TERRAIN CYCLE

MONTGOMERY WARD

owner's guide
and PARTS LIST

TERRAIN CYCLE
MODEL NO.
ZCQ-13982B
ZCQ-13984A
Form No. 61M-184B*

T555

Deluxe Model

Standard Model

GENERAL INFORMATION

This owner's guide has been prepared to provide the information needed to assemble, operate and maintain your Terrain Cycle. Read this owner's guide and the engine manual carefully. Be sure you know what the controls are and how they operate. The care your Terrain Cycle requires is small, but important. Keep it clean and well lubricated. With proper care and maintenance, as explained in this manual, you will obtain long and efficient service.

Information regarding the operation, repairs and maintenance of the engine is not included in this manual. A separate engine instruction manual is included with your Terrain Cycle and should be consulted for all information concerning engine adjustments, operation, maintenence and repairs. For all information concerning engine service and maintenance follow instructions in the engine manual.

THINK SAFETY BEFORE YOU USE YOUR TERRAIN CYCLE

Your Terrain Cycle was built to the highest standards in the industry. However, a Terrain Cycle is only as safe as the operator. As with any type of power equipment, carelessness or error on the part of the operator can result in injury. Please read and follow these instructions on safe operation and be certain anyone using this Terrain Cycle is familiar with them.

- Improper use of the Terrain Cycle can result in damage. Give complete and undivided attention to your riding.
- Know the controls and how they operate.
- Know how to stop the cycle and engine instantly.
- Do not allow anyone to operate cycle without proper instruction and supervision.
- Keep cycle in good operating condition and all guards in place.
- Stop engine whenever you get off the cycle.
- Exercise caution when riding in rough areas.
- Do not attempt to service or adjust while the engine is running.
- Make sure throttle control is free (not sticking open) before starting.
- Store gasoline in a safe container. Store the container in a cool, dry place.
- Fill gas tank outdoors. Avoid spilling gasoline. Don't fill tank while engine is running or while you are smoking.
- Open doors if engine is run in garage. Exhaust gases are dangerous.
- Operate cycle without any passengers.

WARNING: This Terrain Cycle has not been manufactured for racing or for use on public streets, roads, highways and sidewalks and cannot be licensed for such use. Do not operate on such streets, roads, highways and sidewalks.

Preparation for Operation

ASSEMBLY

Your Terrain Cycle has been shipped partially disassembled and contained in one carton. To ease your assembly and insure proper operation, the following instructions have been prepared. Please follow closely.

1. Attach the fender to the front forks with (2) ¼-20 x⅝" hex head cap screws, (4) ¼ SAE washers, and (2) ¼ - 20 hex lock nuts. (Fig. 1)

2. Attach the mud flap, at holes provided, to the front fender with (2) ¼ - 20 x ⅝" cap screws, (4) ¼ SAE washers and (2) ¼ - 20 hex lock nuts. (Fig. 1)

Figure 1

3. Line the hub bolts up to the holes in the wheel rim and with the (4) ½ - 20 lug type nuts, tighten securely. (Fig. 1)

4. Attach wheel and hub assembly to the front forks with the ⅝" dia. x 14⅜" long axle and a ⅝ - 11 nylon top lock nut. Place a ⅝" ID x 1⅛" OD machinery bushing between the bearing and the forks on both sides of the wheel. Also place a ⅝" SAE washer under the head of the axle and under the nut. Tighten enough to remove play but not so tight as to restrict wheel rotation. (Fig. 1)

5. Attach the rear wheels to the hubs with the (8) ½ - 20 lug type nuts. When placing the wheel on the hub be sure to get the valve stem to the outside.

6. Attach front frame assembly to rear frame assembly with (3) ⅜ - 16 x 1¼ hex head cap screws, (6) ⅜ SAE washers, and (3) ⅜ - 16 hex elastic lock nuts. Tighten nuts securely. (See Fig. 2)

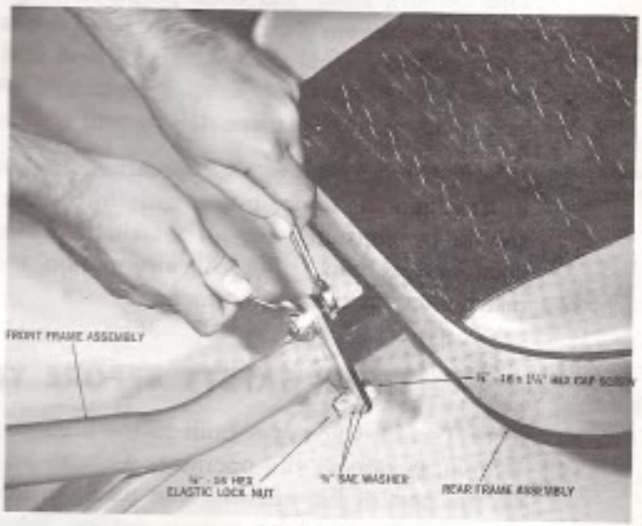


Figure 2

7. Attach front fork assembly to front frame pivot tube with (1) ⅝ - 11 x 6½ head cap screw and (1) ⅝ SAE washer. Tighten enough to remove play, but not so tight to restrict steering movement. (See Fig. 3.)

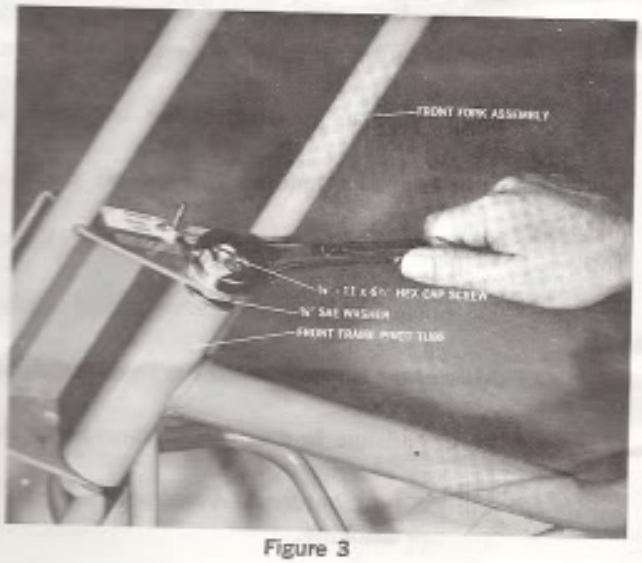


Figure 3

8. Loosen (DO NOT REMOVE) the two screws in the throttle control assembly and mount throttle control to right handle bar with throttle cable in a slightly forward and down position to make a large even arc. Do **NOT** kink. Position leading edge of locking collar 5" from end of handle and tighten screws securely. Caution: Do **NOT** mount throttle control further than 5" as this will cause the grip to bottom on handle bar and impair returning action of control. (See Fig 4.)

Note: When attaching the throttle control, tighten the screw farthest from the cable almost completely before tightening the screw by the cable. This gives turning clearance to the cable end ball.

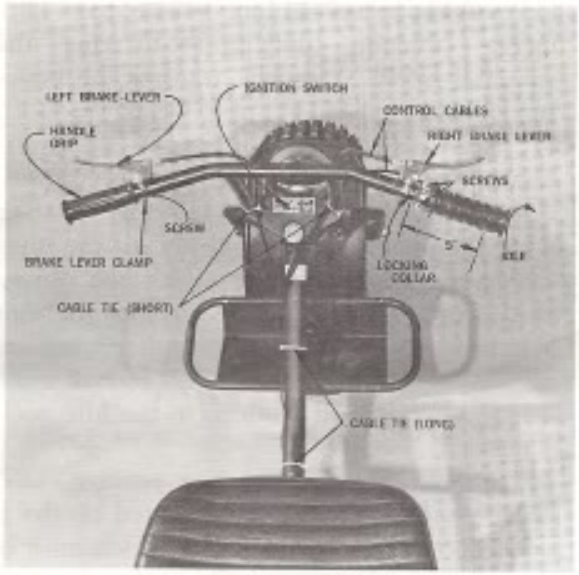


Figure 4

Note: Route control cables between handle bars. Slide handle grip over left handle bar until grip bottoms on end of handle. Soaking the handle grip in warm water for a few minutes will ease assembly.

9. Remove screws and clamps from both brake lever assemblies. Trace cable from right wheel brake and assemble lever to right handle bar just ahead of throttle control with lever in forward position. Tighten screws securely. Attach left brake lever to left handle bar in like manner. (See Fig. 4.)

10. Attach ignition wire to switch at terminal provided. (See Fig. 5.)

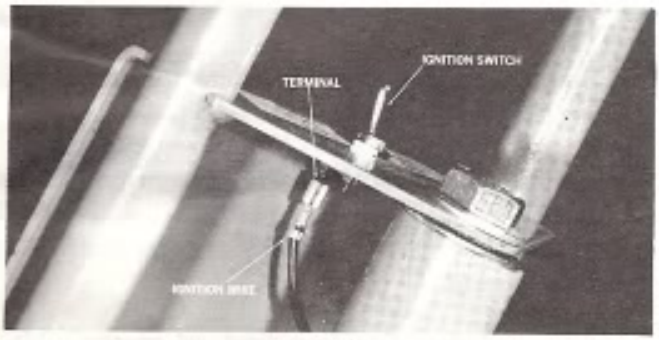


Figure 5

11. Tie down control cables at four positions as shown in Fig. 4. Smooth surface of cable tie must be to outside to allow locking of tie. Snip off exposed end after tie has been tightened.

12. Mount headlight bracket to fork plate with (2) 5/16 - 18 x ⅞" hex head cap screws and (2) 5/16" - 18 lock nuts. (Fig. 16)

13. Attach the headlight to the headlight bracket with (2) ⅜ - 16 x 1" hex head cap screws. Use (1) ⅜" split lock washer and (1) ⅜" SAE washer on each cap screw. (Fig. 16)

14. Hook up the headlight by running the lead wire alongside the control cables and lace the end through the plastic tie under the center of the seat. Attach the headlight wire to the alternator as shown in Fig. 13.

15. To attach the taillight bracket to the seat back, (the larger of the two cushions is the back), position bracket flush with the seat top and on centerline. (See Fig. 6.) After correctly positioning, mark the seat back through the two holes in the taillight bracket. Using a ⅛" drill bit, carefully drill on your marks through the plywood seat back (BE CAREFUL NOT TO PUNCTURE THE COVER.) Mount taillight bracket to the seat back through drilled holes using (2) #7 - 16 x ¾" long wood screws.

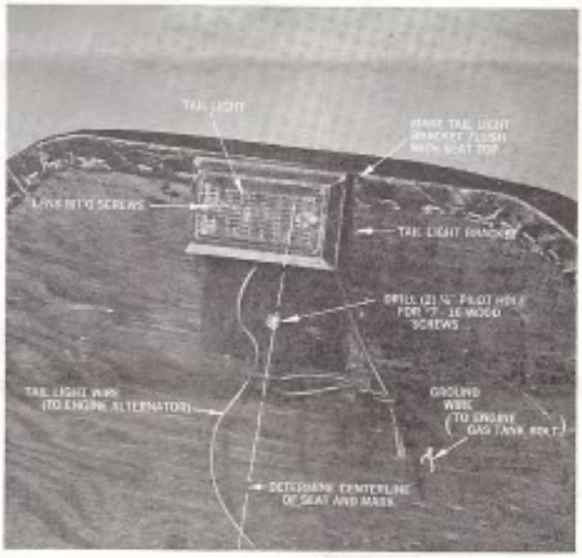


Figure 6

16. Remove (2) screws which hold the lens on the taillight body. Guide the lead wire of the taillight through the 1" diameter hole in the taillight bracket and with (2) #6 - 32 x ⅝" long round head machine screws and (2) #6 - 32 hex nuts, secure taillight to taillight bracket. Use a #6 SAE washer under the head of the machine screws and under the nuts. Also attach the ground wire to one of the machine screws by positioning between the washer and the inside of the taillight bracket. Replace lens. (See Fig. 6)

17. Attach the seat bottom and seat back to the frame with the ¼ - 20 x 1¾" hex cap screws, each time using a ¼" split lock washer and a ¼" SAE washer.

    Note: The larger of the two seat cushions is the back.

18. Attach taillight lead wire to alternator terminal as shown in Fig. 13.

19. Attach taillight ground wire to engine gas tank mounting bolt. (Fig. 6)

20. Attach roll cage rear support tube to the roll cage main frame by slipping the open end over the stub tube aligning the holes and inserting the ¼ - 20 x 1½" long cap screw. Secure with the ¼ - 20 hex lock nut. (Fig. 7).

Figure 7

21. Place roll cage on rear frame of cycle as shown (Fig. 7a) and secure on each side with (1) 5/16 - 18 by ⅞" long hex head cap screw and (1) 5/16 - 18 hex lock nut. Tighten securely.

22. Secure rear support tube to trailer cart hitch with (1) ½ - 13 x 2½" long hex head cap screw, (1) ½ - 13 hex nylon insert nut and (2) ½" SAE washers. Tighten securely. (See Fig. 7b.)

OPERATION OF CONTROLS

1. Brake controls: This control is located on each handle bar and is operated by squeezing toward the handle bar. Squeezing engages the brake and releasing disengages brake. To stop cycle, squeeze both left and right controls simultaneously. Two brake controls are provided to enhance traction and steering capabilities, squeeze right brake lever when turning handle bars to right and left brake lever when turning handle bars left. To increase traction, apply brake to wheel that is spinning freely. This will transfer the power to the opposite wheel.

2. Throttle control: This control is located on the right handle bar and is operated by twisting toward the operator. Twisting toward the operator increases the speed of the engine and causes the clutch to engage resulting in forward motion. Twisting away from the operator reduces engine speed and forward motion. This control when released, automatically returns to the idle position.

3. Kill switch: This control is a positive "ON" or "OFF" toggle switch and is located on the plate between the handle bars. This switch must be in the "ON" position to start the engine. To stop the engine, pull switch down to "OFF."

4. Choke control: This control is located on the engine on the carburetor. Turn choke ahead to choke engine for starting. Push choke back when engine has started. (See Engine Manual.)

PRE-STARTING INSTRUCTIONS

CAUTION

Follow these steps thoroughly before starting the engine.

1. Check to see that the throttle control is in the idle position (rotated away from operator) and that the engine throttle linkage is in the full idle position. (See Fig. 4.)

2. Test both brakes by applying brakes and pulling unit forward. Wheels should not rotate when brakes are applied. If wheels rotate, adjust brake per instructions. (See Page 9.)

3. Fill fuel tank completely with clean, fresh, leaded or non-leaded "Regular" grade gasoline. Do **NOT** mix with oil. Wipe away any gasoline which may be spilled.

4. Fill crankcase with clean, fresh oil, marked "MS", "SC" or "SD" only. Do **NOT** use oil marked "MM" or "ML". Make sure Terrain Cycle is sitting level and fill to top of filler hole. Fill slowly to avoid trapping air. If engine is equipped with dipstick, fill to full mark only.

5. Check to see that spark plug wire is secure.
6. Check tire pressure. Tires are normally over inflated for shipping. Recommended tire pressure is 2 - 10 psi. The tire pressure within these limits is your choice, and with experience, you will choose tire pressure in relation to the terrain you are operating the Terrain Cycle in.

NOTE: If Terrain Cycle motion is stopped, due to terrain, do not continue to hold throttle open. This will result in belt slippage and could cause failure

TRIAL RUN

Now that you have serviced the engine and know the operation and function of the controls, you are ready to take your Terrain Cycle on a trial run. Remember, exercise extreme caution until you become familiar with your Terrain Cycle.

TO START ENGINE

1. Check to make sure throttle is in idle position.
2. Place front wheel against immovable object before starting.
3. Push ignition switch forward to "ON."
4. Push choke control forward to choke engine. Don't choke if restarting a warm engine.
5. Stand directly behind engine and with left foot on rear frame, pull starter cord rapidly until the engine starts.
6. When engine starts, pull choke control in gradually back.

TO STOP ENGINE

1. Pull ignition switch back to 'OFF."

NOTE: All bolts, nuts and adjustments should be checked and, if necessary, tightened during the first two hours of use. Periodic checks should be made thereafter. Chain stretch is normal and will require adjustment within the first hour and periodically thereafter.

Maintenance and Lubrication

The Torque Converter is pre-lubricated at the factory and should not require additional lubrication for at least forty hours. At this time it is advisable to disassemble the drive unit, check it for damage and worn parts, and reassemble as per instructions. (Fig. 8)
Note: Keep the Torque Converter free and clean of sand, gravel, etc.

DRIVE UNIT

To Disassemble, lubricate, and reassemble:

1. Remove the retaining bolt in the crankshaft. (No. 1)
2. Slip the assembly off the crankshaft (No's 2 through 8) (Fig. 8).
3. Separate parts numbered 3-4-5-6-7 and check thoroughly for damage and excessive wear.
4. Clean all parts in solvent to remove dirt and foreign materials. Use fuel oil or kerosene—DO NOT USE SOLVENTS WITH LOW FLASH POINTS SUCH AS GASOLINE.
5. Lubricate the drive unit as follows: Using only a small amount of wheel bearing grease, apply over the splines on the drum and spline sleeve (#3). Apply a small amount to the angular cam faces of the drive weights (No. 5).
6. Reassemble according to Fig. 8.

DRIVEN UNIT

NO LUBRICATION IS NECESSARY IN MOST CASES. However, in the case of galling between the movable flange and the fixed flange, it is advisable to add a drop or two of light machine oil.

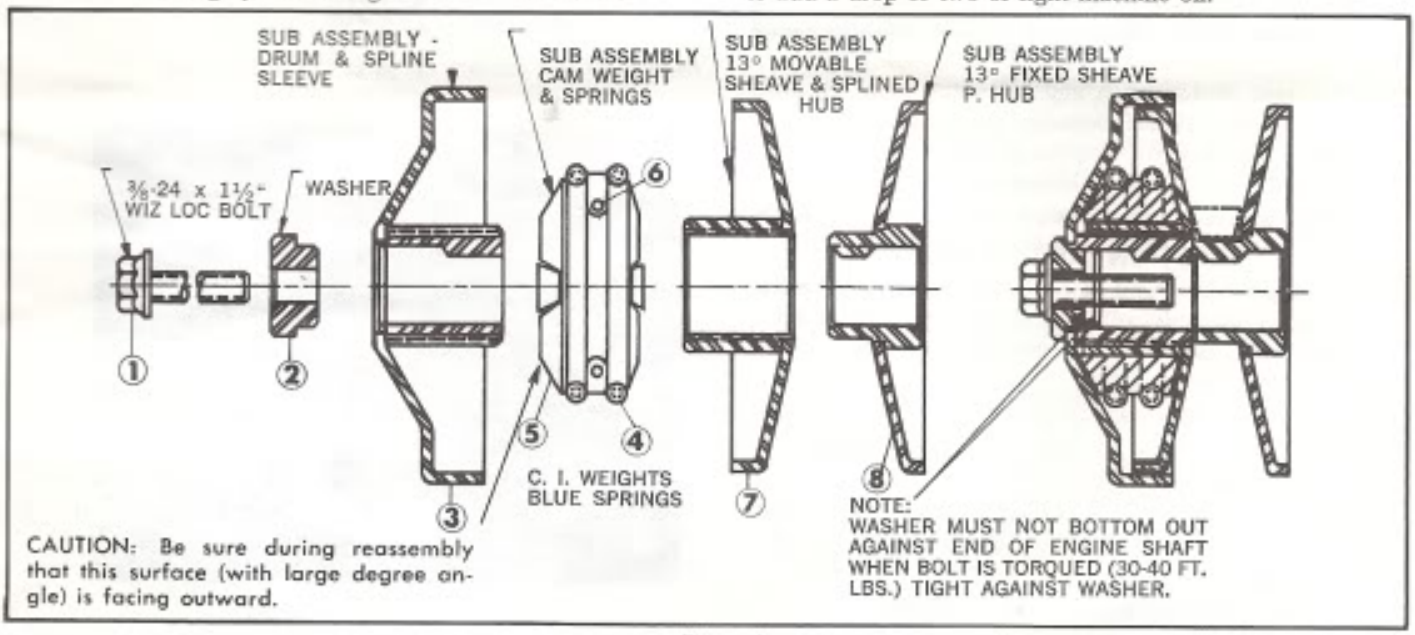


Figure 8

1. All bearings are pre-lubricated and do **NOT** require lubrication.
2. The chain has been lubricated at the factory. However, oil chain thoroughly when it appears to be excessively dirty or dry. Apply oil at large sprocket and push unit forward to rotate chain.
3. Check oil level of engine every 5 hours of operation. Clean away any dirt from around oil plug before removing. Change oil after first 2 hours of operation and every 25 hours thereafter. (See Engine Manual).
4. Clean air cleaner element every 10 hours under normal conditions or every few hours under extremely dusty conditions. (See Engine Manual).
5. Make visual inspection of Terrain Cycle every day for loose or damaged parts. Correct as required.
6. Apply a light coat of oil to axles and jackshaft to prevent rusting.

Adjustment and Servicing

TORQUE CONVERTER BELT ADJUSTMENT

It is very important that the Torque Converter system be kept in alignment at all times to assure maximum life of your belt and proper operating efficiency. It is very important that the "Belt Centers" be held within the tolerances specified at all times to assure maximum belt life and proper operating efficiency. Tight belts can cause the Torque Converter to engage prematurely. If the belt is too loose, the Torque Converter will not engage within the range of engine efficiency desired. The system will not be able to reach its maximum speed in many cases.

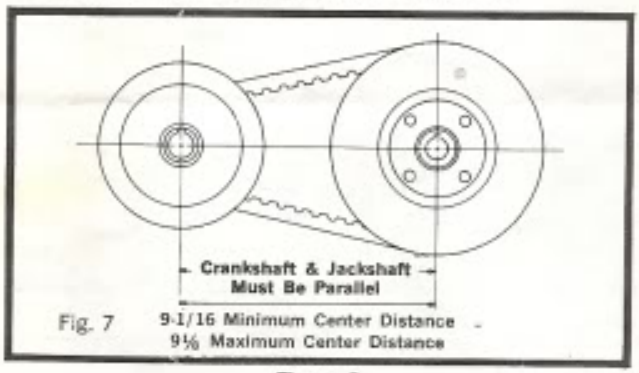


Figure 9

For best performance and minimum wear on belt, the center distance between the driver (on crankshaft) and the driven (on the jackshaft) members must be between 9-1/16 minimum and 9⅛ maximum.

NOTE: Make sure that crankshaft and jackshaft are parallel.

CHAIN ADJUSTMENT

Improper adjustment of chain will result in excessive wear. A properly adjusted chain will have approximately ⅛" sag midpoint between sprockets.

To adjust chain:

1. Loosen, **DO NOT** remove, (4) screws mounting jackshaft plate to engine mounting plate. (See Fig. 10)
2. Loosen locking nut several turns and turn adjusting nut until chain is adjusted properly. (See Fig. 11)
3. Retighten locking nut and (4) screws.

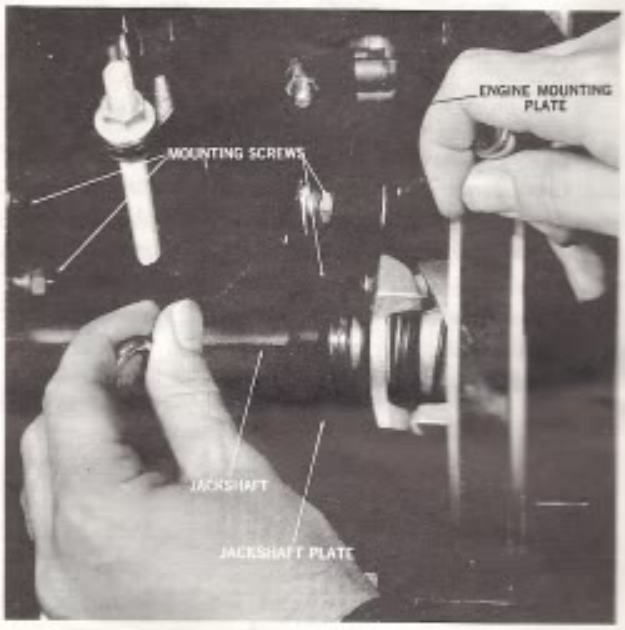


Figure 10

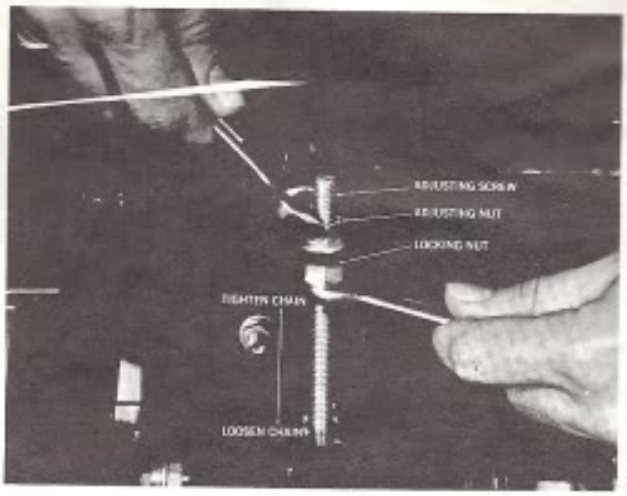


Figure 11

BRAKE ADJUSTMENT

Although the brakes have been adjusted at the factory, they will require readjustment after considerable use. To adjust brakes:

1. Block up rear of unit to allow rear wheels to turn freely.
2. Loosen, **DO NOT** remove, locking nut several turns. (See Fig. 12)

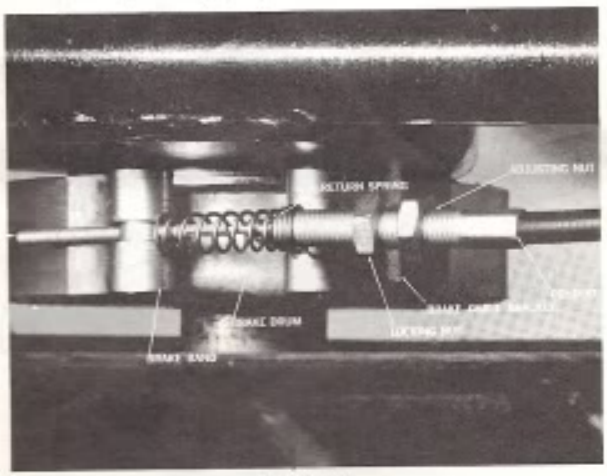


Figure 12

3. Hold conduit to prevent from twisting and turn adjusting nut to take up slack in cable. Keep turning adjustment nut until there is a noticeable drag on the wheel when rotated by hand. Then, back off adjustment nut just enough to eliminate drag.
4. Retighten locking nut and remove blocks.
   Note: Make sure conduit is fully seated in slot of brake cable bracket when tightening.

FRONT WHEEL REMOVAL

1. Remove the ⅝ - 11 nylon toplock nut from front axle. (Fig. 1)
2. Remove wheel by sliding axle out from within the hub. Take note of the order that the washers are positioned for reassembly.
3. Replace wheel by reversing the above steps.

REAR WHEEL REMOVAL

1. Block up rear of unit to clear rear wheels from the ground.
2. Remove (4) nuts with standard lug wrench and remove wheel.
3. To mount wheel, reverse above procedure.
   Note: The wheels are mounted with tubeless type tires and should be taken to a local filling station to repair leaks or punctures.

BELT REMOVAL

1. Remove belt guard.
2. Block up rear of cycle so rear wheels turn freely.
3. Work belt off of large (jackshaft) pulley by rotating jackshaft pulley and remove from small (engine) pulley.
4. To install new belt, reverse the above procedure.
5. Replace belt guard.

ELECTRICAL SYSTEM

The electrical system on your Terrain Cycle is balanced. The headlight brightness varies with different engine R.P.M.'s. If headlight burns out, replace immediately. Continue running will cause the taillight bulbs to burn out. This is a normal reaction on this type of engine.

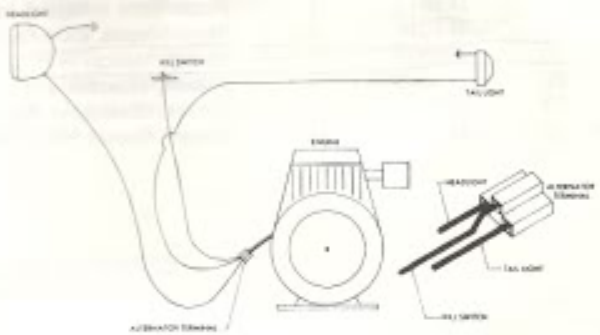


Figure 13

In case of an electrical system failure:

1. Check for broken wires or poor connections.
2. Check for a short or bare spots in the wire.
3. If lights don't work — check wires, connections and bulbs. Lights will not work if a ground between bike frame and light housing isn't established with mounting bolt.

STORAGE

If your Terrain Cycle is not going to be used for a prolonged period, it should be serviced and stored in a dry place.

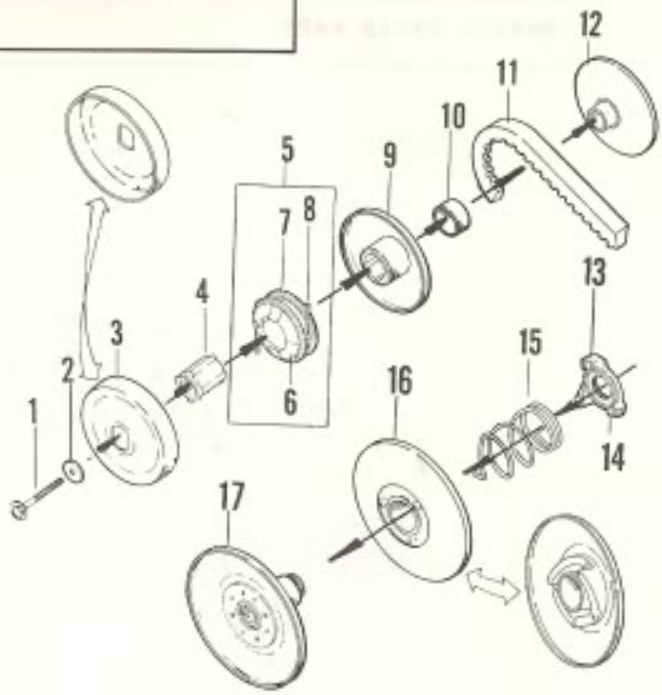
1. Check Engine Manual for storage instructions.
2. Drain gas from tank.
3. Run engine until remaining gas is used up and engine stops.
4. Cover exposed (unpainted or unplated) metal surfaces with a thin coat of oil.
5. Before using the Terrain Cycle again, check for loose or damaged parts and correct as required. Follow "Pre-starting" and "Operation of Controls" instructions and review Engine Manual before proceeding.

MONTGOMERY WARD TERRAIN CYCLE

TORQUE CONVERTER PARTS AND PARTS LIST

DRIVER ASSEMBLY COMPLETE: PART NO. D-1006

DRIVEN ASSEMBLY COMPLETE: PART NO. D-1005

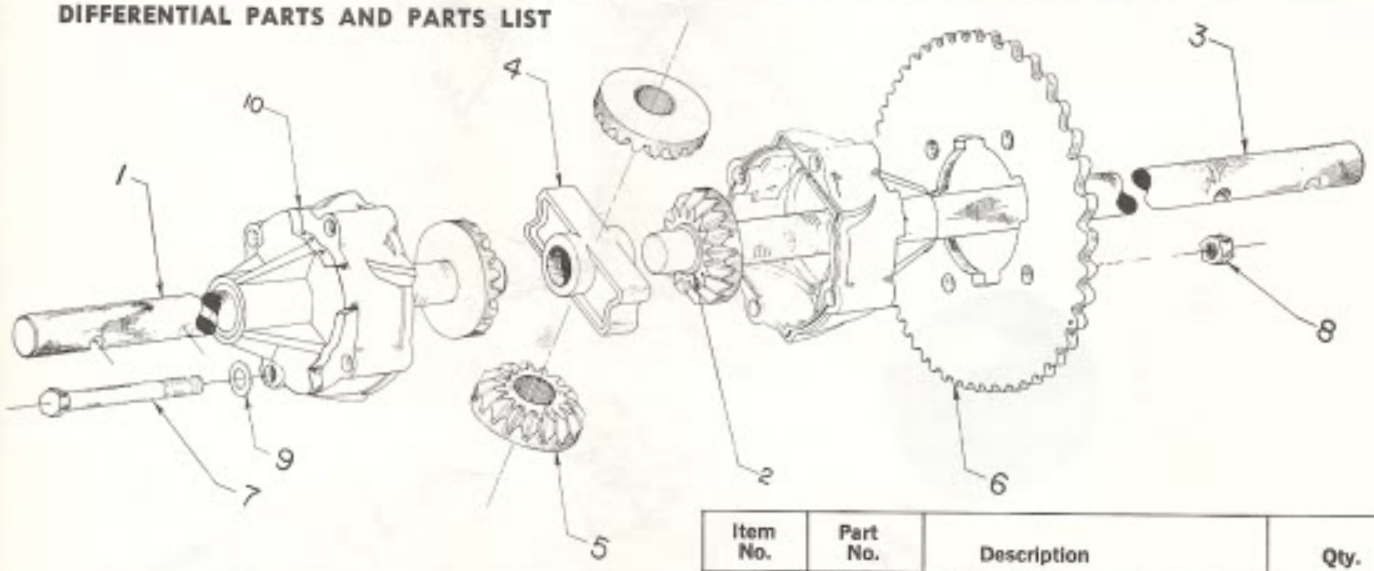


Item No.	Part No.	Quantity	Description
1	H-1077	1	Screw, Cap Hex. Hed. 5/16-24 x 1½
2	H-1078	1	Washer, Steel 5/16" I.D.
3	D-1010	1	Drum Driver
4	D-1011	1	Hub, Driver ¾" I.D.
5	D-1012	1	Shoe Driver Assembly Complete
6	D-1013	2	Shoe Cast Iron Weighted
7	G-1007	2	Spring, Garter (Blue)
8	H-1086	2	Pin Roll
9	D-1015	1	Sheave, Movable Half
10	P-1011	1	Bushing, Bronze (Idler)
11	B-1023	1	Belt, 7½"
12	D-1016	1	Sheave, Stationary ¾" Bore
13	D-1017	1	Block, Cam w/Nylon Slide Inserts
14	D-1018	3	Nylon Insert, Cam Face
15	G-1008	1	Spring, Helical R.H.
16	D-1019	1	Sheave, Movable
17	D-1020	1	Sheave, Stationary ⅝" Bore

ZCQ-13984A
ZCQ-13982B

MONTGOMERY WARD TERRAIN CYCLE

DIFFERENTIAL PARTS AND PARTS LIST

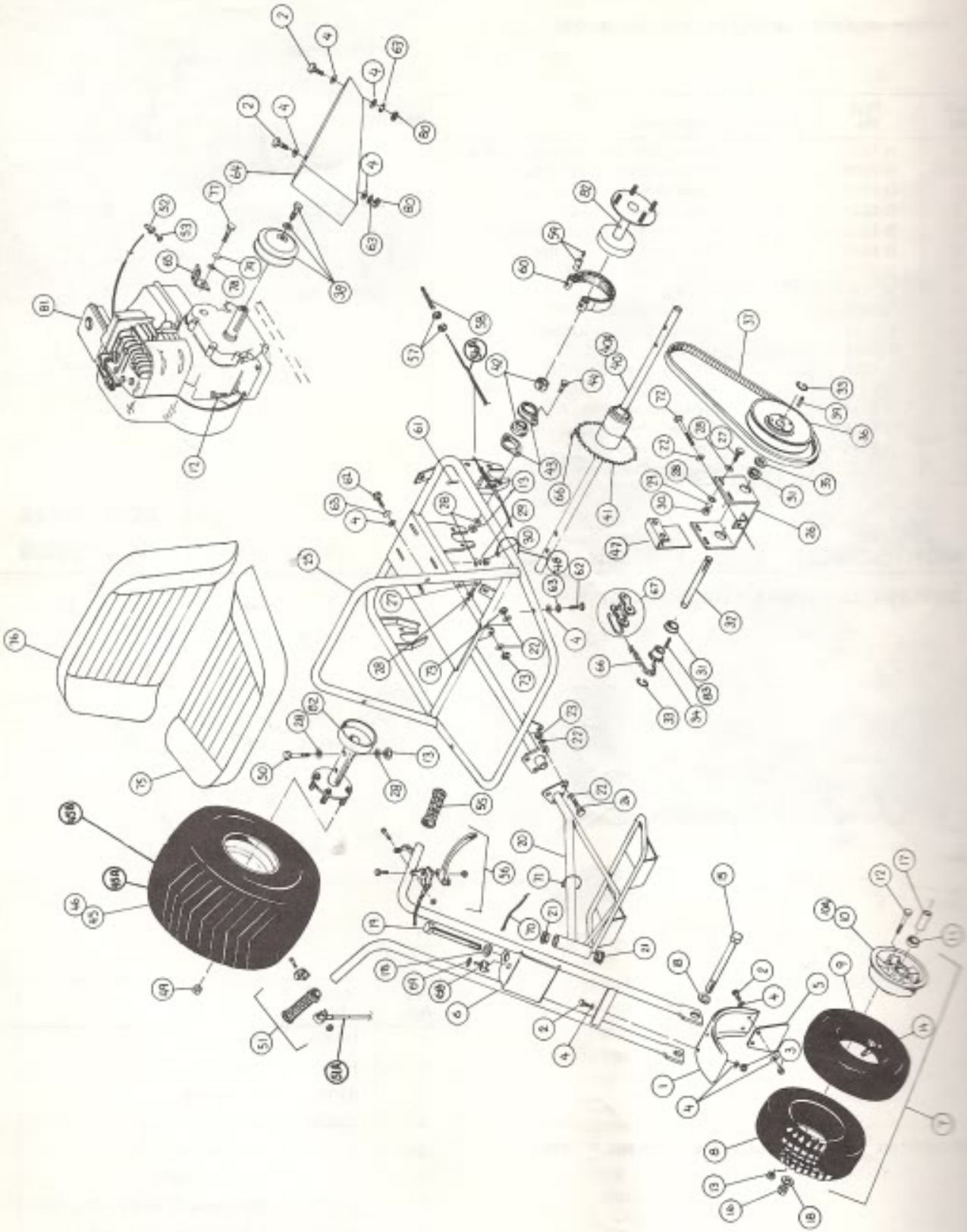


DIFFERENTIAL ASSEMBLY COMPLETE: PART NO. D-1008

Item No.	Part No.	Description	Qty.
1	Q1053	Axle—Short	1
2	H1099	Snap Ring	2
3	Q1054	Axle—Long	1
4	D1025	Differential Cross	1
5	B1032	Gear—Bevel (16T)	4
6	B1031	Sprocket (54T)	1
7	H1100	Cap Screw 5/16-24 x 3¼ Hex	4
8	H1101	Nut 5/16-24 Hex Lock	4
9	H1019	Washer 5/16 SAE	4
10	D1024	Housing Differential ⅞ Bore	2

MONTGOMERY WARD TERRAIN CYCLE

TERRAIN CYCLE PARTS



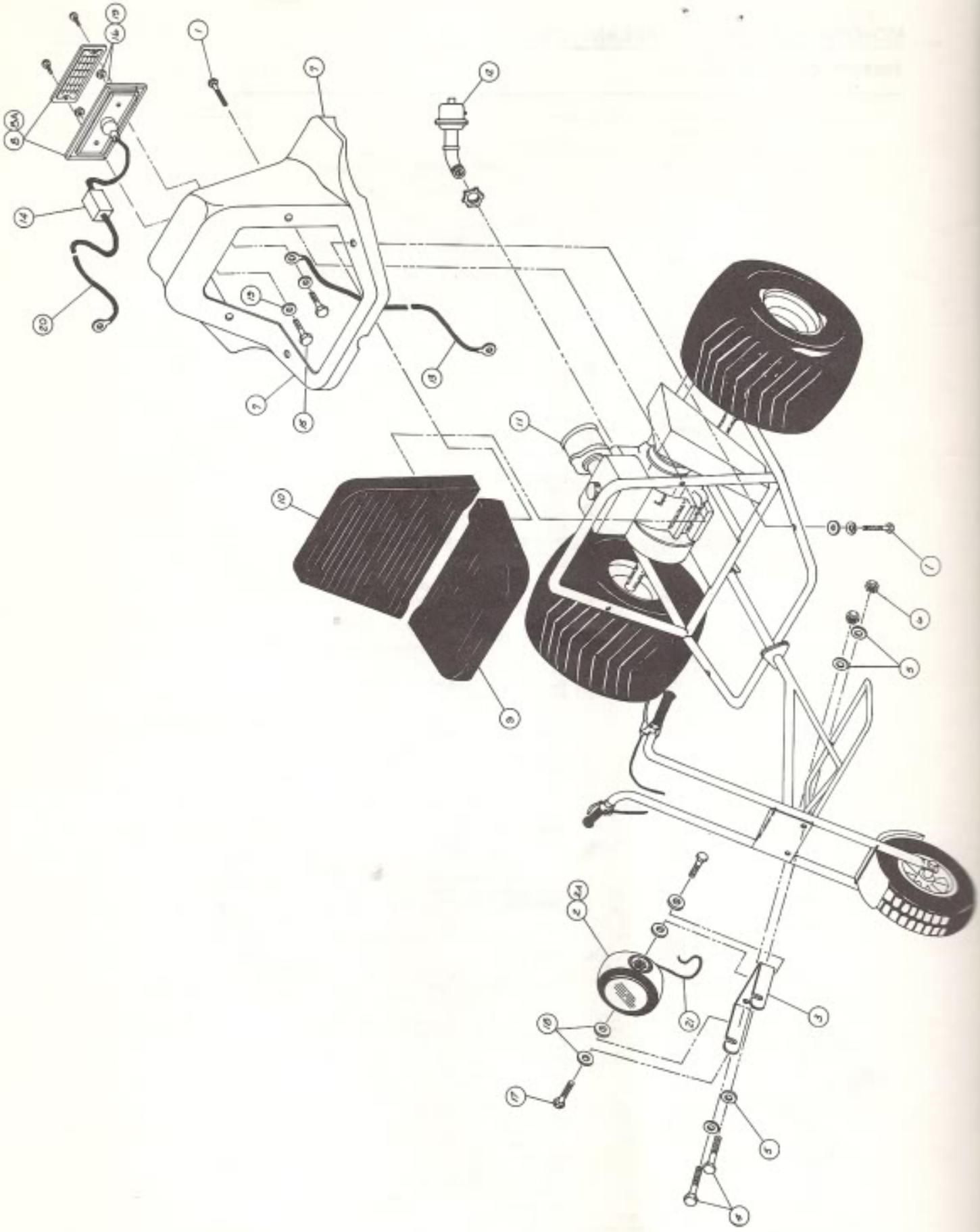
MONTGOMERY WARD TERRAIN CYCLE

TERRAIN CYCLE PARTS LIST

Item No.	Part No.	Description	Quantity
1	J-1009	Fender — large (chrome)	1
2	H-1047	Cap screw ¼ - 20 x ⅝ hex	6
3	H-1005	Nut — ¼ - 20 hex lock	4
4	H-1003	Washer — ¼ SAE	16
5	J-1010	Mud flap	1
6	M-1002	Fork W/A, tri-cycle	1
7	T-1002	Wheel and tire assembly—15" mag.	1
8	T-1003	Tire 5.30/4.50-6 Universal	1
9	T-1004	Inner tube, 5.30/4.50-6	1
10	T-1005	Wheel half (assembly w/bearing) — 6" mag.	2
10A	T-1006	Wheel half (only) — 6" mag.	2
11	P-1003	Bearing — ⅜ ball	2
12	H-1007	Cap screw, 5/16 - 18 x 1½ hex	9
13	H-1008	Nut — 5/16 - 18 hex lock	15
14	N-1002	Cap — tube stem	1
15	H-1009	Cap screw — ⅜ - 11 x 7½ hex	1
16	H-1006	Nut — ⅜ - 11 hex lock	1
17	Q-1003	Spacer — ⅜ OD x ⅝ ID x 1⅝	2
18	H-1010	Washer — ⅝ SAE	3
19	H-1011	Cap screw — ⅝ - 11 x 6½ hex	1
20	M-1010	Frame W/A, front tri-cycle	1
21	P-1004	Bearing — ⅝ ball, flanged	2
22	H-1012	Washer — ⅜ SAE	8
23	H-1055	Nut — ⅜ - 16 hex nylock	3
24	H-1070	Cap screw — ⅜ - 16 x 1¼ hex	3
25	M-1009	Frame W/A rear, tri-cycle	1
26	I-1007	Bracket W/A, jackshaft	1
27	H-1056	Cap screw — 5/16 - 18 x ⅜ hex	4
28	H-1019	Washer — 5/16 SAE	26
29	H-1020	Washer — 5/16 split lock	8
30	H-1057	Nut — 5/16 - 18 regular hex	8
31	P-1005	Bearing — ⅝ ball, snap ring	2
32	O-1001	Jackshaft	1
33	H-1024	Snap ring — ⅝	2
34	B-1022	Sprocket — #41B10	1
35	Q-1032	Spacer — ⅝ ID x ⅞ OD x ¼	1
36	D-1005	Torque converter assembly — driven	1
37	B-1023	Belt — 7½"	1
38	D-1006	Torque converter assembly — driver	1
39	H-1022	Key — 3/16 sq. x 1⅞	1
40	D-1008	Differential assembly (including sprocket)	1
40A	D-1003B	Differential (less sprocket)	1
41	B-1017	Sprocket — #41A54	1
42	P-1010	Bearing — 1" spherical w/collar	3
43	I-1020	Flange — bearing	6
44	H-1027	Carriage screw — 5/16 - 18 x ¾	6
45	T-1007	Wheel and tire assembly — 21 x 12-8 L.H.	1
45A	T-1024	Wheel - (Rim) for Carlisle tire	2
45B	T-1020	Tire - Carlisle Chevron tread 21 x 12-8	2
46	T-1011	Wheel and tire assembly — 21 x 12-8 R.H.	1
47	J-1013	Guard — chain	1
48	Z-1002	Tie — plastic (short)	4
49	H-1029	Nut — ½ - 20 lug	8
50	H-1030	Cap screw — 5/16 - 18 x 1¾ hex	4
51	C-1001	Throttle control assembly	1
51A	C-1007	Throttle cable only	1
52	H-1061	Cable stop — throttle wire	1
53	H-1064	Screw — cable stop	1
55	C-1003	Grip — 1" dummy	1
56	C-1002	Brake control assembly	2
56	C-1002	Brake control assembly	2
56A	C-1009	Brake cable and conduit only	2
57	H-1062	Nut — 5/16 - 24 hex jam	4
58	G-1005	Spring — brake return	2
59	H-1063	Pivot pin assembly — brake band	2
60	D-1007	Brake band	2
61	H-1060	Cotter pin — ⅛ x 1	2
62	H-1032	Cap screw — ¼ - 20 x 1¾ hex *	4
63	H-1033	Washer — ¼ split lock	6
64	J-1014	Belt guard — tri-cycle (chrome)	1
65	I-1011	Bracket — belt guard	1
66	B-1020	Chain — #420 x 59 pitches	1
67	B-1018	Connecting link — #420	1
68	L-1001	Switch w/nut — ignition	1
69	H-1059	Washer — ½ external tooth lock	1
70	L-1002	Wire — magneto ground	1
71	Z-1004	Tie — plastic (long)	2
72	H-1058	Cap screw — ⅜ - 16 x 4 hex (special)	1
73	H-1014	Nut — ⅜ - 16 regular hex	2
75	S-1016	Seat cushion — bottom *	1
76	S-1017	Seat cushion — back *	1
77	H-1066	Cap screw — ⅛ - 20 x ¾ hex	1
78	H-1067	Washer — ⅛ SAE	1
79	H-1068	Washer — ⅛ split lock	1
80	H-1065	Nut - ¼ - 20 regular hex (pltd.)	2
81	*	Engine 130202-0354-01 (Briggs & Stratton) *	1
82	Q-1015	Hub assembly	2
83	H-1021	Key — 3/16" sq x ⅝	1

* Not applicable to the Deluxe Terrain Cycle

See Pages 12 & 13



MONTGOMERY WARD TERRAIN CYCLE

DELUXE TERRAIN CYCLE PARTS LIST

THE FOLLOWING IS A LIST OF PARTS USED EXCLUSIVELY ON THE DELUXE TERRAIN CYCLE IN ADDITION TO THOSE SHOWN ON THE PREVIOUS PAGE.

Item No.	Part No.	Description	Quantity
1	H-1076	Cap screw — 1/4 - 20 x 2 1/4 hex	4
2	I-1014	Headlight assembly	1
2A	L-1017	Sealed beam — headlight #4444	1
3	I-1036	Bracket — headlight	1
4	H-1056	Cap screw 5/16 - 18 x 7/8 hex	2
5	H-1019	Washer 5/16 SAE	4
6	H-1008	Nut — 5/16 - 18 hex lock	2
7	S-1035	Body — fiberglass (Apricot metal flake)	1
8	L-1011	Taillight assembly	1
8A	L-1018	Bulb — taillight	1
9	S-1030	Seat cushion — bottom	1
10	S-1031	Seat cushion — back	1
11		Engine — Briggs & Stratton Model 130207, Type 0391	1
12	Y-1003	Muffler — spark arrestor w/fittings	1
13	L-1019	Ground wire — taillight w/ends	1
14	L-1010	Wire splicer — spade type	1
15	H-1111	Machine screw — #6 - 32 x 5/8 round head	2
16	H-1112	Nut — #6 - 32 keps nut	2
17	H-1054	Cap screw — 3/8 - 16 x 1 hex	2
18	H-1012	Washer — 3/8 SAE	4
19	H-1113	Washer — #6 SAE	4
20	L-1020	Wire — taillight lead w/one end	1
21	L-1021	Wire — headlight lead (replacement)	1

ACCESSORIES FOR THE STANDARD AND DELUXE TERRAIN CYCLE	
Article No.	Accessory Description
ZCQ-13983A	Ski — easily mounted with Front Tire in place
ZCQ-13963A	Cargo Carrier
ZCQ-13964A	Canvas Cover
ZCQ-13962A	Trailer Cart—Skis and Seat Accessories available for Trailer Cart

SERVICE NATIONWIDE

MONTGOMERY WARD

The merchandise you have purchased from us has been carefully engineered and manufactured under Wards rigid quality standards and should give you satisfactory and dependable operation. However, like all mechanical merchandise, it may occasionally require adjustment or maintenance. Should you ever need technical assistance, please contact or write your nearest Wards Retail Store, Service Center, Catalog Store or Catalog House.

provide the following:

1. Model, serial number and all of the other data shown on the model plate.
2. The date and the Wards branch from which you purchased your merchandise.
3. State briefly the trouble you are having.

GENUINE WARDS PARTS

how to obtain replacement parts

Replacement Parts may be obtained from your Wards Retail Store, Service Center, Catalog Store or Catalog House and will be made available at current prices. If requested, prices will be quoted in advance when not listed.

When requesting replacement parts, be sure to give the model and serial number which is shown on the model plate. Also give the part number and the name of the part as shown in the parts list.

If you order by mail, you will pay the transportation charges from the shipping point.

Form No. 61M-188B* 1-73