WARRANTY

General
• Rover Mowers Limited warrant this machine or accessory is free of defects in material and workmanship.
• Claims are limited to making good or replacing any part found defective by the manufacturer or its agent.
• The warranty period shall apply from the date of purchase for a period of:
  - 12 months for domestic use
  - 90 days for commercial use
• Warranty applies to Australia and New Zealand only.

Exclusions
A list of conditions excluded from warranty follows:
• Engines other than Suzuki products.
• Parts considered suffering from wear and tear.
• Parts damaged due to abuse or misuse.
• Parts that can be subjected to use beyond their normal intended working capacity e.g. blades, blade bolts, v-belts and spark plugs.
• If repairs or alterations have been made without the manufacturer’s written authority.
• Any transport costs involved in the repair or replacement of any defective part.
• If it is found that parts other than genuine have been used on the machine.

CAUTION
NB This warranty does not exclude any conditions or warranty implied by the Trade Practices Act 1974 or any other relevant legislation. Engines other than Suzuki are warranted by the engine manufacturer and could differ from the warranty of the rest of the machine. Refer to the engine manual (if included) or consult the nearest engine service dealer.

Proof of date of purchase should be retained as it needs to be presented if warranty is to be claimed.
Fill out the details in the following table as a record for warranty purposes.

<table>
<thead>
<tr>
<th>Dealer</th>
<th>Product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
<td>Model number:</td>
</tr>
<tr>
<td>Address:</td>
<td>Serial number:</td>
</tr>
<tr>
<td>Phone Fno:</td>
<td>Date of purchase:</td>
</tr>
</tbody>
</table>

Rover Mowers Limited reserves the right to make changes and add improvements to its products at any time without notice or obligation.
The company reserves the right to discontinue manufacture of any product at any time to its discretion.

Rover Mowers Limited
PO Box 1235
Eagle Farm
Queensland 4009
AUSTRALIA

Rover Mowers Limited
East Tamaki
Auckland
NEW ZEALAND

Printed in Australia on RECYCLED PAPER as a sign of Rover Mower’s commitment to greening Australia and New Zealand.
## Trouble Shooting

### Problem Possible Causes Corrective Action

**Engine loses power.**
- 1. Oil level in crankcase is low.
- 2. Cooling fins and air passages under engine blower housing are blocked.
- 3. Engine load is excessive.
- 4. Air cleaner is dirty.
- 5. Dirt or water is in fuel system.
- 6. Carburettor is adjusted incorrectly.
- 7. Spark plug is pitted, fouled or defective in some other way.

1. Add oil to crankcase.
2. Remove obstruction from passages.
3. Select a lower speed to reduce load.
4. Clean air cleaner element.
5. Have machine serviced by Authorised Service Dealer.
6. Adjust the carburettor.
7. Install new correctly gapped spark plug.

**Engine overheats.**
- 1. Cooling fins and air passages under engine blower housing are blocked.
- 2. Carburettor is adjusted incorrectly.
- 3. Oil level in crankcase is low.
- 4. Engine load is excessive.
- 5. Carburettor is adjusted incorrectly.
- 6. Oil level in crankcase is low.
- 7. Spark plug is pitted, fouled or defective in some other way.

1. Remove obstruction from cooling fins and air passages.
2. Adjust the carburettor.
3. Add oil to crankcase.
4. Select a lower speed to reduce load.

**Mower vibrates abnormally.**
- 1. Engine mounting bolts are loose.
- 2. Loose cutter pulley, idler pulley or drive pulley.
- 3. Cutter assembly is unbalanced.
- 4. Cutter assembly is loose.

1. Tighten mounting bolts.
2. Tighten the appropriate pulley.
3. Replace broken blades is sets.
4. Tighten securing nut.

**Cutter does not rotate.**
- 1. Drive belt is worn, loose or broken.
- 2. Drive belt is off pulley.
- 3. Unable to select forward or reverse.

1. Install new cutter drive belt.
2. Install cutter drive belt.

**Mower does not drive.**
- 1. Drive belt is worn, loose or broken.
- 2. Drive belt is off pulley.
- 3. Unable to select forward or reverse.
- 4. Cutter Drive is engaged.
- 5. Spark plug is loose.
- 6. Spark plug lead is loose or disconnected from spark plug.
- 7. Spark plug gap is incorrect.
- 8. Spark plug is pitted, fouled or defective in some other way.
- 9. Wrong spark plug is used.
- 10. Carburettor is adjusted incorrectly.
- 11. Air cleaner is dirty.
- 12. Vent hole in fuel tank is blocked.
- 13. Dirt or water in fuel system.
- 14. Dead battery.
- 15. Defective Electronic Ignition System.

1. Fill fuel tank with petrol.
2. Select Neutral.
3. Disengage Cutter Drive.
4. Tighten spark plug.
5. Install spark plug lead on spark plug.
6. Set gap between electrodes at 0.7mm to 0.8mm.
7. Install new correctly gapped spark plug.
8. Install correct spark plug.
9. Check electrical system to ensure good contact.
10. Adjust the carburettor.
11. Clean the air cleaner element.
12. Inspect and open vent.
13. Have machine serviced by Authorised Service Dealer.

**Engine does not start, hard to start, loses power, or fails to keep running.**
- 1. Oil level in crankcase is low.
- 2. Cooling fins and air passages under engine blower housing are blocked.
- 3. Engine load is excessive.
- 4. Air cleaner is dirty.
- 5. Dirt or water is in fuel system.
- 6. Vent hole in fuel tank is blocked.
- 7. Spark plug is pitted, fouled or defective in some other way.

1. Add oil to crankcase.
2. Remove obstruction from cooling fins and air passages.
3. Select a lower speed to reduce load.
4. Adjust the carburettor.
5. Have machine serviced by Authorised Service Dealer.
6. Clean fuel tank vent.
7. Install new correctly gapped spark plug.

**Engine does not idle or idles poorly.**
- 1. Cool air cleaner is dirty.
- 2. Oil level in crankcase is low.
- 3. Cooling fins and air passages under engine blower housing are blocked.
- 4. Idle speed is too low or high.
- 5. Dirt or water is in fuel system.

1. Clean air cleaner element.
2. Add oil to crankcase.
3. Remove obstruction from cooling fins and air passages.
4. Adjust the carburettor.
5. Have machine serviced by Authorised Service Dealer.
6. Clean fuel tank vent.
7. Install new correctly gapped spark plug.
SAFETY INSTRUCTIONS

This product is manufactured to comply with Australian Safety Standards. If non-genuine replacement parts, including blades, are fitted to this product it may no longer meet that Australian Safety Standard and Rover Mowers Warranty. The fitting of non-genuine replacement parts could result in a serious injury, and, or, machine malfunctioning which may result in litigation against the person or persons responsible for the alterations.

Know your controls. Read the Owner’s Manual carefully. Learn how to stop the engine quickly in any emergency.

- Do not allow children or people unfamiliar with these instructions to use the mower. Do not carry passengers. Make sure the lawn is clear of sticks, stones, bones, wire and debris. They could be thrown by the blade.
- Do not mow whilst people, especially children, or pets are in the mowing area.
- Never mow across the face of a slope, unless the mower is designed for this purpose. Exercise extreme caution when on slopes. Reduce speed on slopes and on sharp turns to prevent overturning or loss of control.
- Do not stop or start suddenly when going uphill or downhill.
- Stay alert for holes in the terrain and other hidden hazards.
- Use care when using any attachments. Never direct discharge of material toward bystanders or allow anyone near the machine while it is in operation.

Before leaving the operator’s position:

- Disengage all clutches and secure cutting units.
- Set the parking brake, and
- Stop the engine and remove the key.
- Stop engine and disengage drive to attachments.
- Before refuelling:
- Before making height adjustment unless adjustment can be made from the operator’s position
- Before clearing blockages
- After striking a foreign object (inspect the mower for damage and make repairs before restarting and operating the equipment) and
- If machine starts to vibrate abnormally (check immediately).
- Disengage drive to attachments when transporting or not in use.
- A mower operator should be in good physical and mental health and not under the influence of any drug or alcohol which might impair vision, co-ordination or judgement.
- It is advisable to wear suitable eye protection when operating a mower.

Never mow while barefoot or wearing open sandals, or thongs. Wear long trousers and heavy shoes.

- Mow only in good daylight.
- Before using, always visually inspect to see that blades, blade bolts and cutter assembly are not worn or damaged.
- Replace worn or damaged blades and bolts in sets to preserve balance.

DAMAGED BLADES AND WORN BOLTS ARE MAJOR HAZARDS

- Check all nuts, bolts and screws often, always be sure the mower is in safe operating condition.
- Keep safety devices (guards and switches) in place and in working order.
- Never use the mower unless the grass catcher, or guards provided by the manufacturer, are in position.
- Ensure any spare parts used comply with the original manufacturer’s recommendations and specifications.
- Replace worn or faulty silencer.
- Keep engine free of grass, leaves or excessive grease. These can be a fire hazard.
- Refuel outdoors only. Do not smoke while fuelling engine. Never remove the cap of the fuel tank or add petrol while the engine is running or the engine is hot. Remove fuel cap slowly to relieve any tank pressure. If petrol is spilled, do not attempt to start the engine but move machine away from the area of the spill and avoid creating any source of ignition until petrol vapours have dissipated.
- Check for fuel leaks while refuelling or using the mower. If a fuel leak is found, do not start or run the engine until the fuel leak is fixed and spilled fuel is wiped away.
- Do not operate the engine in a confined space where exhaust fumes (carbon monoxide) can collect.
- Always mount the mower on the opposite side to the discharge chute.
- Start the engine carefully with the cutterhead disenganged.
- Do not over-speed the engine or alter governor settings. Excessive speed is dangerous and shortens mower life.
- Stop the engine and remove the keys whenever you leave the mower, even for a moment.
- Store the mower in a well-ventilated room away from naked flames such as may be found in hot water heaters.
- Do not lend or sell the mower without the Owner’s Manual.

WARNING

If fitted with accessories, including any authorised Rover accessories such as Grass Catcher, this mower may not comply with AS 3792.1
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<th>Page</th>
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</thead>
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**WARNING**

The safety of the user and others may be involved. Personal injury may result should this information be disregarded.

**CAUTION**

Follow these instructions to avoid mower damage and possible loss of warranty.
1.1 Engine

1.2 Transmission

The hydrostatic drive is an automatic drive system which provides variable speed control in both forward and reverse, using the foot pedal. When pressure is removed from the foot pedal, the drive returns to the Neutral position. Use the brake clutch pedal to stop the machine.

WARNING

Always apply the Parking Brake before dismounting the mower.

1.3 Cutterheads

760mm wide cut pressed steel cutterhead
- Rancher™ 13 and 15.5 HP
- LawnKing™

965mm wide cut pressed steel cutterhead
- Rancher™ 15.5 HP
- LawnKing™

1.4 Tyres - Rancher™

Front- 13 x 5.00 x 6 tubed 140 Kpa (20 psi) pressure
Rear- 18 x 8.50 x 8 tubed 70 Kpa (10 psi) pressure

LawnKing™ only
Front- 15 x 6.00 x 6 tubed 140kpa (20 psi) pressure
Rear- 20 x 10.00 x 8 tubed 105kpa (15 psi) pressure

1.5 Loose parts kit

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steering wheel</td>
<td>1</td>
</tr>
<tr>
<td>Roll pin</td>
<td>1</td>
</tr>
<tr>
<td>Stoneguard</td>
<td>1</td>
</tr>
<tr>
<td>Stoneguard spring</td>
<td>1</td>
</tr>
<tr>
<td>&quot;E&quot; clip</td>
<td>1</td>
</tr>
<tr>
<td>Ignition key</td>
<td>2</td>
</tr>
<tr>
<td>Plug spanner</td>
<td>1</td>
</tr>
<tr>
<td>Pop Rivets</td>
<td>2</td>
</tr>
<tr>
<td>Oil Drain Tube - Honda</td>
<td>1</td>
</tr>
<tr>
<td>Engine Owners Manual</td>
<td>1</td>
</tr>
<tr>
<td>Rover Owners Manual</td>
<td>1</td>
</tr>
<tr>
<td>Seat panel springs LAWNKING™ only</td>
<td>2</td>
</tr>
</tbody>
</table>

2. SETTING UP

2.1 Installing the steering wheel

1. Slide the steering wheel over the steering shaft and align the roll pin holes.
2. Insert a drift punch partially through the holes to maintain alignment and insert the roll pin.
3. Drive the roll pin in until flush with the outside of the steering wheel.

LawnKing™ only

1. Slide the steering shaft cover over the steering shaft with the restricted end first.
2. Slide the steering wheel over the steering shaft and align the shaft cover in the groove on the bottom side of the steering wheel boss. Push down on the steering wheel till the roll pin holes are in alignment and insert a drift to maintain alignment. Note: the roll pin should come fitted to the steering wheel ready for installation, if not partially drive the roll pin into the steering wheel hub so that it is almost flush with the inner bore.
3. Drive the roll pin in till it is flush with the outer hub. Using a drift continue driving the roll pin in till it is flush with the centre hub allowing the shaft to extend up into the steering wheel boss.

2.2 Installing the stoneguard (Refer Figure 2.2)

1. Slip the stoneguard spring on to the long leg of the stoneguard pivot rod.
2. Twist the stoneguard spring and insert the long leg of the stoneguard pivot rod into the forward pivot bracket of the cutterhead.
3. Slide the stoneguard back to insert the short leg of the stoneguard pivot rod into the rear pivot bracket of the cutterhead.
4. Release the stoneguard spring.
5. Fit the “E” clip to the groove on the short leg of the stoneguard pivot.

Figure 2.2 - Installing the stoneguard
2.3 Installing the battery

1. Remove the battery from the mower, and remove filler caps.
2. Add 33% strength battery electrolyte to each cell of the battery until the plates are covered.

3. Charge the battery at 4amps/hour for a minimum of 6 hours.
4. When the battery is charged, check that the plates are covered with electrolyte, if not, add electrolyte to the correct level. Fit filler caps to battery.
5. Refit the battery to the mower.
6. Connect the battery leads to the battery: RED to the positive (+) terminal, BLACK to the negative (−) terminal.

2.4 Priming the Hydrostatic Drive (Refer Figure 2.3)

1. Move the Dump Valve to the freewheel position.
2. Start the engine and release the brake clutch.
3. Move the throttle control to approximately ½ throttle.
4. Depress the foot operated drive pedal and hold down for 5 seconds in the forward position and then release.
5. Depress the foot operated drive pedal and hold down for 5 seconds in the reverse position and then release.
6. Repeat steps 4 & 5 three times in each direction.
7. Switch the engine OFF and remove keys.
8. Return the Dump valve to the drive position.

3. CONTROLS

3.1 Throttle control (Refer Figure 3.1)

Mounted on the left hand side of the dash panel. Marked for Slow, Fast and Choke positions.

3.2 Ignition switch (Refer Figure 3.1)

Mounted on the right hand side of the dash panel. Marked for Off, On and Start positions.

3.3 Brake Clutch pedal (Refer Figure 3.1)

Foot operated pedal mounted on the left hand side of machine. Depressing the pedal disengages the drive and engages the disc brake.

3.4 Parking brake (Refer Figure 3.1)

Hand operated knob mounted on the left hand side of the machine. Parking brake is locked on when the clutch brake pedal is depressed and the parking brake knob is engaged by lifting upward. Depressing the clutch brake pedal automatically releases the parking brake.
**6.23 Maintenance Chart**

This maintenance chart is to be read in conjunction with the engine manufacturer’s instruction manual and information in this Owner’s manual.

<table>
<thead>
<tr>
<th>Engine</th>
<th>Frequency</th>
<th>Each use</th>
<th>First 5 hours</th>
<th>First 20 hours</th>
<th>Every 25 hours</th>
<th>Every 50 hours</th>
<th>Every 100 hours</th>
<th>Every 200 hours</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Check oil level</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change oil</td>
<td>Briggs</td>
<td>Honda</td>
<td>Briggs (i)</td>
<td>Honda (i)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change oil filter (if fitted)</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Check air filter elements</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clean air filter foam element</td>
<td>x (ii)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clean air filter paper element</td>
<td>x (ii)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Replace air filter paper element</td>
<td>x (ii)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Check air intake screen</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Check spark plug</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Replace spark plug</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Check battery fluid level</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clean battery &amp; terminals</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Replace fuel filter</td>
<td>x</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Ride-On**

| Check safety interlocks | x         |
| Check cutting blades | x (iii)    |
| Check cutterhead brake | x         |
| Check disc brake | x         |
| Check drive belts | x         |
| Check tyre pressure | x         |
| Remove and clean under pulleys covers, 38” deck only | x         |
| Check for loose fasteners | x         |

**Lubrication points**

<table>
<thead>
<tr>
<th>Lubrication points</th>
<th>Type of lubricant</th>
<th>x</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil jockey arm pivot</td>
<td>Engine oil</td>
<td></td>
</tr>
<tr>
<td>Oil throttle cable</td>
<td>Engine oil</td>
<td></td>
</tr>
<tr>
<td>Oil cutter drive lever</td>
<td>Engine oil</td>
<td></td>
</tr>
<tr>
<td>Oil clutch/brake pedal</td>
<td>Engine oil</td>
<td></td>
</tr>
<tr>
<td>Oil tie rod ends</td>
<td>Engine oil</td>
<td></td>
</tr>
<tr>
<td>Oil drive chains</td>
<td>Chain oil</td>
<td></td>
</tr>
<tr>
<td>Grease stub axles</td>
<td>GP grease</td>
<td></td>
</tr>
<tr>
<td>Grease axle beam</td>
<td>GP grease</td>
<td></td>
</tr>
<tr>
<td>Grease steering shafts</td>
<td>GP grease</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**

1. Change the oil every 25 hours when operating the engine under heavy load or in high temperatures.
2. Clean the air filter elements more often under dusty conditions or when air borne debris is present.
3. Always replace cuttings blades in sets to maintain balance.

**Lawn King - Rancher Hydro**

**3.8 Light Switch**

Models fitted with headlights

The headlight switch is located on the right hand side of the dashboard. (Figure 3.2)

**3.9 Safety interlock system**

The safety interlock system has been designed for the operators safety. It gives the Rover LAWN KING™ and RANCHER HYDRO™ the following characteristics. The safety interlock system should NEVER be tampered with.

1. The engine will not start unless:
   a) The drive selector is in the neutral position.
   b) The cutterhead is disengaged.
   c) The brake clutch pedal is depressed and the parking brake locked on.
   d) The operator is seated.
2. The engine will stop if the operator leaves the seat with the drive selector engaged and/or the cutterhead engaged and or the park brake is not locked on.

**WARNING**

1. DO NOT operate the mower if the safety system becomes defective. Contact the nearest Rover authorised service dealer or agent to rectify the problem.
2. The safety interlock system should never be tampered with.

**3.10 Manual choke**

Lawn King™ 20HP only

Knob located on the lower left hand side of the dashboard.

**4. BEFORE STARTING**

**4.1 Engine lubrication**

The engine oil level must be checked before attempting to start the engine. Refer to the engine manufacturer’s instructions.

1. Position the mower on a level dry surface, remove the ignition key and apply the parking brake.
2. Open the bonnet and clean around the oil filler.
3. Check the oil level in accordance with the engine manufacturer’s instructions and add recommended grade of oil.
4. Clean up any spilt oil and replace the oil filler cap and close the bonnet.

**WARNING**

Avoid premature engine failure by using a clean funnel and cleaning away any possible contaminants.
### 4.2 Fuel

1. Position the mower on a level surface in a well ventilated area. Open the bonnet and clean around the fuel tank cap.
2. Remove the fuel tank cap.
3. Using a clean funnel fill the fuel tank with unleaded petrol.
4. Replace the fuel tank cap.
5. Wipe up any spilled petrol.
6. Close and secure the bonnet.

### 5. OPERATION

#### 5.1 To start the engine

1. Depress the brake clutch pedal fully. Always operate slowly. Do not use a jerking motion. Moving these controls too fast could possibly overload and stall the engine.

   **LAWN KING™ only**
   - Press the cutter drive switch to OFF.

   **RANCHER™ only**
   - Pull the cut height lever all the way back and latch.

   **LAWN KING™ only**
   - Pull the manual choke knob fully out.

2. Move the throttle lever to the *choke* position.

3. Move the throttle lever to the *neutral* position.

4. Turn the ignition key to the *start* position and release when the engine starts.

5. Move the throttle lever to the *slow* position.

**LAWN KING™ only**
- Slowly push the manual choke knob fully in.
- Move the throttle lever to the *slow* position.

#### 5.2 To drive or mow

1. Depress the brake clutch pedal.

2. Move the throttle lever to the *fast* position.

3. Engage the cut height lever and select the height of cut.

**LAWN KING™ only**
- Press the cutterhead drive switch to the *ON position*.

4. Slowly depress the foot pedal (either forward or reverse).

**LAWN KING™ only**
- Turn the cutter drive Switch to OFF.

#### 5.3 To stop the engine

1. Slowly move the foot pedal to *neutral*.

2. Depress the brake clutch pedal.

3. Apply the parking brake.

4. Disengage the cut height engagement lever.

**LAWN KING™ only**
- Turn the Cutter Drive Switch to OFF.

**16HP Honda engine & 20HP B&S engine** - Move the throttle lever to the *slow* position.

**13, 15.5 & 18HP B&S engines** - Move the throttle lever to the *fast* position.

5. Turn the ignition key to the *off* position, and remove the ignition key before leaving the mower. Place the key in a secure position, not available to children or unauthorised persons.

### 4.3 Seat adjustment

1. Tip the seat forward and loosen the four seat retaining bolts.

2. Slide the seat forward or back to suit the operator.

3. Tighten the four seat retaining bolts and lower the seat.

### 4.4 Engaging clutches

When engaging the cutter drive lever or releasing the brake clutch pedal, always operate slowly. Do not use a jerking motion. Moving these controls too fast could possibly overload and stall the engine.

**LAWN KING™ only**
- Pull the cut height lever all the way back and latch.

**RANCHER™ only**
- Release when the engine starts.

**RANCHER™ only**
- Move the throttle lever to the *neutral* position.

**LAWN KING™ only**
- Move the throttle lever to the *fast* position,

**LAWN KING™ only**
- Depress the brake clutch pedal and lock parking brake on.

**LAWN KING™ only**
- Loosen the spring tab retaining bolt and adjust the position of the spring tab located on the park brake rod, to give a clearance of 6mm between the safety switch body and the spring tab.

**LAWN KING™ only**
- Tighten the spring tab retaining bolt.

### 5.4 Hydrostatic Drive pedal control

(Refer Figure 5.1)

Because the hydrostatic drive is designed for easy and variable control it is simply a matter of pressing the foot pedal (forward to go forwards), (backwards to travel in reverse) or resting the pedal in neutral to stop the machine.

However the following tips will help you to control the machine and reduce the risk of damage or accidents.

1. Use your toes to control forward and your heel to control reverse direction of travel.

2. Always operate the pedal smoothly and slowly when moving off and when coming to a stop.

3. Always keep your foot on the pedal when stopping. Lifting your foot will cause the machine to stop suddenly and throw you forward or backwards (depending upon your direction of travel).

4. Always pause in *neutral* when changing from forward to reverse or reverse to forward.

#### 5.5 Hydrostatic Drive pedal control

(Refer Figure 5.1)

**CAUTION**
- To avoid loss of control always come to a complete stop before changing direction and slow down before turning.

**LAWN KING™ only**
- Pull the manual choke knob fully out.

**RANCHER™ only**
- Slowly push the manual choke knob fully in.

**LAWN KING™ only**
- Move the throttle lever to the *slow* position.

**LAWN KING™ only**
- Turn the manual choke knob fully out.

**RANCHER™ only**
- Move the throttle lever to the *slow* position.

**LAWN KING™ only**
- Depress the brake clutch pedal and lock parking brake on.

**LAWN KING™ only**
- Loosen the spring tab retaining bolt and adjust the position of the spring tab located on the park brake rod, to give a clearance of 6mm between the safety switch body and the spring tab.

**LAWN KING™ only**
- Tighten the spring tab retaining bolt.

### 6.20 Safety Interlock adjustment

**Brake Clutch safety switch (refer to Figure 6.11)**

1. Depress the brake clutch pedal and lock parking brake on.

2. Loosen the spring tab retaining bolt and adjust the position of the spring tab located on the park brake rod, to give a clearance of 6mm between the safety switch body and the spring tab.

3. Tighten the spring tab retaining bolt.

**Cutterhead safety switch (refer to Figure 6.12)**

1. Move the cut height engagement lever to the engaged position.

2. Loosen the two safety retaining screws (A) and position the safety switch forward in the mounting bracket slot.

3. Tighten the two safety switch retaining screws.

4. Move the cut height engagement lever to the disengaged position.

5. Check that the clearance between the spring tab (B) and the safety switch body is 6mm. If not correct loosen the retaining bolt (C) and position the spring tab to give correct clearance. Tighten the spring tab retaining bolt.

### 6.21 Hydrostatic Unit

Check the hydrostatic cooling fan for broken or distorted blades, and check to see that the fan is securely fastened. Replace the fan if damaged.

Keep the hydrostatic unit clean. Grass clippings and dirt will effect the cooling efficiency of the fins on the housing. Avoid high pressure cleaning.

Inspect the brake for proper operation. If the brake fails to stop the vehicle or hold on a 30 degree slope, adjustments are necessary. You should also make sure it fully disengages when the pedal is released. (Refer Section 6.11)

Check to make sure the dump valve and linkage is operational. The dump valve must be fully released during operation of the vehicle.

Inspect the hydrostatic unit for leaks at lip seals or damage to the housing. Return the mower to an Authorised Rover Service Agent or Dealer if the hydrostatic drive overheats, becomes noisy, drives in only one direction or develops low power.

### 6.22 Front Axle Beam

Periodically clean and grease the front axle beam pivot area on ride-on chassis. Do not overtighten the two front beam bolts. Beam must be free to pivot in chassis.
6.14 Cutterhead Low cut setting
(Refer Figure 6.7)
1. Position the machine on a level surface and disconnect the spark plug lead.
2. Move the cutterhead to the low cut position.
3. Adjust the nylon nut (A) located on the cutterhead lift rod to give a low cut of 12mm measured at the front of the blade tip circle. Figure 6.7.

6.15 Cutterhead disengagement
(Refer Figure 6.8)
RANCHER only
1. Move the cut height engagement lever to the high cut position.
2. Adjust the nylon nut (B) on the engagement rod (Figure 6.7) till the rollers on the cutterhead engagement arms contact the ramps on the front cutterhead support arms. Figure 6.8.

6.16 Clutch adjustment
(Refer Figure 6.9)
LAWN KING™ only
The cutter drive clutch and brake must be adjusted every 100 hours due to normal wear of friction surfaces. To adjust the cutter drive clutch:
1. Stop the engine and remove ignition key.
2. Lower the cutterhead to the lowest position.
3. The clutch has three tension springs and adjusting nuts (A), which need to be adjusted together.
4. Insert a 0.40mm feeler gauge into the slot located at the front of the clutch and adjust the nut until resistance can be felt on the feeler gauge.
5. Rotate the clutch and check clearance in three places to ensure that the clutch has been adjusted equally.

6.17 Cutterhead brake adjustment
RANCHER™ only
1. Move the cutterhead to the high cut position.
2. Loosen the two bolts retaining the brake plate and adjust the position of the plate to give 3mm clearance between the brake pad and the cutterhead pulley.
3. Move the cutterhead to the disengaged position to check the operation of the brake.
4. Start the engine and move the throttle to the fast position, engage the cutterhead and wait till the cutterhead reaches full speed.
5. Move the cut height lever to the disengaged position and record the time taken for the cutterhead disc to come to a standstill. The cutterhead should stop spinning within seven seconds.
6. If the cutterhead disc takes longer than seven seconds, readjust the position of the cutterhead brake plate closer to the cutterhead pulley and recheck as in points 4 and 5.

6.18 Cutterhead brake pad replacement
RANCHER™ only
1. Remove the brake plate by removing the two retaining bolts on the side of the chassis for the 760mm cutterhead or remove the brake plate fitted to the top of the cutterhead on the 965mm cutterhead.
2. Drill out the two retaining rivets which hold the brake pad assembly to the spring plate and discard the old brake pad backing plate.
3. The replacement brake pads are fitted with a chemically bonded backing plate, locate this backing plate against the spring plate and retain with two 3/16” rivets. Part No: A2901195.
4. Replace the brake plate to the ride-on and check the operation of the cutterhead brake as in Section 6.17. Cutterhead brake adjustments.

6.19 Steering gear adjustment
(Refer Figure 6.10)
1. Loosen the two nuts under the chassis securing the steering shaft pivot block bolts.
2. Move the steering shaft pivot block towards the layshaft and tighten the captive bolt nuts.
3. Check that there is no tight spots when turning the steering wheel from lock to lock. Readjust if necessary.

6.20 Steerability adjustment
RANCHER™ only
1. Remove the oil drain cap located on the right hand side of the mower.
2. Place a container under the oil drain hole and allow the oil to drain completely.
3. Refit the oil drain cap and tighten to 14.5Nm.

6.21 Oil Change
1. Position the mower on a level dry surface in a well ventilated area, and apply the parking brake.
2. Start and run the engine for 5 minutes to warm up the engine oil. Switch the engine off and remove ignition key.
3. Briggs 13, 15.5 & 18Hp engines -
   • place a container under the oil drain channel on the right hand side of the mower.
   • using a 7/16” AF open end spanner remove the oil drain plug from the engine and allow the oil to drain completely.
   • refit the drain plug to the engine and tighten to 14.5Nm.
4. Honda 16Hp & Briggs 20Hp engines -
   • place one end of the drain tube supplied over the drain cock located on the side of the engine. Place the other end into a suitable container.
   • using a suitable open end spanner to hold the oil drain body, undo the drain cock using a 17mm open end spanner and allow the oil to drain completely.
   • Tighten the oil drain cock and remove the drain tube.
5. Fill the engine with oil in accordance with the engine manufacturers instructions. Refer to section 4.1.

6.22 Lubrication points
Using general purpose grease to lubricate:
1. The steering shaft pivot block grease nipple
2. Cutterhead support plates.
3. Front axle beam
4. Grease nipple on front stub axle.

Using 10w-30 or SAE30 engine oil:
1. Jockey arm, pivots and drive mechanisms.
2. Throttle control cable.
3. Brake Clutch pedal pivot, and drive pedal.
4. Tie rod ends.
5. Cutterhead lever and pivots.

6.3 Cutterhead removal
(Refer Figure 6.2 and 6.3)
1. Remove the spark plug leads from the spark plug and move the cutterhead to the low cut position.
2. Remove the two cutterhead tension springs. Use a piece of wire hooked through the loop in the tension springs to assist in their removal.
3. Remove the engine pulley belt guard from around the engine pulley by removing the two 5/16” unc. retaining bolts, nuts and washers.
4. Remove the cutterhead drive belt by running it off the engine pulley.
5. Disconnect the cutterhead lift rod by removing the spring clip where it is connected to the cutterhead.
6. Remove the two front cutterhead support bolts (A) and lower the front of the cutterhead to the ground.
7. Remove the two rear cutterhead support bolts, (B) and lower the rear of the cutterhead to the ground.
8. Slide the cutterhead out from under the ride-on.

CAUTION
All bearings are sealed for life and do not require lubrication.
6.4 Wheel removal

Front wheels
1. Check the rear wheels and remove the front wheel axle nut, using a 15/16”AF socket spanner.
2. Raise the front of the mower.
3. Slide the wheel off the axle.
4. Replace in reverse order and tighten the axle nut.

Rear wheels
1. Check the front wheels and raise the rear of the mower.
2. Remove the four wheel rim nuts using a 9/16”AF socket spanner.
3. Slide the rear wheel off the wheel hub.
4. Replace the rear wheel to the wheel hub and retain using the four wheel nuts.
5. Tighten the wheel nuts and lower the mower to the ground.

6.5 Rear hub removal
1. Remove the rear wheel per section 6.4. (Rear wheels)
2. Remove the circlip from the end of the axle shaft
3. Remove the three grub screws from the hub.
4. Slide the hub off the shaft with the aid of a puller. Never use a hammer.

6.6 Rear hub fitment
1. Coat the axle shaft with ‘Never-Seize’ compound
2. Place key in axle keyway and slide hub into position and replace circlip.
3. Apply ‘Locitite 243’ to the grub screws and screw tightly into the hub.
4. Replace the four wheel retaining

6.7 Hydrostatic unit removal
1. Place the ride-on, on a level dry surface, apply the parking brake, and remove the ignition key.
2. Remove the two cutterhead springs and towbar if fitted.
3. Remove the fan from the top of the hydrostatic unit.
4. Remove the brake springs form brake lever.
5. Remove the R clip’s from brake and drive rods at the hydrostatic unit and disengage rods.
6. Remove the breather hose clip from the chassis
7. Remove the four retaining bolts between the chassis and Hydrostatic unit (1/2” AF), and remove the two tab washers and fasteners from in front of the forward bolts.
8. Loosen the support bracket bolt on the left side of the chassis (1/2” AF).
9. Remove the two bolts between the hydrostatic unit and support bracket (1/2” AF).
10. Remove the hydrostatic drive belt from around the hydrostatic pulley.
11. Gently jack up the rear of the ride-on off the hydrostatic unit and remove.

6.8 Hydrostatic unit fitment
1. With rear of the ride-on raised slide the hydrostatic unit under the rear of the ride-on chassis.
2. Lower the ride-on aligning the chassis mounting holes with the hydrostatic unit mounting holes.
3. Fit the four retaining bolts and nuts between hydrostatic unit and chassis positioning the hydrostatic unit to the back of the slots and with the two longer bolts in the front holes, these engage the cutterhead springs
4. Fit the two tab washers and fasteners forward of the front hydrostatic unit bolts and tighten.
5. Fit the two bolts between the hydrostatic unit and the support bracket and tighten, also tighten the support bracket to chassis bolt.
6. Fit the fan to the top of the hydrostatic unit and tighten to 600 lbs.
7. If the brake spring has been disturbed position it in the front slot of the brake rod lever.
8. Insert the brake and drive rods into hydrostatic unit and retain with R clips.
9. Refit cutterhead springs

6.9 Drive rod neutral adjustment
1. Loosen the two nuts either side of the drive rod swivel block.
2. Adjust the activation plate on the side of the hydrostatic unit to the mid point of its slot.
3. Lock up the two nuts either side of the drive rod swivel block.
4. Check that the bearing is returning to the bottom of the V plate.
5. If the bearing is not returning to the bottom of the V plate plate check all rods and pivot points are free and not binding. If the bearing still fails to return to the bottom of the V plate, check the damper. The piston should take 3 seconds to travel down with 940 grams attached to the end of it.
6. Test drive ride-on.
7. If the ride-on creeps forward adjust the two nuts either side of the drive rod swivel block anti-clockwise a few turns or clockwise if it creeps backwards.

6.10 Drive belt adjustment
With use, it may be found that the drive belt slips. This is due to belt stretch and can be verified by checking the clutch rod free play which is factory set at 5mm with the brake/clutch plate check all rods and pivot points are free and not binding. If the bearing still fails to return to the bottom of the V plate, check the damper. The piston should take 3 seconds to travel down with 940 grams attached to the end of it.
1. Lift the seat and locate the brake adjustment rod on the right hand side of the Hydrostatic drive.
2. Adjust the front nylon nut to give 10mm clearance to the hydrostatic brake arm when pushed against its forward stop.
3. Adjust the rear nylon nut to give 5mm clearance to the brake arm.
4. Check that the park brake can be engaged.

6.11 Disc brake adjustment (Hydrostatic drive)
(Refer Figure 6.5)
1. Lift the seat and locate the brake adjustment rod on the right hand side of the Hydrostatic drive.
2. Adjust the front nylon nut to give 10mm clearance to the hydrostatic brake arm when pushed against its forward stop.
3. Adjust the rear nylon nut to give 5mm clearance to the brake arm.
4. Check that the park brake can be engaged.

6.12 Cutterhead Leveling
(Refer Figure 6.3)

WARNING
Check operation of cutterhead brake after adjusting cutterhead level, tilt, and low cut setting.
1. Place the ride-on, on a level dry surface, apply the parking brake and remove the ignition key.
2. Move the cut height engagement lever to the mid cut or desired cutting height.
3. Remove the two cutterhead springs.
4. Loosen the four cutterhead support bolts, allowing the cutterhead to slide to the bottom of the slots, and nip the four bolts.
5. Raise the front right hand support bolt mid way in its slot and tighten.
6. Fit the two cutterhead springs to the cutterdeck.
7. Measure the gap between the blade tip and the ground at the mid point of the cutterhead on one side, then rotate the cutterdisk 180° to measure the gap on the opposite side of the cutterhead, thereby using the same blade for measurement.
8. If it is found that the cutterhead is not level loosen off the front right hand support bolt and adjust accordingly.
9. Repeat step 7 and adjust if necessary.
10. Tighten all bolts.
11. It is also possible to adjust the level by independently adjusting the four cutterhead support bolts.

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Figure 6.4a. Fixed Idler pulley.

Figure 6.5 Brake adjustment.

Figure 6.6 Cutterhead conbar
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### 6.4 Wheel removal

**Front wheels**

1. Check the rear wheels and remove the front wheel axle nut, using a 15/16" AF socket spanner.
2. Raise the front of the mower.
3. Slide the wheel off the axle.
4. Replace in reverse order and tighten the axle nut.

**Rear wheels**

1. Check the front wheels and raise the rear of the mower.
2. Remove the four wheel rim nuts using a 9/16" AF socket spanner.
3. Slide the wheel off the wheel hub.
4. Replace the rear wheel to the wheel hub and retain using the four wheel nuts.
5. Tighten the wheel nuts and lower the mower to the ground.

### 6.5 Rear hub removal

1. Remove the rear wheel per section 6.4. (Rear wheels)
2. Remove the circlip from the end of the axle shaft
3. Remove the three grub screws from the hub.
4. Slide the hub off the shaft with the aid of a puller. Never use a hammer.

### 6.6 Rear hub fitment

1. Coat the axle shaft with ‘Never-Seize’ compound
2. Place key in axle keyway and slide hub into position and replace circlip.
3. Apply ‘Locotite 243’ to the grub screws and screw tightly into the hub.
4. Replace the four wheel retaining

### 6.7 Hydrostatic unit removal

1. Place the ride-on, on a level dry surface, apply the parking brake, and remove the ignition key.
2. Remove the two cutterhead springs and towbar if fitted.
3. Remove the fan from the top of the hydrostatic unit.
4. Remove the axle shaft and drive arms on the hydrostatic unit and disengage rods.
5. Remove the breather hose clip from the chassis
6. Remove the four retaining bolts between the chassis and Hydrostatic unit (1/2" A/F), and remove the two tab washers and fasteners from in front of the forward bolts.
7. Loosen the support bracket bolt on the left side of the chassis (1/2" A/F).
8. Remove the two bolts between the hydrostatic unit and support bracket (1/2" A/F).
9. Remove the hydrostatic drive belt from around the hydrostatic pulley.
10. Gently jack up the rear of the ride-on off the hydrostatic unit and remove.

### 6.8 Hydrostatic unit fitment

1. With rear of the ride-on raised slide the hydrostatic unit under the rear of the ride-on chassis.
2. Lower the ride-on aligning the chassis mounting holes with the hydrostatic unit mounting holes.
3. Fit the four retaining bolts and nuts between hydrostatic unit and chassis positioning the hydrostatic unit to the back of the slots and with the two longer bolts in the front holes, these engage the cutterhead springs
4. Fit the two tab washers and fasteners forward of the front hydrostatic unit bolts and tighten.
5. Fit the two bolts between the hydrostatic unit and the support bracket and tighten, also tighten the support bracket to chassis bolt.
6. Fit the fan to the top of the hydrostatic unit and tighten to 600 lbs.
7. If the brake spring has been disturbed position it in the front slot of the brake rod lever.
8. Insert the brake and drive rods into hydrostatic unit and retain with R clips.
9. Refit cutterhead springs

### 6.9 Drive rod neutral adjustment

1. Loosen the two nuts either side of the drive rod swivel block.
2. Adjust the activation plate on the side of the hydrostatic unit to the mid point of its slot.
3. Lock up the two nuts either side of the drive rod swivel block.
4. Check that the bearing is returning to the bottom of the V plate.
5. If the bearing is not returning to the bottom of the V plate check all rods and pivot points are free and not binding, If the bearing still fails to return to the bottom of the V plate, check the damper. The piston should take 3 seconds to travel down with 940 grams attached to the end of it.
6. Test drive ride-on.
7. If the ride-on creeps forward adjust the two nuts either side of the drive rod swivel block anti-clockwise a few turns or clockwise if it creeps backwards.

### 6.10 Drive belt adjustment

With use, it may be found that the drive belt slips. This is due to belt stretch and can be verified by checking the clutch rod free play which is factory set at 5mm with the brake/clutch pedal in the OFF position and the idler pulley at the start of its adjustment slot (right hand end). Refer to Figure 6.4.
1. Place the ride-on on a dry, level surface and remove the ignition key.
2. Lower the cutterhead.
3. Loosen the fixed idler pulley fasteners and slide the idler pulley towards the centre of the chassis five millimetres, tighten the fasteners and check the clutch rod free play. If the clutch rod free play is incorrect, repeat the procedure and check again Refer to Figure 6.4a.
4. After the adjustments are carried out, check that the fixed idler pulley belt guide is set at 90° to the chassis side. Once the idler pulley has reached its full adjustment and it is found that the clutch rod free play is less than 5mm, the drive belt will have stretched beyond its usable service limit and will need to be replaced.

### 6.11 Disc brake adjustment (Hydrostatic drive)

(Refer Figure 6.5)
1. Lift the seat and locate the brake adjustment rod on the right hand side of the Hydrostatic drive.
2. Adjust the front nyloc nut to give 10mm clearance to the hydrostatic brake arm when pushed against its forward stop.
3. Adjust the rear nyloc nut to give 5mm clearance to the brake arm.
4. Check that the park brake can be engaged.

### 6.12 Cutterhead Leveling (Refer Figure 6.3)

#### Figure 6.4a. Fixed Idler pulley.

**WARNING**

Always deflate the tyre before removing rim nuts from the front wheel rims.

**Hyperlink:**

Check operation of cutterhead brake after adjusting cutterhead level, tilt, and low cut setting.

1. Place the ride-on on a level dry surface, apply the parking brake and remove the ignition key.
2. Move the cut height engagement lever to the mid cut or desired cutting height.
3. Remove the two cutterhead springs.
4. Loosen the four cutterhead support bolts, allowing the cutterhead to slide to the bottom of the slots, and nip the four bolts.
5. Raise the front right hand support bolt mid way in it’s slot and tighten.
6. Fit the two cutterhead springs to the cutterdeck.
7. Measure the gap between the blade tip and the ground at the mid point of the cutterhead on one side, then rotate the cutterdisk 180° to measure the gap on the opposite side of the cutterhead, thereby using the same blade for measurement.
8. If it is found that the cutterhead is not level loosen off the front right hand support bolt and adjust accordingly.
9. Repeat step 7 and adjust if necessary.
10. Tighten all bolts.
11. It is also possible to adjust the level by independently adjusting the four cutterhead support bolts.

### 6.13 Cutterhead Tilt

760mm cutterhead- 15mm from front to back measured over the tips of the blades.

Note: Use only one blade to check tilt by rotating the cutterhead disc 180°
965mm cutterhead- requires no tilt.

Note: Use only one blade to check tilt by rotating the cutterhead disc 180°
965mm cutterhead- requires no tilt.

1. Place the ride-on on a dry level surface.
2. Move the cut height engagement lever to the mid cut position.
3. Measure the tilt of the cutterhead over the blade tips from front to back and check against measurements given.
4. Adjust the tilt of the cutterhead as required, by adjusting the two nyloc nuts located on the cutterhead conbars, maintaining a constant spring compression of 36mm, measured from the front of the swivel block to the front of the nyloc nut (A). Figure 6.6.
6.14 Cutterhead Low cut setting
(Refer Figure 6.7)
1. Position the machine on a level surface and disconnect the spark plug lead.
2. Move the cutterhead to the low cut position.
3. Adjust the nylon nut (A) located on the cutterhead lift rod to give a low cut of 12mm measured at the front of the blade tip circle. Figure 6.7.

6.15 Cutterhead disengagement
(Refer Figure 6.8)
RANCHER only
1. Move the cut height engagement lever to the high cut position.
2. Adjust the nylon nut (B) on the engagement rod (figure 6.7) till the rollers on the cutterhead engagement arms contact the ramps on the front cutterhead support arms. Figure 6.8.

6.16 Clutch adjustment (Refer Figure 6.9)
LAWN KING™ only
The cutter drive clutch and brake must be adjusted every 100 hours due to normal wear of friction surfaces. To adjust the cutter drive clutch:
1. Stop the engine and remove ignition key.
2. Lower the cutterhead to the lowest position.
3. The clutch has three tension springs and adjusting nuts (A), which need to be adjusted together.
4. Insert a 0.40mm feeler gauge into the slot located at the front of the clutch and adjust the nut until resistance can be felt on the feeler gauge.
5. Rotate the clutch and check clearance in three places to ensure that the clutch has been adjusted equally.

6.17 Cutterhead brake adjustment
RANCHER™ only
1. Move the cutterhead to the high cut position.
2. Loosen the two bolts retaining the brake plate and adjust the position of the brake plate to give 3mm clearance between the brake pad and the cutterhead pulley.
3. Move the cutterhead to the disengaged position to check the operation of the brake.
4. Start the engine and move the throttle to the fast position, engage the cutterhead and wait till the cutterhead reaches full speed.
5. Move the cut height lever to the disengaged position and record the time taken for the cutterhead disc to come to a standstill. The cutterhead should stop spinning within seven seconds.
6. If the cutterhead disc takes longer than seven seconds readjust the position of the cutterhead brake plate closer to the cutterhead pulley and recheck as in points 4 and 5.

6.18 Cutterhead brake pad replacement
RANCHER™ only
1. Remove the brake plate by removing the two retaining bolts on the side of the chassis for the 76mm cutterhead or remove the brake plate fitted to the top of the cutterhead on the 965mm cutterhead.
2. Drill out the two retaining rivets which hold the brake pad assembly to the spring plate and discard the old brake pad backing plate.
3. The replacement brake pads are fitted with a chemically bonded backing plate, locate this backing plate against the spring plate and retain with two 3/16" rivets. Part No: A2901195.
4. Replace the brake plate to the ride-on and check the operation of the cutterhead brake as in Section 6.17. Cutterhead brake adjustments.

6.19 Steering gear adjustment (Refer Figure 6.10)
1. Loosen the nuts under the chassis securing the steering shaft pivot block bolts.
2. Move the steering shaft pivot block towards the layshaft and tighten the captive bolt nuts.
3. Check that there is no tight spots when turning the steering wheel from lock to lock. Readjust if necessary.

CAUTION
All bearings are sealed for life and do not require lubrication.

8.3. Always check the cutterhead after striking a solid object. Never operate the mower when unusual vibration occurs.
4. Always replace blades in sets to preserve balance.
5. Remove any build-up of grass or clogging within the cutterhead.

6. MAINTENANCE
6.1 Oil Change
1. Position the mower on a level dry surface in a well ventilated area, and apply the parking brake.
2. Start and run the engine for 5 minutes to warm up the engine oil. Switch the engine off and remove ignition key.
3. Briggs 13, 15.5 & 18Hp engines -
   • place a container under the oil drain channel on the right hand side of the mower.
   • using a 7/16" AF open end spanner remove the oil drain plug from the engine and allow the oil to drain completely.
   • refill the drain plug to the engine and tighten to 14.5Np.
4. Honda 16Hp & Briggs 20Hp engines -
   • place one end of the drain tube supplied over the drain cock located on the side of the engine. Place the other end into a suitable container.
   • using a suitable open end spanner to hold the oil drain body, undo the drain cock using a 17mm open end spanner and allow the oil to drain completely.
   • Tighten the oil drain cock and remove the drain tube.
4. Fill the engine with oil in accordance with the engine manufacturers instructions. Refer to section 4.1.

6.2 Lubrication points
Using general purpose grease to lubricate:
1. The steering shaft pivot block grease nipple
2. Cutterhead support plates.
3. Front axle bearing.
4. Grease nipple on front stub axle.
Using 10w-30 or SAE30 oil lubricate:
1. Jockey arm, pivots and drive mechanisms.
2. Throttle control cable.
3. Brake Clutch pedal pivot, and drive pedal.
4. Tie rod ends.
5. Cutterhead lever and pivots.

Figure 6.2 Cutterhead tension spring

3. Remove the engine pulley belt guard from around the engine pulley by removing the two 5/16" un: retaining bolts, nuts and washers.
4. Remove the cutterhead drive belt by running it off the engine pulley.
5. Disconnect the cutterhead lift rod by removing the spring clip where it is connected to the cutterhead.
6. Remove the two front cutterhead support bolts (A) and lower the front of the cutterhead to the ground.
7. Remove the two rear cutterhead support bolts, (B) and lower the rear of the cutterhead to the ground.
8. Slide the cutterhead out from under the ride-on.

Figure 6.3 Cutterhead Supports
4.2 Fuel
1. Position the mower on a level surface in a well-vented area. Open the bonnet and clean around the fuel tank cap.
2. Remove the fuel tank cap.
3. Using a clean funnel fill the fuel tank with unleaded petrol.
4. Replace the fuel tank cap.
5. Wipe up any spilled petrol.
6. Close and secure the bonnet.

5. OPERATION

5.1 To start the engine
1. Depress the brake clutch pedal fully.
2. Disengage the cutter drive.

<table>
<thead>
<tr>
<th>LAWN KING™ only</th>
<th>Press the cutter drive switch to OFF.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RANCHER™ only</td>
<td>Pull the cut height lever all the way back and latch.</td>
</tr>
<tr>
<td>LAWN KING™ only</td>
<td>Pull the manual choke knob fully out.</td>
</tr>
</tbody>
</table>

3. Move the throttle lever to the choke position

4. Turn the ignition key to the start position and release when the engine starts.
5. Move the throttle lever to the slow position.

<table>
<thead>
<tr>
<th>LAWN KING™ only</th>
<th>Slowly push the manual choke knob fully in.</th>
</tr>
</thead>
<tbody>
<tr>
<td>RANCHER™ only</td>
<td>Move the throttle level to the slow position.</td>
</tr>
</tbody>
</table>

5.2 To drive or mow
1. Depress the brake clutch pedal.
2. Move the throttle lever to the fast position.
3. Engage the cut height lever and select the height of cut.

<table>
<thead>
<tr>
<th>LAWN KING™ only</th>
<th>Press the cutterhead drive switch to the ON position.</th>
</tr>
</thead>
</table>

4. Slowly depress the foot pedal (either forward or reverse).

5.3 To stop the engine
1. Slowly move the foot pedal to neutral.
2. Depress the brake clutch pedal.
3. Apply the brake pedal.
4. Disengage the cut height engagement lever.

<table>
<thead>
<tr>
<th>LAWN KING™ only</th>
<th>Turn the Cutter Drive Switch to OFF.</th>
</tr>
</thead>
</table>

5.4 Engaging clutches
When engaging the cutter drive lever or releasing the brake clutch pedal, always operate slowly. Do not use a jerking motion. Moving these controls too fast could possibly overload and stall the engine.

5.5 Hydrostatic Drive pedal control
(Refer Figure 6.1)
Because the hydrostatic drive is designed for easy and variable control it is simply a matter of pressing the foot pedal (forward to go forwards), (backwards to travel in reverse) or resting the pedal in neutral to stop the machine. However the following tips will help you to control the machine and reduce the risk of damage or accidents.

1. Use your toes to control forward and your heel to control reverse direction of travel.

5.6 Safety Interlock adjustment
Check to make sure the dump valve and linkage is operational. The dump valve must be fully released during operation of the vehicle.

5.7 Foot Pedal Control
1. Always operate the pedal smoothly and slowly when moving off and when coming to a stop.
2. Always keep your foot on the pedal when stopping. Lifting your foot will cause the machine to stop suddenly and throw you forward or backwards (depending upon your direction of travel).
3. Always pause in neutral when changing from forward to reverse or reverse to forward.

5.8 Cutterhead safety switch
Check to make sure the cutterhead safety switch is operational. The dump valve must be fully released during operation of the vehicle.

5.9 Hydrostatic Unit
Check the hydrostatic cooling fan for broken or distorted blades, and check to see that the fan is securely fastened. Replace the fan if damaged.

6.20 Safety Interlock adjustment
Brake Clutch safety switch (refer to Figure 6.11)
1. Depress the brake clutch pedal and lock parking brake on.
2. Loosen the spring tab retaining bolt and adjust the position of the spring tab located on the park brake rod, to give a clearance of 6mm between the safety switch body and the spring tab.
3. Tighten the spring tab retaining bolt.

RANCHER™ only.

1. Move the cut height engagement lever to the engaged position.
2. Loosen the two safety retaining screws (A) and position the safety switch forward in the mounting bracket slot.
3. Tighten the two safety switch retaining screws.
4. Move the cut height engagement lever to the disengaged position.
5. Check that the clearance between the spring tab (B) and the safety switch body is 6mm. If not correct loosen the retaining bolt (C) and position the spring tab to give correct clearance. Tighten the spring tab retaining bolt.

Figure 6.10 Steering shaft pivot block.
Figure 6.11 Brake clutch safety switch.
Figure 6.12 Cutterhead safety switch.
6.23 Maintenance Chart

This maintenance chart is to be read in conjunction with the engine manufacturer’s instruction manual and information in this Owner’s manual.

<table>
<thead>
<tr>
<th>Engine Feature</th>
<th>Frequency</th>
<th>Engine Feature</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Check oil level</td>
<td>x</td>
<td>Change oil filter (if fitted)</td>
<td>x</td>
</tr>
<tr>
<td>Check change oil</td>
<td>Briggs Honda</td>
<td>Clean air filter elements</td>
<td>x (i)</td>
</tr>
<tr>
<td>Check clean air filter elements</td>
<td>x (ii)</td>
<td>Clean air filter paper element</td>
<td>x (ii)</td>
</tr>
<tr>
<td>Replace air filter paper element</td>
<td>x (ii)</td>
<td>Check air intake screen</td>
<td>x</td>
</tr>
<tr>
<td>Check spark plug</td>
<td>x</td>
<td>Check battery fluid level</td>
<td>x</td>
</tr>
<tr>
<td>Replace spark plug</td>
<td>x</td>
<td>Clean battery &amp; terminals</td>
<td>x</td>
</tr>
<tr>
<td>Replace fuel filter</td>
<td>x</td>
<td>Check for loose fasteners</td>
<td>x</td>
</tr>
<tr>
<td>Ride-On</td>
<td></td>
<td>Lubrication points</td>
<td></td>
</tr>
<tr>
<td>Check safety interlocks</td>
<td>x</td>
<td>Type of lubricant</td>
<td></td>
</tr>
<tr>
<td>Check cutting blades</td>
<td>x (iii)</td>
<td>Oil jockey arm pivot</td>
<td>Engine oil</td>
</tr>
<tr>
<td>Check cutterhead brake</td>
<td>x</td>
<td>Oil throttle cable</td>
<td>Engine oil</td>
</tr>
<tr>
<td>Check disc brake</td>
<td>x</td>
<td>Oil cutter drive lever</td>
<td>Engine oil</td>
</tr>
<tr>
<td>Check drive belts</td>
<td>x</td>
<td>Oil clutch/brake pedal</td>
<td>Engine oil</td>
</tr>
<tr>
<td>Check tyre pressure</td>
<td>x</td>
<td>Oil tie rod ends</td>
<td>Engine oil</td>
</tr>
<tr>
<td>Remove and clean under</td>
<td>x</td>
<td>Oil drive chains</td>
<td>Chain oil</td>
</tr>
<tr>
<td>pulleys covers 38” deck only</td>
<td></td>
<td>Grease stub axles</td>
<td>GP grease</td>
</tr>
<tr>
<td>Check for loose fasteners</td>
<td>x</td>
<td>Grease axle beam</td>
<td>GP grease</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Grease steering shafts</td>
<td>GP grease</td>
</tr>
</tbody>
</table>

Notes:

i - Change the oil every 25 hours when operating the engine under heavy load or in high temperatures refer to engine manufacturer’s instruction manual for correct grade of oil.

ii - Clean the air filter elements more often under dusty conditions or when air borne debris is present.

iii - Replace air cleaner parts, if dirty.

iii- Always replace cuttings blades in sets to maintain balance.

WARNING

Before undertaking any maintenance, cleaning or adjustments, apply the parking brake and remove the ignition key.

3.5 Drive Pedal (Refer Figure 3.2)

Located on the right hand side of the machine the foot pedal controls the forward and reverse operation of the machine.

3.6 Cut height lever

RANCHER™ only

Combined lever located on the right hand side of the machine. The Cutter is disengaged and the brake applied when the lever is pulled right back and engaged when moved forward. Marked with 8 positions from 15 to 65mm. (Figure 3.2).

3.7 Cutterhead Drive Switch

LAWN KING™ only

The drive for the cutterhead is electrically operated by pressing the switch located on the right hand side of the dashboard. (Figure 3.2)

4. BEFORE STARTING

4.1 Engine lubrication

The engine oil level must be checked before attempting to start the engine. Refer to the engine manufacturer’s instructions.

1. Position the mower on a level dry surface, remove the ignition key and apply the parking brake.
2. Open the bonnet and clean around the oil filler.
3. Check the oil level in accordance with the engine manufacturers instructions and add recommended grade of oil.
4. Clean up any spilt oil and replace the oil filler cap and close the bonnet.

WARNING

DO NOT operate the mower if the engine oil becomes defective. Contact the nearest Rover authorised service dealer or agent to rectify the problem.

3.9 Safety interlock system

The safety interlock system has been designed for the operators safety. It gives the Rover LAWN KING™ and RANCHER HYDRO™ the following characteristics. The safety interlock system should NEVER be tampered with.

1. The engine will not start unless:
   a) The drive selector is in the neutral position.
   b) The cutterhead is disengaged.
   c) The brake clutch pedal is depressed and the parking Brake locked on.
   d) The operator is seated.
2. The engine will stop if the operator leaves the seat with the drive selector engaged and/or the cutterhead engaged and or the park brake is not locked on.

3.10 Manual choke

LAWN KING™ 20HP only

Knob located on the lower left hand side of the dashboard.

WARNING

Avoid premature engine failure by using a clean funnel and cleaning away any possible contaminants.
2.3 Installing the battery

1. Remove the battery from the mower, and remove filler caps.
2. Add 33% strength battery electrolyte to each cell of the battery until the plates are covered.

**CAUTION**
Do not overfill the battery. Acid will overflow onto other parts of the machine and severe corrosion will result.

3. Charge the battery at 4amps/hour for a minimum of 6 hours.
4. When the battery is charged, check that the plates are covered with electrolyte, if not, add electrolyte to the correct level. Fit filler caps to battery.
5. Refit the battery to the mower.
6. Connect the battery leads to the battery: RED to the positive (+) terminal, BLACK to the negative (−) terminal.

2.4 Priming the Hydrostatic Drive (Refer Figure 2.3)

**CAUTION**
The hydrostatic drive must be primed by an authorised Rover Service Dealer before initial use.

1. Move the Dump Valve to the freewheel position.
2. Start the engine and release the brake clutch.
3. Move the throttle control to approximately ½ throttle.

4. Depress the foot operated drive pedal and hold down for 5 seconds in the forward position and then release.
5. Depress the foot operated drive pedal and hold down for 5 seconds in the reverse position and then release.
6. Repeat steps 4 & 5 three times in each direction.
7. Switch the engine OFF and remove keys.
8. Return the Dump valve to the drive position.

3. CONTROLS

3.1 Throttle control (Refer Figure 3.1)

Mounted on the left hand side of the dash panel. Marked for Slow, Fast and Choke positions.

3.2 Ignition switch (Refer Figure 3.1)

Mounted on the right hand side of the dash panel. Marked for Off, On and Start positions.

3.3 Brake Clutch pedal (Refer Figure 3.1)

Foot operated pedal mounted on the left hand side of machine. Depressing the pedal disengages the drive and engages the disc brake.

3.4 Parking brake (Refer Figure 3.1)

Hand operated knob mounted on the left hand side of the machine. Parking brake is locked on when the clutch brake pedal is depressed and the parking brake knob is engaged by lifting upward. Depressing the clutch brake pedal automatically releases the parking brake.
1.1 Engine

1.2 Transmission

The hydrostatic drive is an automatic drive system which provides variable speed control in both forward and reverse, using the foot pedal. When pressure is removed from the foot pedal, the drive returns to the Neutral position. Use the brake clutch pedal to stop the machine.

1.4 Tyres - Rancher

Front - 13 x 5.00 x 6 tubed 140 Kpa (20 psi) pressure
Rear - 18 x 8.50 x 8 tubed 70 Kpa (10 psi) pressure

LAWN KING

Front - 15 x 6.00 x 6 tubed 140kpa (20 psi) pressure
Rear - 20 x 10.00 x 8 tubed 105kpa (15 psi) pressure

LAWN KING

TM - RANCHER HYDRO

TM

1.5 Loose parts kit

<table>
<thead>
<tr>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steering wheel</td>
<td>1</td>
</tr>
<tr>
<td>Roll pin</td>
<td>1</td>
</tr>
<tr>
<td>Stoneguard</td>
<td>1</td>
</tr>
<tr>
<td>Stoneguard spring</td>
<td>1</td>
</tr>
<tr>
<td>“E” clip</td>
<td>1</td>
</tr>
<tr>
<td>Ignition key</td>
<td>2</td>
</tr>
<tr>
<td>Plug spanner</td>
<td>1</td>
</tr>
<tr>
<td>Pop Rivets</td>
<td>2</td>
</tr>
<tr>
<td>Oil Drain Tube - Honda</td>
<td>1</td>
</tr>
<tr>
<td>Engine Owners Manual</td>
<td>1</td>
</tr>
<tr>
<td>Rover Owners Manual</td>
<td>1</td>
</tr>
<tr>
<td>Seat panel springs LAWNKINGTM only</td>
<td>2</td>
</tr>
</tbody>
</table>

2. SETTING UP

2.1 Installing the steering wheel

1. Slide the steering wheel over the steering shaft and align the roll pin holes.
2. Insert a drift punch partially through the holes to maintain alignment and insert the roll pin.
3. Drive the roll pin in until flush with the outside of the steering wheel.

LAWN KING

TM ONLY

1. Slide the steering wheel over the steering shaft with the restricted end first.
2. Slide the steering wheel over the steering shaft and align the shaft cover in the groove on the bottom side of the steering wheel boss. Push down on the steering wheel till the roll pin holes are in alignment and insert a drift to maintain alignment. Note: the roll pin should come fitted to the steering wheel ready for installation, if not partially drive the roll pin into the steering wheel hub so that it is almost flush with the inner bore.
3. Drive the roll pin in till it is flush with the outer hub. Using a drift continue driving the roll pin in till it is flush with the centre hub allowing the shaft to extend up into the steering wheel boss.

1.3 Cutterheads

760mm wide cut pressed steel cutterhead
- RANCHER

TM 13 and 15.5 HP
- LAWNKING

TM

965mm wide cut pressed steel cutterhead
- RANCHER

TM 15.5 HP
- LAWNKING

TM

1.4 Tyres - Rancher

Front - 13 x 5.00 x 6 tubed 140 Kpa (20 psi) pressure
Rear - 18 x 8.50 x 8 tubed 70 Kpa (10 psi) pressure

LAWN KING

TM only

Front - 15 x 6.00 x 6 tubed 140kpa (20 psi) pressure
Rear - 20 x 10.00 x 8 tubed 105kpa (15 psi) pressure

1.6 Electrical system - 15.5 hp

<table>
<thead>
<tr>
<th>Model No</th>
<th>Engine make</th>
<th>Engine no</th>
<th>Power - HP</th>
<th>Fuel cap. - Litres</th>
<th>Oil cap. - Litres</th>
<th>Spark plug</th>
<th>Spark plug gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>28269</td>
<td>B &amp; S</td>
<td>21A977</td>
<td>13</td>
<td>6.5</td>
<td>1.4</td>
<td>RC12YC</td>
<td>0.7mm to 0.8mm</td>
</tr>
<tr>
<td>28268</td>
<td>B &amp; S</td>
<td>285H77</td>
<td>15.5</td>
<td>6.5</td>
<td>1.4</td>
<td>RC12YC</td>
<td>0.7mm to 0.8mm</td>
</tr>
<tr>
<td>29274</td>
<td>Honda</td>
<td>31H777</td>
<td>16</td>
<td>6.5</td>
<td>1.4</td>
<td>RC12YC</td>
<td>0.7mm to 0.8mm</td>
</tr>
<tr>
<td>29255</td>
<td>B &amp; S</td>
<td>441577</td>
<td>18</td>
<td>6.5</td>
<td>1.4</td>
<td>RC12YC</td>
<td>0.7mm to 0.8mm</td>
</tr>
<tr>
<td>29257</td>
<td>B &amp; S</td>
<td>530</td>
<td>20</td>
<td>6.5</td>
<td>1.4</td>
<td>RC12YC</td>
<td>0.7mm to 0.8mm</td>
</tr>
</tbody>
</table>

4.2 Installing the stoneguard (Refer Figure 2.2)

1. Slip the stoneguard spring on to the long leg of the stoneguard pivot rod.
2. Twist the stoneguard spring and insert the long leg of the stoneguard pivot rod into the forward pivot bracket of the cutterhead.
3. Slide the stoneguard back to insert the short leg of the stoneguard pivot rod into the rear pivot bracket of the cutterhead.
4. Release the stoneguard spring.
5. Fit the “E” clip to the groove on the short leg of the stoneguard pivot.

Figure 2.2 - Installing the stoneguard...
Rover Mowers Limited

LAWN KING™ - RANCHER HYDRO™

Congratulations you have purchased a quality Australian made product made by a totally Australian owned Company (Rover Mowers Limited).

This manual covers the safe operation and maintenance of the LAWN KING™ and RANCHER HYDRO™ Hydrostatic Drive ride-on mowers. Please read and understand this Owners Manual, and the accompanying engine manufacturers manual.

If any point is unclear, contact Rover Mowers Limited or any authorised Rover mower service dealer.

To emphasise special information, the following format of text and symbols is used:

**WARNING**

The safety of the user and others may be involved. Personal injury may result should this information be disregarded.

**CAUTION**

Follow these instructions to avoid mower damage and possible loss of warranty

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SAFETY INSTRUCTIONS

This product is manufactured to comply with Australian Safety Standards. If non-genuine replacement parts, including blades, are fitted to this product it may no longer meet that Australian Safety Standard and Rover Mowers Warranty. The fitting of non-genuine replacement parts could result in a serious injury, and, or, machine malfunctioning which may result in litigation against the person or persons responsible for the alterations.

- Know your controls. Read the Owner’s Manual carefully. Learn how to stop the engine quickly in any emergency.
- Do not allow children or people unfamiliar with these instructions to use the mower. Do not carry passengers. Make sure the lawn is clear of sticks, stones, bones, wire and debris. They could be thrown by the blade.
- Do not mow whilst people, especially children, or pets are in the mowing area.
- Never mow across the face of a slope, unless the mower is designed for this purpose. Exercise extreme caution when on slopes. Reduce speed on slopes and on sharp turns to prevent overturning or loss of control.
- Do not stop or start suddenly when going uphill or downhill.
- Stay alert for holes in the terrain and other hidden hazards.
- Use care when pulling loads or using heavy equipment a) use only approved drawbar hitch points b) limit loads to those you can safely control c) do not turn sharply d) use care when backing up, and e) use counterweight(s) or wheel weights when suggested in the owner’s manual.
- Watch out for traffic when crossing or operating the mower near roadways.
- Stop the blades rotating before crossing surfaces other than grass.
- When using any attachments, never direct discharge of material toward bystanders nor allow anyone near the machine while it is in operation.
- Before leaving the operator’s position: a) disengage all clutches and secure cutting units b) set the parking brake, and c) stop the engine and remove the key.
- Stop the engine and disengage drive to attachments a) before refuelling b) before making height adjustment unless adjustment can be made from the operator’s position c) before clearing blockages d) before checking, cleaning or working on the mower e) after striking a foreign object (inspect the mower for damage and make repairs before restoring and operating the equipment) and f) if machine starts to vibrate abnormally (check immediately).
- Disengage drive to attachments when transporting or not in use.
- A mower operator should be in good physical and mental health and not under the influence of any drug or alcohol which might impair vision, co-ordination or judgement.
- It is advisable to wear suitable eye protection when operating a mower.
- Never mow while barefoot or wearing open sandals, or thongs. Wear long trousers and heavy shoes.
- Mow only in good daylight.
- Before using, always visually inspect to see that blades, blade bolts and cutter assembly are not worn or damaged.
- Replace worn or damaged blades and bolts in sets to preserve balance.

DAMAGED BLADES AND WORN BOLTS ARE MAJOR HAZARDS

- Check all nuts, bolts and screws often, always be sure the mower is in safe operating condition.
- Keep safety devices (guards and switches) in place and in working order.
- Never use the mower unless the grass catcher, or guards provided by the manufacturer, are in position.
- Ensure any spare parts used comply with the original manufacturer’s recommendations and specifications.
- Replace worn or faulty silenter.
- Keep engine free of grass, leaves or excessive grease. These can be a fire hazard.
- Refuel outdoors only. Do not smoke while fuelling engine. Never remove the cap of the fuel tank or add petrol while the engine is running or the engine is hot. Remove fuel cap slowly to relieve any tank pressure. If petrol is spilled, do not attempt to start the engine but move machine away from the area of the spill and avoid creating any source of ignition until petrol vapours have dissipated.
- Check for fuel leaks while refuelling or using the mower. If a fuel leak is found, do not start or run the engine until the fuel leak is fixed and spilled fuel is wiped away.
- Do not operate the engine in a confined space where exhaust fumes (carbon monoxide) can collect.
- Always mount the mower on the opposite side to the discharge chute.
- Start the engine carefully with the cutterhead disengaged.
- Do not over-speed the engine or alter governor settings. Excessive speed is dangerous and shortens mower life.
- Stop the engine and remove the keys whenever you leave the mower, even for a moment.
- Store the mower in a well-ventilated room away from naked flames such as may be found in hot water heaters.
- Do not lend or sell the mower without the Owner’s Manual.

WARNING

If fitted with accessories, including any authorised Rover accessories such as Grass Catcher, this mower may not comply with AS 3792.1.
### Trouble Shooting

<table>
<thead>
<tr>
<th>Problem</th>
<th>Possible Causes</th>
<th>Corrective Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine loses power.</td>
<td>1. Oil level in crankcase is low. 2. Cooling fins and air passages under engine blower housing are blocked. 3. Engine load is excessive. 4. Air cleaner is dirty. 5. Dirt or water is in fuel system. 6. Carburettor is adjusted incorrectly. 7. Spark plug is pitted, fouled or defective in some other way.</td>
<td>1. Add oil to crankcase. 2. Remove obstruction from passages. 3. Select a lower speed to reduce load. 4. Clean air cleaner element. 5. Have machine serviced by Authorised Service Dealer. 6. Adjust the carburettor. 7. Install new correctly gapped spark plug.</td>
</tr>
<tr>
<td>Engine over heats.</td>
<td>1. Cooling fins and air passages under engine blower housing are blocked. 2. Carburettor is adjusted incorrectly. 3. Oil level in crankcase is low. 4. Engine load is excessive.</td>
<td>1. Remove obstruction from cooling fins and air passages. 2. Adjust the carburettor. 3. Add oil to crankcase. 4. Select a lower speed to reduce load.</td>
</tr>
<tr>
<td>Mower vibrates abnormally.</td>
<td>1. Engine mounting bolts are loose. 2. Loose cutter pulley, idler pulley or drive pulley. 3. Cutter assembly is unbalanced. 4. Cutter assembly is loose.</td>
<td>1. Tighten mounting bolts. 2. Tighten the appropriate pulley. 3. Replace broken blades is sets. 4. Tighten securing nut.</td>
</tr>
<tr>
<td>Cutter does not rotate.</td>
<td>1. Cutter drive belt is worn, loose or broken. 2. Cutter drive belt is off pulley.</td>
<td>1. Install new cutter drive belt. 2. Install cutter drive belt.</td>
</tr>
<tr>
<td>Mower does not drive.</td>
<td>1. Drive belt is worn, loose or broken. 2. Drive belt is off pulley. 3. Unable to select forward or reverse.</td>
<td>1. Install new drive belt. 2. Install drive belt. 3. Have machine serviced by Authorised Service Dealer.</td>
</tr>
<tr>
<td>Engine does not start, hard to start, loses power, or fails to keep running.</td>
<td>1. Fuel tank is empty. 2. Speed selected. 3. Cutter Drive is engaged. 4. Spark plug is loose. 5. Spark plug lead is loose or disconnected from spark plug. 6. Spark plug gap is incorrect. 7. Spark plug is pitted, fouled or defective in some other way. 8. Wrong spark plug is used. 9. Electrical connections are loose. 10. Carburettor is adjusted incorrectly. 11. Air cleaner is dirty. 12. Vent hole in fuel tank is blocked. 13. Dirt or water in fuel system. 14. Dead battery. 15. Defective Electronic Ignition System. 16. Defective Safety Switches.</td>
<td>1. Fill fuel tank with petrol. 2. Select Neutral. 3. Disengage Cutter Drive. 4. Tighten spark plug. 5. Install spark plug lead on spark plug. 6. Set gap between electrodes at 0.7mm to 0.8mm. 7. Install new correctly gapped spark plug. 8. Install correct spark plug. 9. Check electrical system to ensure good contact. 10. Adjust the carburettor. 11. Clean the air cleaner element. 12. Inspect and open vent. 13. Have machine serviced by Authorised Service Dealer.</td>
</tr>
<tr>
<td>Engine does not idle or idles poorly</td>
<td>1. Air cleaner is dirty. 2. Oil level in crankcase is low. 3. Cooling fins and air passages under engine blower housing are blocked. 4. Idle speed is too low or high. 5. Dirt or water is in fuel system. 6. Vent hole in fuel tank is blocked. 7. Spark plug is pitted fouled or defective in some other way.</td>
<td>1. Clean air cleaner element. 2. Add oil to crankcase. 3. Remove obstruction from cooling fins and air passages. 4. Adjust the carburettor. 5. Have machine serviced by Authorised Service Dealer. 6. Clean fuel tank vent. 7. Install new correctly gapped spark plug.</td>
</tr>
</tbody>
</table>
WARRANTY

General

- Rover Mowers Limited warrant this machine or accessory is free of defects in material and workmanship.
- Claims are limited to making good or replacing any part found defective by the manufacturer or its agent.
- The warranty period shall apply from the date of purchase for a period of:
  - 12 months for domestic use
  - 90 days for commercial use
- Warranty applies to Australia and New Zealand only.
- EXTENDED WARRANTY: For domestic use only, a 24 month extended warranty applies. It requires the customer to complete the "2 Year warranty registration card" and forward along with a copy of the cash register receipt to "Warranty, Rover Mowers Limited". Internal warranty exclusions as listed still apply.

Exclusions

- Engines other than Suzuki products.
- Parts considered suffering from wear and tear.
- Parts damaged due to abuse or misuse.
- Parts that can be subjected to use beyond their normal intended working capacity e.g. blades, blade bolts, v-belts and spark plugs.
- If repairs or alterations have been made without the manufacturer’s written authority.
- Any transport costs involved in the repair or replacement of any defective part.
- If it is found that parts other than genuine have been used on the machine.

NB: This warranty does not exclude any conditions or warranty implied by the Trade Practices Act 1974 or any other relevant legislation.

Engine other than Suzuki are warranted by the engine manufacturer and could differ from the warranty of the rest of the machine.

Refer to the engine manual (if included) or consult the nearest engine service dealer.

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Proof of date of purchase should be retained as it needs to be presented if warranty is to be claimed.

Fill out the details in the following table as a record for warranty purposes.

<table>
<thead>
<tr>
<th>Dealer</th>
<th>Product</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
<td>Model number:</td>
</tr>
<tr>
<td>Address:</td>
<td>Serial number:</td>
</tr>
<tr>
<td>Phone No:</td>
<td>Date of purchase:</td>
</tr>
</tbody>
</table>

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Rover Mowers Limited reserves the right to make changes and add improvements to its products at any time without notice or obligation.

The company reserves the right to discontinue manufacture of any product at any time to its discretion.