

# J.P. 'MINOR'

## SPARE PARTS LIST

M1-1/1	Side Frame Left Hand	M2-4/1	Rear Axle Ball Race
M1-2/1	Side Frame Right Hand	M2-5N	Cutter and Rear Axle Nut
XM1-3/1	Front Tie Bar	M2-12W	Inter Sprocket Washer
XM1-4/1	Rear Tie Bar	M2-13W	Inter Sprocket Spacing Collar
M1-5/1	Knife Frame Pivot	M2-14	Combined Intermediate Sprocket
XM1-6/1	Top Tie Bar	M2-19	Inter Sprocket Stud
M1-7A	Transmission Cover	M2-20W	Cutter Sprocket Spacing Washer
M1-7B	Transmission Cover Screw	M2-21	Cutter Sprocket
M1-7C	Transmission Cover Oiler	M2-22	Cutter Washer
M1-7D	Transmission Cover Oiler Rivet	M2-23	Driving Chain
XM1-9A/1	Handlebar Left Hand	M2-24	Free Wheel
XM1-9B/1	Handlebar Right Hand	M2-25	Free Wheel Sleeve
M1-10A	Handlebar Clip Counter-sunk	XM3-1/1	Rotary Cutter
M1-10B	Handlebar Clip Plain	M3-2/1	Spacing Collar
M1-12/1	Handlebar Strut	XM4-1	Shear Blade
M1-14	Handlebar Clip Bolt	M4-2	Shear Blade Screw
M1-15	Handlebar Strut Rivet	AXM4-3/1	Knife Frame
M1-16W	Handlebar Strut Washer	XM4-4/1	Shear Blade Carrier
M1-17	Handlegrip	M4-6	Locking Bolt
M1-18A	Rear Axle Ball Race Cover Left Hand	M4-6W	Packing Washer
M1-18B	Rear Axle Ball Race Cover Right Hand	XM4-7	Adjuster Tube
M1-19	Domed Cover Cap	M4-8	Adjusting Handle
M1-19S	Domed Cover Cap Screw	M4-9	Adjusting Knob
M1-20A	Cutter Ball Race Cover Left Hand	M4-10	Carrier Stud
M1-20B	Cutter Ball Race Cover Right Hand	M4-16	Spacing Collar
M1-21W	Tie Bar Washer	XM5-1/1	Front Roller
M1-22	Handlebar Pivot Bolt	XM5-2/1	Front Axle Shaft
XM2-1/2	Rear Drum (Complete)	M5-4/1	Adjuster Arm
M2-3/1	Spacing Collar	M5-5/1	Crank Arm
M2-4	Cutter Ball Race	M5-9	Hand Wheel
		M5-11	Front Roller Spacer
		M5-12W	Front Axle Washer
		XM6-0/1	Grassbox

Always use genuine J.P. spare parts and when ordering always be sure to quote the size of machine (i.e. width of cutter) and machine number stamped on side frame.



# INSTRUCTIONS TO USER

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## LUBRICATION

The following oiling points on the machine should receive frequent attention:

- (a) The chain transmission through the two oil covers provided on the top of the transmission cover.
- (b) Lubricate the front axle and rollers by applying oil at the space provided between each roller. To assist the feed of oil, tip the machine on each side when oiling.
- (c) The rotary cutter and rear axle ball races are lubricated by removing the transmission cover on one side, which makes the bearings accessible, and on the opposite side there is a small oil hole on the top of each domed bearing cover where oil should be applied.

**Note:** Always use a good grade of thin machine oil. The J.P. quality, specially refined, is obtainable from all stockists in pint tins, or direct from us.

## PREPARING FOR USE

### Setting Rotary Cutter to the Shear Blade:

The cutters should first be adjusted to make just a LIGHT AUDIBLE CONTACT. To do this, move the black knobbed adjusting lever towards the rear of the machine, set the adjuster carefully, and not too far to make a harsh contact, as this will only cause unnecessary wear on the blades, and make the machine harder to push without obtaining any better cutting results.

### Adjusting for close to medium cutting:

Adjustment is made by unscrewing the front roller handwheel, and setting the adjuster in position along the traverse slot. The adjusting bracket should not be set back too low, particularly when mowing the lawn at the early part of the season. For ordinary cutting, the front rollers should never be set in the lowest position, unless the ground is firm and level.

## HANDLEBARS

These adjust to a higher or lower position by slackening the two nuts on each of the adjusting slots at the bottom of the handlebars. Tighten the nuts securely after adjustment.

## FIXING THE GRASSBOX

Rest the tips of the two metal wings on the front cross bar in between the side frames, and raise the front of the box until the wings can slip under the bosses on either side frame, lower the box until the notches in the wings fit FIRMLY on the cross bar; if not firm, you may damage the cutters.

## MOWING

When mowing, push down in the direction of the rear roller, and not on to the front rollers; this will facilitate ease of movement in the working of the machine.

## CUTTER ADJUSTMENT

The machine is set and inspected before despatch, to cut on each blade evenly from end to end, and should not require any attention unless the machine has been subjected to shock, through the cutters fouling an obstruction, causing the blades not to cut evenly from end to end, and any mis-alignment can be corrected by the rocker adjustment.

### Parallelism of Cutters

At the rear of the blade carrier will be seen three nuts; these should be slackened off for about half a turn. Then, the carrier on which is mounted the shear blade, can be tapped slightly at either end. This action will raise or lower each end of the blade carrier, thus rocking or pivoting it from the centre stud.

With this adjustment, it will readily be seen that a perfect parallel relationship of the bottom blade with the rotary cutter can be achieved.

After adjustment, tighten the nuts securely (the centre one first) and then bring the rotary cutters into contact with the shear blade adjuster and test for parallelism by cutting paper strip. The tension of the eccentric adjuster for bringing the blades into contact (operated by the adjusting lever) can be adjusted by the two screws which pass between the two split bearings on top of the knife frame carrier. After bringing the cutters into audible contact, the adjustment can be locked in position, if desired, by slightly tightening the screws, but usually it is good practice to have this adjustment set to give a reasonably tight but movable tension to the eccentric adjuster, which is operated by the lever.

## CLEANING

Upon completion of the mowing, clean the machine with a dry brush and rag, NEVER USE WATER. To preserve the edges of the rotary cutter and shear blade, these should be wiped with an oily rag.

Care should be exercised when cleaning the unit, to keep the fingers clear of the bottom shear blade and the rotary cutter blades.

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# J.P. 'MINOR' LAWN-MOWER

MANUFACTURED BY THE J.P. ENGINEERING CO. LTD., LEICESTER, ENGLAND