 LOSS OF DRIVE  
on  
SELF-PROPELLED  
PETROL LAWNMOWERS  

Drive on self-propelled mowers may be lost if:

- The clutch cable has lost tension through either stretching or loss of adjustment – see Section 1
- The clutch cable has broken or become detached
- The drive belt has come off the drive pulleys – see Section 2
- The drive belt has stretched or broken
- Tension on the transmission unit is incorrect

This is a generic guide and gives basic instructions for:

1. Adjusting the tension on the clutch cable
2. Replacing the drive belt

If, after reading this guide, you feel you are either unsure of what is required, or that you do not have the correct tools to undertake a job yourself, please contact:

- Our Helpline service, telephone 0845 600 2912 (Monday to Saturday 9am – 5pm, and Sunday 10am – 4pm), or
- Our local Service Link centre who can undertake any remedial work requested (work that is not covered by the guarantee will be chargeable)

Your local Service Centre can be found by contacting the Helpline and quoting the model of mower you have and your postcode. Alternatively, go to www.mowerfix.info
1 ADJUSTING THE TENSION ON THE CLUTCH CABLE

The clutch cable leads from the clutch lever, and goes down the handle and into the deck of the mower. The clutch lever may be either:

- The small vertical lever on the RIGHT of the main handle (when viewed from behind), or
- The bar running ACROSS and BELOW the main handle at the top, or

FOR MOWERS WITH THE CLUTCH ON THE RIGHT HAND SIDE OF THE HANDLE (this includes, but may not be limited to SP464 SP470 SP470ES PWRSP410PRMA MacAllister 484SP Homelite HL484SP)

a) Check the clutch cable runs up the right hand side of the main handle (right hand side viewed from behind the mower) and through the tension bracket (shown as 1 in the diagram above). If the cable is not in this bracket, insert it and follow the instructions in b) below to adjust the tension.

b) Check the tensioning bracket (shown as 1 in the diagram above) because this can have moved up the handle or the cable may have stretched a little with use. Slacken the screw in the bracket, slide the bracket DOWN the handle to take up spare slack in the cable, and tighten the screw. NOTE: The cable should have about ½” of play on it.

c) If the above steps do not return the tension to the cable and restore the drive, the cause of the problem may be the belt has come off the drive pulleys (see Section 2) or the clutch cable has broken or become detached (see a service dealer).

FOR MOWERS WITH THE CLUTCH BAR RUNNING ACROSS THE HANDLE (this includes, but may not be limited to SP474 SP480T SP530 SP534 SP534ES SP535 SP536 SP536ES SP550 SP554 SP555 Cooper 481PD Cooper 532PD GardenLines GL484SP GardenLines GL480SP Tuffcut T4204S Tuffcut T4604S Tuffcut T4604RS
Tuffcut T5105S  Multiclip 50SP
MacAllister PRO50)

a) Check the clutch cable runs up the left hand side of the main handle through the anchoring bracket on the handle. If the cable is not in this bracket, insert it and secure the bracket to the handle, then follow the instructions in b) below to adjust the tension.

b) The cable may have stretched a little with use. Slacken the bottom nut on the adjusting barrel and then tighten the top nut on the adjusting barrel to take up un-required slack in the cable. NOTE: The cable should have about \( \frac{1}{2} \)" of play on it.

c) If the above steps do not return the tension to the cable and restore the drive, the cause of the problem may be the belt has come off the drive pulleys (see Section 2) or the clutch cable has broken or become detached (see a service dealer).

2 REPLACING THE BELT

To replace the belt on these machines, it will involve tipping the machine to gain access to the belt. You will need to observe certain general and safety precautions prior to undertaking this task.

Chose an appropriate firm surface to work on such as a workbench - not standing on a high quality patio or lawn (these could be stained or damaged by machine fluids).

WARNING: Make sure you have disconnected the H.T lead from the spark plug (it is a simple push fit) before you undertake ANY of the work below.
The air filter cover and filter element/sponge will need also to be removed. There are 7 variations depending on the type of engine fitted.

A. **Briggs & Stratton Classic, Sprint or 400 Series Engine:** The sponge air filter is located above the fuel tank on the front right hand side (viewed from the back), and secured with a single flat headed screw from above. The engine cover does NOT need to removed to do this.

B. **Briggs & Stratton Quantum Engine:** The paper filter is located on the left hand side (viewed from the front). The cover (4) has a screw to release it at the top. Remove the cover and then the inner paper filter.

C. **Honda GCV Engine:** The paper air filter is located on the front left hand side (viewed from the rear) and secured with two clips on the top. Press these down and the air filter cover will fall open.

D. **Mountfield SV150, RV150, V35 and RM40 Engine:** The sponge air filter is on the right hand side (viewed from the back) of the engine, secured with a single clip to the rear of the cover. Push this in and the cover will release.

E. **Mountfield RM65, and RM65ES Engine:** The sponge air filter is on the left hand side of the engine (viewed from the back). It is secured with a clip at the rear and a locating lug at the front.
F. **Mountfield RM55, and RM55ES Engine:**
The paper air filter is on the left hand side of the engine (viewed from the back). It is secured with 2 clips on the top.

G. **Mountfield RM45 Engine:** The paper air filter is on the left hand side of the engine (viewed from the back). It is secured with 2 clips on the top. It looks like the picture above BUT the filter element is sponge.

**Now for each engine-type on the mower the basic process is the same:**

1. Remove the grassbox

2. Check you have already removed the spark plug cap (for safety reasons) and the air filter (to avoid potential contamination)

3. Without tipping the mower forwards or sideways, lift the mower up onto a workbench on all 4 wheels, and position the back wheels close to the edge of the workbench

4. Raise the stone guard flap, tip the mower BACKWARDS with the handle hanging over the edge of the bench – it will stand upright like this

5. Mark the blade so that after removing it you can replace it the correct way

6. Unscrew the blade (normal thread so turn the spanner anti-clockwise to unfasten)

7. Remove the belt guard plate – this is the protective plate through which the blade shaft protrudes……it is between the blade and the deck of the mower (it may be held on by a single screw, 2 screws and a nut, or 4 screws)

8. Position the belt around the pulley on the blade shaft
9. On the back axle there is a black box (the transmission unit) and on the uppermost face of this is a pulley – wind the belt onto this pulley as if winding a chain onto a bicycle wheel (it may appear that this pulley is at an angle, but the tension of the belt will straighten this)

10. Replace the belt guard plate and re-attach the blade the correct way up

11. Carefully lift the mower down onto the ground without tipping it forwards or sideways and replace the spark plug cap

NOTE: If the belt repeatedly comes adrift, this is normally a sign that the belt is worn or damaged and should be replaced. Whenever ordering spare parts ALWAYS quote the model number of your machine to the dealer.

If these steps do not restore the drive, the cause of the problem may be:

1. Tension on the transmission unit (and therefore the belt) is incorrect
2. The clutch cable has broken or become detached.

The following simple checks can be made:

a) The clutch cable is gripped correctly by the bracket on the left hand side (viewed from the rear)
b) The clutch cable is firmly fastened to the clutch lever/bar
c) If you grasp the clutch cable at the point where it goes into the deck of the mower, and pull it – the cable will pull freely towards you if the clutch cable has become detached from the transmission unit – call the Helpline on 0845 600 2912 for further advice
d) With the mower standing upright as described in the section on Replacing the Belt, if the transmission unit moves floppily on the rear axle the tension on it is incorrect – call the Helpline on 0845 600 2912 for further advice