WALKER

Operator's Manual

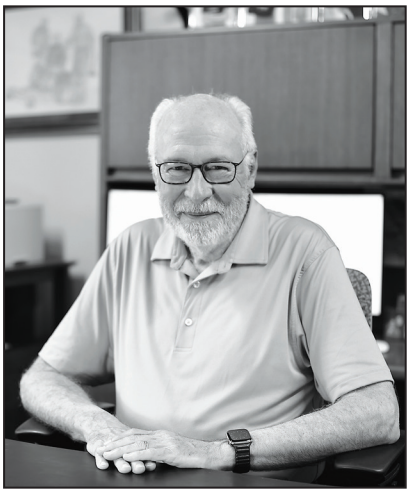
Safety, Assembly, Operating, and Maintenance Instructions



H38i

Please Read and Save These Instructions
For Safety, Read All Safety and Operation Instructions Prior to Operating Machine

Beginning S/N: 190349
P/N 2000-54



Foreword

Thank you. . .for purchasing a Walker mower. Every effort has been made to provide you with the most reliable mower on the market, and we are sure you will be among our many satisfied customers. If for any reason this product does not perform to your expectations, please contact your local dealer. Every customer is important to us. Your satisfaction is our goal.

Please. . .read this manual thoroughly! This manual is to be used in conjunction with the engine manufacturer's manual for the specific engine on the mower model you have purchased. Before you operate your new mower, please read this entire manual. Some of the information is crucial for proper operation and maintenance of this mower - it will help protect your investment and ensure that the mower performs to your satisfaction. Some of the information is important to your safety and must be read and understood to help prevent possible injury to the operator or others. If anything in this manual is confusing or hard to understand, please contact your local authorized dealer or call our service department, at (970) 221-5614, for clarification before operating or servicing this mower.

This manual covers Model H38i with the Rehlko/Kohler Command Pro ECH980 (38 HP) Electronic Fuel Injection (EFI) gasoline engine.

All shields and guards must be in place for the proper and safe operation of this machine. Where they are shown removed in this manual, it is for illustration purposes only. **Do not operate this machine unless all shields and guards are in place.**

Specifications given are based on the latest information available at the time this manual was produced for a tractor with standard equipment. Optional equipment is available and may affect the standard specifications listed.

Walker Mfg. Co. is continually striving to improve the design and performance of its products. We reserve the right to make changes in specifications and design without thereby incurring any obligation relative to previously manufactured products.

Sincerely,
WALKER MANUFACTURING COMPANY

Bob Walker

Bob Walker, Chairman

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General Information

HIGHLIGHTED INFORMATION

Walker Manufacturing recommends that any service requiring special training or tools be performed by an authorized Walker Mower dealer. There are several general practices to be aware of in the area of safety. Most accidents associated with the operation or maintenance of a Walker Mower are caused by disregarding basic safety precautions or specific warnings. Such accidents, in most cases, can be prevented by being aware of the dangers present.

Information of special importance has been highlighted in bold type in this manual. Refer to *Safety Instructions on page 9* for the meanings of **DANGER, WARNING, CAUTION, IMPORTANT,** and **NOTE.**

GLOSSARY

There are many terms that are either unique to this equipment or that are used as acronyms. The following terms and their definitions will help while using this manual:

- **DECK** is the mowing attachment mounted on the front of the tractor which includes the carrier frame, deck housing, blade spindles, and cutter blades.
- **ELECTRONIC CONTROL UNIT (ECU)** controls engine functions such as spark timing, fuel/air ratio, etc.
- **FORWARD SPEED CONTROL (FSC)** controls the maximum forward speed of the tractor; functioning as a cruise control.
- **GROUND DRIVE** refers to the dual transaxles which drive the main wheels.
- **LEFT HAND (LH)** refers to the left-hand side of the tractor when the operator is seated facing forward in the tractor seat.
- **POWER TAKE-OFF (PTO)** transmits engine power to run the cutter blades.
- **REAR DISCHARGE (RD)** discharges mowed material from the back of the mower deck.
- **RIGHT HAND (RH)** refers to the right-hand side of the tractor when the operator is seated facing forward in the tractor seat.
- **ROLL-OVER PROTECTION SYSTEM (ROPS)** offers enhanced operator protection in the event of a roll-over type accident.
- **SIDE DISCHARGE (SD)** discharges mowed material from the right side of the mower deck.
- **STEERING LEVERS** steer the tractor by controlling the two transaxles.
- **TRACTOR** is the prime mover, including the engine, drivetrain, operator seat, and controls to operate the mower.
- **TRANSAXLE** transmits and controls power from the ground drive belt to the main drive wheel.
- **TRANSAXLE LOCKOUT ARMS** release the transaxles to permit freewheeling the tractor.

IDENTIFYING NUMBER LOCATIONS

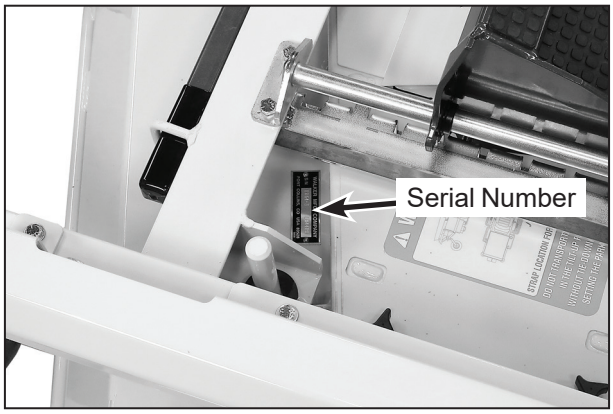
The tractor serial number plate is affixed to the tractor body just below the left rear corner of the seat. The mower deck serial number plate is affixed alongside the spindle cover on the LH side of the LH mower blade drive. Model and serial numbers are helpful when obtaining replacement parts and maintenance assistance. For ready reference, please record these numbers in the space provided.

Tractor Model No.	_____
Tractor Serial No.	_____
Deck Serial No.	_____
Engine Model No.	_____
Engine Serial No.	_____
Date of Purchase	_____

Fill In By Purchaser



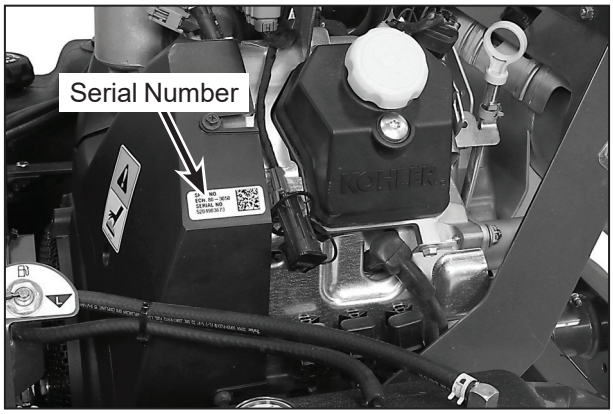
Tractor Serial Number Location



Mower Deck Serial Number Location

ENGINE SERIAL NUMBER LOCATION

Refer to the engine manual that accompanies this manual or photo below for the location of the engine serial number.



Engine Serial Number Location

SERVICING OF ENGINE AND DRIVE-TRAIN COMPONENTS

The detailed servicing and repair of the engine and transaxles are not covered in this manual. Only routine maintenance and general service instructions are provided. For the service of these components during the limited warranty period, it is important to find a local, authorized servicing agent of the component manufacturer. **Any unauthorized work done** on these components during the warranty period **may void the warranty.** If you have any difficulty finding an authorized outlet or obtaining warranty service, please contact our Service Department for assistance:

Walker Manufacturing Company
5925 E. Harmony Road
Fort Collins, CO 80528
1-970-221-5614
www.walker.com

Service manuals are available for each of these components from their respective manufacturers as follows:

Rehlko/Kohler Engines	**Rehlko Company** Kohler, WI 53044 800-544-2444 www.engines.rehlko.com
Transaxles	**Hydro-Gear** 1411 South Hamilton St. Sullivan, IL 61951 877-728-7410 www.hydro-gear.com

SPECIFICATIONS

ENGINE	
Manufacturer/Model	Rehlko/Kohler Command Pro® ECH980, 2 Cyl., OHV, Gasoline (Air-Cooled), Electronic Fuel Injection (EFI)
Displacement cu. in. (cc)	61 (999)
Max. Power HP (kW)	38.0 (28.3) @ 3600 RPM
Governed RPM	3600
Max. Torque lb·ft (N·m)	53 (71.9)
Idle RPM	1200
Spark Plug Type	Champion® RC12YC
Spark Plug Gap in. (mm)	.030 (0.76)
Crankcase Capacity qt (L)	2.0 (1.9)
Crankcase Lubricant (From Factory)	300 Hour, Rehlko/Kohler PRO® Synthetic 10W-50 Rehlko/Kohler P/N 25 357 72-S
Oil Filter (From Factory)	300 Hour, Rehlko/Kohler PRO® Filter P/N 52 050 02-S
Conventional Crankcase Lubricant (Alternative Option)	100 Hour, API SJ or Higher Grade Oil Only with 10W-30 Viscosity Above 0° F (-18° C), or 5W-30 Viscosity Below 32° F (0° C)
Oil Filter (Alternative Option)	200 Hour, Rehlko/Kohler Filter P/N 12 050 01-S
Cooling System	Air-Cooled
Fuel Tank Capacity gal (L)	9.4 (35.6), Two Independent 4.7 Gallon Tanks with Selector Valve
Fuel	Regular Grade Unleaded Gasoline (87 Octane Minimum, 10% Ethanol Maximum)
Air Cleaner	Engine Mounted (Rehlko/Kohler) (Rehlko/Kohler P/N 25 083 01-S Primary / P/N 25 083 04-S Safety Filter)
ELECTRICAL SYSTEM	
Battery	12 Volt, 350A (CCA) [Walker Fulbat]
Charging System	Flywheel Alternator
Charging Output	25 Amp DC (Regulated)
System Polarity	Negative Ground
Ignition	Electronic Capacitive Discharge
Starter	12 Volt Electric, Ring-Gear Type, Solenoid Operated
Interlock Switches	Ignition Lockout by Seat Switch, Transmission Neutral, Blade Clutch, and Parking Brake
Circuit Breakers	Manual Reset (20A) Auto Reset (30A)
TRANSMISSION	
Manufacturer/Model	Dual, Independent Hydro-Gear® ZT-3400 Integrated Transaxles
Steering	Hand Lever Control / Individual Wheel
Forward Speed Control	Precision Friction Lock Lever, Cruise Control, with Neutral-Park Position

TRANSMISSION (CONTINUED)	
Service Brake	Dynamic Braking through Transaxles
Parking Brake	Internal Mechanical Cog Lock for each Transaxle (Single Lever Control)
Neutral	Transmission Release by Manual Dump Valve
Final Drive	Direct Drive Axle from Transaxle
Transmission Fluid	
Factory Service	20W-50 Multi-Viscosity Motor Oil (Minimum SL Grade Oil)
Transmission Oil Capacity fl oz (L)	77 (2.3)
Transmission Cooling	Cooling Fan Mounted on Drive Pulley
Oil Filter	Hydro-Gear® P/N 52114 (Walker P/N 2026-6)
Ground Travel Speed	
Forward MPH (km/h)	0-10 (0-16) Infinitely Variable
Reverse MPH (km/h)	0-5 (0-8) Infinitely Variable
BLADE DRIVE	
PTO Shaft	Quick Disconnect Sliding Spline Shaft with Two (2) High-Speed U-Joints
Blade Drive Clutch and Brake	Manual Belt Tightener Clutch and Band Brake [Stops Blades within Five (5) Seconds of Disengagement]
TIRE SIZE	
Deck Caster Wheel	13 x 4.50-6 (Pneumatic 6-Ply)
Drive	23 x 10.50-12 (Pneumatic 4-Ply, All-Terrain Tread)
Tailwheel	13 x 4.50-6 (Pneumatic 6-Ply)
TIRE PRESSURE PSI (KPA)	
Deck Caster Wheel	20 (137)
Drive	15 (103)
Tailwheel	20 (137)
DRIVE BELTS	
Engine PTO	Walker P/N 2230 (Set of 3)
Ground Drive	Walker P/N 2248-1
SEAT	Full Spring Suspension with Dampening and Adjustments for Back Angle, Lumbar Support, and Operator Weight. Standard with Adjustable/Retractable Armrests.
FRAME/BODY CONSTRUCTION	
Frame	All Welded Unitized Steel Chassis
Body	14 Gauge Steel
Deck	11 Gauge Steel

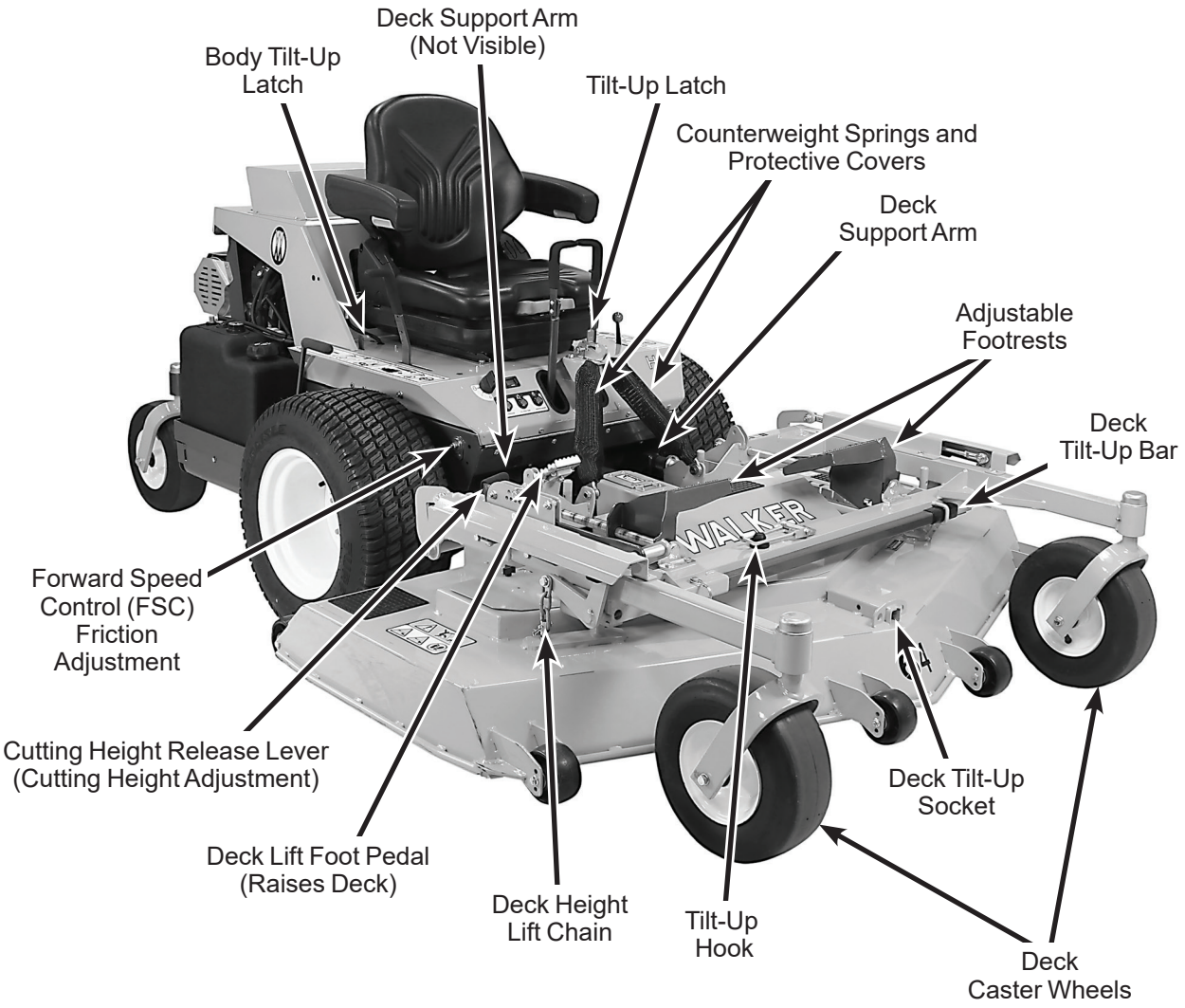
TOWING	
Towing Capacity lb (kg)	250 (113) if equipped with a factory installed or factory authorized tow hitch
DIMENSIONS (Tractor and Mower)	
Length in. (cm)	
Tractor Only	69 (175)
Tractor Wheel Base	45.5 (115)
Tractor with Tilted Deck (Approximate)	87.75 (223)
Tractor with 64" Rear Discharge Deck (DR64-3)	107.75 (274)
Width in. (cm)	
Tractor Only (Outside Tire)	46.5 (118)
Tractor with 64" Rear Discharge Deck (DR64-3)	66 (168)
Tread Width	36.5 (93)
Height in. (cm)	
Tractor	46.5 (118)
With ROPS (Optional)	66.38 (169)
With ROPS (Optional) Lowered	51.25 (130)
Weight lb (kg)	
Tractor Only	808 (367)
Tractor with 64" Rear Discharge Deck (DR64-3)	1245 (564.7)

DECK	DR52	DR64	DS61
Type	Belt-Driven, Rear Discharge	Belt-Driven, Rear Discharge	Belt-Driven, Side Discharge
Cutting Width in. (cm)	52 (132)	64 (163)	61 (155)
Cutting Height in. (cm)		1.5 to 5 (3.8 to 12.7)	
Height Adjustment in. (cm)		1/4 (1) Increments, 15 Positions	
Blade Length in. (cm)	18.4 (47)	22.2 (56)	20.5 (52)
Number of Blades		3	
Direction of Rotation (Viewed from top of deck)		Clockwise	
Deck Suspension	Torsion-Flex Frame with Caster Wheels and Counterweight Springs		
Maximum Blade RPM	3840	3200	3330
Maximum Blade Tip Speed ft/min (m/min)	18500 (5640)	18500 (5640)	17870 (5447)

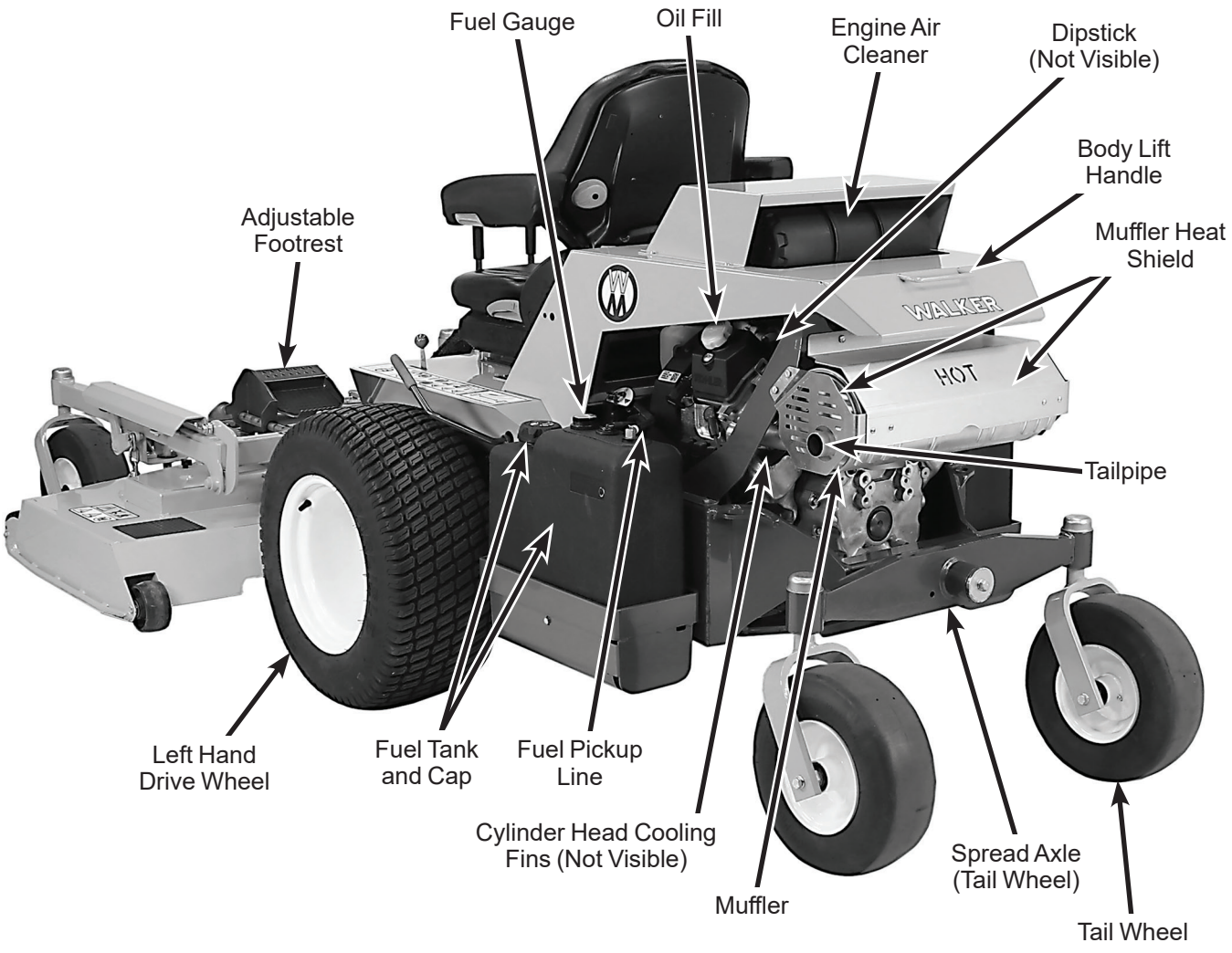
NOTE: The manufacturer reserves the right to make changes in specifications shown herein at any time without notice or obligation. The specifications listed are for a standard configuration tractor, and may change with the addition of optional equipment.

COMPONENT IDENTIFICATION

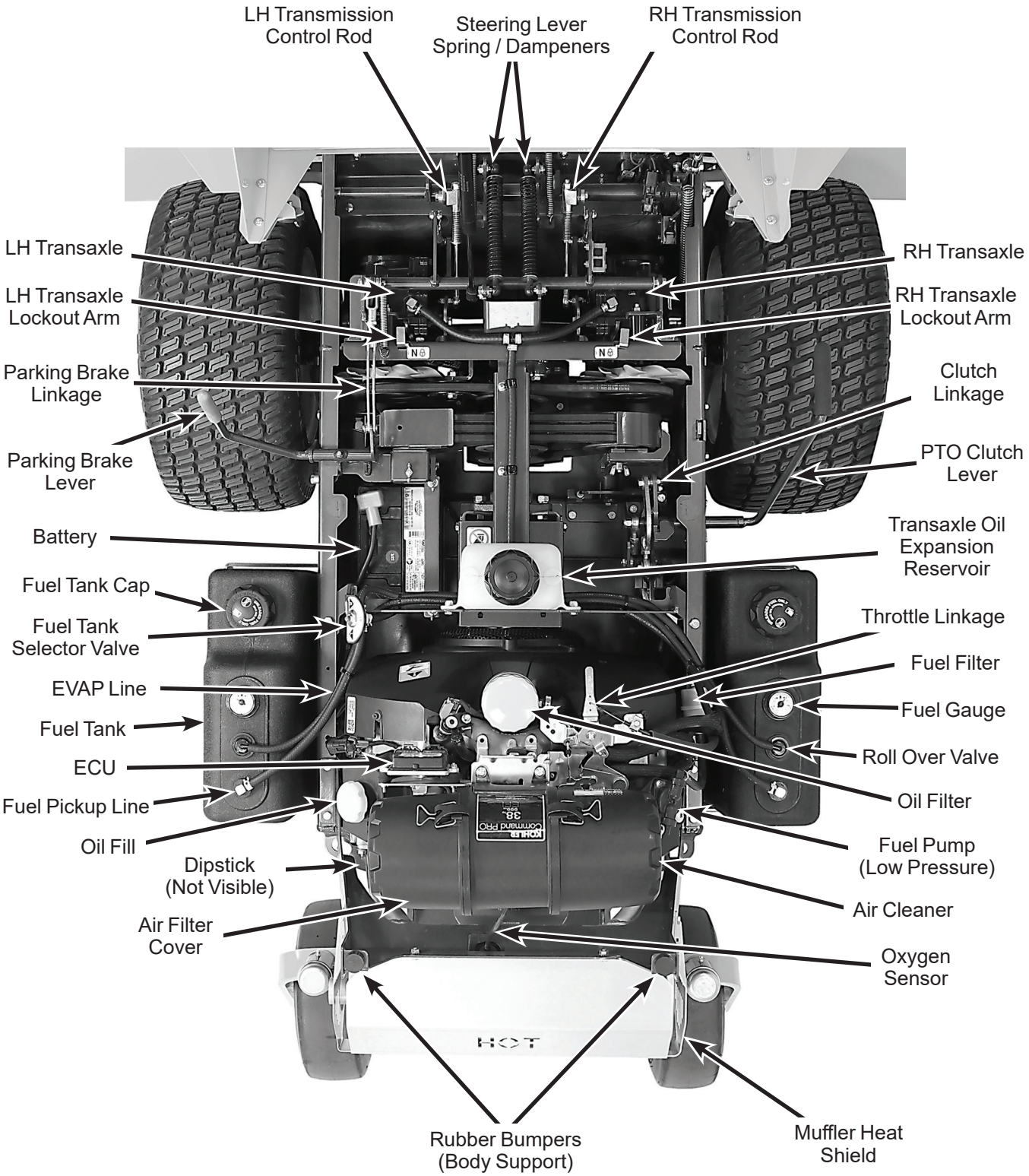
NOTE: Operator Controls are identified in the section *Operating Instructions on page 29.*



Front View and Right Side View



Rear View and Left Side View



Top View (Body Raised)

Safety Instructions

Pay particular attention to any information labeled **DANGER, WARNING, CAUTION, IMPORTANT,** and **NOTE** in this manual.

When you see the Safety Alert Symbol (⚠), read, understand, and follow the instructions. Failure to comply with safety instructions may result in personal injury.

The seriousness or degree of importance of each type of information is defined as follows:

> ⚠ ***DANGER***
>
> **An IMMEDIATE hazard that WILL result in severe personal injury or DEATH, if warning is ignored and proper safety precautions are not taken.**

> ⚠ ***WARNING***
>
> **A POTENTIAL hazard that COULD result in severe personal injury or DEATH, if warning is ignored and proper safety precautions are not taken.**

> ⚠ ***CAUTION***
>
> **Possible hazards or unsafe practices that MAY result in MODERATE personal injury or property damage, or machine damage, if warning is ignored and proper safety precautions are not taken.**

IMPORTANT: Identifies mechanical information demanding special attention, since it deals with the possibility of damaging a part or parts of the machine.

NOTE: Identifies information worthy of special attention.

Walker Manufacturing cannot predict every potentially dangerous situation. Therefore, items labeled as such in this manual do not cover all conceivable situations. Any person using procedures, tools, or control techniques not recommended by Walker Manufacturing must take full responsibility for safety.

The Walker Rider Lawnmower has been designed with many safety features to protect the operator from personal harm or injury. However, it is necessary for the operator to use safe operating procedures at all times. **Failure to follow safety instructions contained in this manual may result in personal injury or damage to equipment or property.**

If you have any questions concerning setup, operation, maintenance, or safety, please contact your authorized Walker Mower Dealer or call Walker Manufacturing Company at (970) 221-5614.

BEFORE OPERATING

1. **Read and understand the contents of this Operator's Manual before starting and operating the machine.** Become thoroughly familiar with all machine controls and how to stop the machine and disengage the controls quickly. Replacement Operator's Manuals are available by sending the Model and Serial Number to:

   Walker Manufacturing Company
   5925 East Harmony Road
   Fort Collins, CO 80528

2. **Never allow children to operate rider mower.** Do not allow adults to operate without proper instruction.

3. **Clear the area to be mowed of any foreign objects** which may be picked up and thrown by cutter blades. Pick up all sticks, stones, wire, and any other debris.

4. Keep everyone, especially children and pets, a safe distance away from the area being mowed. **Do not mow with bystanders in the area.**

5. Do not operate the machine barefoot or wearing sandals, sneakers, tennis shoes, or similar lightweight footwear. **Wear substantial protective footwear.**

6. Do not wear loose fitting clothing that could get caught in moving parts. Do not operate this machine while wearing shorts; **always wear adequate protective clothing,** including long pants. Wearing safety glasses, safety shoes, and a helmet is advisable and required by some local ordinances and insurance regulations.

7. Prolonged exposure to loud noise can cause impairment or loss of hearing. **Operator hearing protection is recommended.** Wear a suitable hearing protective device, such as earmuffs or earplugs.

8. **Keep all protective shields and safety devices in place.** If a protective shield, safety device, or decal is damaged, unusable, or missing, repair or replace it **before** operating the machine.

9. **Be sure interlock switches are functioning correctly,** so the engine cannot be started unless the Forward Speed Control lever is in the **NEUTRAL-PARK** position, the PTO clutch is in the **DISENGAGED** position, and the Parking Brake is in the **ENGAGED** position. Also, the engine should stop if the operator lifts off the seat with any one or more of these controls in the operating position: (1) Forward Speed Control (FSC) out of **NEUTRAL-PARK,** (2) PTO Clutch **ENGAGED,** or (3) Parking Brake **DISENGAGED.**

   NOTE: There is a 1/2 second time delay function on the seat switch to avoid engine power interruption when driving over bumps.

10. **Handle gasoline with care.** Gasoline is highly flammable and its vapors are explosive:

    a. Use an approved fuel container.

    b. Never add fuel to a running engine or hot engine (allow hot engine to cool several minutes).

    c. Keep matches, cigarettes, cigars, pipes, open flames, or sparks away from the fuel tanks and fuel container.

    d. Always fill the fuel tank(s) outdoors using care. Fill to about one inch from the top of the tank. Use a funnel or spout to prevent spilling.

    e. Replace the machine fuel cap(s) and container cap securely and clean up any spilled fuel before starting the engine.

11. **Never attempt to make any adjustments while the engine is running,** except where specifically instructed to do so.

12. The electrical system battery contains sulfuric acid. Avoid any contact with skin, eyes, and clothing. Keep the battery and acid out of reach of children.

WARNING

This product can expose you to chemicals including Di-(2-ethylhexyl) phthalate which is known to the State of California to cause cancer, and Di-(2-ethylhexyl) phthalate, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.

OPERATING

⚠ *WARNING*

If Equipped With ROPS:

- **Always keep the ROPS roll bar in the upright and locked position when operating.**
- **Always use the seat belt when the roll bar is upright.**
- **Only lower the roll bar when absolutely necessary for overhead clearance.**
- **Never use the seat belt when the roll bar is lowered.**

1. **Operate the mower only in daylight** or in good artificial light with good visibility of the area being mowed.
2. Sit on the seat when starting the engine and operating the machine. Keep feet on the deck footrests at all times when the tractor is moving and/or mower blades are operating. **Never operate the tractor without a deck or implement installed.**
3. For a beginning operator, **learn to steer (maneuver) the tractor with a slow engine speed before attempting any mowing operation.** Be aware that, with the front mounted mower configuration, the back of the tractor swings to the outside during turns.

⚠ *DANGER*

Do not mow around overhanging tree branches or bushes at the same height as the operator's torso and head where inadvertent contact may cause injury.

4. Remember, for an emergency stop, the forward motion of the tractor can always be stopped by pulling the Forward Speed Control (FSC) into the **NEUTRAL-PARK** position.
5. In case the transmission drive belt breaks during operation, and if the machine is on a slope, the machine will freewheel down the slope. **To maintain control,** immediately (1) Release the steering levers and simultaneously (2) Move the FSC to the **NEUTRAL-PARK** position. When the machine is stopped or moving slowly, engage the parking brake.

   NOTE: The emergency stop procedure is exactly the same procedure as used to normally stop and park this machine.
6. Disengage the blade clutch, put the FSC in the **NEUTRAL-PARK** position, and engage the Parking Brake before starting the engine (an ignition interlock switch normally prevents starting of the machine if these controls are in the **OPERATING** position).
7. **Do not operate machine if the operator presence safety switch system is not working.** Verify proper operation by having the operator lift off the seat with the engine running and moving three controls, one at a time; (1) Move the FSC lever out of the **NEUTRAL-PARK** position, (2) Engage the PTO Clutch, and (3) Disengage the Parking Brake. Moving any of these controls should stop the engine after a 1/2 second delay.
8. **Do not run the engine in a confined area without adequate ventilation.** Exhaust fumes are hazardous and can be deadly.
9. **Do not carry passengers** - maximum seating capacity is one (1) person.
10. Watch for holes, rocks, and roots in the terrain and for other hidden hazards. When mowing tall grass, mow higher than desired to expose any hidden obstacles. Then, clean the area and mow to the desired height.
11. **Avoid sudden starts or stops.** Before backing the machine up, look to the rear to be sure no one is behind the machine. Watch carefully for traffic when crossing or working near roadways.

12. When moving forward, **do not** suddenly put the tractor in reverse by rapidly pulling on the steering levers, especially when going downhill, as this can lift the tractor tail wheel off the ground and set up a bucking motion due to operator overcontrol. If bucking does occur, immediately stop the bucking action by pulling the Forward Speed Control (FSC) lever into the **NEUTRAL-PARK** position.

13. Disengage the blade drive when transporting the machine across drives, sidewalks, etc. **Never raise the mower deck while blades are rotating.**

> ***DANGER***
>
> **Do not mow or drive the tractor within 5 feet (1.5 meters) of an embankment or retaining wall with drop off.**

14. **The maximum recommended slope operating angle is 15 degrees or 27% grade.** When operating the machine on a slope, reduce speed and use caution to start, stop, and maneuver. To prevent tipping or loss of control of the machine, avoid sharp turns or sudden changes in direction. **Do not operate the machine on a slope greater than 15 degrees.**

15. **Never adjust cutting height with the engine running. Before** adjusting cutting height or servicing, disengage the blade clutch (PTO), engage parking brake, stop the engine, and remove the ignition key. Wait for all movement to stop before getting off the seat.

    NOTE: The blade/PTO brake should normally stop drive line rotation within five (5) seconds of disengaging the PTO clutch.

16. For side discharge mower decks, **do not operate with the grass deflector shield removed.** Keep the deflector in the lowest possible position.

17. When using the tilt-up deck, **observe the following:**

    a. Do not move tractor with deck in tilt-up position.

    b. Never tilt body forward with deck in tilt-up position.

18. **In case of a clogged or plugged mower deck:**

    a. Disengage the blade clutch (PTO), engage the parking brake, and turn the engine off before leaving the seat.

    b. **LOOK** to make sure blade drive shaft movement has stopped before trying to unclog the system.

    c. Remove the key from the ignition switch and disconnect the negative battery cable.

    d. Never place hands under the deck - use a stick or similar tool to remove clogged material.

19. If the cutting blades strike a solid object or the machine begins to vibrate abnormally, **immediately disengage the blade clutch (PTO), engage the parking brake, stop the engine, and wait for all moving parts to stop.** To prevent accidental starting, remove the key from the ignition switch and disconnect the negative battery cable. Thoroughly inspect the mower and repair any damage before restarting the engine and operating the mower. Make sure cutter blades are in good condition and blade nuts are torqued to 60 lb·ft (81 N·m) for gear-driven decks, and blade bolts torqued to 70 lb·ft (95 N·m) for belt-driven decks.

20. **Do not touch the engine or muffler while the engine is running** or immediately after stopping the engine. These areas may be hot enough to cause serious burns.

21. **Do not stop or park in or near dry grasses or bushes when operating the mower.** The heat from the engine or muffler could ignite the dry material.

22. When leaving the machine unattended, **disengage the blade clutch (PTO), engage the parking brake, stop the engine, and remove the key.**

23. When equipped with a factory installed hitch or factory authorized hitch kit, **do not exceed recommended tow capacities.** Do not tow with the PTO clutch or mower blades engaged, and **do not allow people to ride in or on towed trailers.**

24. Use caution when towing on slopes, rough terrain or when conditions limit traction. **Do not tow on slopes greater than 5 degrees (9%).**

MAINTENANCE

1. To prevent accidental starting of the engine when servicing or adjusting the machine, remove the key from the ignition switch and disconnect the negative battery cable.
2. **To reduce fire hazards,** keep the engine free of grass, leaves, excessive grease, and dirt.
3. Keep all nuts, bolts, and screws tight to ensure the machine is in a safe, working condition. Check the blade mounting bolts frequently, making sure they are tight.
4. **Perform only maintenance instructions described in this manual.** Unauthorized maintenance operations or machine modifications may result in unsafe operating conditions.
5. If the engine must be running to perform a maintenance adjustment, keep hands, feet, and clothing away from moving parts. **Do not wear jewelry or loose clothing.**
6. **Always use the proper engine service manual when working on the engine.** Unauthorized maintenance operations or modifications to the engine may result in unsafe operating conditions.
7. Altering the equipment or engine in any manner which adversely affects its operation, performance, durability, or use will **VOID the warranty** and may cause hazardous conditions.
8. Never attempt to disconnect any safety devices or defeat the purpose of these safety devices.
9. Do not change the engine governor settings or overspeed the engine. The governor has been factory-set for maximum-safe engine operating speed.
10. **Use genuine factory replacement parts.** Substitute parts may result in product malfunction and possible injury to the operator and/or others.
11. **Use care when charging the battery** or performing maintenance on the battery and electrical system:
    a. Make sure the battery charger is unplugged before connecting or disconnecting cables to the battery.
    b. Charge the battery in a well-ventilated space.
    c. Keep sparks, flames, and smoking materials away from the battery at all times. To avoid sparks, use care when removing battery cables from posts.
    d. Disconnect both battery cables before unplugging any wiring connectors or making repairs on the electrical system.
12. Do not attempt to service the engine fuel injection system, which contains high pressure fuel and may cause injury if mishandled. For service of the pressurized fuel system, including the fuel pump, fuel lines, and fuel injectors, contact your Walker dealer or authorized Rehlko/Kohler service dealer.

    IMPORTANT: Keep all applicable manuals immediately accessible to anyone who may operate or service this machine.

SAFETY, CONTROL, AND INSTRUCTION DECALS

Safety, Control, and Instruction Decals are installed on the machine;
if any are missing, illegible, or damaged, a replacement should be ordered and installed before putting the machine into operation. The Decal Part Number is listed below and in the Parts Manual.



Location: Each End of Mower Deck
Part Number: 8600-28

1. Warning – thrown object hazard.
   - Keep bystanders away from the machine when operating.
   - Clear lawn of debris before operating.
   - Keep any discharge deflector in place and in the lowest position.
2. Warning – rotating mower blades are a cutting/ dismemberment hazard to hands and feet.
   - Keep all body parts away from rotating mower blades.
   - Do not step on end of deck.



Location: Deck Carrier Frame
Part Number: 8600-14

Warning – do not operate the machine with the deck tilted up.



Location: Chassis Member Behind Transaxles
Part Number: 9804-1

Neutral Lock

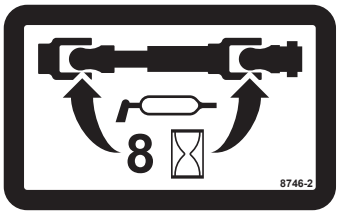
- Lift and move back to engage step to unlock transmission and allow machine to freewheel.



Location: Underside of Rear Body
Part Number: 8600-12

Warning – carbon monoxide (CO) poisoning hazard.

- CO emitted by a running engine can be deadly.
- Do not operate indoors or in other enclosed areas.



Location: PTO Guard on Deck
Part Number: 8746-2

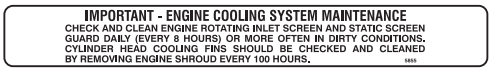
Grease PTO shaft joints every 8 hours.



Location: Deck Discharge Shield (DS61)
Part Number: 5848-3

Warning – thrown object hazard.

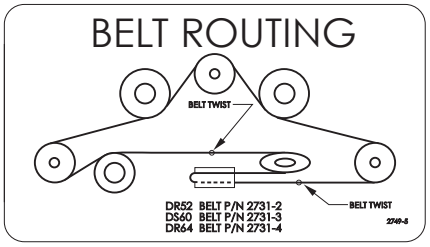
- Always keep the discharge shield in the lowest position when operating.
- Do not remove the discharge shield.



Location: Underside of Rear Body, Behind Seat
Part Number: 5855

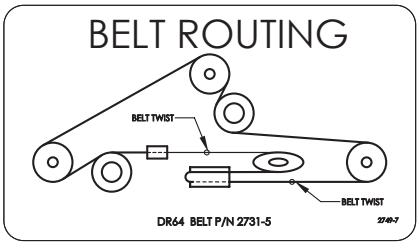
SAFETY, CONTROL, AND INSTRUCTION DECALS

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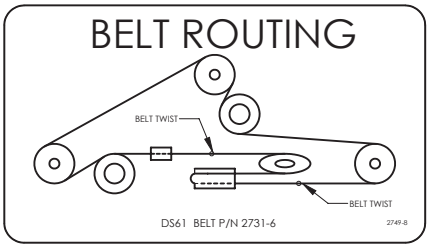
Location: Deck Housing Under Footrest
Part Number: 2749-5

DR52 deck drive belt routing.



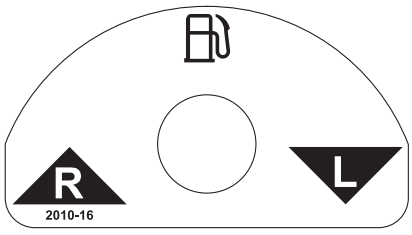
Location: Deck Housing Under Footrest
Part Number: 2749-7

DR64 deck drive belt routing.



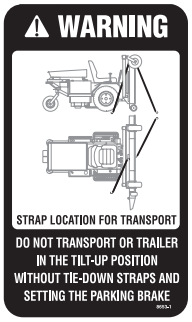
Location: Deck Housing Under Footrest
Part Number: 2749-8

DS61 deck drive belt routing.



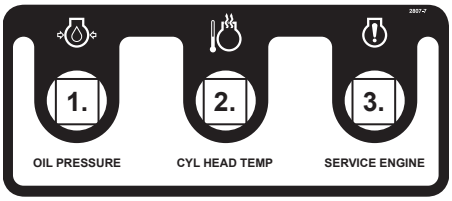
Location: Adjacent to Left Fuel Tank
Part Number: 2010-16

Fuel tank selector valve.



Location: Top of Deck Housing
Part Number: 8653-1

Warning – secure deck with straps and engage parking brake before transporting or trailering with deck tilted up.



Location: Front Body Adjacent to RH Steering Lever
Part Number: 2807-7

1. Low Engine Oil Pressure Warning Light.
2. High Oil/Cylinder Head Temperature Light.
3. Engine Service Light.



Location: Flex Coupler Guard in Front of Engine
Part Number: 8600-2

Warning – entanglement and cutting and/or dismemberment hazards.

- Keep away from rotating shafts, belts, and other components.

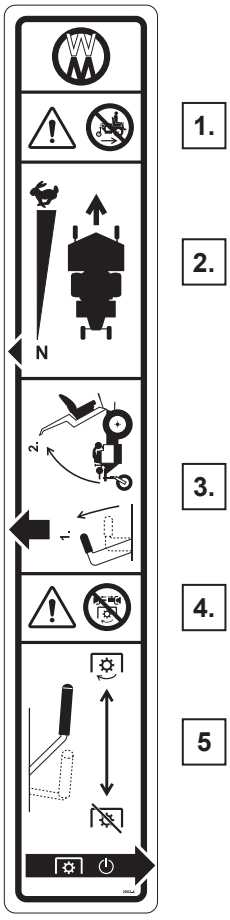
SAFETY, CONTROL, AND INSTRUCTION DECALS

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if any are missing, illegible, or damaged, a replacement should be ordered and installed before putting the machine into operation. The Decal Part Number is listed below and in the Parts Manual.



Location: ROPS Roll Bar (If Equipped)
Part Number: 5685-3

1. Warning – roll-over/crushing hazard.
   - Do not operate the machine on steep slopes or near drop-offs.
   - Avoid quick and/or sharp turns when operating on slopes.
2. During normal operation always keep the ROPS locked fully upright and use the seat belt.
3. Never use the seat belt if the ROPS is not locked fully upright.
4. Do not operate the machine on slopes if the ROPS is not locked fully upright.
5. Do not remove the ROPS.

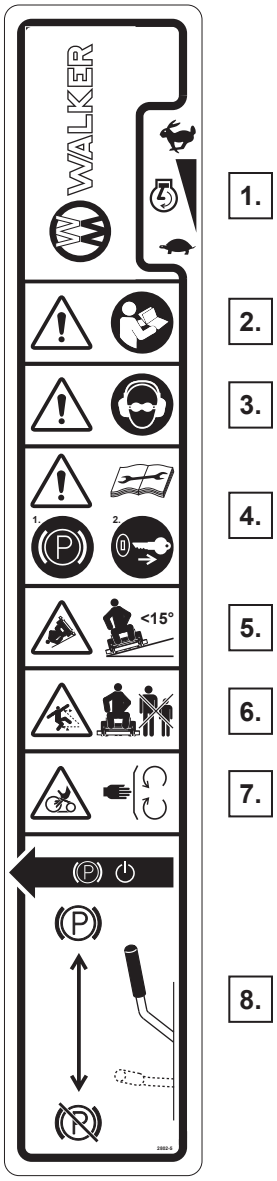


Location: Right Fender
Part Number: 2802-4

1. Warning – do not operate the machine without a deck or other implement attached.
2. Forward Speed Control
   - Move lever forward to increase speed; back to stop.
3. Body Tilt Latch
   - Raise lever to release.
   - Lift at back of body to raise.
4. Warning – do not engage PTO clutch with PTO shaft disconnected.
5. PTO Clutch Lever
   - Move lever forward to engage PTO clutch; back to disengage.

SAFETY, CONTROL, AND INSTRUCTION DECALS

Safety, Control, and Instruction Decals are installed on the machine;
if any are missing, illegible, or damaged, a replacement should be ordered and installed before putting the machine into operation. The Decal Part Number is listed below and in the Parts Manual.



Location: Left Fender
Part Number: 2802-5

1. Throttle
   - Move lever forward to increase engine speed; back to idle.
2. Warning – read Operator's Manual before operating the machine.
3. Warning – wear eye and ear protection when operating the machine.
4. Warning – read Operator's Manual before servicing or performing maintenance.
   - Engage parking brake.
   - Remove ignition key.
5. Warning – roll-over hazard.
   - Do not operate on slopes greater than 15 degrees.
6. Warning – thrown object hazard.
   - Keep bystanders away from the machine when operating.
7. Warning – entanglement hazard.
   - Keep all guards in place while engine is running.
8. Parking Brake
   - Move lever forward to engage Parking Brake; back to disengage.

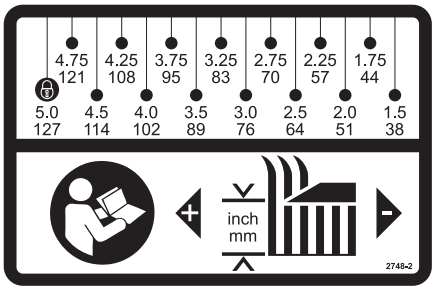
SAFETY, CONTROL, AND INSTRUCTION DECALS

Safety, Control, and Instruction Decals are installed on the machine;
if any are missing, illegible, or damaged, a replacement should be ordered and installed before putting the machine into operation. The Decal Part Number is listed below and in the Parts Manual.



Location: Deck Carrier Frame
Part Number: 8600-15

Warning – lock deck tilt-up hinge before operating the machine.



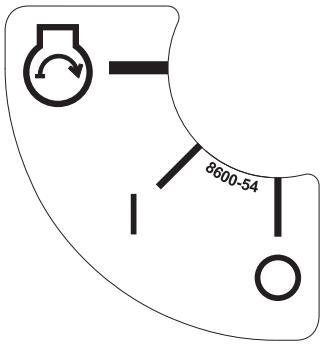
Location: Deck Height Adjuster
Part Number: 2748-2

Move pin to desired height of cut.



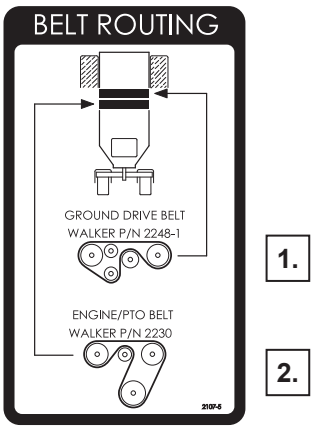
Location: Rear Body Near Muffler
Part Number: 8600-5

Warning – hot surface, do not touch.



Location: Ignition Switch
Part Number: 8600-54

Ignition switch positions: “O” for **OFF,** “I” for **ON (RUN),** and for **START.**



Location: Underside of Rear Body
Part Number: 2107-5

1. Ground drive belt routing.
2. PTO clutch belt routing.

Assembly Instructions

⚠ WARNING

It is critical to follow the steps provided for setup and assembly of the tractor and deck to ensure the safety of the operator and performance of the equipment.

SETUP INSTRUCTIONS

Walker Mowers are shipped partially assembled to our distribution network, and are typically assembled by the selling dealer. For any additional assembly besides the following, contact your Walker dealer.

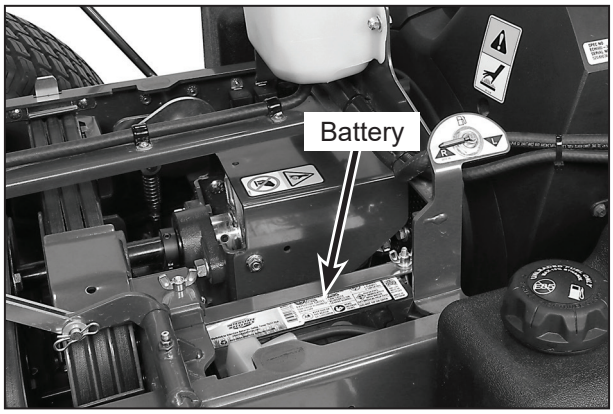
Tire Installation (Tractor)

- Install the drive tires using the eight (8) mounting nuts supplied with the Owner's Packet of materials. Nuts are torqued to 75 to 85 lb·ft (102 to 115 N·m).
- Check and adjust the inflation of the tires. The tire inflation recommendations are:

  Drive = 15 PSI (103 kPa)
  Tailwheel = 20 PSI (137 kPa)

Battery Service

The battery is fully sealed and activated at the factory, there is no maintenance by way of topping up fluid levels. **Never attempt to open this battery.**



Battery Location

IMPORTANT: Make sure battery is securely mounted in the frame. A loose battery may cause damage to the case resulting in acid leakage and severe damage to the machine. A hazard may be created by damage to critical working parts and safety systems.

⚠ CAUTION

Important Battery Service, Installation, and Charging Tips For Electronic Fuel Injection Engines:

- **Do not allow the battery cables to touch opposing terminals. When connecting battery cables attach the positive (+) cable to positive (+) battery terminal first, followed by negative (-) cable to negative (-) battery terminal.**
- **Never start the engine when the cables are loose or poorly connected to the battery terminals.**
- **Never disconnect battery while engine is running.**
- **Never use a quick battery charger to start the engine.**
- **Never "jump start" the engine using another source. Electricity fluctuations can damage the ECU (Electronic Control Unit).**
- **Always disconnect negative (-) battery cable lead before charging battery, and also unplug harness from ECU before performing any welding on equipment.**

Battery Charging

⚠ CAUTION

BATTERIES PRODUCE EXPLOSIVE GASES

- **Charge the battery in a well-ventilated area.**
- **Keep sparks, flames, and smoking materials away from the battery at all times.**
- **Make sure the battery charger is unplugged before connecting or disconnecting cables to the battery.**

IMPORTANT: Charging too quickly or overcharging will damage the battery.

IMPORTANT: Always disconnect the negative (-) battery terminal before charging. Failure to do so can result in damage to the ECU.

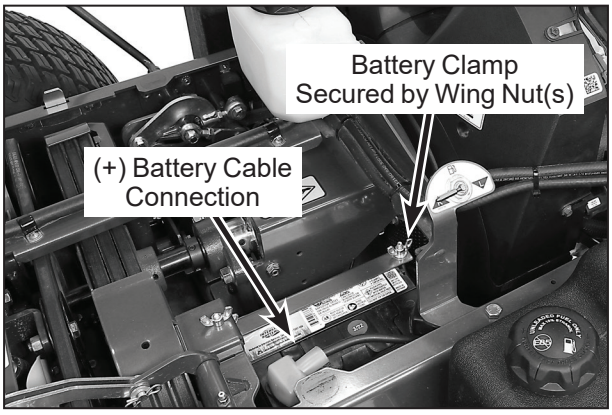
1. Disconnect the battery terminals–negative (-) first.
2. Charge the battery at 15 amps for 10 minutes. **DO NOT** exceed 18 amps (maximum recommended charging rate). Total charging time should not exceed one (1) hour.

   NOTE: If the battery becomes hot to the touch, stop the charging and allow it to cool down before recharging.
3. Reconnect the battery terminals starting with the positive (+) terminal.

Battery Installation

IMPORTANT: Make sure battery is securely mounted in the frame. A loose battery may cause damage to the case resulting in acid leakage and severe damage to the machine. A hazard may be created by damage to critical working parts and safety systems.

Install the battery in the mower as shown in **Battery Installation** photo. Connect the positive (+) first and then the negative (-) cable to the proper battery terminal **[black cable and red boot connect to the Positive (+) terminal].** Slide the rubber boot up and over the battery post, making sure it covers the post completely **to prevent an electrical short.**



Battery Installation

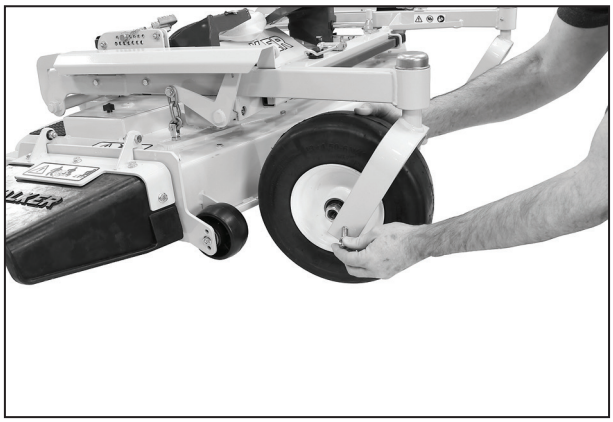
Mower Deck Assembly

CAUTION

The engine must be off during the tractor assembly and deck installation.

Deck Caster Wheels Installation

1. Remove the bolts and washers from each deck caster wheel.
2. Install wheel on fork using bolts and washers.
3. Tighten the bolts and washers.
4. Grease caster wheel bearings and caster wheel pivot bearings (one fitting for each pivot).



Deck Caster Wheel Installation

Deck Discharge Deflector Shield Installation (DS61)

Attach the side discharge deflector shield using two (2) 3/8-16 x 1-1/4 in. bolts, 3/8-16 ESNA nuts, and 3/8 in. wave spring washers. The wave washers fit between the two hinging surfaces. Tighten the nuts until the shield moves freely but is not loose.

WARNING

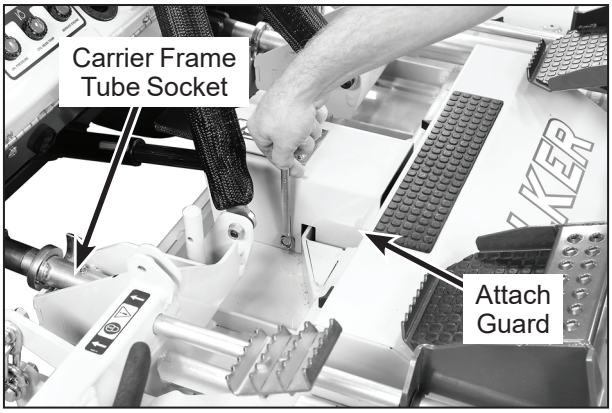
DO NOT operate the machine without the grass deflector shield attached and in the lowest possible position.



Deck Discharge Shield Installation

PTO Shaft Guard Installation

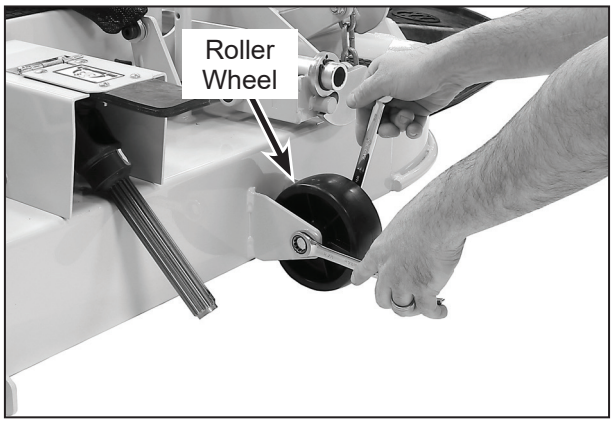
Position the shaft guard as shown and mount with two (2) 1/4-20 x 1/2 in. bolts.



PTO Shaft Guard Installation

Tilt-Up Roller Wheel Installation

Mount the two (2) tilt-up roller wheels on the brackets on the rear skirt of the deck housing using the axle spacer tube, 3/8-16 x 3-1/4 in. bolt and 3/8-16 Keps locknut. Tighten the bolt until the wheel rolls freely, but is not loose.

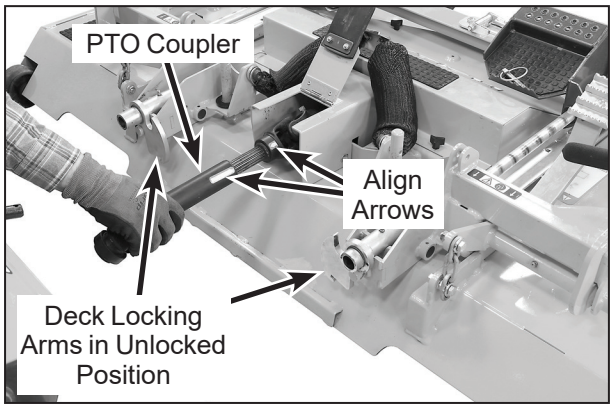


Roller Wheel Installation (Typical, DS61 Shown)

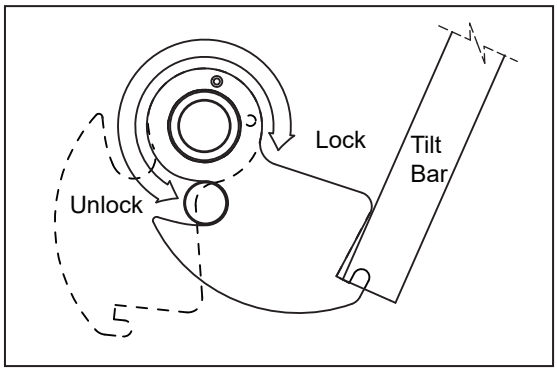
Mower Deck Installation on Tractor

To Install the Deck

1. Lightly grease each deck support arm (2) on the tractor. Refer to **Align Deck Arms and Carrier Frame Tube Sockets** photo for the location of deck support arms.
2. Lift and block the edges of the deck using a pair of 4-inch blocks.
3. Align the arrow decals and slide the PTO coupler tube onto the deck driveshaft. Rotate the deck locking arms to the **unlocked** position.

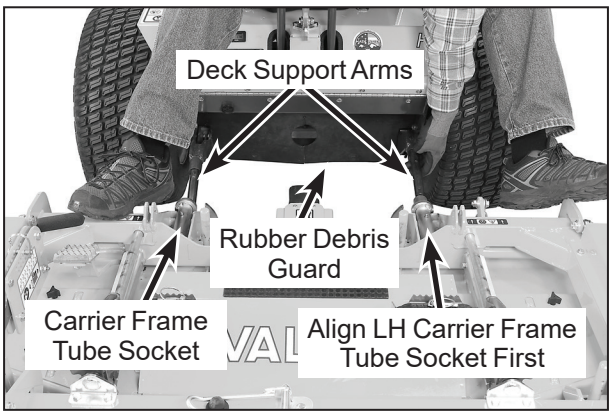


Install PTO Coupler and Place Deck Locking Arms in Unlocked Position



RH Deck Locking Arm (View Looking Forward)

4. With the operator seated and the engine started, slowly drive the tractor towards the rear of the deck. Carefully reach down and align the LH support arm on the tractor, which is slightly longer than the right, to the carrier frame tube socket on the deck. Engage the LH deck carrier frame tube socket on the LH tractor support arm and then the RH arm into the RH tube socket.

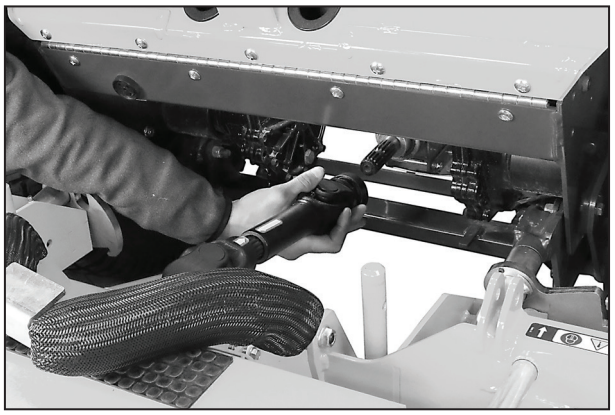


Align Deck Arms and Carrier Frame Tube Sockets

5. Slide the deck onto the support arms and install lynch pins through the ends of the deck support arms to secure the deck. Two (2) lynch pins are included in the Owner's Packet of materials.

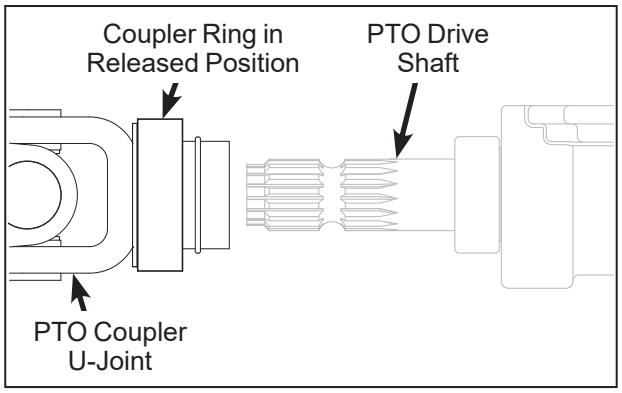
> ***WARNING***
>
> **Failure to install the lynch pins will result in the deck disconnecting from the tractor during operation.**

6. Unhook the lower edge of the rubber debris guard and raise it for access to the tractor PTO shaft. Refer to **Align Deck Arms and Carrier Frame Tube Sockets** photo for location of debris guard. Reaching under the tractor, slide the PTO coupler tube onto the tractor's PTO driveshaft. Make sure the coupler ring has "snapped" securely on the spline shaft. Resecure the rubber debris shield on the mount tabs.

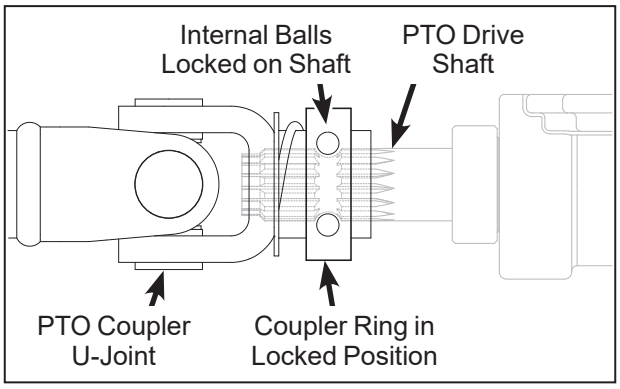


Install PTO Coupler on Tractor PTO Shaft (Shown with Debris Guard Removed for Clarity)

IMPORTANT: To prevent damage to the mower, make sure the PTO quick disconnect is securely locked on the tractor, with the locking balls fully seated in the groove and the ring in the locked position (refer to the **Quick Disconnect Ring "Locked" Position** illustration). After installation, pull on the PTO coupler to check for security.

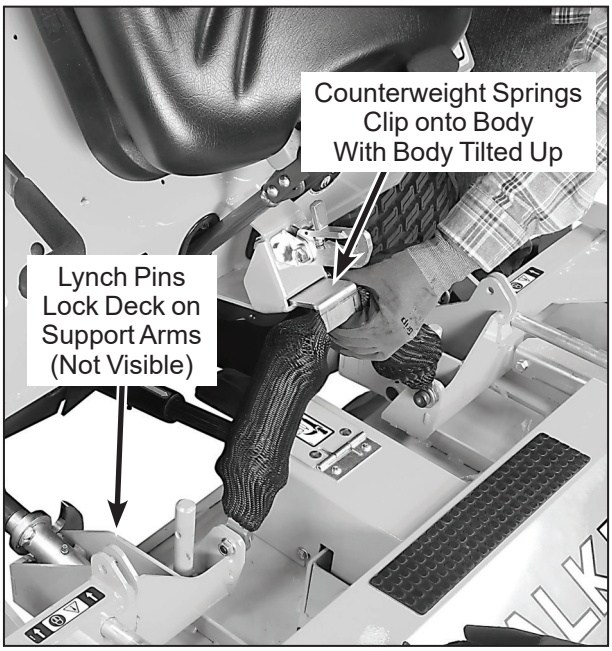


Quick Disconnect Ring "Released" Position



Quick Disconnect Ring "Locked" Position

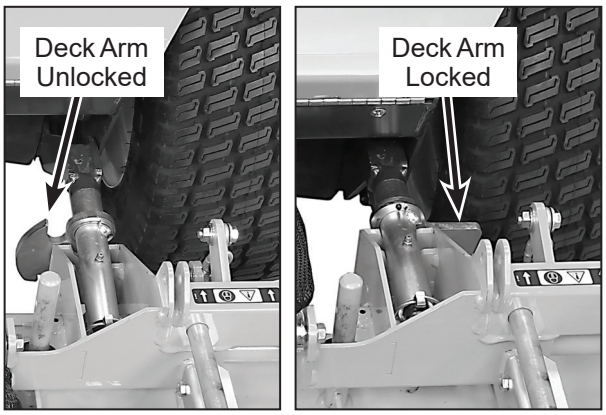
7. Raise the tractor body and clip the counterweight springs into the receptacle on the front of the body. Lower the body to tension the springs. With the counterweight springs connected, the weight on the deck caster wheels should be 190 to 230 lb (86 to 104 kg); this adjustment is preset at the factory.



Deck Counterweight Spring Installation

8. Rotate the deck locking arms toward the outside of the deck to the **locked** position and lift on the edge of the deck housing to firmly seat each locking arm into place.

> **⚠ CAUTION**
>
> **Do not operate the mower with deck tilt-up pivot joint UNLOCKED. Make sure locking arms are in the LOCKED position and the tilt-up joint is rigid (locked).**



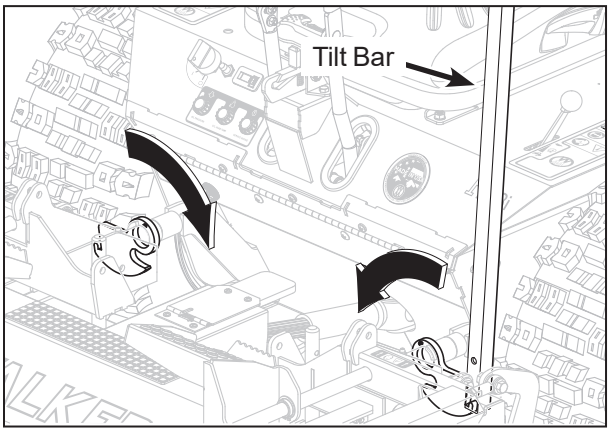
**Deck Arms in
Unlocked and Locked Positions**

To Remove the Deck

1. With the tractor parked and the engine turned off, place the deck in the transport position (highest setting). See *Transport Position on page 43* for details.

2. Block the edges of the deck using a pair of 4-inch blocks. Lower the deck to rest on the blocks.

3. Remove the tilt bar from the stowed position on the carrier frame. Use the tilt bar to release the deck locking arms as shown in **Unlock Deck Arms.** Restow the tilt bar.



Unlock Deck Arms

4. Raise the tractor body and unclip the counterweight springs from the front of the tractor body.

5. Remove the lynch pins from the deck support arms and save them for later reinstallation.

6. Unhook the lower edge of the rubber debris shield and remove the PTO quick disconnect coupler from the tractor PTO driveshaft.

7. While seated on the tractor with the engine running, carefully begin backing up to remove the tractor from the deck. When the support arms are almost completely out of the carrier frame tube sockets, the deck arms may need to be gently moved up and down to fully remove the deck.

Deck Leveling

The mower deck and support frame are jig welded and the deck support linkage is factory adjusted. Within normal tolerances, very little, if any, adjustment should be required to level the deck. Tire size and pressure will affect the levelness of the deck. **Assure that all tires (tractor and deck caster wheels) are properly inflated prior to checking deck levelness or performing the deck leveling procedure.**

Measuring Deck Levelness

1. Position the mower on a smooth, level surface, and set the deck height to the most common cutting position. Refer to *Adjusting Cutting Height on page 42.*

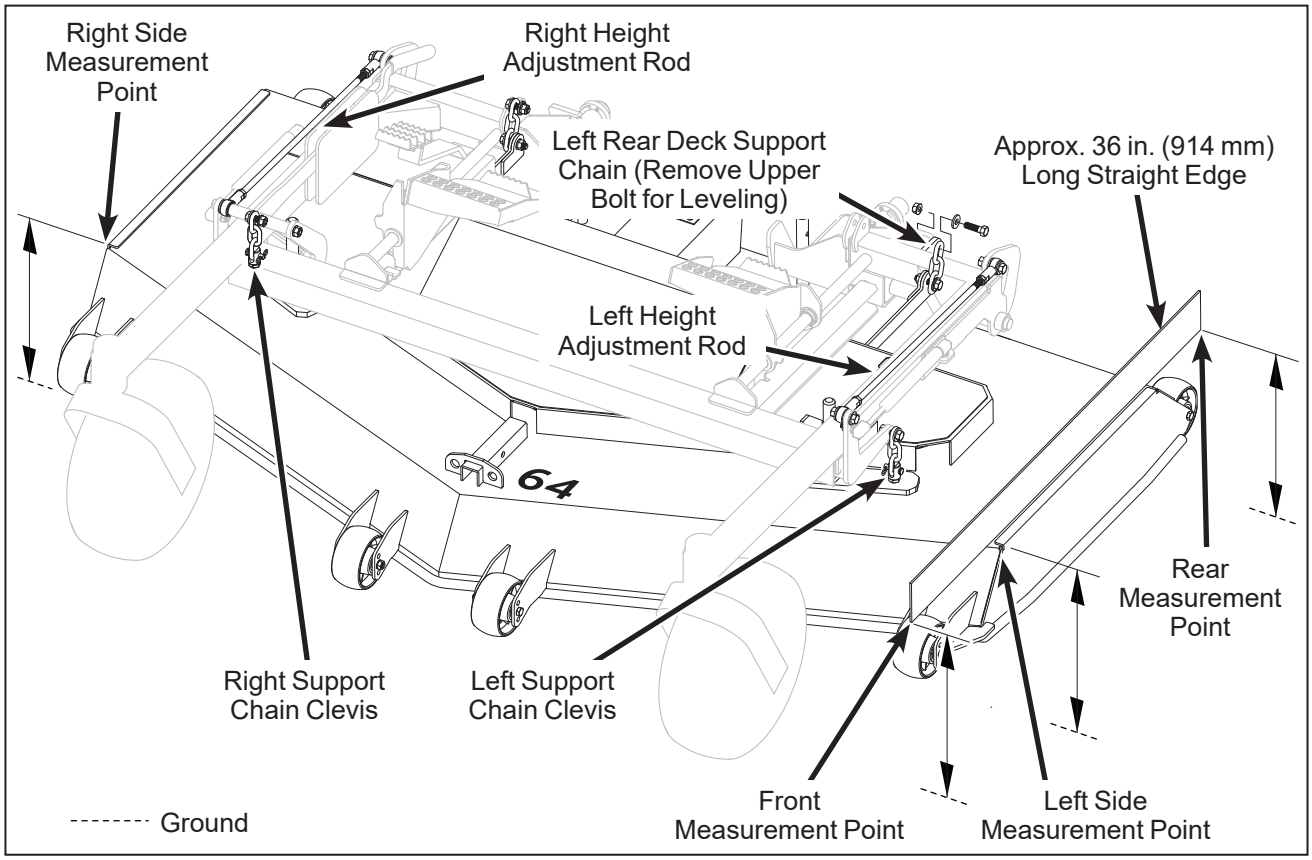
2. See the **Deck Leveling** illustration for side-to-side and front-to-back deck level measurement points. Side-to-side measurements should not vary more than 1/8 in. (3 mm). Front-to-rear measurements should have the rear 1/4 in. (6 mm) to 3/8 in. (10 mm) higher than the front. If either set of measurements are not within tolerance, perform the **Deck Leveling Procedure.**

Deck Leveling Procedure

1. Position the mower on a smooth, level surface, and set the deck height to the most common cutting position. Refer to *Adjusting Cutting Height on page 42.*

> **⚠ WARNING**
>
> **The machine must be shut off during this procedure.**

2. Place a block of sufficient height under the left rear corner of the deck housing to remove tension from the left rear deck support chain. Detach the left rear deck support chain by removing the upper bolt from the height adjuster arm. Remove the block and let the deck hang from the remaining three support chains.
3. Measure the side-to-side level of the deck by measuring from the ground to the top of the deck housing at the front corners of the deck as shown in the **Deck Leveling** illustration. The side-to-side measurements should not vary by more than 1/8 in. (3 mm). If necessary, raise or lower the left and/or right front support chain clevises to level the deck.



Deck Leveling

4. Measure the front-to-rear level of the deck using a straight edge as shown in the **Deck Leveling** illustration. The rear measurement should be 1/4 in. (6 mm) to 3/8 in. (10 mm) higher than the front measurement. If necessary, adjust the right side height adjustment rod by lengthening it to lower the back of the deck, or shortening it to raise the back of the deck.
5. With the side-to-side and front-to-rear deck level correct, reattach the left rear support chain that was removed in step 2. Adjust the left side height adjustment rod to equalize the left rear and right rear support chain tension.
6. Assure that all fasteners are tight and replace any guards removed during the leveling procedure.

PREOPERATING CHECKLIST

Before operating the mower for the first time, and as a routine before daily operations, it is important to make sure the mower is properly prepared and ready for operation. The following is a list of items to be checked. (For a mower with frequent operation, some of these items will not need to be checked every day, but the operator should be aware of the condition of each.)

For proper fuel and lubricants, refer to *Specifications on page 3.*

☐ FILL FUEL TANKS

Fill the fuel tanks using clean, fresh automotive grade **unleaded** gasoline (87 octane minimum, 10% ethanol maximum).

⚠ *DANGER*

Handle gasoline with care. Gasoline is highly flammable and its vapors are explosive. Use safe refueling procedures:

- **DO NOT fill fuel tanks with the engine running.**
- **If the engine is hot, allow to cool before refueling.**
- **Use an approved fuel container.**
- **Fuel the mower outdoors.**
- **DO NOT smoke while refueling.**
- **Avoid spilling fuel; use a funnel or spout.**
- **DO NOT overfill the fuel tanks; fill up to about 1 in. (25 mm) below the top of tank.**

IMPORTANT: DO NOT permit dirt or other foreign matter to enter the fuel tanks. Wipe dirt from around the filler cap(s) before removing. Use a clean fuel storage container and funnel.

IMPORTANT: DO NOT mix oil with gasoline. Always use fresh, automotive grade unleaded gasoline. **DO NOT** use gasoline containing greater than 10% ethanol. **DO NOT** use additives, such as carburetor cleaners, deicers, or moisture removing agents. **DO NOT** use gasoline blended with methyl alcohol.

☐ CHECK ENGINE CRANKCASE OIL LEVEL

Check the engine crankcase oil level before use and **after each 8 hours** of continuous operation. Refer to *Checking Engine Crankcase Oil Level on page 50.*

☐ CHECK AND SERVICE ENGINE AIR CLEANER SYSTEM

Check condition, cleanliness, and security of the complete air cleaner system (inspect air filter paper element **every 100 hours**). For detailed procedures, refer to *Engine Air Cleaner System on page 56.*

☐ CHECK ENGINE COOLING SYSTEM

Check that the engine cooling air intake screen is free of obstruction by grass clippings or debris and clean if required. Also, cylinder head cooling fins should be inspected and cleaned if any build-up of debris is noted [remove two (2) cylinder head access panels to inspect and clean]. Refer to *Cleaning Cylinder Head Cooling Fins on page 58* for this procedure.

Check performance of the cooling system by starting the engine, holding a hand adjacent to the cylinder heads, and feeling the cooling airflow.

⚠ DANGER

Make sure to keep hands clear of exhaust pipe, muffler, and moving parts when checking airflow.

☐ CHECK HYDROSTATIC TRANSAXLE OIL LEVEL

Refer to *Check Transaxle Fluid Level on page 52* for details.

☐ INSPECT FIVE (5) DRIVE BELTS

Engine/PTO (3), Ground Drive (1) and Deck Drive (1).

☐ CHECK FUNCTIONS OF WARNING LIGHTS AND WARNING HORN

Turn the ignition key to the **ON (RUN)** position. Oil Pressure Warning Light, Engine Service Light, and Warning Horn should all operate, indicating normal function.

☐ CHECK FUNCTION OF SAFETY INTERLOCK SWITCHES

Refer to *Safety Switch System on page 66* to check for proper operation of safety switches, both during engine starting and with the operator leaving the seat with tractor moving forward or with the mower blades engaged.

☐ CHECK TIRE PRESSURE

Deck Caster Wheel	=	20 PSI (137 kPa)
Drive	=	15 PSI (103 kPa)
Tailwheel	=	20 PSI (137 kPa)

☐ CHECK DECK IS SECURELY ATTACHED

Check for correct deck attachment (lynch pins and counterweight springs).

☐ CHECK SECURITY OF DRIVE TIRE MOUNTING NUTS

The eight (8) Drive Tire mounting nuts should each be torqued to 75 to 85 lb·ft (102 to 115 N·m).

☐ ADJUST MOWER CUTTING HEIGHT, IF REQUIRED

Refer to *Adjusting Cutting Height on page 42.*

☐ CHECK AND CLEAN GRASS BUILDUP UNDERNEATH MOWER DECK

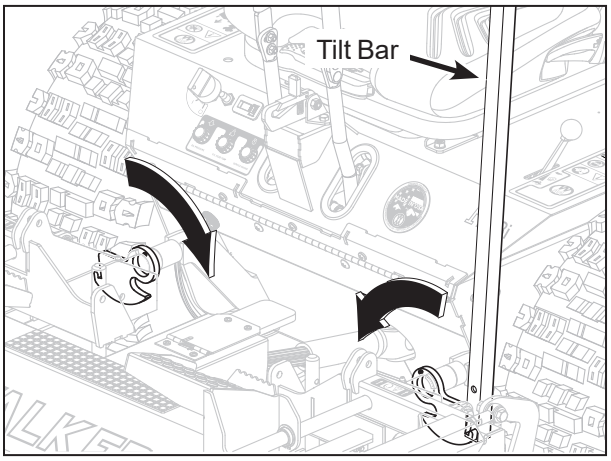
Refer to *Cleaning Grass Buildup in Mower Deck Housing on page 60* for deck tilt-up and deck cleaning information.

⚠ DANGER

Never operate cutter blades with deck in raised position because it is hazardous.

The tilt-up deck is secured in the raised position using the following procedure:

1. Remove the tilt bar from the stowed position on the carrier frame.
2. Use the tilt bar to release the two (2) deck locking arms as shown in the **Unlock Deck Arms for Deck Tilt-Up** illustration.

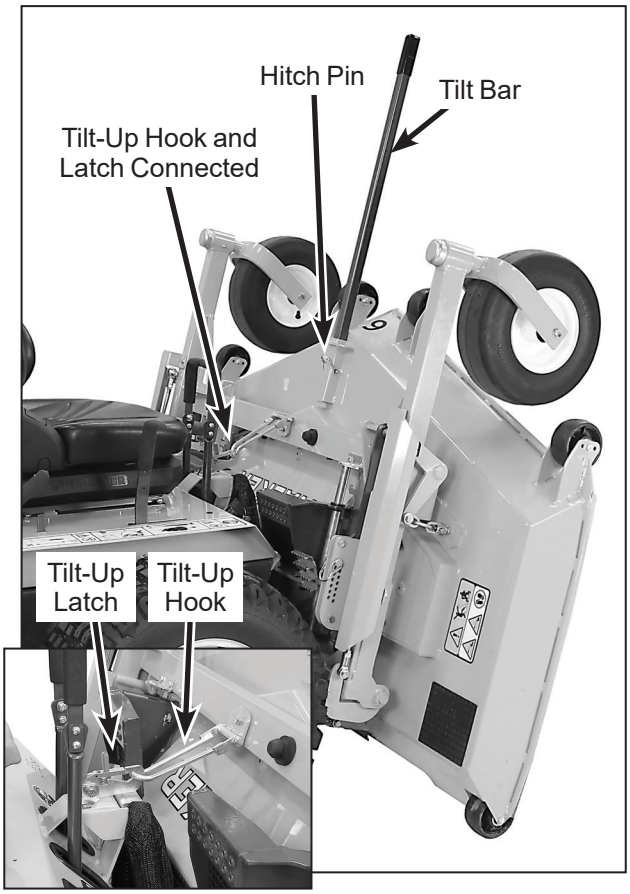


Unlock Deck Arms for Deck Tilt-Up

3. Fit tilt bar into the socket on front of deck housing and secure with hitch pin.
4. Remove footrest or, if equipped with adjustable footrests, move the footrest to the full forward locking position.
5. Raise deck to tilt-up position using tilt bar and secure in position by inserting the deck hook in the tilt-up latch on the tractor body as shown in the **Deck Secured in TILT-UP Position** photo. Before operating the mower, make sure to re-engage the locking arms into the **LOCKED** position after lowering the deck to the normal operating position.

> ⚠ ***CAUTION***
>
> **Do not operate the mower with deck tilt-up pivot joint UNLOCKED. Make sure locking arms are in the LOCKED position and the tilt-up joint is rigid (locked).**

> ⚠ ***DANGER***
>
> **Do not operate the mower with deck in tilt-up position. Do not move the tractor with the deck in the tilt-up position.**



Deck Secured in TILT-UP Position

☐ CHECK MOWER BLADE CONDITION, SHARPNESS, AND SECURITY OF MOUNTING

The blade mounting nuts on gear-driven decks should be torqued to 60 lb·ft (81 N·m) and the blade mounting bolts on belt-driven decks torqued to 70 lb·ft (95 N·m). If blade sharpening is required, refer to *Sharpen Mower Blades on page 63.*

☐ PERFORM ANY ADDITIONAL PROCEDURES called for in the *Maintenance Schedule Chart on page 48.*

Operating Instructions

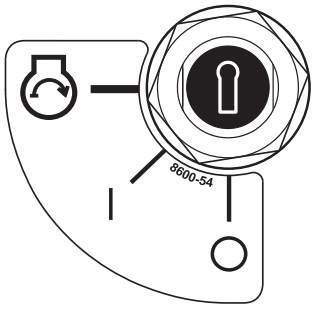
CONTROL IDENTIFICATION, LOCATION, AND FUNCTION

> **⚠ CAUTION**
>
> **Before operating the mower, become familiar with the location and function of all operator controls. Knowing the location, function, and operation of these controls is important for safe and efficient operation of the mower.**

Ignition Switch

The ignition switch is located on the right front of the body and is used to start and stop the engine. The switch has three positions:

- "O" is the **OFF** position
- "I" is the **ON (RUN)** position
- is the **START** position

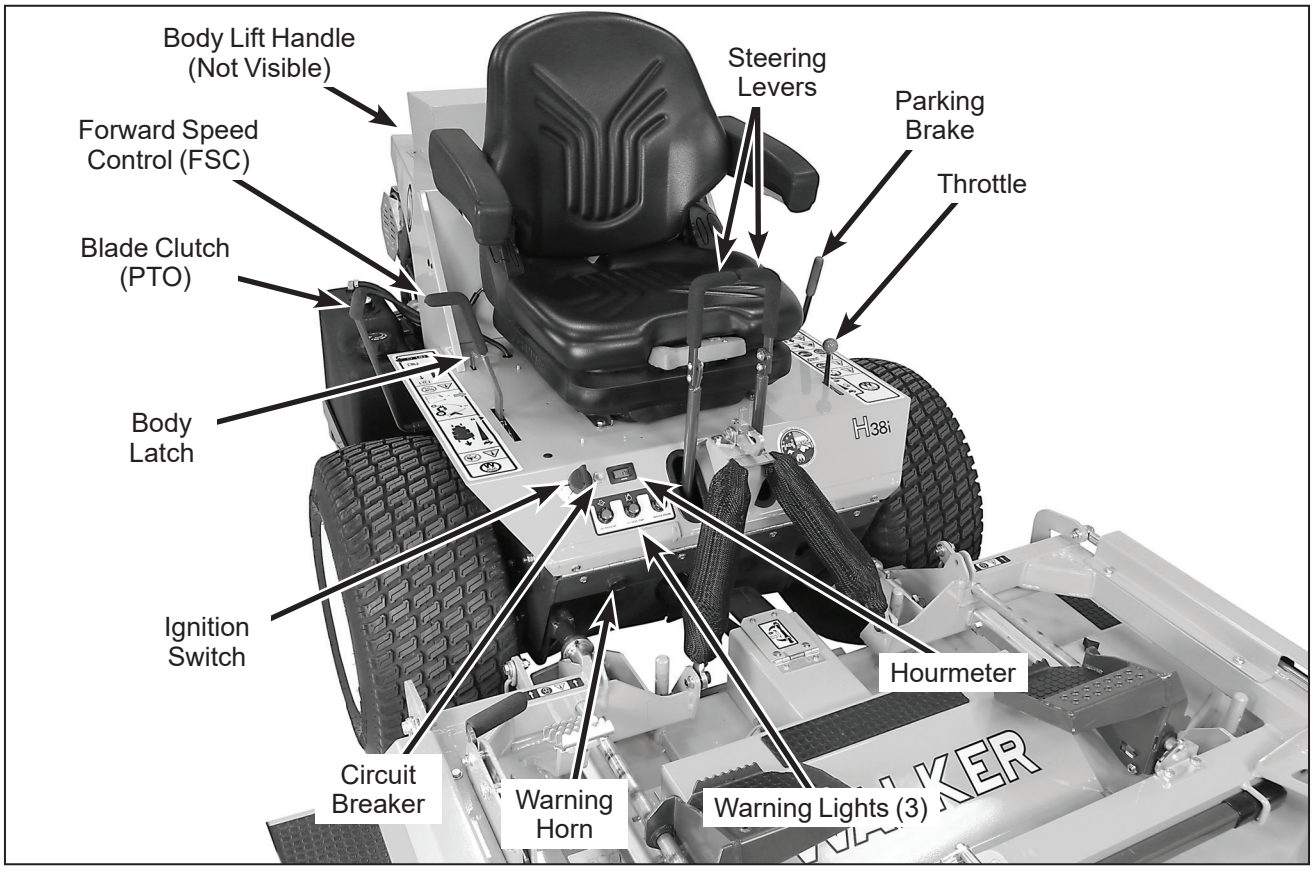


Ignition Switch

When starting the engine, turn the key clockwise to the **START** position. Do not hold the key in this position longer than 10 seconds. If the engine does not start, return the key to the **OFF** position for at least 60 seconds before making a restart attempt.

IMPORTANT: Prolonged cranking can damage the starter motor and shorten battery life.

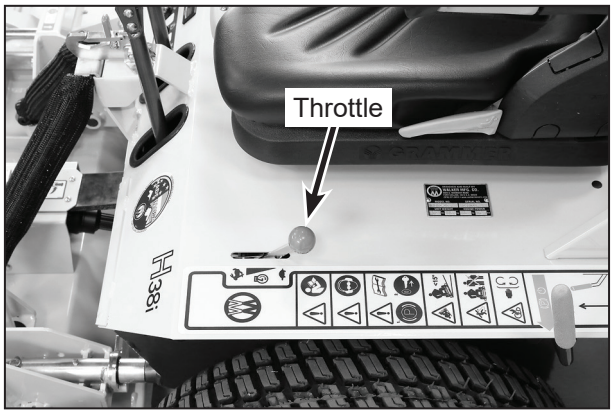
Release the key when the engine starts, and it will return to the **ON (RUN)** position. To stop the engine, rotate the key counterclockwise to the **OFF** position.



Operating Controls

Engine Throttle

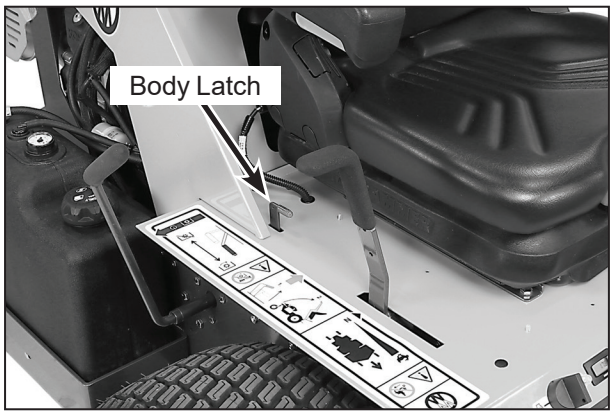
The throttle control lever (red knob) is located on the left side of the seat and is used to control engine speed. Moving the lever **forward** toward the **FAST** position **increases** engine speed; moving it **backward** toward the **IDLE** position **decreases** engine speed.



Throttle Location

Body Latch

The tractor body hinges forward for maintenance access and is latched down in the **OPERATING** position. To raise the body, pull back and up on body latch and lift body using the lift handle on the rear of the body.



Body Latch

Forward Speed Control (FSC)

Forward Speed Control (FSC) has two functions: One is to set forward travel speed, and the other is to establish the **NEUTRAL-PARK** position. When the FSC lever is moved into the **FORWARD** position, a friction lock holds any forward speed setting from 0 to 10 mph (0 to 16 km/h). The ground speed is proportional to the lever position; the further the lever is advanced forward, the faster the tractor moves. It is not necessary to hold the FSC in position since the friction lock maintains the selected lever position. Pulling back on the steering levers overrides the FSC setting and slows or stops forward travel. Releasing the steering levers allows the tractor to resume forward travel at the speed set by the FSC lever. To stop and park the machine, the FSC lever is moved backward to the **NEUTRAL-PARK** position.

Steering Levers

Each drive wheel is controlled by its own independent steering lever, for both steering function and **FORWARD/REVERSE** motion. The FSC lever sets the maximum forward speed, and also sets the forward position of the steering levers. The steering levers operate **only with a backward pulling** movement of the lever, which causes the drive wheel for that lever to first slow down, stop, and then reverse with a full backward lever stroke. The levers are released to the **FORWARD** position for “straight-ahead” ground travel.

NOTE: Pushing forward on the steering levers will not cause **any** change in tractor motion - there will be no steering lever reaction and there will be no machine damage.

Blade Clutch (PTO)

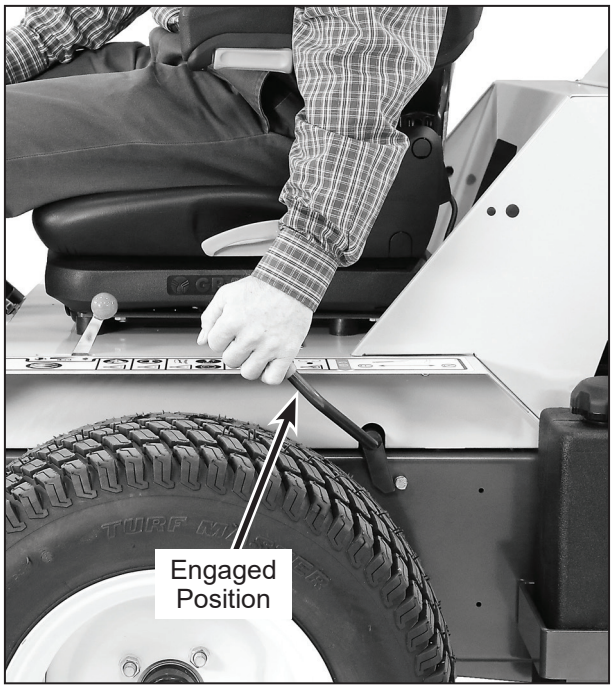
The blade clutch lever is located on the right side of the seat behind the right fender and is used to engage and disengage the mower blades. The blade clutch lever has two positions. Pushing the lever **DOWN engages** the PTO that drives the mower blades. Pulling the lever **UP disengages** the PTO and engages the blade brake.

Parking Brake

The parking brake functions by locking a detent arm to a cog in the hydraulic motor rotor. Moving the lever **FORWARD engages** the parking brake; moving the lever **BACKWARD releases** the brake.

IMPORTANT: Stop the tractor completely before engaging the parking brake. The parking brake uses a positive mechanical lock similar to the **PARK** position on an automotive automatic transmission. If the tractor is moving when the brake is engaged, it will result in sudden stoppage and possible internal damage to the transaxle.

NOTE: If pressure on the parking brake (e.g., parked on a hill) makes it impossible to release the parking brake with the parking brake lever, move the mower gently forward or backward to allow the brake detent to release.



Parking Brake Engaged



Parking Brake Disengaged

Oil Pressure Warning Light/Horn

The oil pressure warning light and horn signal indicate that engine oil pressure is below the safe operating level [below 3 to 5 PSI (21 to 34 kPa)]. This **light (and warning horn)** will come on when the ignition is turned **ON,** but should go off after the engine is started. If the light fails to come on when the ignition switch is turned **ON,** it could indicate a burned out bulb. If the light comes on during engine operation, stop the engine immediately and correct the source of the problem before further engine operation.

IMPORTANT: Continued operation of the engine with an illuminated oil pressure warning light **MAY** cause severe engine damage (if a low oil pressure condition exists).

Engine Service Light

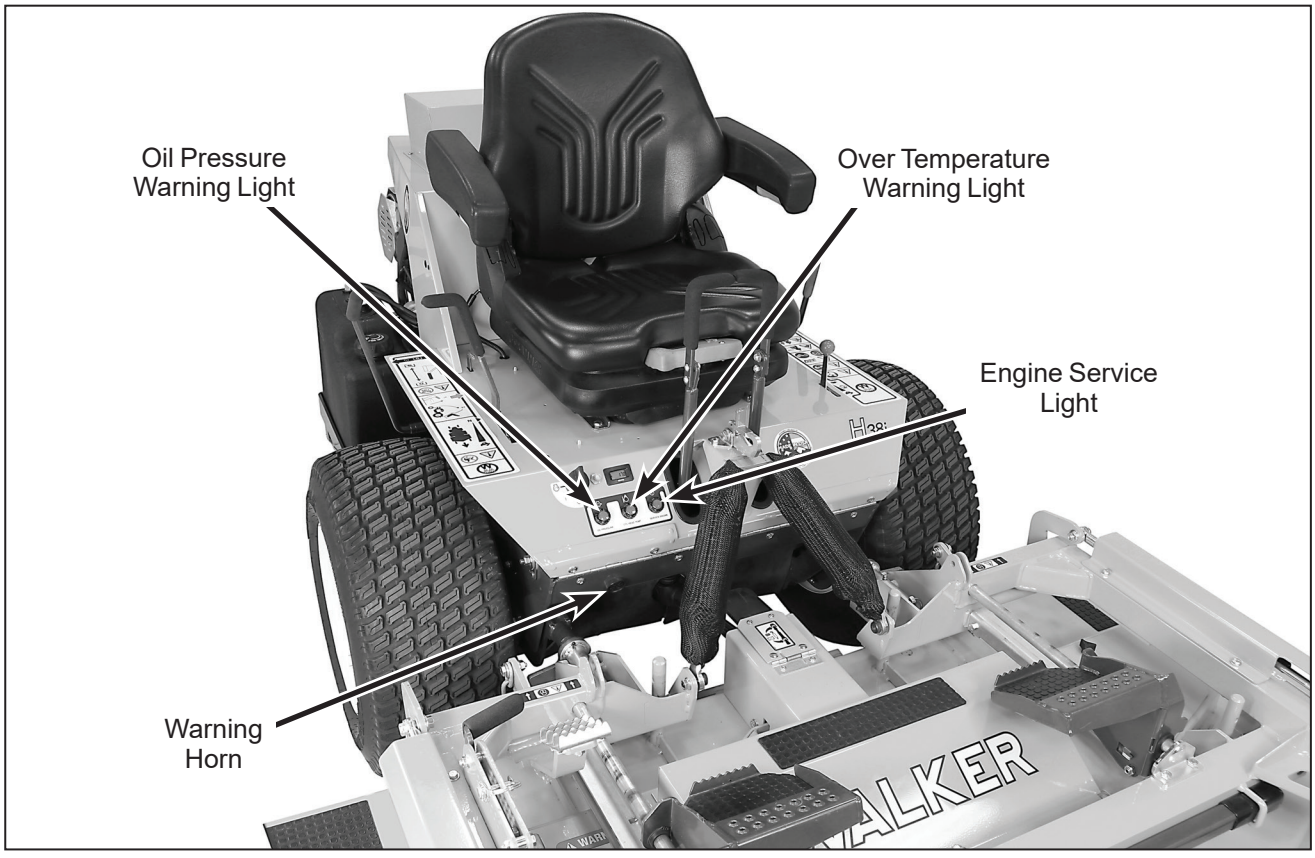
The engine service light indicates that the engine Electronic Control Unit (ECU) has detected a fault in the engine performance. When this light illuminates during operation, contact an authorized Rehlko/Kohler Service dealer to diagnose the fault.

IMPORTANT: Continued operation of the engine with an illuminated engine service light will result in sub-standard performance and **MAY** cause engine damage if not corrected as soon as possible.

Over Temperature Warning Light/Horn

The over temperature warning light and horn signal indicate that the engine oil temperature is above the safe operating limit (350° F or 177° C) and the **engine is overheating.** If this light comes on, there may be a problem with the engine cooling system (material packed into cylinder head cooling fins, clogged air intake screen, etc.). Stop the engine and correct the source of the problem before further operation.

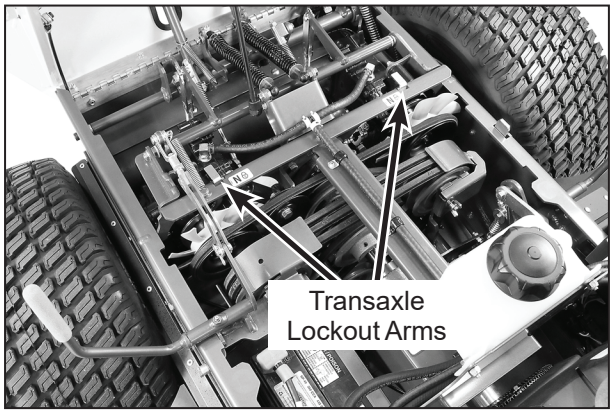
IMPORTANT: Continued operation of the engine with an illuminated over temperature warning light **MAY** cause severe engine damage if a high oil temperature condition exists.



Engine Warning Lights/Horn

Transaxle Lockout Arms

The transaxle lockout arms disengage the transaxles. By **lifting** the arms up and locking them into place with the shoulder on the arm in the chassis notch, the transaxles are released to permit freewheeling. By releasing the arms and **recessing** them back toward the chassis, the transaxles are engaged for normal operation. The transaxle arms in the **LOCKOUT** position are used to enable moving the machine without the engine running (e.g., for service). Refer to *Transaxle Lockout on page 43* for operating instructions.



Transaxle Lockout Arm Location

NOTE: The transaxle lockout arms ends should be completely retracted against the chassis, otherwise operation of the transaxle may be erratic.

IMPORTANT: DO NOT TOW this mower faster than 2 mph (3.2 km/h) with the transaxle lockout engaged. Towing can produce excessive internal pressure and damage the transaxle(s).

Circuit Breaker

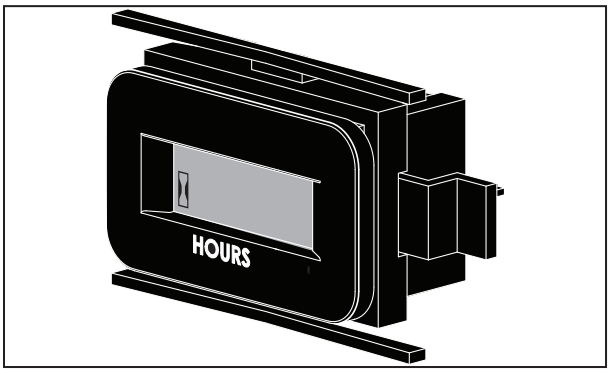
One manual reset circuit breaker is located on the right front of the body. It has a button that pops out if the circuit breaker trips. The 20 amp circuit breaker protects the safety circuit and the relays. There is also a 30 amp master circuit breaker located in the rear left of the chassis. The 30 amp circuit breaker protects the starting system and the ignition system. In addition, there is a 30 amp fuse on the engine to protect the charging circuit. Refer to the Rehlko/Kohler engine manual included with the Owner's Packet of materials for information regarding this fuse.

Hourmeter

The hourmeter, which is located on the right front of the body, displays **operating time** accumulated when the ignition switch is in the **ON (RUN)** position.

The hourmeter **does not have a manual reset function.**

NOTE: The blinking hour glass on the display means that the meter is operating properly.



Hourmeter

Roll-Over Protection System (ROPS, Optional)

⚠ *WARNING*

The ROPS may offer enhanced operator protection in the event of a roll-over type accident, but only if used correctly. Failure to comply with the following ROPS instructions can result in serious injury or death if a roll-over occurs. Read and understand the following ROPS instructions before operating the machine.

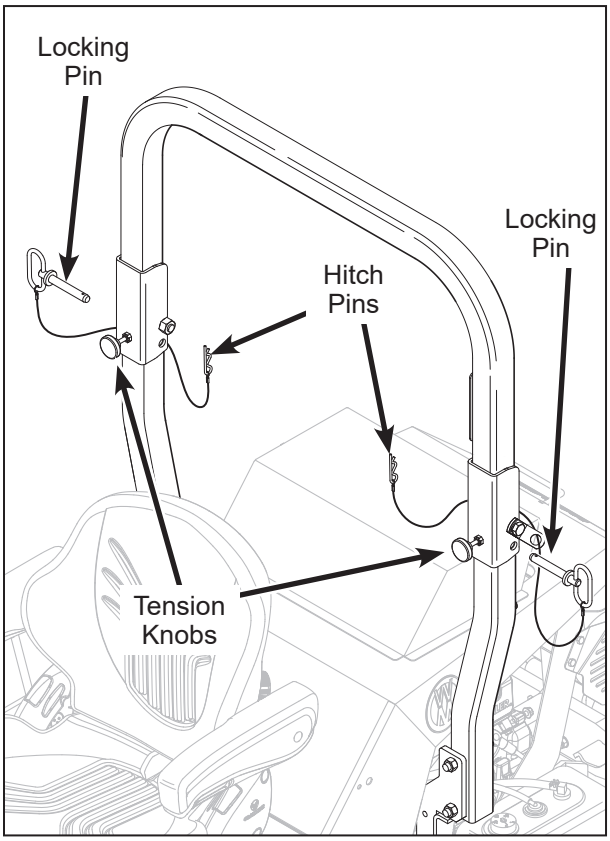
- Keep the ROPS roll bar in the upright and locked position when operating the machine.
  - o Always use the seat belt when the ROPS roll bar is in the upright position.
  - o Make sure that the seat belt can be released quickly in the event of an emergency.
  - o Make sure that the mower body hold-down latch is engaged.
- Lower the ROPS roll bar only when absolutely necessary for overhead clearance reasons.
  - o Never use the seat belt if the ROPS roll bar is not in the fully upright and locked position.
  - o Never lower the ROPS roll bar when operating in areas where there are slopes, drop offs, or other roll-over hazards.
  - o Be aware there is no roll-over protection when the roll bar is lowered.
  - o Raise and lock the ROPS roll bar as soon as overhead clearance permits.
- Check for overhead clearance (e.g., branches, doorways, electrical wires) before driving under any objects and be careful to avoid contact.

To Lower the ROPS Roll Bar:

1. Loosen the two (2) tension knobs.
2. Remove the two (2) hitch pins.
3. Remove the two (2) locking pins.
4. Lower the roll bar.
5. Replace the locking pins and secure them with the hitch pins.

To Raise and Lock the ROPS Roll Bar:

1. Remove the two (2) hitch pins.
2. Remove the two (2) locking pins.
3. Raise the roll bar to the upright position.
4. Install the two (2) locking pins and secure them with the two (2) hitch pins.
5. Tighten the two (2) tension knobs to prevent the roll bar from rattling.



Roll-Over Protection System (ROPS)

Suspension Seat

A fully adjustable suspension seat is standard on Model H38i. This seat is adjustable for back pitch, weight, lumbar support and armrest inclination. Proper adjustment for each operator is essential to safe operation and operator comfort.

Read operating instructions in full before you use the seat.

NOTE: Driver seats that have been adjusted incorrectly have little or no vertical travel with the operator in the seat. To prevent damage to the driver's back and to the seat, the seat must be adjusted for the driver's weight **before use** and **before every change of driver.** To prevent injury, **no objects should be placed within the moving area** of the driver seat.

⚠ *CAUTION*

To eliminate any risk of accident, the seat settings must be checked to ensure they are correctly engaged before the mower is driven.

Adjustments must **not** be made **while driving.**

If you make any changes to the suspension seat (for example fitting parts which are not original **GRAMMER** parts) it may no longer meet the safety standards to which it is tested. **Functions may be impaired,** threatening your **safety.** For this reason, **any change in design of the seat** must be approved by **GRAMMER (Seat Manufacturer).**

IMPORTANT: Fasteners must be **checked regularly for tightness.** If the seat wobbles there may be loose bolts or other faults.

If you note that the seat does not function correctly (for example a defective seat suspension; improper curving of the lumbar support or damaged bellows), **contact your Walker dealer immediately** to arrange for repairs to be carried out. If you fail to do so, your health may be affected and the **risk of accident increased.**

⚠ *CAUTION*

Before the tractor is used, the safety switch must be checked for proper function. The operation of the switch is checked by having the operator lift off the seat with the tractor moving forward and/or the blades engaged—this action should cause the machine to stop. If a malfunction is detected, the tractor must not be driven; the safety switch system should be repaired or replaced before operating the mower.

⚠ *CAUTION*

Except for the driver's weight during normal use, no loads must be placed on seats with a built-in switch detecting seat occupation, as the vehicle may otherwise start to move by itself.

For armrest inclination adjustment, the inclination of the armrests can be modified by turning the adjustment knob. Refer to **Figure 1.**

Turning the knob to the right lifts the armrest in front, turning it to the left, lowers it in front.

For weight adjustment, the weight of the respective driver must be set while sitting on the seat. Fold out the weight adjustment handle completely, hold it at the front and move it upwards or downwards (10 movements from minimum to maximum).

Before every new movement, bring the handle back to the starting position (audible locking sound). The driver's weight has been set correctly, when the arrow is in the middle of the viewing window. Refer to **Figure 2.**

IMPORTANT: To prevent injury to the operator and/or damage to the seat, the setting for the driver's weight must be checked and adjusted as necessary before the mower is driven.

When the minimum/maximum weight adjustment has been reached, you will notice an empty movement in the handle.

When you have set the weight, fold the handle completely into the locking position.

For Backrest adjustment, moving the adjustment handle upwards loosens the notching of the backrest adjustment. Refer to **Figure 3.**

After the adjustment, the handle must lock in the desired position. It should not be possible to move the backrest into another position when it is locked.

For Armrest height adjustment, the armrests can be folded back if required and the height individually adjusted.

For adjusting the height of the armrest, pry out the round cap (arrow) of the cover and loosen the hexagon nut (size 13 mm) situated behind it. Set the armrests in the desired position (5 steps) and tighten the hexagon nut. Replace the cap onto the nut. Refer to **Figure 4.**

For Lumbar Support adjustment, turning the knob upwards sets the curve in the upper part of the back upholstery. Turning the knob downwards sets the curve in the lower part of the upholstery. Refer to **Figure 5.**

IMPORTANT: Dirt can impair the function of the seat, so make sure you keep your seat clean!

For cleaning, use a standard commercially available **upholstery or plastics cleaning agent. Test first for compatibility** on a small, concealed area.

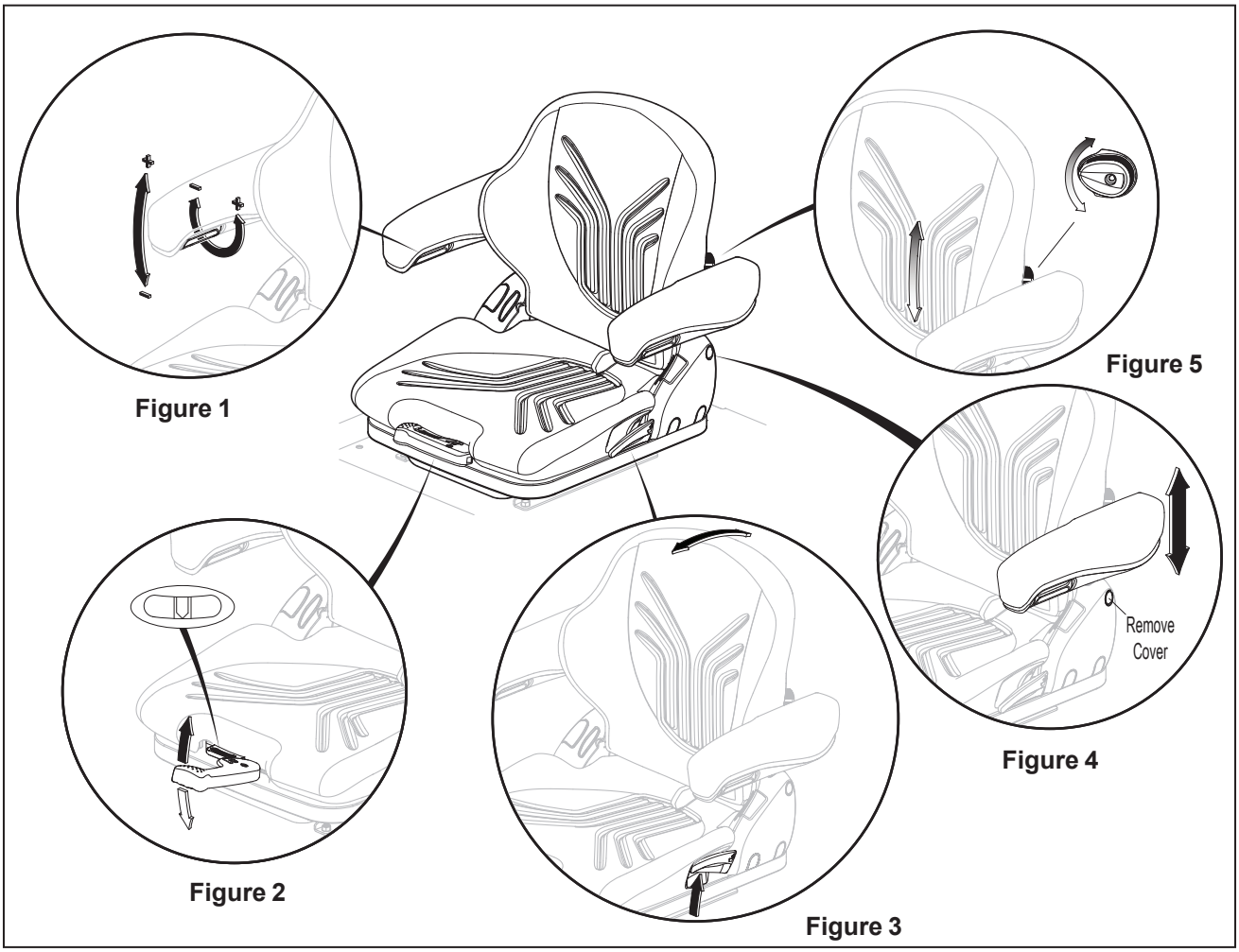


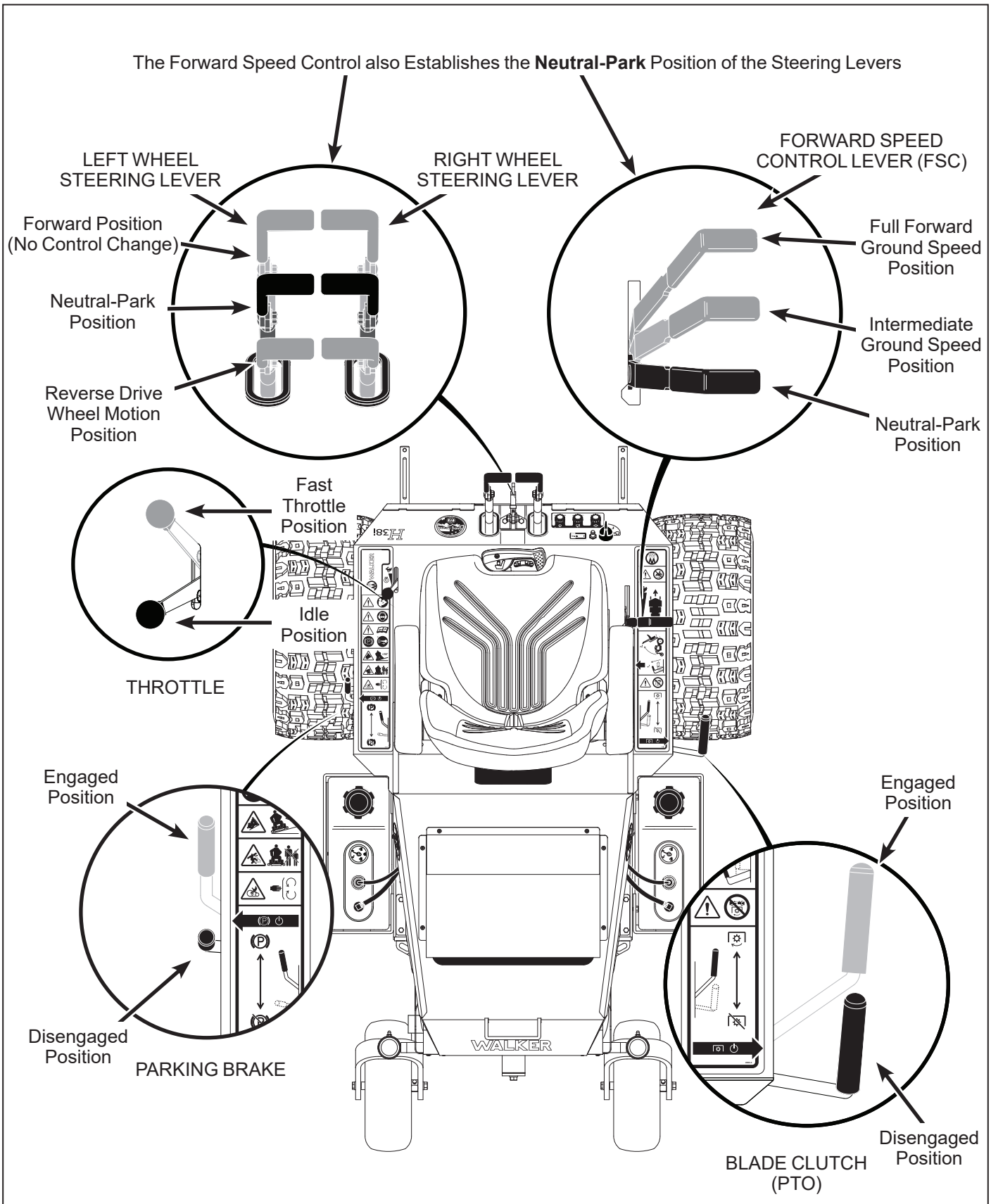
Figure 1

Figure 2

Figure 3

Figure 4

Figure 5



Operating Controls (Top View from Drivers Point of View)

STARTING THE ENGINE

⚠ CAUTION

Before operating the mower, read and understand all Safety Instructions and Operating Instructions.

⚠ WARNING

NEVER run the engine in an enclosed or poorly ventilated area. Engine exhaust contains carbon monoxide, an odorless and deadly gas.

1. Before attempting to start the engine, make sure the operator is in the seat, the Forward Speed Control is in **NEUTRAL-PARK** position, the parking brake is **ENGAGED,** and the blade clutch is **DISENGAGED.**

⚠ CAUTION

A safety interlock switch system PREVENTS CRANKING the engine with any one of these three controls in the OPERATING position: (1) Forward Speed Control out of neutral, (2) blade clutch (PTO) engaged, or (3) parking brake disengaged. If the engine cranks otherwise, the safety system is not working and should be repaired or adjusted before operating the mower. DO NOT disconnect safety switches; they are for the operator's protection.

2. Move the throttle 1/4 to 1/2 open (toward **FAST**). Turn the ignition switch to the **START** position to start the engine. Release the key to **ON (RUN)** position as soon as the engine starts.

IMPORTANT: DO NOT crank the engine continuously for more than 10 seconds at a time. If the engine does not start, turn the key to the **OFF** position and allow a 60 second cool-down period between starting attempts. Failure to follow these guidelines can damage the starter motor and shorten battery life. Contact your Walker dealer or authorized Rehlko/Kohler dealer for additional help.

ADJUSTING GROUND SPEED AND STEERING

⚠ CAUTION

Learn to START, STOP, and MANEUVER the mower in a large, open area.

If the operator has not operated a machine with LEVER STEERING OR DUAL HYDROSTATIC TRANSMISSIONS, steering and ground operation should be learned and practiced until the operator is completely comfortable handling the machine BEFORE ATTEMPTING TO MOW.

⚠ DANGER

Keep feet on footrests at all times when the machine is moving. Never operate the tractor without a deck or implement installed.

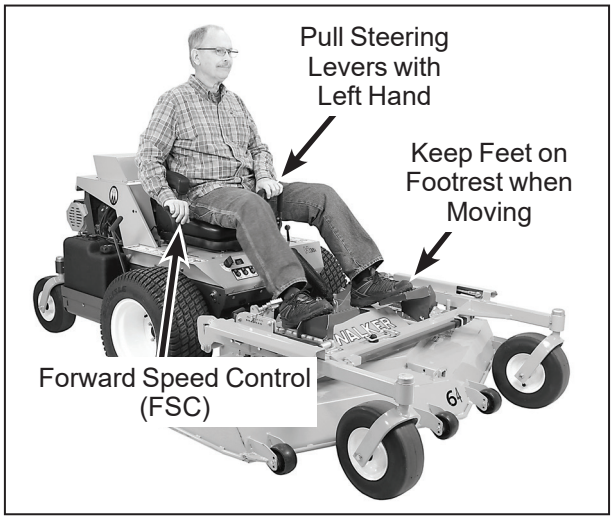
1. Move the FSC out of **NEUTRAL-PARK** position to the desired forward speed. **DO NOT** hold forward on steering levers. It is not necessary to hold the FSC lever in position since a friction lock maintains the selected lever position (and forward travel speed).

⚠ CAUTION

An operator presence switch (seat switch) will cause the engine to stop if the parking brake is in the DISENGAGED position and/ or the FSC is out of the NEUTRAL-PARK position (tractor stationary or moving forward) and the operator is not in the seat. The function of this switch should be checked by the operator raising off the seat, first with the parking brake DISENGAGED, and then with the tractor moving forward (allow 1/2 second "off the seat" for the time delay function); the engine should stop. In each case, if the safety system is not working, it should be repaired or replaced before operating the mower. DO NOT disconnect the safety switches; they are for the operator's protection.

NOTE: If the FSC lever will not stay in the selected position, the friction lock needs to be adjusted. Refer to *Adjustments for Transmission Control Step 8 - Forward Speed Control Friction Adjustment on page 75.*

2. Steer by pulling the lever on the side of desired direction of turn, e.g., pull the **LH** lever to **turn left.** To minimize the possibility of overcontrol, use only one hand on both steering levers.



Correct Operator Hand Position on the Controls

GETTING STARTED RECOMMENDATIONS:

- **Learn operation of the mower in an open area away from buildings, fences, and obstructions. Learn operation on flat ground BEFORE operating on slopes.**
- **Start maneuvering the mower with SLOW engine speed and SLOW Forward Speed Control setting until familiar with all operating characteristics.**
- **Remember it is not necessary to hold the steering levers forward (a unique Walker feature); always PULL on the levers for steering or for reverse motion of the mower.**
- **Learn to operate the mower with your left hand on the steering levers and right hand on Forward Speed Control. The use of two hands on the steering levers tends to cause overcontrol.**
- **Learn to operate the steering levers with smooth action. Jerky movements are hard on the transmission and lawn. For sharp turns, do not allow the inside wheel to stop and twist on the grass. Pull the steering lever controlling the inside wheel into reverse for a smooth "rolling" turn (one wheel rolling forward while the other rolls backward).**
- **Practice maneuvering the mower until you can make it go exactly where you are aiming.**
- **Remember, for an emergency stop, or in case of loss of control, machine movement can always be stopped quickly by pulling the Forward Speed Control into the NEUTRAL-PARK position.**

3. Reverse direction of the mower by pulling both levers backward.

NOTE: Smooth action on the steering levers will produce smooth mower operation. Remember to keep the engine and ground speed slow until learning the control response.

⚠ *WARNING*

When moving forward, DO NOT suddenly put the tractor in reverse by rapidly pulling on the steering levers, especially when going downhill, as this can lift the tractor tail wheel off the ground and set up a bucking motion due to operator overcontrol. If bucking does occur, immediately stop the bucking action by pulling the Forward Speed Control (FSC) lever into the NEUTRAL-PARK position.

4. The FSC may be adjusted forward for faster ground speed and backward for slower ground speed. When mowing, ground speed should be adjusted to match the load on the cutter blades, i.e., as the engine pulls down in heavy cutting, pull back on the FSC lever to reduce ground speed. Adjusting ground speed helps maintain a balance between engine power and blade speed for high-quality cutting action.

5. Stop ground travel by pulling both steering levers backward to the **NEUTRAL** position (tractor not moving) and then moving the FSC lever to the **NEUTRAL-PARK** position.

   NOTE: If the tractor creeps forward or backward with the FSC lever in the **NEUTRAL-PARK** position, the transmission control needs to be adjusted. For details refer to *Adjustments for Transmission Control Step 3 - Neutral Function Adjustment on page 73.*

⚠ *WARNING*

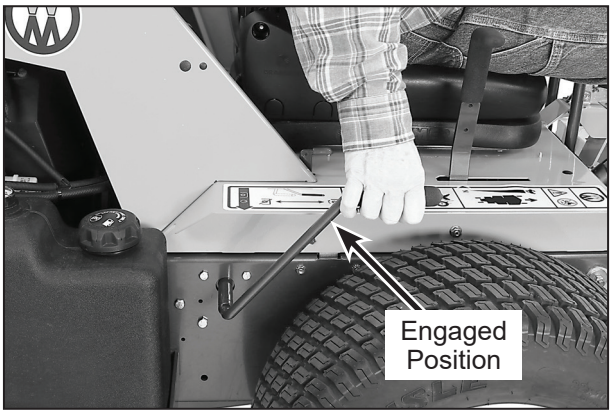
In case the transmission drive belt breaks during operation, and if the machine is on a slope, the machine will freewheel down the slope. To maintain control, immediately (1) Release the steering levers and simultaneously (2) Move the FSC to the NEUTRAL-PARK position. When the machine is stopped or moving slowly, engage the parking brake.

NOTE: This is exactly the same procedure as used to normally stop and park the machine.

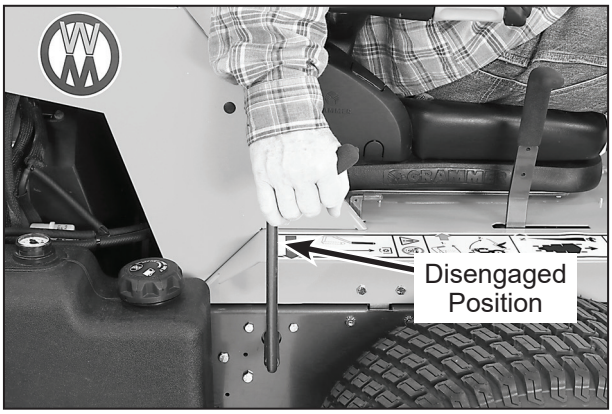
ENGAGING THE BLADE DRIVE

1. Set the engine throttle at about 1/3 speed. **Do not attempt to engage the blade clutch at high engine speeds.** This will drastically shorten drive belt life. Use only moderate engine speed when engaging the blade clutch.

2. Engage the blade clutch by moving the blade clutch lever forward **SLOWLY.** For disengagement, move the blade clutch lever backward **SLOWLY.**



Blade Clutch Engaged



Blade Clutch Disengaged

⚠ CAUTION

An operator presence switch (seat switch) will cause the engine to stop if the blade clutch is engaged and the operator is not in the seat. The function of this switch should be checked by the operator raising off the seat and engaging the blade clutch; the engine should stop. If the switch is not working, it should be repaired or replaced before operating the mower. DO NOT disconnect the safety switches; they are for the operator's protection.

IMPORTANT: DO NOT engage the blade clutch when transporting the mower across drives, sidewalks, loose materials, etc. **DO NOT engage the blade clutch with the PTO shaft disconnected** (the mower deck removed from tractor).

⚠ CAUTION

If the cutting blades strike a stationary object while mowing, stop the mower immediately, remove the key from the ignition switch and disconnect the negative battery cable, lift the deck, and inspect the deck and blades thoroughly for damage. Also, make sure the blade retaining bolts are torqued to 70 lb·ft (95 N·m).

STOPPING THE MACHINE

1. Pull the steering levers to the **NEUTRAL** position and then move the FSC lever backward to the **NEUTRAL-PARK** position.
2. Slow the engine to a fast idle; put the throttle in the 1/2 throttle position.
3. Disengage the blade clutch.

   IMPORTANT: DO NOT disengage the blade clutch with high engine speed (above 1/2 throttle) since the brake action on the blade drive will cause premature wear of the brake band.

⚠ WARNING

A brake stops the cutter blades from freewheeling within five (5) seconds after disengaging the clutch. If the brake system malfunctions and the blades do not stop within five (5) seconds, the brake should be adjusted or repaired before further operation of the mower. Contact your Walker dealer, or refer to *Clutch Disengagement/ Brake Action on page 78*.

4. Slow the engine to idle, put throttle in **IDLE** position; turn the ignition switch **OFF.**

⚠ WARNING

Remove the key from the ignition switch when leaving the mower unattended. This will prevent children and inexperienced operators from starting the engine.

5. Engage the parking brake by moving the lever forward.

   IMPORTANT: The hydrostatic transmissions lock to prevent the mower from rolling freely with the engine stopped. However, if the mower is parked on a slope, it is necessary to **ENGAGE** the parking **BRAKE** to prevent the mower from creeping. This is due to a small amount of slippage in the hydrostatic transmissions, especially when transmission fluid is warm. Also, engaging the parking brake is recommended when stopping or parking the machine in a confined space with little tolerance for movement.

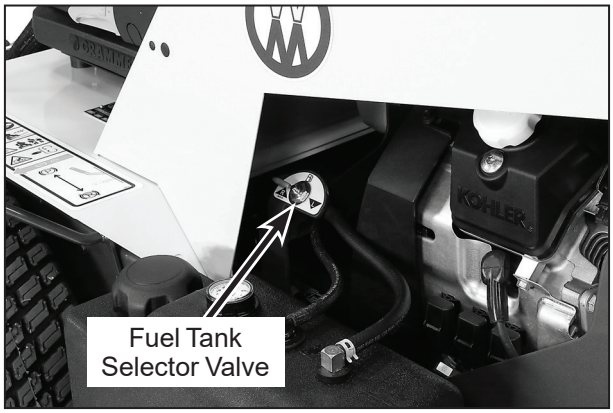
⚠ WARNING

In case the transmission drive belt breaks during operation, and if the machine is on a slope, the machine will freewheel down the slope. To maintain control, immediately (1) Release the steering levers and simultaneously (2) Move the FSC to the NEUTRAL-PARK position. When the machine is stopped or moving slowly, engage the parking brake.

NOTE: The emergency stop procedure is exactly the same procedure as used to normally stop and park the machine.

FUEL TANK SELECTOR VALVE

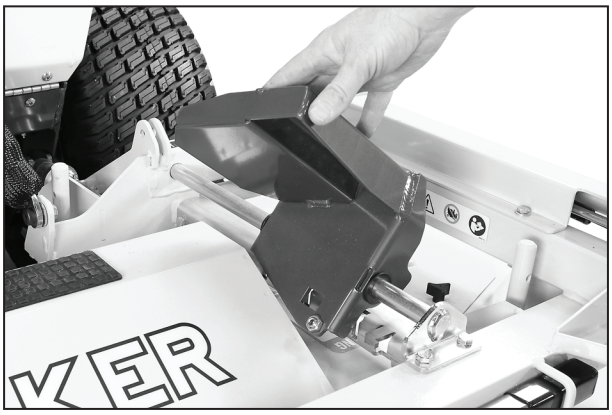
The tractor is equipped with dual fuel tanks. A fuel selector valve regulates which tank is being utilized. The valve is located on the left hand side of the engine. The valve switches between the LH and RH gas tanks. **DO NOT** run tank dry before switching tanks.



Fuel Tank Selector Valve

ADJUSTABLE FOOT RESTS

Some carrier frames are outfitted with adjustable foot rests. To adjust, rotate the footrests upward and slide to the desired position. Rotate the footrest down and insert the edge of the footrest into the nearest notch to lock in position.



Adjustable Footrest

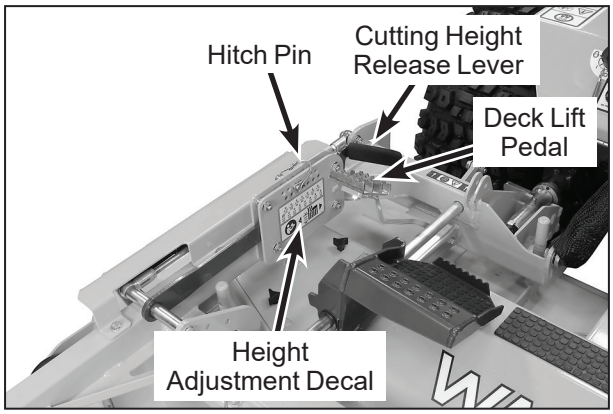
ADJUSTING CUTTING HEIGHT

⚠ WARNING

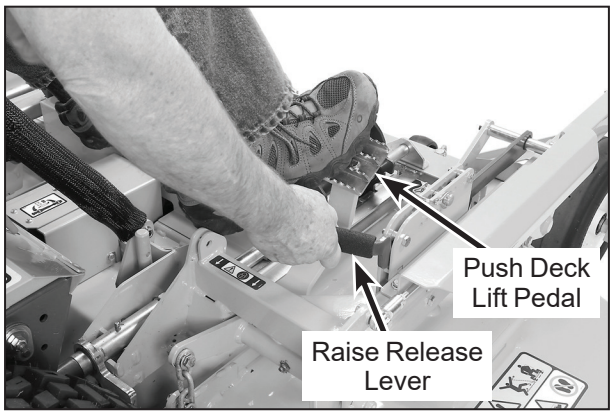
Never adjust cutting height while the mower is moving. Before adjusting cutting height or servicing, move the Forward Speed Control (FSC) into the NEUTRAL-PARK position, engage the parking brake, and disengage the blade clutch (PTO). Tractor should not be moving while adjusting cutting height.

Cutting height is adjusted from operator's seat using the deck lift pedal to assist in raising the deck while adjusting the cutting height hitch pin.

1. Disengage PTO and stop tractor.
2. Push down on deck lift pedal until it latches in the full up (transport) position.
3. Select the desired cutting height by moving the hitch pin to the location shown on the cutting height decal.
4. Push down on the lift pedal and lift up on the cutting height release lever. Slowly release the pedal while lifting the lever until the deck is in the selected cutting height position.



Cutting Height Adjustment



Lowering Deck to Selected Cutting Height

Transport Position

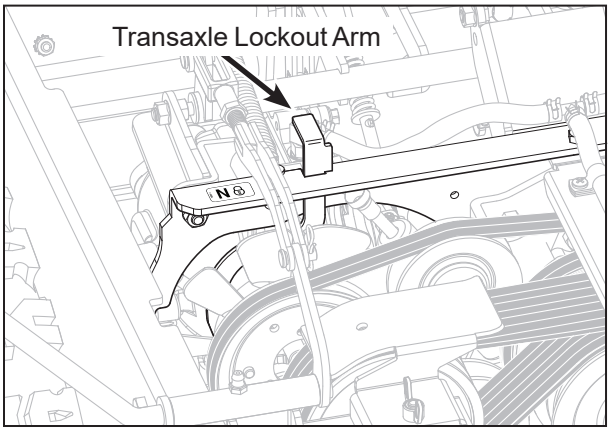
1. Disengage the PTO.
2. Push down on deck lift pedal until it latches in the full up (transport) position.

TRANSAXLE LOCKOUT

IMPORTANT: DO NOT TOW this mower faster than 2 mph (3.2 km/h) with the transaxle lockout engaged. Towing can produce excessive internal pressure and damage the transaxle(s).

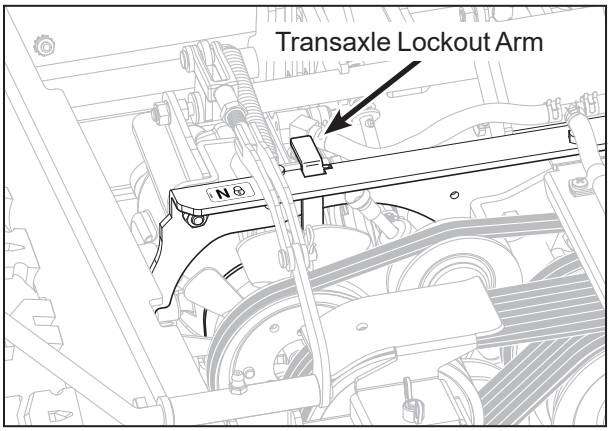
To move the mower with the engine **NOT** running (dead battery, maintenance, etc.), the transaxles need to be unlocked (released).

1. Raise the body.
2. Pull up on each transaxle lockout arm and move back to engage the step that holds the arm in the UP (unlocked) position.
3. The mower will "freewheel" with the arms in the **LOCKOUT** position. The levers must be in the highest position to completely unlock the transaxles.



Transaxle Lockout Arm - Freewheel Position

4. After moving the mower, release the arms, placing them down in the normal **OPERATING** position. The transaxle lockout arm ends should be completely retracted against the chassis, otherwise operation of the transaxle may be erratic.

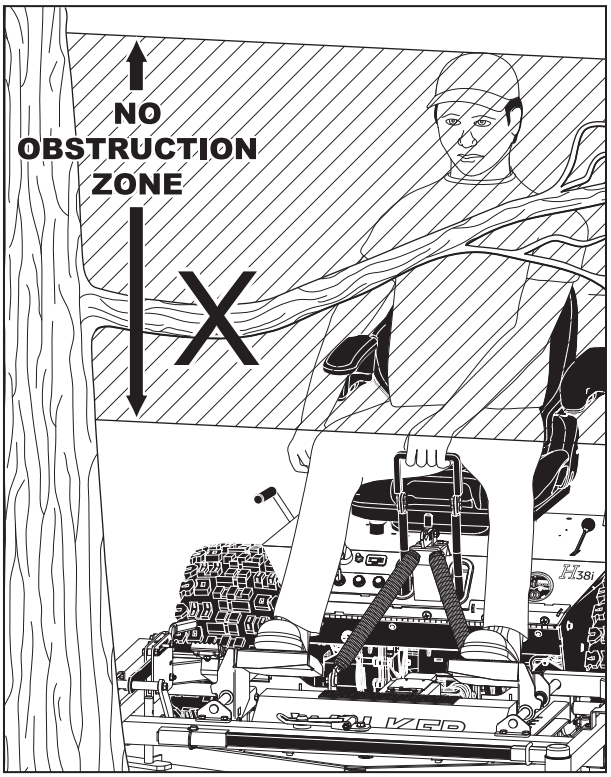


Transaxle Lockout Arm - Normal Operating Position

RECOMMENDATIONS FOR MOWING

DANGER

Do not mow around overhanging tree branches or bushes at the same height as the operator's torso and head where inadvertent contact may cause injury.



Avoid Low Hanging Branches

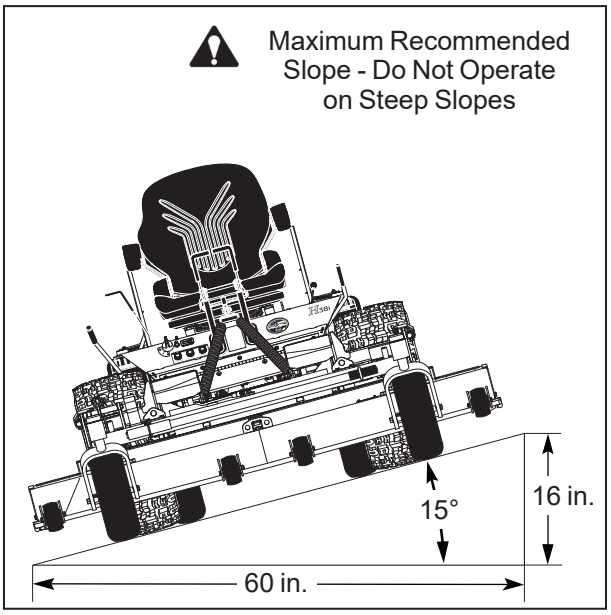
IMPORTANT: Operate the engine at **full throttle** when mowing, to allow the engine to produce full horsepower and to increase efficiency of the engine cooling system.

- Keep the mower deck and discharge shield clean.
- Mow with **sharp blades.** A dull blade tears the grass (resulting in poor lawn appearance) and uses extra power (slowing the mowing speed).
- It is preferable to cut grass when it is **dry** and **not too tall.** Mow frequently and do not cut grass too short. (For best appearance, cut off 1/3 or less of existing grass height.)
- When mowing, operate the engine at **full throttle** for the best cutting action. Mowing with a lower engine RPM causes the mowing blade to not cut clean and tear the grass. The engine is **designed to be operated at full speed.**
- When mowing in adverse conditions (tall and/or wet grass), mow the grass twice. Raise the mower to the highest setting – 5 in. (127 mm) – for the first pass and then make a second pass cutting to the desired height.
- Use a **slow** setting on the FSC for **trimming** operations.
- Make sure the mower is **leveled properly** for a smooth cut. Refer to *Deck Leveling on page 24.*
- Use an alternating **stripe mowing pattern** for **best appearance** and vary the direction of the stripe each time the grass is mowed to avoid wear patterns in the grass.
- Avoid damage to the grass by slipping and skidding of the drive tires. Use **smooth control movements** of the steering levers since the transaxles are “power boosted controls” and jerking the levers can easily slip the tires. For sharp turns, do not allow the inside wheel to stop and twist on grass; pull inside steering lever into reverse for a smooth “rolling” turn (one wheel rolling forward while the other rolls backward).
- Using the DS61 deck, or other side discharge decks, the side discharge deflector shield **must not be removed** and must be kept in the lowest possible position to deflect grass clippings and thrown objects downward. Orient the side discharge away from sidewalks or streets to minimize cleanup of clippings. When mowing close to obstacles, orient the side discharge away from obstacles to reduce the chance of damage to property by thrown objects.



Side Discharge Deflector Shield in Lowest Position

- When operating on a slope, **reduce speed and use caution** to start, stop, and maneuver. Avoid sharp turns or sudden changes in direction. The **maximum recommended slope operating angle is 15 degrees or 27% grade.**



Maximum Recommended Slope

DANGER

Do not mow or drive the tractor within 5 feet (1.5 meters) of an embankment or retaining wall with drop off.



No Driving Zone

RECOMMENDATIONS FOR TOWING

When equipped with a factory installed hitch or factory authorized hitch kit, the maximum towing capacity on flat ground is 250 lbs (113 kg) gross trailer weight. The maximum tongue weight is 50 lbs (23 kg). **Use caution when towing on slopes, rough terrain or when conditions limit traction.**

- Do not operate on slopes greater than 5 degrees (9%).
- Do not tow with PTO clutch or mower blades engaged.
- Do not allow people to ride in or on towed trailers.

RECOMMENDATIONS FOR TILT-UP DECK OPERATION/TRANSPORT

To avoid potential deck and/or tractor damage while using the tilt-up deck, the following recommendations are offered:

- **Do not move the tractor** with the deck in the tilt-up position since both the roller wheels (on the back of the deck) may be damaged by moving the tractor. The tilt-up configuration should only be used when the tractor is parked.
- The tractor **body should never be tilted forward** with the deck in the tilt-up position. This can cause the deck to unhook from the tractor and fall with considerable force, potentially causing deck or tractor damage and/or bodily injury.
- When transporting a tractor with the deck in the tilt-up position (on a truck or trailer), the **deck should be secured** to the vehicle with a strap or rope (stop vertical movement). This will prevent the deck from bouncing on the rear roller wheels (causing breakage). This will also prevent the deck from unhooking from the tractor and falling, potentially causing deck or tractor damage. Damage to other items parked in front of the deck may also occur.

POWER TILT-UP® OPTION

The Power Tilt-Up® provides the option to automatically tilt up the deck for maintenance, transportation, and storage. Tail weight is suggested with use of the Power Tilt-Up®. Two lift cables on RH and LH side can be stowed and secured when using implements in place of mower deck.

⚠ WARNING

The machine must be shut off during this procedure.

⚠ DANGER

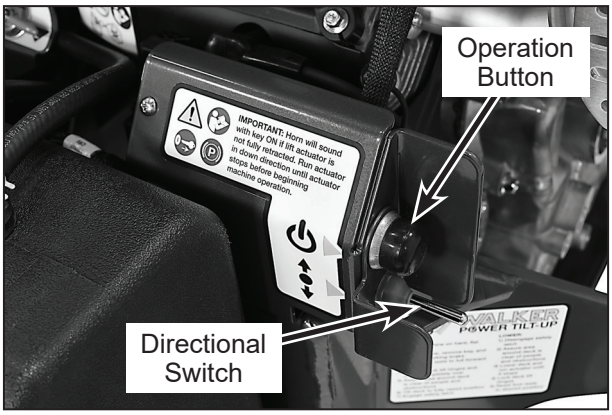
Do not operate the mower with deck in tilt-up position. Do not move the tractor with the deck in the tilt-up position.

⚠ DANGER

Never operate cutter blades with deck in raised position because it is hazardous.

To Raise the Deck:

1. Park the mower on level surface.
2. Engage parking brake, stop the engine, and remove the ignition key.
3. Move adjustable footrests to full forward position.
4. Rotate the deck locking arms to unlocked position. See **Unlock Deck Arms for Deck Tilt-Up** illustration on page 27.
5. Clear the area of obstacles or children and pets. Do not use the Power Tilt-Up® with bystanders in the area.
6. Use directional switch and operation button on the control panel located at the LH rear corner of the tractor to tilt deck to fully raised position.



Power Tilt-Up® Control Panel

7. When the deck is in the fully raised position, insert deck tilt-up hook in the tilt-up latch on the tractor body.

To Lower the Deck:

1. Disconnect the deck tilt-up hook from the tilt-up latch.
2. Clear the area of obstacles or children and pets. Do not use the Power Tilt-Up® with bystanders in the area.
3. Lower deck and run actuator until the motor automatically stops.
4. Rotate the deck locking arms to locked position.

⚠ CAUTION

Do not operate the mower with deck tilt-up pivot joint UNLOCKED. Make sure locking arms are in the LOCKED position and the tilt-up joint is rigid (locked).

5. Move adjustable footrests to desired position.

IMPORTANT: Horn will sound with key in ON position if the lift actuator is not fully retracted. Run actuator in down direction until actuator stops before beginning machine operation.

Maintenance Instructions

MAINTENANCE SCHEDULE CHART

⚠ CAUTION

Maintenance procedures requiring special training or tools should be performed by a trained technician.

RECOMMENDED SERVICE INTERVALS - MODEL H38i									
Service Item	**Daily**	**25 Hours**	**100 Hours**	**200 Hours**	**300 Hours**	**400 Hours**	**Yearly**	**Every 2 Years**	**Ref. Page**
Check Engine Crankcase Oil Level	x								50
Check/Clean Engine Air Cooling System*	x								58
Clean Grass Buildup Under Deck	x								60
Service Mower Blades	x								63
Check Security of Air Cleaner System	x								62
Check Function of Warning Lights and Horn	x								27
Lubricate Grease Fittings and Oil Points*		x							53
Check Tire Pressure		x							63
Check Drive Belts (Engine/PTO, Ground Drive, Blade Drive)		x							64
Check Operation of Safety Interlock Switches		x							66
Check Transaxle Oil Level (in Reservoir)		x							52
Check Air Filter Element***			x						57
Clean Engine Cooling Fins			x						59
Check Security of Drive Tire Mounting Nuts (75 to 85 lb·ft)			x						63
Check Blade Brake Action			x						65
Check FSC Friction Lock			x						66
Check/Adjust Blade Clutch			x						77
Clean Transaxle Housing			x						61
Check/Regap Spark Plugs				x					64
Replace Fuel Filter				x					70
Change Engine Crankcase Oil**					x				50
Change Engine Oil Filter Δ					x				50
Change Transaxle Oil and Filter ΔΔ						x			52
Check Fuel Lines and Clamps							x		65
Replace Air Filter Element***							x		57
Service Battery							x		62
Service Solenoid Shift Starter							x		65
Check PTO U-Joints for Wear/Looseness							x		65
Check Transmission Control Settings							x		65
Replace Fuel Lines and Clamps								x	65
Replace Ignition Wires								x	64

* **More often in extremely dusty or dirty conditions (refer to notes about air cleaner element in IMPORTANT TIPS FOR CARE OF THE REHLKO/KOHLER ENGINE)**

** **Factory service uses Rehlko/Kohler PRO® oil. If conventional oil is used for oil changes instead of the Rehlko/Kohler PRO®, the oil must be changed every 100 hours.**

*** **Air cleaner is engine mounted Rehlko/Kohler unit, replace filters every year or when worn or damaged**

Δ **Factory service uses a Rehlko/Kohler PRO® filter. If a conventional Rehlko/Kohler filter is used for oil changes instead of the Rehlko/Kohler PRO® version, the filter must be changed every 200 hours.**

ΔΔ **Change transaxle oil after the initial break-in period of 75-100 hours operation**

IMPORTANT TIPS FOR CARE OF THE REHLKO/KOHLER ENGINE

Fuel System

- Fuel must be clean–free from water, dirt, and organic material.
- Change the fuel filter on a regular basis and when contamination is suspected or found in the fuel.
- The fuel injection pump module is a sealed unit and is not serviceable; opening the fuel pump module will void the warranty. Additionally, the fuel pump module and the fuel lines between it and the injectors are pressurized. For service of the pressurized fuel injection system including the fuel pump module, fuel lines, and fuel injectors, contact your Walker dealer or authorized Rehlko/Kohler service dealer.

Starting/Stopping

- Start engine with the throttle advanced off idle to a mid-point (1/4 to 1/2) throttle setting. This will aid starting, especially in cold weather.
- Keep the battery fully charged.
- Match crankcase oil viscosity to the ambient temperature, allowing the engine to crank faster and start easier.
- Allow engine to run at idle for a few seconds before stopping engine to avoid run-on or backfiring.

Cooling System

CAUTION

DO NOT use water or a pressure washer to clean the cooling system on an air-cooled engine; mud may form under the cooling shroud on the cylinder head and cooling fan resulting in engine overheating.

- Keep engine air intake screen and cylinder head fins free of grass clippings, chaff, and dirt. Inspect intake screen and cooling fins for cleanliness and no damage.
- Periodically remove two access panels in the engine shroud to inspect and clean cylinder head cooling fins.
- Check performance of the cooling system by starting the engine, holding a hand adjacent to the cylinder head, and feeling the cooling airflow.

DANGER

Make sure to keep hands clear of exhaust pipe, muffler, and moving parts when checking airflow.

- Operate the engine at full speed when mowing. This allows the engine to produce full horsepower and move more cooling air through the engine cooling fins.

Air Cleaner System

- Use **only** Rehlko/Kohler air cleaner elements. Aftermarket elements may not seal in the air cleaner housing, allowing dirt to enter the engine. Also, aftermarket filters often skimp on the filtration media and require more frequent replacement (see following instructions).
- **DO NOT overservice or frequently "disturb" the air filter.** A dirty air filter actually cleans better than a new one. Changing and cleaning the air filter too often can actually reduce filter efficiency and increase the opportunity for traces of dust to enter the engine.
- When the air filter element is removed or replaced, make sure all **dust is cleaned out of the air cleaner housing.** Use a damp cloth and wipe the interior of the canister clean, including both the inside and outside surfaces of the outlet tube (a little dirt left here will be sucked into the engine and reduce engine life). When the filter is reinstalled, make sure the **element is held tight and straight** in the canister for proper seating and sealing.

Oil

- Use only multi-viscosity oils as specified with the viscosity matching ambient temperatures for the engine operating conditions. This will **aid starting** in cold weather and assure proper lubrication in hot weather.
- Use only Rehlko/Kohler oil filters. **Aftermarket filters may not seal properly** and/or have the incorrect pressure relief valve for proper lubrication.

LUBRICATION

> ***WARNING***
>
> **DO NOT attempt to lubricate the machine with the engine running. Disengage the PTO clutch, shut off the machine, and remove the ignition key.**

Proper lubrication is an important maintenance procedure. It reduces wear and makes the machine quieter and easier to operate.

Engine Oil

Engine Break-In Oil

The engine is serviced with Rehlko/Kohler PRO® 10W-50 synthetic oil and a Rehlko/Kohler PRO® filter from the factory. Both are rated for 300 hour oil change intervals. A break-in engine oil change is not required. The engine crankcase oil and the filter must be changed **after every 300 hours** of operation.

NOTE: Rehlko/Kohler PRO® oil and filter are not required, but recommended. If conventional oil and filters are used in the tractor, the oil must be changed **after every 100 hours** of operation, and the filter must be changed **after every 200 hours.** See the *Specifications on page 3* for details on which oil and filters are recommended.

Checking Engine Crankcase Oil Level

Check the engine crankcase oil level before use and **after each 8 hours** of continuous operation.

IMPORTANT: The importance of checking and maintaining the proper crankcase oil level cannot be overemphasized. Check the oil level **BEFORE EACH USE.**

1. Park the mower on a **level surface with the engine stopped.** Also, make sure the engine is cool and oil has had time to drain into the sump [allow **at least five (5) minutes** after stopping the engine].

   IMPORTANT: NEVER check or add oil with the engine running.

2. Before removing the dipstick, clean the area around the dipstick to keep any dirt or debris out of the engine.

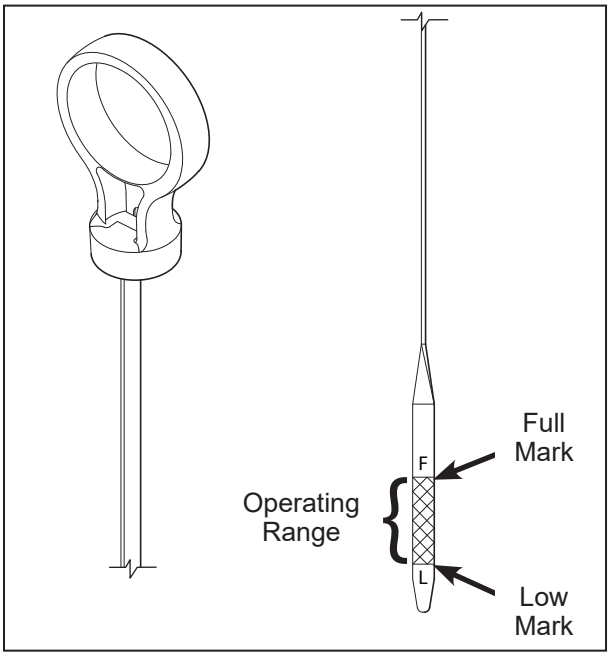
3. Remove the dipstick, wipe off with a clean rag, then reinsert the dipstick into the tube and press all the way down.

4. Remove the dipstick again and check the oil level on the dipstick. The oil level should be within the “Operating Range” on the dipstick (between the “L” mark and the “F” mark).

   IMPORTANT: DO NOT operate engine without a sufficient oil supply in the crankcase. **DO NOT** operate with the oil level below the “L” mark or above the “F” mark on the dipstick.

5. If additional oil is needed, refer to *Specifications on page 3* for proper crankcase lubricant. **Fill up to, but not above, the “F” mark on the dipstick.**

   IMPORTANT: DO NOT overfill the crankcase (oil above “F” mark) as this **CAN** result in engine overheating, loss of power, and possible engine damage.

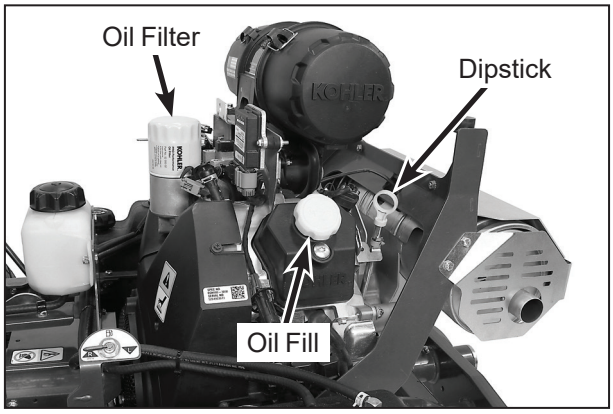


Dipstick Operating Range

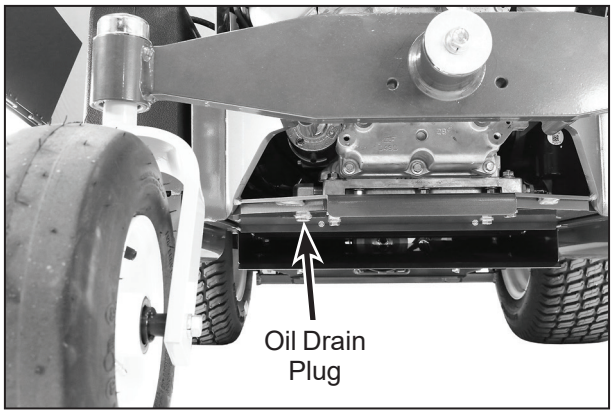
Changing Engine Crankcase Oil/Oil Filter

Change the engine crankcase oil and filter **every 300 hours** if the recommended Rehlko/Kohler PRO® products are being used. If conventional oil and filters are being used, change the crankcase oil **after every 100 hours** of operation and replace the oil filter **after 200 hours** of operation.

1. Park the mower on a **level surface with the engine stopped.** The engine oil should be warm before draining. If not warm from operation, start the engine and run a few minutes to warm the oil.
2. Before removing the dipstick and oil fill cap, clean the area around them to keep any dirt or debris out of the engine.
3. Remove the dipstick, oil fill cap, and oil drain plug, and drain the oil into a suitable container. Be sure to allow ample time for complete drainage.



Dipstick, Oil Fill and Oil Filter Locations (View from Above Left Side of Tractor)



Oil Drain Location (View from Rear of Tractor)

4. Before removing the oil filter, clean the area around the filter to keep dirt and debris out of the engine.
5. Remove the old oil filter and wipe off the filter mounting surface on the engine.
6. Apply a thin coating of clean oil to the rubber gasket on the replacement oil filter.

   IMPORTANT: Use **ONLY** oil filters from the engine manufacturer (Rehlko/Kohler P/N 52 050 02). Aftermarket oil filters may not seal properly and/or may not have the correct pressure relief valve for proper lubrication.
7. Install the new oil filter on the engine. Turn the filter clockwise until the rubber gasket contacts the sealing surface, then tighten an additional **2/3 turn.**
8. Reinstall the drain plug. Make sure it is tightened to 10 lb·ft (14 N·m).
9. Fill the crankcase with new, clean oil. Use only crankcase lubricants recommended by the engine manufacturer. Refer to *Crankcase Capacity on page 3* in the *Specifications* section of this manual or the engine owner's manual. Use the recommended oil viscosity for the expected ambient temperature. Oil with the correct viscosity will aid starting in cold weather and assure proper lubrication in hot weather. **Fill up to, but not above, the "F" mark** on the dipstick. Crankcase capacity is 2.0 quarts (1.9 liters) when changing oil and filter.

   IMPORTANT: Check the dipstick reading before adding the last 1/2 pint of oil and **fill only to the "F" mark.** The oil level should never be above the **"F"** mark on the dipstick; overfilling **CAN** result in engine overheating, loss of power, and possible engine damage.
10. Start the engine and check for oil leaks around the oil filter. Stop the engine, recheck the oil level, and add oil if necessary. (When the engine is first operated with a new oil filter, the oil level will drop slightly as the filter is filled with oil.)

Mower Deck Spindle Lubrication

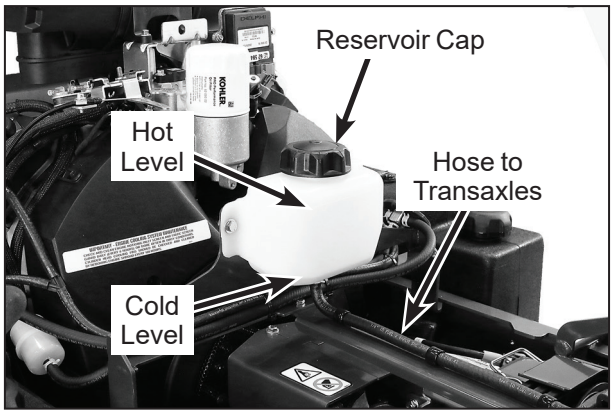
For mower decks with belt-driven blades, lubricate each deck spindle grease fitting **every 25 hours.** Use SAE general purpose lithium or molybdenum base grease for grease fittings.

DR52, DS61 or DR64 Mower Deck Lubrication

Lubricate the U-Joint in the PTO drive shaft **every 25 hours** with SAE general purpose lithium or molybdenum base grease.

Check Transaxle Fluid Level

- The transaxle oil lubrication is SAE 20W-50 (API Service Class SL or higher) engine oil.
- Inspect both transaxle cases and hoses **after every 25 hours** of operation for visible leaks.
- The fluid level of the transaxles can be checked visually by looking at the fluid level in the expansion reservoir. When the transaxles are cold, the fluid level in the expansion reservoir should be between 1/4 in. and 1/2 in. (6-13 mm) from the bottom, near the Cold Level line.

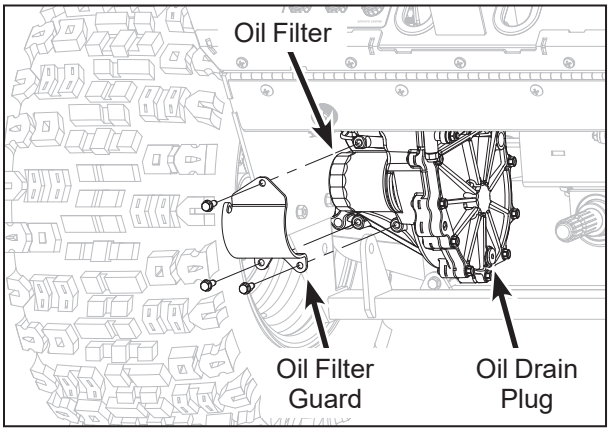


Expansion Reservoir Location

Transaxle Oil and Filter Change

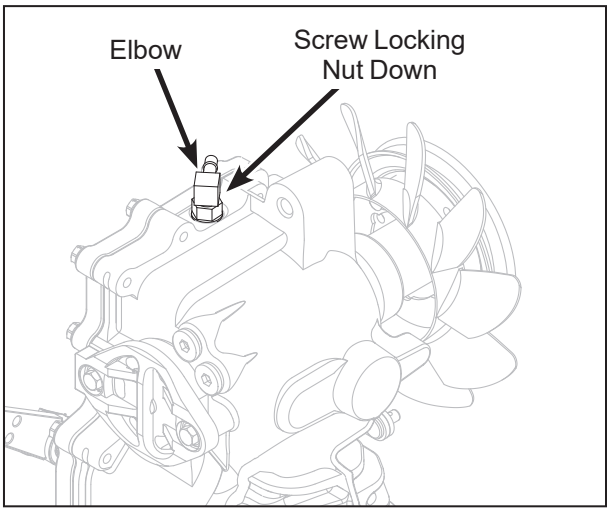
Change the transaxle oil after the initial **break-in period** of **75-100 hours.** Thereafter, **change oil every 400 hours** of operation as follows:

1. Thoroughly clean the exterior of the transaxle housing before servicing. Remove expansion reservoir cap to allow venting. Using a 1/4 in. hex wrench, remove the plug on the lower inside of each transaxle allowing the oil to drain.
2. Remove the oil filter guard, remove and replace the oil filter using an oil filter wrench. Tighten filter by turning filter 3/4 to 1 turn after gasket contacts the filter base surface. Reinstall the oil filter guard. (Refer to **Transaxle Oil Drain Plug, Filter, and Guard Location** illustration.)



Transaxle Oil Drain Plug, Filter, and Guard Location (Shown with Deck Support Arms Removed for Clarity)

3. Reinstall drain plugs.
4. Remove the oil reservoir hose attached to the elbow on top of the transaxles. Remove the elbow(s) to access the oil fill opening on each transaxle.
5. Fill the transaxles with 20W-50 (API Service Class SL or higher) oil through the opening (where the elbows were). Fill up to the opening.
6. Before reinstalling the elbows, screw the locking nut on the elbows down until they are snug (the o-ring on the elbow will be to the bottom of the o-ring groove).



Reinstall Transaxle Elbows

7. Reinstall the elbows. When the elbow begins to be snug, position the elbow as it was when removed and tighten the locknut. Reinstall reservoir hoses to elbows.

8. Fill reservoir to 1/4-1/2 in. (6-13 mm) from the bottom with 20W-50 (API Service Class SL or higher) oil.

9. Start and drive the tractor for 1-2 minutes.

10. Check the reservoir oil level. It should be 1/4-1/2 in. (6-13 mm) from the bottom. If oil needs to be added, refer to steps 4-10.

11. If the transaxles sound noisy or have poor steering response, there may be air trapped in the transaxle that needs to be purged.

    To purge air from transaxle, raise the tractor and block with tires off the ground. With engine running, slowly move the Forward Speed Control forward and backward 5 to 6 times. Turn off engine and check oil level and add if needed. Repeat procedure until transaxles operate at normal noise levels and move smoothly in forward and reverse.

Grease Fitting and Oil Point Lubrication

Lubricate the grease fittings and oil points **after every 25 hours** of operation. Lubricate **more often** when operating in **dusty or dirty conditions.** Use SAE general purpose lithium or molybdenum base grease for grease fittings and light machine oil (SAE 10) to lubricate oil points. Lubricate the locations shown in the **Chassis and Deck Lubrication Points** illustration on page 55.

NOTE: PTO universal joints (on the deck and tractor) require routine lubrication **after every 25 hours** of running time. Remove tractor PTO quick disconnect tube assembly for easy access to grease fittings.

NOTE: The best way to lubricate the PTO tube half of the universal joint assembly is to remove it from the tractor. See instructions for removing and installing PTO quick coupler, refer to *Mower Deck Installation on Tractor on page 22.*

NOTE: The ball bearings on the PTO drive shaft are sealed and do not require periodic maintenance.

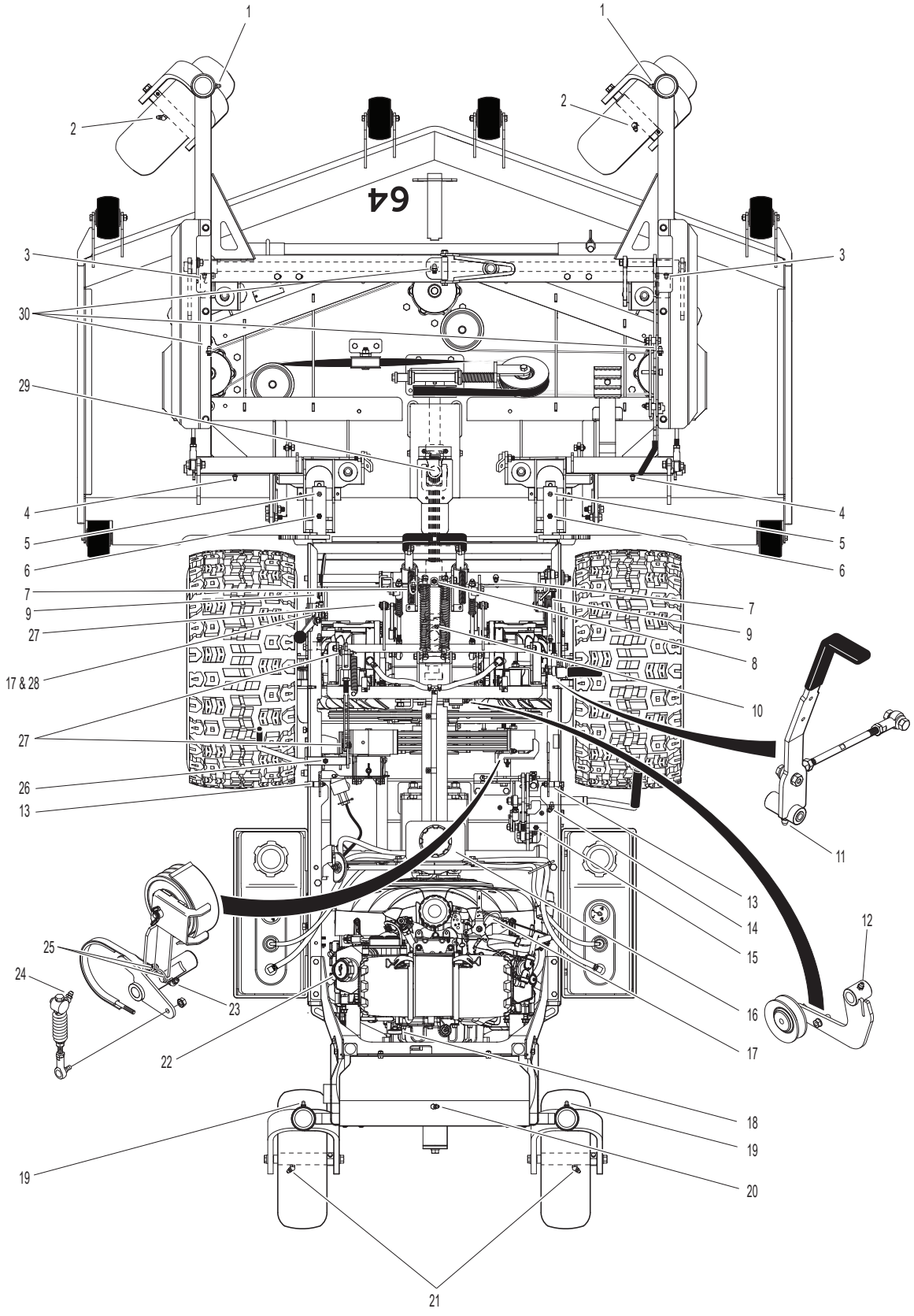
Ident No.	Location	Lubrication Type	No. Places
1	Deck Caster Wheel Fork Pivot	Grease	2
2	Deck Caster Wheel Bearing	Grease	2
3	Front Deck Lift Pivot	Grease	2
4	Rear Deck Lift Pivot	Grease	2
5	Pivot Assembly, Tilt-Up Deck$^{\Delta}$	Grease	2
6	Deck Support Arm Socket	Grease	2
7	Steering Lever Pivot	Grease	2
8	Deck-to-PTO Coupling (Grease Spline Slide Area)	Grease	1
9	Deck Support Arm Pivot	Grease	2
10	Universal Joint Tube Assembly	Grease*	1
11	FSC Lever Pivot	Grease	1
12	Hydro Idler Arm Pivot	Grease	1
13	Body Latch Pivot	Oil	2
14	PTO Clutch Lever Pivot	Grease	1
15	Clutch Arm Pivot	Grease	1
16	Transaxle Oil Reservoir	Oil/20W-50**	1
17	Throttle Control Cable Ends	Oil	2
18	Engine Dipstick	Oil**	1
19	Tail Wheel Caster Fork Pivot	Grease	2
20	Rear Axle Pivot	Grease	1
21	Rear Wheel Bearing	Grease	2
22	Engine Oil Fill	Oil**	1
23	PTO Belt Tightener Idler Pivot	Grease	1
24	Clutch Actuator Push Rod	Grease	1
25	Brake Band Pivot Pins (Clevis)	Oil	2
26	Parking Brake Lever Pivot	Grease	1
27	Parking Brake Clevis	Oil	3
28	Throttle Control Pivot	Oil	1
29	Universal Joint Shaft Assembly	Grease*	1
30	Blade Spindle$^{\Delta}$	Grease	3

* Grease every twenty-five (25) hours.

** Refer to *Engine Oil on page 50* and *Check Transaxle Fluid Level on page 52*.

Δ Fitting located underside, access with deck in tilt-up position.

NOTE: DR64 Tilt-Up Deck is shown for reference. For other deck lubrication points, refer to the applicable **Deck and Carrier Frame Illustrated Parts Manual.**



Chassis and Deck Lubrication Points

CLEANING

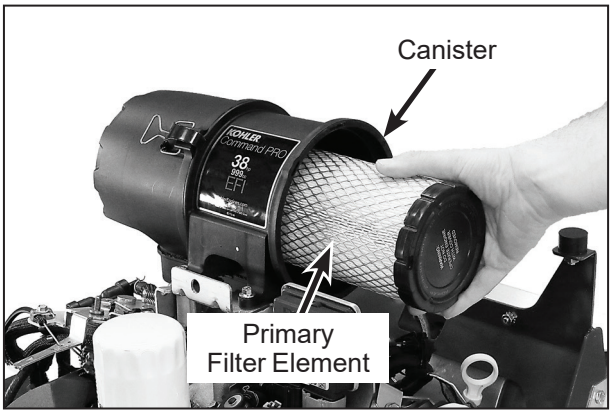
> **⚠ CAUTION**
>
> **If a pressure washer is used on the exposed working parts, avoid water on the electrical parts and the engine cooling system.**

Engine Air Cleaner System

Rehlko/Kohler Air Cleaner

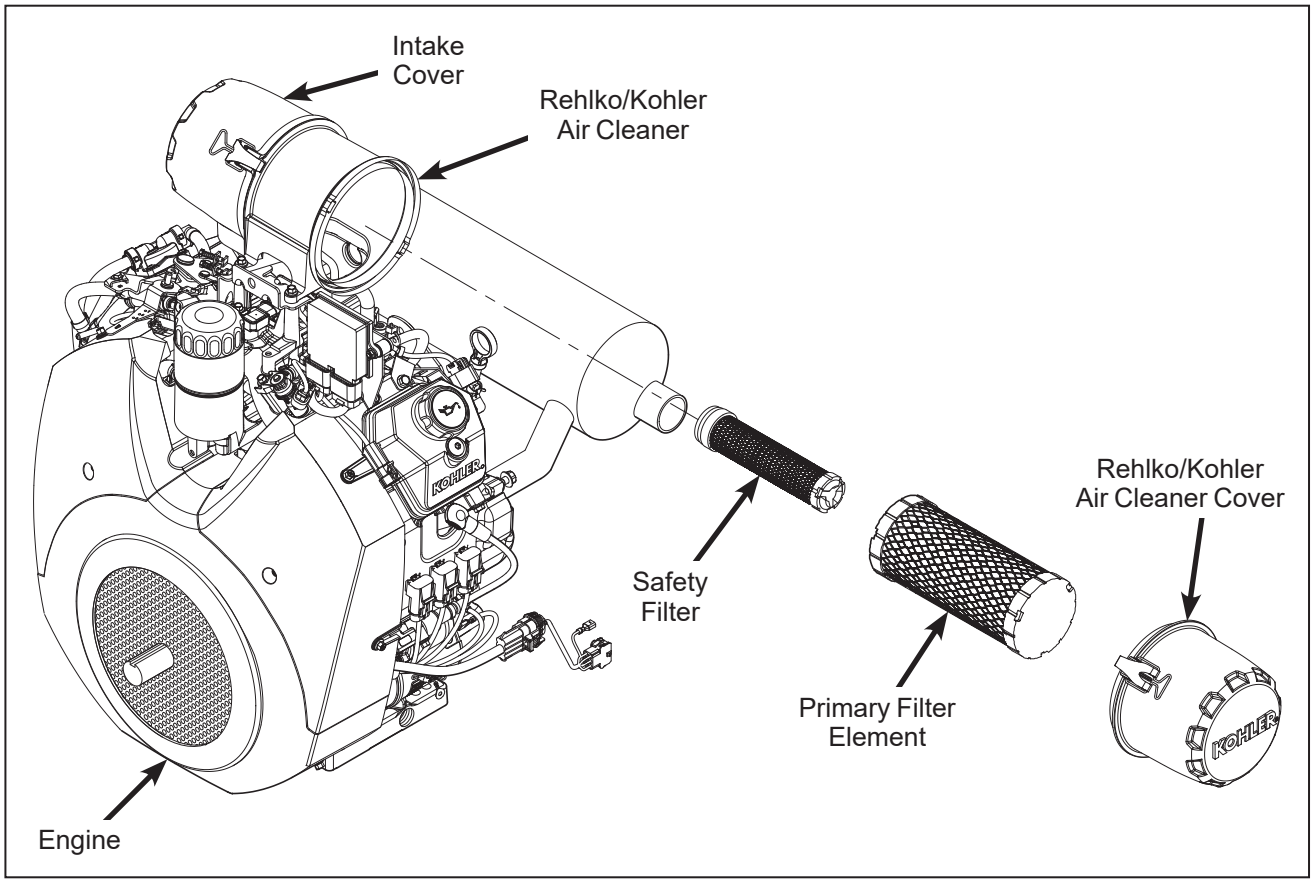
An engine mounted Rehlko/Kohler air cleaner provides the air filtering function. The primary filter element slides over an outlet tube inside the air cleaner canister with **radial** sealing action, reducing the possibility of dust leaks due to improper filter installation. Intake design and internal baffling provide dust separation and automatic precleaning action. Daily or frequent servicing of the air cleaner **is not required.**

IMPORTANT: Use **only** Rehlko/Kohler air filter elements for replacement (Rehlko/Kohler 25 083 01-S and 25 083 04-S). Aftermarket filters may not seal properly or filter efficiently.



Air Cleaner Components
(Shown with Cover Removed)

IMPORTANT: The Rehlko/Kohler air cleaner uses a dry paper-type air filter element. **NEVER** apply oil to the paper element.



Engine Air Cleaner System Components

Inspect the primary filter element **after every 100 hours** of service and **replace** the element and safety filter **yearly** (or when dirty or damaged). More frequent replacement may be required when operating in extremely dusty conditions. Service the air cleaner as follows:

1. Release the top and bottom cover latches and remove the air cleaner cover. Wash the cover. Check that the cover is in good condition.

2. Remove the primary filter element by pulling it out of the canister. There will be some initial resistance as the filter seal breaks loose and slides off of the outlet tube. **Gently** move the end of the filter up and down and side to side or twist to loosen the seal. Use gentle action to minimize the amount of dust dislodged as the filter is removed.

3. Clean the filter element by **GENTLY tapping** on a **FLAT, HARD** surface.

   NOTE: Use care when cleaning the filter element. The filter element and/or seal surface may be damaged by tapping too hard or hitting on an uneven surface or sharp edge. Washing the paper element in water or cleaning solution is **not recommended.** Do not try to clean the element with compressed air. Do not oil the paper element. Remember, replacing a filter is less expensive than replacing a dusted engine.

4. Use a bright light inside the filter element to inspect for damage. Check the element very carefully for **pin holes or other damage** that will allow dirt to leak through the paper media. Replace filter element if dirty or damaged.

5. Check the condition and resilience of the radial sealing surface (inside of the open end) of the filter. Replace the filter if any cracks, tears, or other damage to the sealing surface are noted.

6. Without removing, visually inspect the condition of the safety filter for damage or holes. The safety filter should only be removed for **yearly replacement** (or when dirty or damaged).

   IMPORTANT: Prior to removing the safety filter, make sure the inside surface of the air cleaner canister is clean. This will minimize the risk of dirt entering the outlet tube which can cause premature engine wear.

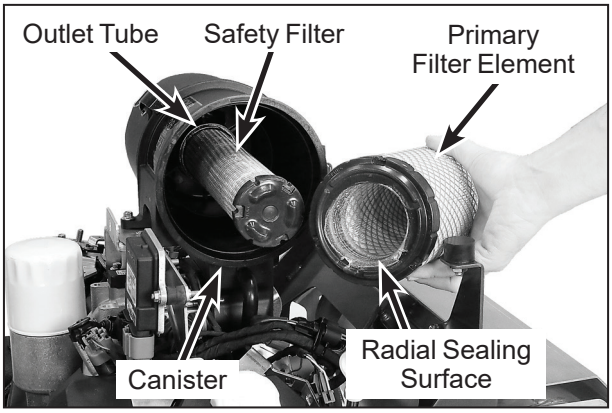
7. After removing the safety filter, use a clean, damp cloth and wipe the interior of the air cleaner canister clean. Use special care to clean **both the inside and outside** surfaces of the outlet tube.

   IMPORTANT: Any dust left on the inside of the outlet tube will go into the engine and cause wear.

8. Check the outside surface of the outlet tube for smoothness and cleanness (this is the sealing surface).

9. Insert and seat the safety filter and primary filter element carefully into the canister, applying pressure at the outer rim of the filter; not at the flexible center. Make sure the filter element is completely in place before installing the cover.

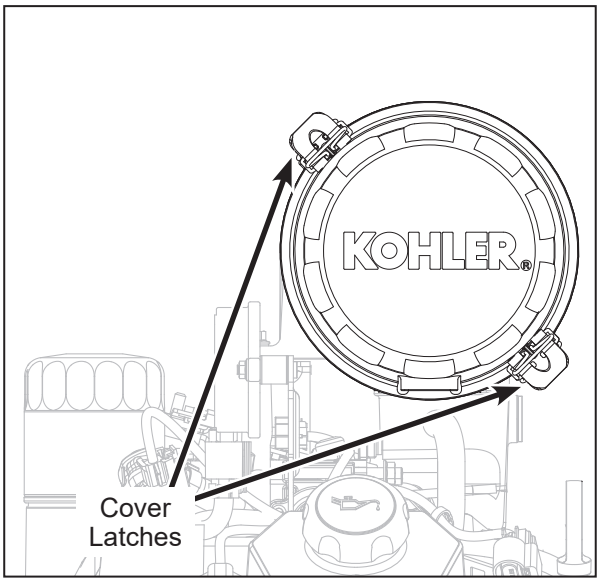
   NOTE: DO NOT use petroleum based lubricants on the sealing surfaces of the filters; use talcum powder or dry silicone lubricants if required for filter installation.



Air Filter Element Replacement

10. Install the cover with the word “Kohler” properly oriented. Latch the air cleaner cover to the canister. Make sure both the top and bottom cover latches are securing the cover in place.

11. Release the top and bottom cover latches of the intake cover. Wash the cover and check and clean the inlet screen. Reinstall the cover.



Proper Orientation of Air Cleaner Cover

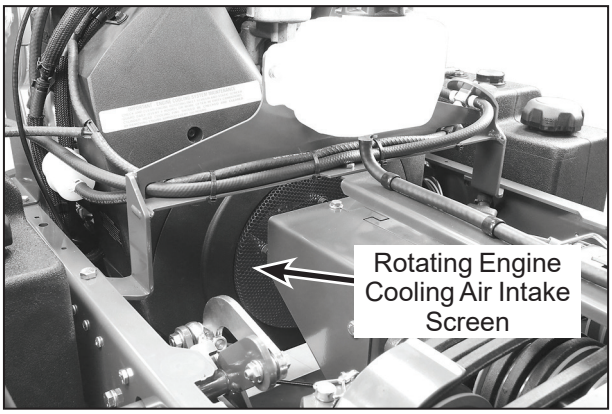
Engine Cooling System

Cooling Air Intake Screen

To prevent engine overheating and possible engine damage, clean grass clippings, chaff, and dirt from the rotating engine cooling air intake screen **after every 8 hours of operation.** In certain mowing conditions (dry grass, leaves, tree "cotton", etc.), it may be necessary to check and clean the screen several times each day to prevent engine overheating.

⚠ *CAUTION*

Operating the engine with a blocked air intake screen, dirty or plugged cooling fins, and/or cooling shrouds removed will cause engine damage from overheating.



Keep Rotating Engine Cooling Air Intake Screen Clean

Cylinder Head Cooling Fins

It is essential for performance and longevity of the air-cooled engine to keep the cylinder head cooling fins clean and free of obstruction. After **every 8 hours** of operation, check the performance of the cooling system by starting the engine, holding a hand adjacent to the cylinder head(s) and feeling the cooling airflow. If there is little or no airflow, clean the cooling fins as follows:

⚠ *DANGER*

Make sure to keep hands clear of exhaust pipe, muffler, and moving parts when checking airflow.

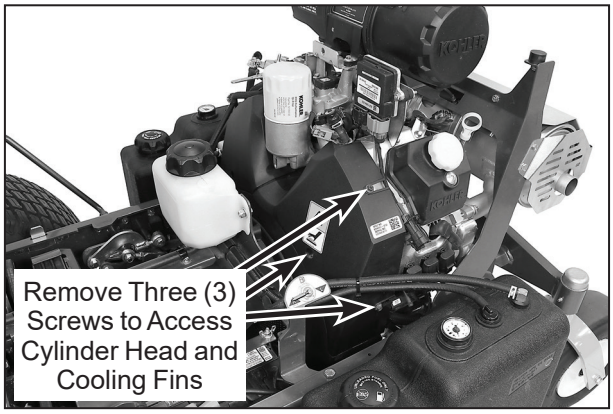


Check Cooling System Airflow

Every 100 hours, inspect and clean the cooling fins (more often when operating in extremely dusty, dirty conditions). Remove the two (2) cylinder head access panels in the engine shroud and clean the cooling fins and external surfaces using compressed air. Also clean the oil cooler fins located on the RH cylinder. Make sure to reinstall the access panels before operating the engine.

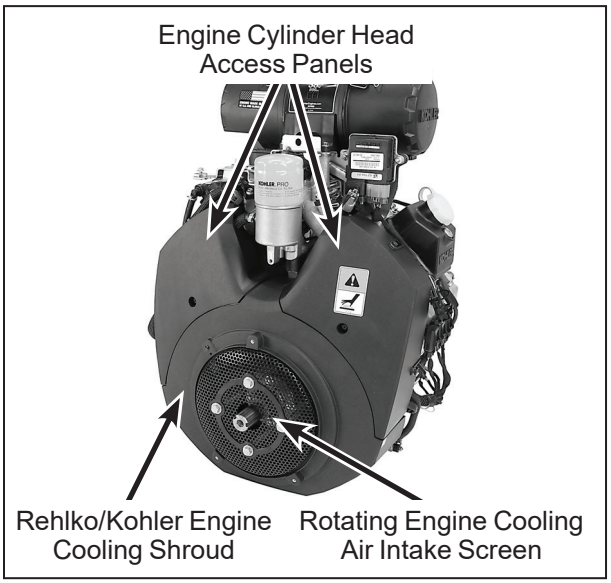
> ***CAUTION***
>
> **DO NOT use a pressure washer to clean the cooling system on an air-cooled engine; mud may form under the cooling shroud on the cylinder head and cooling fan resulting in engine overheating.**

NOTE: If dirt is packed into the cooling fins it may be necessary to remove the engine shroud in order to thoroughly clean the cooling fins.

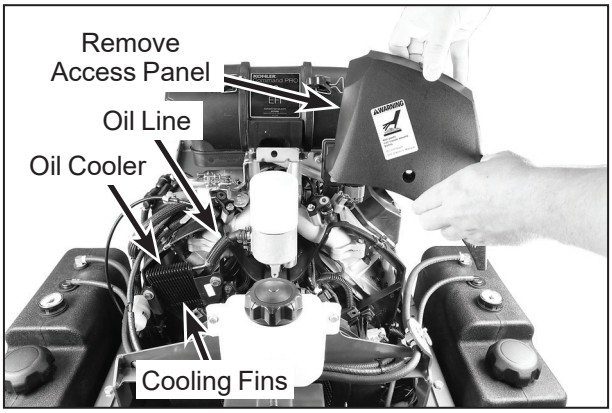


Remove Cylinder Head Access Panel(s) to Clean Cooling Fins

IMPORTANT: Yearly, it is good maintenance practice to remove the engine cooling shroud and clean the cylinder head cooling fins thoroughly to prevent overheating and extend engine life. Make sure cooling shroud is reinstalled properly. This procedure will require removing the engine from the chassis.



Rotating Engine Cooling Air Intake Screen and Cylinder Head Access Panels



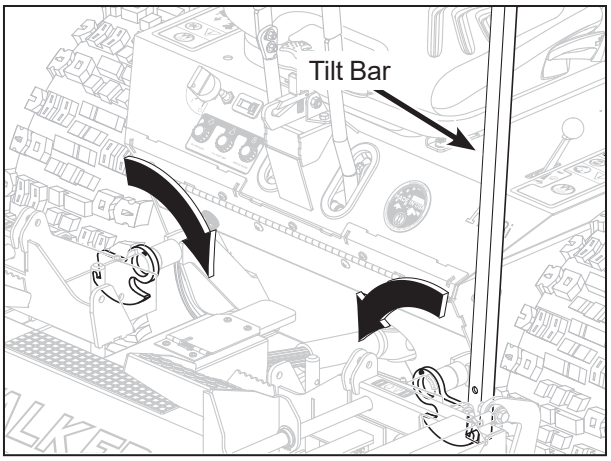
Engine Cylinder Head Access Panels Removed

Grass Buildup in Mower Deck Housing

⚠ *DANGER*

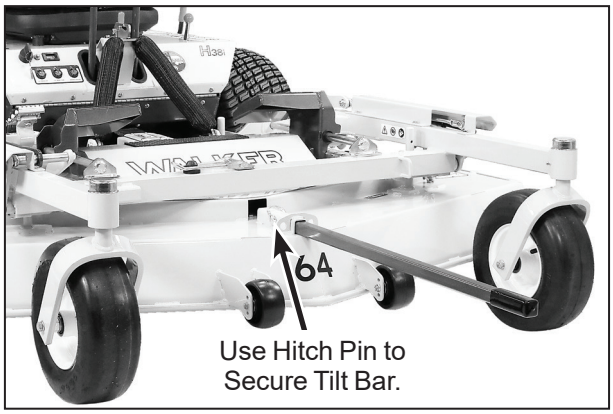
Before raising or removing the mower deck for cleaning, stop the engine, remove the key from the ignition switch and disconnect the negative battery cable.

1. Remove the tilt bar from the stowed position on the carrier frame.
2. Use the tilt bar to release the two (2) deck locking arms as shown in the **Unlock Deck Arms for Deck Tilt-Up** illustration.



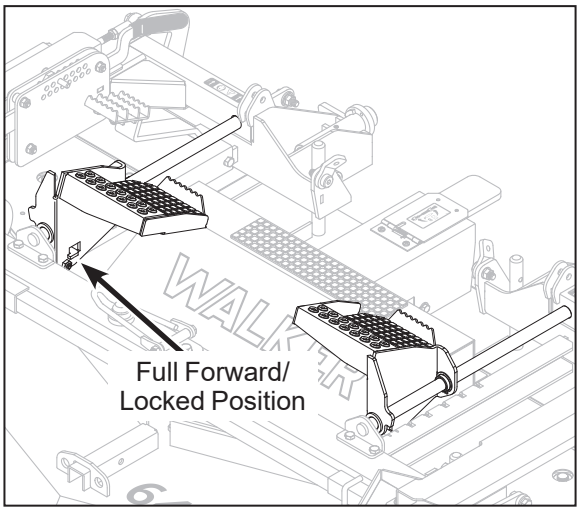
Unlock Deck Arms for Deck Tilt-Up

3. Fit tilt bar into the socket on front of deck housing and secure with hitch pin.



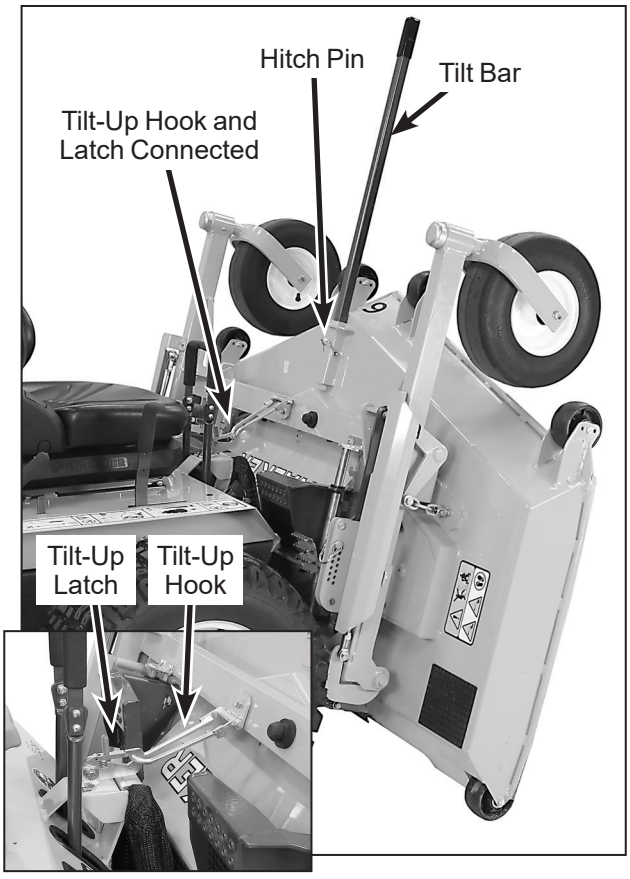
Tilt Bar Installed

4. Remove footrest or, if equipped with adjustable footrests, move the footrest to the full forward locking position.



Adjustable Footrest in Full Forward/Locked Position for Deck Tilt-Up

5. Raise deck to tilt-up position using tilt bar and secure in position by inserting the deck hook in the tilt-up latch on the tractor body as shown in the **Deck Secured in TILT-UP Position** photo.



Deck Secured in TILT-UP Position

⚠ DANGER

Do not operate the mower with deck in tilt-up position. Do not move the tractor with the deck in the tilt-up position.

6. Clean grass buildup underneath the deck using a pressure washer (and scraper if required).

   NOTE: If the buildup is severe, it may be easier to clean the deck by removing the deck assembly from the tractor and standing the deck assembly on its “nose”.

   NOTE: While some degree of material build-up in the mower deck housing can be tolerated, a point is finally reached **where cutting quality deteriorates and clogging begins to occur** because of too much buildup on the baffling and housing.

7. Lower the deck to the normal operating position and rotate locking arms **downward** into the **LOCKED** position.

⚠ CAUTION

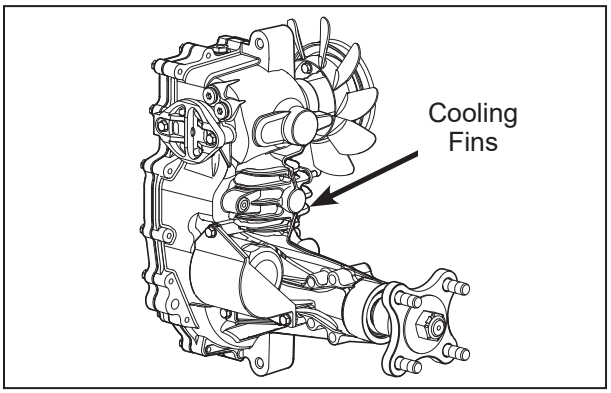
Do not operate the mower with deck tilt-up pivot joint UNLOCKED. Make sure locking arms are in the LOCKED position and the tilt-up joint is rigid (locked).

8. Remove tilt bar and stow on carrier frame.
9. Move footrests to desired position.

Transaxle Housing

Keeping the housing on the transaxles clean and free of obstruction is **essential to avoid overheating** the transaxle fluid and shortening transaxle life. The housing should be checked **every 100 hours** and cleaned if necessary.

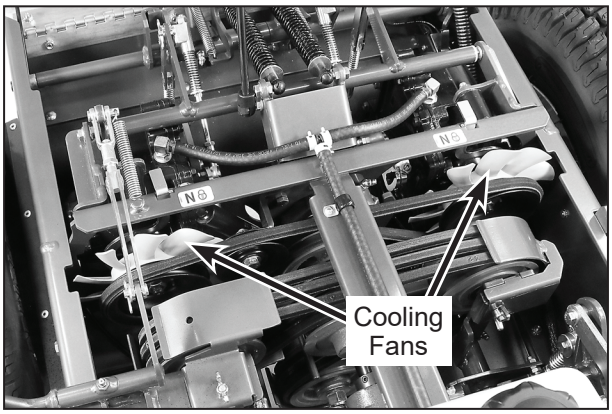
To clean the housing, use compressed air and/or a pressure washer. Pay close attention to any oily dirt buildup on the transaxle housings. This may be the result of an oil leak. If an oil leak is noticed, contact your local Walker dealer.



Transaxle Housing and Cooling Fins

IMPORTANT: In case an oil leak develops on the input shaft, the cooling fan blowing dusty air and oil on the transaxle will **quickly** cover the housing and pack the cooling fins with **oily dirt.** If this condition occurs, contact your dealer immediately to avoid overheating and damaging the transaxles.

An additional procedure in maintaining transaxle cooling is to inspect the cooling fans. Replace the fan(s) if blades are missing or damaged.



Transaxle Cooling Fans

CHECKING/SERVICING

⚠ *DANGER*

To prevent accidental starting of the engine when servicing or adjusting the machine, remove the key from the ignition switch and disconnect the negative battery cable.

Security of Air Cleaner System

NOTE: The following inspection is **only an external inspection** and should be done without **"disturbing"** the filtration components.

On a daily basis, visually inspect the external condition of the engine air cleaner system. The following item should be inspected:

Check the Rehlko/Kohler air cleaner canister for damage. Make sure both end-cap covers are in place and the cover latches are secure—do not run the engine without the air cleaner cover(s) in place and secure.

Battery

The battery is fully sealed and activated at the factory, there is no maintenance by way of topping up fluid levels. **Never attempt to open this battery.**

IMPORTANT: Make sure battery is securely mounted in the frame. A loose battery may cause damage to the case resulting in acid leakage and severe damage to the machine. A hazard may be created by damage to critical working parts and safety systems.

⚠ *CAUTION*

Important Battery Service, Installation, and Charging Tips for Electronic Fuel Injection Engines:

- **Do not allow the battery cables to touch opposing terminals. When connecting battery cables attach the positive (+) cable to positive (+) battery terminal first, followed by negative (-) cable to negative (-) battery terminal.**
- **Never start the engine when the cables are loose or poorly connected to the battery terminals.**
- **Never disconnect battery while engine is running.**
- **Never use a quick battery charger to start the engine.**
- **Never "jump start" the engine using another source. Electricity fluctuations can damage the ECU (Electronic Control Unit).**
- **Always disconnect negative (-) battery cable lead before charging battery, and also unplug harness from ECU before performing any welding on equipment.**

Cleaning the Terminals

If battery terminals are corroded, **remove the battery** from the mower. Using a wire brush, remove corrosion with a solution of **one part baking soda and four parts water.** Rinse with clean water. Coat the terminals with petroleum jelly or terminal protector spray to retard further corrosion.

Charging the Battery

⚠ CAUTION

BATTERIES PRODUCE EXPLOSIVE GASES

- **Charge the battery in a well-ventilated area.**
- **Keep sparks, flames, and smoking materials away from the battery at all times.**
- **Make sure the battery charger is unplugged before connecting or disconnecting cables to the battery.**

IMPORTANT: Charging too quickly or overcharging will damage the battery.

IMPORTANT: Always disconnect the negative (-) battery terminal before charging. Failure to do so can result in damage to the ECU.

1. Disconnect the battery terminals–negative (-) first.
2. Charge the battery at 15 amps for 10 minutes. **DO NOT** exceed 18 amps (maximum recommended charging rate). Total charging time should not exceed one (1) hour.

   NOTE: If the battery becomes hot to the touch, stop the charging and allow it to cool down before recharging.
3. Reconnect the battery terminals starting with the positive (+) terminal.

Storing the Battery

Store the batteries in a cool, dry location, protected from the elements. AGM (absorbed glass mat) batteries have a lower self-discharge rate, but they will still lose between 1% and 15% per month depending on storage temperature. Monitor the voltage every 2-3 months. If the battery gets to 75% state of charge or less it should be given a boost charge. If a battery has been in storage, it is important to **fully charge the battery before use.**

Tire Pressure

Inflate tires to pressures shown below:

Deck Caster Wheel	=	20 PSI (137 kPa)
Drive	=	15 PSI (103 kPa)
Tailwheel	=	20 PSI (137 kPa)

Wheel Nut Torque

Check the eight (8) nuts that mount the drive tires. **Every 100 hours** they should be torqued to 75 to 85 lb·ft (102 to 115 N·m).

Sharpen Mower Blades

Check mower blade(s) for **straightness, sharpness, condition of the cutting edge,** and **balance every 10 hours** of operation (or more often when mowing abrasive type grass or operating on sandy soils). **Replace blades if worn, bent, cracked, or otherwise damaged** (refer to *Mower Blades on page 71*). Use the following procedure to check and sharpen blades:

NOTE: Keep blades sharp—cutting with dull blades not only yields a poor mowing job but slows the cutting speed of the mower and causes extra wear on the engine and blade drive by pulling hard.

1. Stop the engine, remove the key from the ignition switch and disconnect the negative battery cable **before** raising the mower deck to service blades.
2. Raise the deck and **secure** it in the **TILT-UP** position. Refer to *Cleaning Grass Buildup in Mower Deck Housing on page 60* for deck raising instructions.

⚠ DANGER

NEVER operate cutter blades with the deck in the raised position.

NOTE: PTO shaft must be **disconnected** before checking blades for straightness.

3. Check the blades for **straightness** by marking the blade tip position inside the deck housing, and then rotating the opposite end of the blade to the same position and comparing. If the difference in blade tip track is **more than 1/8 in. (3 mm),** the blade is bent and **should be replaced.**

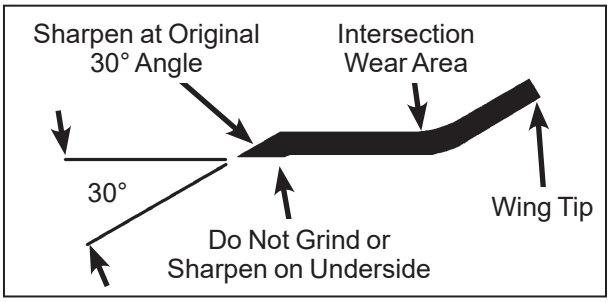
> ***WARNING***
>
> **DO NOT try to straighten a blade that is bent. NEVER weld a broken or cracked blade. ALWAYS replace with a new blade to assure safety.**

4. If the blade cutting edge is **dull or nicked,** it should be sharpened. Remove blades for sharpening by grasping the end of the blade using a rag or a thick, padded glove, while loosening and removing the bolt and washer that mount the blade.

5. Grind cutting edge at the same bevel as the original. Sharpen only the top of the cutting edge to maintain sharpness.

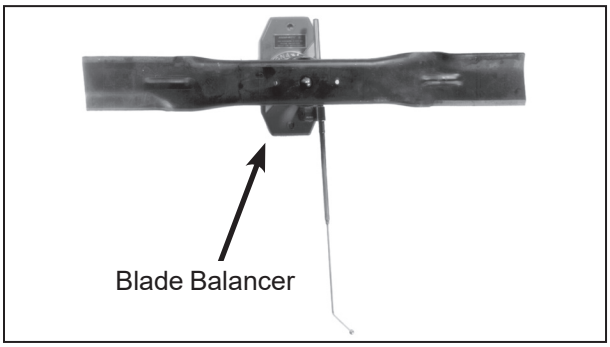
   NOTE: Blades can be sharpened with an electric blade sharpener, conventional electric grinder, or a hand file.

> ***CAUTION***
>
> **ALWAYS wear eye protection and gloves when sharpening a blade.**



Mower Blade Profile for Sharpening

6. Check blade balance by positioning the blade **horizontally** on a blade balancer or use a nail or shaft through the center hole. If either end of the blade rotates downward, grind (remove) metal on that end until the blade will balance. The blade is properly balanced when neither end drops. Balance of a blade is generally maintained by removing an equal amount of material from each end of the blade when sharpening.



Blade Balanced on Magnetic Wall-Mounted Balancer

7. Mount the blade with wing tips pointing up into the housing. For **gear-driven decks** reinstall the blade, washer, lock washer, and nut. **Tighten the nut to 60 lb·ft (81 N·m).** For **belt-driven decks** reinstall the spacer (if applicable), blade, washer, and bolt. **Tighten the bolt to 70 lb·ft (95 N·m).**

Drive Belts

Raise the body and inspect the condition of the four (4) drive belts **after every 25 hours** of operation—engine/PTO drive (3), ground drive (1). Also remove the belt cover on the mower deck and check the blade drive belt. If the belts show **signs of cracking or deteriorating,** the belts should be **replaced.** Refer to *Drive Belts on page 67.*

Spark Plugs

Every 200 hours of operation, remove the spark plugs, inspect, clean, and reset the gap (or replace with **new plugs**). Before removing the spark plugs, clean the area around the base of the plugs to keep dirt and debris out of the engine. Clean spark plugs with a wire brush. DO NOT use an abrasive grit type cleaner. If the electrodes are burned short or pitted, replace the plug (refer to *Specifications on page 3* for the proper type of replacement plug). Check spark plug gap with a wire-type feeler gauge and set the gap to 0.030 in. (0.76 mm). Reinstall and tighten to 20 lb·ft (27 N·m). Both spark plugs should be replaced yearly.

Ignition Wires

Good preventive maintenance calls for complete **replacement** of spark plug wires **every two (2) years.**

Fuel Lines and Clamps

NOTE: The engine fuel injection system is pressurized and should only be serviced by a Walker dealer or authorized Rehlko/Kohler service dealer.

Every year, inspect the fuel supply lines from the tank(s) to engine for deterioration or damage. Also, inspect the fuel line **clamps for tightness.** Good preventive maintenance calls for complete **replacement** of fuel lines and clamps **every two (2) years.**

Engine Starter

Yearly or every 500 hours disassemble and clean the solenoid shift starter. Refer to the Rehlko/Kohler Service Manual for this procedure or contact an authorized Rehlko/Kohler engine dealer to perform this service.

Transmission Control Setting

On a **yearly** interval or when an out-of-adjustment condition is observed, check the transmission control for proper function as follows:

Neutral-Park

With the mower parked on level ground, start and run the engine, first at idle and then normal operating speeds. With the FSC in the **NEUTRAL-PARK** position, there should be no movement of either drive tire. If the tire(s) are “creeping” forward or reverse, *refer to Adjustments for Transmission Control Step 3 - Neutral Function Adjustment on page 73.*

Straight Ground Tracking

Check for straight ground track by driving on a smooth, level surface with hands off the steering levers. Set the FSC at different speeds and observe if the mower moves in a straight line (use a cement joint or other line on the ground for reference). If the machine is drifting to the right or left, refer to *Adjustments for Transmission Control Step 5 - Straight Tracking Adjustment on page 74.*

Blade Brake Action

WARNING

It is important to check and maintain blade brake action for safe operation of the machine.

Check the function of the cutter blade brake by engaging the blade clutch (PTO), operating the engine at full throttle, then disengaging the clutch and measuring how quickly the blades stop. Watch the rotation of the blade drive shaft as a visual indication that movement has stopped. If the brake is **working properly, all rotation will stop five (5) seconds after disengagement** of the clutch. If the brake system malfunctions—blades do not stop in five (5) seconds—adjust or repair the brake before operating the mower. Refer to *Adjustments for Clutch Disengagement/ Brake Action Step 2 - Blade Brake Band Adjustment on page 79.*

PTO U-Joints

The PTO U-joints should be inspected **yearly** for looseness and wear. If either is noticed, the respective shaft or tube should be replaced. A worn U-joint can cause vibration and extensive damage to the PTO and the whole machine.

Safety Switch System

> ***WARNING***
>
> **It is important to check and maintain the safety switch system for safe operation of the machine.**

There are four (4) safety interlock switches on the tractor: Seat Switch, FSC Neutral-Park Switch, PTO Switch, and Parking Brake Switch.

NOTE: There is a 1/2 second time delay function on the seat switch to avoid engine power interruption when driving over bumps.

If any of the following conditions occur during starting or operating, a safety interlock switch may be malfunctioning. Contact your Walker dealer for troubleshooting and/or replacement.

- With or without an operator in the seat, the **engine starts** with the Forward Speed Control (FSC) and/or the PTO engaged, or the parking brake disengaged.
- With an operator in the seat and the parking brake engaged, the **engine starts but dies** soon after the parking brake is disengaged and the Forward Speed Control (FSC) or PTO is engaged.
- **Without** an operator in the seat, the engine starts and **continues to run** with the Forward Speed Control (FSC) and/or PTO engaged, or the parking brake disengaged.
- With an operator in the seat, the Forward Speed Control (FSC) and PTO disengaged, the parking brake engaged, and Oil Pressure Warning Horn sounding, but the **starter will not engage.**

Forward Speed Control Friction Lock

The FSC friction lock is designed to **hold the selected forward travel speed** when the steering levers are moved and yet the friction is not too heavy to make **moving the FSC control** difficult (too much friction). The procedure for checking the FSC friction lock is as follows:

1. With the engine off, place the FSC in the full **FORWARD** position and pull both steering levers back; the FSC lever should not move. If the FSC lever moves back when the steering levers are pulled back, the **friction needs to be increased.**
2. With the steering levers held back, move the FSC lever back from the **FORWARD** position. With a proper amount of friction adjusted, the FSC lever should move back with a slight amount of resistance (friction). If the FSC lever movement is “stiff”, the **friction needs to be decreased.**

If the FSC friction lock needs to be adjusted, refer to *Adjustments for Transmission Control Step 8 - Forward Speed Control Friction Adjustment on page 75.*

REPLACING/REPAIRING

⚠ *DANGER*

To prevent accidental starting of the engine when replacing parts or repairing the machine, remove the key from the ignition switch and disconnect the negative battery cable.

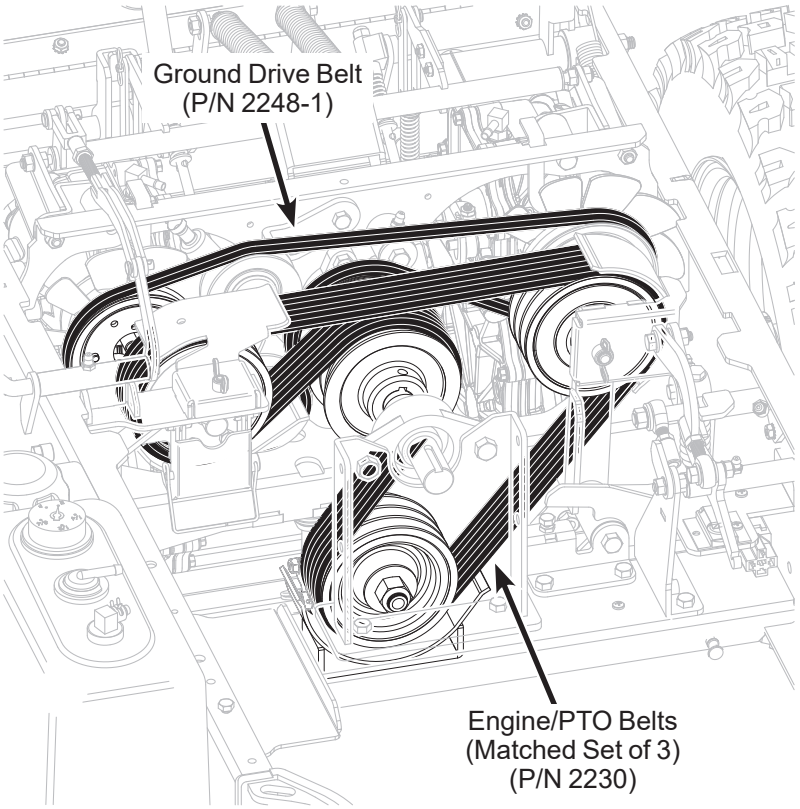
IMPORTANT: ALWAYS use genuine factory replacement parts. Substitute parts **CAN** result in product malfunction and possible injury to the operator and/or others.

Drive Belts

There are **five (5) individual drive belts** on the machine:

- Engine/PTO Belt (Matched Set of 3)
- Ground Drive Belt
- Mower Blade Drive

The belts may be removed and replaced using the **procedures described on the following pages.**



Belt Locations (Engine Hidden for Clarity)

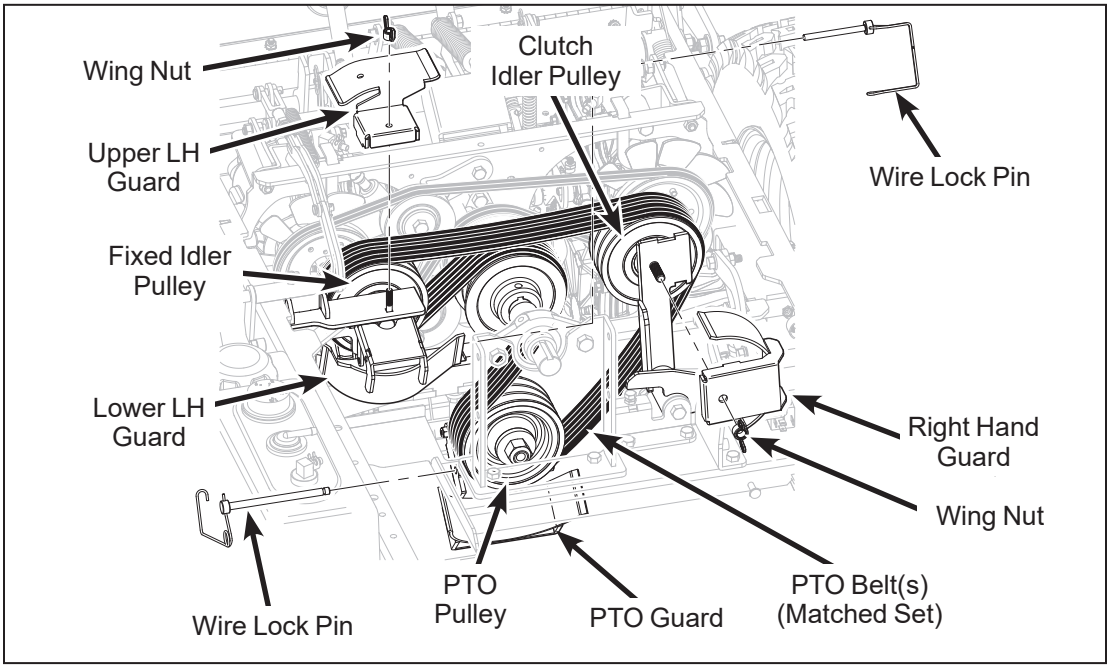
Engine/PTO Belt

1. To remove an engine/PTO belt:

   a. Remove Upper LH Belt Guard and RH Belt Guard by removing two (2) wing nuts.

   b. Remove two (2) wire lock pins and open Lower LH Belt Guard and PTO Belt Guard.

   c. Roll the belt off the pulley(s) and remove the belt.

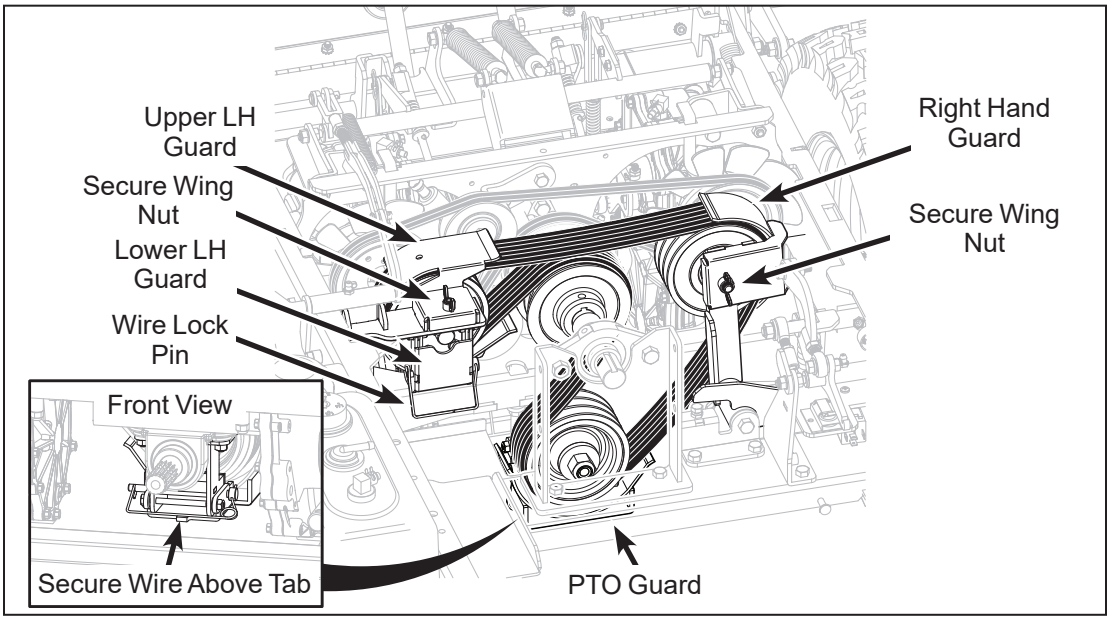


Engine/PTO Belt (Belt Guards Open) (Engine Hidden for Clarity)

2. To replace an engine/PTO belt:

   a. Reverse the removal procedure to replace the engine/PTO belt.

   b. Secure wire on lock pin above tab on lower PTO guard.



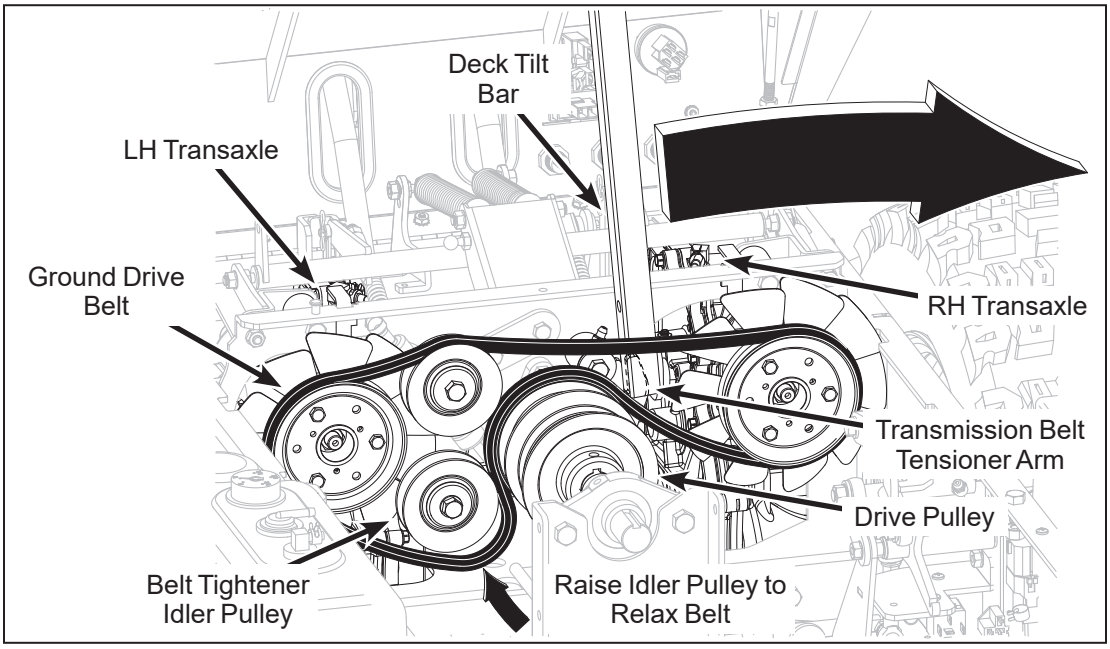
Engine/PTO Belt (Belt Guards Closed) (Engine Hidden for Clarity)

Ground Drive Belt

1. To remove the ground drive belt:

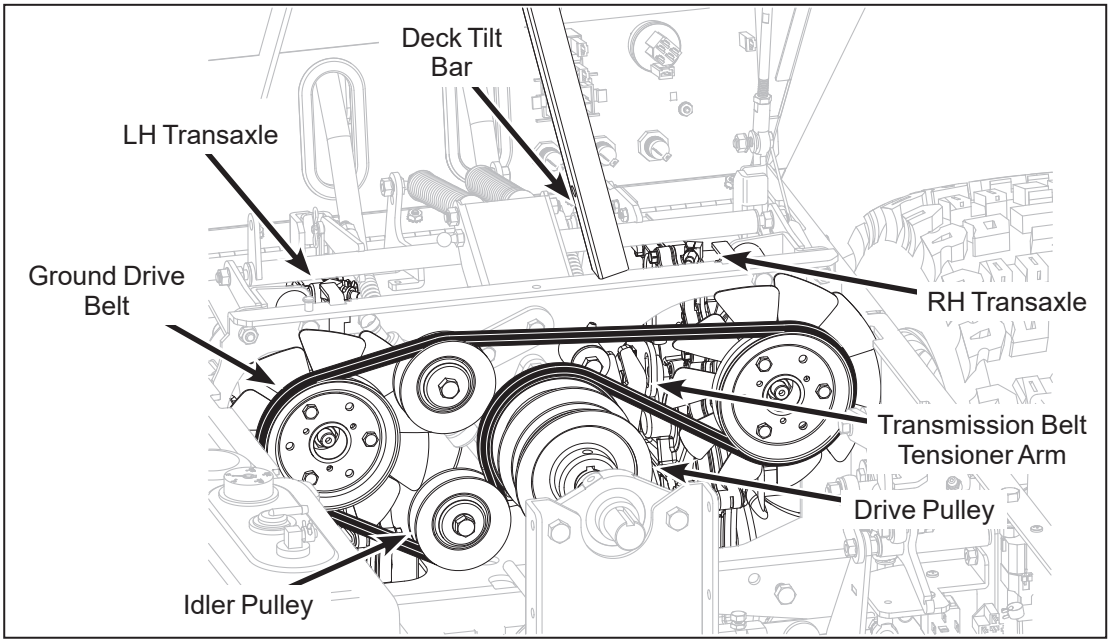
   a. Remove belt tension by raising the spring-loaded idler pulley with the deck tilt bar.

   b. Slide belt off pulleys, then release the idler pulley.



Ground Drive Belt Assembly (Disengaged)

2. Reverse the procedure to install the ground drive belt.



Ground Drive Belt Assembly (Engaged)

Deck Drive Belt

For information on removing and reinstalling belts on a belt-driven deck, see the appropriate parts manual.

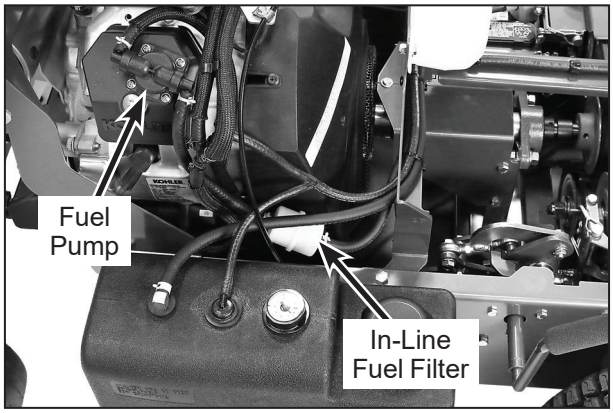
Fuel Filter

⚠ *DANGER*

Gasoline is extremely flammable and can be highly explosive. To minimize danger:

- **Before servicing the fuel system:**
  1. **Remove the key from the ignition switch.**
  2. **Disconnect the negative (-) battery cable from battery.**
- **Use only an approved fuel container for gasoline.**
- **DO NOT allow open flames or sparks near the machine while performing maintenance or refueling; DO NOT smoke while working with fuel.**
- **Wipe up spilled gasoline immediately and completely.**

Model H38i is equipped with a 10 micron in-line fuel filter between the fuel tank and the fuel pump (low pressure pump). Replacement of this filter is recommended **every 200 hours** of operation or when contamination is suspected or found in the fuel.



Fuel Pump and Fuel Filter Location

IMPORTANT: Replace the fuel filter only in a clean area where the fuel line and connections will not be contaminated by dust and dirt.

1. Expand and slide clamps on either side of the filter away from filter and pull fuel lines off filter.
2. Replace filter, making sure that the arrow on the filter is aligned with the fuel flow through the filter.
3. Verify that the fuel lines and clamps are securely attached, and that no fuel leaks are present.

Mower Blades

Mower blades are removed and remounted as described in *Sharpen Mower Blades on page 63*. During the course of sharpening and inspecting mower blades, if there are **any of the following conditions of wear or damage, blades should be replaced** for reasons of safety and performance of the machine:

- An excessive amount of the **flat section** of the blade has been **ground away** (removed) when the blade is sharpened. Replace the blade **when less than a 3/4 in. (19 mm) flat section remains** at the blade tip.
- Examine ends of the blade carefully, especially the intersection where the flat section of the blade turns up to form the "wing tip" (refer to the illustration **Mower Blade Profile for Sharpening** on page 64 for location of the wing tip and wear area). Since sand and abrasive material can wear metal away in this area, the blade should be **replaced when metal thickness has worn to 1/16 in. (1.6 mm) or less.**

⚠ *DANGER*

When blades are operated over sandy soil, and if blades are allowed to wear, a "slot" may be worn into the wing tip of blade. Eventually a piece of the blade may break off creating a serious potential for injury or damage.

- Check the blades for **straightness** by marking blade tip position inside the deck housing and then rotating the opposite end of the blade to the same position and comparing. If the difference in blade tip track is **more than 1/8 in. (3 mm),** the blade is bent and **should be replaced.**
- Inspect the blade surface, especially in formed areas, for **cracks.** Replace the blade if any cracks are found.

⚠ *WARNING*

DO NOT try to straighten a blade that is bent. NEVER weld a broken or cracked blade. ALWAYS replace with a new blade to assure safety.

Reinstall the blades following procedure from *Sharpen Mower Blades on page 63*. If blades are replaced, always use **Walker original equipment blades** to ensure safety and optimum performance. The quality and performance of **replacement blades offered by other manufacturers** cannot be guaranteed, they **could be dangerous.**

⚠ *CAUTION*

ALWAYS use genuine factory replacement parts. Substitute parts CAN result in product malfunction and possible injury to the operator.

ADJUSTMENTS

Transmission Control

IMPORTANT: The proper adjustment of the transmission control stops is **essential** for efficient operation and life of the transaxle. These stops are properly adjusted at the factory and should only require readjustment if the transaxle or related control linkage is removed or changed.

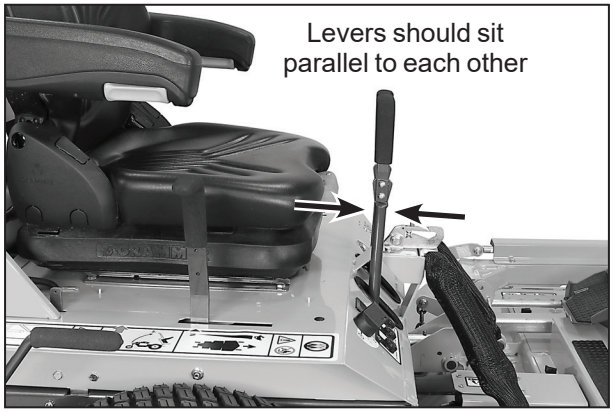
NOTE: It would not be unusual for a new machine, after the initial 5 or 10 hours of operation, to begin to not travel straight (this is due to the break-in of the transmissions). To fine tune tracking, refer to *Step 5 - Straight Tracking Adjustment on page 74.*

Step 1 - *Steering Lever Position Adjustment*

NOTE: For proper operation, the steering levers should be adjusted to sit evenly using the following procedure.

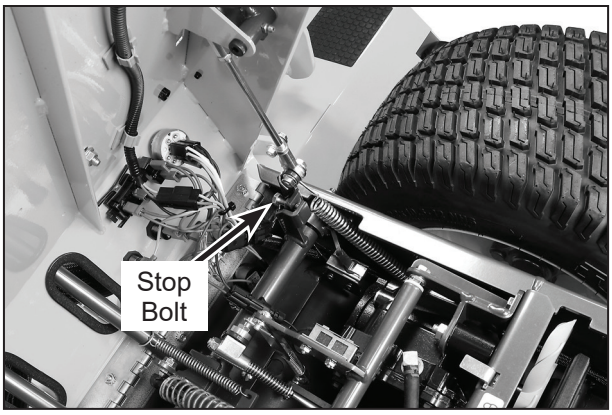
1. Examine the steering levers to make sure they are **parallel front to back** in relation to one another. If they are not equal, adjust accordingly. (The handles may or may not be even at this point.)

NOTE: The **LH steering lever is non-adjustable.** This procedure will require adjustment of the RH lever to make it even with the LH lever.



Lever Alignment

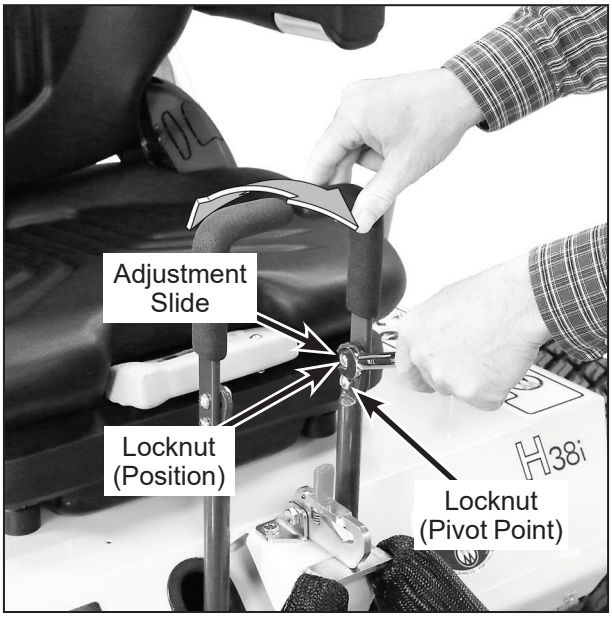
2. Adjust the position of the RH lever by turning the stop bolt in the Speed Control Actuator in or out. Turning the stop bolt in will make the RH lever move back, and turning it out will make it move forward. Tighten the locknut.



Stop Bolt Location

Step 2 - *Steering Handle Adjustment*

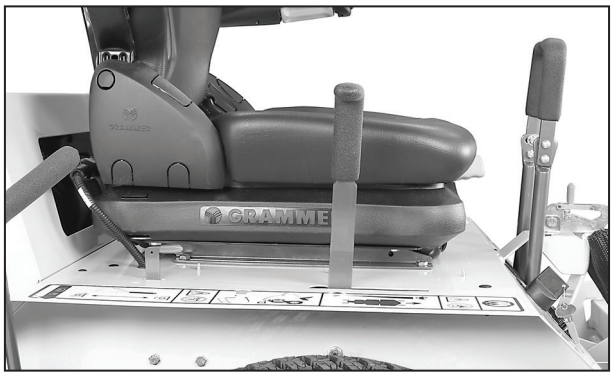
An adjustment range of approximately 3 in. (76 mm) is available on the steering handles—the handles can be adjusted forward or aft depending on the arm length of the operator. The handles can be adjusted by loosening the locknut at the pivot point and the locknut holding the handle in position in the adjustment slide. Adjust handles into most comfortable position and tighten both locknuts.



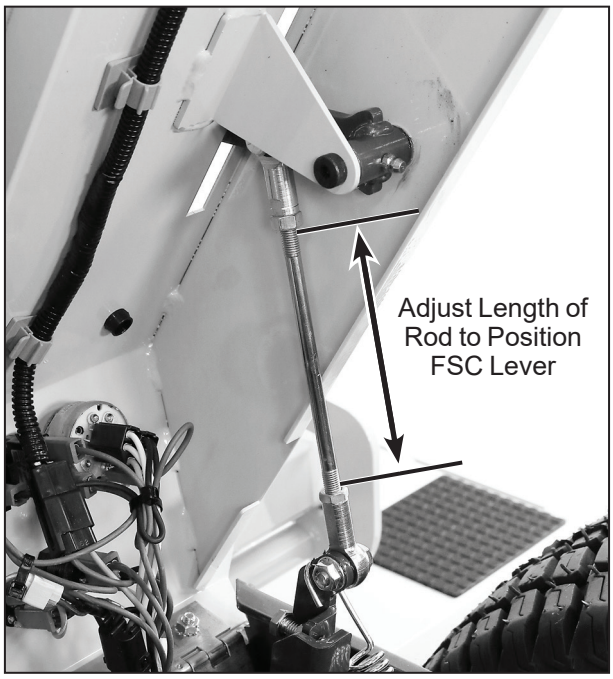
Steering Handle Adjustment

Step 3 - *Neutral Function Adjustment*

1. With the Forward Speed Control (FSC) in **NEUTRAL-PARK,** the lever should be straight up. Adjust the angle of the FSC lever by removing the ball joint on the lever end of the FSC Rod, loosen the jam nut, adjust the rod length. Once it is the correct length, tighten the jam nut and reinstall the ball joint.



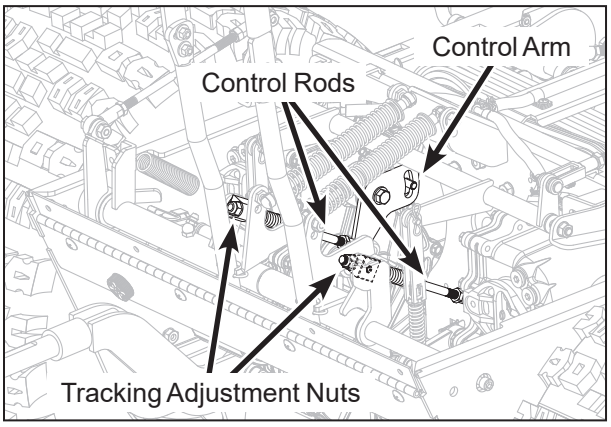
Correct FSC Lever NEUTRAL-PARK Position



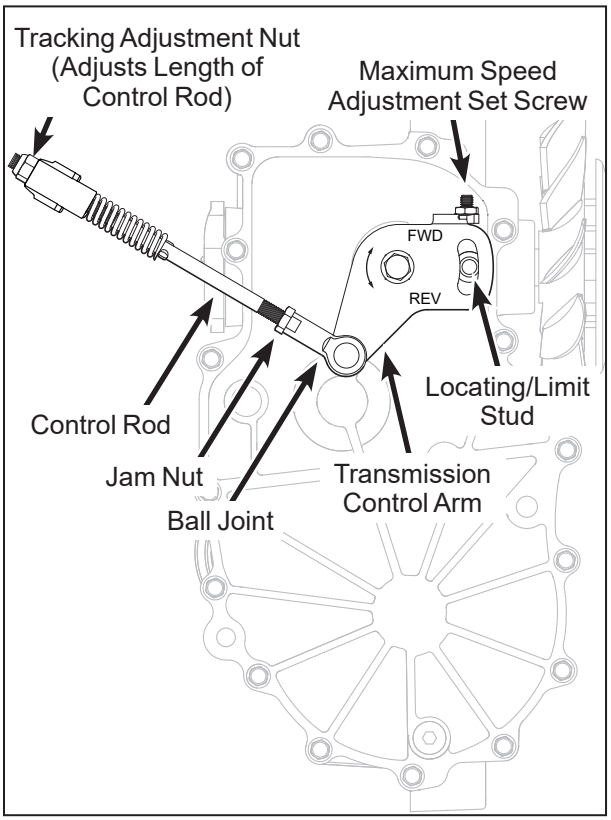
FSC Lever Position Adjustment

2. Securely block the tractor up so the drive tires are off the ground.

3. Adjust the tracking adjustment nuts at the front of both control rods so that 2 or 3 threads are visible, then loosen the jam nuts on the ball joints at the back of the control rods.



Transmission Control Rod and Arm Location (Front Body Hidden for Clarity)



Tracking Adjustment Components

> ⚠ ***WARNING***
>
> **The following adjustments are made with the engine running. Keep all body parts and tools away from rotating and hot components, and secure all loose clothing.**

4. With the body lowered and the FSC in **NEUTRAL-PARK,** start the engine. With the engine at normal operating speed, check for movement of the drive wheels.

5. Lift the body to access the steering adjustment components.

   NOTE: It may be necessary to tighten the FSC friction adjustment if the transmissions are moved out of neutral when the body is raised. Refer to *Step 8 - Forward Speed Control Friction Adjustment on page 75* for location of the FSC friction adjustment nut.

6. Using a wrench on one tracking adjustment nut, rotate the control rod **clockwise** just until the wheel on that side begins **to move forward.** Then, counting the turns required, rotate the control rod **counterclockwise** just until the wheel stops and then begins **to move in reverse.** Rotate the control rod back clockwise half the number of turns required to make the wheel go from moving forward to reverse. The transmission is now centered in the neutral window. Tighten the jam nut on the ball joint and repeat the same procedure on the other transmission.

7. Turn off the engine, and then lower the drive tires onto the ground.

Step 4 - *Full Forward Speed Adjustment*

1. Move the FSC to the full **FORWARD** speed position.

2. Raise the body. The maximum speed tracking adjustment set screw in both transmission control arms should not be contacting the limit stud on the transaxle. If they are, back the set screws out until they do not touch. See the **Maximum Forward Speed Tracking Adjustment** illustration for location of set screw.

Step 5 - *Straight Tracking Adjustment*

1. Sit in the seat, start the engine, set throttle at full speed, and with the FSC in the **NEUTRAL-PARK** position check for movement of either drive wheel (if either wheel moves backward or forward, refer to *Step 3 - Neutral Function Adjustment on page 73* and readjust).

2. Check for straight ground tracking on a level surface (with hands off the steering levers). Set the FSC at several different speeds and observe if the machine moves in a straight line (use cement joint or other line on ground for reference).

3. If travel is not straight, shorten the control rod on the slower side by turning the tracking adjustment nut clockwise. If straight tracking and neutral are both achieved, proceed to the next step. If straight tracking and neutral cannot be achieved, turn the tracking adjustment nut counterclockwise until neutral is restored.

4. Lengthen the control rod of the faster side by turning the tracking adjustment nut counterclockwise to match the slower side while maintaining the neutral position.

   IMPORTANT: After tracking adjustments are complete, confirm that there is at least one (1) thread visible on both control rods past the tracking adjustment nuts.

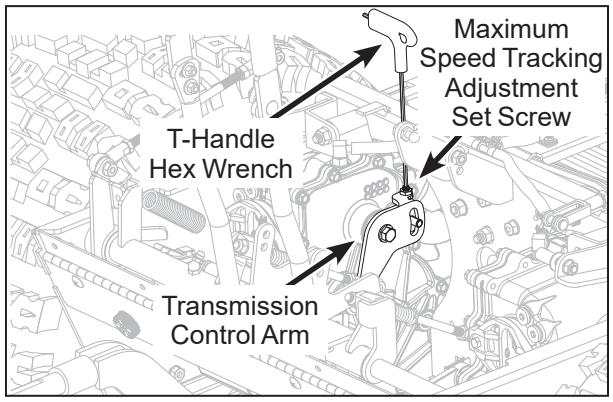
Step 6 - *Maximum Forward Speed Tracking Adjustment*

If the machine is tracking straight throughout the speed range except at maximum speed, use the following adjustment procedure:

1. With the engine off, place the FSC in full **FORWARD.** On the faster transmission, loosen the jam nut and turn the maximum speed tracking adjustment set screw in until it just contacts the limit stud, and then turn it in an additional 1/8 turn (turning the set screw in slows the drive wheel).

2. Recheck maximum speed tracking, and if necessary continue adjusting the set screw in small increments until straight travel is achieved.

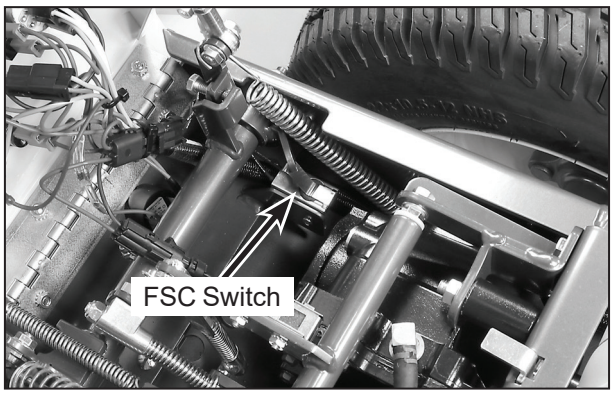
3. Tighten the jam nut.



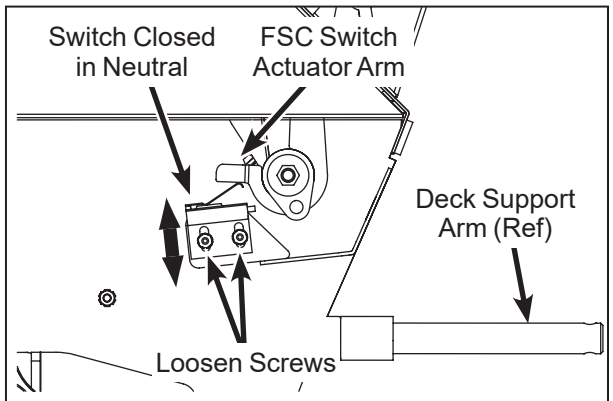
Maximum Forward Speed Tracking Adjustment (Shown with Parts Removed for Clarity)

Step 7 - *FSC Neutral Switch Adjustment*

1. Place the FSC lever in the **NEUTRAL-PARK** position. Loosen the FSC neutral switch mounting screws and adjust the neutral switch up or down accordingly. Refer to **FSC Neutral Switch Adjustment** illustration.



FSC Neutral Switch Location



NOTE: Adjust the switch downward for quicker activation (Switch Open).

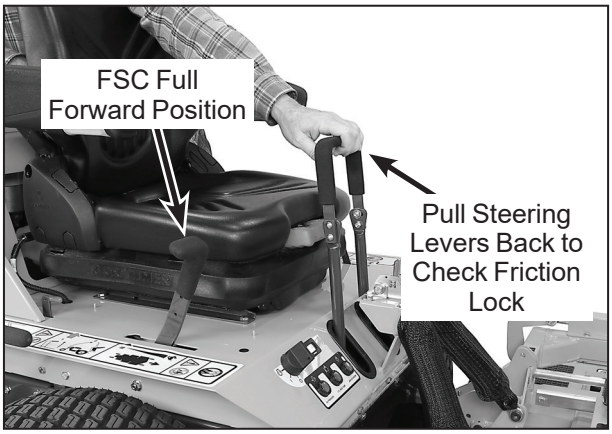
FSC Neutral Switch Adjustment (Side View Through Chassis)

⚠ CAUTION

Before testing the FSC Neutral Switch, disconnect the spark plug wires from the engine and engage the parking brake to prevent accidental starting and inadvertent machine movement.

2. Check operation of the FSC Neutral Switch by placing the FSC lever in the full **FORWARD** position. While holding the ignition switch in the **START** position, slowly move the FSC lever back towards the **NEUTRAL-PARK** position until the starter motor engages. Note the position of the FSC lever where it passes through the slot in the body. The FSC lever should be within 1/8 in. (3 mm) of the **NEUTRAL-PARK** position. If this distance is greater than 1/8 in. (3 mm), the FSC Neutral Switch needs to be adjusted downward for quicker activation.

Step 8 - *Forward Speed Control Friction Adjustment*

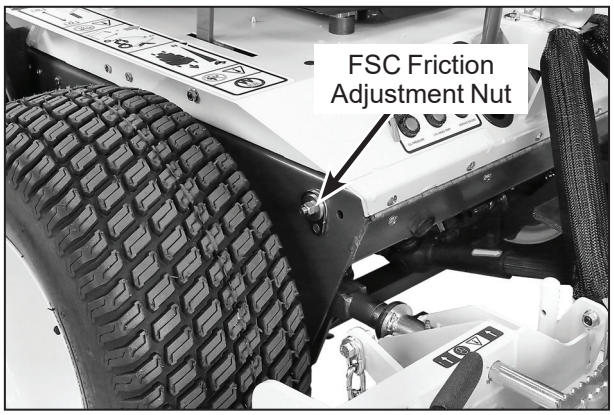


FSC Friction Adjustment Test (Checking Friction Lock)

1. Place the FSC lever in the full **FORWARD** position, and pull both steering levers fully back; the FSC lever should not move. If the FSC lever moves back the **friction needs to be increased.**

2. With the steering levers held back, move the FSC lever back from the **FORWARD** position. With a proper amount of friction adjusted, the FSC lever should move back with a slight amount of resistance (friction). If the FSC lever movement is “stiff”, the **friction needs to be decreased.**

3. The FSC friction is **increased** or **decreased** by **tightening** or **loosening** the **friction adjustment nut.** Loosen or tighten the nut and check the control function until the conditions of both steps 1 and 2 (above) are met.



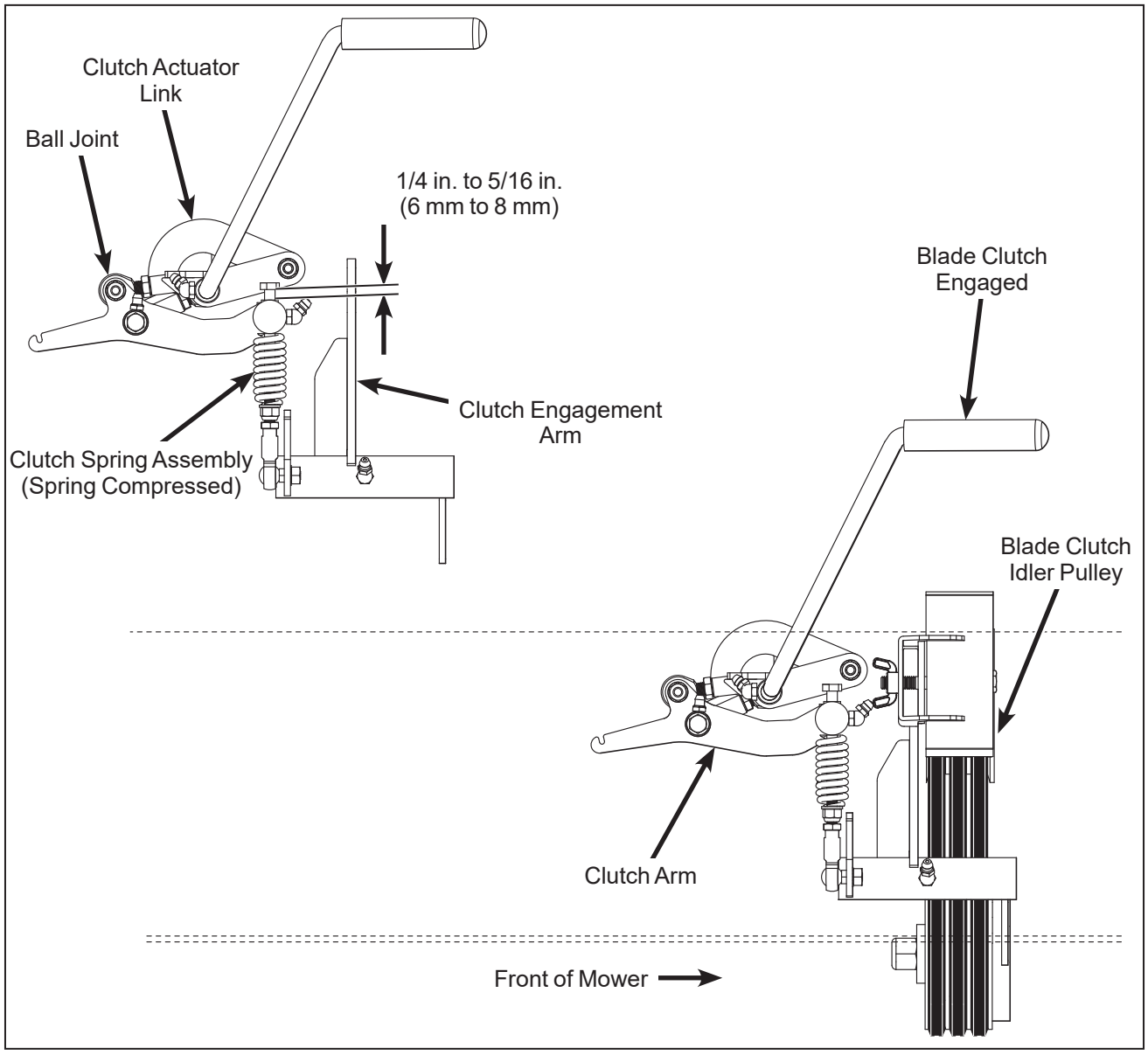
FSC Friction Adjustment Nut

Blade Clutch (PTO)

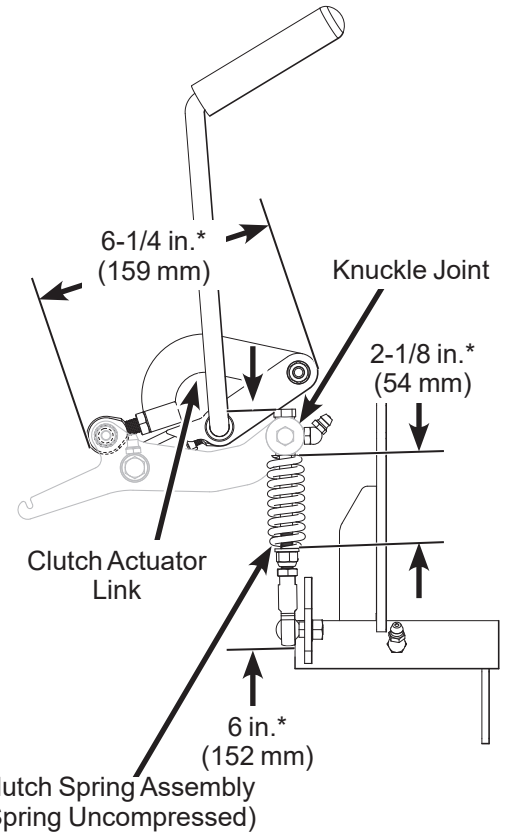
Clutch Engagement/Belt Tension

The clutch engagement and PTO belt tension are adjusted using the clutch actuator link. After installing new PTO belts, **after 10 hours and every 100 hours** thereafter, check and adjust for the clutch spring assembly bolt head dimension as shown in the **PTO Clutch Engaged** illustration. If the clutch actuator link or clutch spring assembly have been disassembled, first reset them to their factory preset lengths (as shown in the **PTO Clutch Disengaged** illustration) and then proceed with adjustment as follows.

Adjust the length of the clutch actuator link to achieve a clutch spring assembly bolt head clearance of 1/4 in. to 5/16 in. (6 mm to 8 mm) with the clutch engaged. To adjust length: remove ball joint from clutch arm and **shorten** the clutch actuator link to **increase** this measurement, or **lengthen** the clutch actuator link to **decrease** this measurement. If adjustments are needed more frequently than every 100 hours to maintain dimensions, it may suggest problems with pulley wear or belt misalignment.



PTO Clutch Engaged



***NOTE:** Factory preset dimensions. Reset to these dimensions prior to adjustment if components have been disassembled.

PTO Clutch Disengaged

Clutch Disengagement/Brake Action

> **⚠ *WARNING***
>
> **It is important to check and maintain blade brake action for safe operation of the machine.**

The **declutched or disengaged position** of the blade clutch idler pulley is adjustable and is set to give belt release **without excessive slack** and to apply the blade brake. The blade brake is activated by the brake band connected to the clutch engagement arm. The brake is designed to stop the blades within five (5) seconds after disengaging the clutch.

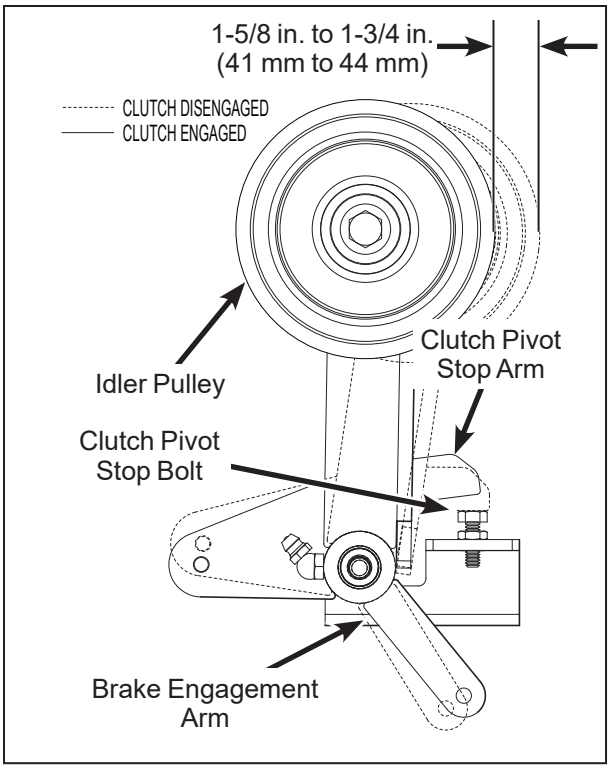
Use the following procedures to check and adjust clutch disengagement and brake action:

Step 1 - *Idler Pulley Maximum Travel Adjustment*

Loosen the brake band adjustment nut allowing clutch pivot stop arm and stop bolt to make contact (refer to **Blade Brake Band Adjustment** illustration on page 79).

1. To check the pulley travel, first engage the clutch, then measure the distance the pulley travels as the clutch is disengaged and the stop arm contacts the stop bolt.
2. Adjust the pivot stop bolt to give 1-5/8 in. to 1-3/4 in. (41 mm to 44 mm) pulley travel from “clutch engaged” to “clutch disengaged”.

   NOTE: This adjustment will prevent excessive pulley travel that can cause belts to develop too much slack, causing possible belt derailment upon disengagement.



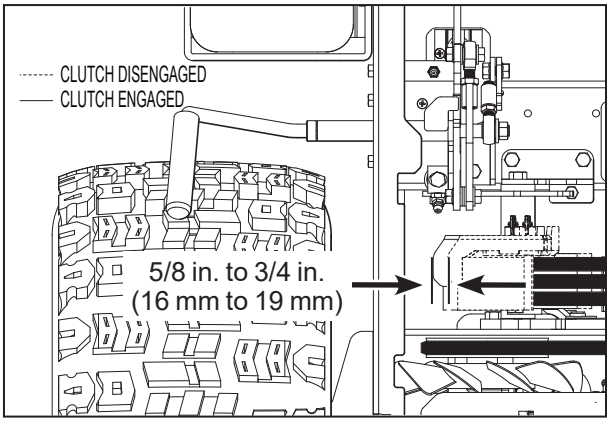
Clutch Idler Pulley Travel

Step 2 - *Blade Brake Band Adjustment*

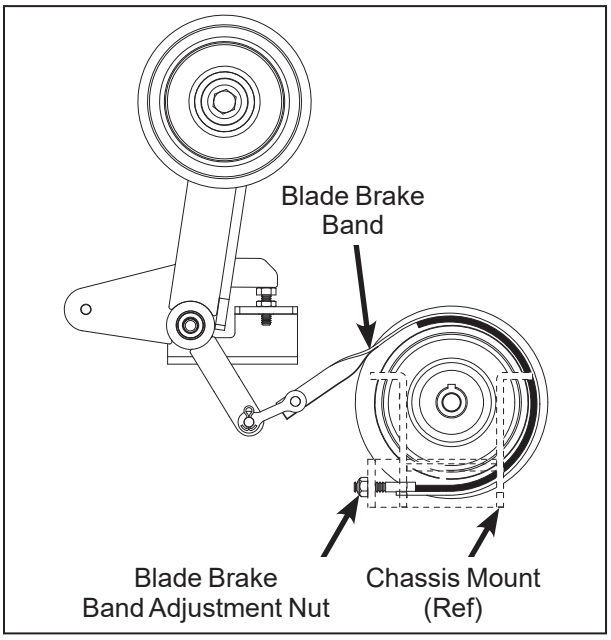
After the maximum pulley travel is set, adjust the working travel of the clutch idler pulley by adjusting the brake band nut and make the following adjustment as needed:

1. Adjust the blade brake band, using the adjustment nut until pulley travel is approximately 5/8 in. to 3/4 in. (16 mm to 19 mm) from engaged to disengaged.

   NOTE: As blade brake band/drum wears, pulley travel will increase and it will be necessary to adjust the blade brake band nut to maintain these dimensions.



Clutch Idler Pulley Travel Adjustment



Blade Brake Band Adjustment

2. After adjustments are complete, check blade brake action as described in *Blade Brake Action on page 65.* If blades do not stop within five (5) seconds, check the following:

   a. Make sure clutch and brake linkage are working freely (no binding).

   b. Check the brake band lining for wear.

   c. Check the brake drum on the pulley. If excessive wear is present, it will be necessary to replace worn parts.

MAINTENANCE AND SERVICE RECORD SHEET

DATE	SERVICE ITEM	ENGINE HOURS

MAINTENANCE AND SERVICE RECORD SHEET

DATE	SERVICE ITEM	ENGINE HOURS

MAINTENANCE AND SERVICE RECORD SHEET

DATE	SERVICE ITEM	ENGINE HOURS

LIMITED WARRANTY
FOR
WALKER MODEL H38i
RIDER MOWER

1. WHAT THIS WARRANTY COVERS, AND FOR HOW LONG:

Walker Manufacturing company will, at its option, repair or replace, without charge, any part covered by this warranty which is found to be defective in material and/or workmanship within two (2) years* after date of sale to the original retail purchaser unless the product is used for rental purposes, in which case this warranty is limited to ninety (90) days. At Walker's request, customer will make the defective part available for inspection by Walker and/or return the defective part to Walker, transportation charges prepaid. All parts and components of the Walker Mower are covered by this warranty **except** the following components which are warranted separately by their respective manufacturers:

Rehlko/Kohler Engine

The available warranties covering these items are furnished with each mower. Walker does not assume any warranty obligation, liability or modification for these items, which are covered exclusively by the stated warranty of the respective manufacturers noted above.

The Fulbat battery comes with a one (1) year warranty from the date of sale to the original retail purchaser. Warranty claims for the battery are administered through Walker Manufacturing.

★ Extended warranties are offered for the following powertrain components:

- A three (3) year or 3000 hour (whichever comes first) warranty is offered for the Hydro-Gear ZT-3400 hydrostatic transaxles; covers full cost of replacement up to 1000 hours of use, and after 1000 hours warranty coverage is pro-rated against 3000 hours.

2. WHAT THIS WARRANTY DOES NOT COVER:

A. This warranty does not cover defects caused by depreciation or damage caused by normal wear, accidents, improper maintenance, improper use or abuse of the product, alterations, or failure to follow the instructions contained in the Owner's Manual for operation and maintenance.

B. The customer shall pay any charges for making service calls and/or for transporting the mower to and from the place where the inspection and/or warranty work is performed.

3. HOW TO OBTAIN SERVICE UNDER THIS WARRANTY:

Warranty service can be arranged by contacting the dealer where you purchased the mower or by contacting Walker Manufacturing Company, 5925 East Harmony Road, Ft. Collins, CO 80528. Proof of the date of purchase may be required to verify warranty coverage.

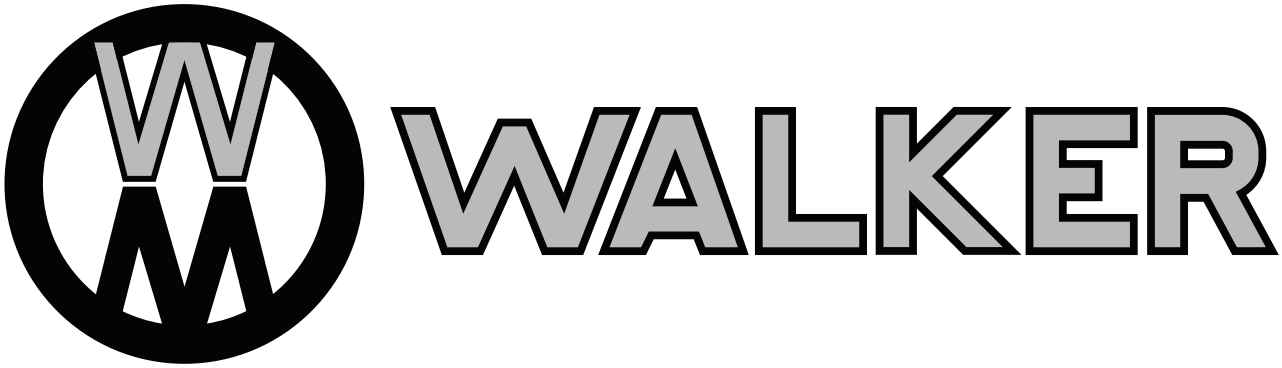
4. WARRANTY LIMITATION:

A. **THERE IS NO OTHER EXPRESS WARRANTY. ANY WARRANTY THAT MAY BE IMPLIED FROM THIS PURCHASE INCLUDING MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE IS HEREBY LIMITED TO THE DURATION OF THIS WARRANTY AND TO THE EXTENT PERMITTED BY LAW ANY AND ALL IMPLIED WARRANTIES ARE EXCLUDED.** Some states do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you.

B. **WALKER WILL NOT BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL, OR SPECIAL DAMAGES AND/OR EXPENSES IN CONNECTION WITH THE PURCHASE OR USE OF THE MOWER.** Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation(s) or exclusion(s) may not apply to you.

C. Only the warranty expressed in this limited warranty shall apply and no dealer, distributor, or individual is authorized to amend, modify, or extend this warranty in any way. Accordingly, additional statements such as dealer advertising or presentations, whether oral or written, do not constitute warranties by Walker, and should not be relied upon.

D. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.



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