

Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)



SELF-HELP PROBLEM SOLVING and MAINTENANCE for PETROL LAWNMOWERS

The RM55, RM55ES, RM65, RM65ES or RM45 (OHV) engine is fitted to the following products:

- 463 PD/ES
- M43 PD
- 483 R
- 553 R/ES
- SP536
- HP454 (some models)
- SP474 (for 2011)
- 463R PD/ES
- M63 PD
- 483 R/ES
- SP554
- SP536ES
- SP454 (some models)
- 513 PD/ES
- M63 PD/ES
- 553 R
- SP534ES
- Multiclip 501SP
- HP474 (for 2011)

1. Safety Precautions	2
2. Fuel, Oil, Air Filter and Spark Plug Requirements.	6
3. Routine Engine Maintenance	7
4. Starting the Engine	11
5. Engine Starts and Smokes Heavily	16
6. Engine Cutting Out or Running Unevenly	18
7. Pull Cord Not Pulling or Snatching Back	21
8. Cutting and Collecting Grass, Vibration	23
9. Loss of Drive on Self-Propelled Mowers	27
10. Transportation and Handling	35
11. Maintenance and Storage	36
12. Guarantee Spare Parts, Repairs	37

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 ServiceLink centre who can undertake any remedial work requested (work that is not covered by the guarantee will be chargeable)**



Your local ServiceLink centre can be found at
www.servicelink.org.uk

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



1 Safety Precautions

Your lawnmower should be used with due care and attention. Symbols have therefore been placed on various parts of the machine to remind you of the main precautions to be taken. Their meaning is explained below. You are also asked to read the safety precautions listed below.



1. **Warning:** Read the instruction manual before using the machine.



2. **Beware of thrown objects:** Keep other people at a safe distance whilst working.



3. **Warning:** Disconnect the spark plug cap before carrying out any repairs or maintenance.



4. **Beware of cutting:** Moving blades. Do not put hands or feet near the blades.

The following safety precautions must be observed at all times. Please read them very carefully.

TRAINING:

1. **Read the instructions carefully.** Get familiar with the controls and proper use of the equipment. Learn how to stop the engine quickly.
2. **Only use the lawnmower for the purpose for which it was designed, i.e. for cutting and collecting grass.** Any other use can be hazardous, causing damage to the machine. Examples of improper use may include, but are not limited to:
 - Transport of people, children or animals on the machine;
 - Being transported by the machine;
 - Using the machine to tow or push loads;
 - Using the machine for leaf or debris collection;
 - Using the machine to trim hedges, or for cutting vegetation other than grass;
 - Use of the machine by more than one person;
 - Using the blade on surfaces other than grass.
3. Never allow children or people unfamiliar with these instructions to use the lawnmower. Local regulations may restrict the age of the operator.
4. **Never use the lawnmower:**
 - When people, especially children, or pets are nearby;
 - If the operator has taken medicine or substances that can affect his ability to react and concentrate.
5. Remember that the operator or user is responsible for accidents or hazards occurring to other people or their property.
6. Never put your hands, feet or any implement under the cutter deck or inside the rear discharge chute. The cutter blade will continue to rotate for some time after the engine is switched off.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



PREPARATION:

- 1. While mowing, always wear sturdy footwear and long trousers. Do not operate the equipment when bare foot or wearing open sandals. Avoid loose clothing that may snag on moving parts.**
2. Thoroughly inspect the area where the equipment is to be used and remove all objects which may be thrown by the machine or damage the cutter assembly and the engine (stones, sticks, metal wire, bones, etc).
- 3. WARNING: DANGER! Engine fuel is highly inflammable:**
 - Store fuel in containers specifically designed for this purpose;
 - **Refuel using a funnel and outdoors only – do not smoke while refuelling or whenever handling the fuel;**
 - Add fuel before starting the engine – never remove the cap of the fuel tank or add fuel while the engine is running or when the engine is hot;
 - If fuel is spilled, do not attempt to start the engine but move the machine away from the area of the spillage and avoid creating any source of ignition until the fuel has evaporated and the vapour has dispersed;
 - Replace all fuel tanks' and retainers' caps securely.
4. Substitute faulty silencers. Never use the machine without a silencer.
- 5. Before use, always inspect the machine, especially the condition of the blades, and check that the screws and cutting assembly are not worn or damaged.** Replace worn or damaged blades and screws in sets to preserve balance.
6. Before mowing, attach the discharge opening guards (grass-catcher or stone-guard).

OPERATION:

1. Do not operate the engine in a confined space where dangerous carbon monoxide fumes can collect.
2. Mow only in daylight or good artificial light.
3. If possible avoid operating the equipment on wet grass.
4. Always be sure of your footing on slopes.
5. Walk, never run and do not allow yourself to be pulled along by the lawnmower.
6. Mow across the face of slopes, never up and down.
7. Exercise extreme caution when changing direction on slopes.
8. Do not mow on slopes of more than 20 degrees.
9. Exercise extreme caution when pulling the lawnmower towards you.
10. Stop the blade if the lawnmower has to be tilted for transportation when crossing surfaces other than grass, and when transporting the lawnmower to and from the area to be mown.
11. Never operate the lawnmower with defective guards, or without safety devices, such as the stone-guard and/or grass-catcher, in place.
12. Do not change the engine governor settings or over-rev the engine.
13. On power-driven models, disengage the drive clutch before starting the engine.
14. Start the engine carefully, following the instructions and keeping feet well away from the blade.
15. Do not tilt the lawnmower when starting the engine. Start the engine on a flat surface that is free of obstacles and tall grass.
- 16. Do not put your hands or feet near or under rotating parts.** Keep clear of the discharge opening at all times.
17. Never pick up or carry a lawnmower while the engine is running.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



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18. Stop the engine and disconnect the sparkplug wire:
 - Before carrying out any work underneath the cutting deck or before unclogging the chute;
 - Before checking, cleaning or working on the lawnmower;
 - After striking a foreign object – inspect the lawnmower for damage and make repairs before restarting and operating the lawnmower;
 - If the lawnmower begins to abnormally vibrate (immediately look for the cause of the vibrations and take for necessary controls to a specialist centre).
 19. **Stop the engine:**
 - Whenever you leave the lawnmower unattended – remove the key from models with electric starters;
 - Before refuelling;
 - Every time you remove or replace the grass-catcher;
 - Before adjusting the grass cutting height.
 20. Reduce the throttle before turning off the engine and (if fitted) turn the fuel off when you have finished mowing following the instructions in the engine handbook.
 21. When mowing, always keep a safe distance from the rotating blade. The distance is the length of the handle.

MAINTENANCE AND STORAGE:

1. Keep all nuts, bolts and screws tight to be sure the equipment is in safe working condition. Regular maintenance is essential for safety and performance.
2. Never store the equipment with fuel in the tank inside a building where vapour may reach a flame or a spark or a source of extreme heat.
3. Allow the engine to cool before storing in an enclosed space.
4. **To reduce the fire hazard, keep the engine, exhaust silencer, battery compartment and fuel storage area free of grass, leaves, or excessive grease.** Do not leave containers with grass cuttings in rooms.
5. Check the stone-guard and the grass-catcher frequently for wear and deterioration.
6. If the fuel tank has to be drained, this should be done outdoors and when the engine is cool.
7. Wear strong work gloves when removing and reassembling the blade.
8. **Keep the blade balanced during sharpening.** All operations on the blade (dismantling, sharpening, remounting balancing, and/or replacing) require a certain familiarity and special tools. For safety reasons, these jobs are best carried out at a specialized centre.
9. **For safety reasons, never use the machine when it has worn or damaged parts. Parts are to be replaced and not repaired. Use genuine spare parts. Parts that are not of the same quality can damage the equipment and impair your safety.**

TRANSPORTATION AND HANDLING:

1. Whenever the machine is to be handled, raised, transported or tilted you must:
 - Wear strong working gloves;
 - Grasp the machine at the points that offer a safe grip, taking account of the weight and its distribution;
 - Use an appropriate number of people for the weight of the machine and

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



the characteristics of the vehicle or the place where it has to be placed or collected.

2. During transport, fasten the machine securely with ropes or chains.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



2 Fuel, Oil, Air Filter and Spark Plug Requirements

FUEL – these are 4-stroke petrol engines. The correct fuel is ordinary unleaded petrol.

NOTE: These engines have dual fuel capability and so bio-fuels may be used without additional adjustment to the engine.

Fuel capacity:

**RM55, RM55ES and RM45 (OHV) engines: 1.0 litre
RM65 and RM65ES engines: 1.2 litre**

Do not overfill the fuel tank – fill the tank until it reaches the internal lip of the filler neck.

OIL – the correct oil to use is Mountfield MX855 oil, or a 4-stroke SAE 30 or 10W-30 multi-viscosity oil. DO NOT mix oil with the fuel. The dipstick shows the minimum and maximum levels.

Oil capacity:

**RM55, RM55ES and RM45 (OHV) engines: 0.55 litre
RM65 and RM65ES engines: 0.65 litre**

The use of multi-viscosity oils in hot temperatures will result in a higher than normal oil consumption. It is important, therefore, to check the oil level more frequently. Any oil shortages can cause premature wear or serious damage to the engine. So too will using the incorrect grade of oil. NB Wipe the dipstick, insert the dipstick into the oil filler neck without screwing it in, then withdraw the dipstick to gain an accurate reading.

Do not mix oils of different brands and features. Do not over-fill with oil. Over-filling may cause smoking or contamination of the spark plug and/or air filter.

AIR FILTER:

RM55, RM55ES and RM45 (OHV) engines – these engines use a paper air filter. This cannot be cleaned if it becomes contaminated with oil or petrol, and must be replaced. (**NOTE: There may be some of these engines with an optional sponge air filter**)

RM65 and RM65ES engines– these engines use a cleanable (warm soapy water) sponge air filter.

SPARK PLUG – the following sparkplug is the correct specification:

**RM55, RM55ES and RM45 (OHV) engines: Champion RC12YC or QC12YC
RM65 and RM65ES engines: Champion RN9YC**

The spark plug gap should be 0.6 – 0.8mm or 0.03” (³⁰/₁₀₀₀)

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



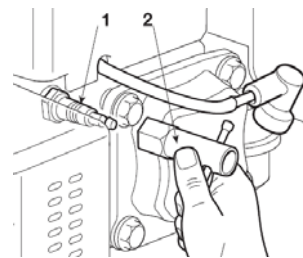
3 Routine Engine Maintenance

Regular and careful maintenance is essential to preserve the original performance and safety level of the engine. Always store the mower in a dry place.

TESTING FOR A SPARK (this job requires 2 people)

1. Stand the machine on a firm surface and set the height adjusters to the lowest setting for added safety.
2. Remove the H.T. lead (spark plug cap) – a push/pull fit.
3. Unscrew the spark plug (1 in the diagram) with a genuine spark plug spanner (2).
4. Fit the plug back into the end of the HT Cap and rest it against the engine block (hold only the black insulation lead).
5. The second person can now hold in the Operator Presence Control (OPC) and pull the engine cord. You should see a spark jump across the end of the plug.

H.T. Lead (spark plug cap) and Spark Plug



Engine:
RM55,
RM55ES
RM45 (OHV)

Spark Plug:
Champion: RC12YC or
Champion: QC12YC

The spark plug gap for all these Mountfield engines should be 0.6 – 0.8mm or 0.03” (that is $\frac{30}{1000}$).

RM65 and
RM65ES

Champion RN9YC

DRAINING FUEL:

We advise that the engine should be drained of fuel before storage for more than 30 days. One should only buy fuel in quantities that can be used up within a few weeks.

How to drain the fuel is explained in sub-section A of Section 4 Starting the Engine.

Please dispose of old fuel and used engine oil in a manner that is compatible with the environment

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



CHANGING ENGINE OIL

Check the engine oil before each use.

Depending on model, these small four stroke engines hold up to 0.65 litre of oil (see below in right hand margin for details). Any oil shortages can cause premature wear or serious damage to the engine. So too will using the incorrect grade of oil. NB Wipe the dipstick, insert the dipstick into the oil filler neck without screwing it in, then withdraw the dipstick to gain an accurate reading.

Mountfield MX855 four stroke oil is readily available through either the B&Q chain of retailers or through our own comprehensive dealer network.

If you are unable to obtain the correct oil, use either an SAE30 or a 10W-30 grade of oil. These oils are generally only found in the larger DIY stores in the gardening department or at a garden centre or lawnmower specialist.

The oil should be changed on all new engines after approximately 5 hours of operation. It should then be changed every 50 hours of operation, or once a season.

Before changing the oil, run the engine for a few minutes to warm the engine oil. This allows it to run more freely and to carry out any sediment with it.

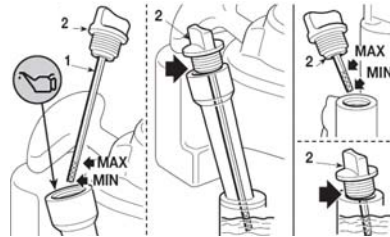
To drain oil from the engine:

Run the engine a few minutes to warm the oil. Remove the H.T. lead and grass catcher assembly. Undo the oil fill dip stick and make sure a suitable tray is in place to catch the oil. Tilt the machine **backwards onto the rear right wheel closest to the oil fill** (three wheels will be clear of the ground). As the angle increases the oil will pour out of the fill and into the tray. Once empty, stand the machine on level ground and refill as per the operating instructions.

Please dispose of old fuel and used engine oil in a manner that is compatible with the environment

Engine Oil

- Mountfield MX855
- SAE30 lawnmower oil
- 10W-30 oil



(NOTE: 2 versions of dipstick are in use as above)

Oil capacity is 0.55 litre for RM55, RM55ES and RM45 (OHV)

For RM65 and RM65ES engines oil capacity is 0.65 litre

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



ENGINE MANUFACTURER'S RECOMMENDATIONS:

As a guide, the table and notes below have been copied from the engine manufacturer's user manual:

Maintenance Schedule for RM 55, RM55ES and RM45 (OHV) engines:

Follow the hourly or calendar – whichever occur first – maintenance schedule shown in the following table.

Operation	After First 5 hours	Every 5 hours or daily	Every 25 hours or every season	Every 50 hours or every season
Check oil level (see 5.1.1)	-	✓	-	-
Change oil ¹⁾ (see 6.3)	✓	-	-	✓
Clean silencer and engine (see 6.4)	-	✓	-	-
Check air cleaner ²⁾ (see 6.5)	-	✓	-	-
Air filter replacement (see 6.5)	-	-	✓	-
Check spark plug (see 6.6)	-	✓	-	-
Replace spark plug (see 6.6)	-	-	-	✓

- ¹⁾ Change oil every 25 hours if the engine is operating under heavy load or in ht weather.
²⁾ Clean air cleaner more frequently if the machine is operating in dusty areas.

Maintenance Schedule for RM 65 and RM65ES engines:

Follow the hourly or calendar – whichever occur first – maintenance schedule shown in the following table.

Operation	After First 5 hours	Every 5 hours or daily	Every 25 hours or every season	Every 50 hours or every season	Every 100 hours
Check oil level (see 5.1.1)	-	✓	-	-	-
Change oil ¹⁾ (see 6.3)	✓	-	-	✓	-
Clean silencer and engine (see 6.4)	-	-	✓	-	-
Check air cleaner ²⁾ (see 6.5)	-	-	✓	-	-
Oil air cleaner ²⁾ (see 6.5)	-	-	✓	-	-
Check spark plug (see 6.6)	-	-	✓	-	-
Replace spark plug (see 6.6)	-	-	-	✓	-

- ¹⁾ Change oil every 25 hours if the engine is operating under heavy load or in ht weather.
²⁾ Clean air cleaner more frequently if the machine is operating in dusty areas.

NB: Please refer to the engine manufacturer's manual for specific information.

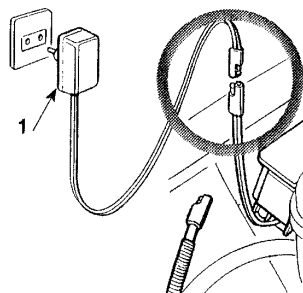
**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



Battery Care (for key-start models only):

These guidelines for the care of lawnmower batteries should be observed. If not, a shortened working life of the battery may result. These are duplicated in the Owners Instruction pack supplied with the lawnmower.

1. Always read the instructions carefully in the owner's manual which is supplied with the engine.
2. Before attempting to start a new engine on the key, charge the battery for 24 hours continuously (use only the battery charger supplied with the machine) and then leave to rest for 12 hours.
3. **Beware!** Do **not** recharge the battery using an incorrect charger (i.e. car battery charger). Serious damage may occur. Always check the charger plug is connected to the battery socket. On some machines the battery is hidden.
4. Frequent stopping and restarting of the engine may result in a low battery charge. In this instance it is recommended that the battery be charged over night once a month during the cutting season, more frequently if heavily used.
5. Never store a battery which is discharged. This may result in permanent damage.
6. Disconnect the battery from the circuit if the machine is to be unused for more than 15 days.
7. At the end of the season and before storing for the winter, charge the battery for 24 hours and store away from the machine in a cool dry place.
8. Before using the machine the following spring, recharge the battery for 24 hours and then leave to rest for 12 hours. .
9. The battery is sealed and does not need any maintenance other than that suggested in the above points.



**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**

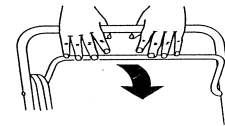
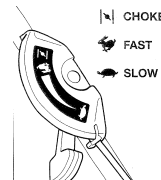
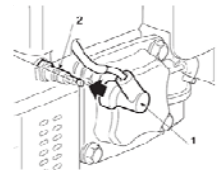
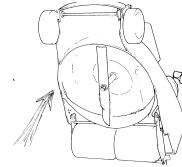


4 Starting the Engine

The correct way to start the mower:

Check the engine oil, and there is sufficient clean/fresh petrol in the fuel tank.

1. Ensure the machine is on a firm level surface (path, patio or short grass). **Before checking the underside, make sure to remove the HT cap (spark plug cap).** Check the underside is clear from old lawn debris. If you have to tilt the mower, do this backwards only.
2. Check the H.T. lead (spark plug cap) is correctly fitted to the spark plug.
3. Set the throttle to CHOKE before starting (this may be necessary even when the engine is warm).
4. Check the OPC lever (it may be marked STOP) is held against the handle when starting and using the mower. Pull the cord to start the engine, and once running set the throttle to FAST.
5. **FOR KEY START MODELS** hold the OPC lever (it may be marked STOP) against the handle when starting and using the mower. Either turn the key or pull the cord to start the engine, and once running set the throttle to FAST.



QUICK TROUBLESHOOTING GUIDE:

Problem:	Likely Cause:	Solution:
Engine is difficult to start	<ul style="list-style-type: none"> • No fuel • Stale fuel or build-ups in fuel tank • Spark plug disconnected • Dirty plug or incorrect gap • Air lock • Micro switch not engaging 	<ul style="list-style-type: none"> • Check and top up (see A) • Drain old fuel, re-fill with fresh fuel (see A) • Check the spark plug cap is firmly fitted on the spark plug (see B) • Check the spark plug (see B) • Bleed air from fuel supply (see C) • Adjust (see D)
No response from key start	<ul style="list-style-type: none"> • Loose connection or flat battery (electric start models only) 	<ul style="list-style-type: none"> • Check (see E)

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



A: Fuel requirements:

These engines run on ordinary un-leaded fuel. The fuel tank holds 1.0 litre (for the RM55, RM55ES and RM45 OHV engines) or 1.2 litre (RM65 and RM65ES engines).

Stale fuel or build-ups in the fuel tank are most common when the mower has been stored for a period of time (e.g. over the winter period)

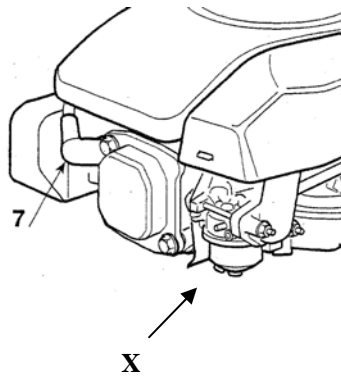
The fuel tank on these gravity-fed engines breathes through the thread on the fuel cap. An air lock may be created if the fuel cap is too tight.....this would cause the engine to cut out. The remedy is to remove the fuel cap to let air back into the tank, replace the cap and tighten it just finger-tight.

Because fuel can separate over a period of time we advise that the engine be drained of fuel before storage for more than 30 days. One should only buy fuel in quantities that can be used up within a few weeks.

When emptying stale fuel from the engine place the mower on a solid surface, or patch of gravel or similar (fuel spillage may kill the lawn/stain a patio).

To drain the fuel, remove the spark plug cap (for safety), remove the air filter (for visibility), and tilt the mower BACKWARDS.

Viewed from the front, to the right of the spark plug (7) and below the front of the air filter you will see the float bowl on the carburettor. A bolt holds the bowl in place on the very bottom, but on an angle slightly closer to you is another bolt with a red washer (X).



With a 10mm spanner undo this bolt on the angle and remove it (taking care not to lose the red washer). Allow the petrol to drain completely from the tank before replacing the bolt. Refill the tank with fresh unleaded fuel.

NOTE: Fuel that has become contaminated will prevent these engines from starting. Contamination can include water from either condensation or from water that has somehow got into the storage tanks at the garage. A service dealer may be required to clear this.

Please dispose of old fuel and used engine oil in a manner that is compatible with the environment



**Your local ServiceLink centre
can be found at
www.servicelink.org.uk**

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



B: Spark plug:

1. Check the H.T. lead (spark plug cap) is correctly fitted to the spark plug and the metal cap inside the H.T. lead cap is pointing forwards to make a good connection with the spark plug. To test for a spark see 2-6 below.
2. Stand the machine on a firm surface and set the height adjusters to the lowest setting for added safety.
3. Remove the H.T. lead (1 in the diagram) – a push fit.
4. Unscrew the spark plug (2 in the diagram) with a genuine spark plug spanner.
5. Fit the plug back into the end of the H.T. lead and rest it against the engine block (hold only the black insulation lead).
6. The second person can now hold in the OPC and pull the engine cord. Watch for a spark jump across the end of the plug.

Oil on the spark plug will prevent any spark. To clean oil from the spark plug, remove and clean the spark plug completely. ONLY USE A GENUINE SPARK PLUG SPANNER.

With the sparkplug removed, hold in the OPC and pull the engine over with the pull cord 6 times to eject any oil from the spark plug hole. Replace the plug and start the engine in the normal way. The engine may smoke at first, but allow the engine to continue running for at least ten minutes. The smoke will begin to dissipate. Allow to run until the smoke clears.

NOTE: If there is no spark, change the plug. If there is still no spark refer to a service dealer because the coil may be faulty.

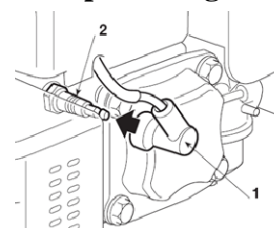
C: Bleeding air from the fuel supply:

If fuel is not reaching the cylinder it may be there is air trapped in the fuel supply. To resolve this, place the mower on a solid surface, or patch of gravel or similar (fuel spillage may kill the lawn or stain a patio):

Viewed from the front, to the right of the spark plug (7) and below the front of the air filter you will see the float bowl on the carburettor. A bolt holds the bowl in place on the very bottom, but on an angle slightly closer to you is another bolt with a red washer (X).

With a 10mm spanner undo this bolt on the angle until petrol flows freely. Re-tighten this bolt.

Spark Plug



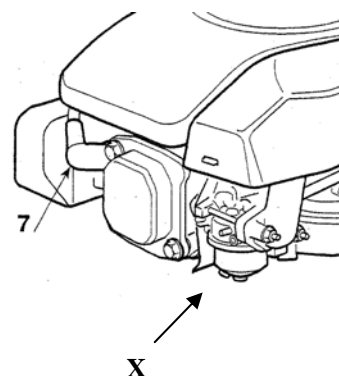
NB To test for a spark it requires 2 people

Spark Plug:
Champion RN9YC or
Champion QC12YC
for RM55, RM55ES and
RM45 (OHV) engines.

For RM65 and RM65ES
engines – Champion
RN9YC

The spark plug gap for
these engines is 0.6 –
0.8mm or
0.03" (30/1000).

Your local
ServiceLink centre
can be found at
www.servicelink.org.uk

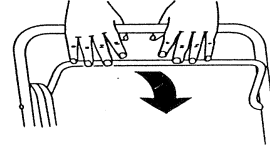


**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**

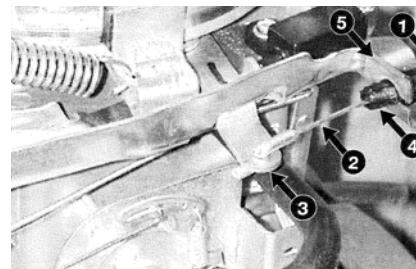


D: Adjusting the micro switch:

1. Hold the OPC bar gently in to the main handle and listen for a faint click coming from the back left hand corner of the engine. You are checking here for a micro-switch engaging which allows the electrical feed to the spark plug. If there is no audible click it may be that the micro-switch is not fully engaged.



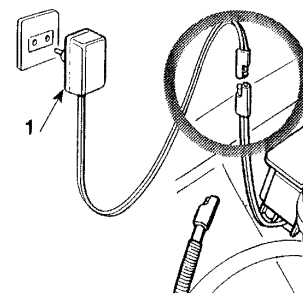
2. In this case, follow the OPC cable down to the back left hand corner of the engine where the lever moves when the OPC is depressed. Come BACKWARDS along the bare metal cable (2) some 8cms to where the metal bracket (5) grips the black plastic cable covering (directly below the fuel filler).



3. Release the plastic cable cover by compressing the 2 lugs (4) inwards on the plastic cable cover that are splayed out and hold it in place. Feed the black plastic cable cover BACKWARDS through the bracket (5).
4. With a pair of pliers bend the metal bracket BACKWARDS 4 mm towards the handle. and then replace the cable in the bracket. This will now engage the micro-switch by pulling it further, and you should now be able to start the mower in the normal way.

E: No response from key start (electric start models only):

Before attempting to start a new engine on the key, charge the battery for 24 hours continuously (use only the battery charger supplied with the machine) and then leave to rest for 12 hours.



Frequent stopping and restarting of the engine may result in a low battery charge. In this instance it is recommended that the battery be charged over night once a month during the cutting season, more frequently if heavily used.

The battery charger should feel slightly warm if working correctly when attached to both mains and battery.

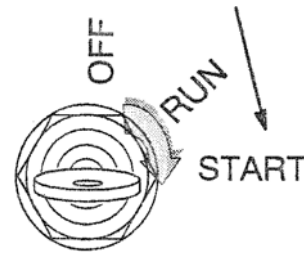
**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



Check the cables leading from the battery are connected to the cables coming down the handle from the key start. Check also the cables are attached firmly to the terminals on the battery.



Check the cables leading from the back of the key start (beneath the handle) are securely attached to the terminals on the starter key unit.



If there is still no response from the starter unit (remember the OPC must be held in when starting the engine), contact your local service dealer.

Battery Care Guidelines – these should be observed. If not, a shortened working life of the battery may result.

1. Always read the instructions carefully in the owner's manual which is supplied with the engine.
2. Before attempting to start a new engine on the key, charge the battery for 24 hours continuously (use only the battery charger supplied with the machine) and then leave to rest for 12 hours.
3. **Beware!** Do **not** recharge the battery using an incorrect charger (i.e. car battery charger). Serious damage may occur. Always check the charger plug is connected to the battery socket. On some machines the battery is hidden.
4. Frequent stopping and restarting of the engine may result in a low battery charge. In this instance it is recommended that the battery be charged over night once a month during the cutting season, more frequently if heavily used.
5. Never store a battery which is discharged. This may result in permanent damage.
6. Disconnect the battery from the circuit if the machine is to be unused for more than 15 days.
7. At the end of the season and before storing for the winter, charge the battery for 24 hours and store away from the machine in a cool dry place.
8. Before using the machine the following spring, recharge the battery for 24 hours and then leave to rest for 12 hours.
9. The battery is sealed and does not need any maintenance other than that suggested in the above points.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



5 Engine Starts and Smokes Heavily

QUICK TROUBLESHOOTING GUIDE:

Problem:

White, blue or grey smoke from exhaust

Likely Cause:

- Over-filled with oil
- Mower has been tipped incorrectly

Solution:

- Reduce oil (see A)
- Remove oil from cylinder (see B)

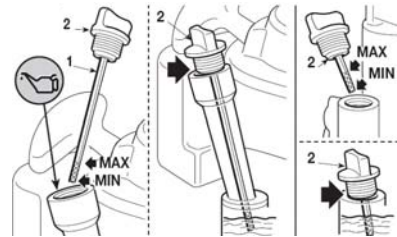
Oil coming from exhaust

- Over-filled with oil
- Mower has been tipped incorrectly

- Reduce oil (see A)
- Remove oil from cylinder (see B)

A: 1. Do not overfill the engine with oil.

Depending on model, these small four stroke engines hold up to 0.65 litre of oil (see below in right hand margin for details). NB Wipe the dipstick, insert the dipstick into the oil filler neck without screwing it in, then withdraw the dipstick to gain an accurate reading.



(NOTE: 2 versions of dipstick are in use as above)

Oil capacity is 0.55 litre for RM55, RM55ES and RM45 (OHV)

For RM65 and RM65ES engines oil capacity is 0.65 litre

To drain excess oil from the engine:

Run the engine a few minutes to warm the oil. Remove the H.T. lead and grass catcher assembly. Undo the oil fill dip stick and make sure a suitable tray is in place to catch the oil. Tilt the machine **backwards onto the rear right wheel closest to the oil fill** (three wheels will be clear of the ground). As the angle increases the oil will pour from the fill and into the tray. Drain excess oil, and make sure the level of oil in the tank does not show above the MAX mark on the dipstick.

Replace the dipstick

2. Now follow the instructions in B below.

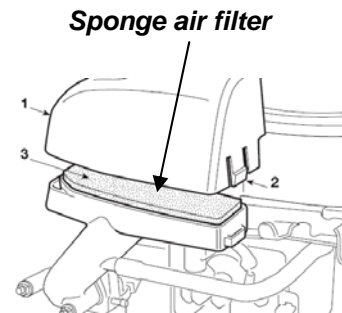
**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



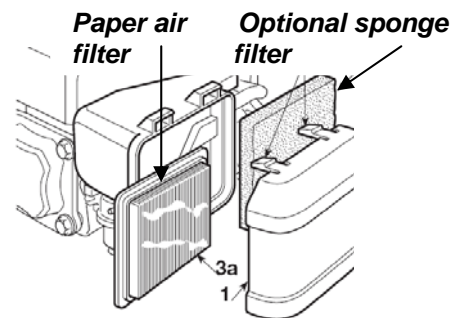
B: This is a general indication that the mower has been over-filled with oil, or tipped incorrectly (perhaps inadvertently). It can be resolved without the intervention of a service dealer.

Place the mower on a level surface (not the lawn or a good patio). Check the oil level in the sump, top up if necessary. Check the level of fuel in the tank and top this up (the mower once started may need to run for up to 40 minutes). Remove the air filter assembly located on the left hand side of the engine (**viewed from the back**).

Sponge filters on RM65 and RM65ES engines (shown as 3 in the diagram opposite), should be just sticky to the touch with oil. If very oily, clean the foam filter in hot soapy water, dry and lightly oil it. Squeeze to remove any excess oil. Clean the cover and housing from any excess oil. Re-fit the filter.

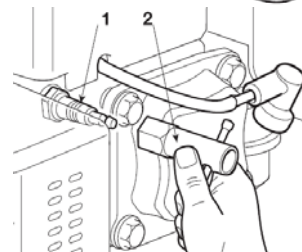


Paper air filters on RM55, RM55ES and RM45 OHV engines (shown as 3a in the diagram opposite), if contaminated with oil or fuel, need to be replaced. Clean the cover and housing from any excess oil. Re-fit the filter.



Remove and clean the spark plug completely. **ONLY USE A GENUINE SPARKPLUG SPANNER.**

With the sparkplug removed, hold in the OPC and pull the engine over with the pull cord 6 times to eject any oil from the spark plug hole.



Replace the plug and start the engine in the normal way. The engine will smoke quite badly at first, but allow the engine to continue running for at least ten minutes. The smoke will begin to dissipate. Never mow any grass with the air filter removed.

Stop the engine and refit the cleaned and correctly-oiled sponge air filter (if appropriate) or fit a new paper air filter (where required).

NB During subsequent uses (for maybe a further 8-10 hours) the mower may smoke a little. Droplets of oil may come from the exhaust onto the deck as the oil is cleared from the cylinder. Simply wipe these away with an old rag.

The correct way to tip your mower is BACKWARDS.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



6 Engine Cutting Out or Running Unevenly

QUICK TROUBLESHOOTING GUIDE:

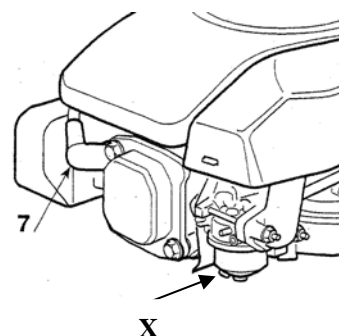
Problem:	Likely Cause:	Solution:
Engine hunts briefly and stops	<ul style="list-style-type: none">• Fuel cap too tight	<ul style="list-style-type: none">• Loosen cap (see A)
Engine hunts continuously	<ul style="list-style-type: none">• Dirt in fuel supply• Air drawn into the engine from a faulty manifold	<ul style="list-style-type: none">• Replace fuel (see B)• Refer to dealer
Engine stops without hunting and won't start again	<ul style="list-style-type: none">• Faulty spark plug or faulty spark plug connection• Micro switch not engaging• Faulty coil	<ul style="list-style-type: none">• Check for a spark (see C)• Adjust (see D)• Refer to dealer (see E)

A: The fuel tank on these gravity-fed engines breathes through the thread on the fuel cap. An air lock may be created if the fuel cap is too tight. Typically, the engine will not re-start for a period of minutes.

SOLUTION: Remove the fuel cap to let air back into the tank, replace the cap and tighten it just finger-tight.

NOTE: Air trapped in the carburettor may still stop the engine starting. If so, place the mower on a solid surface, or patch of gravel or similar (fuel spillage may kill the lawn or stain a patio):

1. Remove the spark plug cap (for safety), tilt the mower BACKWARDS.
2. Viewed from the front, to the right of the spark plug (7) you will see the float bowl on the carburettor. A bolt holds the bowl in place on the very bottom, but on an angle slightly closer to you is another bolt (X).
3. With a 10mm spanner undo this bolt until petrol flows freely to bleed the carburettor of any trapped air. Tighten the bolt once petrol is flowing freely, then replace the spark plug cap and the air filter.



B: With the mower on a solid surface, patch of gravel or similar..... follow the points above, but in step 3 REMOVE the bolt (taking care not to lose the red washer). Allow the petrol to drain completely from the tank before replacing the nut. Refill the tank with fresh fuel, and replace the spark plug cap and air filter.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



We advise the engine should be drained of fuel before storage for more than 30 days. One should only buy fuel in quantities that can be used within a few weeks, and petrol should be bought from the garage and transported/stored in approved plastic petrol containers.

NB: Where a fuel supply blockage has occurred, a service dealer should be consulted to free the blockage.

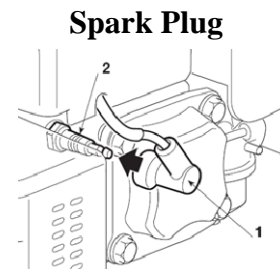
Please dispose of old fuel and used engine oil in a manner that is compatible with the environment



Your local ServiceLink centre can be found at
www.servicelink.org.uk

C: Faulty spark plug or faulty spark plug connection:

7. Check the H.T. lead (spark plug cap) is correctly fitted to the spark plug and the metal cap inside the H.T. lead cap is pointing forwards to make a good connection with the spark plug. To test for a spark see 2-6 below.
8. Stand the machine on a firm surface and set the height adjusters to the lowest setting for added safety.
9. Remove the H.T. lead (1 in the diagram) – a push fit.
10. Unscrew the spark plug (2 in the diagram) with a genuine spark plug spanner.
11. Fit the plug back into the end of the H.T. lead and rest it against the engine block (hold only the black insulation lead).
12. The second person can now hold in the OPC and pull the engine cord. Watch for a spark jump across the end of the plug.



NB To test for a spark it requires 2 people

Spark Plug:
**Champion RN9YC or
Champion QC12YC
for RM55, RM55ES and
RM45 (OHV) engines.**

**For RM65 and RM65ES
engines – Champion
RN9YC**

**The spark plug gap for
these engines is
0.6 – 0.8mm or
0.03” (30/1000).**

**Your local
ServiceLink centre
can be found at**
www.servicelink.org.uk

Oil on the spark plug will prevent any spark. To clean oil from the spark plug, remove and clean the spark plug completely. **ONLY USE A GENUINE SPARK PLUG SPANNER.**

With the sparkplug removed, hold in the OPC and pull the engine over with the pull cord 6 times to eject any oil from the spark plug hole. Replace the plug and start the engine in the normal way. The engine may smoke at first, but allow the engine to continue running for at least ten minutes. The smoke will begin to dissipate. Allow to run until the smoke clears.

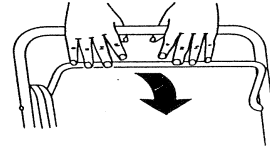
NOTE: If there is no spark, change the plug. If there is still no spark refer to a service dealer because the coil may be faulty.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**

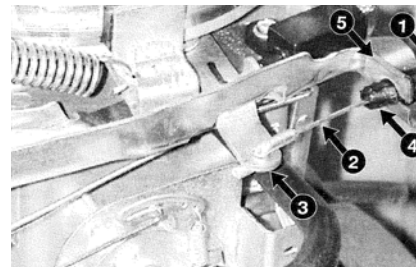


D: Adjusting the micro switch:

5. Hold the OPC bar gently in to the main handle and listen for a faint click coming from the back left hand corner of the engine. You are checking here for a micro-switch engaging which allows the electrical feed to the spark plug. If there is no audible click it may be that the micro-switch is not fully engaged.



6. In this case, follow the OPC cable down to the back left hand corner of the engine where the lever moves when the OPC is depressed. Come BACKWARDS along the bare metal cable (2) some 8cms to where the metal bracket (5) grips the black plastic cable covering (directly below the fuel filler).



7. Release the plastic cable cover by compressing the 2 lugs (4) inwards on the plastic cable cover that are splayed out and hold it in place. Feed the black plastic cable cover BACKWARDS through the bracket (5).
8. With a pair of pliers bend the metal bracket BACKWARDS 4 mm towards the handle. and then replace the cable in the bracket. This will now engage the micro-switch by pulling it further, and you should now be able to start the mower in the normal way.

E: Faulty coil:

If the coil is faulty there will be no spark. This is a job to be carried out by your local service dealer.



Your local ServiceLink centre can be found at
www.servicelink.org.uk

Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)



7 Pull Cord Not Pulling or Snatching Back

QUICK TROUBLESHOOTING GUIDE:

Problem:	Likely Cause:	Solution:
Pull cord will not pull	<ul style="list-style-type: none">• OPC not engaged• Grass caught between the blade and the deck• "Hydraulic lock"	<ul style="list-style-type: none">• Hold OPC in (see A)• Remove grass from the blade (see B)• Remove oil from cylinder (see C)
Cord snatches back	<ul style="list-style-type: none">• Blade rotation is impeded• Blade is unbalanced or damaged	<ul style="list-style-type: none">• Free blade (See D)• (See E) and refer to dealer

A: The OPC lever must be held fully in to the main handle before the pull cord can be pulled and the engine can run. If the OPC lever is fully engaged and the cord will only pull out 4" or so, see **C** below.

B: Remove the grassbox. Now remove the HT lead (spark plug cap) for safety reasons, then lift the front wheels until the handles reach the ground at the rear. Free any grass caught between the blade and the deck. Stand the mower back on the ground on all four wheels, replace the cap on the sparkplug and start in the normal way.

C: Hydraulic Lock occurs if the mower has been tilted forwards and oil settles between the piston and cylinder head, sticking the piston to the cylinder roof.

Remove and clean the spark plug completely. **ONLY USE A GENUINE SPARKPLUG SPANNER. Do not replace the plug yet.**

If the cord will not pull free, tilt the mower BACKWARDS, reach underneath and turn the blade (in either direction) to free it. Clear any grass blockage.

With the sparkplug removed, prime the engine 6 times with the primer button, hold in the OPC lever and pull the engine over with the pull cord 6 times to eject any oil from the spark plug hole.

Replace the plug and start the engine in the normal way. The engine might smoke quite badly at first, but allow the engine to continue running for at least ten minutes. The smoke will begin to dissipate. Let the mower run until the smoke has gone.

NB During subsequent uses (for maybe a further 8-10 hours) the mower may smoke a little. Droplets of oil may come from the exhaust onto the deck as the oil is cleared from the cylinder. Simply wipe these away with a cloth.

For best practice, only to tip your mower BACKWARDS.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**

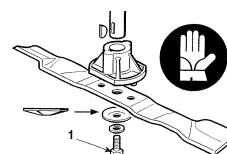


D: The engine pull cord may snatch back when pulled if the machine is not on a flat and firm surface, or the blade and/or its mounting boss are damaged or fitted insecurely.

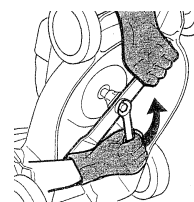
1. Ensure the machine is situated on a firm level surface (path, patio or short grass). Check the underside of the machine is clear from old lawn debris. If you have to tilt the mower, do this backwards only. First remove the grass catcher, remove the HT lead (spark plug cap), then lift the front wheels until the handles reach the ground at the rear.
2. If attempting to start the mower on the lawn, the grass beneath the cutter can slow its rotation, and even prevent the free rotation of the cutter, causing a “snatch back”. If the engine is cold, select a firm surface for starting the mower. If the engine is warm, always pull the mower back onto a pre-mown area where the grass is already short to prevent unnecessary jamming.

E: To check the blade, pull the cap off the sparkplug (for safety) and remove the grass catcher from the rear of the mower. Tilt the mower **BACKWARDS** so that the handle touches the ground.

1. The cutter bar is retained by a central bolt. This should be tight (the thread is the normal anti-clockwise turn to tighten).



2. To either side of the central bolt there are two silver lugs protruding through the cutter bar. If these are missing, it indicates that the machine has come into contact with more than normal grass and has damaged the cutter mount (boss). This will have to be replaced. This type of repair would not normally be covered by warranty.



It is wise to mark the blade before removing it so that the blade can be replaced the correct way up.

Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)



8 Cutting and Collecting Grass, Vibration

QUICK TROUBLESHOOTING GUIDE:

Problem:	Likely Cause:	Solution:
Mower will not cut grass properly	<ul style="list-style-type: none">• Technique is incorrect• Grass is too long or wet• Problem with the blade or blade mounting	<ul style="list-style-type: none">• See A• See A• See B
Mower vibrates excessively	<ul style="list-style-type: none">• Problem with the blade or blade mounting• The engine mounting is loose	<ul style="list-style-type: none">• See B• See B
Mower will not collect grass properly	<ul style="list-style-type: none">• Technique is incorrect• Grass is too long or wet• Build-up of grass clippings underneath or lack of air flow	<ul style="list-style-type: none">• See A• See A• See C

A MOWER WILL NOT CUT GRASS PROPERLY

When cutting grass make sure you are using the machine on full throttle (if one is fitted). If collecting the grass ensure the mulching plug (if available) has been removed.

Do not cut wet grass.

Especially in the Spring when the grass may be long and lush, do not attempt to cut too much grass at any one time.

If the lawn is several inches in length then raise the height of cut and gradually reduce the lawn in stages to prevent blocking. It may also help to remove the grass catcher, cut the grass first on the highest setting, and work down to lower settings and collecting the grass.

If the grass is damp you can attempt to cut the lawn by raising the height of cut to allow a greater airflow, and reducing the lawn to the desired level in stages.

Check the height adjuster levers settings are the same on each wheel and that they are at a level suitable for the grass conditions.

Mulching Mowers: (PLEASE NOTE, ALSO SEE www.mulching.co.uk for mulching tips and how to mow better with mulching mowers)

The same advice above applies to mulching mowers. These are mowers that are not designed to collect grass – they recycle the grass clippings, and return natural nutrients to your lawn. NOTE: Combination mowers use a mulching plug so they can then be used also as a mulching mower.

Follow these simple steps for the best mulching results, and remember

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



that to obtain the perfect cutting height you need to work down from the maximum height setting in steps until you reach your ideal height.

1. Remember the one third rule – never remove more than one third of the length of the blade of grass whenever you mow. This is good advice no matter what type of mower you use!
2. Cut a little:
 - Set the mowing height to about 1½ to 2 inches for most lawns, this will develop deeper root growth and crowd out weeds
 - The one third rule also implies that you should mow your grass before it is 3" high because a mulching cutter deck will have no problem chopping one inch of clippings into tiny particles and concealing them in the remaining standing grass
 - Leaving grass to reach 5-6" high would make it impossible for any mower to hide 3-4" of chopped clippings in just 2" of lawn.
3. Cut often:
 - Remove only one third of the grass length at each mowing. Try to mow weekly, especially in spring – cutting too much at once stresses the grass. Every two weeks will probably be often enough in the summer

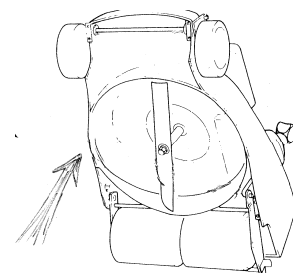
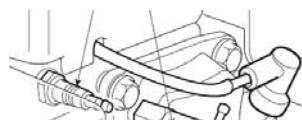
Leave grass about half an inch longer than you would normally if you were discharging or collecting the clippings.

Keep your mower blades sharp. Mulching tends to dull blades faster than other methods of mowing. Sharpen them more often, if necessary.

Water the lawn after mulching, not before. Dry clippings disperse more easily than moist ones. Watering after the lawn has been mulched helps clippings settle better and speeds up decomposition.

B PROBLEMS WITH THE BLADE OR BLADE MOUNTING

Before checking the blade, REMOVE the H.T. lead (spark plug cap) and ONLY TIP THE MOWER BACKWARDS.



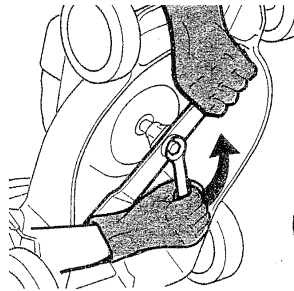
Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)



Excessive vibration can indicate damage to the blade, or blade mounting, or that the engine is loose

Check the blade bolt is tight.

WARNING: Mark the blade before attempting to remove it. This will enable you to replace it the correct way up.

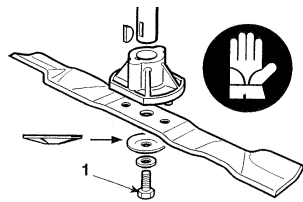


Check the blade mount. The mount has two lugs one either side of the blade securing bolt. If these have sheered then the blade can move.

If the blade mount has failed, a replacement can be purchased through your local Mountfield dealer.

Loosening the blade
(it is a normal thread, so turn anti-clockwise to remove the blade)

The Blade mount is only likely to fail because the blade has come into contact with an obstruction of some form. The blade mount is designed to fail in order to protect the engine crankshaft.



Check the condition of the cutter blade - if badly worn or damaged, replace with a new one. If a new cutter blade has been fitted, check that it has been installed the correct way up (the wing tips at either end should bend upward into the mower chassis and not downward towards the ground).

Check that all 3 bolts securing the engine are in place and tight.

C BUILD-UP OF GRASS CLIPPINGS UNDERNEATH or LACK OF AIRFLOW

When cutting grass make sure you are using the machine on full throttle (if one is fitted).

1. Ensure there is no build up of grass underneath the casing. **Before checking the underside, make sure to remove the HT Cap (sparkplug cap).** Only access the under side of the machine by removing the grass catcher then lifting the machine from the front until the handles touch the ground at the rear).

(continued on next page)

Raising the height 2. Check the grass catcher allows air to pass through

Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)



of cut increases airflow and assists grass collection. This is especially so if the grass is damp.

Reducing the height of cut in stages to achieve the desired level is a sound strategy.

- it. If heavily soiled, wash it in warm soapy water to clear old deposits of grass juices and debris. A good airflow is essential for efficient grass collection.
3. If grass is very long, remove the grass catcher, and work with the deflector plate (stone guard) in position. Clippings can be collected after a few hours drying by simply going over the lawn again with the grass catcher fitted, and the wheels set slightly higher.
 4. Should the machine become blocked with grass when using it, **stop the mower and remove the H.T. lead** (spark plug cap). Remove the grass box, insert your hand through the rear aperture and clean away any build up of grass clippings. **DO NOT TIP THE MOWER FORWARDS, OR SIDEWAYS, OR UPSIDE DOWN.**
 5. Walk around to the front of the mower and raise the front wheels in the air until the handles reach the ground at the rear. Clean away any grass clippings which have accumulated on the underside.
 6. Once cleaned, lower the machine, re-fit the HT lead (spark plug cap) and restart machine.

Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)



9 Loss of Drive on Self-Propelled Mowers

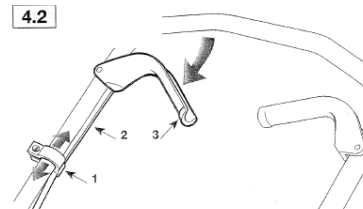
QUICK TROUBLESHOOTING GUIDE:

Problem:	Likely Cause:	Solution:
Clutch cable very slack and mower does not drive	<ul style="list-style-type: none">• Cable is detached or broken• Cable tension is incorrect	<ul style="list-style-type: none">• See A• See A
Back wheels turn when raised from ground but mower does not drive	<ul style="list-style-type: none">• Clutch cable has stretched• Cable tension is incorrect	<ul style="list-style-type: none">• See A• See A
Clutch cable may be slack and mower does not drive	<ul style="list-style-type: none">• Belt is broken or has come off the drive pulleys• Cable may be broken or detached	<ul style="list-style-type: none">• See B• See a service dealer

PLEASE NOTE: This is a generic guide and gives basic instructions for a wide range of mowers and slight variations may arise. If in doubt, please contact the Helpline service on 0845 600 2912 (Monday to Saturday 9am – 5pm, and Sunday 10am – 4pm).

A ADJUSTING THE TENSION ON THE CLUTCH CABLE

FOR COLLECTING MOWERS WITH THE CLUTCH ON THE RIGHT HAND SIDE OF THE HANDLE:

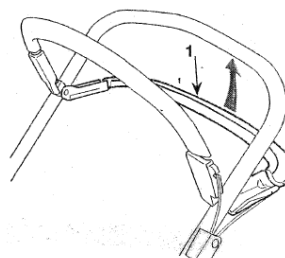


- Check the clutch cable runs up the right hand side of the main handle (right hand side viewed from behind the mower) and through the tension bracket (shown as 1 in the diagram above). If the cable is not in this bracket, insert it and follow the instructions in b) below to adjust the tension.
- Check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

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**

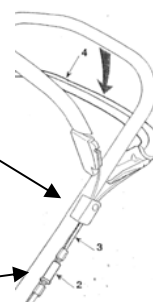


- c) If the above steps do not return the tension to the cable and restore the drive, the cause of the problem may be the belt has come off the drive pulleys (see Section B) or the clutch cable has broken or become detached (see a service dealer).



FOR COLLECTING MOWERS WITH THE CLUTCH BAR RUNNING ACROSS THE HANDLE:

- 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 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 B) or the clutch cable has broken or become detached (see a service dealer).

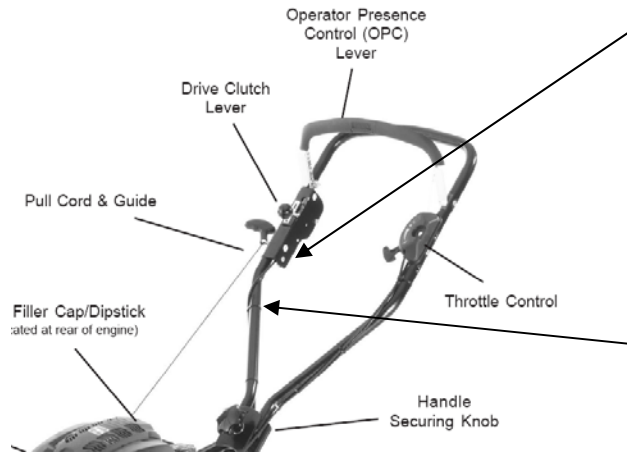


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**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



FOR MULTICLIP MOWERS:



- a) Check the clutch cable runs up the RIGHT 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 it there with the securing bolt, 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 ½" of play on it.

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 B) or the clutch cable has broken or become detached (see a service dealer).



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**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



B REPLACING THE BELT

FOR COLLECTING MOWERS: 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 doing this task..

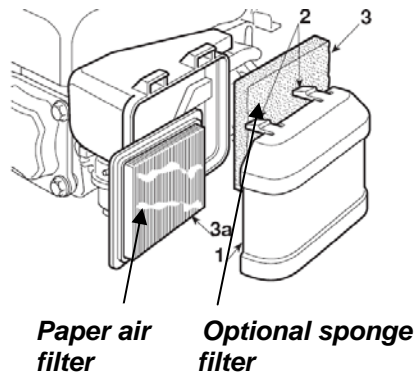
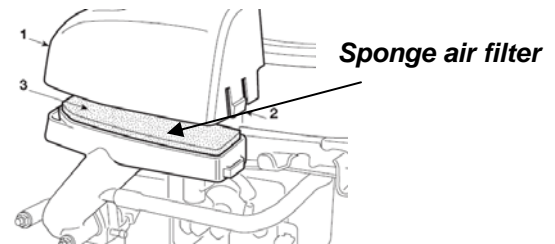
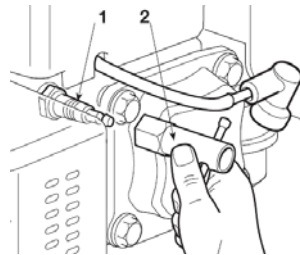
Chose an appropriate firm surface to work on such as a workbench - not standing on a high quality patio or lawn (these could be stained or damaged by machine fluids).

WARNING: Make sure you have disconnected the HT lead from the spark plug (it is a simple push fit) before you undertake ANY of the work below.

The air filter cover and paper filter or sponge element will need also to be removed. This is located on the right hand side (viewed from the front). Remove the cover and then the inner filter.

Now follow the sequence of steps below:

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



**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



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. If the belt is broken, a replacement must be purchased from the service dealer. Position the belt around the pulley on the blade shaft
9. On the back axle there is a black/grey 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 and the air filter.

NOTE: If the belt repeatedly comes adrift, this is normally a sign that either grass is finding its way into the belt compartment, or 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.



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**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



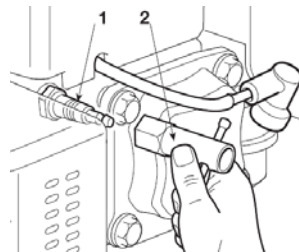
FOR MULTICLIP MOWERS : To replace the belt on these machines, it will be necessary to remove the belt guard cover from the top of the deck of the mower because these machines have a front wheel drive.

This task involves tipping the machine to gain convenient access (especially if the belt has come off the main drive pulley on the blade shaft). You will need to observe certain general and safety precautions prior to doing this task.



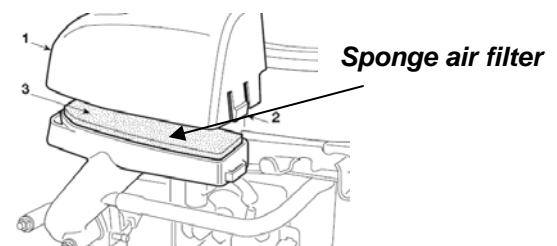
Chose an appropriate firm surface to work on such as a workbench - not standing on a high quality patio or lawn (these could be stained or damaged by machine fluids).

WARNING: Make sure you have disconnected the HT lead from the spark plug (it is a simple push fit) before you undertake ANY of the work below.

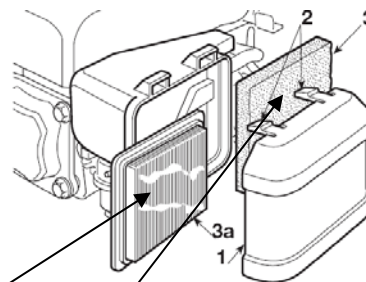


Set the front wheels to their highest setting.

The air filter cover and paper filter or sponge element will need also to be removed. This is located on the right hand side (viewed from the front). Remove the cover and then the inner filter.



Now follow the sequence of steps below:



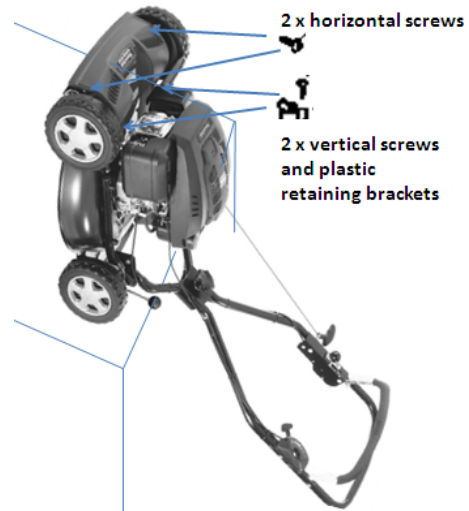
Paper air filter

Optional sponge filter

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**

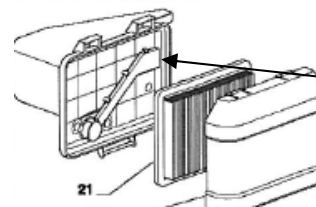


1. Check you have already removed the spark plug cap (for safety) and the air filter (to avoid potential contamination)
2. Without tipping the mower forwards or sideways, lift the mower up onto a workbench on all 4 wheels, and position the back wheels close to the edge of the workbench.
3. Tip the mower BACKWARDS with the handle hanging over the edge of the bench – it will stand upright like this.
4. Remove the 2 horizontal screws that hold the plastic belt guard cover into the sides of the mower. These are behind the front wheels.
5. Remove the 2 vertical screws and plastic retaining brackets that hold the plastic belt guard cover onto the deck of the mower.
NOTE: If you cannot gain easy access to these screws with a screwdriver, remove the backplate of the airfilter. Then, if the engine is cool, remove the silencer cover from the other side of the engine (10mm spanner required for both items).
6. The belt should be around the pulley on the transmission unit on the front axle, and also around the pulley on the blade shaft.
7. If the belt is not around the pulley on the blade shaft, position it around this pulley. If your fingers cannot gain access to do this you will need to remove the blade and the circular metal protective plate. **NOTE:** Before doing this, mark the blade so that after removing it you can replace it the correct way.
8. Unscrew the blade (normal thread so turn the spanner anti-clockwise to unfasten), and then remove the 3 screws underneath the deck securing the metal protective plate. Remove the metal guard plate – this is the protective plate through which the blade shaft protrudes.....it is between the blade and the deck of the mower.

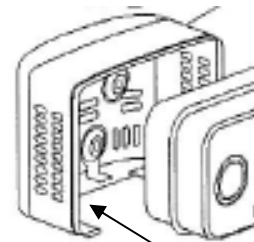


2 x horizontal screws

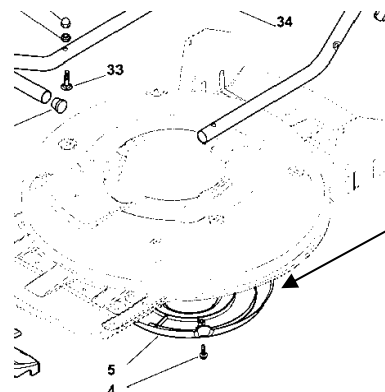
2 x vertical screws and plastic retaining brackets



Air filter backplate



Silencer cover

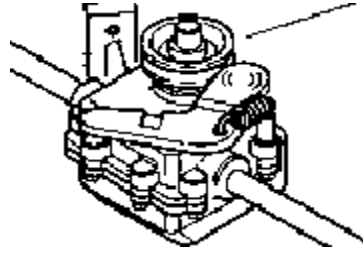


Circular metal protective plate beneath the deck

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



9. On the front axle there is a black/grey 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 metal protective guard plate beneath the deck and re-attach the blade the correct way up.
11. Replace the 2 vertical screws and plastic retaining brackets, and the 2 horizontal screws that connect the belt guard cover to the deck of the mower.
12. Carefully lift the mower down onto the ground without tipping it forwards or sideways and replace the spark plug cap and the air filter.



NOTE: If the belt repeatedly comes adrift, this is normally a sign that either grass is finding its way into the belt compartment, or 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.



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Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)

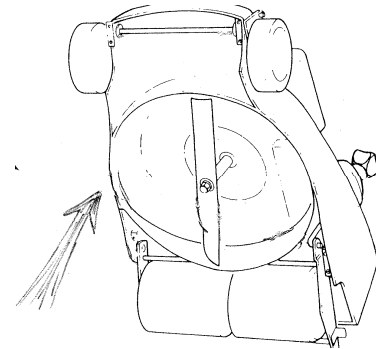


10 Transportation and Handling

The correct way to gain access underneath the mower:

Before checking the underside, make sure to remove the HT Cap (sparkplug cap).

ALWAYS lift from the front of the mower so that the front wheels are raised, and the handles touch the ground at the rear. Do not tip the mower sideways or forward (like one might lift a wheelbarrow) as this can flood the air filter, exhaust and even the cylinder with engine fluids.



It may be helpful to place a weight on the handle to maintain the mower in this position when working beneath the deck.

Whenever the machine is to be handled, raised onto a workbench or transported, remove the HT Cap (sparkplug cap):

1. Wearing strong gloves and taking account of the weight and its distribution, grasp the machine at the points that offer a safe grip.
2. Use an appropriate number of people for the weight of the machine and the characteristics of the vehicle or the place where it has to be placed or collected.
3. When lifting the machine to and from a vehicle or onto a workbench, take care to keep it level. **DO NOT TIP IT.**
4. The handles may be folded to ease storage and transportation. ***It is important to take care not to trap the operating cables when collapsing the handles.***

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



11 Maintenance and Storage

Regular and careful maintenance is essential to preserve original performance and safety levels of the engine. Always store the mower in a dry place. Please also refer to the Engine Routine Maintenance information for additional help.

Key maintenance and storage information (all engines):

- 1. Keep all nuts, bolts and screws tight** to ensure the equipment is in safe working condition. **Regular routine maintenance** is essential for safety and performance.
- 2. Never store the mower** with fuel in the tank inside a building where vapour may reach a flame or a spark or a source of extreme heat.
- 3. Allow the engine to cool** before storing in an enclosed space.
- 4. To reduce the fire hazard**, keep the engine, exhaust silencer, battery compartment (if fitted) and fuel storage area free of grass, leaves, or excessive grease. Do not leave containers of grass cuttings in rooms.
- 5. Check the stone guard and grass collector** frequently for wear and deterioration.
- 6. If the fuel tank has to be drained**, this should be done outside and when the engine is cool.
- 7. Wear strong work gloves** while removing or assembling the blade.
- 8. Keep the blade balanced during sharpening.** All operations on the blade (dismantling, sharpening, balancing, remounting and/or replacing) require a certain familiarity and (in some cases) special tools. For safety reasons these tasks are best carried out by one of our authorised service dealers.
- 9. For safety reasons, DO NOT use the equipment with worn or damaged parts.** Parts are to be replaced and not repaired. Use genuine spare parts only. Parts that are not of the same quality can damage the equipment and be dangerous for your safety.

If the lawnmower is to be stored for more than 30 days (e.g. over the winter period), drain the fuel from the tank or allow the engine to run until it runs out of fuel. This should always be done outdoors. To empty the fuel from the engine, see section 4 Starting the engine, sub-section A.

Alternatively, because this engine has a gravity feed, the engine can be allowed to run until it runs out of petrol.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



12 Guarantee, Spare Parts, Repairs

Congratulations on the purchase of your lawnmower. This product is guaranteed against faulty parts or manufacture for domestic use as shown below:

MOWER MODEL:

GUARANTEE PERIOD:

HP454, SP454

1 year from the date of purchase

**462 PD/ES, 463R PD/ES, 483 R,
483 R/ES, 513 PD/ES, 553 R,
553 R/ES
SP534ES, SP536, SP536ES
HP474 (for 2010)
SP474 (for 2010)
Multiclip 501SP**

2 years from the date of purchase

SP554

2 years from the date of purchase on the engine and mower, and 10 years anti-corrosion warranty on the deck

M43 PD, M63 PD, M63 PD/ES

2 years from the date of purchase on the engine and mower, and 20 years anti-corrosion warranty on the deck

If the machine is used commercially the guarantee period is 90 days from the date of purchase.

If your product fails due to a defect in materials or workmanship during the guarantee period it will be repaired or replaced at no charge provided all repairs are carried out by an authorised service dealer. Delivery and collection of the machine is your responsibility, and not covered by this guarantee. To locate your nearest service dealer go to www.servicelink.org.uk or telephone the Helpline on 0845 600 2912.

This guarantee is not transferable. Proof of purchase will be required in the event of a claim. Warranty is subject to the mower receiving annual service where there is a warranty for 2 or more years.

Normal wear-and-tear and the routine replacement of parts which are subject to normal wear-and-tear are not covered by this guarantee. Likewise, any defect which is the result of misuse, alteration, improper assembly or adjustment, neglect or accident is not covered by this guarantee.

This guarantee is in addition to, and does not detract from your original contractual rights under statute or common law.

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



Spare Parts, Repairs

We do not supply spare parts direct for general use. We do, however, have a comprehensive ServiceLink network that can happily supply replacement parts for your mower. Our ServiceLink centres can also undertake any remedial work requested (work that is not covered by the guarantee will be chargeable). Your local ServiceLink centre can be found at www.servicelink.org.uk

Our Helpline service, telephone 0845 600 2912 (Monday to Saturday 9am – 5pm, and Sunday 10am – 4pm).

Repairs



Your local ServiceLink centre can be found at
www.servicelink.org.uk

Notes:

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



Notes:

**Engine Model: RM55, RM55ES
RM65, RM65ES
RM45 (OHV)**



Notes: