

COUNTAX



RIDER 30"
RIDE-ON
MOWER

INSTRUCTION MANUAL

CERTIFICATE OF CONFORMITY

EC Declaration of Conformity

I, the undersigned R. Kilminster of Countax Limited,
Gt Haselley, Oxon. England certify that lawnmowers:-

Model	Rider 11	Rider 13	C300	C500	C500	C600
Power (kW)	8.2	9.25	9.25	11.9	11.9	13.4
Max rotation of blades (rpm)	3000					
Engine manufacturer	Briggs and Stratton					
Engine type	petrol					
Mass in Kg	192	194	238	240	244	251
Max drawbar pull (Kg) at coupling hook	400	400	500	500	500	500
Max vertical load (Kg)	25					
Max sound power level	100 Db(A) @2600rpm			100 Db(A) @3000rpm		
Vibration (m/s/s) hands	3.2	3.7	7.4	7.6	4.3	4.4
Vibration (m/s/s) seat	4.2	4.4	2.6	2.6	1.9	2.1
Type of cutting device	cutterbar					
Width of cutting device (cm)	76	76	92	97	107	129

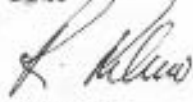
Conforms to the specifications of Directive 84/538/EEC (as adapted to the technical progress by Directive 87/252/EEC and amended by Directive 88/180/EEC and Directive 89/392/EEC (amended by 91/368/EEC, 93/44/EEC and 93/88/EEC) and Directive 89/336/EEC and amended by 91/263/EEC 92/31/EEC.

Standards used BS5107, EN292, ISO3767, ISO3788, ISO3664.

Tested at Oxford, England.

I declare that on behalf of Countax Limited that these machines conform to EC Essential Health and Safety Requirements.

Signed



R. Kilminster
(Technical Director)

1/1/96

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**READ THE INSTRUCTION MANUAL
BEFORE USING THE RIDER AND
ENSURE THE OPERATORS STUDY
IT FOR THEIR OWN SAFETY.**

**THE FOLLOWING PRECAUTIONS
ARE OUTLINED TO HELP PREVENT
ACCIDENTS. A CAREFUL
OPERATOR WHO USES COMMON
SENSE IS THE SAFEST OPERATOR.**

**THESE SAFETY PRECAUTIONS ARE
IN ADDITION TO THOSE IN THE
INSTRUCTION MANUAL.**



THIS SYMBOL MEANS BE ALERT

MANDATORY SAFETY INSTRUCTIONS FOR THE OPERATION OF RIDER MOWERS

TRAINING

1. Read the instructions carefully. Be familiar with the controls and the use of the equipment
2. Never allow children or people unfamiliar with these instructions to use the mower.
3. Never mow while people, especially children, or pets are nearby.
4. The operator or user is responsible for accidents or hazards occurring to other people or their property.
5. Do not carry passengers.
6. All drivers should seek to obtain professional and practical instructions. Such instruction should emphasise:
 - The need for care and concentration when working with this machine.
 - Control of a rider sliding on a slope will not be regained by the application of the brake.

The main reasons for loss of control are:

- Insufficient wheel grip
- Driving too fast
- Inadequate braking
- Incorrect load distribution

PREPARATION

1. Check that the machine complies with all applicable regulations, including those in for when used on the public highway.
2. When mowing always wear substantial footwear and long trousers. Do not operate when barefoot or with open sandals.
3. Thoroughly inspect the area where the equipment is to be used and remove all stones, sticks, wires, bones and any other foreign objects.
4. Warning - petrol is highly flammable:
 - Store fuel in containers specifically designed for this purpose.
 - Refuel outdoors only and do not smoke while refuelling.
 - Add fuel before starting the engine. Never remove the cap from the fuel tank or add petrol while engine is running or when engine hot.
 - If petrol is spilled, do not attempt to start the engine but move the machine away from the area of the spillage and avoid creating any source of ignition until petrol vapours have dissipated.

- Replace the fuel tank cap securely.
- 5. Replace faulty silencers.
- 6. Before using, always inspect to see that the blades, bolts and cutter assembly are not worn or damaged.
- 7. Check the condition of the tyres and ensure that they are inflated to the correct pressures (refer to the specifications). This is particularly important if the machine is to be taken on the public highway.
- 8. Check that the mower is in good working order, paying particular attention to brake and steering.
- 9. Check that all linkages, connections and pivot nuts are secure and that the wheel nuts are torqued correctly.

OPERATION

1. Do not operate the engine in a confined space where dangerous fumes can collect.
2. Mow only in daylight or in good artificial light.
3. Before starting the engine, disengage blade and attachment drives and shift into neutral.
4. Take care on slopes of more than 10 degrees.
5. Remember there is no such thing as a "safe" slope. Travel on grass slopes requires particular care to guard against overturning:
 - Do not stop or start suddenly when going up or downhill.
 - Engage clutch slowly. Always keep machine in gear, especially when travelling downhill.
 - Machine speed should be kept low on slopes and in tight turns
 - Stay alert for humps and hollows and other hidden hazards.
 - Avoid mowing across the face of the slope.
6. Watch out for traffic when crossing or near roadways.
7. Stop the blades rotating before crossing surfaces other than grass.
8. When using the machine, never direct discharge of material toward bystanders or allow anyone near the machine while in operation.
9. Never operate the mower with defective guards, shields or without safety protective devices in place and in good working order.
10. Do not change governor settings to increase the revs of the engine. Operating an engine at excessive speed increases the hazard of injury.
11. Before leaving the operator's position:
 - Disengage the drive to the cutter blades and attachments and lower the attachments.
 - Change to neutral and set the parking brake.
 - Stop the engine and remove the ignition key.
12. Disengage drive to attachments, stop the engine and disconnect the spark plug lead or remove ignition key before:
 - cleaning blockages.
 - checking, cleaning or working on the mower.
 - refuelling.
 - removing the grass catcher.
 - After striking a foreign object. (Inspect the mower for damage and make repairs before restarting the rider.)
- If the machine starts to vibrate abnormally check immediately and call dealer if necessary.
13. Disengage drive to attachments when transporting or not in use.
14. Reduce the throttle setting during engine run-out.
15. Never work on the mower when the engine is running.

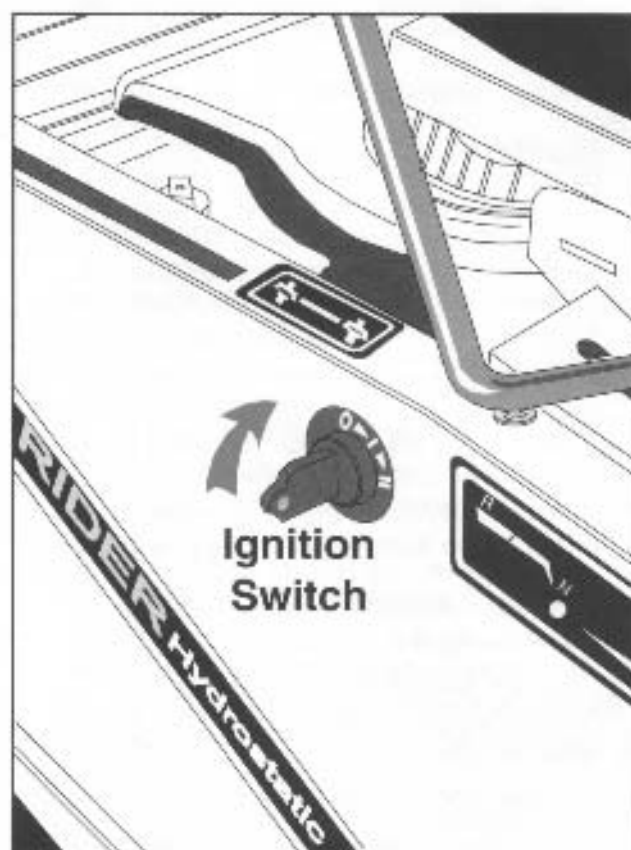
MAINTENANCE AND STORAGE

1. Check that all nuts, bolts, and screws are tight to be sure the equipment is in safe working condition.
2. Never store the equipment with petrol in tank inside a building where fumes may reach an open flame or spark.
3. Allow the engine to cool before storing in any enclosure.
4. To reduce the risk of fire, keep the engine, silencer and battery compartment free of grass, leaves, petrol or excessive grease.
5. Check the grass catcher frequently for wear or deterioration.
6. Replace worn or damaged parts for safety.
7. If the tank has to be drained, this should be done outdoors.
8. Be careful during adjustments of the machine to prevent entrapment of the fingers between moving blades and fixed parts of the machine.

SUPPLEMENTARY INSTRUCTIONS FOR USE OF COUNTAX RIDER MOWERS

1. Use good sense at all times and, to ensure this rider is safe and serviceable, fit only original manufacturers' supplied spares.
2. When inspecting the area to be cut note also the position of any stumps, manhole covers, bumps and depressions and avoid them to prevent damaging the blade.
3. We recommend the use of standard UNLEADED fuel and that you ensure the fuel tank is full before you start the machine.
4. Always disconnect both battery terminals before attempting any work in the engine compartment.
5. Do not leave the rider unattended and running.
6. Do not put hands near moving belts or the Power Take-Off pulley while it is rotating.

CONTROLS – ENGINE



THROTTLE

The lever is pushed DOWN for Fast and Choke, pulled UP for Slow and Stop. A cold engine is started on the choke setting, a warm one on the fast setting. The choke setting should be cancelled as soon as the engine is running properly and the machine operated on the fast setting at all times.

IGNITION

The Key Start controls both ignition and the starter motor. Insert the key and turn to the first position then turn further to activate the starter motor. Release immediately the engine starts.

To stop, turn the key to the original off position; having first switched off the cutter: It is always good practice to remove the key and keep it safely. As with a car, it is important to prevent unauthorised use by children, who could injure themselves.

SAFETY SWITCHES

SEAT SAFETY SWITCH

Your Countax Rider is fitted with a switch that will turn OFF the engine should you dismount. This is a safety back-up and should not be used voluntarily.

If you want to dismount from the machine, but want the engine to continue running, first disengage the cutter deck, then select neutral and apply the Parking Brake. You can now dismount, but **DO NOT LEAVE THE MACHINE STANDING WITH ENGINE IDLING FOR ANY LENGTH OF TIME**. Should you try and dismount with the parking brake ON and the cutter deck ON, the engine will cut out after a delay of a couple of seconds. **DO NOT RELY ON THIS BACK-UP CUT-OUT, THAT DELAY OF A FEW SECONDS COULD STILL ALLOW AN ACCIDENT.**

BRAKE PEDAL SAFETY SWITCH

Your Machine is fitted with a safety switch under the brake/clutch pedal. This switch 'earths' the ignition when the brake is not applied. The engine will only start while the brake/clutch is depressed, or the parking brake is on and the cutter deck disengaged.

CONTROLS – LEVERS

HYDROSTATIC TRANSMISSION MODEL

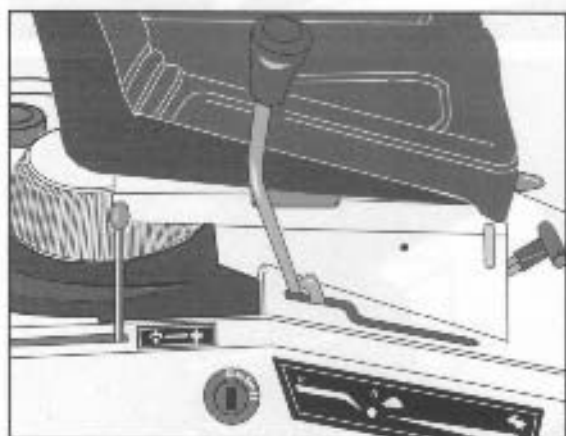
The SAME lever that selects the gears for the mechanical gearbox Rider is an infinitely variable speed control on the hydrostatic drive Rider.

Select **NEUTRAL**, ensure the brake is engaged and the cutter turned off before starting the Rider. When the engine is started release the brake and move the lever forward to go faster. Pull it back to slow down. Return it to neutral to stop. The foot pedal operating the clutch/brake should be used only for emergency stops and for applying the parking brake. **Normal stopping should be only be achieved using the speed control.**

To select reverse – start from neutral and move the lever left and back.

THE THROTTLE CONTROL SHOULD ALWAYS BE SET AT FAST RUNNING SPEED WHEN DRIVING AND CUTTING WITH YOUR RIDER – DO NOT USE THE THROTTLE TO VARY THE SPEED OF THE RIDER.

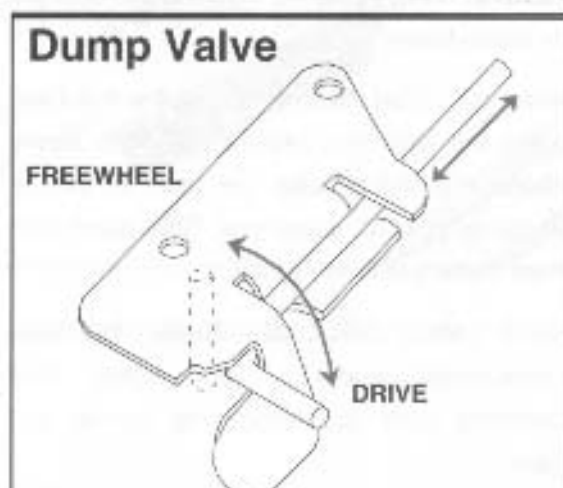
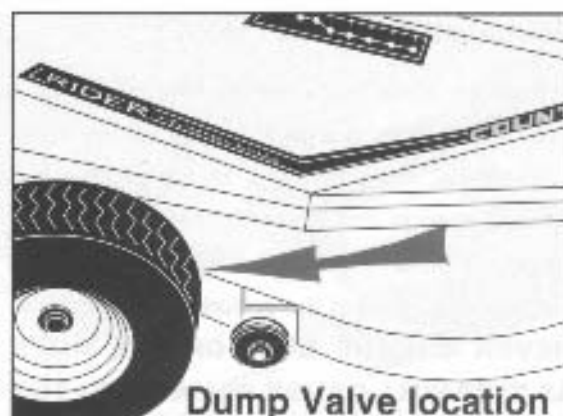
OPERATE IN MEDIUM TO SLOW SPEEDS WHEN CUTTING GRASS – the tougher the grass the slower the speed.



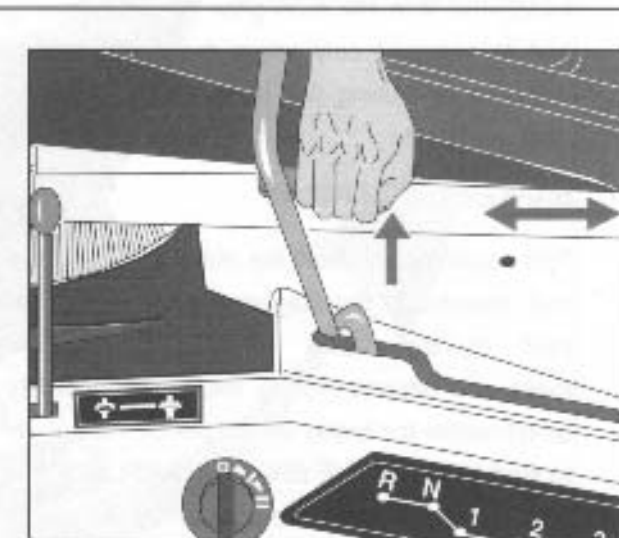
BYPASS LEVER/DUMP VALVE

TO MOVE THE RIDER BY PUSHING you must operate the hydrostatic bypass lever (dump valve). This can be found alongside the rear right wheel of the Rider. The bypass lever should only be engaged if the Rider is stationary and standing on level ground. Pull the 'L' shaped lever forward and turn it to the left so it engages with the retaining slot. With this lever engaged the Rider can be pushed for short distances and at a speed not exceeding 2MPH.

WARNING – with the bypass lever engaged there will be a loss of hydrostatic braking capacity!



BE SURE TO DISENGAGE THE VALVE BY TURNING THE 'L' SHAPED LEVER TO THE RIGHT AND RETURNING IT TO THE REAR BEFORE STARTING THE ENGINE AND ATTEMPTING TO MOVE OFF!



SEAT POSITION ADJUSTMENT

The seat on your Rider will slide forward or back to adjust your driving position and ensure you can reach the brake/clutch pedal - lift lever to right of seat and slide.

CONTROL - LEVERS

MECHANICAL GEARBOX MODEL

The same lever that controls the speed on a Hydrostatic Rider is a gear change lever if it has a transaxle. This is used to select the five forward speeds and reverse. The machine can be driven off in any of the forward gears, their purpose is to govern the speed of the machine. **NEVER CHANGE GEAR ON THE MOVE AS THIS WILL CAUSE DAMAGE TO THE GEARS.** Always stop the machine and depress the clutch/brake.

Select NEUTRAL before starting the machine. Select the gear you require and then slowly release the clutch/brake. Get used to this by practising in LOW gears first. Take great care when starting in fourth or fifth.

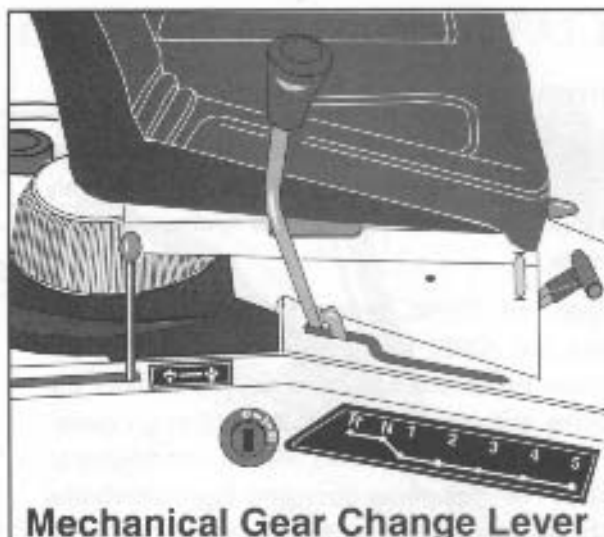
FIRST AND SECOND GEAR for slow manoeuvring and for very heavy load conditions such as cutting long, dense, wet grass.

SECOND AND THIRD GEARS are for normal cutting or towing. **FIFTH** is a fast **TRANSPORT GEAR** and should not normally be used for cutting.

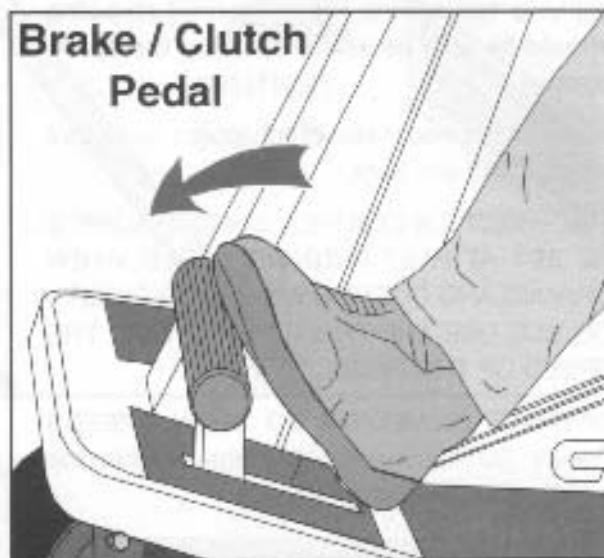
REVERSE is a low ratio gear for manoeuvring and is selected only when the machine has stopped, by pulling the lever up, towards the seat, and back.

BRAKE/CLUTCH PEDAL

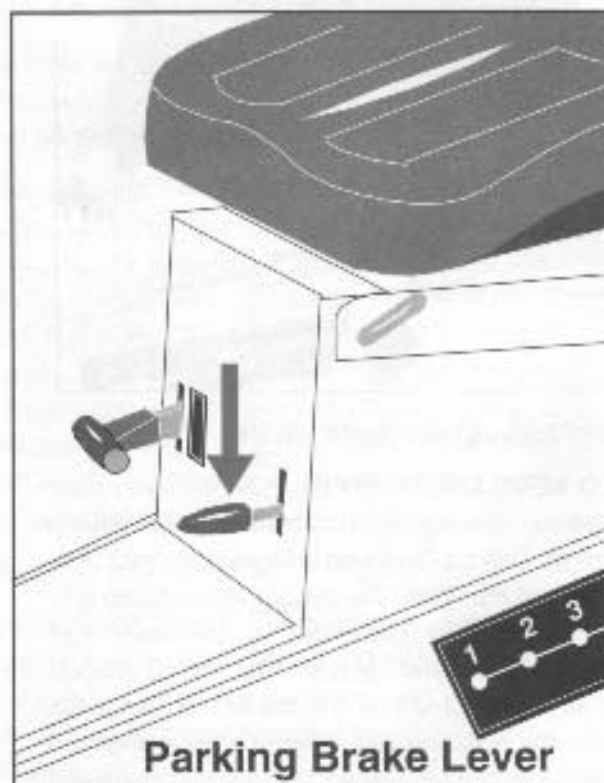
This pedal controls both the clutch and the brake and operates in two stages; the first and upper part of the travel is the clutch, the lower and second part is the brake. A safety switch under the brake will not permit the engine to start **UNLESS THE BRAKE IS APPLIED.** This brake may be locked into position by the use of the parking brake lever which is located next to the ignition switch. Simply depress the brake pedal fully and push the small plated lever down and hold it there whilst releasing the pedal. To release the park brake depress the pedal again.



Mechanical Gear Change Lever



Brake / Clutch Pedal

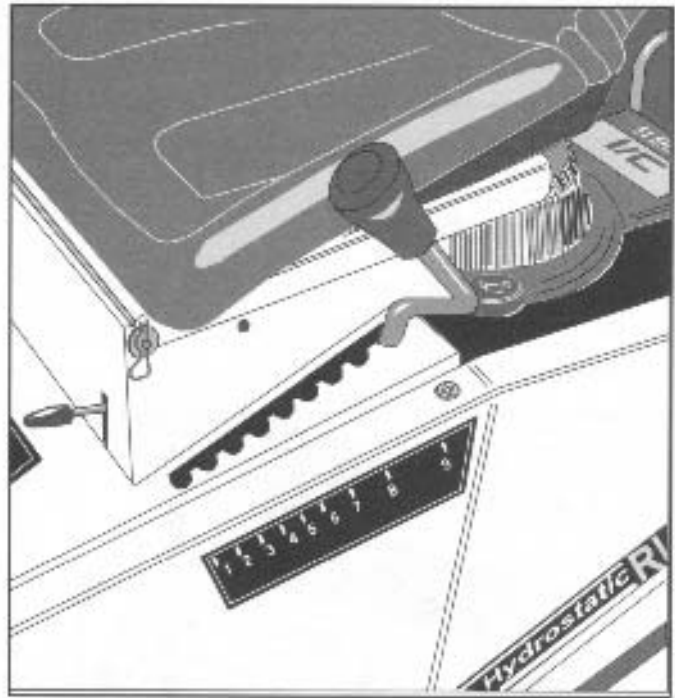


Parking Brake Lever

CUTTER HEIGHT LEVER

This lever is used to select one of nine cutting heights – the lower the number the lower the cut. Settings 2 to 4 are normally selected for lawns and 5 to 9 for longer grass areas. (Be careful that no one approaches the Rider when the cutters are turning!) In practice you will discover the cutting height you need for each area. In wet or heavy conditions it is advisable to select a higher cutting position than you would in dry or light conditions.

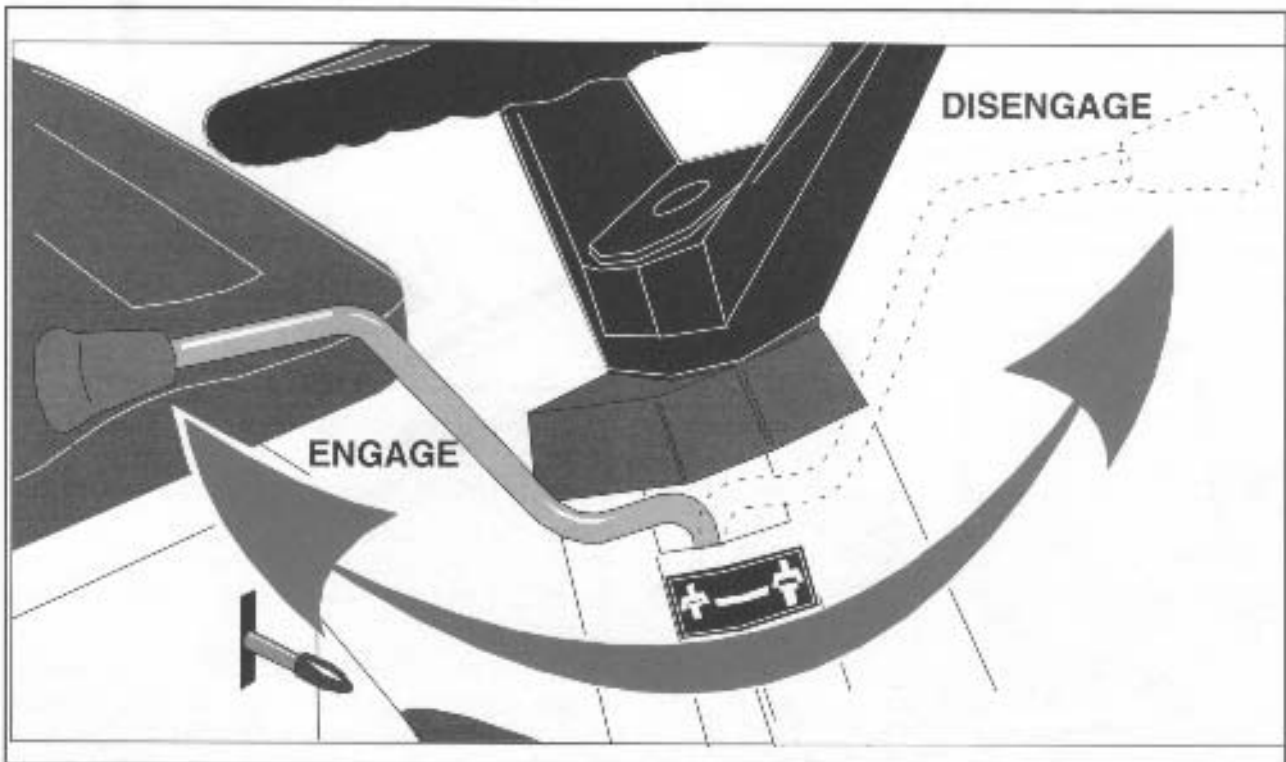
Always disengage the cutter before driving the machine from one part of your grounds to another - this will limit the possibility of damage to the deck that could result from hitting an obstacle at speed.



Cutting Height Adjustment Lever

CUTTER ENGAGE LEVER

Never drive to and from the area to be cut with the cutter engaged. To engage the cutter – grasp the lever on the steering column and pull towards you in a steady movement. You will hear the cutters engage.



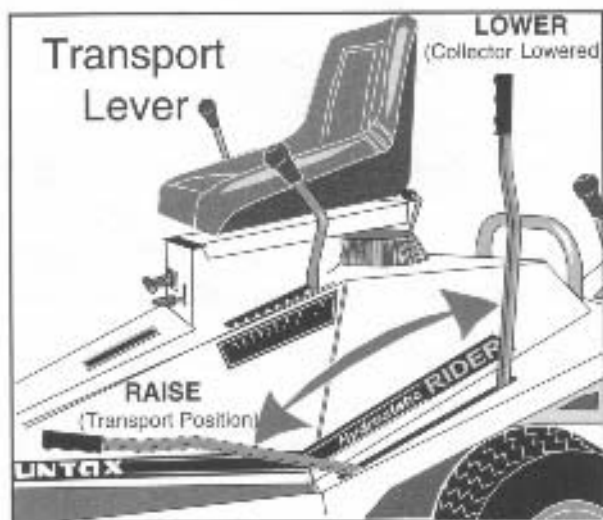
CUTTER ENGAGE

THE POWERED COLLECTOR

The collector is based on a rotating brush driven by a belt from the engine. It will lift even wet grass completely and cleanly WHEN IT IS ADJUSTED CORRECTLY! It is also a very efficient leaf collector.

TRANSPORT POSITION

Driving to and from the area to be cut, the collector should be in the transport position with the lever in the forward position.

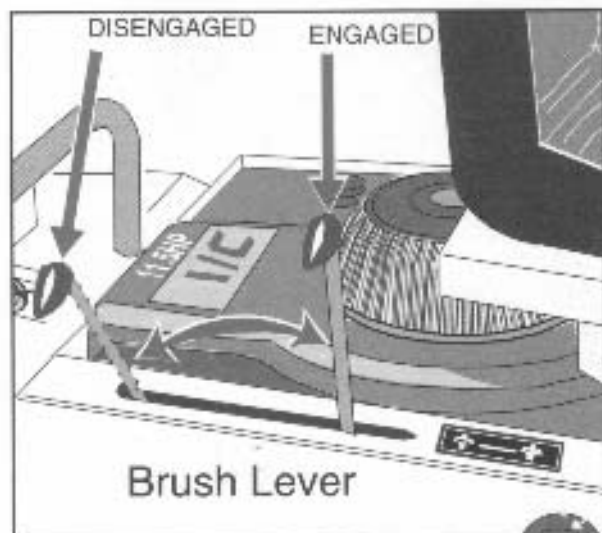


LOWERING THE COLLECTOR

Before engaging the collector lower it to the collect position by lifting the lever to the rear position.

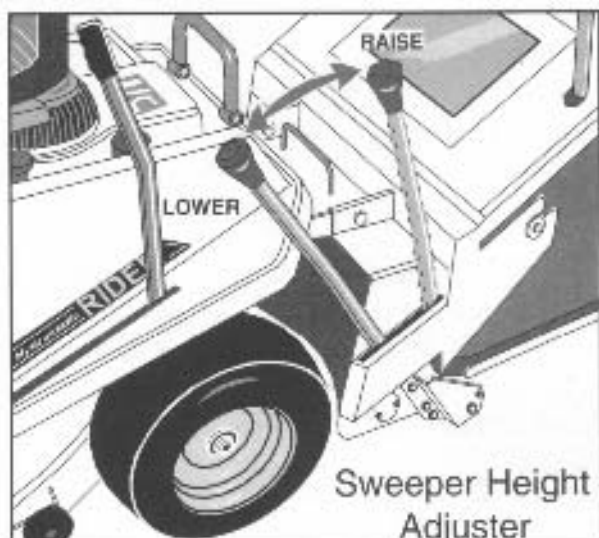
STARTING THE COLLECTOR

To engage the rotating brushes move the small lever behind the keystart ignition switch forward – do not force it, it will take up its own position.



ADJUSTING THE SWEEPING HEIGHT

Now adjust the sweeping height to get the most efficient collection and to preserve the brushes – start at the highest setting and adjust down until the brushes begin to collect. Always use the highest setting that works!



CHECKING CONTENTS

Check the contents regularly through the inspection window provided (this hinges so it can be cleaned).



Collector contents inspection window

EMPTYING THE COLLECTOR

When the collector is full, disengage the brushes, then drive to tipping point. If you are driving over gravel etc first raise the collector to the Transport position.

When you reach the pile, reverse up to it, extend the tipping handle and pull towards you. If some cuttings are reluctant to come out of the grassbox continue to tip it as you drive forward from the pile.

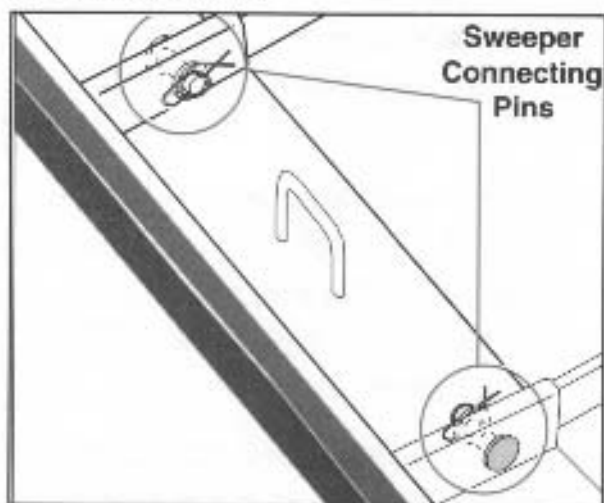
Remember to engage the brushes to start collecting the grass again.

REMOVING THE COLLECTOR FROM THE RIDER

Before connecting or disconnecting the Collector from the Rider, first ensure that the Transport position is in the lowered (rear) position. Then remove the two retaining bolts by removing the spring clips. Take care to safely store these in a pocket. Now push the collector slightly forward – this will loosen the drive belt enough for you to disengage and remove it. Now wheel the collector away. Replace the securing bolts in the transport arms and secure with the spring clips.

With the Collector removed your Rider can be used to tow dump trucks and a variety of garden tractor accessories.

To connect the Collector just reverse the procedure above. (see page 24)



LAYING UP YOUR RIDER FOR THE WINTER

Your Rider should be serviced annually by your dealer - book it in early in the winter to beat the seasonal rush.

1. For the last fill of the season, Briggs & Stratton Fuel Additive should be added and the engine run for at least 15 minutes. Having first disconnected the battery and making sure that the terminal leads are removed, the tank should be drained before laying up for the winter.
2. Reconnect the battery and **START AND RUN THE ENGINE UNTIL IT STOPS.**
3. **WASH YOUR RIDER** taking particular care to clean all cuttings from the underside of the deck and keeping water away from electrical components. Do not use a high pressure hose.
4. **REMOVE THE BATTERY** and charge periodically throughout the winter.
5. **KEEP YOUR RIDER IN A DRY PLACE.**

INSTRUCTIONS FOR STARTING AND USING YOUR COUNTAX RIDER.

**BEFORE EMBARKING ON THIS, READ ALL THE FOREGOING
PAGES AND FAMILIARISE YOURSELF WITH THE CONTROLS.**

KNOW HOW TO STOP BEFORE YOU START!

1. Get on your Rider and make sure you are comfortable and can reach all the controls. Ensure that the Parking Brake is engaged. Select neutral and check that the Cutter Engage Lever is disengaged.

2. Adjust throttle control to fast/choke position for a cold engine or an intermediate position if warm.

3. Insert key and turn to second position.

4. Turn ignition further to operate the starter motor. If the engine does not start first time, REPEAT.

5. Cancel choke and select fast setting when the engine is running well.

6. HYDROSTATIC MODEL

Whilst still in neutral, release the park-brake by pressing down the clutch/brake pedal and releasing. Then move off by advancing the hydrostatic speed control lever.

TRANSAXLE MODEL

With the parking brake still applied, select the gear you need - low if you are using the Rider for the first time. Move off by depressing the clutch/brake pedal to release the parking brake and then raising it slowly (take particular care if you have selected a high gear).

7. When you have reached the area to be cut, make sure there is nobody near the machine and then engage the cutter by pulling back the lever located to the right of the steering wheel.

8. Select the cutting height using the lever to the left of your seat - positions 2, 3 or 4 for short grass or position 5 or higher for wet or longer grass.

9. To stop cutting, raise the cutter to position 9 and push the lever to the right of the steering wheel forward.

10. Drive to where you intend to leave your Rider and STOP

ON A HYDROSTATIC MODEL BY RETURNING THE HYDROSTATIC CONTROL LEVER TO NEUTRAL.

ON A TRANSAXLE MODEL BY DEPRESSING THE CLUTCH/ BRAKE PEDAL.

Then apply the parking brake.

11. With the transmission lever in neutral, turn the ignition key off to stop the engine. MAKE SURE TO REMOVE THE KEY FROM THE IGNITION to prevent unauthorised use, particularly by children.

Countax Rider

Hints on use - Fault Finding - Simple Maintenance

Countax Riders leave the factory after a thorough inspection and Countax dealers double check that inspection before they deliver the Rider to you. All settings detailed in the following pages are correct at the time of delivery. Wear, heavy use and accidental impact can change settings and the following pages tell you how to carry out simple servicing and adjustments on the understanding that these are carried out at your risk and that the consequences of incorrect servicing and adjustments are not covered by warranty. If in doubt get your dealer to carry it out.

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LUBRICATION AND GREASING

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N.B. The information contained in the following pages is given on the understanding that Countax accepts no responsibility for any damage thus caused, whether or not the service instructions have been misunderstood. To be absolutely sure that your warranty terms are not breached, service work should only be carried out by a Countax dealer.

ENGINE

Starting and Running Check List

Before you start

- 1/ Check that the engine is filled with the right oil (SAE 30) and to the recommended mark - never overfill (See Fig. 3)
- 2/ Fill your petrol tank with fresh unleaded premium (see page 13). If it is more than 1/3 full of old untreated petrol that has been in the tank 8 weeks or more - drain and then refill. If less than 1/3 full of old untreated fuel, completely fill with new premium unleaded petrol.
We recommend the use of Countax Petrol Additive - it will keep petrol stored in the tank in good order and it lubricates and protects jets and valves.
- 3/ Ensure the throttle is advanced to 'Fast' and, if engine is cold, the choke is engaged.
- 4/ Ensure that the Park Brake is 'on' or that the brake/clutch pedal is fully depressed and the Cutter Deck is disengaged.
- 5/ Insert the key and turn Clockwise

If the engine fails to turn over - check

- 1/ That the brake is depressed or parking brake on
- 2/ That the cutter deck is disengaged
- 3/ That the battery terminals are connected (see page 16 fig 16)
- 4/ That the 10amp fuse is properly located and has not blown (see page 16 fig 19)
- 5/ That the battery is charged

If the engine turns over and does not start - check

- 1/ That the fuel tank is full and the petrol tap is turned 'on'.
- 2/ That the spark plug lead is connected.
- 3/ That the outlet in the fuel tank is not blocked
- 4/ That the spark plug is clean and set to the right gap (see page 16 fig 17)

If the above do not apply - call your dealer.

If the engine misfires, loses power or stalls in use - check

- 1/ That you have not run out of fuel.
- 2/ That the air filter pre-cleaner is not blocked (see page 14 fig 11)
- 3/ That the outlet in the fuel tank is not blocked)
- 4/ If the engine fails to turn over when the key is turned check the 10amp fuse (see page 16 fig 19)

IF THERE IS EVIDENCE THAT THE ENGINE IS OVERHEATING OR IF YOU FIND THE OIL CONSUMPTION IS HIGH - CALL YOUR DEALER WITHOUT FAIL

BEFORE CARRYING OUT ANY REPAIR OR SERVICING

- * Ensure that the rider is on a firm level surface.
- * Apply the handbrake. * Disconnect the battery.
- * Extinguish all naked flames.

To check oil level:

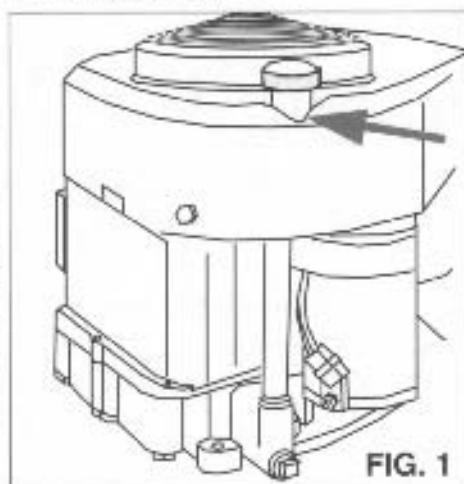


FIG. 1

Ensure that the rider is on a firm level surface. Clean around oil filler. If engine has been running wait a few minutes after it has been turned 'OFF'.

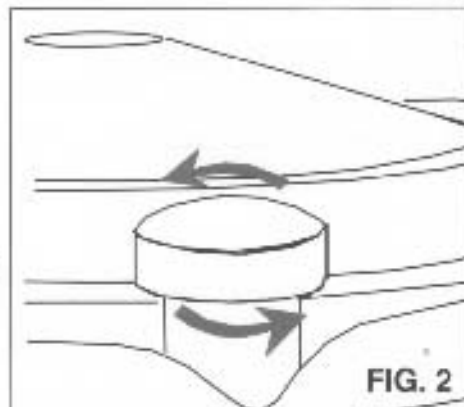


FIG. 2

Turn anti-clockwise to remove.

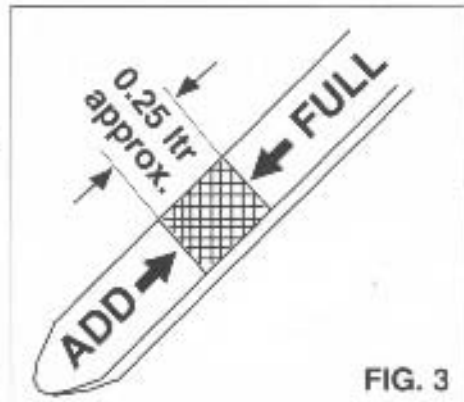


FIG. 3

Oil level should be in the grey zone.

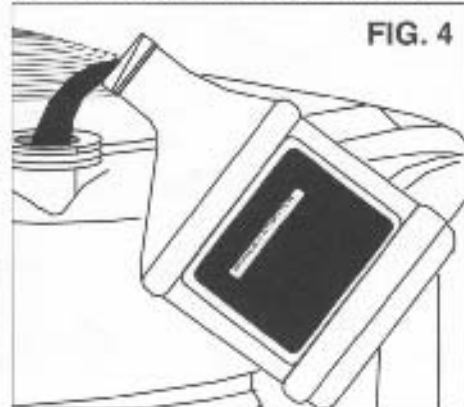


FIG. 4

If required, fill slowly then recheck.

ENGINE - OIL & FUEL

OIL DRAINING

NOTE: OIL SHOULD BE CHANGED WITHOUT FAIL AFTER THE FIRST 8 HOURS RUNNING.

The Countax Rider has an oil drain adaptor (fig 5) located on the left hand (nearside) of the Rider, under the running board slightly forward of the Powered Collector raising and Lowering Lever. This is like a bayonet light fitting which you push in and turn anti-clockwise to release. A short length of clear hose is supplied that fits on this adaptor so that waste oil can be poured into a can or bottle.

Before draining:

- 1/ Start up the engine and allow to idle until it is warm. (About five minutes)
- 2/ Switch off the engine and unscrew the oil cap/dipstick.

To drain:

- 1/ Locate the Oil drain (fig 5)
- 2/ Remove yellow Dust Cap
- 3/ Fit the short length of hose supplied over the nozzle of the adaptor (see fig 6) and direct the other end into a container large enough to take 2 litres of waste oil.
- 4/ Press the adaptor in, turn anti-clockwise and pull to start flow.
- 5/ When the sump is empty press in the adaptor and turn clockwise to lock. Remove hose and store for next use. Replace yellow Dust Cap.
- 6/ Refill with recommended oil (SAE 30 detergent oil classified for service - SG, SF, SE) to engine manufacturer's instructions. DO NOT OVERFILL. The use of lubricants that are not recommended may lead to excessive wear or damage - and this will NOT be covered by warranty.

READ AND FOLLOW THE ENGINE MANUFACTURER'S INSTRUCTIONS ON MATTERS RELATING TO USE & MAINTENANCE. FOLLOW THE SPECIFIED OIL CHANGE INTERVALS TO ENHANCE THE LIFE OF YOUR ENGINE!

FIG 5

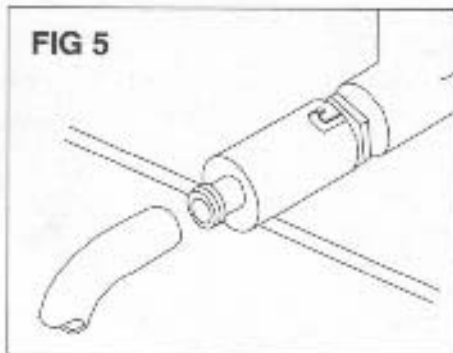
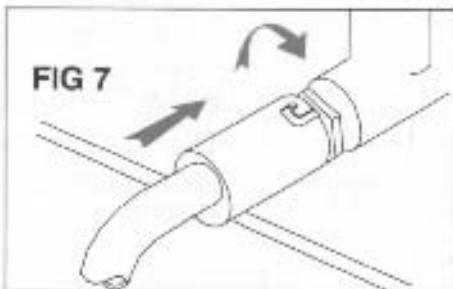


FIG 6



FIG 7



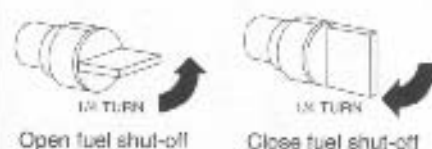
FILLING THE TANK

- 1/ Clean around the cap of the fuel tank before filling.
- 2/ Fill with new unleaded petrol from a CLEAN container.
- 3/ Use a clean funnel preferably with a filter.

WE RECOMMEND ADDITION OF COUNTAX OR BRIGGS & STRATTON FUEL ADDITIVE PARTICULARLY IF FUEL IS TO BE LEFT IN THE TANK FOR MORE THAN A COUPLE OF WEEKS.

FIG 8

Typical fuel shut-off valve

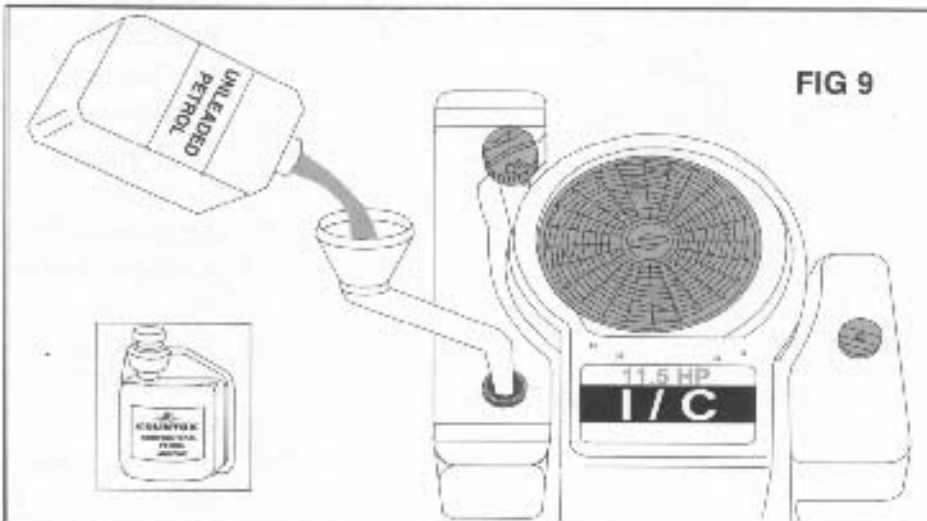


FUEL FILTER - INTEGRAL IN THE FUEL TANK

If you suspect that fuel is not getting through to the engine check that the outlet in the fuel tank is not blocked.

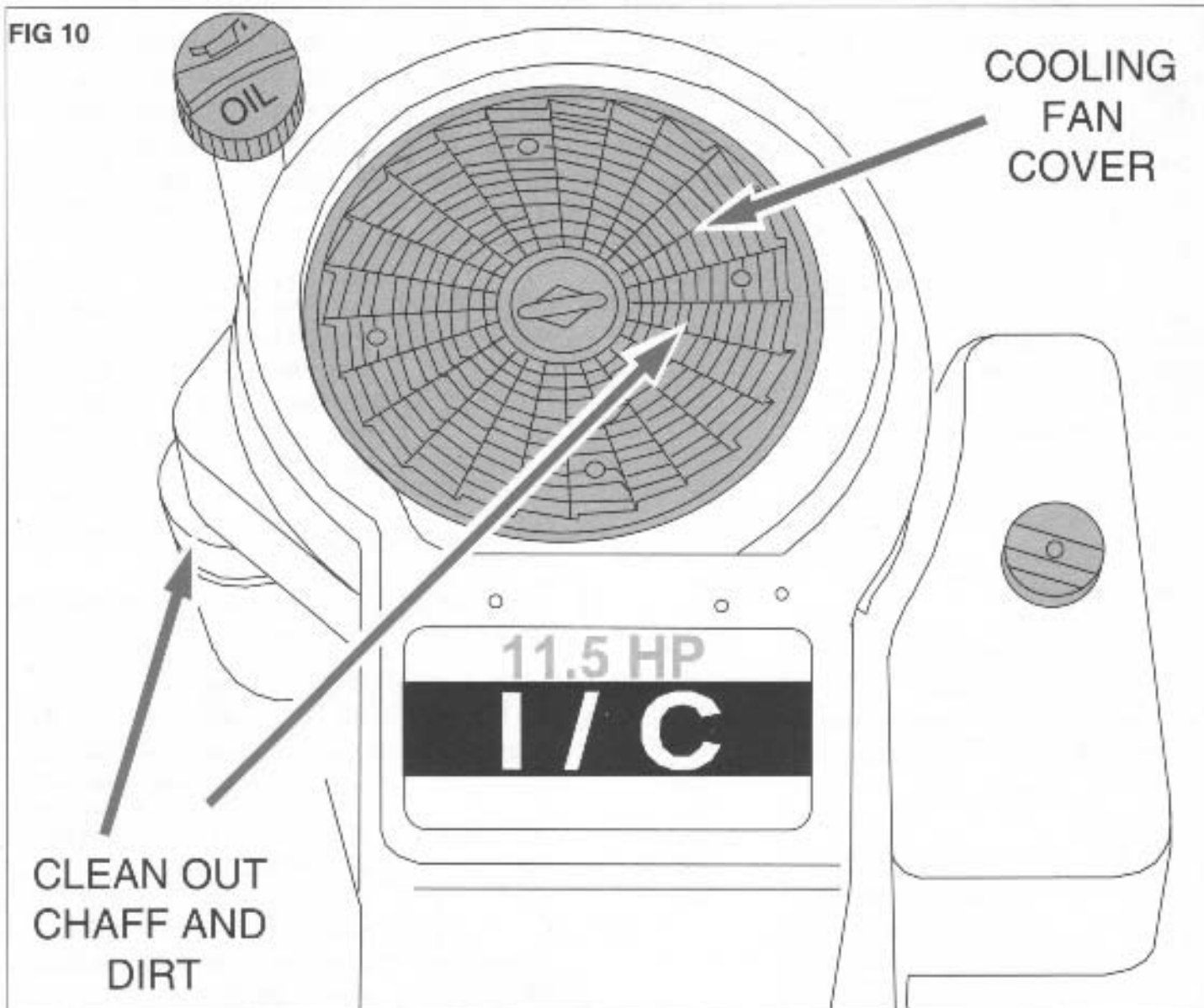
If fuel is passing this filter the chances are that fuel is not your problem. If the carburettor is the problem it is only serviceable by a dealer.

FIG 9



ENGINE - AIR AND COOLING

FIG 10



AIR INTAKE/COOLING SYSTEM

The cooling fan also supplies the air to the carburettor so if the engine won't start or if it is stalling or overheating -

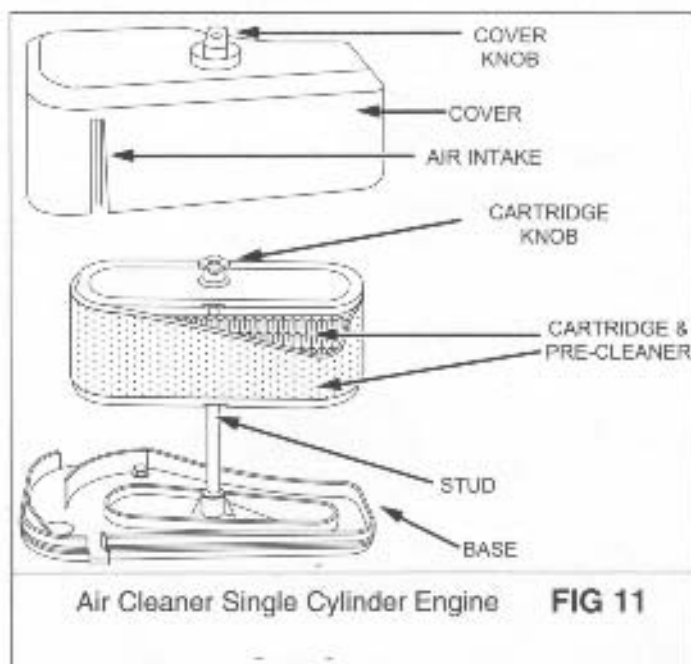
CHECK THE COOLING SYSTEM AND THE AIR FILTERS

- 1/ Check that debris is not caught in the cooling fan cover - clean with a stiff brush.
- 2/ Remove the air filter cartridges and check that debris is not gathered on the Pre-Cleaner.

After these checks you must consider whether the air filter cartridge should be replaced.*

*The Briggs and Stratton Handbook specifies that the air filter pre-cleaners and cartridges should be changed every 100 hours or at least every annual service.

PRE-CLEANER - BRIGGS & STRATTON PART 805113, CARTRIDGE PART 805267)



Air Cleaner Single Cylinder Engine FIG 11

TRANSMISSION/DRIVE TRAIN

Your Countax Rider was thoroughly inspected at the factory prior to delivery to your dealer. Your dealer, in turn, has carried out a pre-delivery inspection before delivering it to you. There should be no need for adjustment between services and we do not recommend that customers carry out servicing or adjustment to the transmission and drive belts (Hydrostatic transmission is sealed for life and can only be serviced by an authorised agent). During the warranty period such work **MUST** be carried out by your Countax dealer.

Check List

MOVING OFF - Manual gearbox (fig 12)

- 1/ Remember to lift the brake/clutch pedal slowly.
- 2/ Select a low gear if moving off on a slope.
- 3/ If you are having trouble with the front wheels lifting when moving off in a high gear, ensure your cutter deck is turned off and then lower your engine revs before starting - return your throttle to 'Fast' when under way.

MOVING OFF - Hydrostatic gearbox (fig 13)

Select neutral with the Hydrostatic Speed Control Lever and start the engine. Lift the brake/clutch pedal before you advance (or pull back) the Speed Control Lever, and move off. If this fails to produce forward or backward movement - check that the Dump Valve fitted to machines with Tuff Torq hydrostatic is in drive (fig 14)

When you are used to your Rider and if it subsequently develops a jerky take-up or you believe the drive belt is slipping - check:

- 1/ Is the drive belt worn?
- 2/ If a new belt has been fitted, is it as recommended?
- 3/ Is the belt tensioner mechanism working and not jammed?

If in any doubt call your dealer. Belt type and tension are critical and can lead to damage to the engine.

WE DON'T RECOMMEND THAT CUSTOMERS FIT/ADJUST TRANSMISSION DRIVE BELTS.

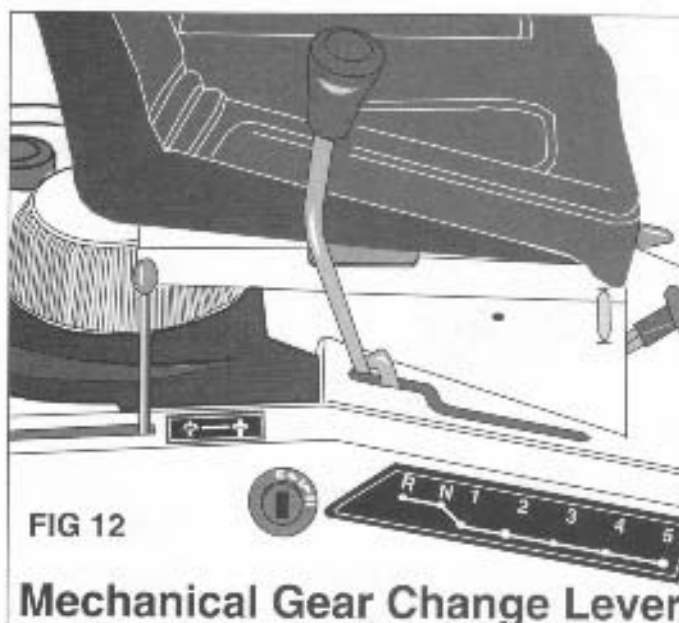


FIG 12

Mechanical Gear Change Lever



FIG 13

Hydrostatic Gear Change Lever

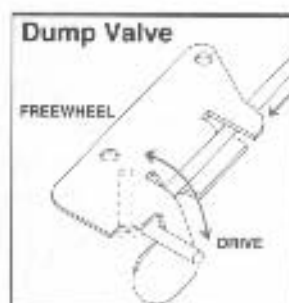


FIG 14

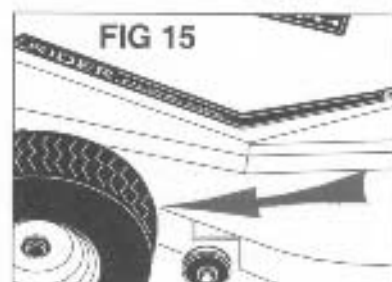
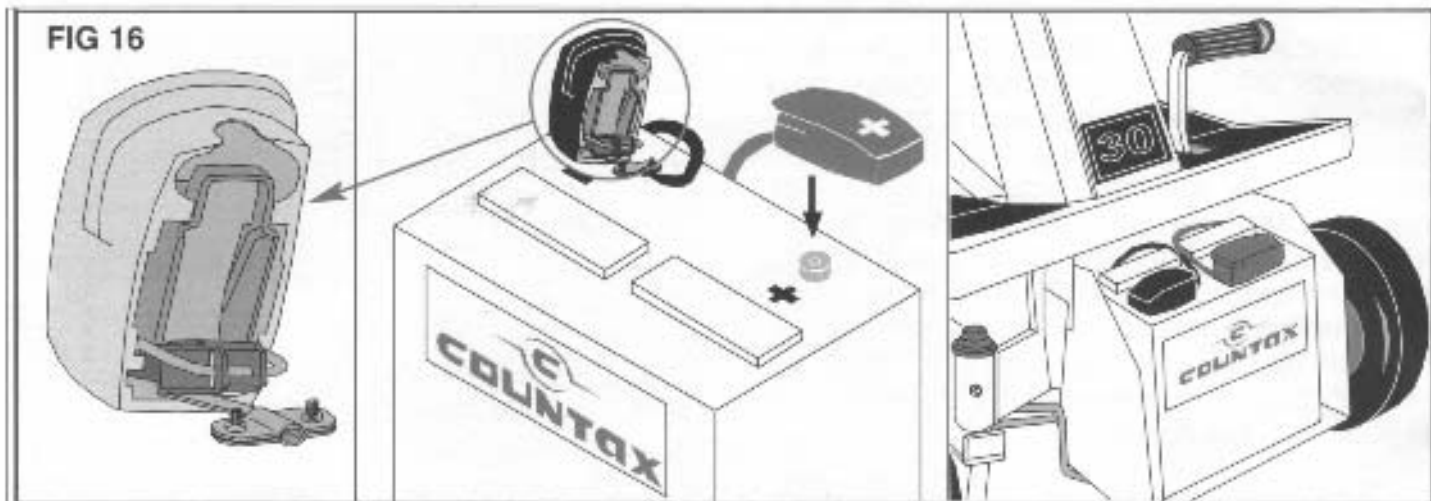


FIG 15

The bypass lever/dump valve is found alongside the rear right wheel.

ELECTRICAL - BATTERY, SPARK PLUG

FIG 16



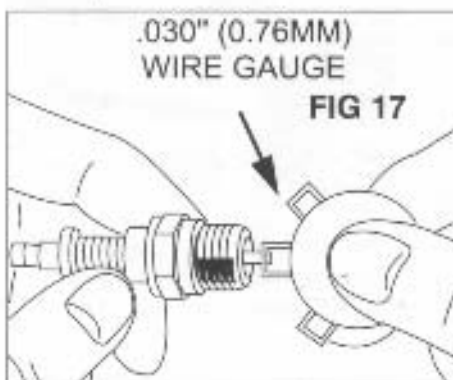
BATTERY

Check that the battery terminals are correctly placed - black neutral (-) red positive (+). The battery should be periodically recharged during a winter lay-off. If it has run down during normal summer use there could be several causes;

- a/ Water not topped-up.
 - b/ Ignition left on.
 - c/ 10amp charging fuse needs replacing (see fig 19).
 - d/ The battery needs replacing.
- If 'a' 'b' and 'c' appear not to be applicable, first re-charge the battery using a trickle charger and await a second failure before calling your dealer. Alternatively the engine can be started with jump leads and the battery re-charged in use.

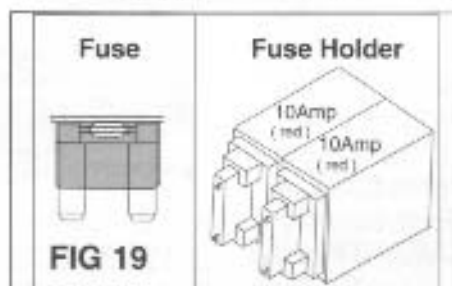
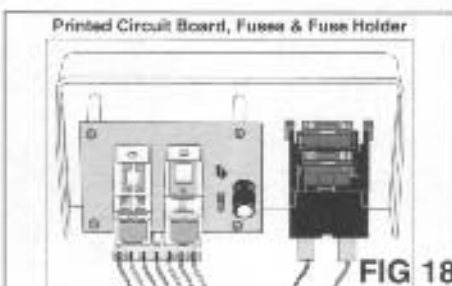
SPARK PLUG

The spark plug should be a Briggs & Stratton 491055 or a Champion RC12YC.



FUSES

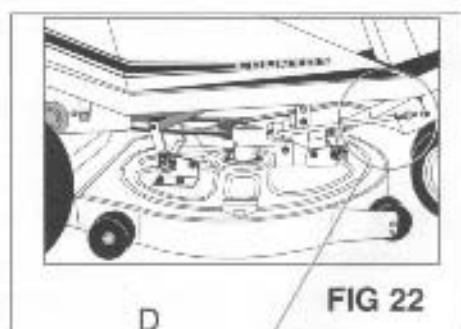
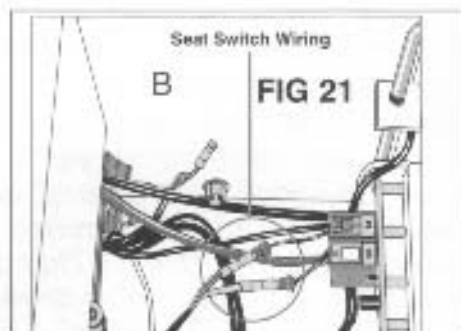
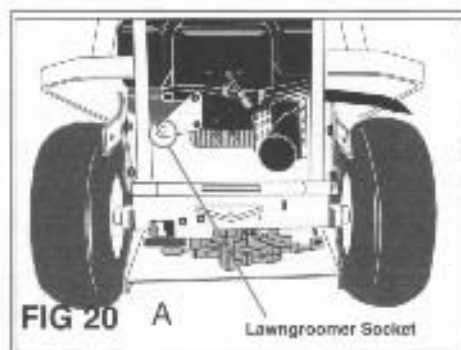
There are 2 10amp uses on the Rider for the charging circuit and the ignition/safety switches.



To check - remove fuse and check small window (fig 19); there should be an unbroken metal strip bridging the gap.

Note - If a 10amp fuse blows when the ignition key is turned this means there is a short between the red and blue or red and green coloured wire and the body of the Rider. The usual places to investigate are:

- A/ The electrical PTO and socket (if fitted).
- B/ Seat Safety Switch wires.
- C/ The Brake Micro Switch.
- D/ The Cutter Micro Switch



ENGINE - ELECTRICAL, BATTERY, FUSES.

ROUTINE MAINTENANCE OF YOUR BATTERY

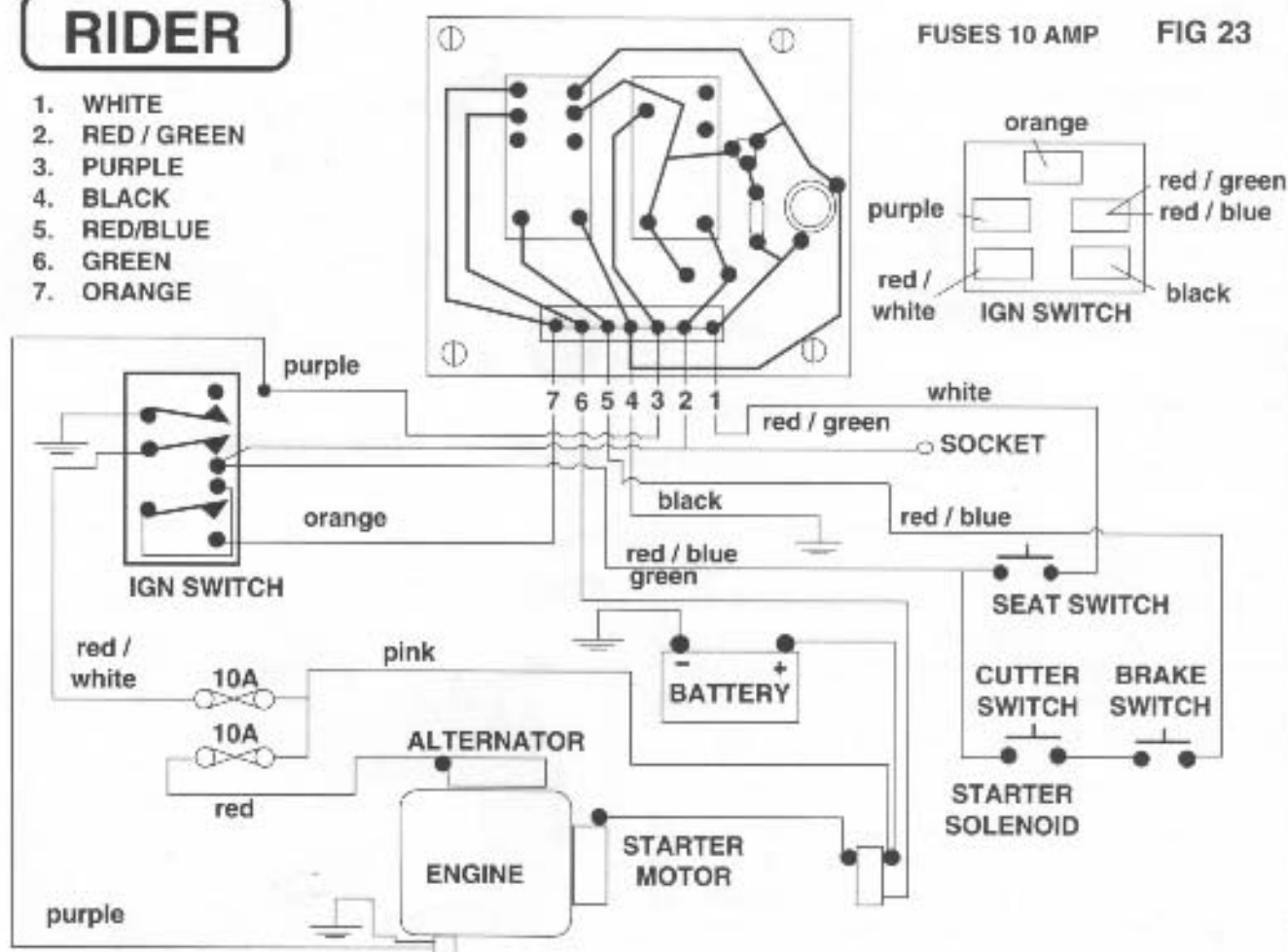
Keep electrolyte topped up to correct level - do not over fill. Clean the battery terminals and coat with petroleum jelly

N.B. The information contained in the following pages is given on the understanding that Countax accepts no responsibility for any damage thus caused, whether or not the service instructions have been misunderstood. To be absolutely sure that your warranty terms are not breached, service work should only be carried out by a Countax dealer.

RIDER

1. WHITE
2. RED / GREEN
3. PURPLE
4. BLACK
5. RED/BLUE
6. GREEN
7. ORANGE

FUSES 10 AMP FIG 23



CUTTER

Check List

Uneven cut (cutting shorter one side than the other - check:

- 1/ That the tyres are all inflated to the right pressure (Page 25)
- 2/ That the front axle is pivoting freely.
- 3/ That the deck suspension brackets are moving freely and not hitching up (see page 20)
- 4/ That the side to side deck level adjustment is correct. (see fig 24)

Cut is uneven or untidy - check:

- 1/ That the cutter deck is levelled correctly front to back (see figs 25 and 25A)
- 2/ If the blade is worn or damaged - call your dealer.

WE DO NOT RECOMMEND CUSTOMERS ATTEMPT TO CHANGE THE CUTTING BLADE THEMSELVES - REMEMBER THAT IT IS NEVER WORTHWHILE TO HAVE BLADES REGROUND - IT IS CHEAPER AND BETTER TO REPLACE.

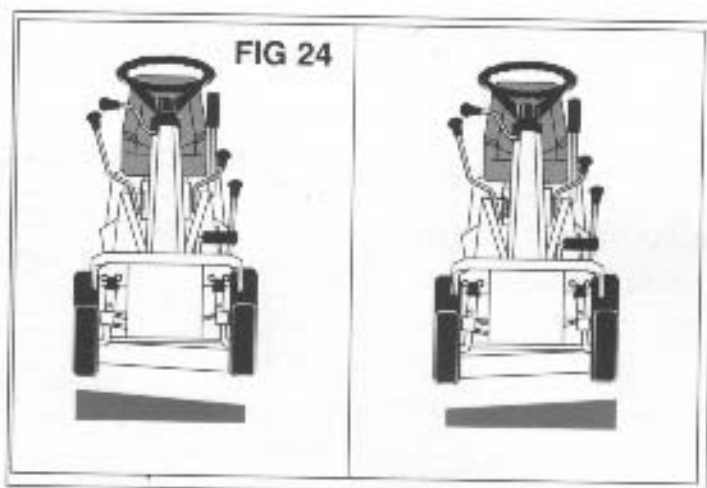
REGRINDING MAY AFFECT THE HARDENING OF THE BLADE AND ITS BALANCE.

THE CUTTER SEEMS TO LOSE POWER AND THE BELT SLIPS AND OVERHEATS -CHECK:

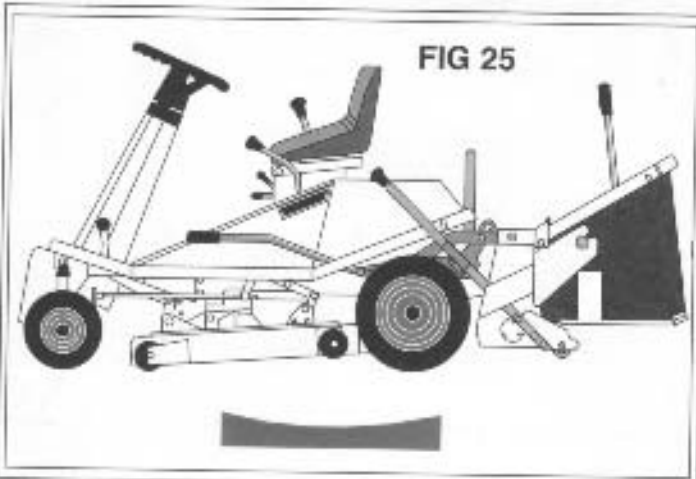
- 1/ That the cutter belt tension is correct. (page 21 fig 29)
- 2/ That the cutter deck is not clogged with wet cuttings.
- 3/ Is the cutter drive belt worn? To replace see page 22.

The Cutter deck on your Rider has been factory set and then checked by your dealer before delivery to you. It should not need adjustment unless impact or heavy use has affected the setting. WE DON'T RECOMMEND THAT CUSTOMERS REPLACE CUTTER BLADES - THIS IS A JOB FOR A DEALER.

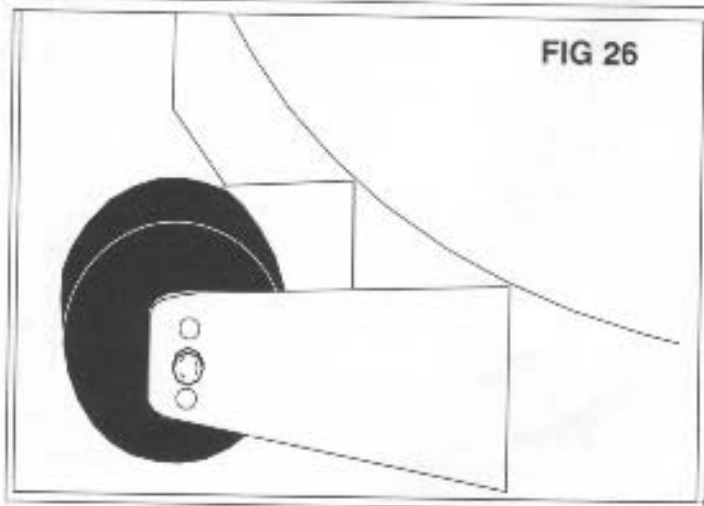
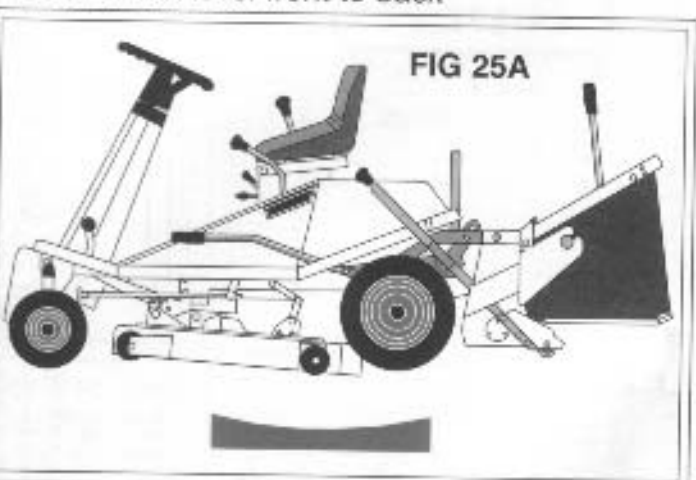
For the closest cut set the anti-scalp wheels (fig 26) in the middle adjustment holes. If you are experiencing scalping this can be minimised by setting the wheels in the lowest adjustment holes.



Cutter is not level side to side



Cutter is not level front to back



CUTTER - LEVELLING

The cutter deck should be set so that it is parallel to the surface it is cutting with a maximum variation from side to side or front to back of 2mm. Check this by placing the Rider on a hard level surface and measuring clearance heights front to back and side to side with a steel ruler or tape with the cutter set one adjustment up from its lowest position.

If the cutter deck seems to require levelling, first check these other possible causes:

- 1/ Are the tyres inflated evenly all round? - if not, inflate to the correct pressure.
- 2/ Are the cutter deck Hanger Brackets (fig 28) moving freely or are they hitching up? To check this lift the cutter deck to its highest position and lift and rock it, watching to ensure that the brackets move freely - if not clean and grease. (See page 26 figs 43 & 43A)
- 3/ Is the front axle pivoting freely? - if not, clean and oil.

- 4/ Is there any impact damage that has bent or distorted the deck or suspension brackets? (A matter for your dealer) If the deck is still uneven:

LEVELLING FRONT TO BACK

(You need two people for this operation - one to lift the deck while the other removes or relocates the Trunnion)

- 1/ Ensure that the Anti-Scalp Wheels are all adjusted in the same hole - if not, rectify.
- 2/ Lower the cutter deck to a position one above the lowest setting - check levels with ruler or tape.
- 3/ Now locate the Deck Level Rod to the right (offside) of the cutter. At the rear end of this rod, near the middle of the cutter, and attached to rear Deck Hanger Bracket by a bright steel bar, you will find the Trunnion (fig 27A). Both the Trunnion and rod are threaded and adjustment

is achieved by rotating the Trunnion to shorten or lengthen the rod.

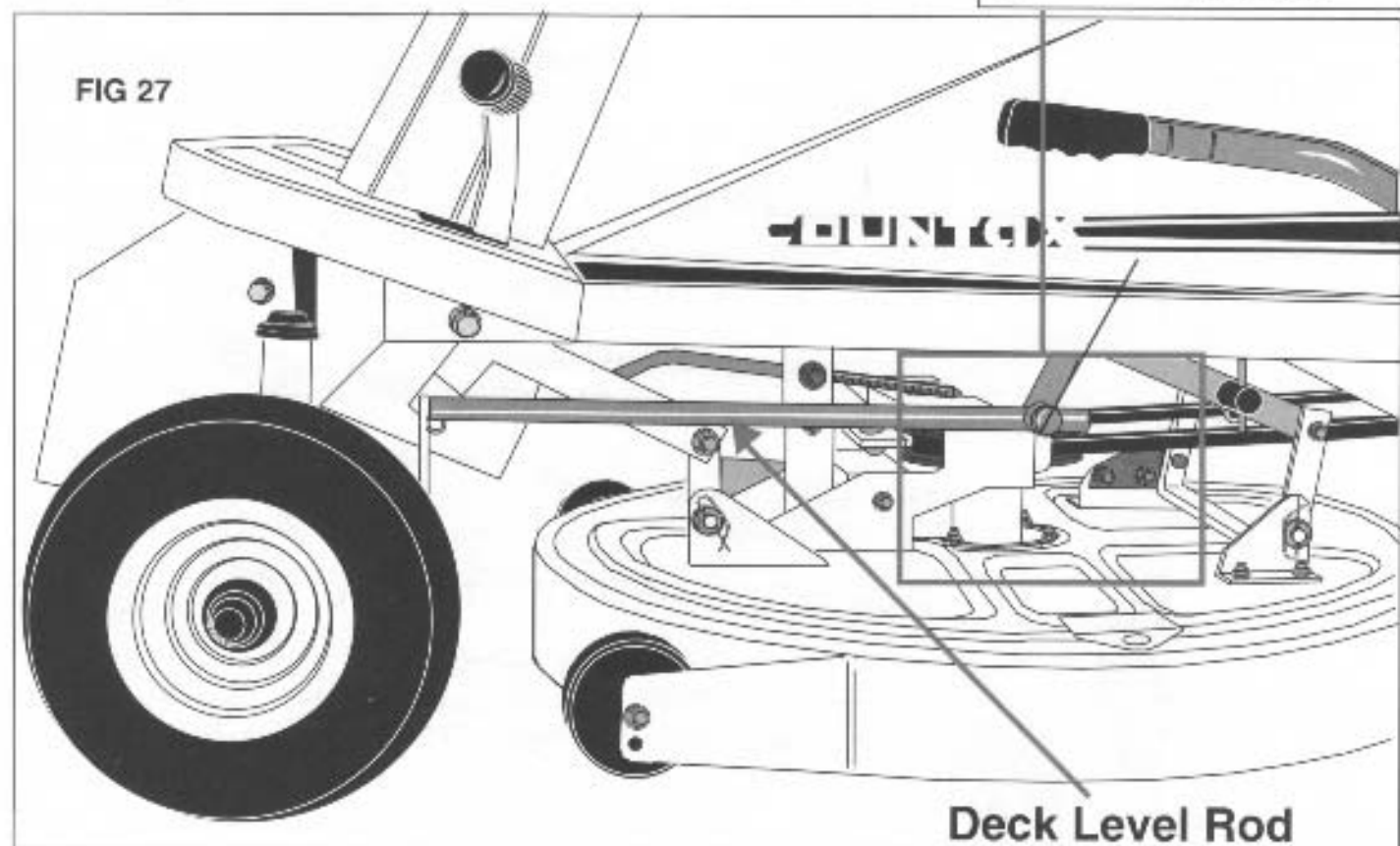
- 4/ To free the Trunnion use a 9/16" spanner or socket to remove the 3/8" Nyloc nut and washer on the reverse of the Trunnion and then push it free.
- 5/ Rotate the Trunnion to advance it up the rod to lift the back of the deck. Rotate it the other way to lift the front. Adjustment is rapid so try one or two turns, relocate the trunnion bracket and secure - then check the effect. Repeat and re-check if necessary.

FIG 27A

Front to Back
Deck Level
Rod

Trunnion

FIG 27



Deck Level Rod

CUTTER - LEVELLING

SIDE TO SIDE

Adjustment is best done with the deck in a position one up from its lowest cut - check the level both sides; levelling is then achieved by adjusting the left (nearside) of the deck at two points:

- 1/ Find the two Deck Hanger Plates (fig 28) near the back and the front nearside Anti-Scalp Wheels. These have threaded studs secured by a

5/16" nut and that project through slots in the Deck Suspension Brackets. The adjustment within the slot provides the adjustment of deck level.

- 2/ Using a 1/2" spanner, loosen both the 5/16" Nyloc nuts securing the studs just enough to permit some movement.
- 3/ Now lift or depress the deck depending on the adjustment

you wish to achieve. This will move the stud up or down the slots -the higher up the higher the deck.

- 4/ Check with your ruler or tape and having levelled the deck at the rear to the same height as the rear of the offside of the cutter deck, re-tighten the Nyloc nut securing the rear hanger Plate.
- 5/ Now repeat the exercise and adjust the front Hanger Plate.

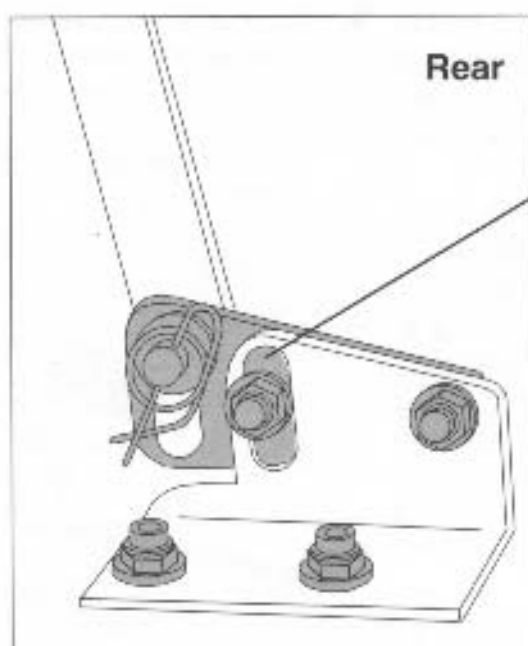


FIG 28A

Adjustment Slots

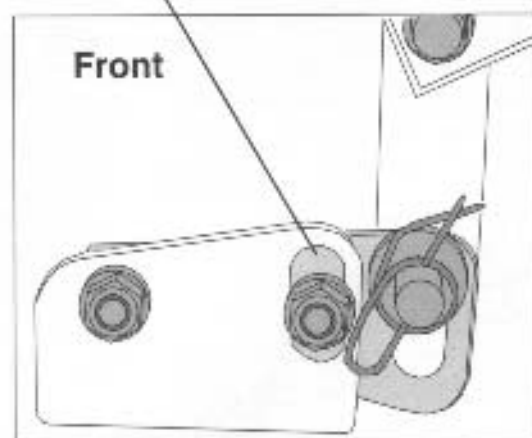
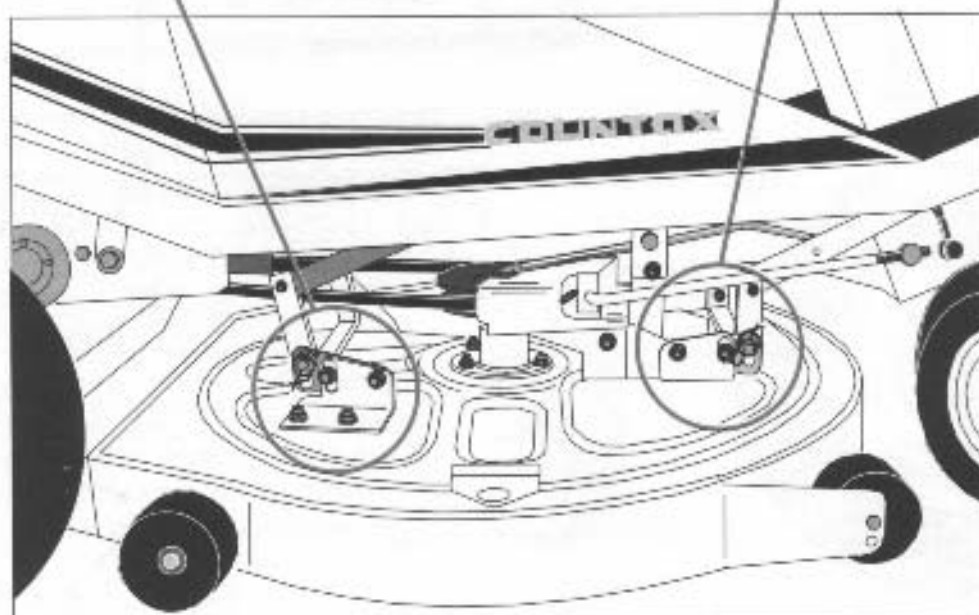


FIG 28B

FIG 28



CUTTER - REMOVAL AND DRIVE BELT TENSION

SPECIFIED BELT

Dayco Super 11 B48 Part No 22876402
NB - ONLY USE THE SPECIFIED BELT,
NEVER ACCEPT A SUBSTITUTE

Engine to Cutter Drive Belt Tension

The correct tension of the cutter drive belt (engine to deck) is critical and should be 2Kg for 13mm (3-5lbs for 1/2") deflection. If incorrectly set it can lead to engine damage.

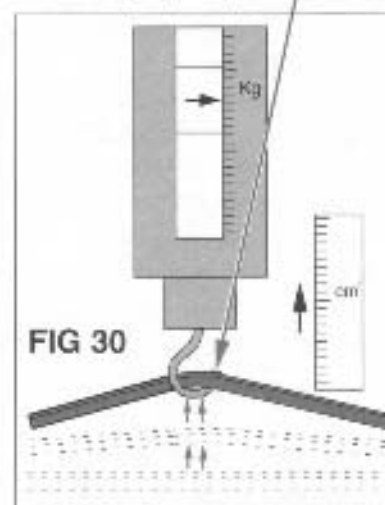
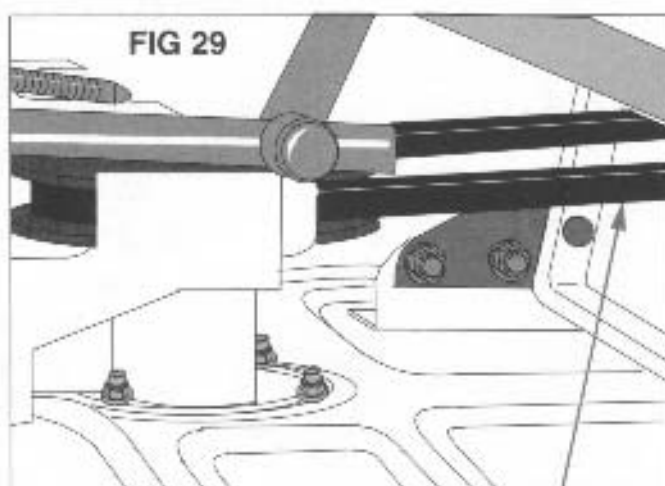
To check the tension follow this procedure:

- 1/ Ensure the engine is stopped.
- 2/ Put the deck in a middle cutting height position (5) on the lever setting.
- 3/ Pull the Deck Engage Lever to tension the belt.
- 4/ Select the midway position on the belt between the engine pulley and the deck pulley and using a spring balance, apply a 2Kg (4 - 5 lbs) pull (figs 29 & 30).
- 5/ Using a ruler or tape, measure the deflection achieved which must be 13mm (1/2"). If more, the belt tension must be increased; if less, decreased.

To correct the tension, follow this procedure:

- 1/ Release the tension on the belt by pushing the Deck Engage Lever forward.
- 2/ Locate the Deck Engage Rod (see fig 31)
- 3/ Slacken off the Locking Collar on the Deck Engage Rod using a 3/16" allen key. (see fig 31)
- 4/ Then using a 9/16" spanner wind the 3/8 unf nut at the end of the Deck Engage Rod forwards to increase the tension on the belt or backwards to decrease tension. (see fig 31)
- 5/ Now re-check the belt tension: first pull the Deck Engage Lever back and then re-check the tension as above.
- 6/ If belt tension is still not correct repeat the above.
- 7/ If belt tension is within the parameters, slide the Locking Nut until it is positioned 3mm from the Deck Engage Pivot Trunnion and re-secure using the 3/16 allen key. (see fig 31)

NOW CHECK WHETHER THE BRAKE ROD NEEDS RESETTNG (see page 22)



REMOVAL OF CUTTER DECK (fig 31 & 31A)

The cutter deck can be removed for servicing/cleaning.

Follow this sequence:

- 1/ Put cutter to lowest position.
- 2/ Remove the 4 securing pins from the Deck Hanging Brackets by pulling out the spring clips. Keep pins, washers and spring clips safely.
- 2/ Disengage the Brake Rod by removing the spring clip and releasing the bent end from the Brake Lever.
- 4/ Disengage the Deck Engage Rod loosening then removing the 5/16" UNF nut and bolt (A) using two 1/2" spanners.
- 5/ Disengage the central Belt Guide by loosening and removing the two 5/16" UNF nuts and bolts (B)
- 6/ Slip the Cutter Drive Belt off the Engine Pulley.
- 7/ Slide the deck out.

After replacing the Cutter Deck check the belt tension. (see left and above)

CUTTER DECK BELT REPLACEMENT AND BRAKE ADJUSTMENT

REPLACEMENT OF CUTTER DRIVE BELT (fig 31 & 31A)

Replace only with the recommended belt:

Dayco Super 11 B48

Part No22876402

- 1/ Ensure the Deck Engage Lever is forward (disengaged)
- 2/ Disengage the central Belt Guide from the Deck Pulley by loosening and removing the two 5/16" UNF nuts and bolts (B)
- 3/ Slip the belt off the central Deck Pulley.
- 4/ Remove the Belt Guide from the Engine Drive Pulley by loosening the two 5/16" UNF nuts and bolts.
- 5/ Take off the old belt.
- 6/ Fit the new belt to the Engine Drive Pulley and re-fit the Belt Guide.

- 7/ Ease the new belt onto Deck Pulley and refit the Belt Guide.
- 8/ Now check the belt tension as detailed on page 21.

BRAKE CHECK:

- 1/ With the deck in its lowest cutting position and the Deck Engage Rod pushed forward to disengage - check that the Brake Lever is in contact with the back of the belt.
- 2/ Now pull the Deck Engage Lever back and then check whether the Brake Lever is clear of the belt.

If NO to either, adjust as below:

- 1/ Remove the 'R' Clip connecting the Deck Brake Rod to the Brake Lever and free the rod.

- 2/ Rotate the Deck Brake Rod clockwise if the Brake Lever is failing to contact the belt with the Deck Engage Lever pushed forward.

- 3/ Rotate the Deck Brake Rod anti clockwise if the Brake Lever is failing to disengage from the belt with the Deck Engage Lever pulled back.

- 4/ Now replace the Deck Brake Rod in the Brake Lever and re-check as above.

- 5/ Having made the adjustment, re-tension the belt with the Deck Engage Lever - then recheck the belt tension.

WARNING

ON NO ACCOUNT MUST THE RIDER BE RUN WITH THE ENGINE TO CUTTER DRIVE BELT OVER-TENSIONED AS THIS WILL DAMAGE THE ENGINE.

As any such damage will NOT be covered by warranty you may prefer that your dealer sets the tension.

TO CLEAN CUTTER DECK

Remove the deck as instructed on page 21, stand it on its side and hose off accumulated cuttings. This may be necessary routinely to prevent build-up of cuttings, particularly at the beginning of the season when the grass is lush and wet. Thoroughly wash the underside of the cutter deck as regularly as possible.

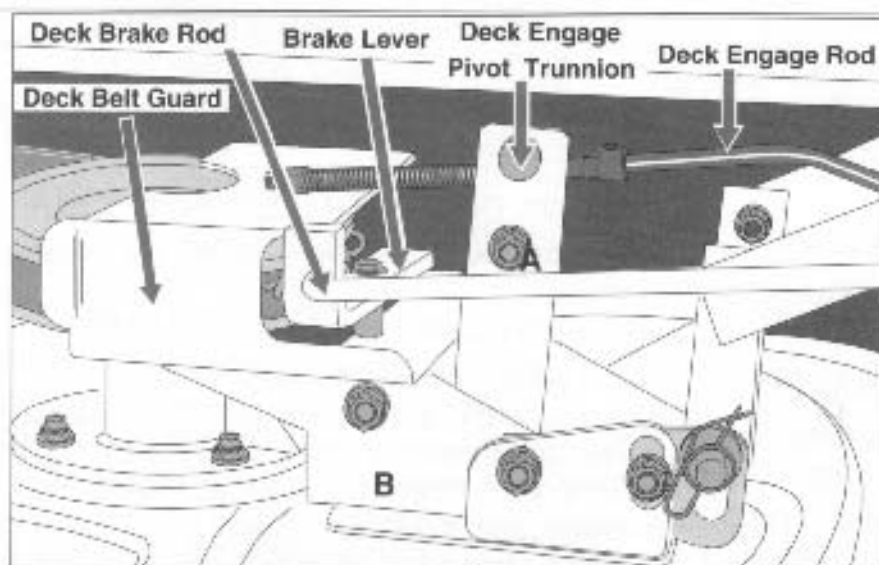


FIG 31A

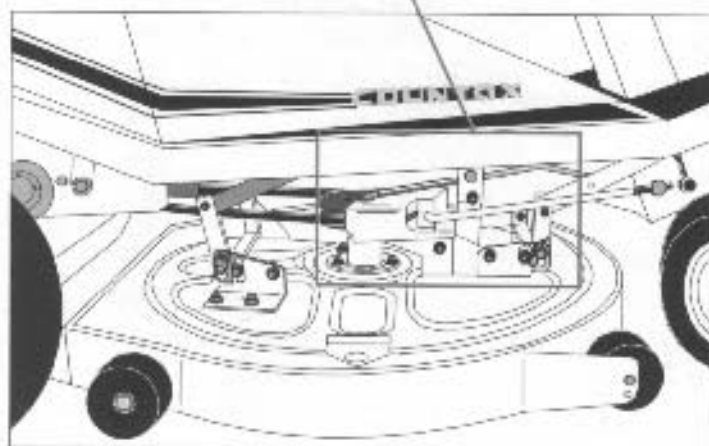


FIG 31

COLLECTOR

Check List

Not picking up satisfactorily - check:

- 1/ That the PTO lever is engaged.
- 2/ That the Drive Belt by the rear right wheel is turning. If not check that the Sweeper Drive Belt is fitted correctly (see fig 35) If not, rectify.
- 3/ That the brush height adjustment is not too high or too low -start at the high setting and lower until it begins to collect.
- 4/ That there is not a build up of compacted grass on the leading edge of the brush guard.
- 5/ That the brush is not clogged.
- 6/ That the collector net is not clogged. If so, wash or brush with a stiff hand brush.
- 7/ That the brush is not damaged (if so you can replace individual comb brushes or fit a complete new brush (fig 33A).
- 8/ That the Ventilation Slots on the top of the Collector Box are not clogged.

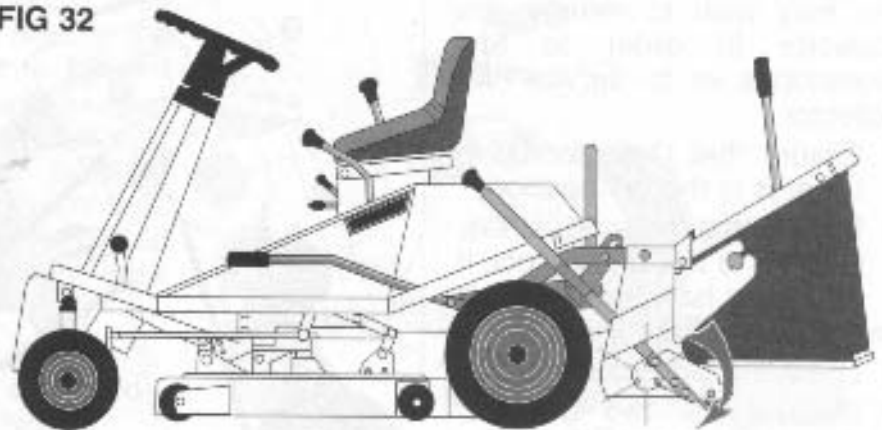
COLLECTOR - BRUSH

if the brush has become worn or damaged it is simple to replace the whole brush assembly or individual brushes.

To remove the Brush Stock

- 1/ Remove the Grass Bag Assembly by lifting it off the Pivot Brackets.
- 2/ Detach collector from Rider
- 3/ Locate the 1/4" nut and bolt at each end of the brush and undo and remove using a 7/16" spanner and socket. Keep safely taking care not to lose the washers.
- 4/ Now remove the cover mouldings and free the Brush Stock.

FIG 32



Brush Rotation

FIG 33

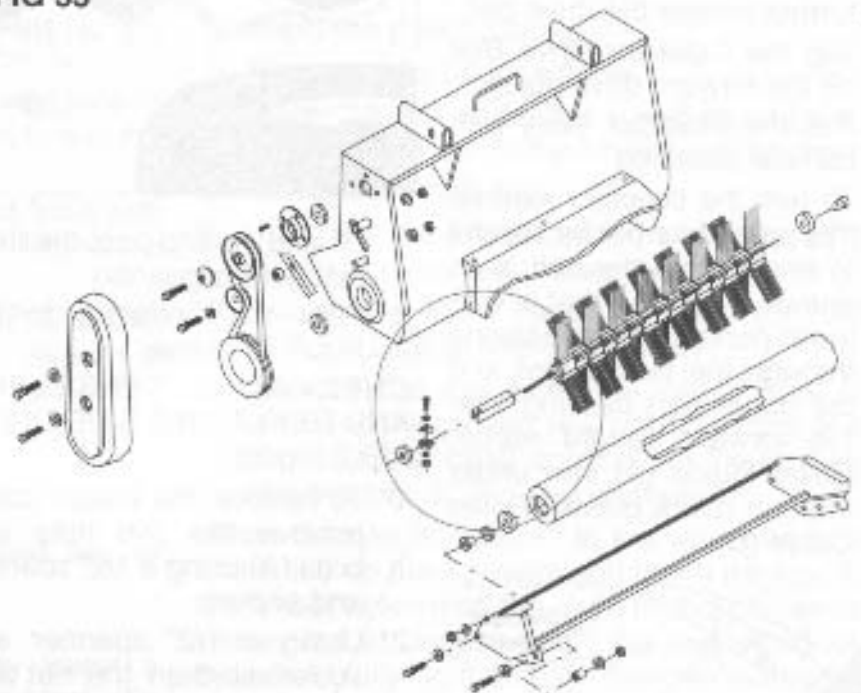


FIG 33A



- 5/ You can now slide off the Brush Bosses which each hold three Brushes. Note their position on the Brush Stock (fig 33A) which must alternate when you return them.
- 6/ Slide out & replace individual brushes where necessary and then reassemble.
- 7/ When you replace the cover mouldings note that the holes to take the spindles are off centre and are located at the furthest end of the Brush

COLLECTOR

REMOVAL OF COLLECTOR

You may wish to remove the Collector in order to tow accessories or to service the Collector.

- 1/ Ensure that Collector Drive Lever is in the 'off' position.
- 2/ Ensure that the exhaust that is close to this belt is cool. If the Rider has been running wait until it is cool.
- 3/ Lower the Collector.
- 4/ Remove the two Sweeper Connecting Pins by removing the spring clips and washers.
- 5/ Roll the Collector forward to further loosen the drive belt.
- 6/ Slip the Collector Drive Belt off the forward drive pulley.
- 7/ Roll the Collector away with belt still attached.
- 8/ To refit the collector reverse this procedure but be careful to ensure that the belt is as shown in Fig 35 - that is with lower part of the belt passing through the Belt Guard and the upper part passing over the forward (bright metal) Roller Guide (A) and under the rear (black plastic) Roller Guide (B).

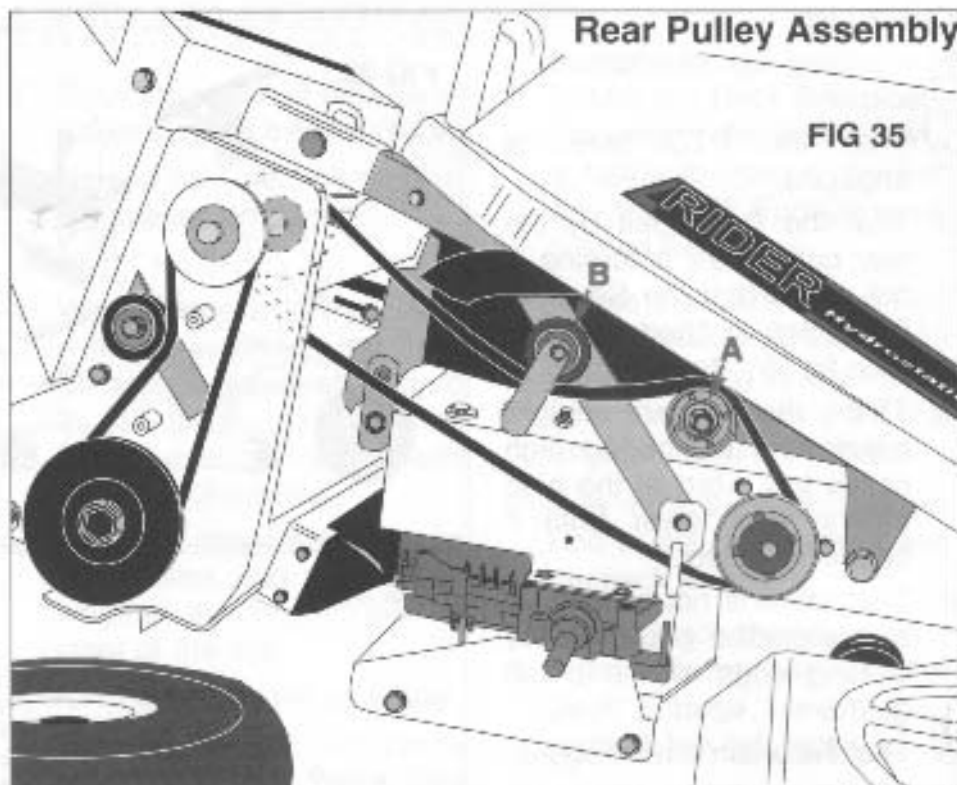


FIG 35

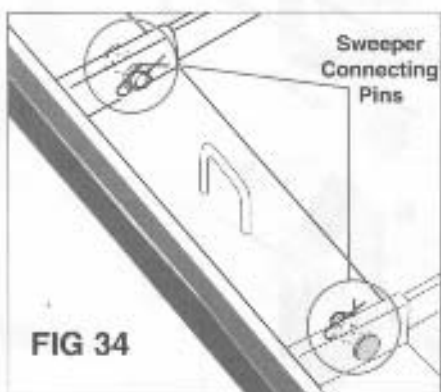


FIG 34

REPLACEMENT OF COLLECTOR DRIVE BELT

Fit only the recommended replacement belt - Gates SPZ1212 Part No 22-8734-00

- 1/ Remove Collector from Rider (as shown above)
- 2/ Ease off the belt from the pulley on the collector and replace with the new belt (These will need to be eased

off and on and past the fixed belt guides/guards)

- 3/ Refit the Collector to the Rider as above.

CHECKING, TENSIONING AND REPLACING SIDE DRIVE BELT (fig 36)

- 1/ To remove the plastic cover remove the two nuts and bolts (A) using a 1/2" spanner and socket.
- 2/ Using a 1/2" spanner and socket slacken the nut and bolt (B) holding the tension pulley and slide the pulley out of the way.
- 3/ Remove the belt and fit the Countax replacement (Part No 22-8799-00).
- 4/ Tension the belt by sliding back and securing the belt tensioner. The tension is not critical but the belt must not be too tight. The ideal is 13mm (1/2") deflection at 2Kg (4 to 5 lbs) pull - use a spring balance and ruler or tape to check.
- 5/ Make sure that the rectangular cover plate fits over the adjustment slot - failure to do this will allow cuttings and grit to

accumulate and damage the pulleys and belt assembly.

- 6/ Replace the plastic cover.

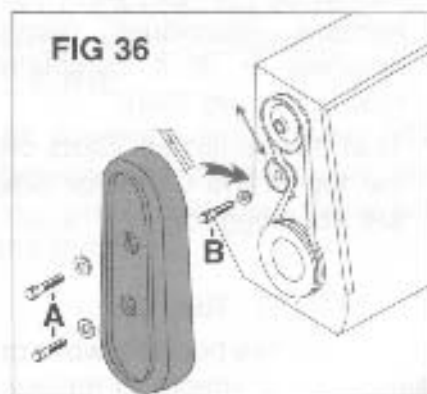


FIG 36

USER TIPS

If you are having problems with build-up of grass on the roller - reverse briefly at end of each pass and you will drop the grass.

Insist that your sweeper is included in the annual dealer service - next to the cutter deck it is the hardest working part of your Rider.

Ensure that the Tipping Handle is kept clean so it slides up and down easily - if it is left sticking up it is prone to snag on branches etc.

TYRES

TYRES CHECKLIST

Countax Riders are fitted with "grassland" tyres that are designed to present a large area to the ground for grip and are soft profile to prevent marking your turf. They're thicker and tougher than most 4 ply tyres. Persistent punctures and tyre deflation are nevertheless a problem experienced by about 5% of Countax customers. This is a problem of all types of machinery fitted with pneumatic tyres in practically every case there is one cause - THORNS!

Avoid the possible causes:

- 1/ The rim of the wheel has been damaged - breaking the seal on the tubeless tyre.
 - a/ If the damage is not severe, treat with Countax tyre sealant (Part No 52-9035-00)
 - b/ If the damage is significant - order a new wheel Part No 32-7171-00 (front) Part No 32-7177-00 (rear)
- 2/ You have hawthorn, blackthorn or wild rose in your hedges - check any loose branches in the area you intend to cut.

The long term solution is to treat all four tyres with Countax recommended tyre sealant - follow the instructions on the bottle.

IF YOUR TYRES SPIN OR LOSE GRIP, CHECK:

- 1/ Are the tyres correctly inflated - Front 1.7 kgf/cm (25lb PSI) Rear 0.7Kgf/cm (10lb PSI)
- 2/ Are you in too high a gear?

REMOVAL OF FRONT WHEEL

- 1/ Apply the parking brake.
- 2/ Place chocks under all wheels that are to remain on the ground.
- 3/ Remove the hub cap.
- 4/ Place jack under the Battery Tray insert a small plank of wood between tray and jack (fig 38) and jack up.
- 5/ Using the flat ended screwdriver, lever off the 'E' clip and remove the washers.
- 6/ Pull off the wheel carefully - TAKING CARE NOT TO DISLodge THE RIDER.

FOR PUNCTURE REPAIR TAKE YOUR WHEEL

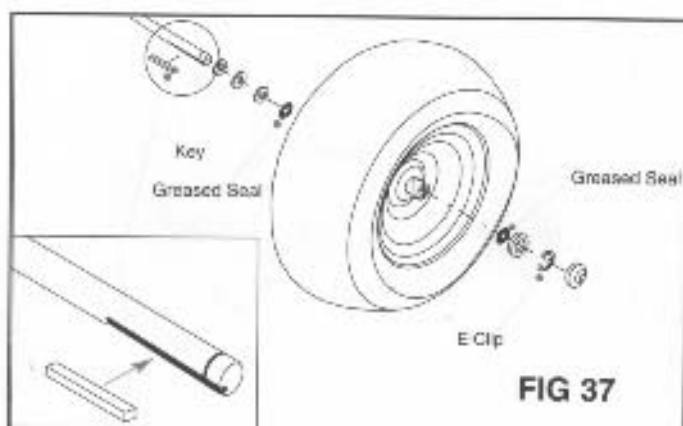


FIG 37

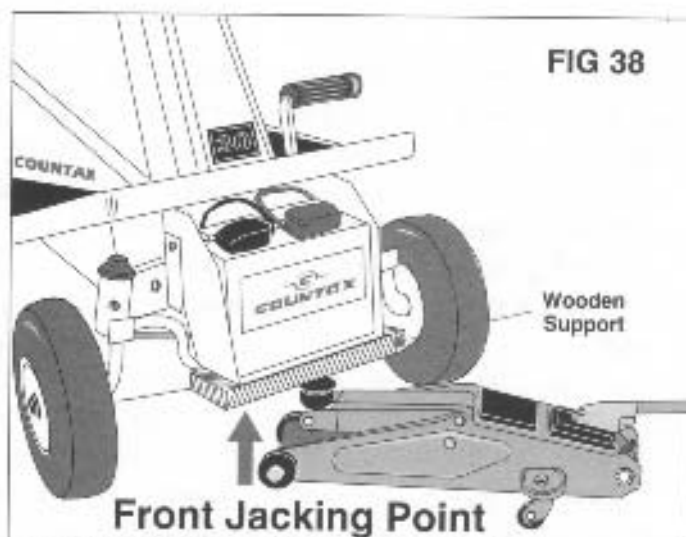


FIG 38

TO YOUR LOCAL TYRE SPECIALIST. REMOVAL OF REAR WHEEL

- 1/ Apply the parking brake.
- 2/ Place chocks under wheels.
- 3/ Place the jack under the Tow Bracket (see fig 39) and raise until the wheel is off the ground.
- 5/ Remove the hub cap.
- 6/ Using the flat ended screwdriver, lever off the 'E' clip and remove the washers.
- 7/ Pull off the wheel carefully - TAKING CARE NOT TO DISLodge THE RIDER.
- 8/ Remove the key from the wheel hub, first removing the grease seal from the front of the hub using a small screwdriver (keep safely with the key, 'E' clip and washers).

When the tyre is repaired fit the wheel on to the shaft, line up the keyways and tap in the key. Pull the wheel forward off the shaft till the grease seal recess is just clear and refit the seal. Then slide the wheel fully on the shaft. Reverse instructions 1-6 to complete the job.

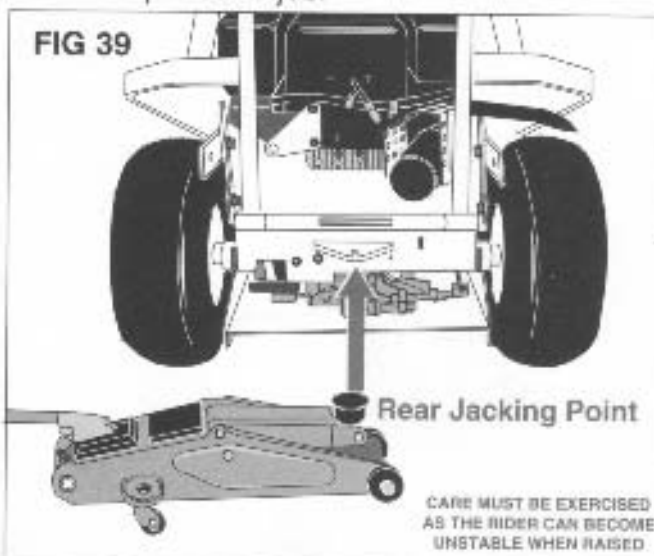


FIG 39

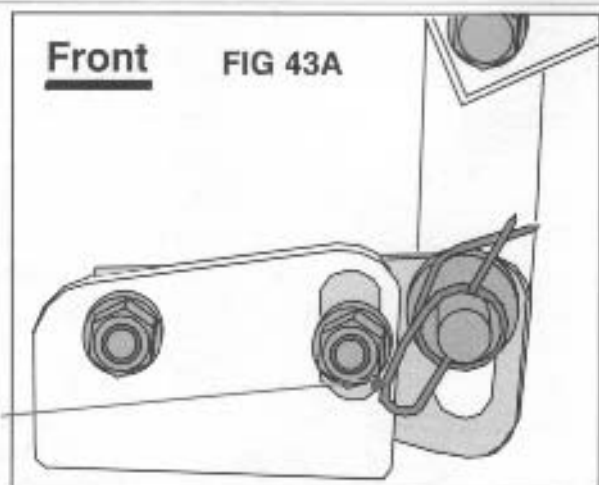
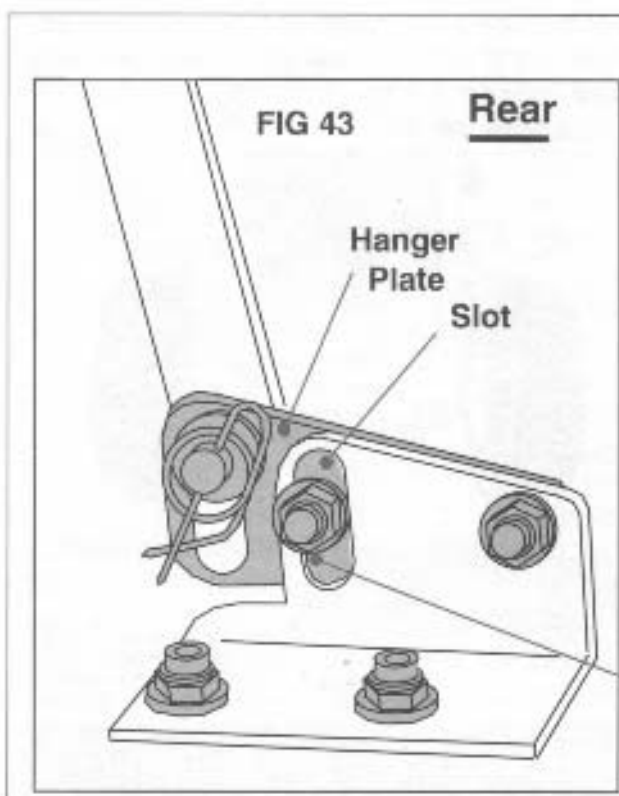
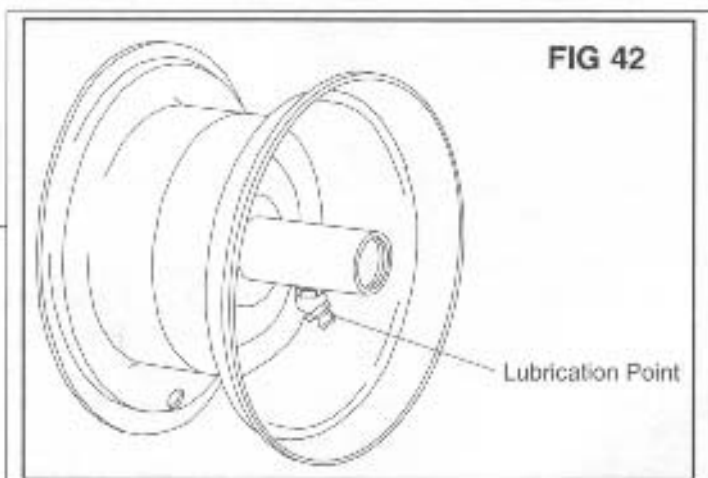
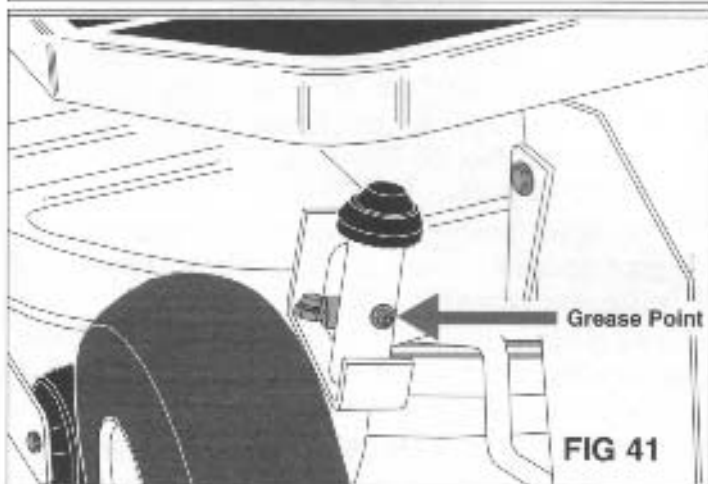
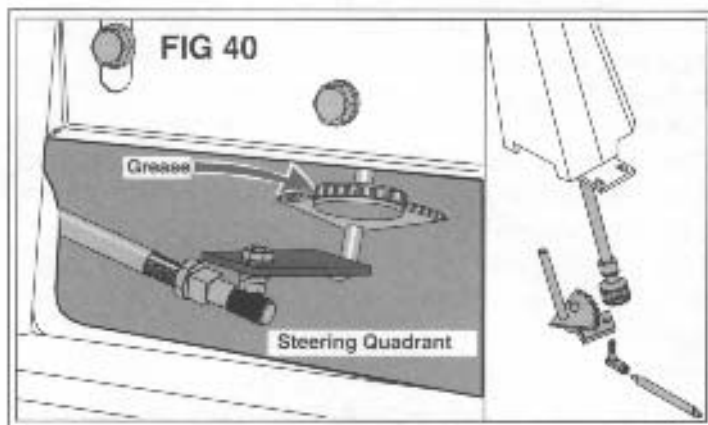
TOOLS REQUIRE Flat ended screwdriver / 3/4" socket spanner / Ratchet/ Jack / Torque wrench

LUBRICATION AND GREASING

Regular lubrication can help extend the life of your Rider. These are the areas for your attention:

- 1/ **STEERING** - The Steering Quadrant and Pivot, which can be found located behind the Battery, should be kept clean and lightly greased with a good general purpose grease (fig 40).
- 2/ **FRONT AXLES** - Grease nipples are fitted to both axles and these should be lubricated monthly using a grease gun filled with a lithium based grease. Apply grease until it can be seen coming out behind the top washers (fig 41).
- 3/ **REAR WHEELS** - Greasing points are fitted behind both rear wheels (see fig 42). Twice a year, remove the hub caps and use a grease gun to apply a lithium based grease until grease can be seen coming out at the washers. Replace the hub caps.
- 4/ **CUTTER DECK HANGER BRACKETS** - These must be kept clean and lubricated to ensure the cutter deck is free to move and ride over bumps. Every month clean the brackets (see fig 43) removing mud and loose grass using an old toothbrush then apply a good general purpose grease.

PERIODICALLY CHECK ALL NUTS AND BOLTS FOR TIGHTNESS AND SECURITY - PAYING SPECIAL ATTENTION TO MAJOR COMPONENTS: ENGINE, TRANSMISSION AND STEERING.



ALWAYS FOLLOW THE ENGINE MANUFACTURER'S INSTRUCTIONS

SPECIFICATION SUMMARY

Engine

Model	Engine	Disp	HP	Torque	Bore	Stroke
Rider	Briggs & Stratton I/C	465cc	11.5hp at 3600rpm	16.6lbs ft at 2400rpm	87.3mm	66.7mm

Engine Lubricant

Crankcase capacity
Approx. 1.1 litres (1.87 pnts)
Recommended SAE30 or 10W
- 30 high quality detergent oil
classified for service; SG, SF,
SE, SD, SC.

Read and follow the instructions in your
Briggs & Stratton Handbook

Transmission

Peerless Model 915 Transaxle
giving five forward gears and
one reverse. Disc brake.
Sealed for life lubrication.

OR

Tuff Torq K50 Hydrostatic
Transmission with infinitely
variable speed control.
Sealed for life.

Dimensions (approx)

Length 60" (1.52m)
Height 43 1/2" (1.10m)
Width 32 1/4" (832mm)

Weight

Rider - 422lbs (192kgs)
Collector - 88lbs (40 kgs)

Powered Grass Collector Capacity

180 litres

Recommended Tyre Pressures:

1.7KgF/cm (25lb PSI) - Front Wheels
0.7KgF/cm (10lb*PSI) to 12lb PSI - Rear

* Pressure recommended for maximum grip.

NEVER INFLATE ABOVE THE
MAXIMUM PRESSURE SHOWN
ON THE TYRE.

Forward Speeds

at 3600rpm

Transaxle Model

1st gear 1.27mph
2nd gear 2.67mph
3rd gear 3.40mph
4th gear 4.00mph
5th gear 6.30mph

Hydrostatic Model

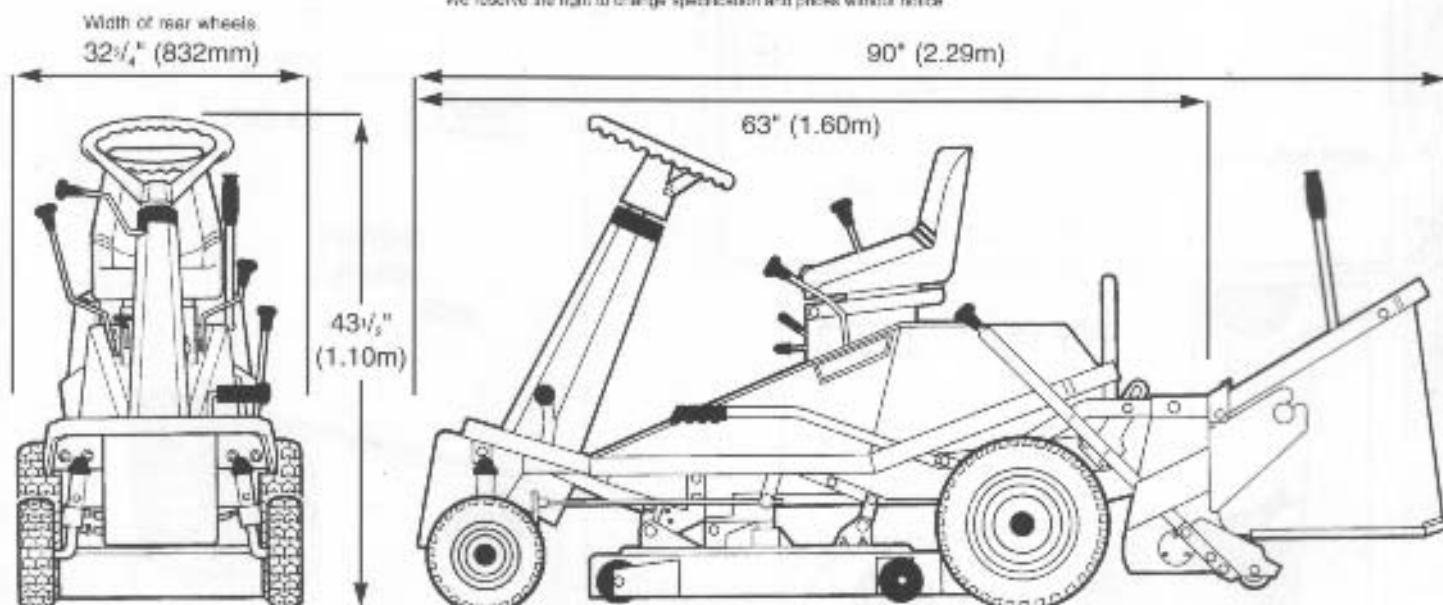
0 to 5mph

Turning Circle

23' internal diameter
or Less

All figures given are approximate.

We reserve the right to change specification and prices without notice



COUNTAX

Countax Limited, Great Haseley, Oxfordshire, OX44 7PF
Telephone: (01844) 278800 Fax: (01844) 278792