

- 6.15. Remove the plate that supports the seat brackets using a 1/2" wrench. See Figure 6.15.

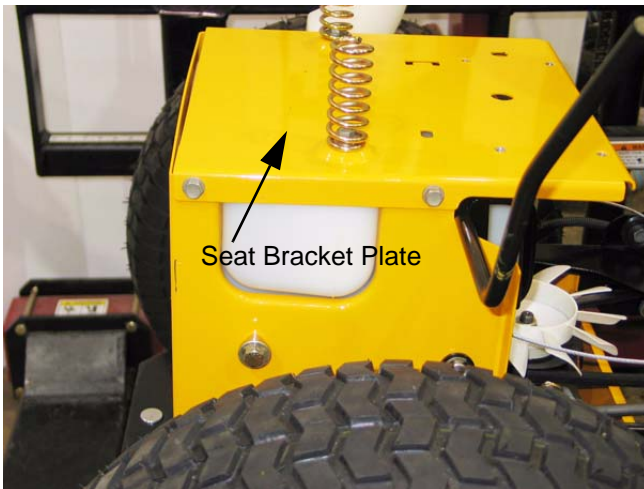


Figure 6.15

- 6.16. Lift the fuel tank out of the tractor.

7. FUEL SHUT-OFF SOLENOID

- 7.1. In all models of the 1000 and 1500 Series Cub Cadet riders, there is a fuel shut-off solenoid mounted to the carburetor. See Figure 7.1.

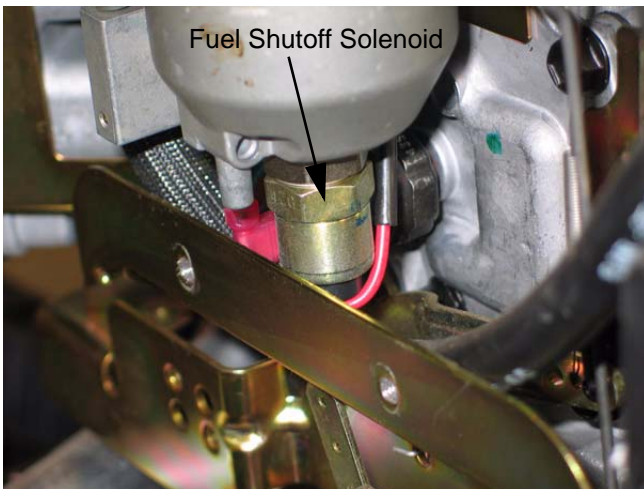


Figure 7.1

- 7.2. The fuel shut-off solenoid is a valve that is actuated by an electric coil.
- The fuel shut-off solenoid helps prevent “after-boost” when a hot engine is turned-off.
 - The solenoid has power when the key is in the run position and the safety switches on the tractor do not sense any unsafe conditions. When it has power, the solenoid opens, allowing fuel to reach the carburetor.

- When the solenoid does not have power, it closes, stopping the flow of fuel.
- The solenoid usually emits an audible “click” when power is applied or discontinued.
- If the solenoid does not click, it is not working. If it does click, it cannot be assumed to be working properly.

8. FUEL RELATED NO-START ISSUES

- 8.1. The leading industry cause of no-start and engine performance problems is stale or outdated fuel.

- In temperate regions of the country, fuel purchased during the summer may not be volatile enough to ignite during the winter months.
- Similarly, “Winter” fuel may cause performance issues if used into the summer months. The gasoline companies tailor the contents of their fuel blends to optimize performance, taking climate and geography into account.
- As fuel goes stale, the lighter end hydrocarbons (more volatile elements) tend to evaporate, leaving the fuel less volatile.
- In extreme cases, semi-solid residue will accumulate, damaging the fuel system.
- If a piece of equipment will sit unused during the dormant season, the fuel system should be drained completely, or preservative should be added to the fuel according to the preservative manufacturer’s instructions.

- 8.2. Alcohol content of the fuel should not exceed 10%.

- Small amounts of ethanol are fairly common in fuel.
- Methanol is more destructive than ethanol, and should be avoided.
- Alcohol absorbs water. Fuel that contains alcohol will also contain a certain amount of water. The water will corrode any metallic parts of the fuel system, and may cause freezing damage in low temperatures.
- Products that purport to “dry” the fuel system are generally isopropyl alcohol. The object is to re-suspend the water that has settled out of the alcohol the fuel already contains.