

4. **Other side of machine.** Locate two oil hole covers and swivel these to one side, exposing oil holes (F). A few drops of oil in each hole fortnightly.
5. **The Clutch.** A few drops of oil weekly on the clutch operating forks between the hardened pads of operating forks and the withdrawal collar (A) will ensure the machine drawing backwards freely.

## ADJUSTMENTS

**Cutting Cylinder to Bottom Blade.** Remove Chain Cover. Loosen the three nuts holding the cutter bearing housing to the frame on both sides of the machine (six nuts in all (7) ). The cutting cylinder can then be raised or lowered vertically and should be set so that the blades rest upon the fixed bottom blade. Retighten the six nuts tightly. If necessary, readjust the cutter driving chain (9) by re-setting the jockey sprocket (8). Replace chain cover.

**Front Rollers. For height of cut.** Slack off nuts on either side (10) and raise rollers slightly for a shorter cut and lower slightly for a longer cut. Tighten nuts tightly.

**Clutch.** By adjusting the pivot pin at the lower end of the Clutch lever. This is adjusted by means of the two nuts, one on either side of the bracket (6) to which it is fixed. When properly adjusted the outer clutch plate (5) should be just free to rotate when the clutch lever is in the 'OUT' position.

**Handles.** Adjust the handle grips one at a time to avoid the position of the clutch lever gate being altered. Slack off the single nut on each handle grip and retighten very tightly after adjustment.

**Carburettor.** The taper needle (15) setting is normal when the needle protrudes  $\frac{1}{16}$  in., but adjustment of the spring loaded adjuster screw (17) in the top of the throttle slide (16) will weaken the mixture by turning it clockwise, or enrichen the mixture by turning it anti-clockwise.

**Magneto.** The magneto timing is correct when the magneto points (18) break  $\frac{1}{16}$  in. before the piston is at the top of its stroke. The points should open to the maximum extent of .015 in. The condenser box is located under the flywheel cover, which is removed by taking out the bolt securing the engine starter pulley.

**Important.** T.V. SUPPRESSOR. A suppressor against T.V. interference is fitted in the High Tension lead (13) from the magneto to the sparking plug. The carbon brush at the magneto end of the High Tension lead is tipped with a copper contact and this should not be removed or damaged by filing or cleaning with emery cloth. (IF COPPER FILM IS DAMAGED OR REMOVED THE ENGINE WILL NOT FIRE.)

## SERVICE

A minimum of service will be required with your ATCO. In cases of difficulty your Dealer or your nearest Atco Service Branch, or if abroad your Supplier, should be referred to, when you will find prompt, courteous and efficient service available, always at reasonable charges.

Finally, we wish to assure you that your satisfaction with your Atco is our permanent interest, forming part, as it does, of a World-wide Atco goodwill.

## IMPORTANT

**TO THE OWNER.** It should be particularly noted that items such as the cleaning of sparking plugs and jets, the adjusting of cutters, etc., do not come under guarantee. While the services of our representatives are available for the carrying out of minor adjustments, a charge would require to be made to defray time and journey expenses.

PLEASE FILL IN AND MAIL THE GUARANTEE REGISTRATION POST CARD ATTACHED TO THIS CARD. IF IT HAS BECOME DETACHED PLEASE NOTIFY THE MAKERS AT:—

**ATCO (AUSTRALIA) PTY. LIMITED**

19 HOPE STREET, ERMINGTON  
NEW SOUTH WALES, AUSTRALIA

Phone: WL 1222

Telegrams: "ATCOMO", Sydney

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A14

## HOW TO ADJUST, LUBRICATE AND MAINTAIN YOUR 14 inch ATCO MOTOR MOWER

The instructions below are keyed to the illustration which appears in this folder.

**FUEL.** Petroil mixture for your engine consists of  $\frac{1}{4}$  pint of SAE 40 oil to one gallon of petrol.

WHEN THE ENGINE HAS BEEN RUN FOR FOUR HOURS THE PROPORTION OF OIL TO PETROL MAY BE SLIGHTLY REDUCED.

## STARTING

1. Turn on petrol tap (2) and thoroughly flood carburettor (3). Close the choke (4) when starting from cold.
2. Open throttle lever (19) about one-third of its travel.
3. See that the clutch lever (1) is in the 'out' position (see illustration).
4. Engage the knot of the starter rope in the starter pulley slot (12), wind rope round pulley in a clockwise direction and pull the rope sharply to rotate and start the engine.
5. Allow engine to warm up and then gradually open the choke until it is wide open. Leave in this position for working and for starting while the engine remains warm.

**NOTE.**—Should the engine fail to start when hot, this will probably be because an excess of oil is present in the crankcase and has been thrown up on to the points of the sparking plug (14).

**Remedy.** Remove sparking plug and thoroughly dry and clean the plug points. If engine still fails to start, remove sparking plug and also crankcase drain plug (11). Rotate engine with starter rope a few times, with petrol turned off, to expel excess oil. Dry sparking plug points and replace plug tightly. Replace crankcase drain plug tightly. Turn on petrol and engine should now start.

- To set the Mower in motion, move the Clutch lever gently from the 'out' to the 'in' position, at the same time opening the throttle slightly. The Clutch control and the single lever throttle give complete control over the machine.

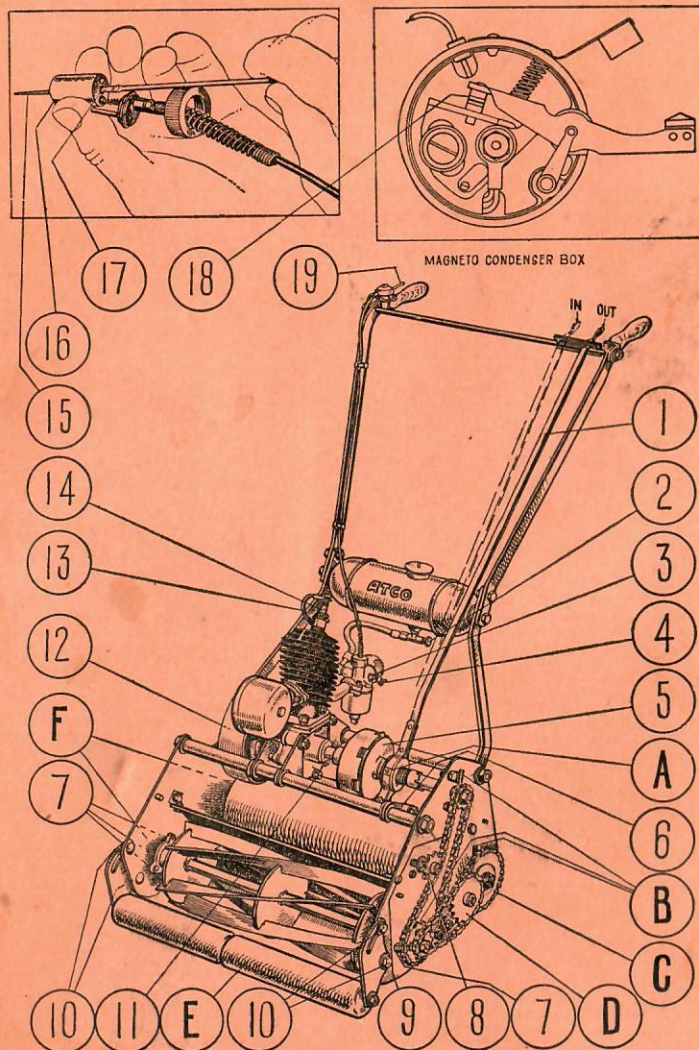
## LUBRICATION

**Engine.** The engine is lubricated automatically, provided the correct oil and petrol are used in the right proportion.  
**The Machine.** Points requiring regular oiling are as follows (the same oil as used to make the petrol mixture may be used):

- All Chains.** A few drops of oil fortnightly on each chain (C).
- Front roller shaft.** The front rollers (E) should be removed regularly from the machine and the shaft and bearings thoroughly cleaned and smeared with oil before re-assembly. A few drops of oil may with advantage be put between each roller, but this does not obviate the necessity to clean and lubricate as above.
- The driving side of machine.** Remove chain cover and insert a few drops of oil every fortnight down the three oil tubes provided for the lubrication of rear roller bearing (B), clutch shaft bearing (B), and cutter shaft bearing (B). A few drops of oil should be given to each side of intermediate chain wheel 'D' fortnightly.

## COMPONENT PARTS AND LUBRICATION POINTS ON THE 14 ins. ATCO MOTOR MOWER

Parts requiring to be lubricated are identified by the letters A to F.



## KEY TO ILLUSTRATION

- Clutch lever (showing 'IN' position and 'OUT' position).
- Petrol tap (push pull).
- Tickler for flooding carburetter.
- Choke.
- Outer clutch plate.
- Fixing bracket carrying clutch adjustment.
- Six adjusting and securing bolts for the cutting cylinder bearing housings.
- Jockey sprocket for adjusting driving chain.
- Driving chain.
- Front roller securing nuts.
- Drain Plug.
- Starter pulley (on flywheel).
- High tension lead (with T.V. interference suppressor fitted).
- Sparking plug (Champion 8 COM).
- Carburetter taper needle.
- Throttle slide.
- Spring loaded adjusting screw (taper needle).
- Magneto points.
- Throttle control lever.

## Lubrication

- Clutch forks. A few drops of oil between forks and withdrawal collar weekly.
- Oil tubes to rear roller shaft bearing, clutch shaft bearing and cutter shaft bearing. A few drops of oil in each once a fortnight.
- Chains. Oil each chain lightly every fortnight.
- Intermediate sprocket shaft. A few drops of oil fortnightly on each side of chain wheel.
- Front rollers. (See front roller lubrication, page 2).
- Oil holes to cutting cylinder and rear roller bearings. Oil regularly.