

Series 1000 and 1500

- Two hex-head cap screws holding the rear flange of the dash to the frame (1/2" wrench)
- Two hex-head cap screws holding the top of the dash to the dash support (3/8" wrench). See Figure 15.9.

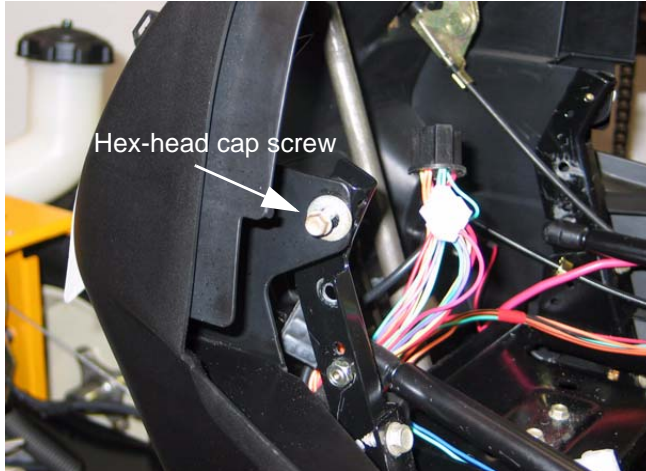


Figure 15.9

- 15.10. Reverse the removal process to install the dash panel.
- Test the operation of all safety features in a safe area that is clear of obstacles and bystanders before returning the tractor to service.
 - Test the operation of all controls in a safe area that is clear of obstacles and bystanders before returning the tractor to service.

16. CRUISE CONTROL AND PARK BRAKE LINKAGES

- 16.1. Open the hood.
- 16.2. On the 1000 series you need to remove the fuel tank. on the 1500 series you need to remove the battery.
- 16.3. The procedure for removing the park brake linkage and the cruise control linkage is the same. you can remove both at the same time.

- 16.4. Remove the hair pin clips holding the linkages to the levers in the dash. See Figure 16.4.

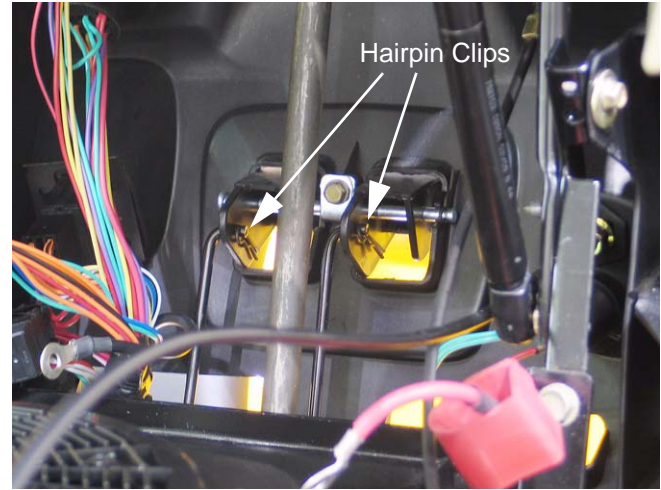


Figure 16.4

- 16.5. Remove the screw holding the pivot rod in place. See Figure 16.5.

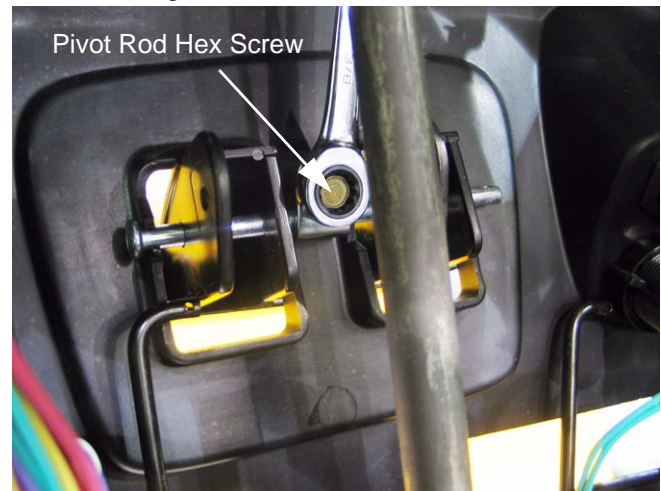


Figure 16.5

- 16.6. Remove the hair pin clip in the pivot rod.
- 16.7. Work the pivot rod out. sliding it out to the right. the levers will fall out as the rod clears them.
- 16.8. Raise the unit off of the ground.
- 16.9. Remove the brake and drive pedals.

16.10. Remove the cotter pins in the brake pedal shaft and the drive pedal shafts. See Figure 16.10..

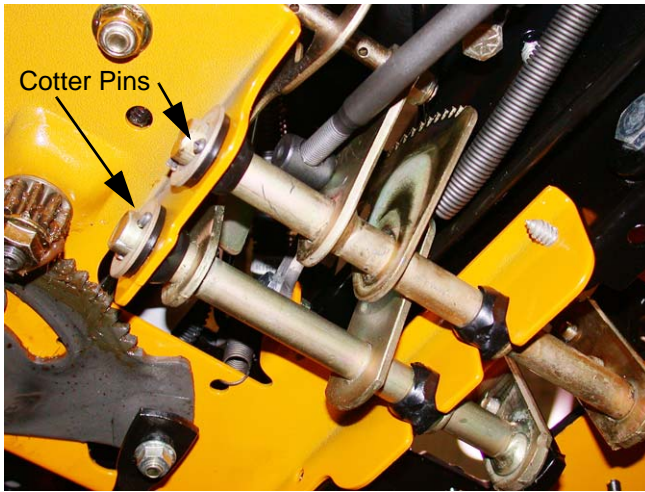


Figure 16.10

16.11. Slide the drive pedal to the right. The inboard bushing and washer can now be removed. Continue working the drive pedal shaft to the right and slip it out of the unit.

16.12. Remove the hair pin clip in the brake rod and disconnect it from the brake pedal shaft.

16.13. Remove the return spring from the brake pedal shaft.

16.14. Slide the brake pedal shaft to the right and remove the inboard bushing and washer. Continue sliding the brake pedal shaft to the right and work it off of the unit.

16.15. Remove both drag links from the tractor.

NOTE: Make sure to keep the drag links separate so the you know which one is for the left and which one is for the right. they are not marked and they are not interchangeable.

16.16. Remove the lock nut from the bottom of the steering shaft. Then slide off the steering shaft gear. See Figure 16.16.

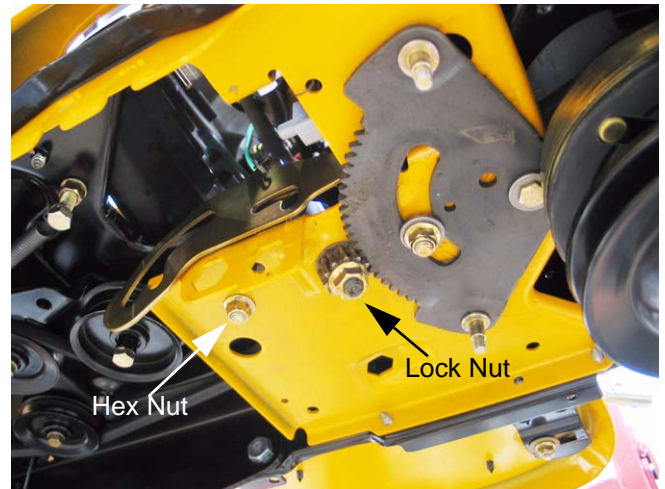


Figure 16.16

16.17. Reaching up through the opening where the pedal shafts were, place a 9/16" wrench on the head of the bolt located in the center rear of the subframe. Using a 9/16" socket, remove the nut. See Figure 16.16.

NOTE: There is a sleeve on this bolt that acts as a spacer between the sub-frame and frame. Be aware of this sleeve when you lower the sub-frame in a later step.

16.18. There are four screws holding the subframe to the tractor. Two on each side. Loosen the two front screws and remove the two rear screws. See Figure 16.18.

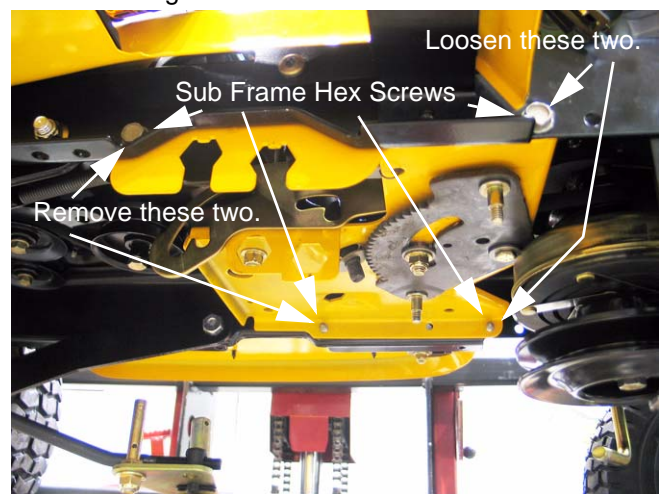


Figure 16.18

Series 1000 and 1500

- 16.19. Pivot the subframe down. Be careful of the spacer on the bolt and the hex flange bushing for the steering shaft, they will fall out.
- 16.20. You now have access to the cruise linkage and cam lock. You also have access the park brake linkage and locking plate. See Figure 16.20.

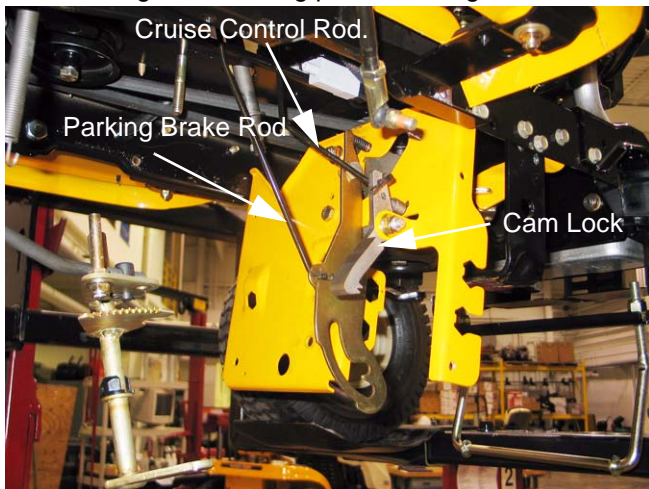


Figure 16.20

- 16.21. Remove the hair pin clips on the linkages. Remove the linkages.
- 16.22. Remove the nut and bolt holding the cruise cam and/or the park brake locking plate.
- 16.23. Reassemble in reverse order.

CAUTION: Make sure the linkage rods are routed properly before you swing the subframe

17. TRACTION DRIVE BELT REPLACEMENT: CVT

NOTE: There are two drive belts in the CVT system. Because they work together on the variable speed pulley, wear to one belt affects the performance of the other belt. It is strongly recommended that the belts be replaced as a set.

- 17.1. Remove the cutting deck from the tractor.
- 17.2. Tilt-up the seat and disconnect the battery cables (ground cable first) using a 7/16" wrench.