

STIGA VILLA

PRESIDENT

SENATOR

2000

CLASSIC

8211-0210-07



Typ 1



1.



5. Villa Senator - President

Typ 1



2.



6.

Typ 2



3.



7.

Typ 2



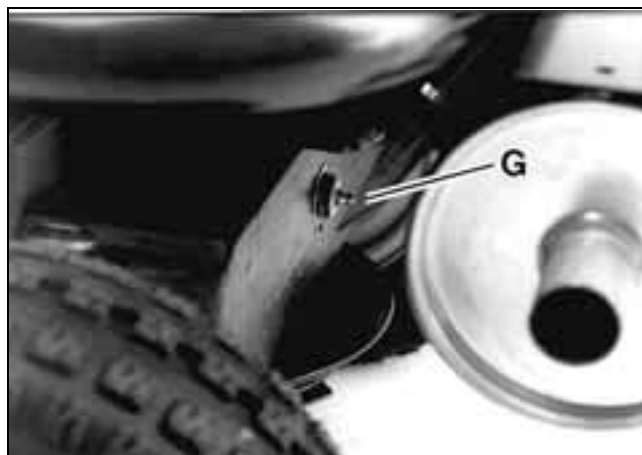
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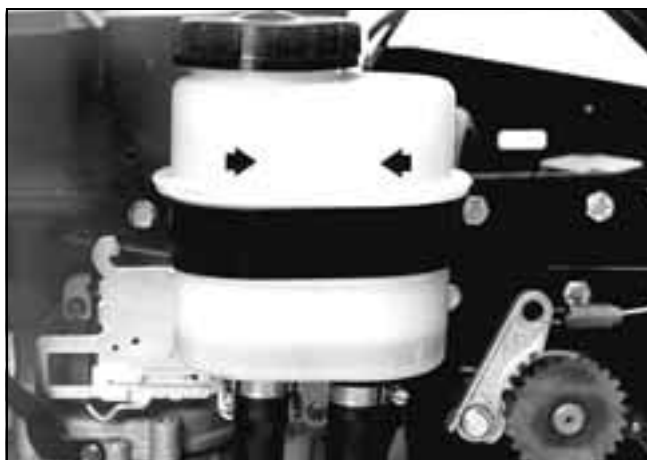
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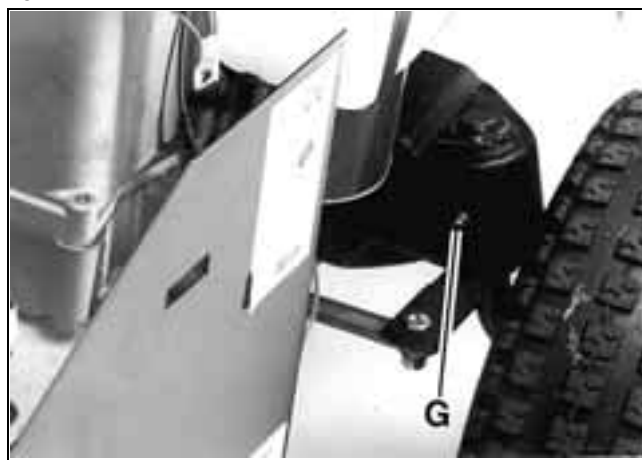
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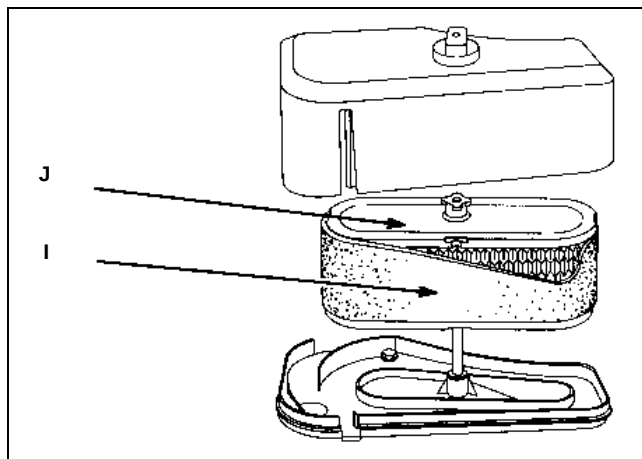
12. Villa President



16.



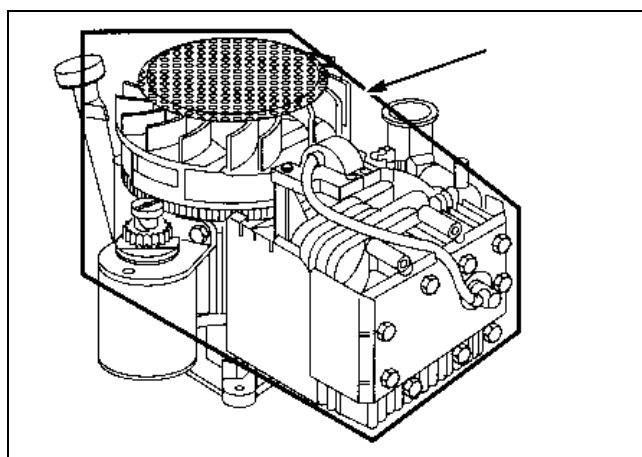
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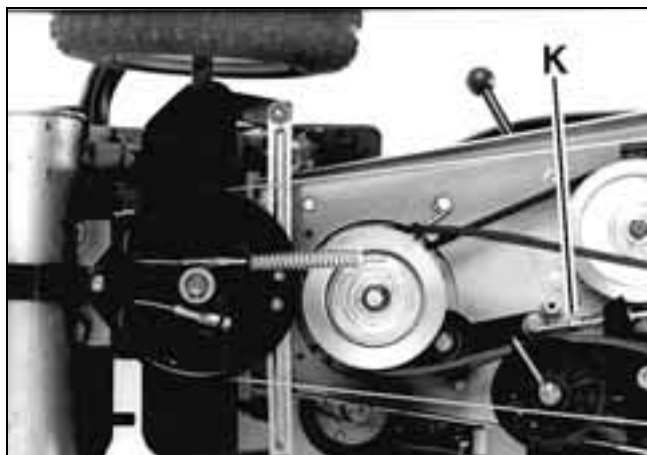
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14.



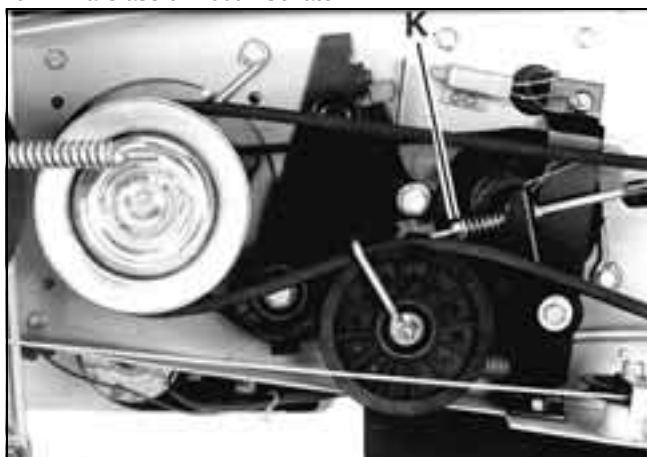
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19A. Villa Classic - 2000 - Senator



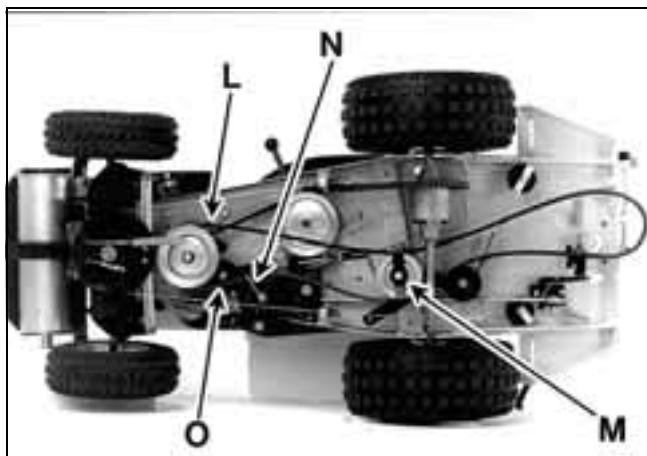
21A. Villa Classic - 2000 - Senator



19B. Villa President



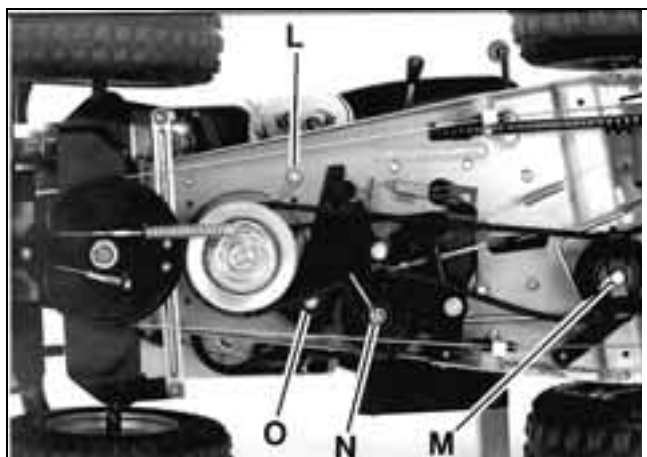
21B. Villa President



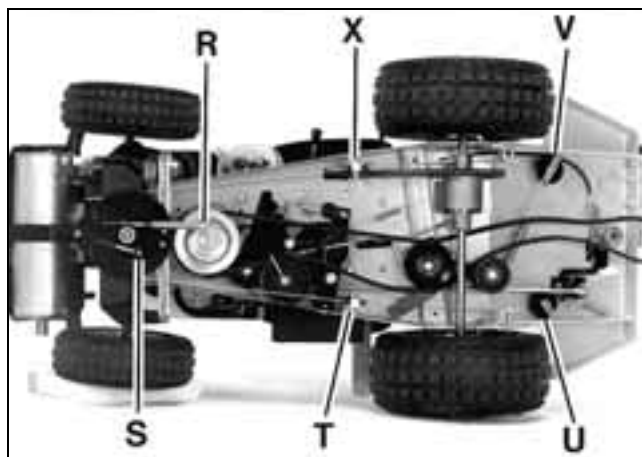
20A. Villa Classic - 2000 - Senator



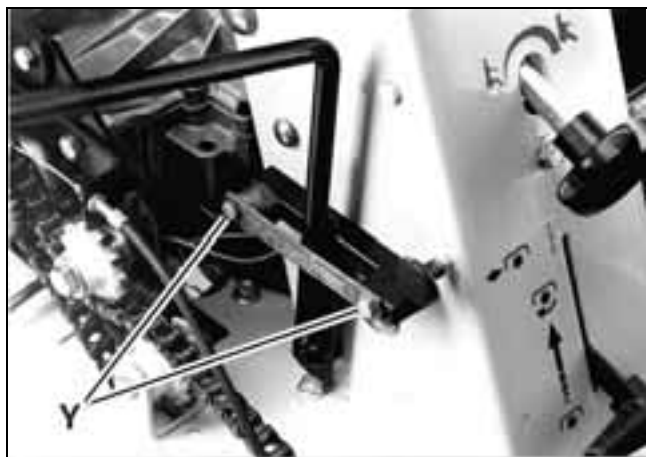
22.



20B. Villa President



23.



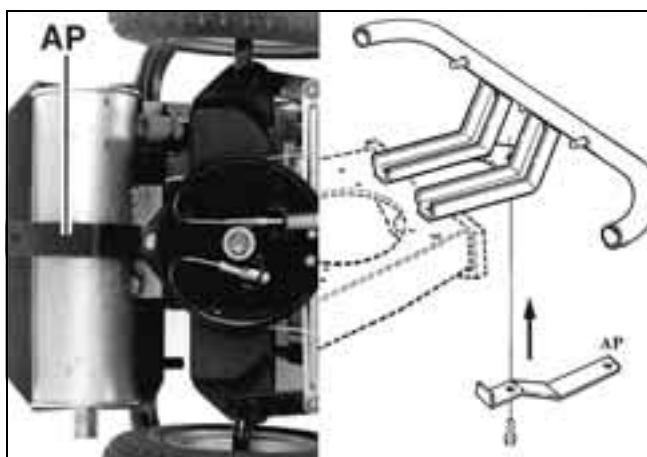
24. Villa President



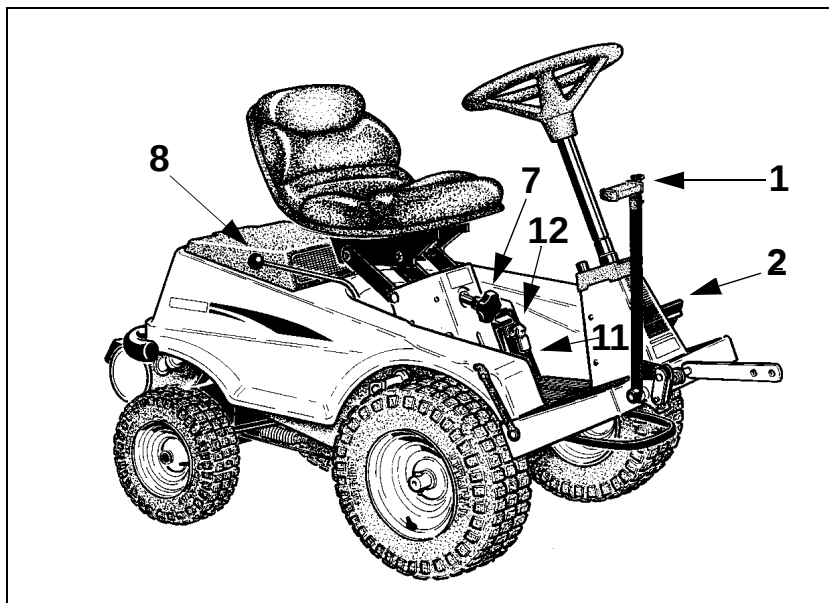
25. Villa President



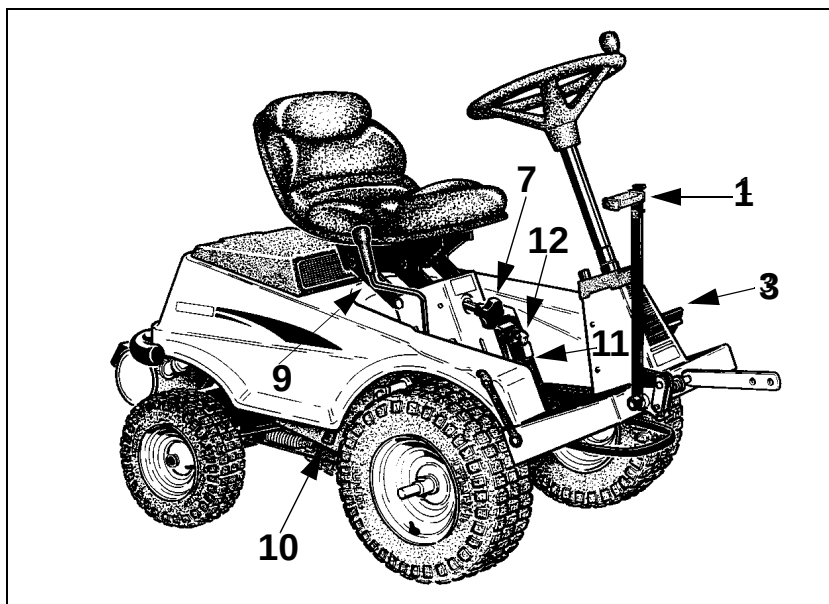
26. Villa Classic - 2000 - Senator



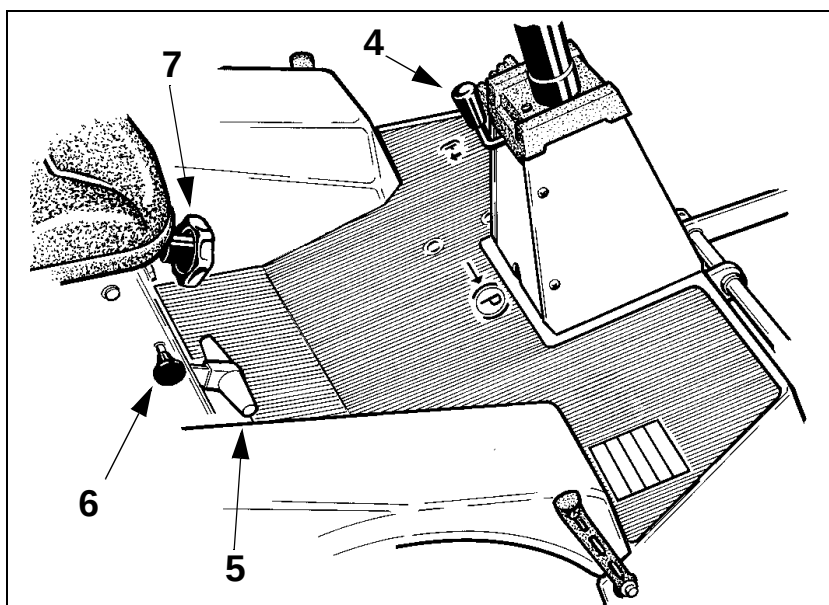
27. Villa Senator - President



9A. Villa Classic - 2000 - Senator



9B. Villa President



GENERAL



This symbol indicates **WARNING. Personal injury and/or damage to property may result if the instructions are not followed carefully.**

SYMBOLS

The following symbols are displayed on the machine in order to remind you about the safety precautions and attention necessary when using the machine.

The symbols mean:



Warning!

Read the instruction book and safety manual before using the machine.



Warning!

Beware of objects being flung out. Keep spectators away.



Warning!

Always use hearing protectors (earplugs or muffs).



Warning!

This machine is not designed to be driven on public roads.

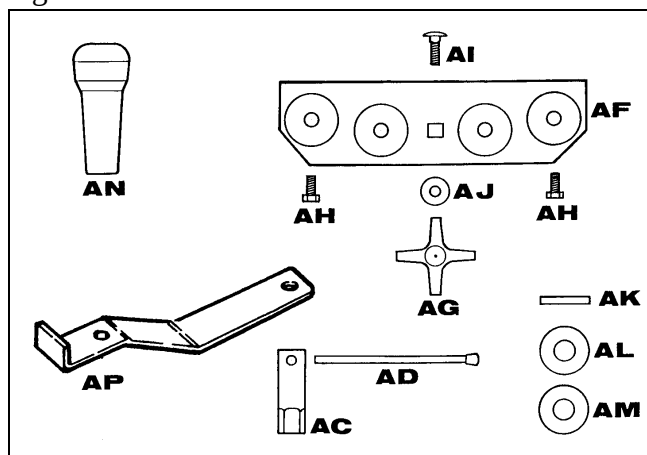
ASSEMBLY



To avoid personal injury and damage to property, never try to start the engine before all the operations described under **ASSEMBLY** have been completed.

ACCESSORIES BAG

A plastic bag is enclosed with the machine containing:



Pos.	Qty	Name	Dim.
AC	1	Spark plug sleeve	
AD	1	Torsion pin for ditto	
AF	2	Seat adapter	
AG	2	Locking knob	
AH	4	Screw	5/16" x 16
AI	2	Coach bolt	8 x 20
AJ	2	Flat washer	8.4 x 22 x 1.5
AK	1	Tensioner pin	6 x 36
AL	1	Shim	16 x 38 x 0.5
AM	1	Shim	16 x 38 x 1.0
AN	1	Control knob (President)	
AP	1	Tow bar (Senator, President)	

SEAT

Screw both seat adapters AF securely to the bottom of the seat using screws AH. Do not forget to place the coach bolts AI in the square centre holes first (figs 1, 3).

Depending on the type of seat used, the adapter should be turned so that the gap between coach bolts is always 207 mm (figs 2, 4).

Screw the seat to the machine with the help of flat washers AJ and locking knobs AG.

CONTROL KNOB (President)

Press home the control knob AN onto the drive lever (fig 5).

STEERING WHEEL

Shims AL and/or AM should be inserted between the upper and lower parts of the jacket tube to compensate for any axial play (fig 6).

Before fitting the locating pin, check to see how many washers are required.

The steering wheel must be fitted so that the knob on the wheel is in the "10 o'clock" position (see fig 5), (for Senator, President only).

Fit the steering wheel on the steering column using locating pin AK (fig 6).

TOW BAR (Senator - President)

Attach the tow bar AP under the muffler. Use the screw that already holds the muffler (fig 27).

ENGINE CASING

Loosen the screw which fastens the front part of the engine casing to the chassis.

Then unhook the three rubber loops D and E (fig 7).

Lift off the engine casing diagonally upwards/ backwards.

Before use - fit the black engine cover onto the engine casing.



Do not use the machine without first fitting the engine casing, otherwise there is a risk of burn injuries or crushing accidents.

BATTERY

The battery is dry-charged, meaning that it must be filled with accumulator acid before use.



Filling of accumulator acid should be done in a well lit place where there is a plentiful supply of rinsing water. The acid is corrosive. Use rubber gloves and handle the acid with great care to avoid spillage. The acid can burn the skin and destroy clothes and other material with which it comes into contact.



It is also advisable to wear goggles to protect the eyes from injury. Also avoid inhaling the acid fumes.

Carefully take the acid containers out of the carton. Fill the battery with acid. The acid level should be between "UPPER" and "LOWER" level on the battery (fig 8).

The acid level may fall slightly after topping up so wait for twenty minutes before finally checking the level in each cell. Top up with acid whenever necessary.

Then allow the battery to stand for two hours before using it.



Do not short circuit the battery terminals as sparks may arise and cause fire. Do not wear any metal items of jewellery that can easily come in contact with the battery terminals.

NOTE! To prevent damage to the engine and battery, the positive battery cable (+) should always be connected to the battery first.

Do not run the engine when the battery is disconnected.

TYRE INFLATION PRESSURE

Check the tyre inflation pressure. The correct pressure should be:

Front tyres: 0,4 bar (6 psi)

Rear tyres: 1,2 bar (17 psi)

ACCESSORIES

Refer to separate assembly instructions enclosed with each accessory for fitment of mowing unit/accessory.

CONTROLS

Item 1 - 12, see figures 9 - 10.

1. IMPLEMENT RAISING LEVER

A lever for raising front-mounted accessories to the transport position.

2. SERVICE BRAKE/CLUTCH (Classic - 2000 - Senator)

A pedal that combines both the service brake and clutch. There are three positions:



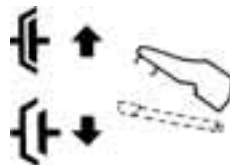
1. Pedal released - forward drive engaged, The machine will move if a gear is engaged. Service brake not activated.

2. Pedal only half depressed - forward drive released, gear-shifting can be performed. Service brake not activated.

3. Pedal fully depressed - forward drive released, Service brake fully activated.

3. FREEWHEEL CLUTCH PEDAL (President)

Foot pedal for disengaging the transmission. Two positions:



1. Pedal released - forward drive engaged. The machine will start off if the drive lever is moved. The parking brake cannot be activated.

2. Pedal fully depressed - forward drive disengaged. The parking brake can be activated.



The pedal is not a service brake. Do not use the pedal during operation, only when parking or starting.

Service brake - see pt. 9 "DRIVE LEVER" below.

4. PARKING BRAKE

Lever for operating the mechanical parking brake.



Depress the freewheel clutch pedal fully. Move the parking brake to the right and then release the pedal.

The parking brake is released by pressing the free-wheel clutch pedal lightly. The spring-loaded brake lever then moves automatically to the side.

5. POWER TAKE - OFF (IN)

A lever for engaging the power take-off for driving front-mounted accessories. There are two positions:



1. Lever in lower position - power take-off disengaged.



2. Lever in upper position - power take-off engaged. The lever is locked in this position if a person weighing more than 30 kg is sitting on the seat.

6. POWER TAKE - OFF (OUT)

A spring-loaded lever for disengaging the power take-off.



Press the button to disengage the power take-off.

7. SEAT SUSPENSION

Rotary control for variable adjustment of the seat suspension. Adjust to weight of driver.



1. Turning counter-clockwise - suspension will become softer.

2. Turning clockwise - suspension will become harder.

If the suspension is tightened too hard it could mean that the lever for engaging the power take-off (5) cannot be locked in its upper position.

NOTE! To prevent a deterioration in mobility, do not over tighten the screw joints in the seat suspension.

8. GEAR LEVER (Classic - 2000 - Senator)

A lever for selecting one of the five forward gears in the gearbox (1-2-3-4-5), neutral (N), or reverse (R).

When changing from neutral to forward or re-verse the gear lever must be lifted upwards.

The pedal must be kept depressed when changing gear.

NOTE! You must make sure the machine is quite stationary before changing from reverse to forward gear or vice versa. If a gear does not engage immediately, release the pedal and depress it again, and then engage the gear once again. Never force a gear in.

9. DRIVE LEVER/SERVICE BRAKE (President)

Hand operated lever which controls the continuously variable transmission. The lever has three functions:

1. Drive



Controls the machine's direction of travel and speed. Move the lever forward (F) - the machine moves forward. The further forward the lever is pushed, the faster the machine moves.



Lever in the marked neutral position (N) - the machine stands still. (If not, see "ADJUSTING THE NEUTRAL POSITION" below).



Move the lever first outward and then backward from the neutral position (R) - the machine will reverse.

2. Cruise control

Inertia in the lever allows it to be released in any position. The lever will not move and the machine maintains the speed set. (Lever inertia can be adjusted, see "ADJUSTING THE DRIVE LEVER" below).

3. Service brake.

To brake while the machine is in forward motion - move the lever slowly back to the neutral position.

To brake while the machine is reversing - move the lever slowly forward to the neutral position.



Do not use the foot pedal to brake while in motion. The foot pedal disengages the transmission, which means that braking effect is lost completely.

10. DISENGAGEMENT LEVER (President)

Lever for disengaging the continuously variable transmission. Allows the machine to be moved by

hand without using the engine. **The machine must not be towed behind a vehicle.**



1. Lever back - transmission engaged for normal use.
2. Lever forward - transmission disengaged. The machine can be moved by hand.



When the disengagement lever is in the forward position, the drive lever braking function is deactivated. The machine has no brakes.

This must be taken into account if the machine is to be rolled by hand down from, for example, a trailer or ramp.

11. THROTTLE/CHOKE CONTROL

A control for setting the engine speed and to choke the engine when starting from cold.



1. Idle.



2. Full throttle - when the machine is in operation, full throttle should always be used. Full throttle positioned 1 - 1.5 cm from the lower edge of the groove.



3. Choke - for starting a cold engine. Choke positioned at the bottom of the groove.

12. STARTER KEY

An ignition key used for starting and stopping the engine. There are three positions:

- | | |
|-------|---|
| STOP | <ol style="list-style-type: none"> 1. Stop position - engine short circuited. The key can be removed. 2. Drive position (without symbol). |
| START | <ol style="list-style-type: none"> 3. Start position - the electric starter motor is activated when the key is turned to the spring-loaded start position. Once the engine has started, allow the key to return to the drive position. |

USING THE MACHINE

AREAS OF USE - VILLA

The machine may only be used for the following tasks using the STIGA accessories stated:

1. Mowing

Using mower deck 13-2916 (85M) or 13-2910 (102M).

2. Sweeping

Using brush unit 13-1934. Use of dust guard 13-1937 is recommended.

3. Snow clearance

Using snow blade 13-1917. Snow chains 13-1947 and wheel weights 13-1982 are recommended.

4. Grass clipping and leaf collection

Using towed collector 13-1978 (30") or 13-1950 (42").

5. Grass and leaf transport

Using load trailer 13-1979.

6. Fertiliser spreading

Using fertiliser spreader 13-1987. Can also be used for spreading grass seed, sand or salt. For winter use, snow chains 13-1947 are recommended.

The maximum vertical load on the towing hitch must not exceed 100 N.

The maximum over-run load on the towing hitch from towed accessories must not exceed 500 N.

BEFORE STARTING



You must read these instructions for use and the accompanying pamphlet "SAFETY INSTRUCTIONS" carefully before starting up the machine.

FILLING THE FUEL TANK



Always use lead-free petrol. Never use oil-mixed 2-stroke petrol.

NOTE! Bear in mind that petrol is a perishable, do not purchase more petrol than can be used within 30 days.



Petrol is highly inflammable. Always store petrol in containers that are made specially for this purpose.



Fill or top up with petrol only outdoors, and never smoke when filling or top-ping up. Fill with petrol before starting the motor. Never remove the filler cap or fill with petrol while the motor is running or still warm.

CHECK THE ENGINE OIL LEVEL

On delivery the crankcase is filled with SAE 30 oil.

Check the oil level every time before using to ensure it is correct. The machine should be standing on level ground.



Remove the dipstick and then wipe it off. Push down the dipstick fully and screw it in.

Then unscrew it and pull it up again. Read off the oil level. Top up with oil to the "FULL" mark if the level comes below it (fig 11).

CHECKING THE TRANSMISSION OIL LEVEL (President)

On delivery the transmission is filled with SAE 20W-50 oil.

Check that the oil level is correct each time the machine is used. The machine must be standing level.

Read off the oil level on the reservoir. The level must be at the same height as the level indicator (fig 12). Top up the oil if necessary. Use oil of type SAE 20W-50 (service class SE, SF or SG).



Cleanliness is essential when handling transmission oil. Dirt particles must be kept out of the system. Dirt can destroy the transmission.

The reservoir has an integrated oil filter which removes larger particles from the oil. The filter does not need replacing.

SAFETY SYSTEM

This machine is equipped with a safety system that consists of:

- a switch on the gear box (Classic - 2000 - Senator)
- a switch on the transmission tension arm (President)
- a switch in the seat mounting
- a switch near the power take-off engagement lever (only US and Canada)

- a replaceable, electronic safety module that controls the system.

In order to start the machine the following are necessary:

- gear lever in neutral (Classic - 2000 - Senator)
- freewheel clutch pedal fully depressed (President)
- driver sitting on seat
- power take-off engagement lever at lowest setting (i.e. power take-off disengaged)



Always check the operation of the safety system before using the machine!

Check in the following way:

- start the engine, sit on the seat, select a gear, lift your weight off the seat - the engine must stop (Classic - 2000 - Senator)
- start the engine, sit on the seat, lift your weight off the seat - the engine must stop (President).
- start the engine again, sit on the seat, engage the power take-off, lift your weight off the seat - the power take-off must be disengaged.
- start the engine, sit on the seat, depress the foot pedal, activate the parking brake and dismount from the machine - the engine should **not** stop (President).



Do not use the machine if the safety system does not work! Take the machine to a service agent for inspection.

STARTING ENGINE

1. Open the fuel shut-off valve (fig 13).
2. Make sure that the sparking plug cable is properly in place.
3. Check to make sure the power take-off is engaged.
 - 4a. Classic - 2000 - Senator:
Put the gear lever in neutral.
 - 4b. President:
Put the drive lever into neutral.
5. Starting cold engine - put the throttle control in the choke position. Starting warm engine - put the throttle control at full throttle (1 - 1.5 cm above the choke position).
6. Depress the pedal fully.
7. Turn the starter key and start the engine.
8. Once the engine has started, move the throttle

control gradually to full throttle if the choke has been used.

9. When starting from cold do not make the machine work under load immediately, but let the engine run for some minutes first. This will allow the oil to warm up.

STOPPING

Disengage the power take-off and apply the parking brake. Allow the engine to idle for 1 - 2 minutes.

Stop the engine by switching off the ignition key.

Close the fuel shut-off valve. This is particularly important if the machine is to be transported on a trailer, for example.



If the machine is left unattended to, remove the lead from the spark plug. Also remove the starter key.



The engine may be very warm immediately after it is shut off. Do not touch the silencer, cylinder or cooling flanges as it can cause burns and injury.

OPERATING

Make sure that there is the correct quantity of oil in the engine when driving on slopes (oil level on "FULL").



Be careful when driving on slopes. No sudden starting or stopping when moving up or down a slope. Never drive across a slope. Move from the top and down, and from down to the top.



When travelling down hill on slopes greater than 20°, the back wheels can lift from the ground. The machine is, however, prevented from tipping over forwards by the mower deck.



The machine, equipped with original accessories, must not be driven on slopes greater than 10° in any direction.



Reduce the speed on slopes and when moving the machine in sharp bend-like patterns to prevent the machine from turning over or you losing control over the machine.



Do not turn the steering wheel to full lock when driving at full speed and full throttle. The machine may turn over.



Keep hands and feet well away from the chain and seat bracket to avoid having them squeezed. Never operate the machine without the engine casing.

When in operation always run the engine at full throttle.

MAINTENANCE



No service should be carried out on the machine unless:

- the engine has been stopped
- the ignition key has been removed
- the spark plug cable has been removed from the sparking plug
- the parking brake is applied
- the power take-off is disengaged

CLEANING



To reduce the risk of fire:

- keep the engine, muffler, battery and fuel tank free from grass, leaves and oil.
- regularly check the machine for oil and/or fuel leakage.

NOTE! If a jet-wash cleaner is used, do not point it directly at the transmission.

CHANGING ENGINE OIL

Change the oil for the first time after 5 hours running and then at every 50 hours running, or at least once a season. Change oil when the engine is warm.

Always use a good grade of oil (service grade SE, SF or SG).



The motor oil may be very warm if it is drained off directly after the motor is shut off. Therefore, allow the motor to cool a few minutes before draining the oil.

1. Tilt the machine to the left.
2. Screw out the oil drain plug F (fig 14). This is situated on the left side of the engine (viewed from rear). Let the oil run out into a collection vessel. Do not allow oil to get on the v-belts.
3. Screw in the plug again.
4. Remove the dipstick and fill up with new oil.

Oil capacity:
Classic - 1,1 Litres

Senator, 2000, President - 1,4 Litres.

Oil type summer: SAE-30

(SAE 10W-30 can also be used. However, oil consumption can increase somewhat if 10W-30 is used. Therefore check the oil level more regularly if you use this type of oil).

Oil type winter: SAE 5W-30

(SAE 10W-30 can also be used).

Use oil without any additives.

Do not fill too much oil as this can result in overheating of the engine.

Check the oil every time when topping up. The level should come up to the "FULL" mark.

CHANGING THE TRANSMISSION OIL (President)

The transmission oil does not normally require changing.

AIR BLEEDING (President)

When the machine is new, there may be air pockets in the transmission oil. The oil looks as if it contains "foam".

This normally causes the machine to run slowly and lack power.

1. Push the disengagement lever to the forward position.
2. With the engine running and the freewheel clutch pedal released, move the drive lever forward and hold it in the forward position for 5 sec.
3. Then move the drive lever to the reverse position and hold it there for 5 sec.
4. Repeat the procedure 4 - 5 times.

LUBRICATION

The machine has three grease nipples G on the rear axle which are lubricated with universal grease every 25 hours running (fig 15 - 16).

All plastic bearings (rear wheel, steering turntable, pedal and steering column bearings, as well as cable rollers) are lubricated with universal grease twice per season.

The power take-off and clutch tensioning arm joints are lubricated with universal grease twice per season.

Grease the steering cable regularly. This is essen-

tial to the service life of the cable.

The drive chain H and other mechanically actuated joints are lubricated with oil twice per season (fig 21).

The gearbox (Classic, 2000, Senator) and differential are filled with grease at the factory. If they are not opened (which must only be done by a specialist), no filling with grease should normally be done.

BATTERY

Check the acid level regularly.

The acid level should be between "UPPER" and "LOWER" on the battery. When adjusting the level only use distilled water (battery water).



The battery acid is extremely corrosive and can cause burns and injury to skin and clothing. Always use rubber gloves, and glasses (goggles) to protect the eyes. Avoid inhaling any acid vapour.



Do not incline the battery too much so that the battery acid can run out on to hands or clothing. If this should happen, flush with lots of water.

If the battery terminals are coated with oxide they should be cleaned. Clean the battery terminals with a wire brush and grease them.

AIR FILTER

Important! Never operate the engine without the air cleaner being fitted.

Clean the foam pre-filter I every 3 months or after every 25 hours of operation, whichever comes first (fig 17).

Clean the paper filter insert J once a year or after every 100 hours of operation, whichever comes first (fig 17).

NOTE! The filter should be cleaned more often if the machine operates on dusty ground.

1. Remove the protective cover of the air filter and the foam plastic filter.
2. Wash the pre-cleaner in liquid detergent and water. Squeeze dry. Pour a little oil on the filter and squeeze in the oil.
3. Loosen and remove the nut which hold the paper filter. Lift out the paper filter and thoroughly clean the air filter housing to prevent dirt from entering

the carburettor.

4. Clean the paper filter as follows: Knock it lightly against a flat surface. If the filter is very dirty, change it.

5. Assemble in the reverse order.

Petroleum-based solvents such as kerosene must not be used for cleaning the paper filter as these can destroy the filter.

Do not use compressed air for cleaning the paper filter. The paper filter must not be oiled.

COOLING AIR INTAKE

The engine is air-cooled. A blocked cooling system can damage the engine. The engine should be cleaned at least once a year or every 100 hours running.

Remove the fan casing. Clean the cooling fins on the cylinder, the fan and the rotating protective grille (fig 18). Clean more frequently if mowing dry grass.

SPARKING PLUG

An oily and sooty sparking plug with burnt electrodes makes the engine difficult to start.

Clean the plug with a wire brush (do not sand-blast) and reset the spark gap to 0.75 mm.

Replace the sparking plug if the electrodes are badly burnt. For replacing a sparking plug, a sparking plug sleeve AC and torsion pin AD are provided in the plastic bag containing accessories.

The engine manufacturer recommends: Champion J19LM.

CARBURETTOR

The carburettor is positioned at the factory and adjustment should not be necessary.

If the carburettor after all has to be adjusted, contact a service station.

ADJUSTING POWER TAKE - OFF

If the v-belt on the double belt pulley slips when the power take-off is engaged it can be tensioned by screwing in the nut K on the power take-off rod (fig 19).

CHANGING DRIVE BELTS

Always use genuine belts. They fit exactly and last longest.

When changing a v-belt, lift up one side of the machine (with carburettor upwards) and place a crate or similar under the front wheel. Do not forget to block the other front wheel so that the machine cannot roll. Turn the rear wheels to the slewed position.

N.B. If the machine has to be tilted more than 45° the battery must be removed.

DRIVE BELT ENGINE - DOUBLE BELT PULLEY

1. Loosen the belt yoke L on the engine belt pulley and turn it aside (fig 20).
2. Loosen and remove the belt guide M on the double belt pulley.
3. Loosen and remove the belt guide N on the power take-off tensioning roller.
4. Remove the v-belt.
5. Place on the new v-belt and assemble in the reverse order.
6. The belt yoke L on the engine belt pulley should be 3 - 5 mm from the v-belt when the belt is tensioned.

DRIVE BELT ENGINE - TRANSMISSION

1. Loosen the belt yoke L on the engine belt pulley and turn it aside (fig 20).
2. Lift off the lower v-belt.
3. Loosen the tensioning roller O on the clutch arm.
4. Remove the v-belt.
5. Place on the new v-belt and assemble it in the reverse order. Fitting is facilitated if the pedal is pressed down.
6. Adjust the clutch rod (see "Adjusting clutch").
7. The belt yoke L on the engine belt pulley should be 3 - 5 mm from the v-belt (lower) when the belt is tensioned.

ADJUSTING CHAIN

Classic - 2000 - Senator:

If the chain is too slack it can be tensioned by screwing down the nut P on the turnbuckle. Do not tension the chain too hard (fig 21A).

President:

If the chain is too slack, it can be tensioned by undoing the bolt P. Push the chainwheel downwards

to tension the chain. The bolt should then be tightened again securely. Do not over-tension the chain (fig 21B).

ADJUSTING CLUTCH

The clutch rod should be adjusted so that the free travel on the pedal is 5 - 10 mm.

The pedal clearance is adjusted with the nuts Q. The free travel on the pedal is increased when the nuts on the clutch rod are screwed in (fig 22).

ADJUSTING STEERING CABLE

After a few hours running the steering cable should be adjusted

Tension the steering cable by screwing in nut R (fig 23). **IMPORTANT!** The “end screw” of the steering cable must be held firmly while adjusting. Hold with an adjustable spanner or similar in the flats on the “end screw”.

Adjust the steering cable until all slack is taken up.

CHANGING STEERING CABLE

The steering cable is a wearing part that must be changed if necessary.

1. Remove the old steering cable.
2. Attach the “end nut” of the steering cable to screw S. Do not tighten the screw fully (fig 23).
3. Place the steering cable in the groove on the steering disc and on jockey rollers T and U.
4. Wind the steering cable 1 turns clockwise on the inner half of the steering pulley (inside hole in the steering pulley).
5. Press the riveted pawl into the hole in the steering pulley.
6. Wind the steering cable a further 1 turns clockwise on the outer half of the steering pulley (outside hole in the steering pulley).
7. Place the steering cable on jockey rollers V, and X.
8. Place the steering cable in the groove on the steering disc and insert the “end screw” of the cable through the hole in the welded lip on the steering disc.
9. Fit the spring on the “end screw” and attach it with the washer and nut R.
10. Place the cable retainers as shown in the figure

and tighten the screws.

11. Tighten screw S.

12. Tension the steering cable by screwing in nut R. **IMPORTANT!** The “end screw” of the steering cable must be held firmly while adjusting. Hold with an adjustable spanner or similar in the flats on the “end screw”. Adjust the steering cable until all slack is taken up. Grease the steering cable.

13. Adjust the cable again after a few hours running.

14. Do not tension the steering cable too hard as this can cause unnecessary wear on the cable, jockey rollers etc.

ADJUSTING THE NEUTRAL POSITION (President)

If the machine moves (creeps) when the drive lever is in the marked neutral position, adjustment is required.

1. Start the engine and allow it to idle.
2. The freewheel clutch pedal must not be depressed. (Someone must sit on the seat otherwise the engine will stop).
3. Undo bolts Y slightly (fig 24).
4. With the drive lever in the neutral position, simultaneously move the locating plate **and** drive lever forward or backward carefully until the machine stands completely still.
5. Tighten bolts Y.

On the rear bolt is an eccentric spacer. By turning this spacer it is possible to set how far the drive lever can be moved backward, i.e. set the maximum reverse speed.

Reverse speed can be adjusted in the range 6 -10 kph.



Do not adjust the reverse speed so that it is unnecessarily high. The machine will be difficult to control.

ADJUSTING THE DRIVE LEVER (President)

Drive lever inertia is adjusted by loosening or tightening lock-nut Z (fig 25).

If the cruise control function is required, the nut should be tightened. The drive lever will remain as currently set but more effort will be required to

move the lever.

If the nut is loosened, the lever will be easier to move. This can, however, mean that it is necessary to hold the lever continuously.

Adjust the inertia so that it suits your personal driving style and type of lawn.

ADJUSTING BRAKE (Classic - 2000 - Senator)

The machine is provided with a disc brake on the gearbox.

If insufficient braking action is obtained when the pedal is pressed down, proceed as follows:

Screw in adjusting nut A (fig 26).

IMPORTANT! The brake must not make contact when the pedal is fully released.

After adjustment, make sure the clutch is always activated before the brake.