Dealer Setup & Adjustment Instructions



Ferris CCW36 Series Walk-Behind Mowers

This Dealer Setup Instruction covers the following products:				
Model No.	Description			
5900749	CCWKAV1536RDCE			
5900756	CCWKAV1536			
5900758	CCWKAV1536CE			
5900967	CCWKAV1636			
5900987	CCWKAV1636RDCE			
5900988	CCWKAV1636CE			
5900540	CCWKAV1536			
5900542	CCWKAV1536CE			
5900541	CCWKAV1536RDCE			

Attention Setup Personnel:



The safety warnings provided in this guide and in the operator's manual included with the unit contain important information that must be obeyed when assembling, setting-up, operating, servicing, transporting, or storing the unit.

These warnings are highlighted by the safety alert triangle symbol shown above, which signifies that an important safety message is being provided.

You must read, understand, and follow these warnings and instructions, and use safe shop and work practices at all times while working on or around this unit and all other outdoor power equipment.



Sections and items denoted by the Setup symbol provide the information necessary to fully assemble, test, and prepare the units described above for delivery to your customers.

A <u>Quick Setup List</u> is provided on page 2 of this booklet to help you identify and check that the items have been performed.



Additional information concerning functional tests, general adjustment procedures, and the location of normal lubrication points are included in these instructions.

Although all required lubrication and normal adjustments on factory-assembled components are done at the factory, this additional information is provided to assist you in ensuring that each unit is delivered to the customer in proper working order.

TABLE OF CONTENTS:

SETUP PROCEDURES	
Quick Setup List	2
Uncrating	3
Connecting the Battery	3
Check Fluid Levels	4
Check Engine Oil	4
Check / Fill Transmission Oil	4
Check Tire Pressure	4
Check Mower Assembly	4
Check Mower Blade Bolt Torque	4
Check and Level the Mower Deck	5
Check Mower Deck Drive Belt	6
Check Blade Alignment	
(36" Timed Side Discharge Models)	7
Lubrication & Fuel Preparation	8
Lubrication	8
Adding Fuel	9
Starting the Engine	9
Perform Safety Checks	10
Functional Tests	10
Safety Interlock System	10
ADJUSTMENT PROCEDURES	
Cutting Height Adjustment	11
Neutral Adjustment	13
Speed Balancing Adjustment	13
Parking Brake Adjustment	15
Reverse Speed Control Lever Adjustment	16

Setup Procedures



Quick Setup List

Page	Setup Procedure	Steps to Perform
3	Uncrating	Remove Crate & Banding.
3	Connect Battery Cables	Connect Battery Cables.
4	Check Fluid Levels	Check Engine Oil Level.
		Check Hydraulic Oil Level.
		Check Tire Pressure.
4	Check Mower Assembly	Check Blade Bolt Torque.
		Check and Level Mower Deck.
		Check Mower Deck Drive Belt.
		Check Blade Alignment.
8	Lubrication & Fuel Preparation	Lubricate all grease and oil points.
		Add fuel.
		Start the Engine.
10	SAFETY CHECK	Check for LOOSE HARDWARE.
		Check all OPERATOR CONTROLS.
		Perform <u>SAFETY INTERLOCK SYSTEM CHECK.</u>
	Register Product	To register the product: log onto www.thepowerportal.com, select the appropriate brand, click "My Resources," select the "Product Registration and Rebate" icon and then the "New Product Registration / Rebate" tab. Fill out and submit the online product registration form.
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Uncrating

- Using a reciprocating utility saw or equivalent, cut the crate away from the bottom skid. Remove the crate. Remove the shrink-wrap plastic.
- 2. Cut the nylon banding from the front of the frame and the rear bumper.

NOTICE

When cutting the crate from the bottom skid, use caution around the tires and the mower rollers.

- 3. Locate the transmission release levers (**A**, **Figure 1**) by the rear wheels of the unit.
- 4. To disengage the transmissions (free-wheel position), pull both transmission release levers back and out so they lock in the disengaged (free-wheel) position (**C**).
- 5. Disengage the parking brake.
- 6. Be sure there are no nails or sharp objects on the bottom skid to puncture the unit's tires. Roll the unit forward off of the bottom skid.
- After moving the unit, re-engage the transmissions (drive position) by pulling the transmission release levers rearward and inward to release them from the disengaged position and then allow them to move forward to the engaged (drive) position (B).



Connect Battery Cables

A WARNING



Battery acid can cause severe burns. Wear protective gear when handling the battery. Open flames and sparks can cause the

battery to explode.

BATTERY SAFETY RULES:

- Battery acid causes severe burns. Avoid contact with skin.
- Wear eye protection when handling the battery.
- To avoid an explosion, keep flames and sparks away from battery, especially while charging.
- When installing the battery cables, CONNECT THE POSITIVE (+) CABLE FIRST and negative (-) cable last. If not done in this order, the positive terminal can be shorted to the frame by a tool.
- 1. Connect the red positive battery cable (**B**, **Figure 2**) to the positive battery post.
- 2. Connect the black negative battery cable (**A**) to the negative battery post.



- *Figure 1. Transmission Release Levers (LH Shown) A. Transmission Release Levers*
- B. Engaged Position (Drive Position)
- C. Disengaged Position (Free-Wheel Position)



Figure 2. Battery Compartment A. Negative [-] Cable & Terminal

B. Positive [+] Cable & Terminal



Check Fluid Levels

Check Engine Oil

 Use the dipstick (C, Figure 3) to check the engine oil level. If necessary add engine oil. Check the engine manufacturers owner's manual for the oil recommendations

Check / Fill Transmission Oil

Oil Type: 20W-50 conventional detergent motor oil.

- Check the oil level when the unit is cold. The oil should be up to the "FULL COLD" mark (B) on the transmission oil reservoirs (A). If the oil is below this level proceed to step 2.
- 2. Before removing the reservoir cap, make sure the area around the reservoir cap and fill neck of the reservoir are free of dust, dirt and other debris. Remove the transmission oil caps.
- 3. Add oil up to the "FULL COLD" mark.
- 4. Reinstall the reservoir cap.

Check Tire Pressure

Tire pressure should be checked periodically, and maintained at the levels shown in the chart. Note that these pressures may differ slightly from the "Max Inflation" stamped on the side-wall of the tires. The pressures shown provide proper traction, improve cut quality, and extend tire life.

		Pressure	
Tire	Model	psi	bar
Front	5900756, 5900749 & 5900758	25	1,72
	5900967 & 5900540	N/A	
Rear	All	15	1,03

Setup

Check Mower Assembly

🕰 WARNING



Avoid injury! Mower blades are sharp.

- Mower blades are sharp. For your personnal safety, do NOT handle mower blades with bare hands.
- Careless or improper handling of blades may result in serious injury.
- Blade mounting bolts must each be installed with a flat washer then securely tightened. Torque blade mounting bolts to 70 ft.lbs (94 Nm).



Figure 3. Transmission Oil Reservoir (LH Shown)

- A. Transmission Oil Reservoir
- B. "FULL COLD" Mark
- C. Oil Fill and Dipstick



Figure 4. Checking Tire Pressure



Figure 5. Tightening the Mower Blade for Installation

- A. Mower Blade Mounting Bolt
- B. Flat Washer
- C. Mower Blade Air Lift (Points Up For Installation)
- D. 4 X 4 Wooden Block

Check Mower Blade Bolt Torque

- 1. Lift the front edge of the deck and support with jackstands.
- Check that blades are installed with the tabs pointing up (C, Figure 5) towards the deck as shown in Figure 5. Wedge a wooden block (D) between the mower blade and the mower deck housing to keep the mower blade from turning. Torque the mower blade bolt to 70 lbs-ft (94 Nm).

Check and Level the Mower Deck

To Level the Mower Deck:

- 1. Park the machine on a flat level surface. Disengage the PTO, stop the engine, and engage the parking brake. Check the tires for proper levels of inflation.
- Pull the cutting height adjustment handle (A, Figure 6) up and out of the handle lock position (B) and crank the handle clockwise and adjust the deck to the 4" (10,2 cm) position.
- 3. Repeat the process for the other side of the machine.

NOTE: Both sides of the deck must be adjusted to the same height.

- 4. Place 2 X 4 blocks (**A**, **Figure 6**) under the rear of the mower deck with the 3-1/2" sides being vertical.
- 5. Loosen the deck leveling hardware (**D**, **Figure 6**) on both sides of the machine.
- Make sure that the rear of the deck is resting on the 2 X 4 blocks. Tighten the deck leveling hardware on both sides of the machine.
- 7. Remove all the 2 X 4 blocks from under the mower deck.



Figure 6. Remove the Cutter Deck Guard

- A. Cutter Height Adjustment Handle
- B. Handle Lock Position
- C. Cutting Height Indicator
- D. Deck Leveling Hardware



Side Discharge Timed Decks

Figure 7. 2 x 4 Locations

A. 2 x 4 Blocks

B. Arrow Indicating the Front of the Machine

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Check Mower Deck Drive Belt

- 1. Park the machine on a flat, level surface. Disengage the PTO, stop the engine, and engage the parking brake.
- 2. Lower the mower deck to its lowest cutting position.
- 3. Remove the mower deck guard.
- 4. Make sure that the V-side of the mower deck drive belt runs in the pulley grooves (**Figure 8**).
- 5. If the mower deck drive belt is not properly seated, use a 1/2" breaker bar, and place the square end in the square hole located in the end of the idler arm (A, Figure 9). Carefully rotate the breaker bar clockwise, which will relieve the tension on the mower deck drive belt exerted from the idler arm.
- 6. Re-seat the mower deck drive belt and carefully release the tension on the breaker bar.
- 7. Re-install the mower deck guards.



Figure 8. Mower Deck Drive Belt Routing

- A. Mower Deck Drive Belt
- B. Adjustable Idler Pulley
- C. Spindle Pulley
- D. Stationary Idler Pulley
- E. Center Idler Pulley
- F. Left Spindle Pulley

36" Timed Side

Discharge Deck



Figure 9. Remove the Mower Belt

- A. Breaker Bar
- B. Idler Arm
- C. Stationary Idler Pulley

- - D. Spindle Pulley
 - E. Center Idler Pulley
 - F. Chevron Belt Idler Pulley

Check Blade Alignment (36" Timed Deck Models)

- 1. Park the machine on a flat, level surface. Disengage the PTO, stop the engine, and engage the parking brake.
- 2. Lower the mower deck to its lowest cutting position.
- 3. Remove the mower deck guard.
- 4. Refer to Figure 10. Make sure that the holes in the sprockets are aligned with the spindle mounting hardware as shown. The blades will be perpendicular to each other.
- 5. If the blades are not properly aligned, use a 1/2" breaker

A WARNING



Spring loaded components can kick back causing injury.

Use extreme caution when rotating the idler arm with the breaker bar, due to the increased tension in the spring as the idler arm is being rotated. Injury may result in the breaker bar is prematurely release while the spring is under tension.

bar, and place the square end in the square hole located in the end of the idler arm (**B**, **Figure 11**). Carefully rotate the breaker bar **clockwise**, which will relieve the tension on the belt exerted from the idler arm.

- 6. Slide the mower drive belt over the edge of the left spindle pulley (C). Carefully release the tension on the breaker bar.
- Loosen the hardware that secures the center idler pulley and chevron belt idler pulley (D & E) to the cutter deck and slide both pulleys towards the front of the deck
- 8. Remove the chevron belt.
- 9. Align the holes in the sprockets with the spindle mounting hardware as shown in Figure 10. The blades will be perpendicular to each other.
- 10. Re-install the chevron belt. Make sure that the chevron of the belt is properly seated in the chevron of the sprocket.
- 11. Carefully rotate the breaker bar **clockwise** and install the deck drive pulley on the left spindle pulley. Carefully release the tension on the breaker bar. When the idler arm is released, it will position the stationary idler pulley and the chevron belt idler pulley (**D & E**) in the correct position. Make sure that the V-side of the belt runs in the grooves of the pulleys.
- 12. Tighten the hardware that secures the stationary idler pulley and the chevron belt idler pulley to the cutter deck.
- 13. Reinstall the mower deck guards.



Figure 10. Blade Alignment



Figure 11. Remove the Cutter Deck Belt A. Breaker Bar

- B. Idler Arm
- C. Left Spindle Pulley
- D. Center Idler Pulley
- E. Chevron Belt Idler Pulley



Lubrication & Fuel Preparation

Lubrication

Lubricate the unit at the locations as shown in Figure 12 as well as the following lubrication points.

Grease:

- front caster wheel axles & yokes
- deck lift pivot blocks
- mower deck spindles
- mower deck idler arm

Use grease fittings when present. Disassemble parts to apply grease to moving parts when grease fittings are not installed.

Not all greases are compatible. Red grease (P/N 5022285) is recommended, automotive-type, high-temperature, lithium grease may be used when this is not available.

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- control handle pivots
- · deck lift pivots
- discharge chute hinge
- neutral return pedal pivots

Generally, all moving metal parts should be oiled where contact is made with other parts. Keep oil and grease off of belts and pulleys. Remember to wipe fittings and surfaces clean both before and after lubrication.

Lubricating the Front Casters:

NOTE: Front casters should be lubricated annually.

- 1. Remove the 1/4-28 bolt (**A**, **Figure 13**) screwed into the front caster and install a 1/4-28 grease fitting.
- 2. Grease the front caster.
- 3. Remove the 1/4-28 grease fitting and re-install the 1/4-28 bolt.
- 4. Repeat process for the other side of the machine.







Figure 12. Lubrication Points A. Mower Deck Lubrication Points C. General Lubrication Points (Left Side Shown, Right Side points identical.)

Adding Fuel

- 1. Remove the fuel cap (A, Figure 14).
- 2. Fill the fuel tank.

NOTE: Do not overfill. Leave approximately 1" of room in the tank, below the bottom of the filler neck for fuel expansion. Refer to your engine manual for specific fuel recommendations.

3. Install and hand tighten the fuel cap.

Starting the Engine

- 1. Engage the parking brake and make sure that the PTO switch is disengaged and the forward speed control lever is in the NEUTRAL position.
- 2. NOTE: A warm engine may not require choking.

Set the engine throttle control to FULL throttle position. Then fully close the choke by pulling the knob OUT fully.

- 3. Insert the key into the ignition switch and turn it to the START position.
- After the engine starts, gradually open the choke (push knob down fully). Reduce to half throttle speed and allow to warm up.

Warm up the engine by running it for at least a minute before engaging the PTO switch or driving the unit.

5. After warming the engine, ALWAYS operate the unit at FULL THROTTLE when mowing.

In the event of an emergency the engine can be stopped by simply turning the ignition switch to STOP. Use this method only in emergency situations. For normal engine shut down follow the procedure given in *Stopping the Mower*.



Figure 14. Adding Fuel A. Fuel Tank Filler Neck



Perform Safety Checks

Functional Tests

- 1. Check the mower for loose bolts, screws, nuts, etc.
- 2. Start the engine and check all controls for proper operation: forward speed control lever, throttle cable, electric PTO clutch, etc.
- 3. Stop the engine and check for fluid leaks.
- 4. If any control fails to operate properly during testing or seems to be out of adjustment, check and readjust it according to the following *Adjustments* section.



Safety Interlock System

This unit is equipped with safety interlock switches. These safety systems are present for your safety, do not attempt to bypass safety switches, and never tamper with safety devices. Check their operation regularly.

Operational SAFETY Checks

Test 1 — Engine should NOT crank if:

- PTO switch is engaged, OR
- Parking brake is not engaged, OR
- Forward speed control lever is not in the NEUTRAL position.

Test 2 — Engine SHOULD crank if:

- PTO switch is NOT engaged, AND
- Parking brake is engaged, AND
- · Forward speed control lever is in the NEUTRAL position.

Test 3 — Engine should SHUT OFF if:

- Operator releases the operator presence handles with the PTO engaged OR
- Operator releases the operator presence handles with the parking brake disengaged.

Test 4 — Blade Brake Check

Mower blades and mower drive belt should come to a complete stop within seven (7) seconds after electric PTO switch is turned off (or operator releases the operator presence handles). If mower drive belt does not stop within seven (7) seconds, see your dealer.

NOTE: Once the engine has stopped, PTO switch must be turned off, parking brake must be engaged, the forward speed control lever must be locked in the NEUTRAL position, and the operator must engage the operator presence handles in order to start the engine.

If the unit does not pass a safety test, do NOT operate it. See your authorized dealer. Under no circumstance should you attempt to defeat the purpose of the safety interlock system.

Adjustment Procedures



Cutting Height Adjustment

The cutting height can be adjusted within two different ranges. The lower cutting range is adjustable between 1-1/2" (3,8 cm) and 2-3/4" (6,9 cm). The upper cutting range is adjustable between 2-3/4" (6,9 cm) and 4-1/2" (11,5 cm).

Before adjusting the cutting height, you must first determine the average cutting height. Depending on the range you plan to use, it may be necessary to adjust which pulley the deck drive belt runs in.

To Adjust the Cutting Range:

1. Remove the mower deck guard (**A**, Figure 15) to gain access to the mower deck drive belt.

Spring loaded components can kick back causing injury.

Use extreme caution when rotating the idler arm with the breaker bar, due to the increased tension in the spring as the idler arm is being rotated. Injury may result in the breaker bar is prematurely released while the spring is under tension.

- Using a 1/2" breaker bar (A, Figure 16), place the square end in the square hole located on the end of the idler arm (B). Carefully rotate the breaker bar clockwise, which will relieve the tension on the belt exerted from the idler arm.
- 3A. **Rear & Side Discharge Decks:** Slide the drive belt over the edge of the stationary idler pulley (**C**). Carefully release the tension on the breaker bar until the idler arm comes to a stop.
- 3B. **Side Discharge Timed Decks:** Slide the drive belt over the edge of the left spindle pulley (**D**). Carefully release the tension on the breaker bar until the idler arm comes to a stop.
- 4. See Figure 17. If you are adjusting the cutting height range between 1-1/2" (3,8 cm) and 2-3/4" (6,9 cm) position the belt in the lower pulley on PTO clutch. If you are adjusting the cutting height range between 2-3/4" (6,9 cm) and 4.5" (11,5 cm) position the belt in the upper pulley on the PTO clutch.



Figure 15. Remove the Cutter Deck Guard A. Cutter Deck Guard



- Figure 16. Remove the Cutter Deck Belt
- A. Breaker Bar
- B. Idler Arm
- C. Stationary Idler Pulley
- D. Spindle Pulley

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- 5. Carefully rotate the breaker bar **clockwise** and install the drive belt on the left spindle pulley. Carefully release the tension on the breaker bar. The belt should be routed exactly as shown in Figure 18.
- 6. Reinstall the mower deck guard.



Figure 17. Belt Positioning for Cutting Range A. Deck Drive Belt Positioned for Lower Cutting Range B. Deck Drive Belt Positioned for Upper Cutting Range

To Adjust the Cutting Height:

The cutting range must be adjusted to the correct range before the cutting height can be adjusted. The cutting height indicators will help you identify the cutting height.

- Pull the cutting height adjustment handle (A, Figure 19) up and out of the handle lock position (B) and crank the handle clockwise to raise the deck to the desired cutting height. Crank the handle counter-clockwise to lower the deck to the desired cutting height. After the desired cutting heights are achieved position the cutting height adjustment handles into the handle lock position.
- 2. Repeat the process for the other side of the machine.

NOTE: Both sides of the cutter deck must be adjusted to the same height to insure a proper cut.



Figure 18. Mower Deck Belt Routing

- A. Adjustable Center Pulley
- B. Mower Deck Belt
- C. Idler Pulley
- D. Left Spindle Pulley E. Stationary Idler Pulley



Figure 19. Remove the Cutter Deck Guard

- A. Cutter Height Adjustment Handle
- B. Handle Lock Position
- C. Cutting Height Indicator



Neutral Adjustment

If the unit "creeps" while the forward speed control lever is locked in the NEUTRAL position, then it may be necessary to adjust the linkage rod.

1. Park the machine on a hard, level surface such as a concrete floor. Disengage the PTO, engage the parking brake and turn off the engine.

A CAUTION

This adjustment should not be performed while the machine is running.

- There are two jam nuts (**B**, Figure 20) on the linkage rod (**A**). Loosen the jam nuts on the linkage rod and turn the linkage rod to adjust.
 - If the machine creeps forward, turn the rod **counterclockwise** (while standing at the rear of the machine, looking down).
 - If the machine creeps backward, turn the rod **clockwise**.
- 3. Lock the jam nuts (**B**) against the ball studs when neutral is achieved.
- 4. Start the engine.
- 5. Disengage the parking brake and make sure all controls are in the neutral position.
- 6. If the machine still "creeps" repeat the Neutral Adjustment procedure. It may take several attempts to achieve neutral, depending on how much the machine creeps.



Speed Balancing Adjustment

If the unit veers to the right or left when you are driving the machine, to top speed of each wheel can be balanced by turning the linkage adjuster rod (**C**, **Figure 21**). Only adjust the speed of the wheel that is traveling faster.

For Models 5900749, 5900756 & 5900758:

To Reduce the Speed of the Faster Wheel:

- 1. Loosen the jam nut (B).
- 2. Turn the linkage adjuster rod counter-clockwise to reduce the speed of the wheel.
- 3. Retighten the jam nut when adjustment is complete.

A WARNING

Do NOT adjust the tractor for a faster overall speed forward or reverse than it was designed for.



- Figure 20. Neutral Adjustment
- A. Ball Stud
- B. Jam Nuts
- C. Adjustment Linkage Rod



Figure 21. Adjusting the Speed of the Faster Wheel (RH side shown)

- A. Control Ramp Rod
- B. Jam Nut
- C. Linkage Adjuster Rod

For models 5900967 & 5900540:

To Reduce the Speed of the Faster Wheel:

There are three (3) nuts (A, Figure 22) on the linkage rod (B). The first two are to be used together to turn the rod and the third is used to lock the rod in place.

- 1. Loosen the jam nut that locks against the clevis.
- 2. Turn the linkage rod COUNTER-CLOCKWISE to reduce the speed.
- 3. Retighten the jam nut when adjustment is complete.



- Figure 22. Adjusting the Speed of the Faster Wheel A. Nuts
- B. Adjustment Linkage Rod



Parking Brake Adjustment

- 1. Disengage the PTO, stop the engine, remove the ignition key, and engage the parking brake.
- 2. Locate the brake spring (**A**, **Figure 23**) underneath the rear of the machine.
- 3. With the parking brake engaged, measure the compressed spring length of the brake spring. The spring should be 2-3/8" (6,03 cm) when compressed. If not, position the lock nut (**D**) until the measurement equals 2-3/8" (6,03 cm).
- Measure the distance between the back of the brake pivot link (G) and the front edge of the set collar (F). The measurement should be 1/8" (0,32 cm). If not, position the set collar until the measurement equals 1/8" (0,32 cm).

If this does not correct the braking problem, see your authorized dealer.



Figure 23. Parking Brake Adjustment

- A. Brake Spring
- B. First Measurement .2-3/8" (6,03 cm)
- C. Brake Spring Rod
- D. Lock Nut
- E. Second Measurement 1/8" (0,32 cm)
- F. Set Collar
- G. Brake Pivot Link

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Reverse Speed Control Levers

Adjustment

Reverse Speed Control Levers Comfort Adjustment

The amount of pressure necessary to depress the Reverse Speed Control Levers (**A**, **Figure 24**) can be adjusted to meet the comfort needs of the operator.

- 1. Disengage the PTO, engage the parking brake and turn off the engine.
- To increase the amount of pressure necessary to depress the Reverse Speed Control Levers turn the lock nut (B) clockwise until the desired comfort level is achieved. To decrease the amount of pressure necessary to depress the Reverse Speed Control Levers turn the lock nut counter-clockwise until the desired comfort level is achieved.
- 3. Repeat process for other side of the unit.

NOTE: Both Reverse Speed Control Levers should be adjusted so that it takes the same amount of pressure to depress both handles.

Handle Placement Adjustment

There should be approximately 1" (2.54 cm) of clearance in between the handle bars and the reverse speed control levers when the forward speed control lever is in the neutral position.

To adjust:

- 1. Loosen the jam nuts (**B**, **Figure 25**) that are located on the top and bottom of the reversing linkage rod (**A**).
- 2. Adjust the linkage rod:
 - To increase the amount of clearance between the handle bars and the reverse speed control levers, turn the linkage rod adjuster (**C**) clockwise.
 - To decrease the amount of clearance between the handle bars and the reverse speed control levers turn the linkage rod adjuster **counter-clockwise**.
- 3. Once the measurement of 1" (2.54 cm) is achieved, tighten the jam nuts against the linkage rod adjuster.
- 4. Repeat the process for the other side of the unit. **Both** reverse speed control levers should be adjusted equally.

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Figure 24. Reverse Speed Control Levers Comfort Adjustment

- A. Reverse Speed Control Levers
- B. Lock Nut





- A. Reversing Linkage Rod
- B. Jam Nuts
- C. Linkage Rod Adjuster

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