

WALKER MOWERS

OPERATOR'S MANUAL

Safety, Assembly, Operating, and Maintenance Instructions

Model MBS29



Please Read and Save These Instructions

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

Beginning S/N: 125598
Effective Date: 01-09-12
P/N 2000-7



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 MBS29 with the Kohler ECH749 (29 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

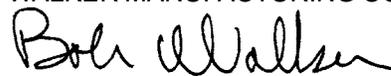

Bob Walker, President

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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** 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.
- **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, drive train, 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 RODS** release the transaxles to permit freewheeling the tractor.

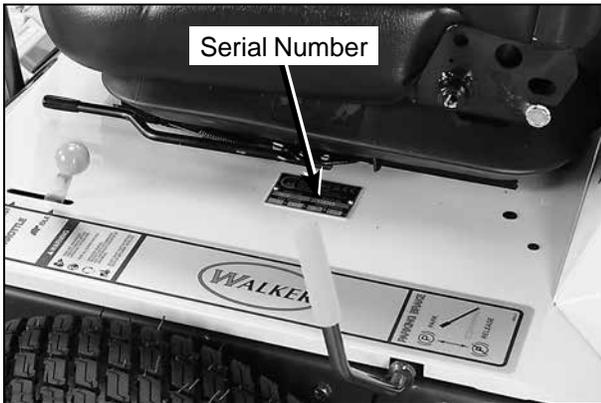
IDENTIFYING NUMBER LOCATIONS

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 angle iron framing 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.

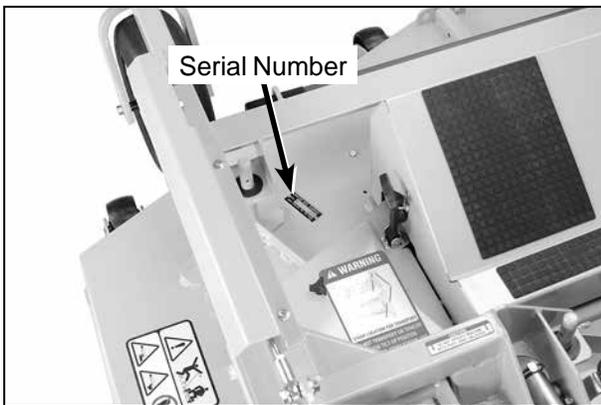
Tractor Model No.	_____
Tractor Serial No.	_____
Deck Serial No.	_____
Engine Model No.	_____
Engine Serial No.	_____
Date of Purchase	_____

Fill In By Purchaser

General Information



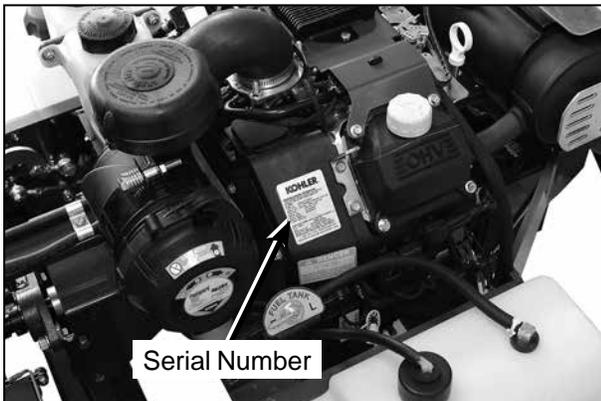
Tractor Serial Number Location



Mower Deck Serial Number Location

ENGINE SERIAL NUMBER LOCATION

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



Engine Serial Number Location

SERVICING OF ENGINE AND DRIVETRAIN COMPONENTS

The detailed servicing and repair of the engine and transaxle 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.walkermowers.com

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

Kohler Engines

Kohler Company

Kohler, WI 53044

800-544-2444

www.kohlerengines.com

Transaxles

Hydro-Gear

1411 South Hamilton St.

Sullivan, IL 61951

877-728-7410

<http://www.hydro-gear.com>

Specifications

MODEL	MBS29
ENGINE	
Manufacturer/Model	Kohler Command Pro® ECH749, 2 Cyl., OHV, Gasoline (Air-Cooled), Electronic Fuel Injection (EFI)
Displacement cu. in. (cc)	45.6 (747)
Max Power HP (kW)	29.0 (21.6) @ 3600 RPM
Governed RPM	3600
Max. Torque lb·ft (N·m)	44 (60)
Idle RPM	1200
Spark Plug Type	Champion® RC12YC
Spark Plug Gap in. (mm)	.030 (0.76)
Crankcase Capacity qt (L)	1.9 (1.8)
Crankcase Lubricant	SG/SH/SJ or Higher Grade Oil Only with 10W-30 Viscosity Above 0° F (-18° C) or 5W-20 or 5W-30 below 32° F (0° C)
Oil Filter	Kohler P/N 12 050 01-S
Fuel Tank Capacity gal (L)	9.4 (35.6) Two Independent 4.7 Gallon Tanks with Selector Valve
Fuel	Automotive Grade Unleaded Gasoline (87 Octane) or Gasohol (Up to 10% Ethyl Alcohol, 90% Unleaded Gasoline by Volume)
Cooling System	Air Cooled
Air Cleaner	Remote mounted Cummins/Fleetguard OptiAir™ (Walker P/N 2090-1 Primary/2090-3 Safety Filter)
ELECTRICAL SYSTEM	
Battery	12 Volt (340 CCA)
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 and Blade Clutch
Circuit Breaker	Manual Reset (30A)
TRANSMISSION	
Manufacturer/Model	Dual, Independent Hydro-Gear® ZT3400 Integrated Transaxles
Steering	Hand Lever Control / Individual Wheel
Forward Speed Control	Precision Friction Lock Lever, Cruise Control, with Neutral-Park Position
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

Specifications

MODEL	MBS29
TRANSMISSION (continued)	
Transmission Fluid	
Factory Service	20W-50 Multi-Viscosity Motor Oil (Minimum SL Grade Oil)
Transmission Oil Capacity qt (L)	2.4 (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	Sliding Spline Shaft with Two (2) High-Speed U-Joints
Blade Spindle	Each Blade (3) Mounts Directly on Belt Driven Spindles
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 5.00-6 Pneumatic (4-Ply)
Drive	22 x 10.50-12 (4-Ply Low-Profile)
Rear	13 x 5.00-6 (4-Ply)
TIRE PRESSURE PSI (KPA)	
Deck Caster Wheel	20 (137)
Drive	15 (103)
Rear	20 (137)
DIMENSIONS (Tractor and Mower)	
Length in. (cm)	
Tractor Only	68-1/2 (174)
Wheel Base (Tractor)	42-5/8 (109)
With DRD52	105-1/2 (267)
With DSD60	107 (272)
Tractor w/Tilted Deck	83-1/2 (212)
Width in. (cm)	
With DRD52	54-1/4 (138)
With DSD60 (Deflector Up)	62 (158)
Tread Width	36-1/2 (93)
Height in. (cm)	
Standard Tractor	46-3/4 (119)

Specifications

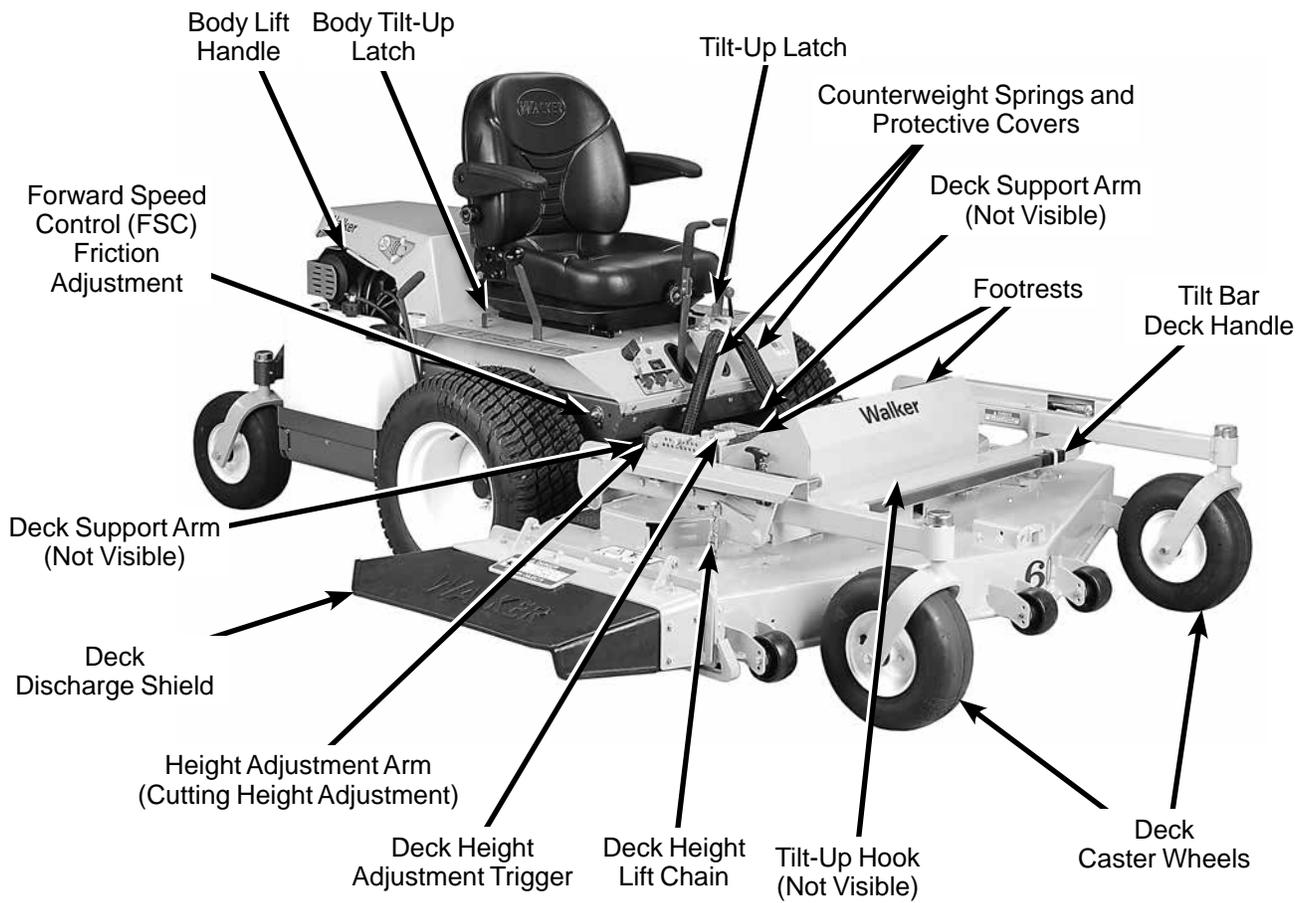
MODEL	MBS29
CURB WEIGHT lb (kg)	
Tractor Only	745 (338)
Tractor with DRD52 Deck	1188 (539)
Tractor with DSD60 Deck	1280 (581)
DRIVE BELTS	
Engine PTO	Walker P/N 2230
Ground Drive	Walker P/N 2248
SEAT	Contour-Molded, with Nylon Backed Vinyl Cover and Integral Foam Cushion (Suspension)
FRAME/BODY CONSTRUCTION	
Frame/Body	3/16 Plate Steel/14 Gauge Sheet Steel
Deck	11 Gauge Steel

DECK	DRD52	DSD60
Type	Belt Driven, Rear Discharge	Belt Driven, Side Discharge
Cutting Width in. (cm)	52 (132)	60 (152)
Cutting Height in. (cm)		1 to 5 (3 to 13)
Height Adjustment in. (cm)		1/4 (1) Increments, 17 Positions
Blade Length in. (cm)	18.4 (47)	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	3330
Maximum Blade Tip Speed ft/min (m/min)	18500 (5640)	17870 (5460)

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.

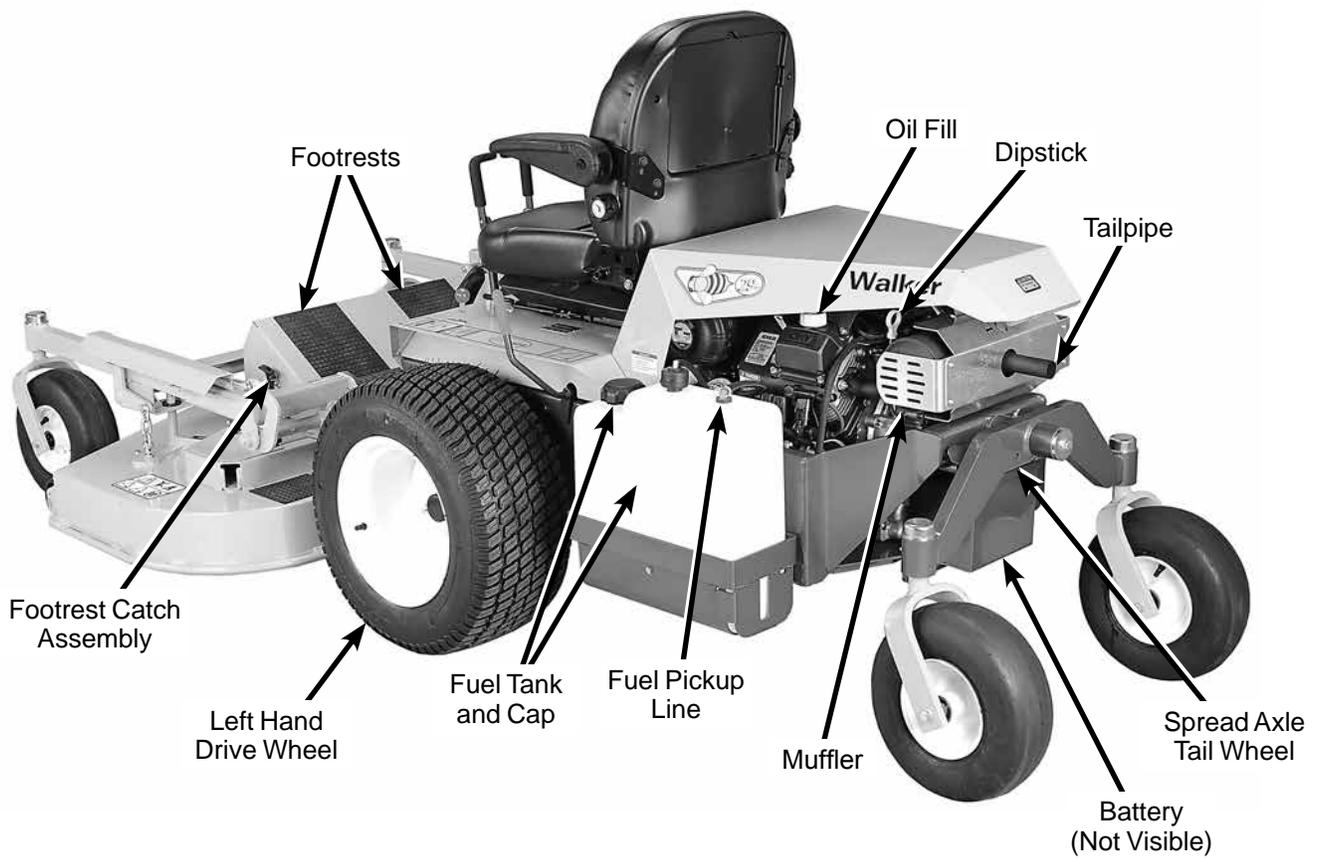
Component Identification

NOTE: Control Identification shown in **Operating Instructions** section.



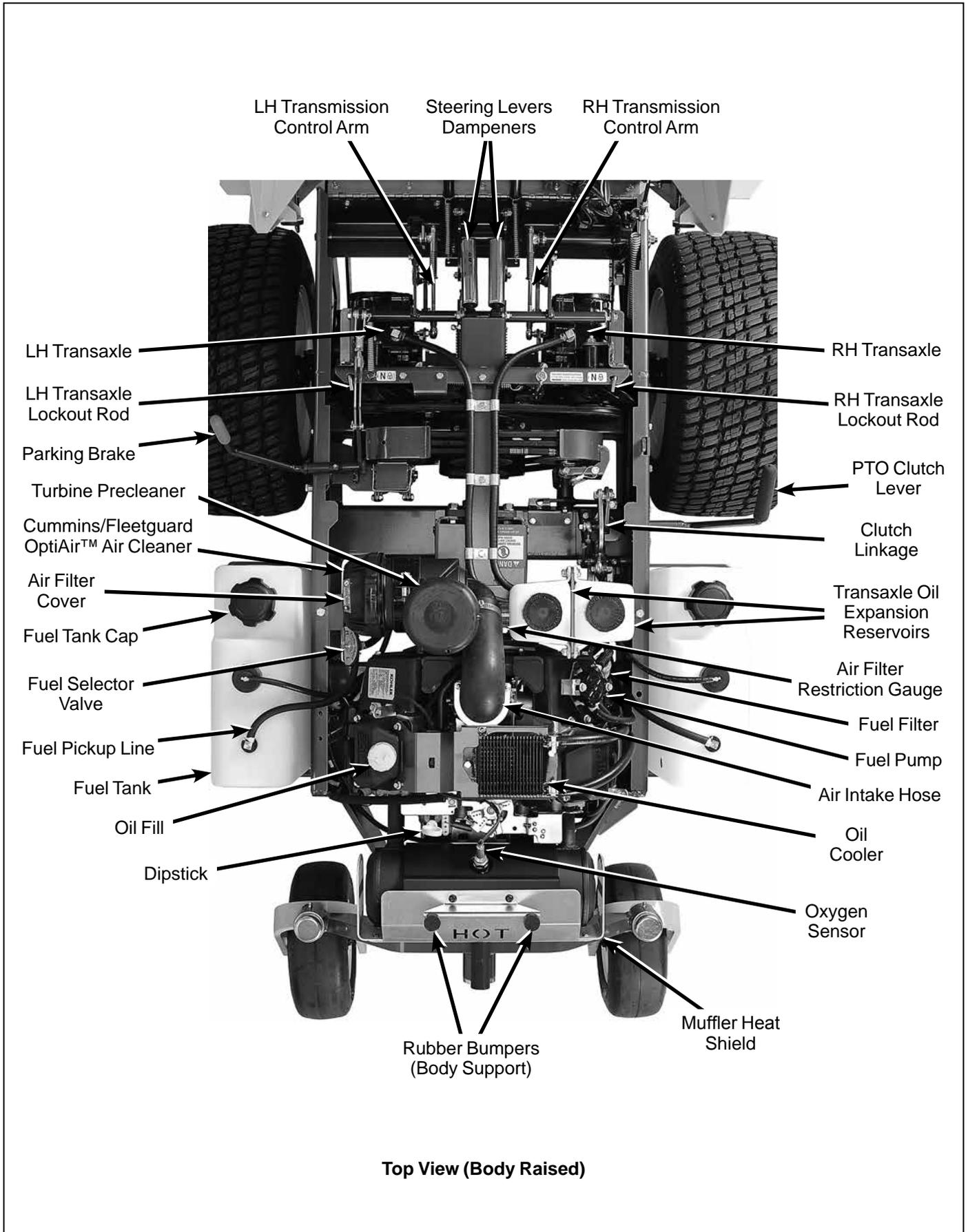
Front View and Right Side View

Component Identification



Rear View and Left Side View

Component Identification



Safety Instructions - Before Operating

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.**

Safety Instructions - Before Operating

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, and the PTO clutch is in the **DISENGAGED** position. Also, the engine should stop if the operator lifts off the seat with either the Forward Speed Control (FSC) out of the **NEUTRAL-PARK** position or the PTO clutch in the **ENGAGED** position.

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

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

Safety Instructions - Operating

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: This is exactly the same procedure used to normally stop and park the machine.
6. Disengage the blade clutch and put the FSC in the **NEUTRAL-PARK** position 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 two controls, one at a time; (1) Move the FSC lever out of the **NEUTRAL-PARK** position, and (2) Engage the PTO Clutch. Moving either control 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 over-control. 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.

Safety Instructions - Operating

14. **The maximum recommended slope operating angle is 15 degrees or 26% 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 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.

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 recommendations:**
 - 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), set 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. Disconnect the spark plug wires.
 - 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), stop the engine, and wait for all moving parts to stop.** To prevent accidental starting, disconnect the spark plug wires. 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 bolts are torqued to 64 lb·ft (87 N·m).
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. When leaving the machine unattended, **disengage the blade clutch (PTO), stop the engine, and remove the key.**

Safety Instructions - 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 spark plug wires.
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, so gases produced while charging can dissipate. Make sure the battery vents in the caps are open.
 - 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.

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

Safety Instructions

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

- 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.
- 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 into slot to unlock transmission and allow machine to freewheel.



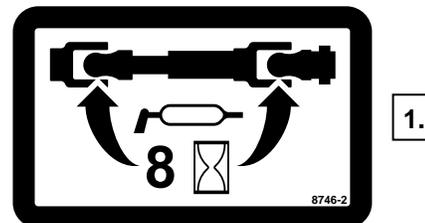
Location: Engine
Part Number: 8600-12

- 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: Deck Carrier Frame
Part Number: 8600-15

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



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

- Grease PTO shaft joints every 8 hours.



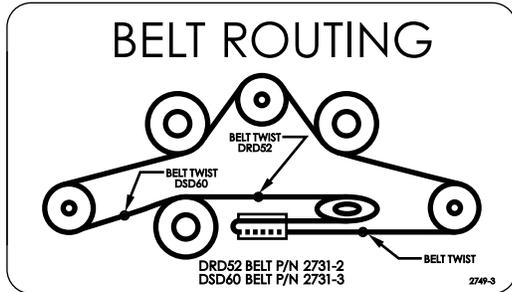
Location: Rear Body Near Muffler
Part Number: 8600-5

- Warning – hot surface, do not touch

Safety Instructions

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.



1.

Location: Deck Housing Under Footrest
Part Number: 2749-3

1. Deck drive belt routing



1.

Location: Deck Discharge Shield (DSD60)
Part Number: 5848-2

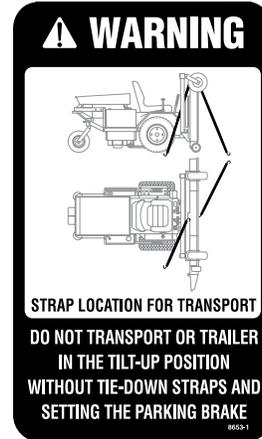
1. Warning – thrown object hazard
 - Always keep the discharge shield in the lowest position when operating.
 - Do not remove the discharge shield.



1.

Location: Adjacent to Left Fuel Tank
Part Number: 21010-4

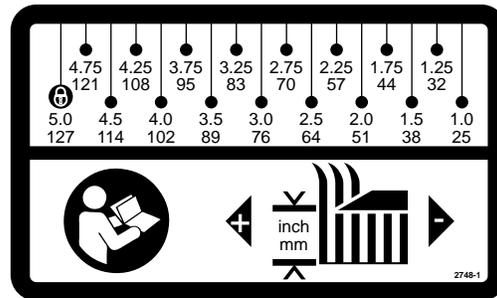
1. Fuel tank selector/fuel shut-off valve.



1.

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

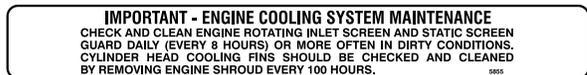
1. Warning – secure deck with straps and engage parking brake before transporting or trailering with deck tilted up.



1.

Location: Deck Height Adjuster
Part Number: 2748-1

1. Move pin to desired height of cut.



Location: Engine Shroud
Part Number: 5855

Safety Instructions

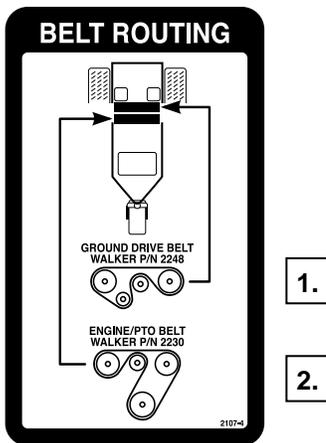
SAFETY, CONTROL, AND INSTRUCTION DECALS

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

- Warning – entanglement and cutting/dismemberment hazards
 - Keep away from rotating shafts, belts, and other components.

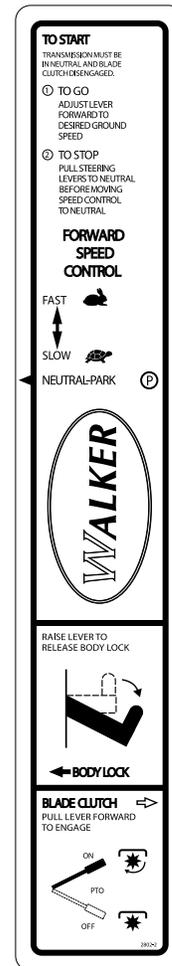


Location: Underside of Rear Body
Part Number: 2107-4

- Ground drive belt routing
- PTO clutch belt routing



Location: Chassis Member Behind Transaxles
Part Number: 2351-8



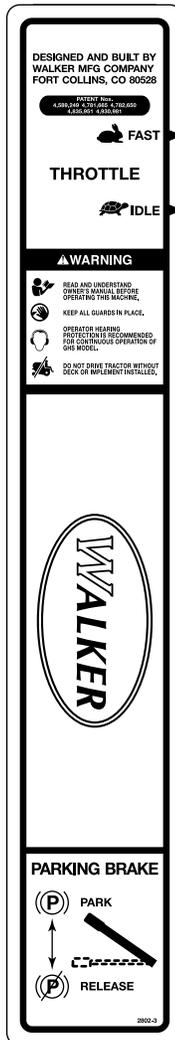
Location: Right Fender
Part Number: 2802-2

- Forward Speed Control
 - Move lever forward to increase speed; back to stop.
- Body Tilt Latch
 - Raise lever to release.
 - Lift at back of body to raise.
- Blade Clutch Lever
 - Move lever forward to engage PTO clutch; back to disengage.

Safety Instructions

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.

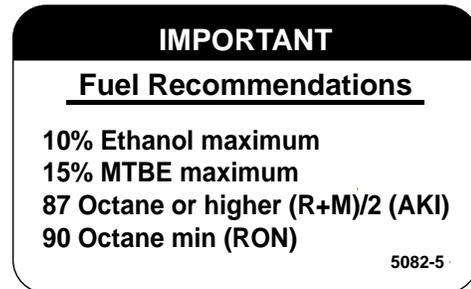


1.

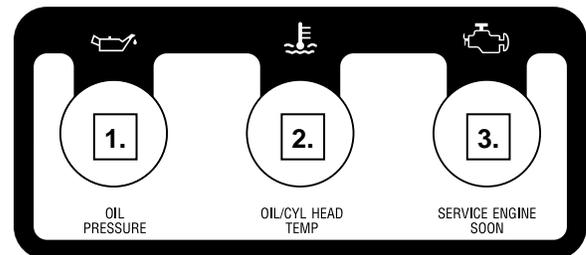
2.

Location: Left Fender
Part Number: 2802-3

1. Throttle
2. Parking brake
 - Move lever forward to engage Parking Brake; back to disengage.



Location: Rear Body, Left Side
Part Number: 5082-5



Location: Front Body Adjacent to RH Steering Lever
Part Number: 2807-2

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



Location: Battery Hold-Down Bar
Part Number: 5844-2

Assembly Instructions

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.

Battery Service

CAUTION

Important Battery Service, Installation, and Changing Tips:

- 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.

Raise mower body up for battery access. Check the battery for electrolyte level and charge. The electrolyte level should be at the bottom of the vent wells [1/4 to 1/2 in. (6 to 13 mm) above plates]. If the specific gravity is less than 1.225, the battery needs charging. If the battery has been shipped dry, or is wet but needs service, refer to the following instructions.



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.

Wet Battery Service

If the battery has been shipped wet, but the electrolyte level is low or the battery needs to be charged then:

1. Fill each battery cell with drinking water to the bottom of the vent wells.
2. Charge battery. Refer to *Battery Charging* in this section.

Dry Battery Service

DANGER

Activating a battery can be dangerous. The battery should be taken to a reliable service station, battery store, or power equipment dealer where a trained technician can activate the battery safely. **DO NOT attempt to activate the battery unless you are experienced in battery service work. The following activation and charging instructions are provided for use by a trained battery technician.**

Assembly Instructions

DANGER

Battery electrolyte is a poisonous and corrosive sulfuric acid solution.

- Avoid spillage and contact with skin, eyes, and clothing - causes severe burns.
- To prevent accidents, wear safety goggles and rubber gloves when working with electrolyte.
- Neutralize acid spills with baking soda and water solution.

To fill (activate) battery with electrolyte (if battery has been shipped dry):

1. Remove the battery hold-down bar, disconnect the battery cables and lift the battery out of the tray.

IMPORTANT: Battery must be removed from the mower before filling with electrolyte.

IMPORTANT: Obtain and use only battery grade sulfuric acid electrolyte with a 1.265 specific gravity to activate the battery. **DO NOT** use water or any other liquid during initial activation.

2. Remove the filler caps and carefully fill each cell until the electrolyte is just above the plates.
3. After the battery is filled with electrolyte, replace the filler caps and charge the battery. Refer to *Battery Charging*.

Battery Charging

DANGER

BATTERIES PRODUCE EXPLOSIVE GASES

- Charge the battery in a well-ventilated area, so that gases produced while charging can dissipate.
- Keep sparks, flames, and smoking materials away from the battery at all times.
- Make sure the battery cap vents are open after the battery is filled with acid (check manifold vent on each cap).
- Make sure the battery charger is unplugged before connecting or disconnecting cables to the battery.

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

1. Charge the battery at 15 amps for 10 minutes. **DO NOT** exceed 20 amps maximum recommended charging rate. Charge until specific gravity is at least 1.250. Total charging time should not exceed one (1) hour.
2. After charging the battery, adjust the electrolyte level to the bottom of the vent wells [1/4 to 1/2 in. (6 to 13 mm) above the plates].

IMPORTANT: **DO NOT** overfill the battery. Electrolyte will overflow through the vented caps onto parts of the machine and **WILL** result in severe corrosion.

3. Install battery.

Mower Deck Assembly

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.

Assembly Instructions



Deck Caster Wheel Installation

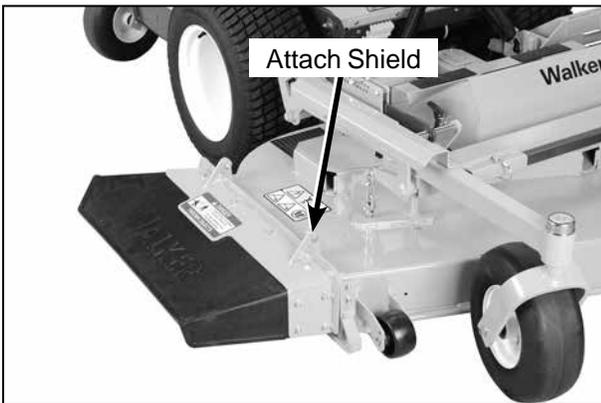
Deck Discharge Deflector Shield Installation (DSD60)

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

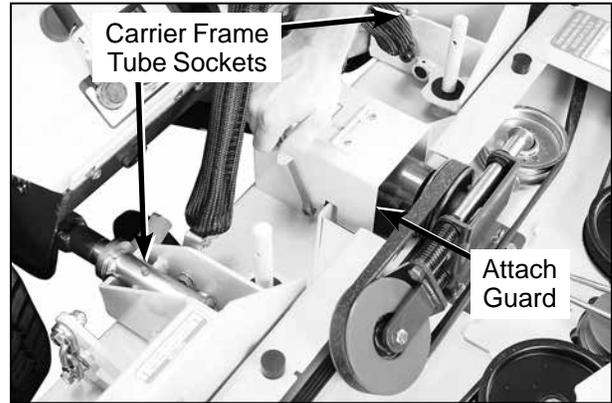
DO NOT operate the machine without the grass deflector shield attached and in the lowest possible position.



Deck Discharge Shield Installation

PTO Shaft Guard Installation

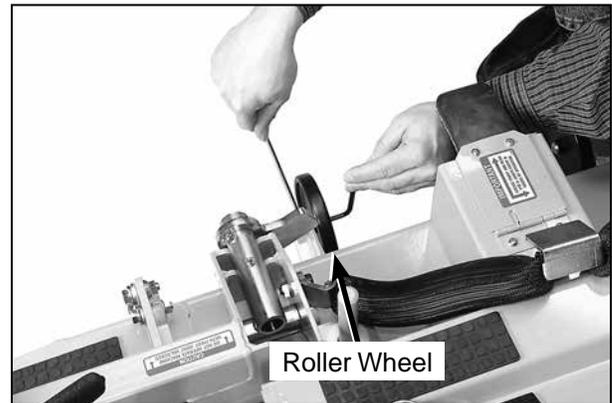
Position the shaft guard as shown and mount with two (2) 1/4-20 x 1/2 in. bolts.



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 P/N 8490 axle bolt, 3/8 in. wave spring washer and 3/8-16 in. Whiz locknut. Tighten the axle bolt until the wheel rolls freely, but is not loose.



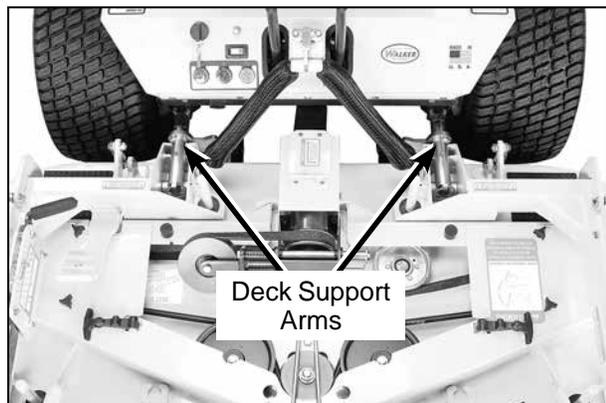
Roller Wheel Installation (DSD60 Shown)

Assembly Instructions

Mower Deck Installation on Tractor

Deck Installation

1. Lightly grease each deck support arm (2) on the tractor. Refer to **Mower Deck Installation** photo for location of deck support arm.



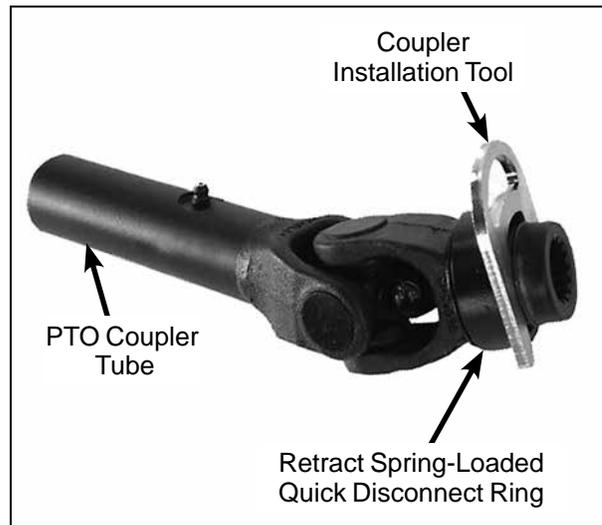
Mower Deck Installation

2. Engage the LH deck carrier frame tube socket first on the tractor support arms and then the RH tube socket. Slide the deck onto the support arms and install lynch pins to secure deck.
3. Retract the spring-loaded quick disconnect ring on the PTO Coupler and insert the Coupler Installation Tool (provided in Owner's Packet) as shown in the photo below.

NOTE: The Coupler Installation Tool is provided for convenience, but is not required for installation.



Retract Coupler Ring



PTO Coupler Installation Tool

4. Reaching under the tractor, slide the PTO coupler tube onto the deck drive shaft (align arrow decals), then install the coupler quick disconnect onto the tractor PTO drive shaft.
5. Remove Installation Tool from quick disconnect ring and make sure the ring has "snapped" securely on the spline shaft.

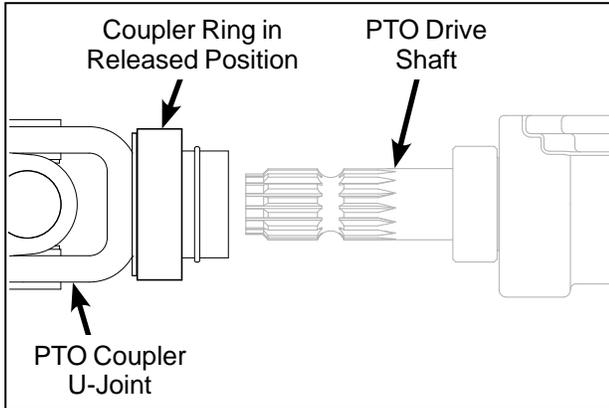


Installation Tool Removal

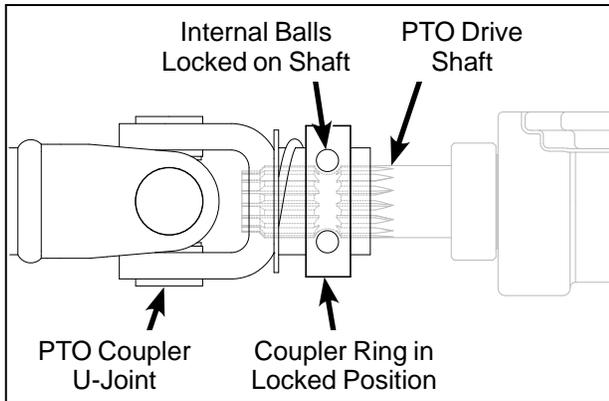
IMPORTANT: **DO NOT** operate tractor with Coupler Installation Tool installed.

Assembly Instructions

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.



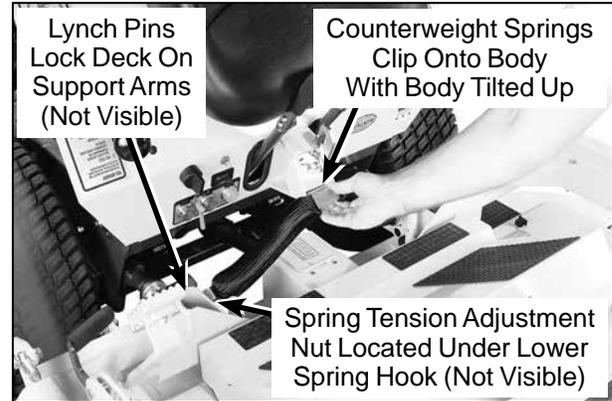
Quick Disconnect Ring “Released” Position



Quick Disconnect Ring “Locked” Position

6. Raise the mower body (instead of lifting the front of deck) and clip the counterweight springs to the receptacle on front of body. Lower the body to tension the springs. (Refer to **Deck Counterweight Spring Installation** photo.)

7. With the counterweight springs connected, the weight on the deck caster wheels should be 200 to 250 lb (90.7 to 113.4 kg); this adjustment is preset at the factory. If required, the spring tension can be adjusted by tightening or loosening the elastic stop nuts located underneath the lower spring hook, or contact your local dealer if additional help is required. Refer to **Deck Counterweight Spring Installation** photo.



Deck Counterweight Spring Installation

Assembly Instructions

Deck Leveling

1. Position mower on a smooth, level surface. Set the cutting height to the highest position - 5 in. (127 mm) - for easy access under the deck to measure blade height. Refer to **ADJUSTING CUTTING HEIGHT** in **Operating Instructions**.

NOTE: A block of wood cut **5 in. (127 mm)** high is a convenient gauge to measure blade height above ground during the leveling process.

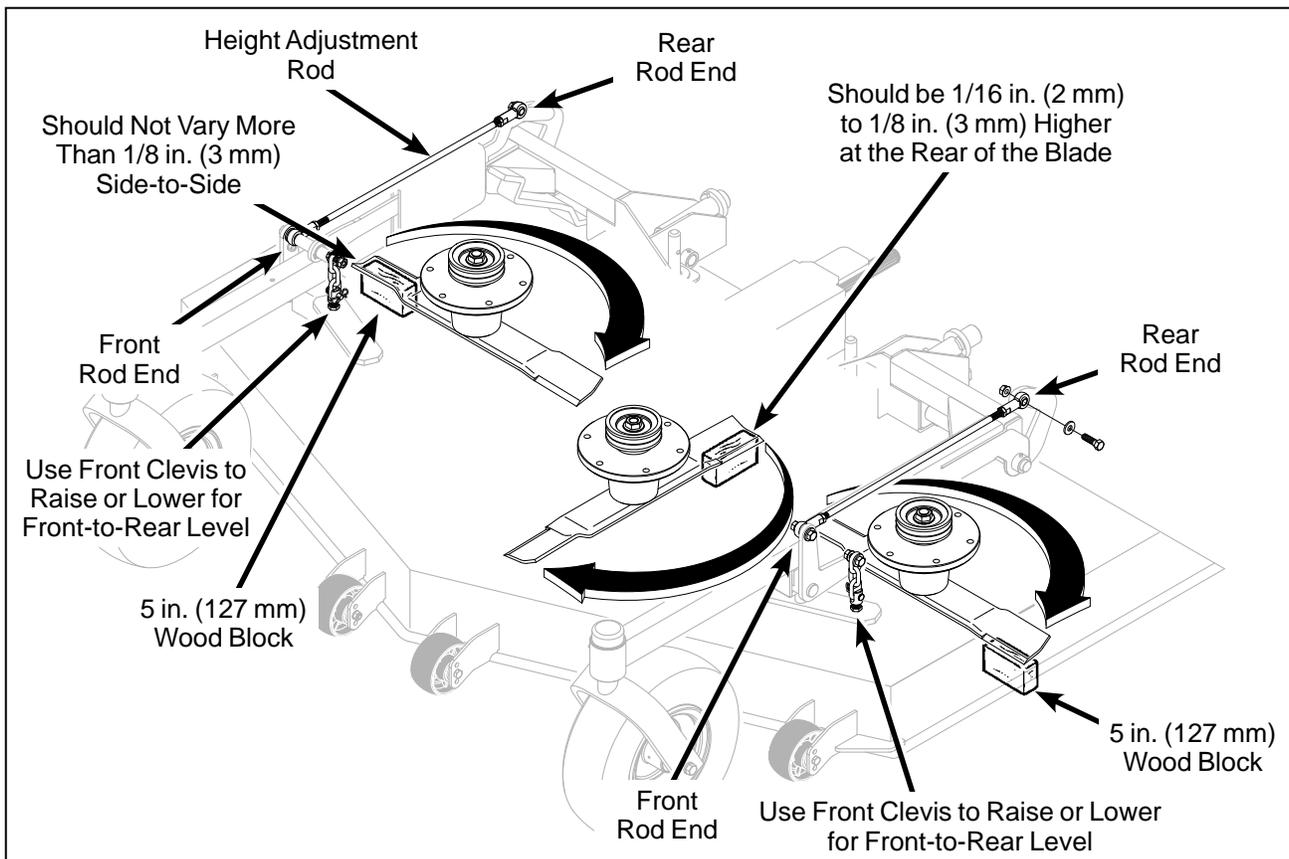


WARNING

The machine must be shut off during this procedure.

2. Check the side-to-side level. **Rotate the outside blades sideways** and measure the distance from blade tip to ground on each side. If measurements vary more than 1/8 in. (3 mm), adjust the height adjustment rod on the high side to level the deck.
3. Check the front-to-rear level. **Rotate the center blade to point forward.** Measure the distance from blade tip to ground on the front and rear. The rear of the blade should be 1/16 to 1/8 in. (2 to 3 mm) higher than the front of the blade; remove the chain from the deck height adjuster clevis and adjust equally to achieve **at least 1/16 in. (2 mm)** difference. Reinstall chains.

NOTE: The mower deck and support frame are jig welded; within normal tolerances, very little, if any, adjustments should be required to level the deck. Tire pressure will influence the levelness of the deck. Check the tire pressure as a possible cause of the deck not being level.



Deck Leveling

Assembly Instructions

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**.

FILL FUEL TANK

Fill the fuel tank using clean, fresh, automotive grade **unleaded** gasoline (87 octane rating minimum) or gasohol (up to 10% ethyl alcohol, 90% unleaded gasoline by volume). See engine manual for complete fuel recommendations.

DANGER

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

- **DO NOT** fill fuel tank 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 tank(s); 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 or gasohol. **DO NOT** use premium, white, or high-test gasoline. **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 **LUBRICATION** for *Checking Engine Crankcase Oil Level* in **Maintenance Instructions**.

CHECK AND SERVICE ENGINE AIR CLEANER SYSTEM

- Check air filter restriction gauge to make sure the yellow indicator disk is in the safe operating (green) range.
- Check condition, cleanliness, and security of the complete air cleaner system (inspect air filter **every 100 hours**). For detailed procedures, refer to **CLEANING** the **Engine Air Cleaner System** in **Maintenance Instructions**.

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].

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 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).

INSPECT FOUR (4) DRIVE BELTS

Engine/PTO (3) and Ground Drive.

CHECK HYDROSTATIC TRANSAXLE OIL LEVEL

Refer to **LUBRICATION** for **Transaxle Lubrication** in **Maintenance Instructions**.

Assembly Instructions

CHECK TIRE PRESSURE

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

CHECK FUNCTIONS OF WARNING LIGHTS AND WARNING HORN

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

CHECK FUNCTION OF SAFETY INTERLOCK SWITCHES

Refer to **Operating Instructions** 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 mower blades engaged.

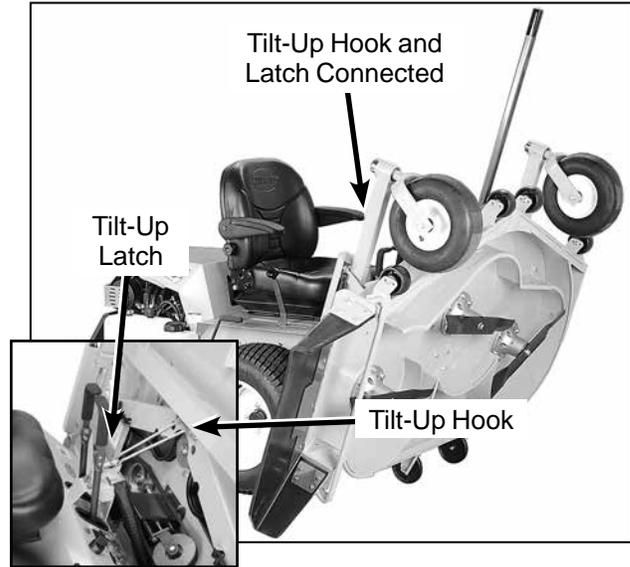
CHECK AND CLEAN GRASS BUILDUP UNDERNEATH MOWER DECK

Refer to **CLEANING the Grass Buildup in Mower Deck Housing** in **Maintenance Instructions** 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 can be secured in the raised position by disengaging the locking arms on each side of the carrier frame and inserting the deck hook into the tilt-up latch on the tractor body. Before operating the tractor, make sure to re-engage the locking arms after lowering the deck to the normal operating position.



Deck Secured in TILT-UP Position

 **CAUTION**

Do not operate machine with locking arms disengaged.

 **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.

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

The blade mounting bolt should be tightened to 64 lb·ft (87 N·m). If blade sharpening is required, refer to **CHECKING/SERVICING for Sharpen Mower Blades** in **Maintenance Instructions**.

ADJUST MOWER CUTTING HEIGHT, IF REQUIRED

Refer to **ADJUSTING CUTTING HEIGHT** in **Operating Instructions**.

PERFORM ANY ADDITIONAL PROCEDURES called for on the **MAINTENANCE SCHEDULE CHART** in **Maintenance Instructions**.

Operating Instructions

CONTROL IDENTIFICATION, LOCATION, AND FUNCTION

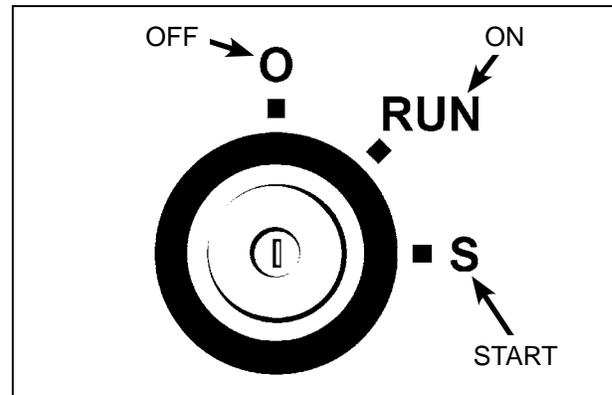
CAUTION

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.

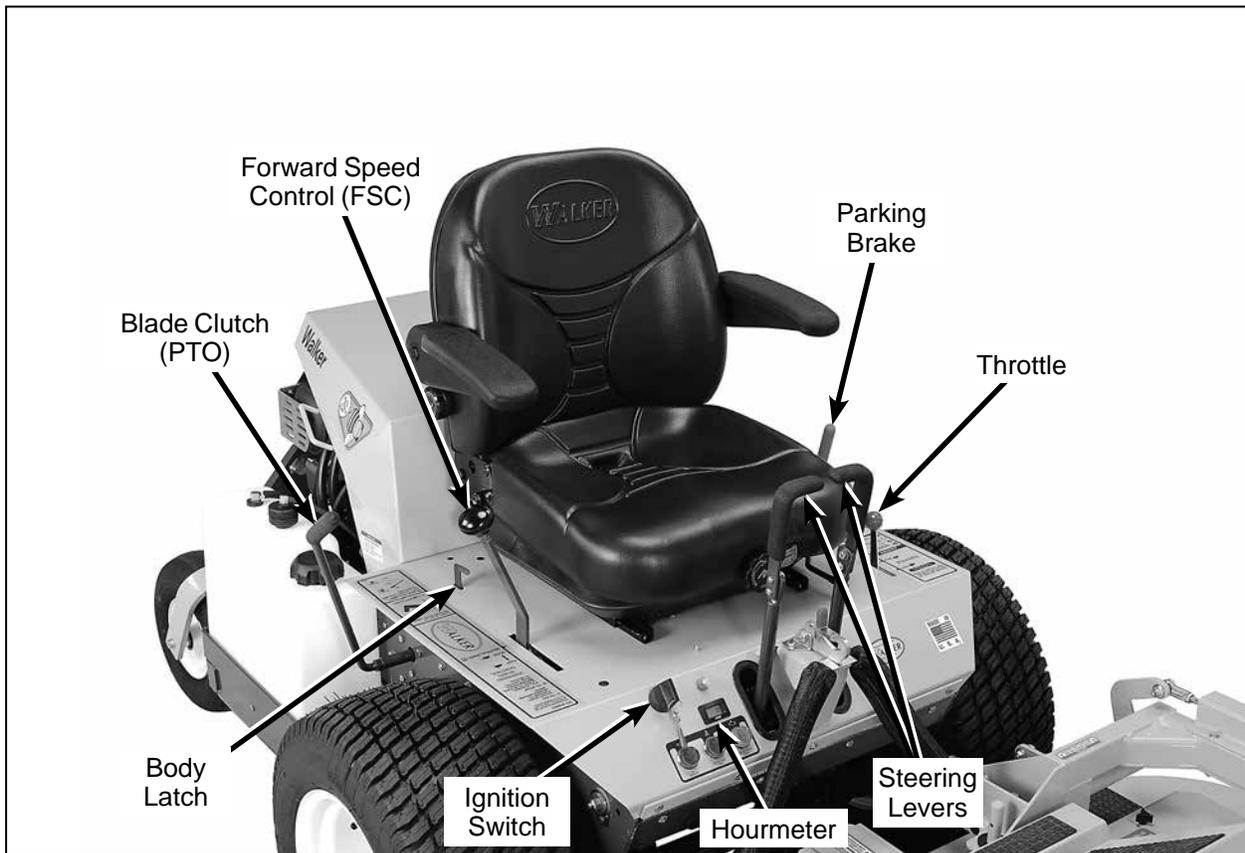
Ignition Switch

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, **RUN** is the position the key returns to after starting, and "S" is the **START** position. When starting the engine, turn the key clockwise to the "S" position. Do not hold the key in the "S" position longer than

10 seconds. If the engine does not start, return the key to the "O" position for at least 60 seconds before making a restart attempt. Prolonged cranking can damage the starter motor and shorten battery life. Release the key when the engine starts, and it will return to the **RUN** position. To stop the engine, rotate the key counterclockwise to the "O" position.



Ignition Switch



Operating Controls

Operating Instructions

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 front portion of the tractor body hinges forward for maintenance access and is latched down in the **OPERATING** position. To raise the body, pull back on body latch and lift body from the rear of the machine.



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.

Operating Instructions

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 has two positions. Pulling the lever **FORWARD engages** the PTO that drives the mower blades. Pulling the lever **BACKWARD disengages** the PTO and engages the blade brake.

Parking Brake

The parking brake functions by locking a detent arm internally into the transaxle. 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

Operating Instructions

Oil Pressure Warning Light

The oil pressure warning light indicates 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

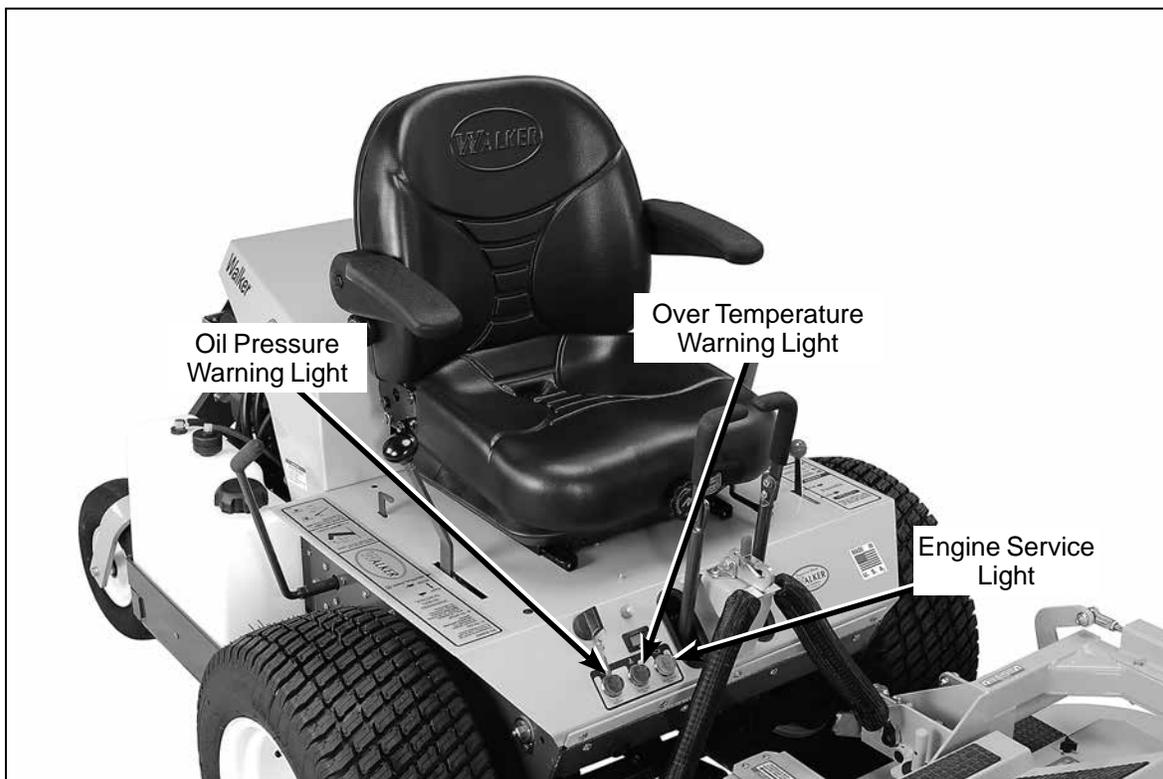
The engine service light indicates that the engine Electronic Control Unit (ECU) has detected a fault in the engine performance. When this light illuminates during operation, contact an authorized Kohler Service dealer to diagnose the fault.

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

The over temperature warning light indicates that the engine cylinder head temperature is above the safe operating limit (450° F or 232° 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 cylinder head temperature condition exists.



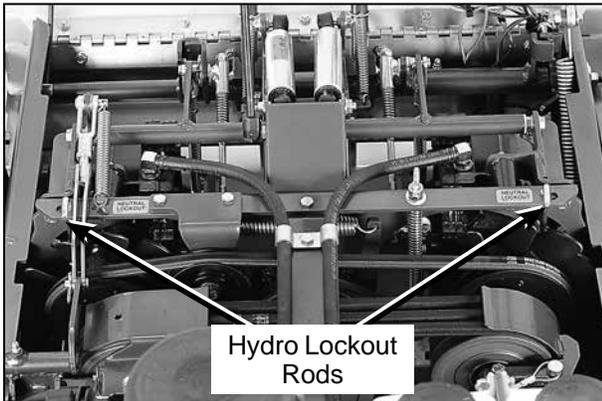
Engine Warning Lights

Operating Instructions

Transaxle Lockout Rods

The transaxle lockout rods disengage the transaxles. By **lifting** the rods up and locking them into place with the shoulder on the rod in the chassis notch, the transaxles are released to permit free-wheeling. By releasing the rods and **recessing** them back toward the chassis, the transaxles are engaged for normal operation. The transaxle rods in the **LOCKOUT** position are used to enable moving the machine without the engine running (e.g., for service). Refer to **TRANSAXLE LOCKOUTS** in this section for operating instructions.

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



Hydro Lockout Rod Location

Hourmeter

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

The hourmeter provides maintenance reminders after certain hours of operation. The hourmeter screen will start flashing the reminder one hour prior to the recommended interval and will continue until one hour after the recommended interval (two hours). The hourmeter **does not have a manual reset function**.

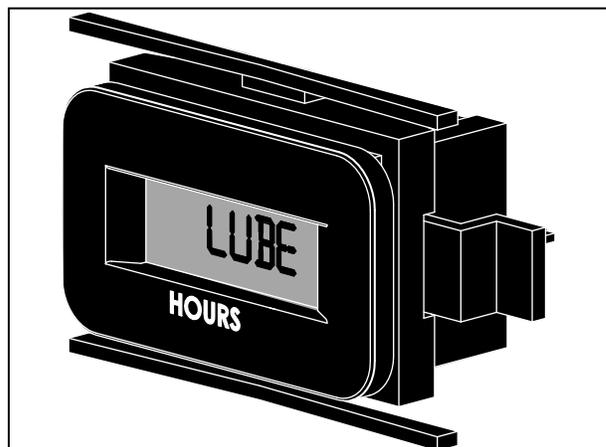
Procedure	Interval*	Reminder
Oil Change (Break-In)**	4-6 Hours	C H G OIL
Lubricate and Check Levels	24-26 Hours	LUBE
Oil Change	49-51 Hours***	C H G OIL

* These intervals reflect the actual time that the reminder will flash (one hour prior to and one hour after the recommended interval).

** This reminder is only used one time.

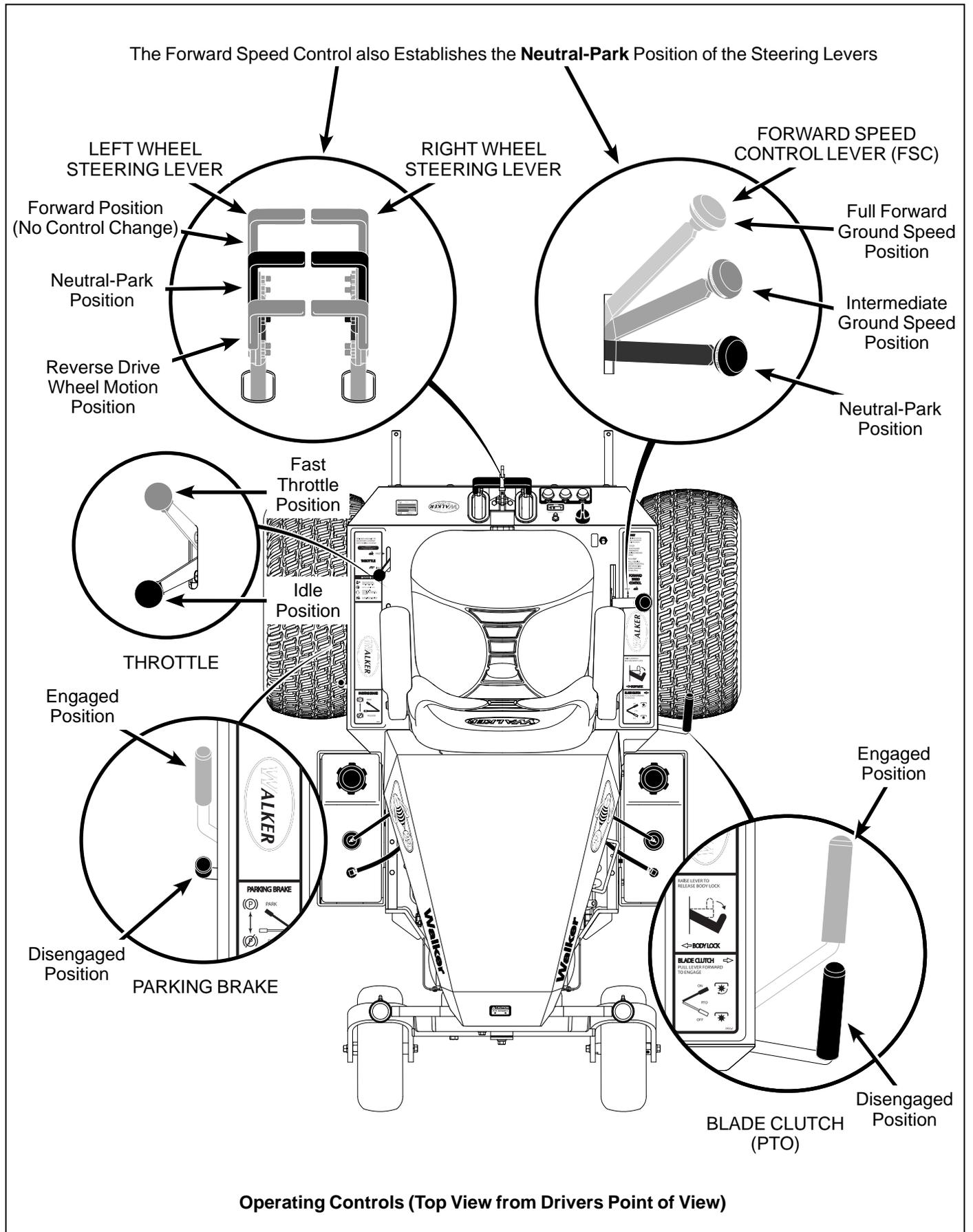
*** In normal operating conditions, oil changes in 100-hour intervals are acceptable. Walker and the engine manufacturers recommend engine oil changes every 50 hours in extremely dirty or dusty conditions or for units with less than 100 hours annual use.

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



Hourmeter

Operating Instructions



Operating Instructions

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, and the blade clutch and parking brake are **DISENGAGED**.

NOTE: Release parking brake to prevent extra load on the starter if the transmission neutral is slightly out of adjustment.

CAUTION

A Safety interlock switch system **PREVENTS CRANKING** the engine with either the Forward Speed Control out of neutral, or the blade clutch (PTO) engaged. 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 **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 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 TRAN-SAXLES**, 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 footrest at all times when the machine is moving. **Never** operate the tractor without a deck or implement installed.

Operating Instructions

Beginning Recommendations are:

- ◆ 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.

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).

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 used to normally stop and park the machine.

NOTE: If the FSC lever will not stay in the selected position, the friction lock needs to be adjusted. Refer to **ADJUSTMENTS** for **Step 7 - Forward Speed Control Friction Adjustment** in the **Maintenance Instructions**.

CAUTION

A safety interlock switch (seat switch) will cause the engine to stop if the FSC is out of the **NEUTRAL-PARK** position and the operator is not in the seat. The function of this switch should be checked by the operator raising off the seat with the tractor moving forward (allow a 1/2 second off the seat for the time delay function); the engine should stop. 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.

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.

Operating Instructions



Correct Operator Hand Position on the Controls

- 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.

- 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.
- Stop ground travel by pulling both steering levers backward to the **NEUTRAL-PARK** 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. Refer to **ADJUSTMENTS** for **Step 3 - Neutral Position Adjustment** in the **Maintenance Instructions**.

ENGAGING THE BLADE DRIVE

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

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).

Operating Instructions



Blade Clutch Engaged



Blade Clutch Disengaged

CAUTION

If the cutting blades strike a stationary object while mowing, stop the mower immediately, disconnect the spark plug wires, lift the deck, and inspect the deck and blades thoroughly for damage. Also, make sure the blade retaining bolts are torqued to 64 lb·ft (87 N·m).

STOPPING THE MACHINE

1. Pull the steering levers to the **NEUTRAL-PARK** position and then move the FSC lever backward to the **NEUTRAL-PARK** position.

2. Slow the engine to idle; put the throttle in the **IDLE** 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 increased wear of the brake band.

WARNING

A brake stops the cutter blades from free-wheeling 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 repaired or replaced before operating the mower. Contact your Walker dealer.

4. 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. Also, engaging the parking brake is recommended when stopping or parking the machine in a confined space with little tolerance for movement.

IMPORTANT: The transaxles 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 transaxles, especially when transmission fluid is warm.

Operating Instructions

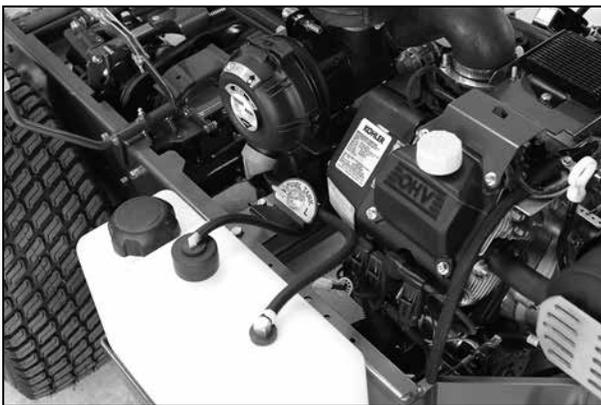
WARNING

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 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 Selector Valve

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 operators seat using the height pedal to assist in raising the deck while positioning the height adjustment lever and hitch pin.

1. Disengage PTO and stop tractor.
2. Push down on height pedal until it latches in the full up position.
3. Select desired height by moving the hitch pin to the desired height.
4. Push down on the height pedal and lift up on the height adjustment lever. Slowly release the height pedal while lifting the lever until there is no pressure on the pedal.

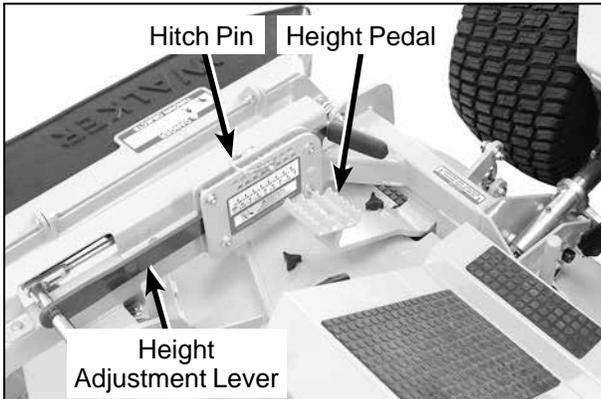


Cutting Height Adjustment

Transport Position

1. Disengage the PTO.
2. Push down on height pedal until it latches in the full up position.

Operating Instructions



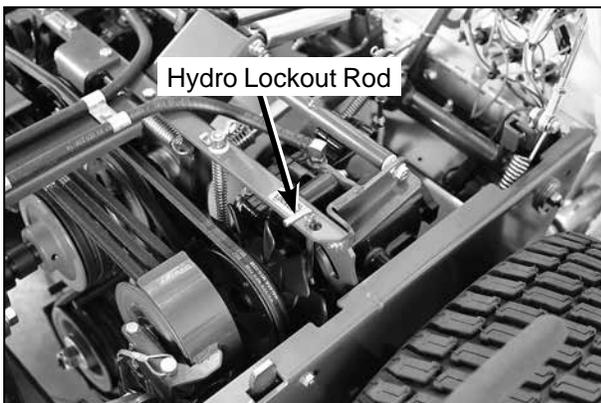
Cutting Height Adjustment Components

TRANSAXLE LOCKOUTS

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

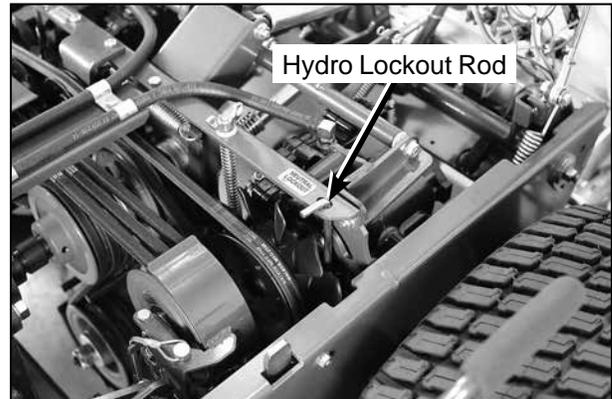
To move the mower with the engine **NOT** running (dead battery, maintenance, etc.), the transaxles should be unlocked (released).

1. Raise the body.
2. Pull up the transaxle lockout rods on both the RH and LH transaxles and secure into place by shouldering both rods in the chassis notch area.
3. The mower will “freewheel” with the rods in the **LOCKOUT** position. The levers must be in the highest position to completely unlock the transmissions.



Hydro Lockout Rod - Freewheel Position

4. After moving the mower, release the rods, placing them in the normal **OPERATING** position. The transmission rod ends should be completely retracted against the chassis, otherwise operation of the transmission may be erratic.

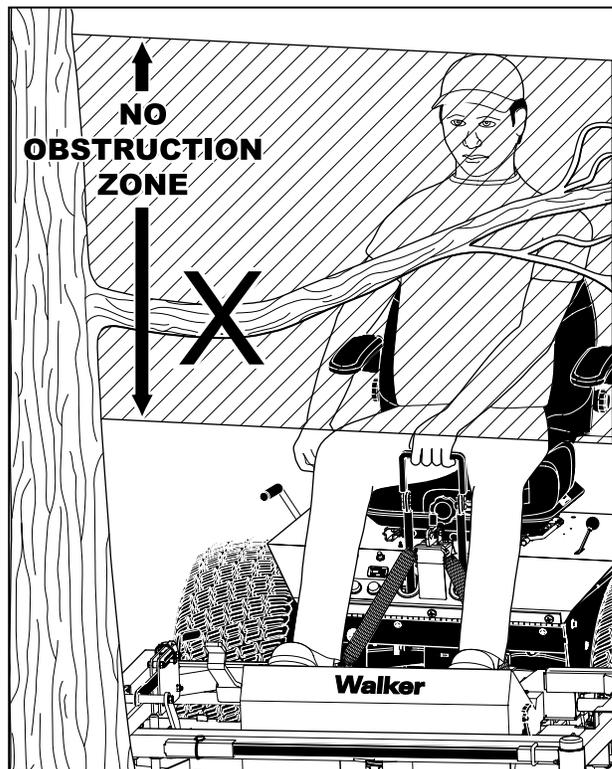


Hydro Lockout Rod - Normal Operating Position

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.



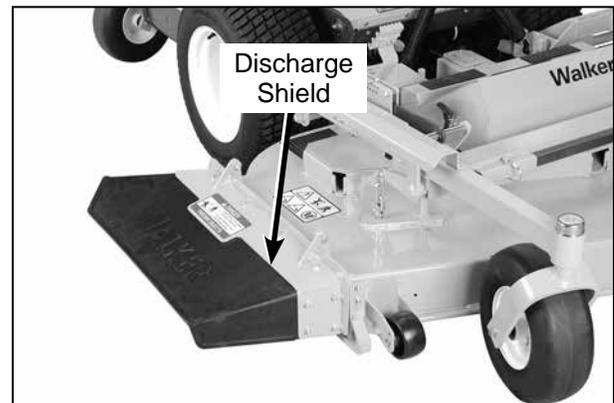
Avoid Low Hanging Branches

Operating Instructions

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.

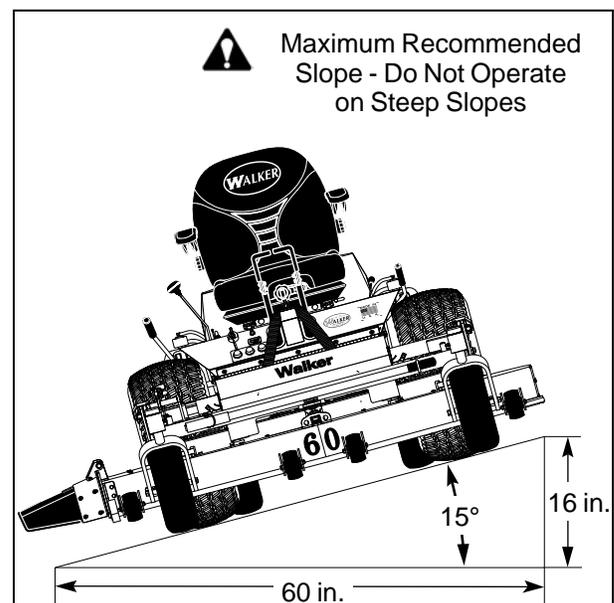
- Keep the mower deck and discharge shield clean.
- Mow with **sharp blades**. A dull blade tears the grass (resulting in poor lawn appearance) and uses extra power (slowing the mowing speed).
- It is preferable to cut grass when it is **dry and not too tall**. Mow frequently and do not cut grass too 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 in Assembly Instructions*.
- 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 DSD60 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 26% grade**.



Maximum Recommended Slope

Operating Instructions

DANGER

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

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.



No Driving Zone

Maintenance Instructions



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

MAINTENANCE SCHEDULE CHART - RECOMMENDED SERVICE INTERVALS - MODEL MBS29

Service Item	Daily	25 Hours	100 Hours	200 Hours	400 Hours	Yearly	Every 2 Years	Ref. Page
Check Engine Crankcase Oil Level	x							42
Check/Clean Engine Air Cooling System*	x							50
Check Air Filter Restriction Gauge	x							48
Clean Grass Buildup Under Deck	x							51
Service Mower Blades	x							55
Check Security of Air Filtration Components	x							54
Check Transaxle Housing Condition	x							53
Check Function of Warning Lights and Horn	x							25
Lubricate Grease Fittings and Oil Points*		x						45
Check Tire Pressure		x						55
Check Drive Belts (Engine/PTO, Ground Drive)		x						56
Check Operation of Safety Interlock Switches		x						57
Check Battery Electrolyte Level		x						54
Check Transaxle Oil Level (in Reservoir)		x						44
Change Engine Crankcase Oil**			x ^Δ					42
Check Air Filter Element***			x					49
Clean Engine Cooling Fins			x					50
Check Security of Drive Tire Mounting Nuts (75 to 85 lb-ft)			x					55
Clean Transaxle Housing			x					53
Check FSC Friction Lock			x					57
Check Blade Brake Action			x					57
Check Operation of Turbine Precleaner Fan*			x					48
Change Engine Oil Filter				x				42
Check/Regap Spark Plugs				x				56
Replace Fuel Filter				x				61
Change Transaxle Oil and Filter					x ^{ΔΔ}			44
Check Fuel Lines and Clamps						x		57
Replace Air Filter Element and Dust Ejection Valve***						x		49
Service Battery						x		54
Service Solenoid Shift Starter						x		ΔΔΔ
Check PTO U-Joints for Wear/Looseness						x		57
Replace Fuel Lines and Clamps							x	57
Replace Ignition Wires							x	56

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

** Change engine oil and filter after first 8 hours of operation of a new engine (break-in period)

*** Air cleaner is remote mounted Cummins/Fleetguard OptiAir™ unit, replace filter every year

Δ Change oil every 50 hours when operating in dry, dirty conditions

ΔΔ Initial oil and filter change at 75-100 hours

ΔΔΔ See your Walker dealer for this service or refer to the Walker Service Manual



When performing maintenance with the tractor body raised, a safety prop should be installed from back of body to chassis frame (fail-safe protection in case of failure of body lift support).

IMPORTANT TIPS FOR CARE OF THE KOHLER ENGINE

Fuel System

- Fuel must be clean - free from water, dirt, and organic material.
- Change fuel filter on a regular basis and when contamination is suspected or found in the fuel.
- The fuel 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 system including the fuel pump module, fuel lines, and fuel injectors contact your Walker dealer or authorized 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.
- Position the throttle control between half and full throttle, then stop the engine.

Cooling System

CAUTION

DONOT 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.

- 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** Cummins/Fleetguard 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).
- Use the air filter restriction gauge to indicate the need to service the air filter.
- Do frequently check the **Turbine Precleaner** for free movement of the internal fan.
- **DO NOT overservice** or frequently “disturb” the **air filter**. A dirty air filter actually cleans better than a new one. Changing the air filter too often can actually reduce filter efficiency and increase the opportunity for traces of dust to enter the engine. Wait until the element really needs servicing as indicated by the air filter restriction gauge.
- When the air filter element is removed or replaced, make sure all **dust is cleaned out** of the **air cleaner housing and hose**. Use a damp cloth and wipe the interior of the canister and hose clean (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.
- Periodically check the air intake hose for cuts, nicks, etc., and the hose clamps for tightness.

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 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

No special break-in oil is required. The engine is serviced with 10W-30, Service Class SG oil from the factory. The oil should be changed after the initial engine **break-in period** of **5-8 hours**. Thereafter, change oil **after every 100 hours** of operation.

Checking Engine Crankcase Oil Level

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

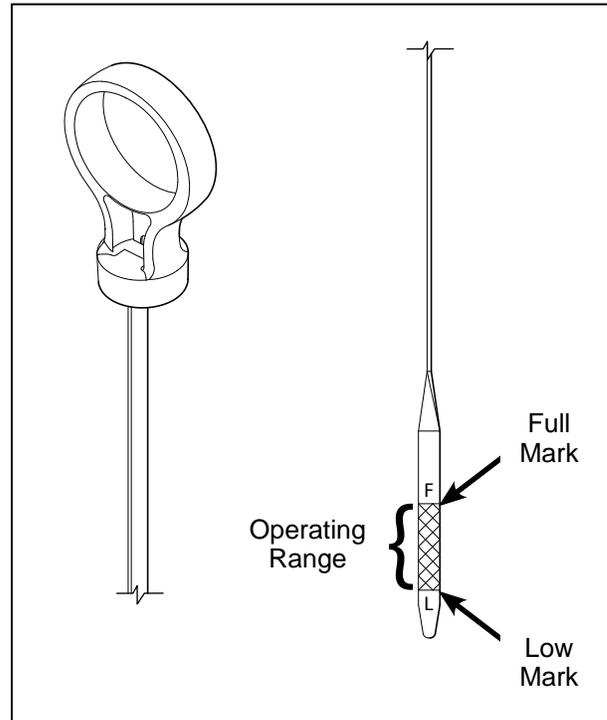
IMPORTANT: The importance of checking and maintaining the proper crankcase oil level cannot be overemphasized. Check the oil level **BEFORE EACH USE**.

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 tighten.
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 **LOW** mark and the **FULL** mark).

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



Dipstick Operating Range

5. If additional oil is needed, refer to **Specifications** for proper crankcase lubricant. **Fill to the FULL mark.**

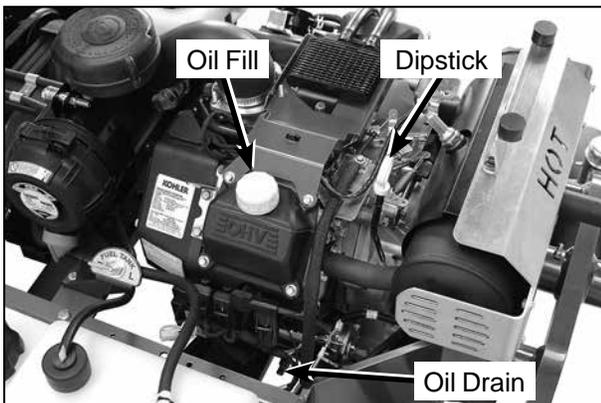
IMPORTANT: DO NOT overfill the crankcase (oil above **FULL** level) as this **CAN** result in engine overheating, loss of power, and possible engine damage.

Changing Engine Crankcase Oil/Oil Filter

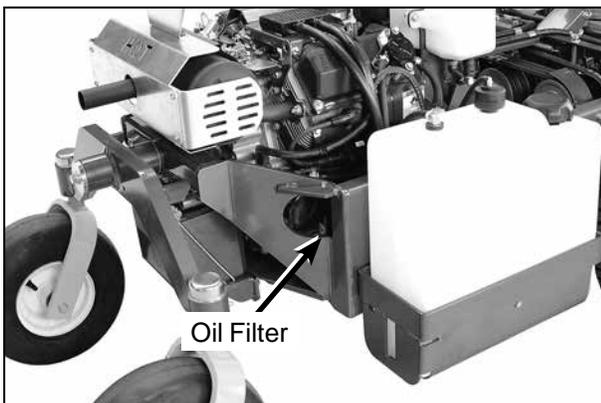
Change the engine crankcase oil **after every 100 hours** of operation and the oil filter **after every 200 hours** of operation as follows:

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, clean the area around it to keep any dirt or debris out of the engine.

3. Remove the dipstick and open oil drain valve, and drain the oil into a suitable container. Be sure to allow ample time for complete drainage.
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.



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



**Oil Filter Location
(View from Above Right Side of Tractor)**

6. Apply a thin coating of new oil to the rubber gasket on the replacement oil filter.

IMPORTANT: Use **ONLY** oil filters from the engine manufacturer. 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 oil filter clockwise until the rubber gasket contacts the sealing surface, then tighten the filter an additional **1/2 to 3/4 turn**.
8. Close the oil drain valve and tighten until snug. Do not overtighten.
9. Fill the crankcase with new, clean oil. Use only crankcase lubricants recommended by the engine manufacturer. Refer to **Specifications** in 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 to FULL mark** on the dipstick; crankcase capacity is 1.9 quarts (1.8 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 FULL mark**. The oil level should never be over the **FULL** mark on the dipstick; overfilling can result in engine overheating and loss of power.

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

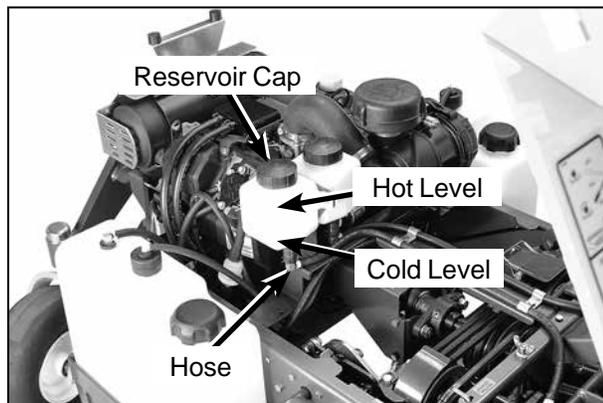
Lubricate each deck spindle grease fitting **every 25 hours**. Use SAE general purpose lithium or molybdenum base grease for grease fittings.

DRD52 or DSD60 Mower Deck Lubrication

Lubricate the U-Joint in the drive shaft **every 8 hours** with SAE general purpose lithium or molybdenum base grease.

Transaxle Lubrication

- The transaxle oil lubrication is SAE 20W-50 (API Service Class SL or higher) engine oil.
- Inspect both transaxle cases and hoses **after every 100 hours** of operation for visible leaks.
- The fluid levels for each transaxle can be checked visually by looking at the fluid levels in each expansion reservoir. When the transaxles are cold, the fluid level in the expansion reservoirs should be between 1/4 and 1/2 in. (0.64 cm and 1.27 cm).

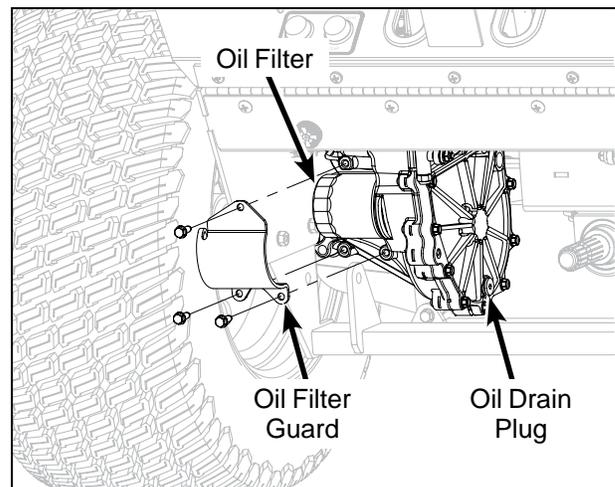


Expansion Reservoir Location

Transaxle Oil and Filter Change

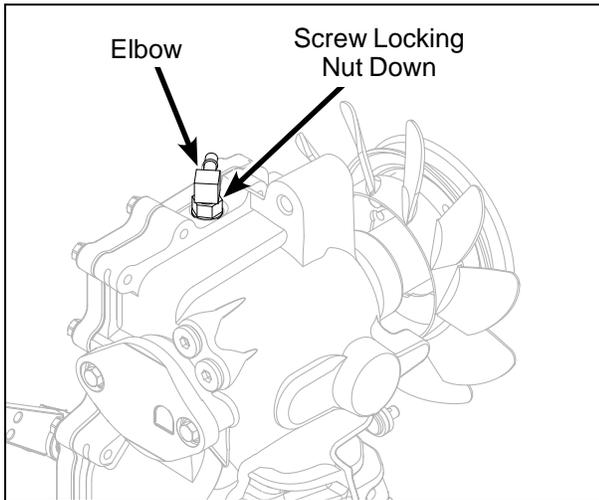
Change the transaxle oil after the initial **break-in period of 75-100 hours**. Thereafter, change oil **every 400 hours** of operation as follows:

1. Thoroughly clean the exterior of the transmission housing before servicing. Remove expansion tank 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 plug.
4. Remove the oil reservoir hose attached to the elbow on top of the transaxle. Remove the elbow to access the oil fill opening.
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 both reservoirs 1/4-1/2 in. (6-13 mm) using 20W-50 (API Service Class SL or higher) oil.
9. Start and drive the unit for 1- 2 minutes.
10. If the transaxle sounds noisy or has poor steering response, there may be air trapped in the transaxle. Follow purge instructions below.
11. To purge air from the transaxle, raise unit and block with tires off the ground. With engine running, slowly move Forward Speed Control forward and backward 5 to 6 times. Turn off engine and check oil level and add if needed. Repeat procedure until transaxle operates 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.**

NOTE: PTO universal joints (on the deck and tractor) require routine lubrication **after every 8 hours** of running time.

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 *Deck Installation* in **Mower Deck Installation on Tractor** in the **Assembly Instructions**.

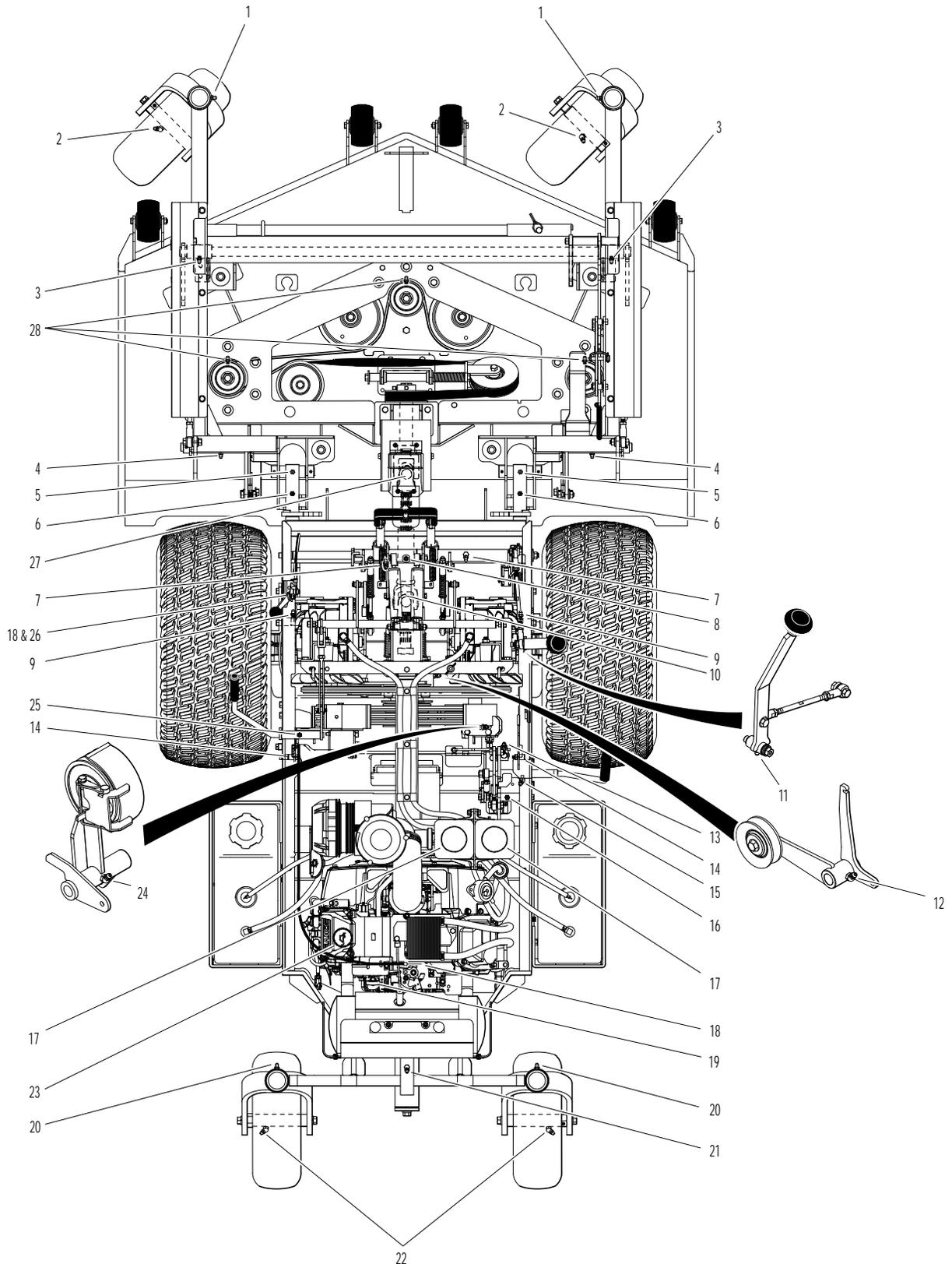
Ident No.	Location	Lubrication Type	No. Places
1	Deck Caster Wheel Fork Pivot	Grease	2
2	Deck Caster Wheel Bearing	Grease	2
3	Front Deck Lift Pivot	Grease	2
4	Rear Deck Lift Pivot	Grease	2
5	Pivot Assembly, Tilt-Up Deck	Grease	2
6	Deck Support Arm Socket	Grease	2
7	Steering Lever Pivot	Grease	2
8	Deck-to-PTO 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	Clutch Actuator Push Rod	Grease	1
14	Body Latch Pivot	Oil	2
15	PTO Clutch Lever Pivot	Grease	1

Ident No.	Location	Lubrication Type	No. Places
16	Clutch Arm Pivot	Grease	1
17	Transaxle Oil Reservoir	Oil	2
18	Throttle Control Cable Ends	Oil	2
19	Engine Dipstick	Oil**	1
20	Tail Wheel Caster Fork Pivot	Grease	2
21	Rear Axle Pivot	Grease	1
22	Rear Wheel Bearing	Grease	2
23	Engine / Oil Filler	Oil**	1
24	PTO Belt Tightener Pivot	Grease	1
25	Parking Brake Pivot	Grease	1
26	Throttle Control Pivot	Oil	1
27	Universal Joint Shaft Assembly	Grease*	1
28	Blade Spindles	Grease	3

* Grease every eight (8) hours.

** Refer to **Engine Oil** located on page 42.

NOTE: DRD52 Tilt-Up Deck is shown for reference. For other Deck Lubrication Points, refer to **Deck and Carrier Frame Illustrated Parts Manual**.



Chassis and Deck Lubrication Points

CLEANING



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

There are two main components in the engine air cleaner system: a turbine precleaner and a Cummins/Fleetguard OptiAir™ air cleaner. Each component is checked, cleaned and maintained on a different schedule based on the filtering action required. Each component is serviced as follows:

Turbine Precleaner

The turbine precleaner is mounted on the Cummins/Fleetguard air cleaner. A spinning fan driven by the intake airflow separates dust from the air, giving the initial stage of air cleaning. Dust particles are exhausted through a single small vent in the side of the housing. Since no dust is trapped, the precleaner operates without cleaning.

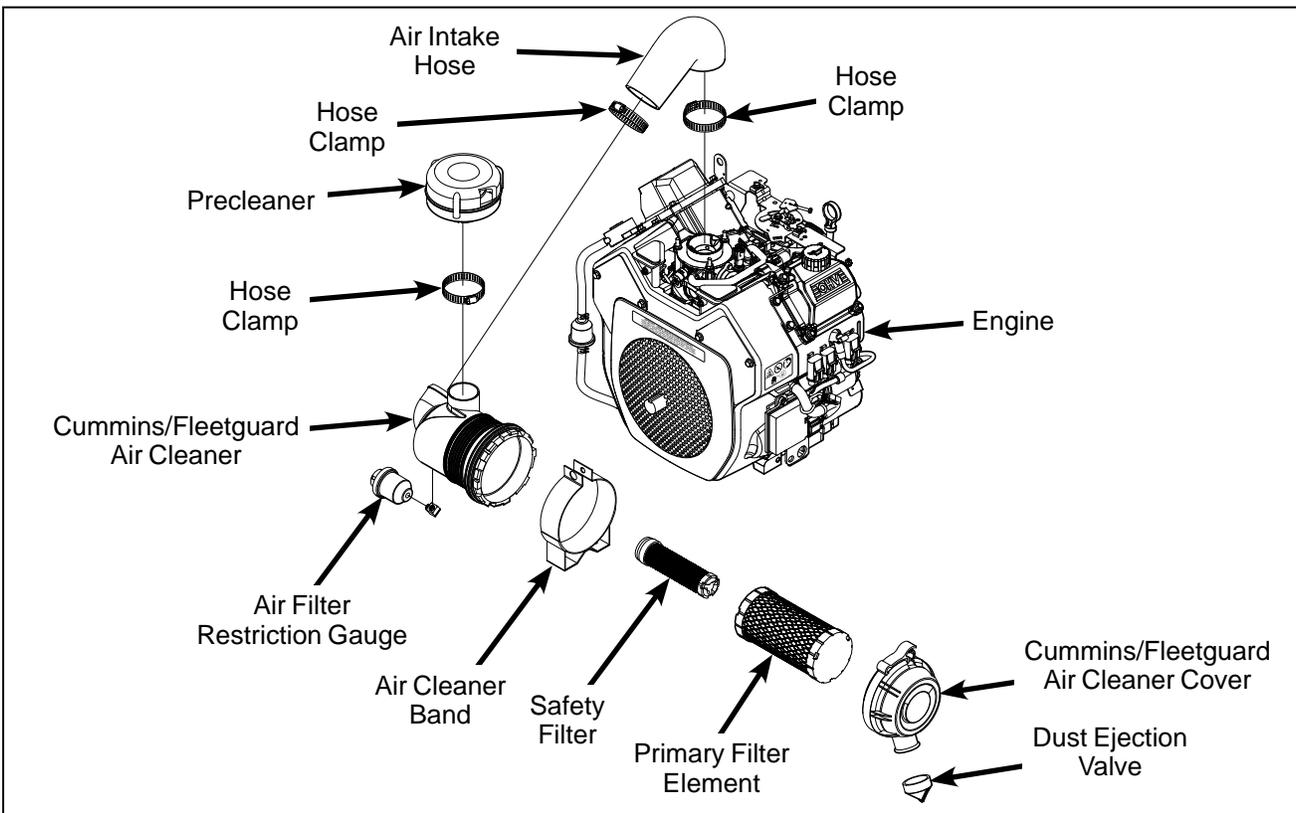
The only maintenance required is to check the operation of the internal fan **every 100 hours**. Verify operation:

1. Look into the exhaust vent while shining a light into the intake.
2. Start the engine and watch the fan begin to spin as the throttle is advanced.

If the fan is not spinning, service or replace the pre-cleaner as required.

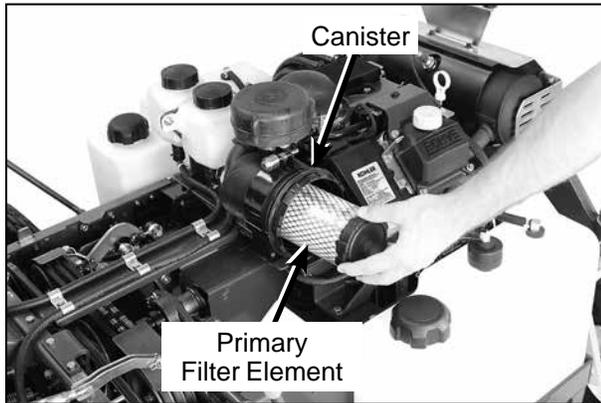
Cummins/Fleetguard OptiAir™ Air Cleaner

A remote mounted Cummins/Fleetguard OptiAir™ 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, eliminating the possibility of dust leaks due to improper filter installation. Intake design, internal baffling, and a dust ejection valve provide dust separation and automatic precleaning action. Daily or frequent servicing of the air cleaner **is not required**. Use the air filter restriction gauge on the air cleaner outlet to indicate when the air filter needs servicing -- a yellow indicator will show when the filter is overly restricting airflow into the engine.



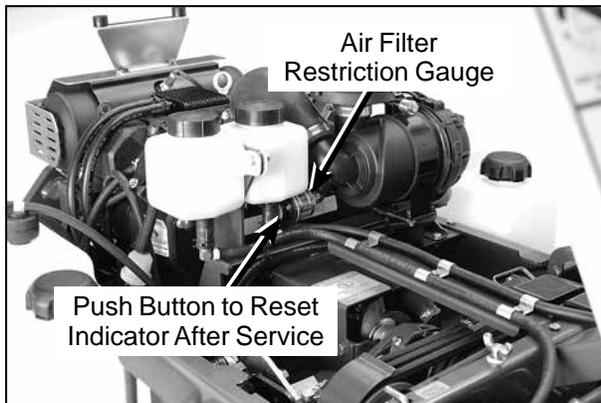
Engine Air Cleaner System Components

IMPORTANT: Use **only** Cummins/Fleetguard air filter elements for replacement (Walker 2090-1 and 2090-3). Aftermarket filters may not seal properly or filter efficiently.



**Air Cleaner Components
(Shown with Cover Removed)**

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



Air Filter Restriction Gauge Location

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 as indicated by the air filter restriction gauge. Service the air cleaner as follows:

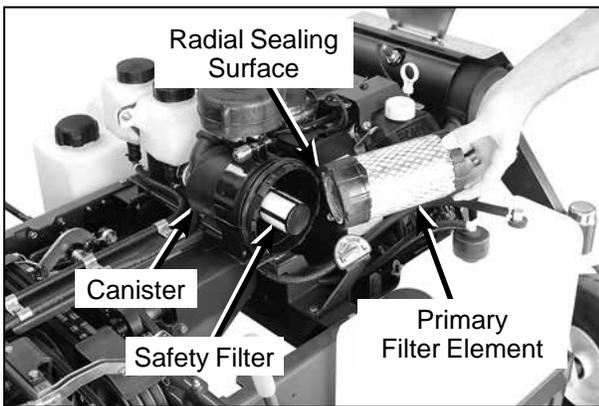
1. Lift Mono Latch Twist Lock™ and twist the OptiAir™ cover to the left into the “open” position to remove the air cleaner cover. Wash the cover and dust ejection valve. Check that these components are in good condition. The dust ejection valve is subject to wear and deterioration and should be replaced **yearly** or when damaged. The lips of the valve should close and fit together; any cracks, deformation, or wear in the valve is cause for replacement.
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. Replace the primary filter element.

NOTE: Washing the element in water or cleaning solution is **not recommended**. Do not try to clean the element with compressed air.

4. Use a bright light inside the primary 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 element if necessary.
 5. 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).
 6. Check the condition and resilience of the radial sealing surface (inside of the open end) of the primary filter element. Replace the element if any cracks, tears, or other damage to the sealing surface are noted.
 7. 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).

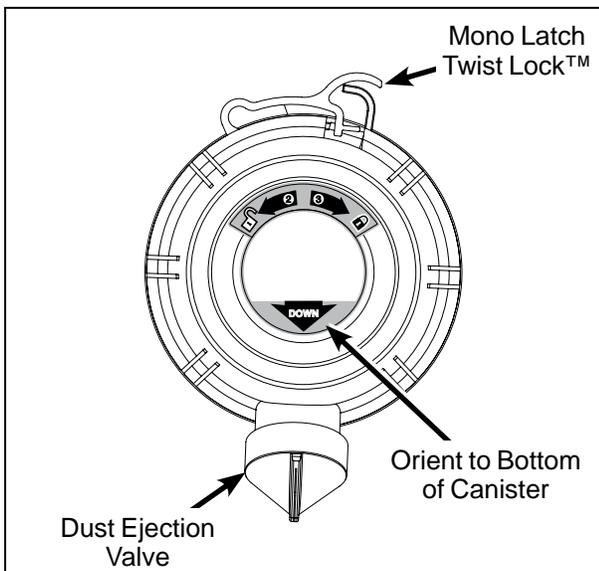
- Insert and seat the safety filter and primary element carefully into the canister, applying pressure at the outer rim of the filter; not at the flexible center. Make sure the filter element is completely in place before installing the cover.

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



Air Filter Element Replacement

- Install the cover with the word "DOWN" properly oriented to the bottom of the canister. Twist the OptiAir™ cover to the right and put into the "closed" position.



Proper Orientation of Air Cleaner Cover

- Check the air intake hose for cuts, nicks, cracks, etc., and the hose clamps for tightness.

- Reset the air filter restriction gauge (press button on the end of the indicator).

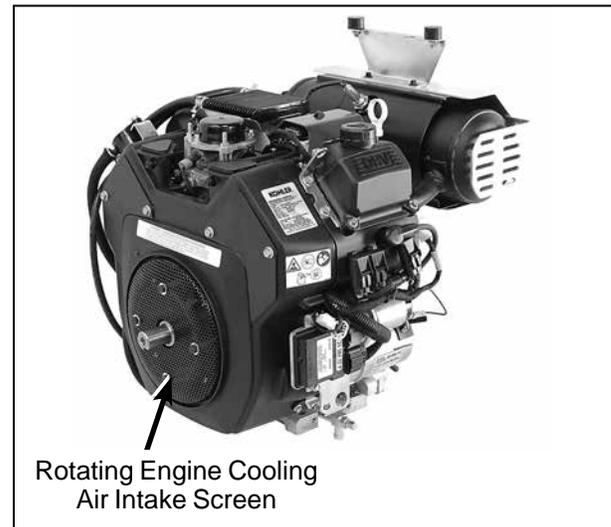
Engine Cooling System

Cooling Air Intake System

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.



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.



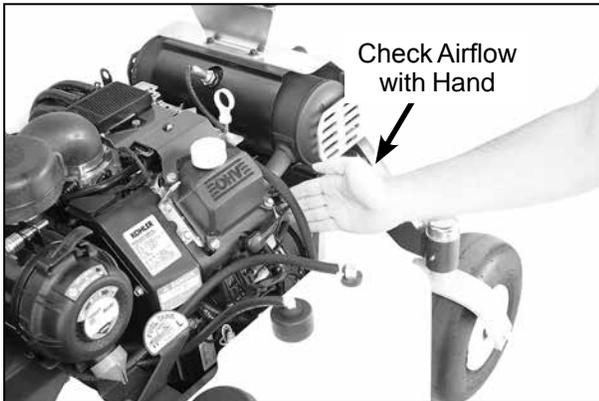
Keep Engine Screen Clean

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, and feeling the cooling airflow. If there is little or no airflow, clean the cooling fins as described on the next page.

⚠ DANGER

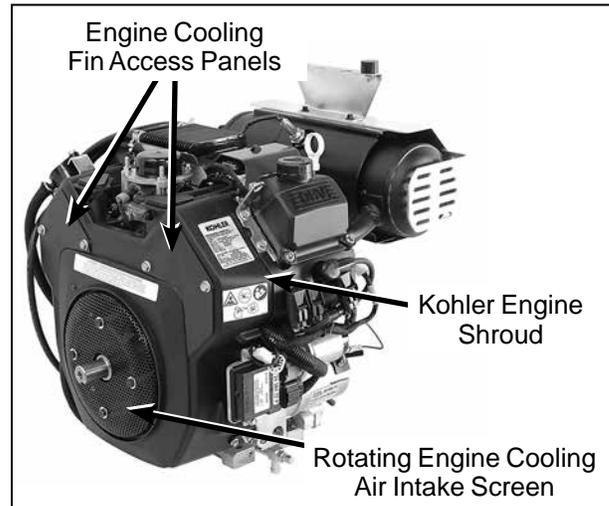
Make sure to keep hands clear of exhaust pipe, muffler, and moving parts when checking airflow.



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) cooling fin access panels in the engine shroud and clean the cooling fins and external surfaces using compressed air. Make sure to reinstall the access panels before operating the engine.

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.



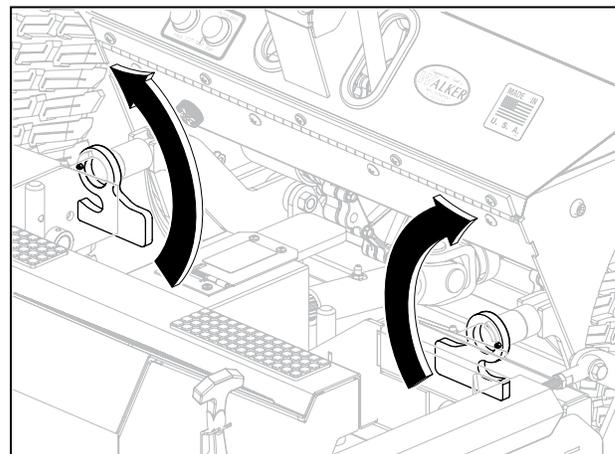
Rotating Engine Cooling Air Intake Screen and Cooling Fin Access Panels

Grass Buildup in Mower Deck Housing

⚠ DANGER

Before raising or removing the mower deck for cleaning, stop the engine, remove the ignition key, and disconnect the spark plug wires.

1. Release hood latch assembly (2) and remove footrest.
2. Rotate locking arms **upward** on each side of the carrier frame to release carrier frame for tilting action.



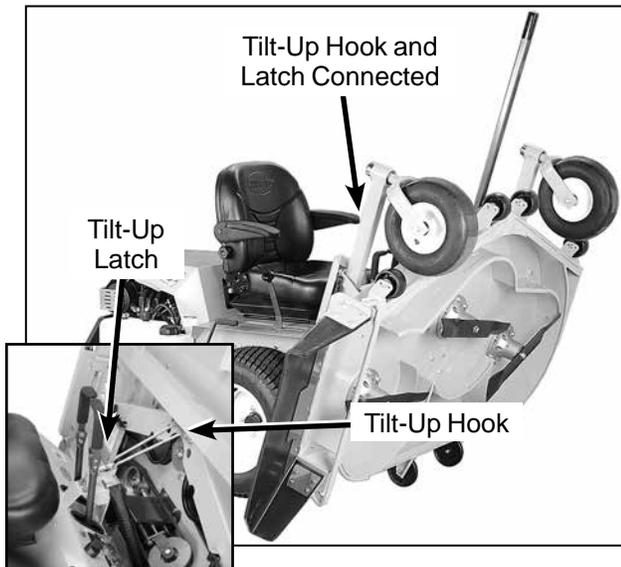
Locking Arm Rotation

3. Install tilt bar into front of deck.



Tilt Bar Installed

4. Using the tilt bar, raise deck to the **TILT-UP** position and insert the deck hook into the tilt-up latch on the tractor body.



Deck Secured in TILT-UP Position

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

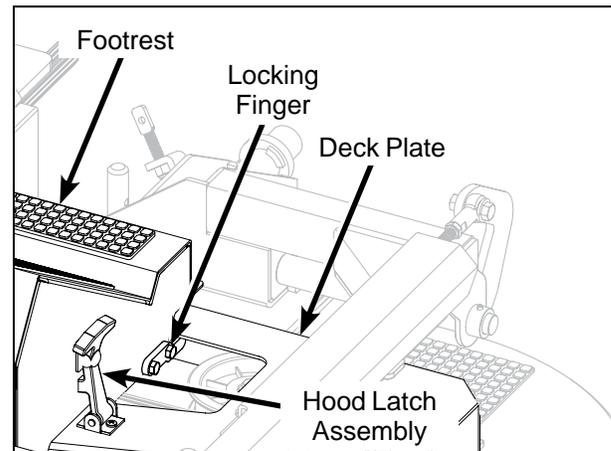
NOTE: If the buildup is severe, it may be easier to clean the deck by removing the deck assembly from the tractor and standing the deck assembly on its “nose”.

NOTE: While some degree of material buildup 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.

⚠ 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. Lower the deck to the normal operating position and rotate locking arms **downward**.
7. Remove tilt bar and store on carrier frame.
8. Reinstall footrest by inserting locking fingers under deck plate and reattaching hood latch assembly.



**Footrest Installation
(Spindle Cover Removed for Clarity)**

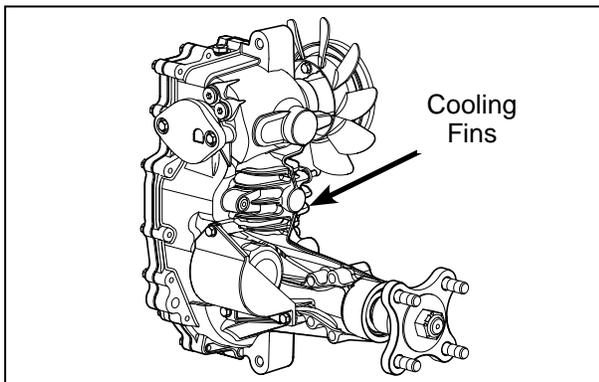
⚠ CAUTION

Do not operate machine with deck locking arms disengaged.

Transaxle Housing

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

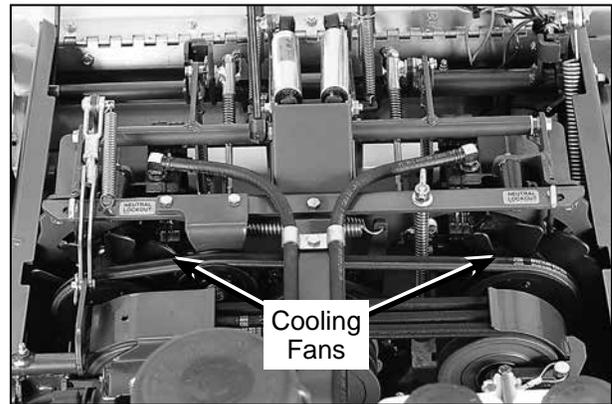
To clean the housing, use compressed air and/or a pressure washer. Pay close attention to any oily dirt buildup on the transaxle housings. This may be the result of an oil leak. If an oil leak is noticed, contact your local Walker dealer.



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 transmission will **quickly** pack the cooling fins with **oily dirt**. If this condition occurs, contact your dealer immediately to avoid overheating and damaging the transaxle.

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 spark plug wires.

Security of Air Filtration Components

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 complete air cleaner system. The following items should be inspected:

1. Check the Cummins/Fleetguard OptiAir™ air cleaner canister for damage. Make sure the cover is in place and the cover latch is secure - do not run the engine without the air cleaner cover in place and secure.
2. Inspect the air intake hose for cracks, nicks, cuts, etc., and check the hose clamps for tightness.
3. Check to make sure the air filter restriction gauge is in place and hose connections are secure.

Battery

NOTE: For initial battery service during setup, refer to **Battery Service** in **Assembly Instructions**.

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 Changing Tips for Electronic Fuel Injected 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.

Electrolyte Level

The battery electrolyte level should be checked **after every 25 hours** of operation. To check electrolyte level:

1. Remove battery cell filler caps.
2. Check the electrolyte level. If the level is below the bottom of the vent well, fill with drinking water to the bottom of the vent wells [1/4 to 1/2 in. (6 to 13 mm) above the plates].
3. Replace filler caps.

IMPORTANT: DO NOT overfill the battery. Electrolyte will overflow through the vented caps onto parts of the machine and **WILL** result in severe corrosion.

Cleaning the Terminals

If battery terminals are corroded, **remove 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



BATTERIES PRODUCE EXPLOSIVE GASES

- **Charge the battery in a well-ventilated area, so that gases produced while charging can dissipate.**
- **Keep sparks, flames, and smoking materials away from the battery at all times.**
- **Make sure the battery cap vents are open (check manifold vent on each cap).**
- **Make sure the battery charger is unplugged before connecting or disconnecting cables to the battery.**

Check the battery charge by measuring the specific gravity of electrolyte; if specific gravity is less than 1.225, the battery will need to be charged as follows:

1. Charge the battery at 15 amps for 10 minutes. **DO NOT** exceed 20 amps maximum recommended charging rate. Charge until specific gravity is at least 1.250. Total charging time should not exceed one (1) hour.
2. After charging the battery, use distilled water to adjust the electrolyte level to the bottom of the vent wells [1/4 to 1/2 in. (6 to 13 mm) above the plates].

Tire Pressure

Inflate tires to pressures shown below:

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

Wheel Nut Torque

Check the eight (8) Drive Tire mounting nuts. **Every 100 hours** they should each 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 **REPLACING/REPAIRING the Mower Blades** in this section). 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 ignition key, and disconnect the spark plug wires **before** raising the mower deck to service blades.
2. Raise the deck and **secure it** in the **TILT-UP** position (refer to **Deck Secured in TILT-UP Position** photo in **CLEANING of Grass Buildup in Mower Deck Housing** in this section).



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**.



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.

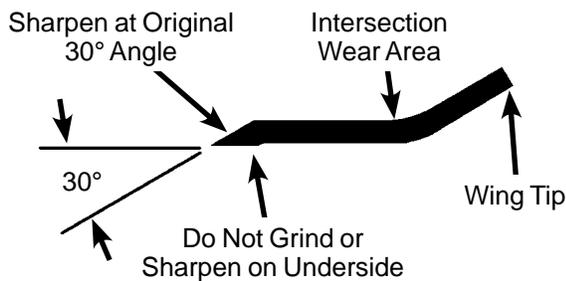
4. If the blade cutting edge is **dull or nicked**, it should be sharpened. Remove blades for sharpening by grasping the end of the blade using a rag or a thick, padded glove, while loosening and removing the bolt and washer that mounts the blade.
5. Grind cutting edge at the same bevel as the original.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



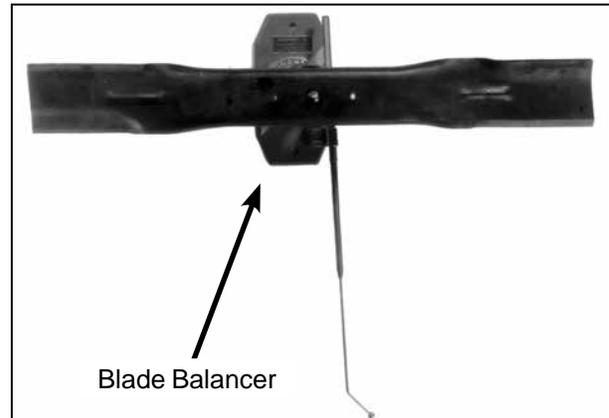
CAUTION

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. Reinstall the blade, washer, and bolt. **Tighten the bolt to 64 lb-ft (87 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) and ground drive (1). If the belts show **signs of cracking or deteriorating**, the belts should be **replaced**. Refer to **REPLACING/REPAIRING the Drive Belts** in this section.

Spark Plugs

Every 200 hours, remove the spark plugs, inspect, clean, and reset the gap (or replace with a **new plug**). Clean spark plug with a wire brush. If the electrodes are burned short or pitted, replace the plug (refer to Specifications for the proper type of replacement plug). Check the spark plug gap with a wire-type feeler gauge and set the gap to 0.030 in. (0.76 mm). Reinstall and tighten to 18 lb-ft (24 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 fuel system after the fuel pump module is pressurized and should only be serviced by a Walker dealer or authorized Kohler service dealer.

Every year, inspect the fuel lines from the tanks 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**.

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.

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 70.

Safety Switch System



WARNING

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

There are three (3) safety interlock switches on the tractor; Seat Switch, FSC Neutral - Park Switch, and PTO 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.
- With an operator in the seat, the engine starts but dies soon after the Forward Speed Control (FSC) or PTO is engaged.
- **Without** an operator on the seat, the engine continues to run with the Forward Speed Control (FSC) and/or PTO engaged.
- With an operator in the seat, the Forward Speed Control (FSC) and PTO disengaged and horn works, but the starter is not engaging.

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. 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 **Step 7 - Forward Speed Control Friction Adjustment** in this section.

REPLACING/REPAIRING



To prevent accidental starting of the engine when replacing parts or repairing the machine, remove the key from the ignition switch and disconnect the spark plug wires.

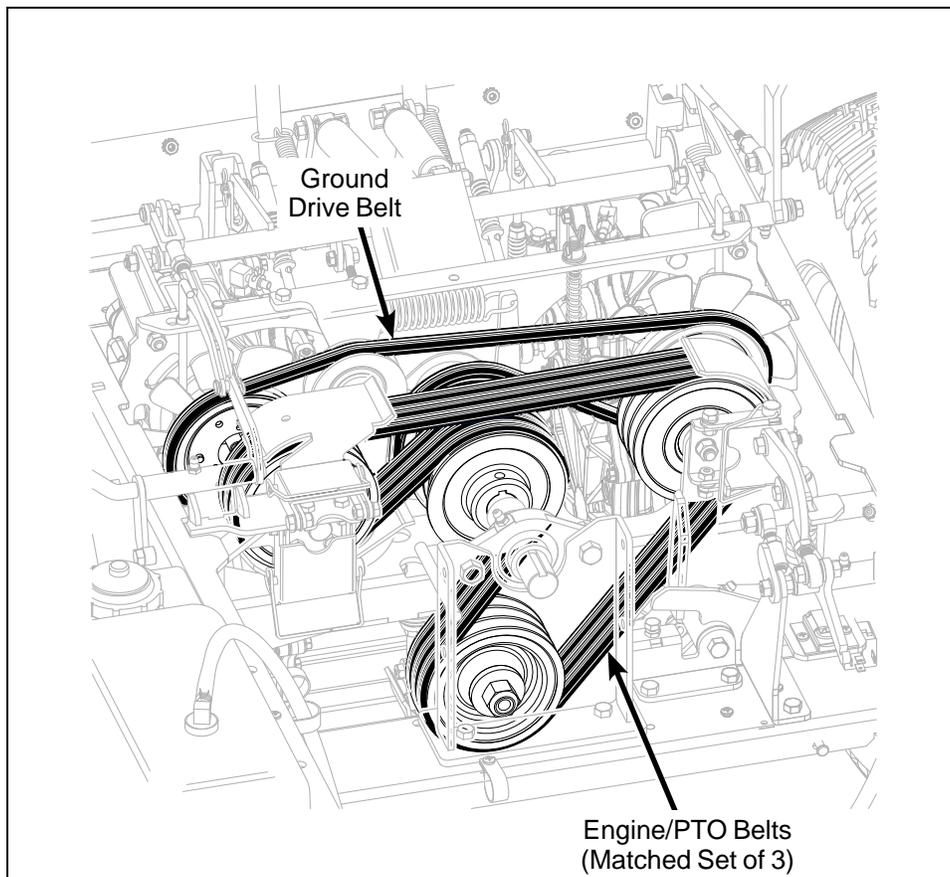
IMPORTANT: ALWAYS use genuine factory replacement parts. Substitute parts **CAN** result in product malfunction and possible injury to the operator and/or others.

Drive Belts

There are **four (4) individual drive belts** on the machine:

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

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



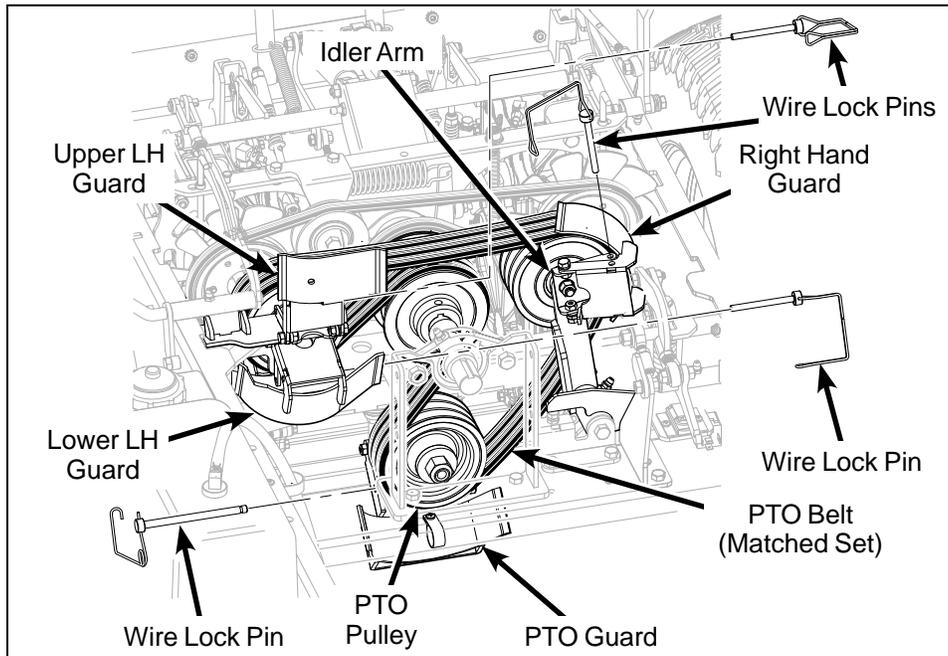
Belt Locations (Engine Hidden for Clarity)

Engine/PTO Belt

1. To remove an engine/PTO belt:

a. Remove wire lock pins (4), open belt guards.

b. Roll the belt off the pulley and remove the belt.

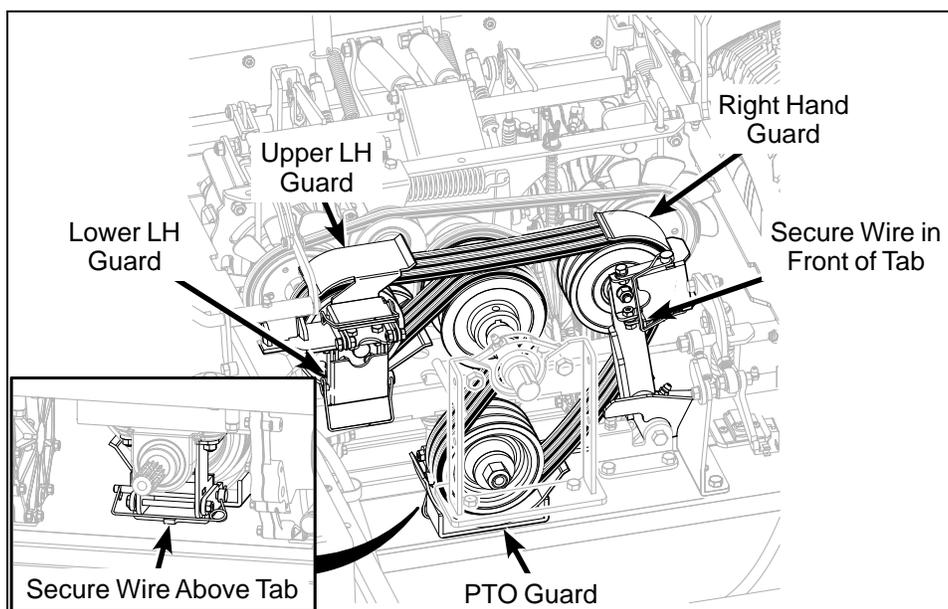


Engine/PTO Belt (Belt Guards Open) (Engine Hidden for Clarity)

2. To replace an engine/PTO belt:

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

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



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

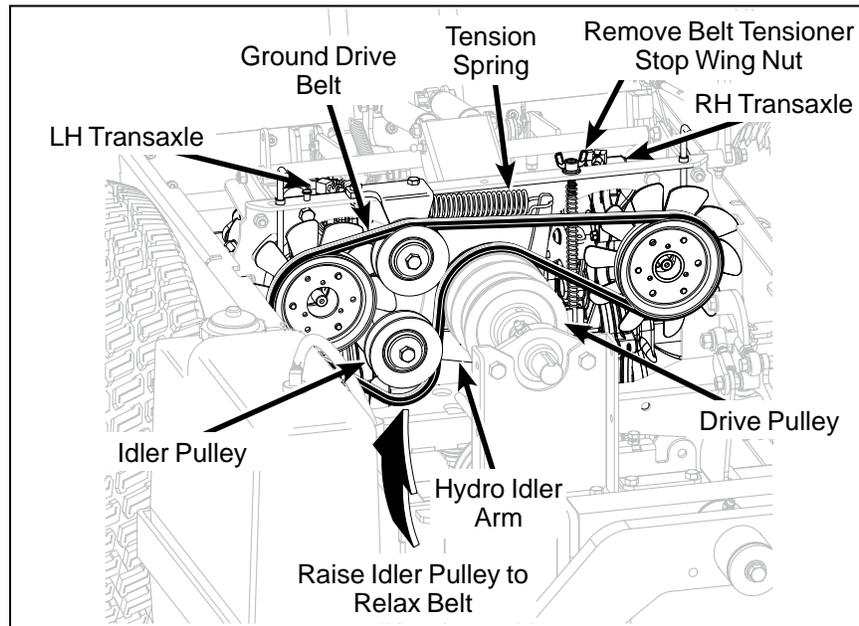
Ground Drive Belt

1. To remove the ground drive belt:

a. Remove belt tensioner stop wing nut.

b. Raise the spring-loaded idler to relax belt.

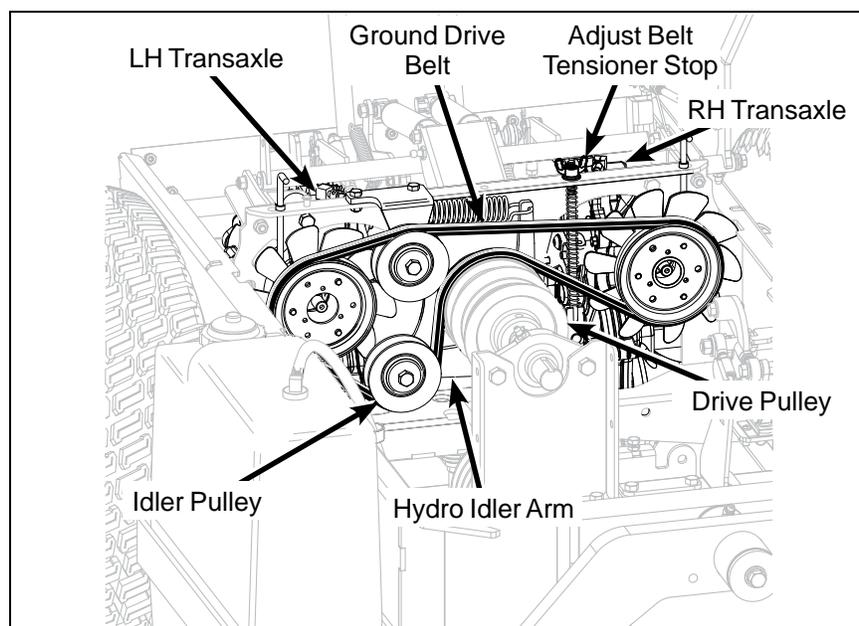
c. Slide belt off pulleys, then release the idler.



Ground Drive Belt Assembly (Disengaged)

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

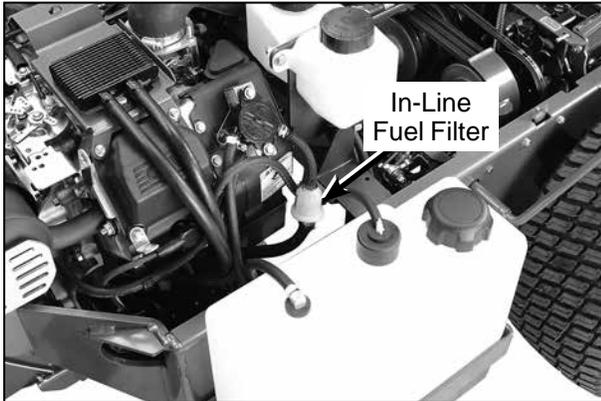
b. Make sure the belt tensioner stop bolt and assembly is in place as shown. Adjust Belt Tensioner Stop by tightening wing nut until it touches the washer then back off one (1) turn.



Ground Drive Belt Assembly (Engaged)

Fuel Filter

Model MBS29 is equipped with a 10 micron in-line fuel filter between the fuel tank and the fuel pump module. Replacement of this filter is recommended **every 200 hours** of operation or more frequently under extremely dusty or dirty conditions.



Fuel Filter Location

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

DANGER

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

- 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.

1. Expand and slide clamps on either side of the filter away from filter and pull fuel lines off filter.
2. Replace filter.

Mower Blades

Mower blades are removed and remounted as described in the **Sharpen Mower Blades** instructions (refer to **CHECKING/SERVICING to Sharpen Mower Blades** in this section). 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 **Mower Blade Profile for Sharpening** illustration in **Sharpen Mower Blades** instructions). 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** instructions. 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**.

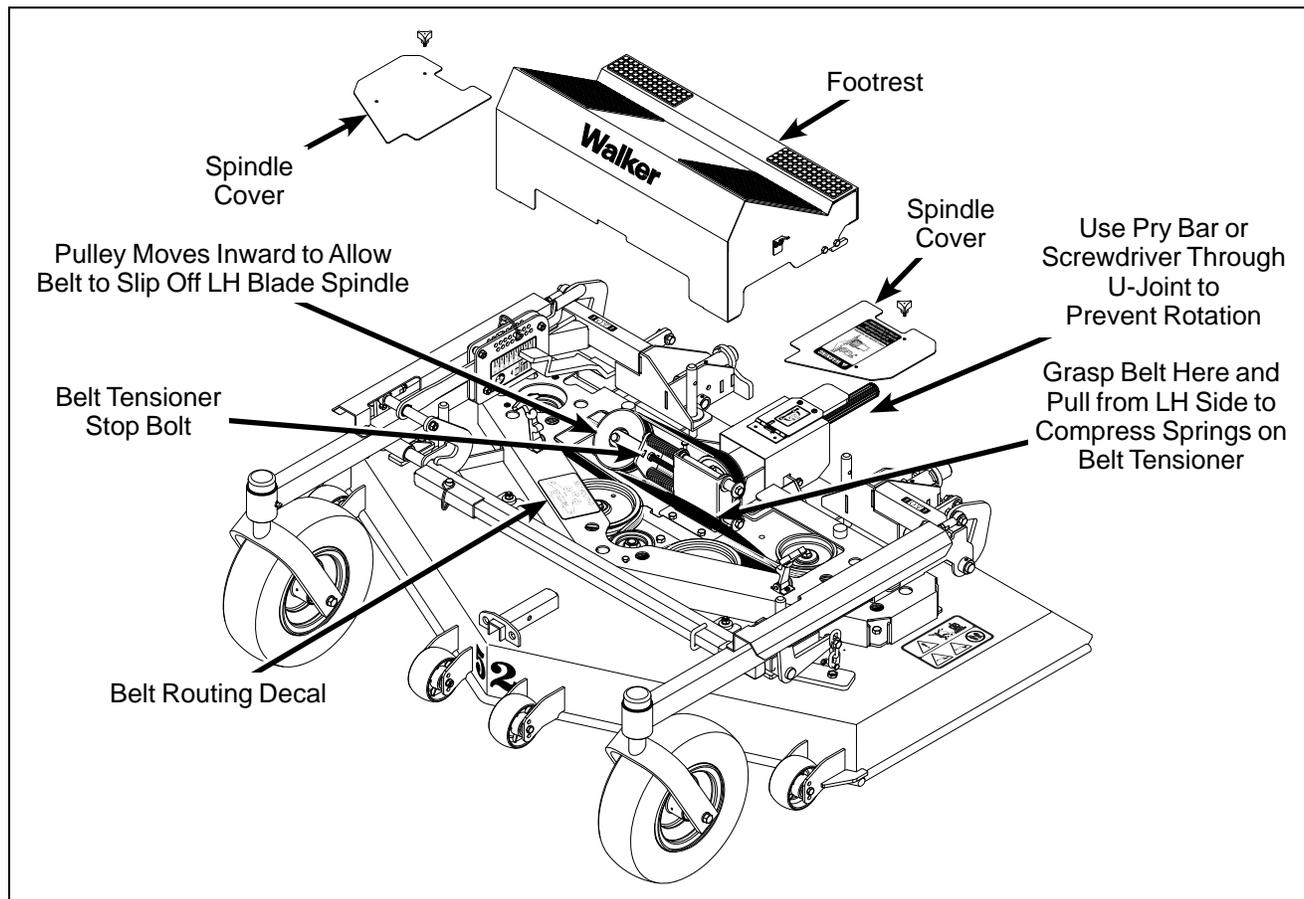
 **CAUTION**

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

Replacing Deck Drive Belt

1. To remove the deck drive belt:
 - a. Remove deck footrest and two (2) covers over the RH and LH blade spindles.
 - b. Loosen belt tensioner stop bolt and turn inward until retracted 1 in. (2.5 cm) from the operating position.
 - c. Lock drive pulley so that it can not rotate.
 - * If deck is installed on tractor, the PTO blade brake will prevent the drive pulley from rotating.
 - * If deck is detached from tractor, use pry bar or large screwdriver positioned through the drive shaft U-joint to hold shaft and prevent rotation.

- d. From a position on the LH side of the deck, grasp belt midsection and pull to compress the belt tensioner springs and move the tensioning pulley inward. The belt will then slip off the LH spindle pulley and can be completely removed.
2. Install the deck drive belt by reversing the removal procedure:
 - a. Route the belt as shown on the belt routing decal (located on the deck housing). Leave the belt loose at the LH spindle and then install the belt by compressing the belt tensioner as noted above.
 - b. After the belt is in place, reset the belt tensioner stop bolt by turning outward until contacting the pulley bracket and then making one (1) additional turn.
 - c. Reinstall spindle covers and footrest.



Deck Drive Belt Replacement

ADJUSTMENTS

Transmission Control

IMPORTANT: The proper adjustment of the transaxle 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 transaxles). To fine tune tracking, refer to **Step 5 - Straight Tracking Adjustment** in this section.

Step 1 - Steering Lever Position Adjustment

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

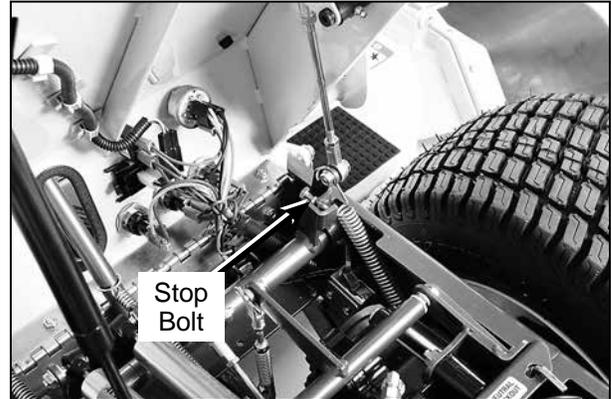
1. Examine the steering levers to make sure they are **parallel front to back** in relation to one another. If they are not equal, adjust accordingly. (The handles may or may not be even at this point.)

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

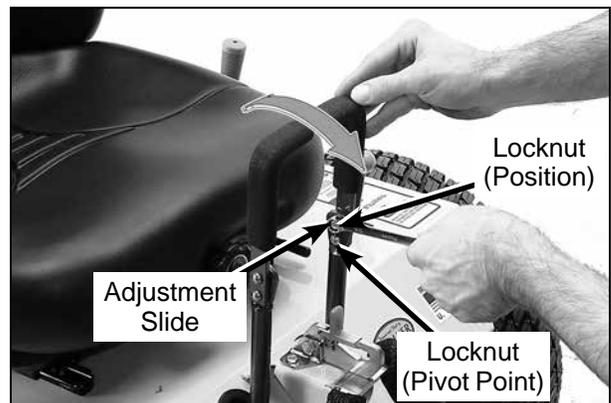
2. Adjust the position of the RH lever by turning the stop bolt in the Speed Control Actuator in or out. Turning the stop bolt in will make the RH lever move back, and turning it out will make it move forward. Tighten the locknut.



Stop Bolt Location

Step 2 - Steering Handles Adjustment

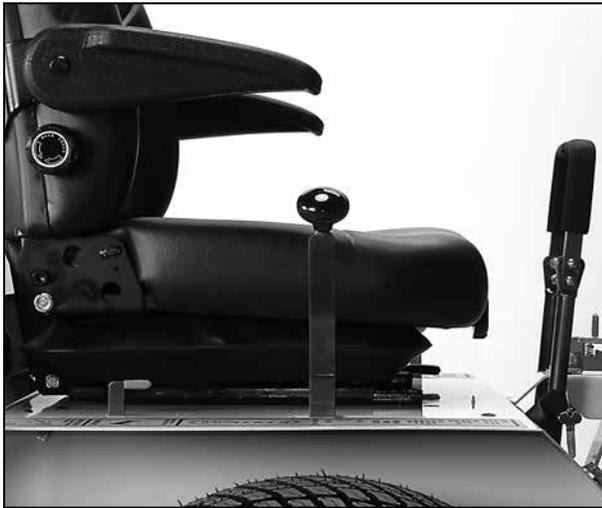
1. An adjustment range of approximately 3 in. (76.2 mm) is available on the steering handles - the handles can be adjusted forward or aft depending on the arm length of the operator. The handles can be adjusted by loosening the locknut at the pivot point and the locknut holding the handle in position in the adjustment slide. Adjust the handles into the most comfortable position and tighten both locknuts.



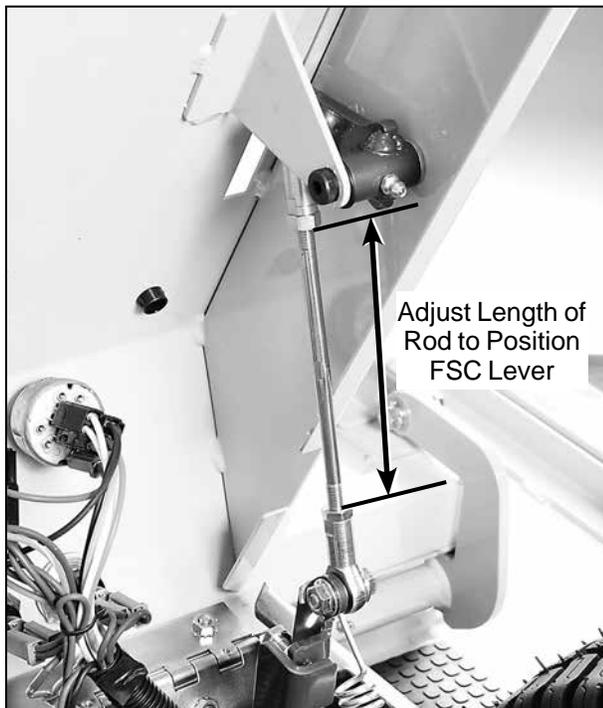
Steering Handles Adjustment

Step 3 - Neutral Position Adjustment

1. With the Forward Speed Control (FSC) in **NEUTRAL-PARK**, the lever should be straight up. Adjust by loosening the jam nuts on the FSC Rod and turn the rod to attain the straight up position. Tighten the jam nuts.

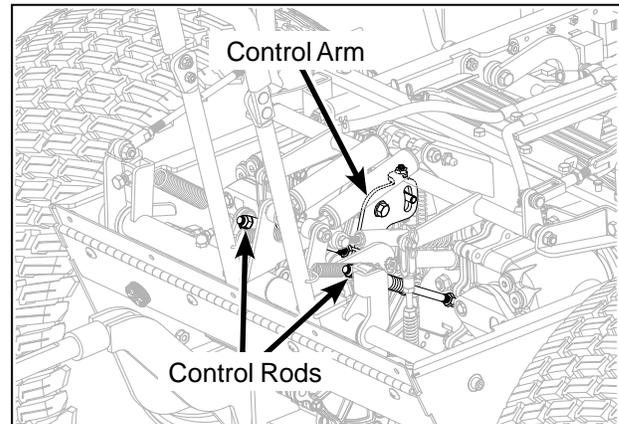


FSC Position

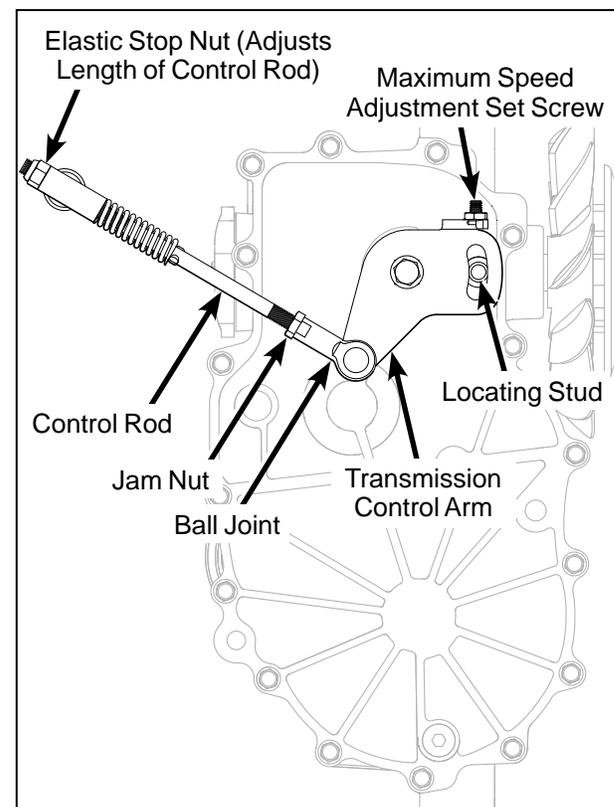


FSC Lever Position Adjustment

2. Securely block the tractor up so the drive tires are off the ground.
3. Adjust the elastic stop 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.

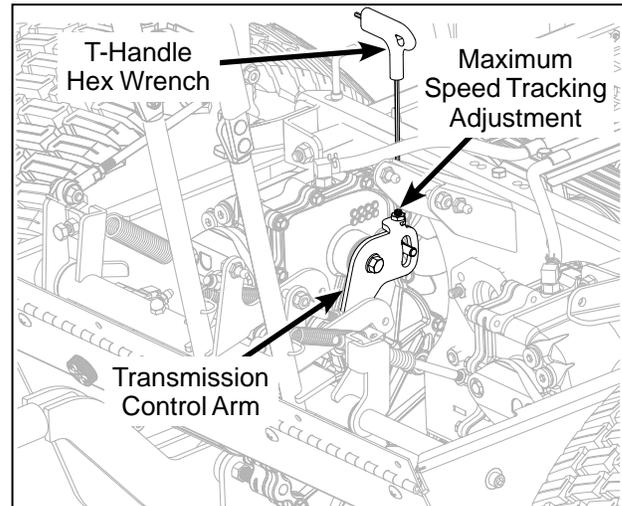
4. With the body lowered and the FSC in **NEUTRAL-PARK**, start the engine. With the engine at normal operating speed, check for movement of the drive wheels.
5. Lift the body to access the steering adjustment components.

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 7 - Forward Speed Control Friction Adjustment** later in this section for location of the FSC friction adjustment nut.

6. Using a wrench on one elastic stop 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 set screws in the left and right Transmission Control Arms should not be contacting the locating stud in the transaxle. If they are, back the set screws out until they do not touch.



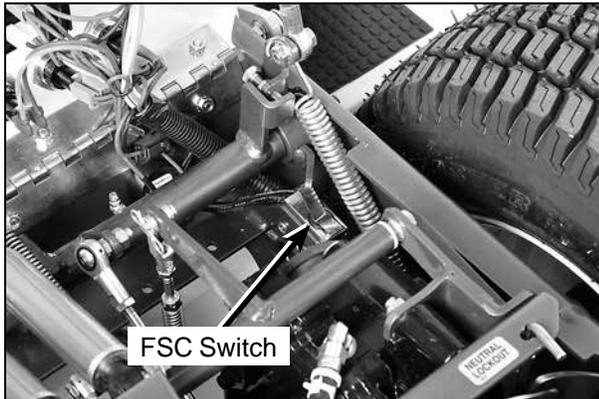
Maximum Speed Tracking Adjustment (Shown with Parts Removed for Clarity)

Step 5 - Straight Tracking Adjustment

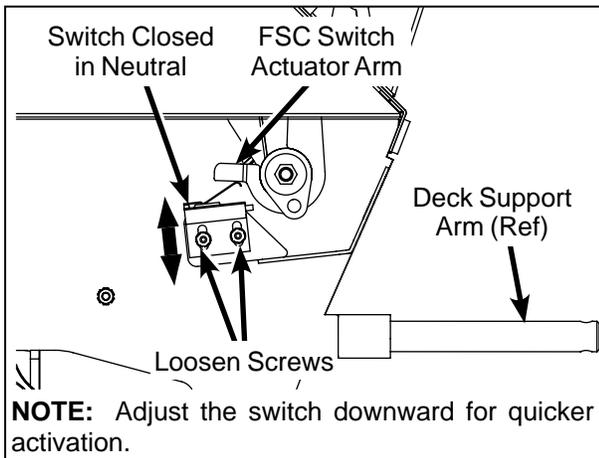
1. Sit in the seat, start the engine, set throttle at full speed, and with the FSC in the **NEUTRAL-PARK** position check for movement of either drive wheel (if either wheel moves backward or forward, refer to **Step 3 - Neutral Position Adjustment** and readjust).
2. Check for straight ground tracking on a level surface (with hands off the steering levers). Set the FSC at several different speeds and observe if the mower 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 slow side by turning the adjuster nut clockwise. If straight tracking and neutral can not be achieved, turn the adjuster nut counterclockwise until neutral can be achieved.
4. Lengthen the control rod of the faster side by turning the adjuster nut counterclockwise to match the slower side while maintaining the neutral position.
5. If the forward travel is straight throughout the speed range, except at maximum speed - place the FSC in full **FORWARD**, turn the set screw in the Transmission Control Arm, of the faster side, in until it contacts the hydro stud. (Turning the set screw in slows the wheel.) **Turn the set screw in an additional 1/8 turn.** Recheck for equal full forward speed. Adjust this set screw until equal full forward speed is achieved. Tighten the jam nut.

Step 6 - FSC Neutral Switch Adjustment

1. Place the FSC in **NEUTRAL-PARK** position. Loosen mounting screws and adjust switch up or down accordingly.



FSC Neutral Switch Location



**FSC Neutral Switch Adjustment
(Side View Through Chassis)**

IMPORTANT: Disconnect spark plug wires to prevent the engine from starting when testing operation of the FSC Neutral Switch.

2. Check operation of the FSC Neutral Switch by placing the FSC lever fully forward, then holding the ignition switch in the **START** position. Slowly move the FSC lever back towards the **NEUTRAL-PARK** position until the starter motor engages and note the position of the FSC lever. 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 7 - Forward Speed Control Friction Adjustment



FSC Position with Levers

1. 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 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.



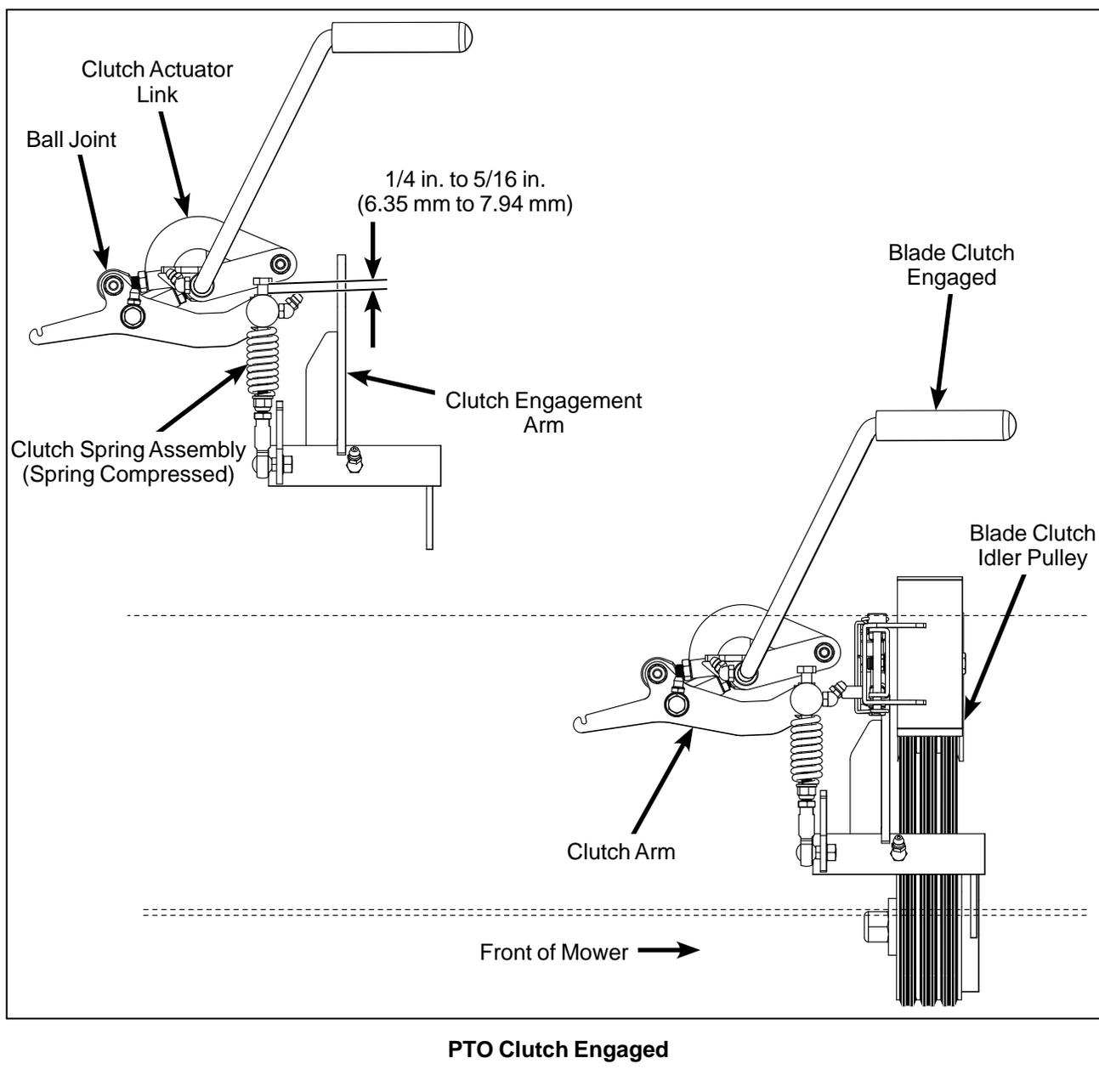
FSC Adjustment Friction Nut

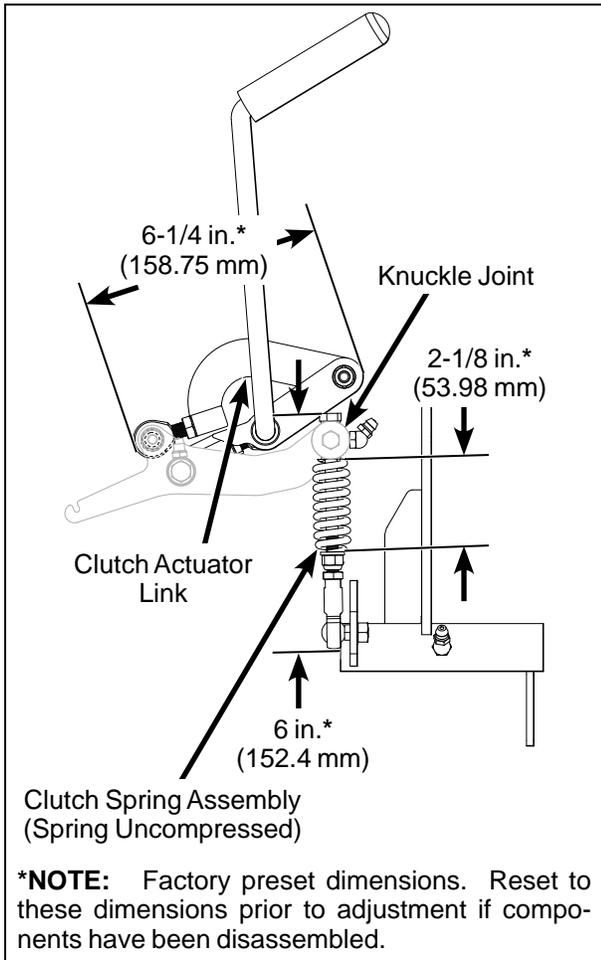
Blade Clutch (PTO)

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. (6.35 mm to 7.94 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 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.

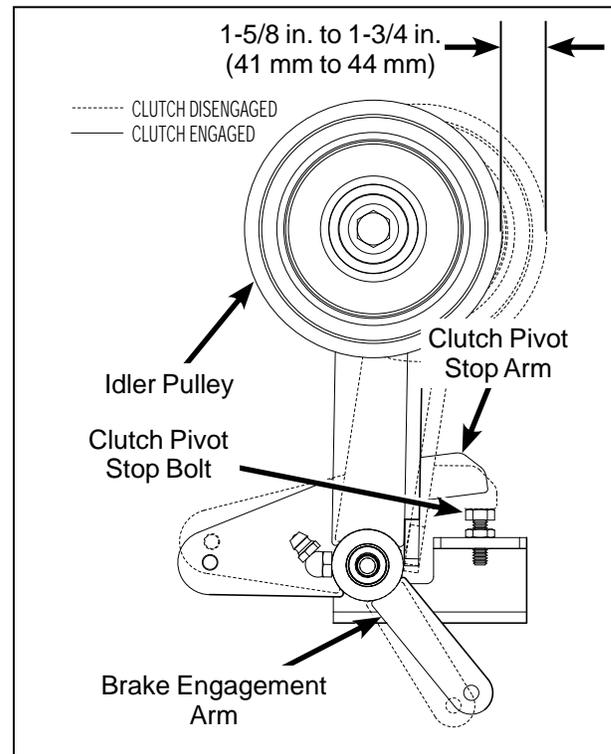
Use the following procedures to check and adjust clutch disengagement and brake action:

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).

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.



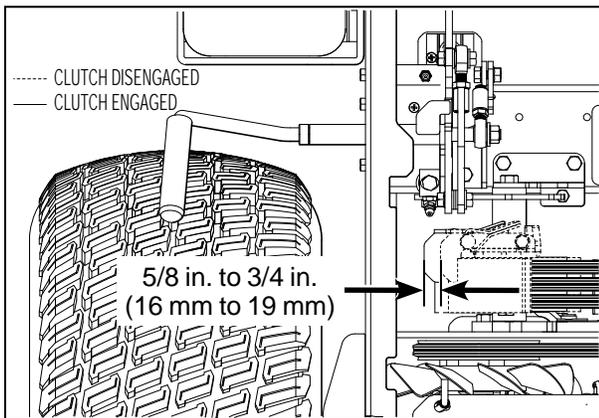
Clutch Idler Pulley Travel

Step 2 - Blade Brake Band Adjustment

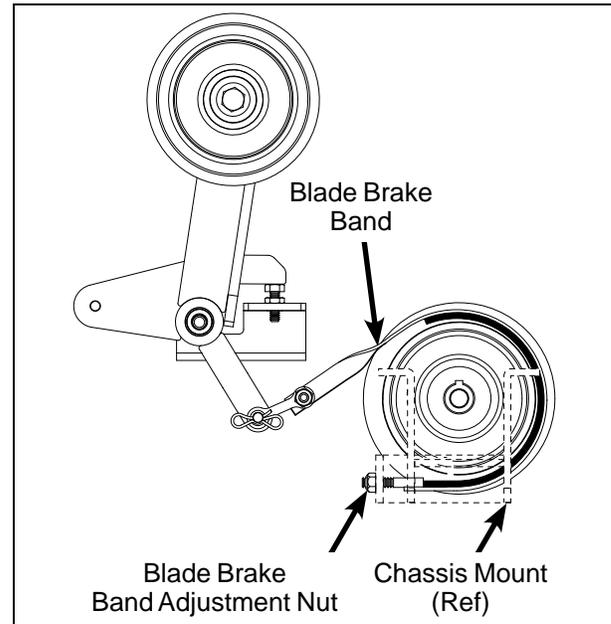
After the maximum pulley travel is set, adjust the working travel of the clutch idler pulley by adjusting the brake band nut and make the following adjustment as needed:

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 **CHECKING/SERVICING** the **Blade Brake Action** in this section. 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.

LIMITED WARRANTY FOR WALKER MODEL MBS29 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 one (1) year* 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:

Kohler Engine
Hydro-Gear Transaxles
Battery
Tires

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.

* A three (3) year or 3000 hour (whichever comes first) warranty is offered for Hydro-Gear ZT3400 hydrostatic transmissions; covers full cost of replacement up to 1000 hours of use, and after 1000 hours warranty coverage is prorated 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 Operator'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.

WALKER MOWERS

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