
I5807	LOCKWASHER 1/4 MED.	2
I5901	FLATWASHER 5/16	

## TIMING CONVERSION KIT FOR ENGINE MODEL S-7D

THIS KIT CONTAINS A POINTER TO CLEARLY INDICATE THE CORRECT LOCATION ON THE MARK ON FLYWHEEL FOR ACCURATE TIMING, AND A BREAKER ARM PUSH PIN WITH A HARDENED STEEL HEAD. ALSO INCLUDED ARE STATIC TIMING INSTRUCTIONS.

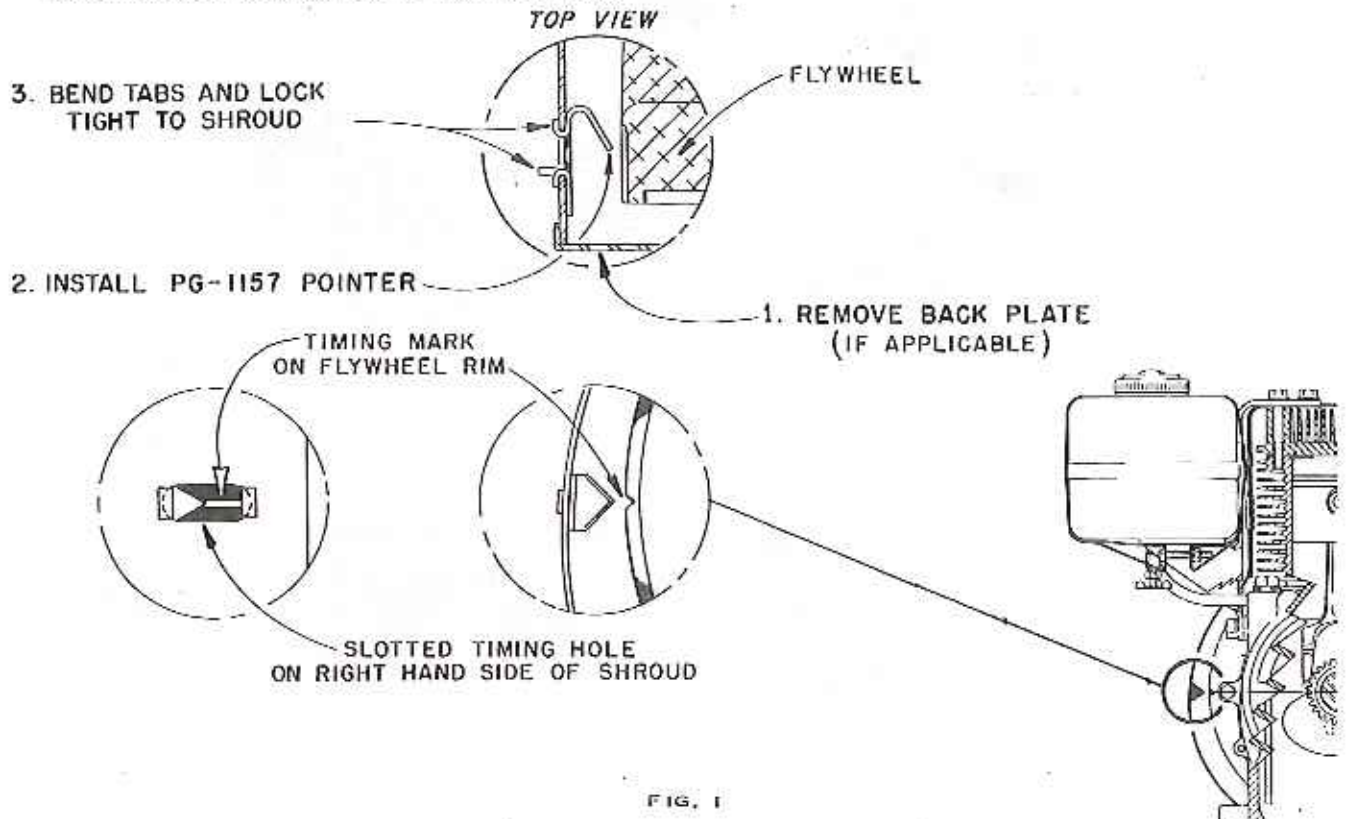


FIG. 1

A. REFER TO FIG. 1 FOR ASSEMBLY OF TIMING MARK POINTER.

1. REMOVE BACK PLATE FROM SHROUD IF APPLICABLE.
2. INSTALL PG-1157 POINTER THRU THE SHROUD OPENING FACING THE FLYWHEEL, AT THE RIGHT HAND SIDE OF THE ENGINE, SO THAT THE MOUNTING TABS ARE EXTENDING OUT THRU THE SLOTTED TIMING HOLE.
3. SIMPLY BEND THE TWO TABS OVER AND LOCK TIGHT TO SHROUD.

B. REFER TO FIG. 2 FOR INSTALLATION OF HARDENED STEEL HEAD PUSH PIN FOR THE MAGNETO BREAKER ARM.

1. TAKE OUT THE TWO MOUNTING SCREWS AND REMOVE COMPLETE BREAKER BOX FROM SIDE OF CRANKCASE.
2. REMOVE PUSH PIN AND DISCARD.
3. INSERT NEW PUSH PIN, WITH THE ANNULAR GROOVED END ASSEMBLED INTO THE CRANKCASE AND AGAINST THE CAMSHAFT BREAKER CAM.
4. REASSEMBLE BREAKER BOX AND TIME ENGINE ACCORDING TO STATIC TIMING PROCEDURE PARAGRAPHS.

### STATIC TIMING PROCEDURE - FIG. 3

THIS ENGINE HAS A FIXED RUNNING SPARK ADVANCE OF 15°. THE TIMING IS REGULATED BY THE BREAKER POINT OPENING AND ADJUSTMENT CAN BE ACCOMPLISHED IN THE FOLLOWING MANNER -

1. REMOVE COVER FROM BREAKER BOX. DISCONNECT COIL LEAD WIRE FROM BREAKER ARM TERMINAL ON THE OUTSIDE OF BREAKER BOX.

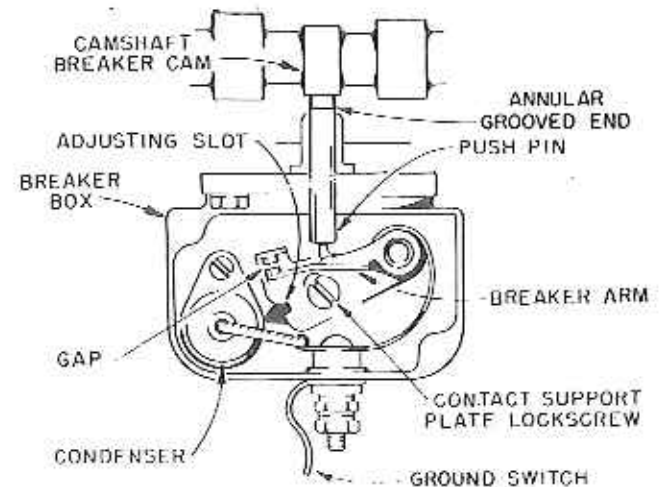


Fig. 2

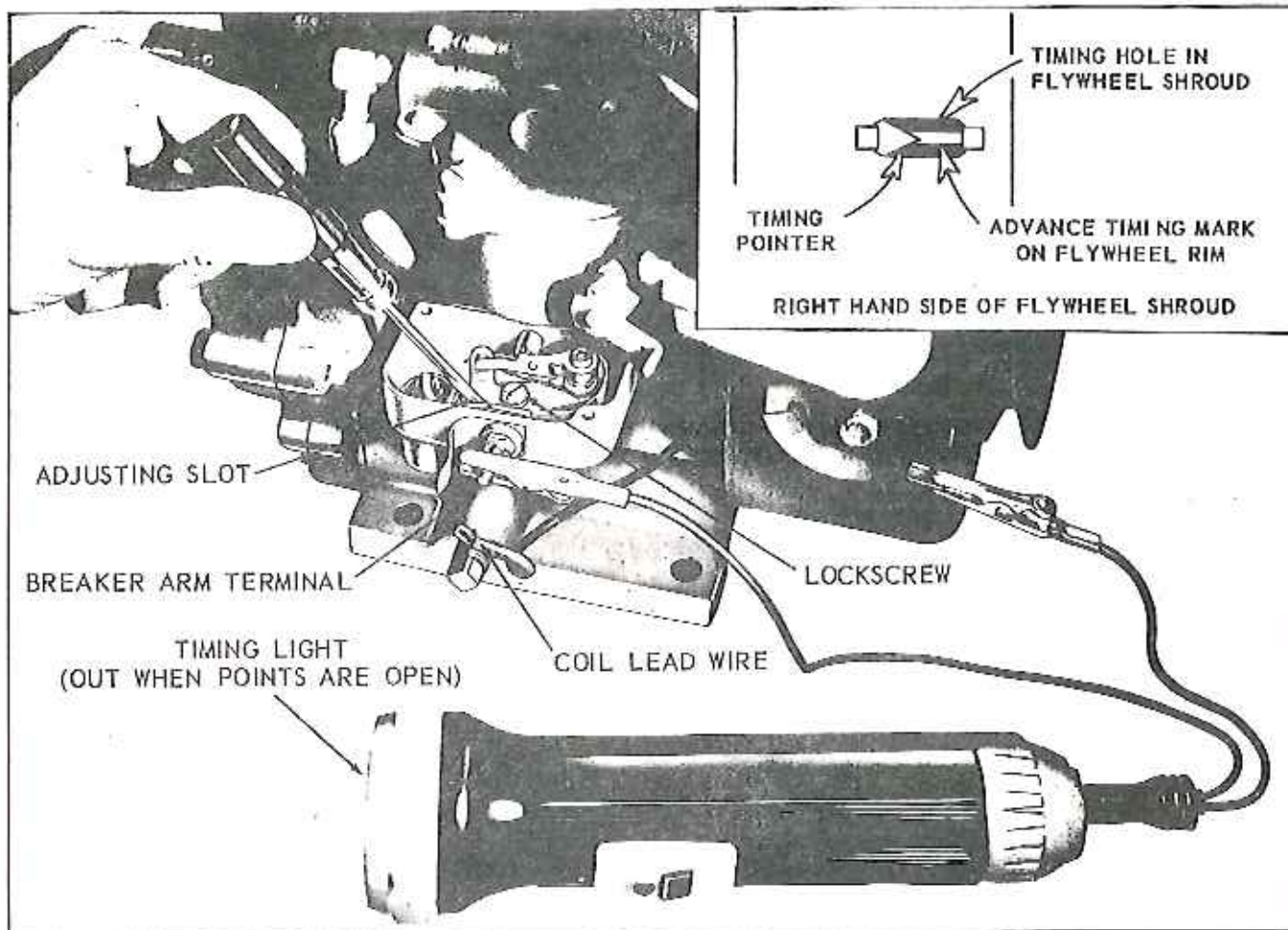
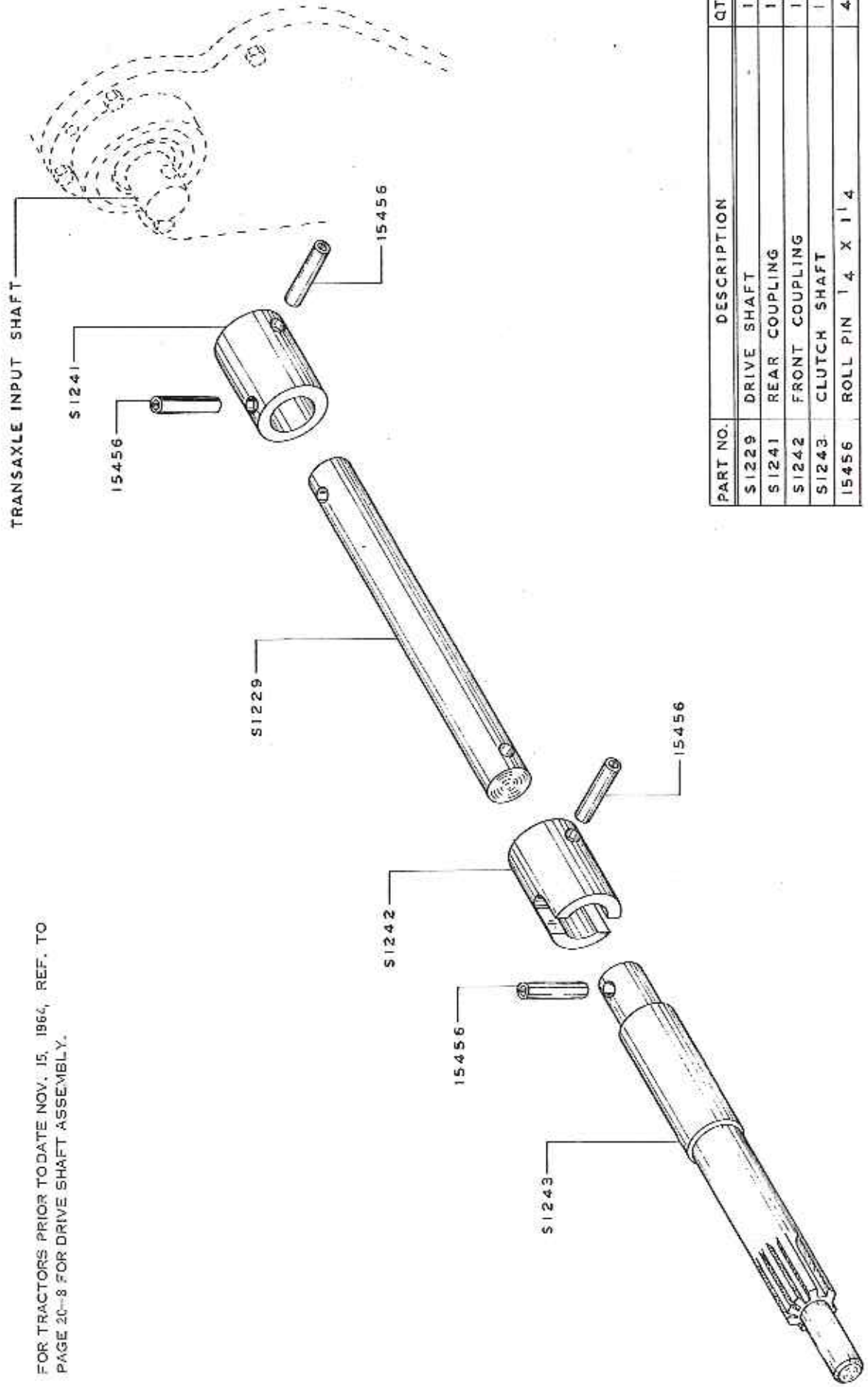


FIG. 3

2. BREAKER ARM OPERATES AT HALF ENGINE SPEED, THEREFORE DETERMINE COMPRESSION STROKE IN THE FOLLOWING MANNER - REMOVE SPARK PLUG AND PLACE THUMB OVER PLUG OPENING IN CYLINDER HEAD. TURN STARTING SHEAVE IN A CLOCKWISE DIRECTION UNTIL PRESSURE IS FELT AGAINST THE THUMB. THEN, CONTINUE TO TURN SHEAVE UNTIL THE TIMING MARK ON FLYWHEEL RIM IS IN LINE WITH THE TIMING POINTER IN FLYWHEEL SHROUD. LEAVE FLYWHEEL IN THIS POSITION.
3. CONNECT ONE LEAD WIRE OF THE TIMING LIGHT, DF-81-SI, TO GROUND AND THE OTHER TO THE BREAKER ARM TERMINAL. (WITH POINTS CLOSED, THE TIMING LIGHT WILL BE ON.)
4. LOOSEN LOCKSCREW ON CONTACT SUPPORT PLATE JUST ENOUGH SO THAT PLATE CAN BE MOVED.
5. INSERT A SCREW DRIVER INTO SUPPORT PLATE ADJUSTING SLOT AND CLOSE POINTS SO THAT LIGHT IS ON, THEN TURN SCREW DRIVER SLOWLY IN THE OPPOSITE DIRECTION UNTIL THE LIGHT JUST GOES OUT. RETAIN POINTS IN THIS POSITION AND SECURELY TIGHTEN LOCKSCREW
6. AS A FINAL CHECK - TURN FLYWHEEL COUNTER-CLOCKWISE UNTIL TIMING LIGHT IS ON. THEN, SLOWLY ROTATE FLYWHEEL CLOCKWISE, AND STOP IMMEDIATELY WHEN LIGHT GOES OUT. AT THIS POINT, MARK ON FLYWHEEL SHOULD LINE UP WITH POINTER IN SHROUD.
7. ASSEMBLE COIL WIRE TO BREAKER ARM TERMINAL AND MOUNT COVER.
8. CHECK SPARK PLUG GAP - SET AT .030".
9. AFTER APPROXIMATELY 1/2 HOUR OF OPERATION, RECHECK THE TIMING AND CORRECT, IF NECESSARY. IN SOME INSTANCES THERE MAY BE A SLIGHT VARIATION DUE TO SEATING IN OF THE NEW PIN. ONCE THIS HAS TAKEN PLACE TIMING WILL REMAIN CONSTANT.
10. AN APPROXIMATE TIMING CAN BE OBTAINED BY SETTING THE POINT GAP AT A MAXIMUM OPENING OF .020". HOWEVER, AN ACCURATE TIMING CAN ONLY BE OBTAINED WITH EITHER A STATIC TIMING OR A STROBO TIMING LIGHT.

# Bush Hog

DRIVE SHAFT ASSY.  
NO. S1240



FOR TRACTORS PRIOR TO DATE NOV. 15, 1964, REF. TO  
PAGE 20-8 FOR DRIVE SHAFT ASSEMBLY.

PART NO.	DESCRIPTION	QTY.
S1229	DRIVE SHAFT	1
S1241	REAR COUPLING	1
S1242	FRONT COUPLING	1
S1243	CLUTCH SHAFT	1
15456	ROLL PIN 1/4 X 1 1/4	4

## PART NUMBER CROSS REFERENCE BUSH HOG — WISCONSIN

BUSH HOG PART No.	WISCONSIN PART No.	DESCRIPTION
SI274	I8-III89885	VOLTAGE REGULATOR
SI275	BH-151-B	COVER IGNITION-TIMER
SI276	28-IAT-3076-ES	CONDENSER
SI277	YF-5-B	COIL
SI278	QD-797	GASKET, CYLINDER HEAD
SI279	TT-94C	GOVERNOR CONTROL ASSEMBLY
SI280	HF-52	SPACER
SI281	PI-217	SCREW, ADJUSTING
SI282	VC-43-A	CONTROL DISC ASSEMBLY
SI283	3I-X-2477	COIL ASSEMBLY
SI284	YQ-II	POINT AND CONDENSER KIT
SI285	L-80-L-S-I	CARBURATOR
SI286	BK-364-A-S-I	BRACKET ASSEMBLY
SI287	LO-165	AIR CLEANER
SI288	93-C-85-126	FLOAT & HINGE ASSEMBLY
SI289	93-C-54-35-10	TUBE ASSEMBLY
SI290	93-C-108-273	LEVER & SHAFT ASSEMBLY
SI291	PK-160	CLIP
SI292	YD-324	STUD INSULATOR (INNER)
SI293	YD-316	STUD INSULATOR (OUTER)
SI294	RC-77	CAP FUEL TANK
SI295	YQ-15	(DISCONTINUED) Use YQ-II
SI296	DF-81-SI	TIMING LIGHT
SI096	MH-180	V-BELT
SI298	LO-87	AIR CLEANER
SI299	90-X-13000	COIL ASSEMBLY (WICO)
SI301	YC-10-C	STARTER SWITCH
SI302	YB-37-A-SI	MOTOR - GENERATOR
SI303	YE-2	AMMETER
SI304	93-C-81-50-2-30	VALVE & SEAT ASSEMBLY