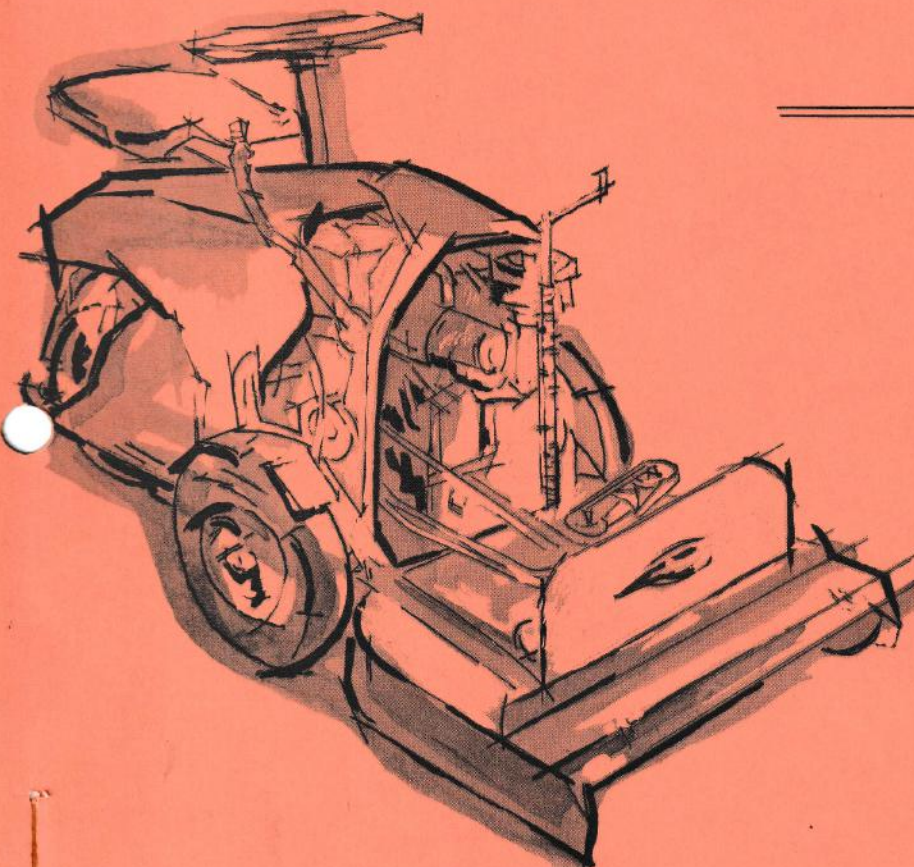


GRAVELY CLEAN-CUT

35



USER MANUAL

INDEX

Subject	Page No.
Introduction	1
Mower Controls	1
Lubrication	2
Lubrication Schedule	2
Engine Care	2
Mower Belts	2-3
Suggestions & Terms	4
Operating Hints	5-6
Variable Speed Drive	7
Parts List	8

GRAVELY CLEAN-CUT MOWER

LUBRICATION

USE ONLY HIGH GRADE LUBRICANTS SUCH AS—
GREASE FITTINGS — MOBILGREASE MP
GEAR HOUSINGS — MOBILUBE C140
FILL TO CHECK PLUG LEVEL

ENGINE ———— MOBILLOIL A (SAE 30)

SEE ENGINE INSTRUCTION PLATE AND
MANUAL FOR FURTHER INFORMATION

MODEL NUMBER

SERIAL NUMBER

MANUFACTURED BY
GRAVELY
CLEAN-CUT MOWERS

DIVISION OF STUDEBAKER-PACKARD CORPORATION
DUNBAR, W. VA. - FORT SCOTT, KAN., U.S.A.

PL-2

R-0

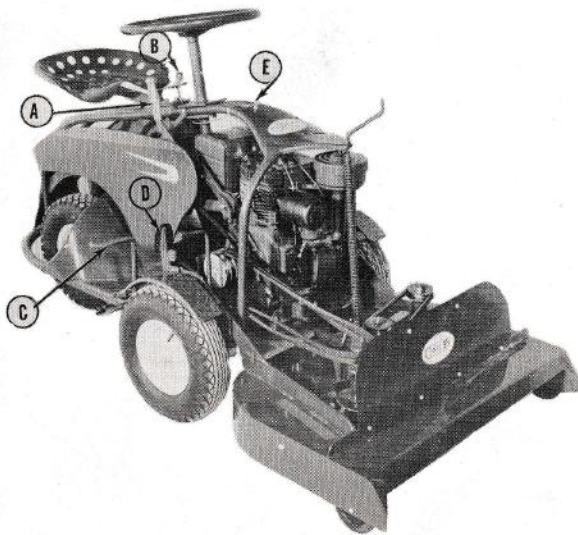
The GRAVELY CLEAN-CUT 35

Introduction

Your Gravelly Clean-Cut 35 is a rugged, durable, quality-built mower that will give you dependable, satisfying performance for years to come. We are happy to welcome you to the discerning family of Gravelly Clean-Cut Users.

The Model 35 is designed for large-area mowing jobs, and is particularly useful where plantings, fencing, buildings and other obstacles necessitate extra maneuverability and nimble, responsive performance.

By following these simple instructions for operating and servicing your mower, you will make sure the Model 35 continues to save you both time and money.



MOWER CONTROLS

Drive Clutch--To engage the Variable Speed Drive Unit, push Clutch Lever (a) forward (away from you). The further forward it goes, the higher the speed range. (See section on Variable Speed Drive).

Throttle--To increase speed in any range, pull the Throttle Lever (b) back toward you.

Brake--To brake the Model 35, press with foot on Brake Lever (c). The brake will stop the machine only when it is OUT OF GEAR. If the machine is in gear and moving forward, the brake will slow it down, but will not stop it.

Mower Drive Clutch Pedal--To engage the mower blades, press Clutch Pedal (d) forward (away from you.) This is a cam type double pedal. When you press it forward, the other end will be raised. When the Mower Blades are engaged and you wish to disengage them, press on the raised end of the pedal.

Mower Height Control Pedal--To miss objects in your path as you mow or to mow very tall grass, you will want to use the Mower Unit in its raised position. The pedal which raises the unit is identical with the Clutch Pedal and is found in the same position on the operator's left side. To raise the unit, press the pedal forward. As with the Clutch Pedal, the other end will rise when you do this. To lower the Mower Unit to your pre-set cutting height (see section on "adjusting cutting height") press down on the raised end of the pedal.

Shorting Switch--When working on any part of the machine, MAKE CERTAIN THAT THE SHORTING SWITCH (e) IS IN THE "PULLED-OUT" OR OFF POSITION. This will prevent the mower's accidentally starting and injuring you. When you want to stop the engine, pull the Shorting Switch out. Before you start the engine, push the Shorting Switch in. It's easy to remember which position to put it in for starting or stopping the engine. "In and on" (both words have two letters) and "out and off" (both words have three letters).

On some machines, the Shorting Switch is located right in front of the operator's

seat, under the Throttle mounting. It is a toggle switch and the "on" position is indicated by an arrow.

LUBRICATION

The following is a simple check-list to aid you in establishing a regular schedule for lubricating your Gravely Clean-Cut 35. You may find that after you become familiar with your mower, you will want to change the schedule to suit your own operation. As a preliminary guide, it should prove useful.

A complete list of lubricating agents is included on the front cover of this manual for your easy reference.

LUBRICATION SCHEDULE

TWICE DAILY--(based on an 8-hour operating day). Grease the Alemite fittings on the left hand mower blade Belt Idler with Mobilgrease MP. Do not over-grease as this may cause grease to be thrown on belts and make them slip.

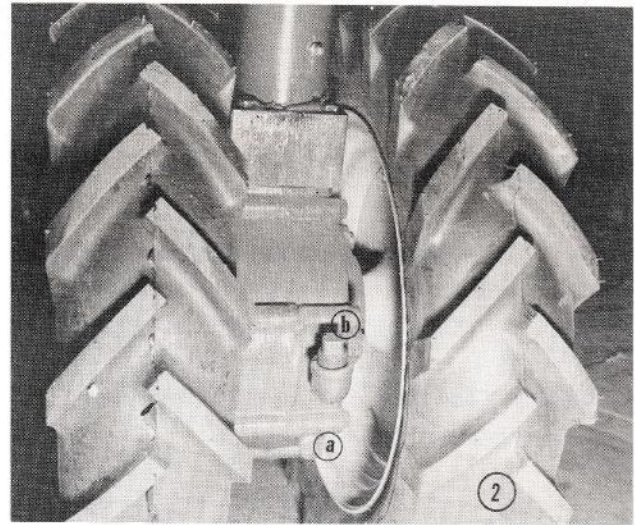
ONCE or TWICE DAILY--(8-hour day) Grease Alemite fittings on Mower Spindles with Mobilgrease MP.

Oil the Lift Spring Crank often enough to allow the Crank to turn freely in the spring to which it is attached. Use Mobiloil A. (SAE 30).

ONCE DAILY--(8-hour day) Grease alemite fitting on side of vertical Rear Axle. Use Mobilgrease MP.

The RC-108 Gearbox should be kept filled to the proper level with Mobiloil 140 (SAE 140) at all times. To check for proper level, remove the Oil Level Plug. If lubricant is not level with this plug, add to it until it begins to run out.

The oil level in the Ring Gear Assembly should be checked daily (again as with all other lubricating instructions, this is based



on an 8-hour day). The Ring Gear Assembly has an Oil Level Plug (a) and an Oil Filler Plug (b). When oil is at the proper level, it should be level with opening when plug (a) is removed. To check, open plug (a) and if the lubricant is not to this level, add lubricant through Oil Filler Plug (b) until it begins to run out plug (a). Use Mobiloil 140.

ENGINE CARE

The engine on the Model 35 should be serviced as outlined in the engine manufacturer's instruction book.

In case of trouble, consult your nearest authorized service dealer listed in the engine instruction book.

We recommend that you give particular attention to keeping the engine's cooling fins and intake screens as clean as possible. (Blow these parts out with compressed air if it is available.) Keeping the engine free from grass cuttings and similar debris will increase its efficiency and eliminate what would otherwise be a fire hazard.

MOWER BELTS

Belt Life

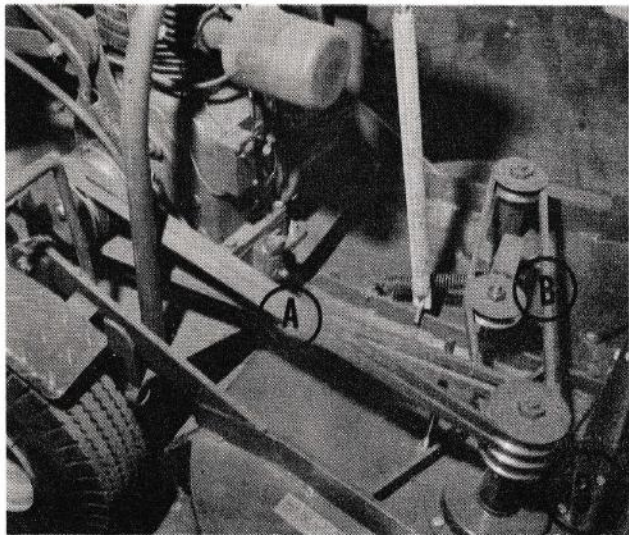
Operating life of the belts installed in Gravely Clean-Cut Mowers can be greatly increased by following these suggestions:

Keep the tension on your belts great enough to do the job without slipping, but not too tight. Your own experience in working with the machine will enable you to judge the correct amount of tension.

When belts are removed for any reason, make sure you return them to the same pulleys. This will assure even tension, save making adjustments, and prolong the life of the belts.

To remove any pulley from its spindle, remove the nut and the lock-washer which are located on top of the spindle. Unthread the pulley from the spindle as you would unscrew any threaded part. The illustration shows the pulley removed from the spindle with its belt still in place.

To replace the pulley on the spindle simply reverse the above procedure.

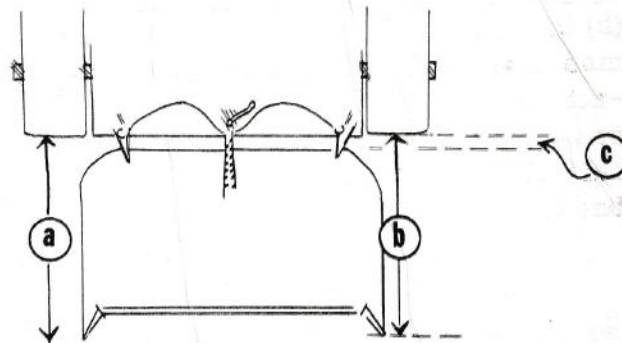


Belt Placement

This is the correct placement of the twin belts (a) which run from the Engine Pulley to the right-hand Mower Spindle Pulley. They are turned 1/4 turn to the right (as seen from the operator's position.) When installing or replacing these belts, make sure they are lined up on the pulleys as shown in the illustration.

Pictured also is the left-hand Mower Drive Belt (b). It runs from the right-hand Mower Spindle Pulley to the left-hand Mower Spindle Pulley as shown.

There is a slotted hole in the rear bolt hinge of the Mower Drive Clutch Pedal. To adjust the tension on the Mower Belts, put the pedal in its release position and adjust tension by means of this slot.



Note that the Mower Unit MUST BE ALIGNED with the main unit of the machine for the blades to cut correctly. Make certain that the space between the front of the right-hand traction wheel and the right-hand front of the Mower Unit (a) is the same as the space between the left-hand traction wheel and the left-hand front of the Mower Unit (b). Unless the lines formed by the rear edge of the Mower Unit and the front edge of the unit are parallel (c), the blades may skip and cut unevenly.



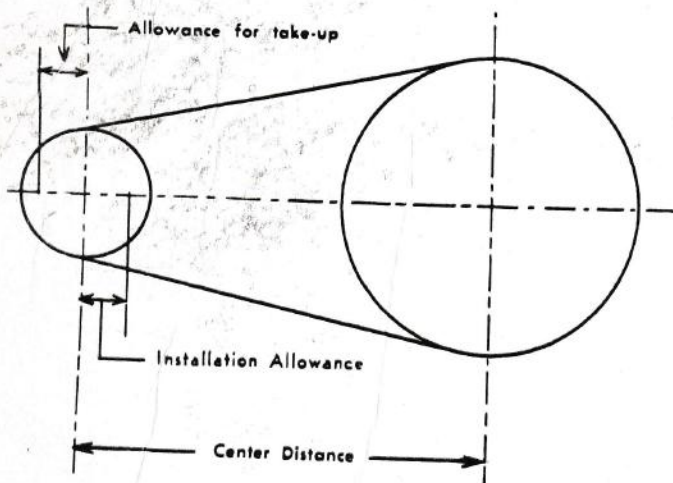
suggestions and terms

TAKE UP—

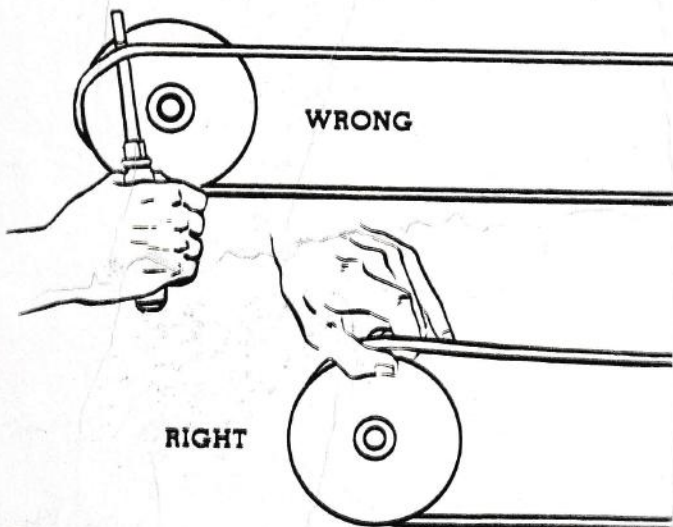
Making allowance for belt stretch.

INSTALLATION ALLOWANCES—

Setting the motor or driven pulley so that it can be moved to permit belt to fit into groove. Relation of take-up to installation allowance is illustrated below:



Due to variations in Belt Lengths and Pulley Diameters the Center Distance shown in Table VI may vary. For this reason it is good practice to make a trial installation



before setting your permanent Center Distances. Prying or forcing may damage belts internally and reduce life. When proper provision is made for installation, belt can be laid in groove as shown.

BELT TENSION—

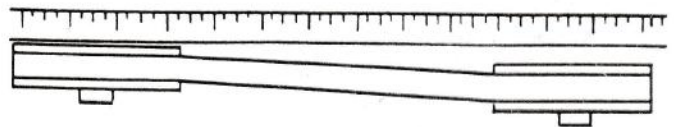
A properly installed belt is snug but not so tight as to throw unnecessary strain on bearings.

This page is reproduced in its entirety by kind permission of the Maurey Manufacturing Company, Chicago, Illinois, manufacturers of V-Belt Drives.

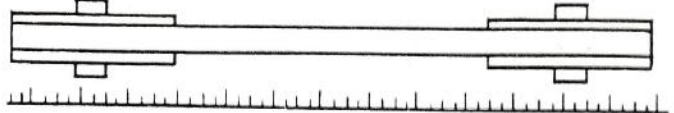
ALIGNMENT—

Take time to line up pulleys properly. Misaligned pulleys wear sides of belt unduly, and reduce belt life.

WRONG

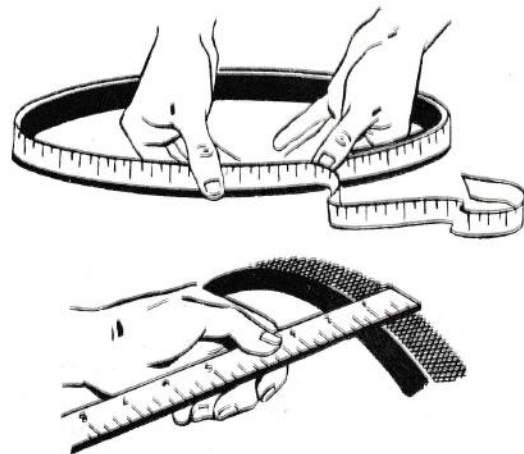


RIGHT



REPLACING WORN BELTS—

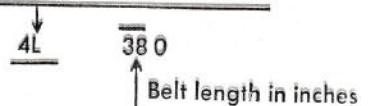
To determine proper replacement for an old belt from which markings have been obliterated, requires two simple measurements. First, the outside circumference, and second the top width. Both of these can be obtained using an ordinary tape measure as illustrated.



BELT DESIGNATIONS—

New belt numbers, now standard, are based on the two measurements indicated above. With outside circumference and top width complete belt number is arrived at thus:

Approximate top belt width in 8ths of an inch



WORN PULLEYS—

When pulleys become worn through service it is usually most economical to install a new pulley before installing a new belt.

To obtain proper alignment of the Mower Unit, adjust the left hinge by means of the slotted hole at the center of the vertical bracket indicated by the arrow. (Illus. 4)
Mower Blades

The Mower Blades on your Model 35 are made of the finest crucible spring knife steel. They are easy to sharpen and will hold a keen cutting edge. To insure that they do the job they are capable of doing, they should be kept sharp.

The blades have four cutting edges, but they use only two at a time. The other two are held in reserve on the other side of the blade. When you need a new cutting edge, turn the blade over.

To remove the blade from the Mower Spindle remove the nut and flange washer which hold it on. To do this, you will have to keep the blade from turning. Attach a pair of vice grips to the front shield of the mower unit. Place them so they will stop the blade from turning and allow the nut to be removed. Do NOT hold the Blades with your hand to steady them. They are sharpened on both edges and you may cut yourself.

After you have removed the blade from the spindle, if only one cutting edge has been used, turn the blade over and replace it by putting the flange washer back on and re-tightening the nut. The washer will automatically adjust the blade curve for stubble clearance.

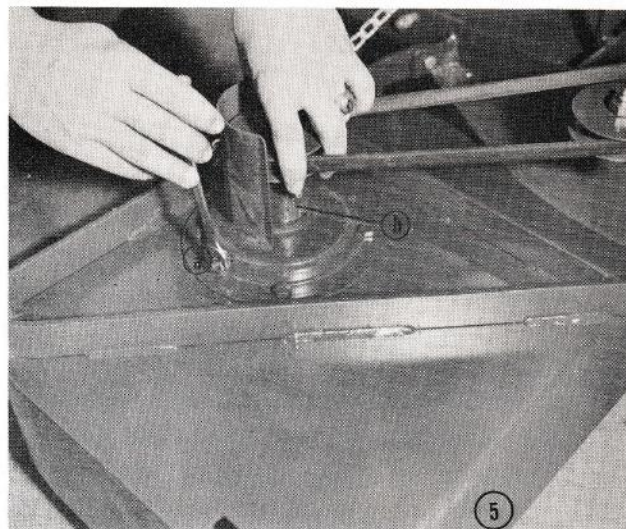
Sharpening the Blade

If both sets of cutting edges have become dulled through use, remove the blade and sharpen the extreme end of each edge. Use the original sharpened edge as your guide. The end of the blade does the cutting and the rest is utilized only to pulverize the cuttings.

Testing Blade Balance

After you have resharpened the cutting

edge, make certain the blade is in balance by holding it upright on a nail, pencil or similar object. If the blade dips noticeably to one side, that side is too heavy and should be ground off further.



Adjusting Blade Cutting Height

To adjust the cutting height of the blades, loosen the tightening screw (a) on the side of the Spindle Housing. Grasp the top pulley and move the complete Spindle Housing (b) up or down as desired. If the housing is stiff, a sharp tap on the top of the pulley will free it.

OPERATING HINTS

When you are cutting exceptionally tall or heavy grass with your Model 35, you will get better results if you raise the mower unit with the foot pedal and mow the heavy grass the first time with the mower unit in the raised position. When the grass is cut down to "size", release the mower unit and go over the same spot again with the mower at its regular cutting height.

The accumulation of grass cuttings on or around the engine can produce a fire hazard. Pay reasonable attention to cleaning the engine of such debris.

Clean away all paint on the alemite fittings when the machine is new. If paint chips are introduced into the interiors of

the fittings, they can damage the bearings which these fittings service.

If the mower has a tendency to pull to one side, check the amount of air in the tires. 15 pounds in the left and 30 pounds in the right will greatly reduce the torque drag.

(Right and left refer to tires as located from the operator's position.)

When the mower is new, you may find it is somewhat stiff to operate. A few hours operating time will serve to break it in and its responsive maneuverability will be as intended. During the breaking in period, drive belts and chains sometimes become loosened and will require slight adjustment. You should check them after the first few hours of operating time.

The Mower Unit is suspended from the spring which is located right in front of the engine hood.

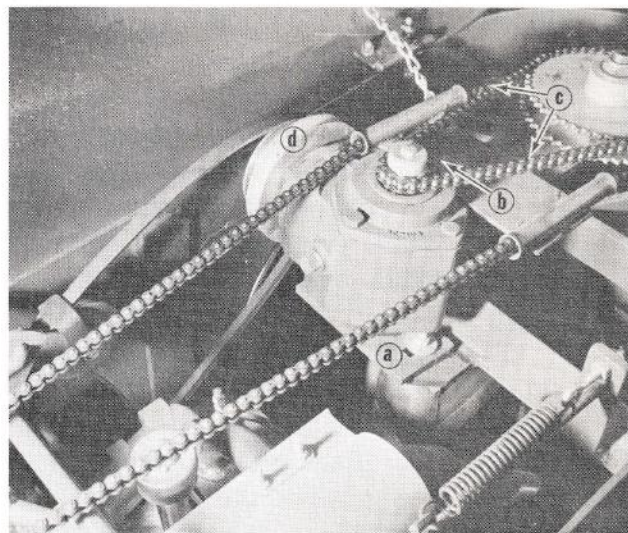
To maintain the proper suspension of the Mower Unit, adjust this spring by turning the small crank handle.

The suspension should be adjusted so that the Mower Unit's weight is carried for the most part by the main unit. Only enough weight should rest on the Small Gauge Wheels to allow them to guide the front points of the mower over rough spots in the terrain. Improper adjustment will allow too much drag on these Wheels and will break or clog them.

Clean the underside of the Mower Unit Housing frequently. If too much debris is allowed to build up, it will result in the improper suspension of the Mower Unit with the same results as those described above.

To operate in reverse, turn the Steering Wheel two complete revolutions. Of course, with the small turning radius of your Model 35, you will find that reversing is not often necessary.

All Gravely Clean-Cuts are equipped with perforated Distributor Screens. These screens, located immediately behind each mower blade, are designed to give you a smoother, cleaner lawn. In particularly wet weather, cutting may become too difficult with the screens attached. In such cases, they are easily detached by removing bolt and nut at either end of the screen.



Tightening the Drive Chain

To tighten the Drive Chain, loosen the bolts which are found on either side of the RC-108 Gear Box base (a) and the cap screw at the upper holding bracket (found in the area marked (b)). Force the RC-108 Gear Box forward until the correct chain tension is achieved. Leave the small chain (c) left loose enough so that it can be pinched together one-half inch. When adjustment is completed, retighten bolts (a), cap screw (b).

When adjusting the Drive Chain, check the position of the two step pulley (d) with its belt before you retighten the bolts and cap screw. Failure to align the pulley correctly will result in undue wear on the belt and, in the case of severe mis-alignment, may even cause the belt to come off the pulley.

Tightening the Steering Chain

The Steering Chain is tightened by moving the Steering Wheel Column back or forth

as necessary. When tightening it leave the Steering Chain loose enough so that it can be pinched together about an inch and a half.

VARIABLE SPEED DRIVE

The Variable Speed Drive gives you two speed ranges. The belt is in low range when it is operating on the larger side of the two groove Transmission Pulley. It will give you speeds from 1-1/2 to 3 MPH by means of the Drive Clutch Lever. When the drive belt is on the smaller side of the Transmission Pulley it will give you speeds from 3 to 5 MPH.

To keep the Variable Speed Pulley in good working condition, occasionally put a few drops of oil in the oil hole found on the side of the pulley's protruding hub. Push the Drive Clutch Lever back and forth to work the lubricant in. Use Mobiloil A (SAE 30)

The Drive Clutch tension can be adjusted by unlocking the nuts on the Clutch Hub. Tighten the lower nut so that the Clutch is a little stiff to operate. Then lock both the nuts together tightly. DO NOT put oil on the friction washer.

<u>Part No.</u>	<u>Description</u>	<u>Price</u>
WHEELS & ASSOCIATED PARTS		
503	Tube, 4.80 x 8 -----	\$ 2.80
502	Tire, 4.80 x 8 -----	10.60
509	Wheel, 4.00 x 8, Front, with Bearings -----	5.25
604	Wheel, Tire & Tube, 4.80 x 8, Front -----	18.65
3605	Wheel, Tire & Tube, 4.80 x 8, Rear -----	18.50
3606	Axle, Front Wheel, 3/4" x 6" -----	.90
3607	Spacer, Front Wheel, 3/4" ID x 1-1/8" OD x 9/16 -----	.35
504	Wheel, 1" x 5", Mower Gauge Aluminum -----	1.50
505	Bushing, 1/4" ID x 3/8" OD x 1-1/8" L -----	.30
XX14	Cap Screw, 1/4" x 1-3/4" SAE (Gauge Wheel Spindle) -----	.10
3602-A	Wheel, 4.00 x 8, Rear (new style) Hexbore -----	5.10

TRACTOR FRAME & ASSOCIATED PARTS

3610	Frame, Complete Tractor -----	105.00
3608	Pulley, variable speed, W/Spring (Engine)-----	9.00
609	Spring, variable speed pulley -----	1.00
629	Pulley, 2 groove engine -----	9.00
3611	Brake Assembly, W/Brackets (welds to bottom of Tractor Frame)-----	8.00
3612	Lock, Brake -----	1.00
714	Seat -----	2.80
3619	Shield, Right Protective -----	4.50
715	Spring, Seat, 1/4 x 3 x 19 Flat (new style)-----	2.40
3620	Shield, Left Protective -----	3.60
523	Idle Pulley Only, Belt Clutch & Left Blade Belt -----	1.84
523-C	Idle Pulley, complete W/8501 Bearing & Bolt -----	5.79
521	Spring, Clutch Tension & Brake Tension-----	.50
532	Bearing, #201-52, Clutch Idle Pulley & Left Blade Belt Idle Pulley -----	3.00
524	Bolt, Shoulder, 7/16" x 1-1/2" (Idle Pulley) -----	.80
3678	Bolt, Clutch Spring Adjusting-----	.35
3681	Clutch Control Assembly (less pulley & mounting bracket)	3.75
3682	Bracket, Mounting, Clutch Control Assembly (Bolts to engine, above pulley)-----	2.00
683	Tension Washer, Clutch Control, 1/4" x 3"-----	.40
3684	Stop, Clutch Spring Tension Arm -----	.70
3685	Foot Lever, Mower Control Throwout-----	6.00
3686	Control Bar, (from Foot Lever to Mower Arm) -----	1.45
3688	Bracket, Mower Hanger (2)-----	1.65
3690	Bolt, Foot Lever Adjusting, 1/2" x 2-1/4" -----	1.20

<u>Part No.</u>	<u>Description</u>	<u>Price</u>
692	Switch, Shorting -----	.85
3635	Throttle Control Assembly -----	1.75
706	Spring Clamp, Throttle Housing to Frame -----	.10
3636-C	Steering Wheel Assembly, Complete -----	27.50
636	Steering Wheel Only; used prior to Serial #3337 -----	7.50
844	Cap, Steering Wheel; used from Serial #3337 -----	1.00
3638	Bracket, Lower Mounting, Steering Housing -----	1.65
3634	Housing, Steering Wheel Shaft -----	5.20
3633	Shaft, Steering Wheel, 3/4 x 15" prior to #3337 -----	3.90
632	Bushing, Bronze, Steering Wheel Housing -----	.80
602	Sprocket, 12 tooth x 5/8" Bore, Steering -----	2.31
3621	Chain, Steering, 5'-1/2" Long W/connecting link -----	7.97

GEAR REDUCTION UNIT (used on Model 35, #3251 to #3361)(from Serial #3362 Gear Reduction #450-MS used -- \$50.00)

CC-800	Gear Reduction unit complete, (includes all parts listed below except 2 step pulley) (816) -----	60.00
CC-801	Gear case only -----	14.00
CC-XX216	Screw, 8/32" x 3/8", gear case cover mounting (4) each --	.03
CC-XX131	Screw, 5/16 x 1, SAE cap, plated mounts case to bracket (2) adjusting tab (1) each -----	.10
CC-802	Bearing hanger, upper -----	4.00
CC-803	Bearing hanger, lower -----	3.25
CC-804	Bearing, #3203, lower on vertical shaft -----	2.34
CC-805	Bearing, #203SZ, upper on vertical shaft inside on horizontal shaft (2) each -----	2.80
CC-806	Bearing, #8503, outer on horizontal shaft -----	3.30
CC-807	Shaft, vertical -----	3.95
CC-808	Shaft, horizontal -----	3.95
CC-809	Gear, pinion; horizontal shaft -----	6.00
CC-810	Gear, miter; vertical shaft -----	9.00
CC-XX10-9	Key, 3/16 x 3/4", pinion to shaft -----	.05
CC-XX226	Screw, 1/4 x 1/2 w/washer; pinion to shaft -----	.05
CC-XX10-6	Key, 3/16 x 3/4 Woodruff; miter gear to shaft -----	.10
CC-XX239	Screw, 3/8 x 3/8 allen set; miter gear to shaft (2) ea ----	.10
CC-811	Housing, horizontal shaft -----	3.75
CC-812	Snap ring, horizontal shaft -----	.10
CC-813	Snap ring, vertical shaft -----	.10
CC-XX238	Screw, 5/16 x 3/4 socket head cap, SAE; holds bearing hangers to gear case (9) each -----	.20
CC-602	Sprocket, 12 tooth, case hardened -----	2.31
CC-815	Spacer, sprocket, 7/8 OD x 43/64 ID x 3/8L -----	.20

<u>Part No.</u>	<u>Description</u>	<u>Price</u>
CC-XX226	Screw, 1/4 x 1/2 SAE cap; sprocket to shaft -----	.05
CC-XX10-9	Key, 3/16 x 3/4; sprocket to shaft -----	.05
CC-XX235	Screw, 5/16 x 5/16 allen set; sprocket to shaft -----	.10
CC-816	Pulley, 2 step; horizontal shaft -----	5.70
CC-XX245	Screw, 5/16 x 1/2 allen set; pulley to shaft (2) ea -----	.10
CC-XX11	Key, 3/16 x 1, pulley to horizontal shaft -----	.05
CC-XX10-2	Plug, filler; 1/4" pipe -----	.20
CC-XX30	Screw, oil level check; 5/16 x 1/2 SAE cap -----	.10
CC-XX310	Zerk, 1/4" straight (2) each -----	.15
CC-7609	Chain, Drive 30" -----	3.60
602	Sprocket, 12 tooth 5/8" Bore, C.H. Drive -----	2.31

REAR END DRIVE ASSEMBLY BEGINNING WITH MOWER SERIAL NO. 3318

3750	Rear Drive, complete; less wheels & sprockets -----	60.00
5330	Rear End Housing only, right and left sections -----	11.17
151-S	Housing Bolt, 3/8" x 2-1/4" USS Cap, H. T. (8) -----	.08
5306	Bevel Gear Hub -----	5.05
5315	Bevel Gear -----	3.73
110-S	Bevel Gear Bolt (6) -----	.07
5308	Bearing Housing Cap (2) -----	1.98
5309	Bevel Pinion Gear -----	3.62
5318	Gear Housing Oil Seal (2) -----	1.76
5413	Bevel Gear Adjusting Shims -----	.07
121-S	Housing Bearing Bolt; 3/8" x 3/4" USS Cap H. T. (8). Drive Tube (4) -----	.06
2208-C	Bevel Gear Hub Bearing Cap (2) -----	4.40
2208-R	Bevel Gear Hub Bearing Race (2) -----	2.19
246-N	Elastic Stop Nut, 3/8" Hex (Pinion Drive Shaft) -----	.23
M-139	Bearing Adjusting Shim, .005 -----	.09
M-139	Bearing Adjusting Shim, .020 -----	.19
M-326	Gear Housing Gasket -----	.06
CC-14	Hex Axle -----	2.50
3760	Vertical Drive Shaft -----	4.50
3761	Drive Shaft Tube -----	6.50
3147	Drive Shaft Lower Bearing -----	3.96
3147-C	Pinion Drive Lower Bearing Cone -----	2.48
3147-R	Pinion Drive Lower Bearing Race -----	1.48
578-A	Top Drive Shaft Bearing #88503 -----	4.00
XX258	5/8" SAE Steel Washer -----	.03
504-K	#9 Woodruff Key -----	.05
XX10-3	1/2" Pipe Plug (2) -----	.15
XX329	1/2" Street El -----	.30

<u>Part No.</u>	<u>Description</u>	<u>Price</u>
XX-189	3/4" Elastic Stop Nut, Hex Axle (2)-----	.30
XX-127	3/8" Lockwasher, Drive Housing Tube (4)-----	.03
412-W	Flat Steel Washer, Hex Axle (2)-----	.03
676	48 Tooth x 5/8" Bore Drive Chain Sprocket-----	6.50
675	48 Tooth x 1-3/4" Bore Steering Chain Sprocket-----	7.50
3622	Drive Chain, 3'-1/4" Length w/connecting link-----	3.60
3621	Steering Chain, 5'-1/2" length w/connecting link-----	7.97

CENTER ASSEMBLY UNITS

3648-R	Center Assembly, complete, right (3 pulleys, Upper & Lower Supports & Locking Tube)-----	28.50
3649-L	Center Assembly, complete, left (Single pulley, upper & Lower supports & locking tube)-----	23.50
3650-L	Housing, Left-----	5.00
3651-R	Housing, Right-----	5.00
3656	Shaft, Vertical, 3/4" x 11-1/4" (Left Center Assembly, Single Pulley)-----	3.00
24433	Fiber Washer, Left Center Assembly-----	.10
5051	Center Assembly Support, Upper-----	1.75
5052	Center Assembly Support, Lower-----	1.75
3655	Shaft, Vertical, 3/4" x 13" (Right, 3 pulley)-----	3.00
574	Bearing 203-FS (Upper & Lower in left Assembly, Lower in Right Assembly) (3)-----	3.30
578	Bearing, 203-FFS (Upper in Right Assembly)-----	3.90
3654	Pulley, 3-1/4" x 5/8" Threaded Bore (4)-----	1.80
5054	Tube, Center Assembly Locking-----	1.80
658	✓ Flange Washer, Upper Blade, 5/8" Bore-----	1.00
5210	Flange Washer, Lower Blade-----	.85
5160	Bearing, 203-S, (Middle Right Center Assembly)-----	2.26

V BELTS

661	#5L570, Mower Drive (Engine Pulley to right Center Assembly, 2)-----	2.88
3662	#5L46, Left Blade Drive (Began Using On Mower #3060)-----	2.45
3663	#4L650, Clutch Belt (From Engine to Gear Reduction)---	2.18

MISCELLANEOUS

5218	Blade, 18" x 2" x 1/8"-----	3.00
3708	Key, 1/4" x 2-1/2" (Engine Pulley)-----	.15
3709	Decal, (Clean-Cut 35)-----	.30

<u>Part No.</u>	<u>Description</u>	<u>Price</u>
719	Starter Rope, Nylon -----	1.25
323-A	Briggs & Stratton Engine, Model 23A, 9 HP -----	140.00
450-MS	Gear Reduction Unit, Complete (Starting with Serial #3362, Less Sprocket) -----	50.00
491	Knob Spinning, Steering Wheel -----	1.50
679	Chain, Connecting Link -----	.35
24910	Seat Cushion, Foam Rubber -----	3.50
3720	Pedal, Mower lifting (new style) -----	3.00
3721	Bracket, Mower lifting (new style) -----	1.50
3722	Linkage Bar, Mower Lift (new style) -----	1.50
3725	Pulverizer, Leaf, complete w/Blades -----	24.50
5219	Blade, Pulverizer leaf, 18" -----	3.00
3730	Link, Chain Lap Repair, 7/32" x 1-1/4" -----	.15
3771	Shaft, Steering Wheel (for new style Wheel) -----	2.75
870	Wheel, Steering Wheel, (new style, from Serial #3337) --	7.50
XX-290	Screw, 1/4" x 1-1/2" (for Steering Cap) -----	.05
867	Bearing, Oilite (Presses into 1 x 5" Aluminum gauge wheel) -----	.30

