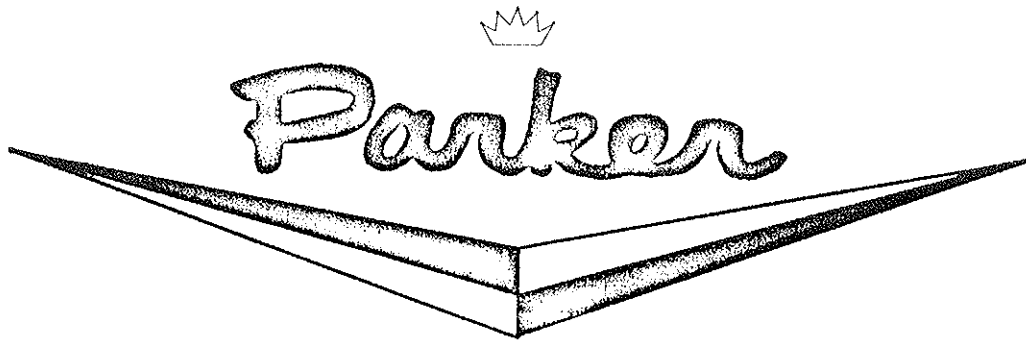
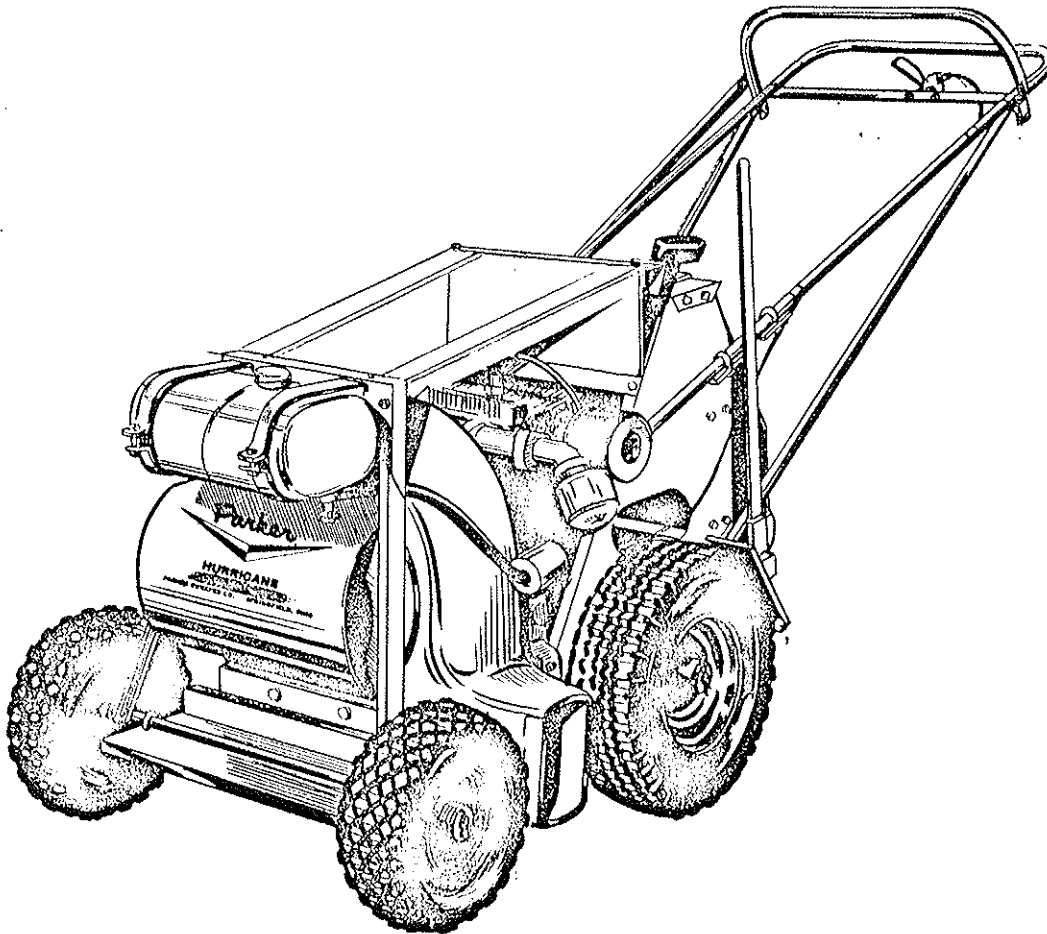


OWNERS GUIDE

10/4/72



SELF - PROPELLED HURRICANE
Model HC-17080-SP



BOX 720
IM HC-17080-SP

PARKER SWEEPER COMPANY

Springfield, Ohio 45501

Printed in U. S. A.

ASSEMBLY INSTRUCTIONS

HC-17080-SP

1. Your Hurricane has been shipped in two cartons; one containing the Hurricane.

The second carton contains the handle with the necessary hardware in place to attach the handle assembly to the machine.

2. Next refer to figures 1 and 2 to get familiar with the arrangement of the handle parts. Figure 1 is an exploded view to show how the pieces are assembled. With the exception of the trusses, you will receive these parts completely assembled. To assemble the trusses, remove the 1/4" hex nut in Figure 1 from the handle and place the hole nearest the end of the truss over the bolt. The truss is installed next to the handle as shown. Next place the angle bracket over the bolt and replace the nut on both sides.

Next remove the nuts (Item 10) from the bolts (Item 11), Figure 6, in the lower end of the handle and truss being careful that the bolts stay in the holes so that the inserts in the end of the tube will not become misplaced. Attach the handle to the frame by inserting bolts in the hole as shown in Figure 6. Install nuts as each bolt is put in place but do not tighten until after all of the bolts are installed. Next tighten all of the bolts at both ends of the truss and the handle.

NOTE: Make sure that the steel insert, Reference 9, Figure 6, is in the lower end of the handle and truss (total 4 inserts).

3. Remove Items 13, 11, 6, and 12, Figure 7, from the end hole of the bell crank, Item 3. Reassemble spacer, Item 25, in the end of clutch control rod, Item 1. Place 5/16 flat washer onto bolt and reassemble in the bell crank, placing the end of the control rod (Item 1) on top of the bell crank.
4. The engine throttle has been installed on engine as shown in Figure 3 (steps "a" thru "c" have been completed.)
 - a. Insert end of wire into small hole in throttle lever. Push enough of the cable through the handle to make a large loop at the lower end for ease of assembly. Insert end of wire into small hole in throttle lever, as shown on sketch.
 - b. Loosen clamp screw and slip cable under clamp on the right side of the screw.
 - c. With about 1/2 inch of cable extending beyond clamp, tighten screw.

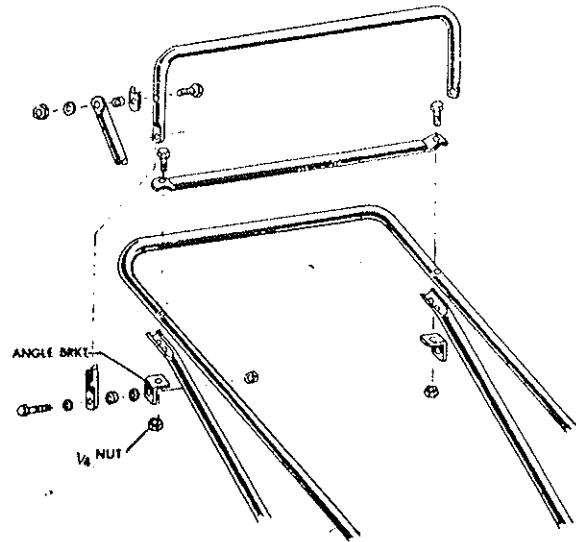


Fig. 1

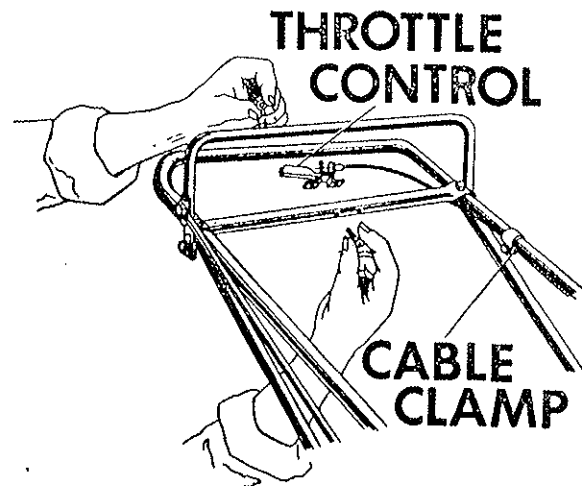


Fig. 2

ASSEMBLY INSTRUCTIONS CONT'D.

HC-17080-SP

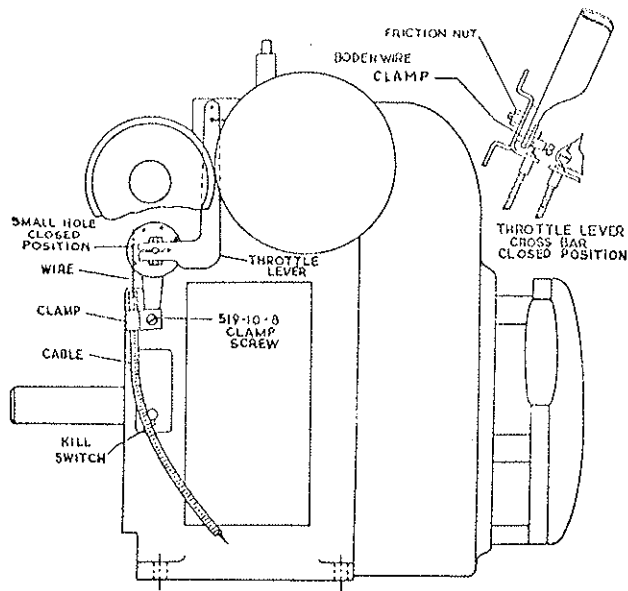


Fig. 3

d. Uncoil throttle and place on outside of frame. Secure to handle with clamps; Item 24 - Figure 6, in the approximate position shown. Next, secure lever assembly on throttle to cross bar on handle, as shown in Figure 2 using two oval head screws and HexLocknuts Items 5 and 7 Figure 6.

e. Check travel of throttle lever and adjust as follows. With the throttle lever on engine in the closed position, the lever on handle should be as shown in the sketch, Figure 3. Next, tighten boden wire clamp to prevent slipping on throttle wire. Throttle assembly is now ready to test.

NOTE: If throttle does not stay open due to vibration of machine, tighten nut on lever assembly on cross bar until there is sufficient friction to hold throttle open.

OPERATING INSTRUCTIONS

1. DO NOT WORK ON HURRICANE repairs or changing of attachments with engine running or idling. Bring to a DEAD STOP. Remove spark plug wire, when repairing.
2. When refueling engine care should be taken to not spill fuel on hot engine. This could cause the fuel to ignite.

INSTRUCTIONS FOR STARTING AND STOPPING ENGINE

1. Check to be sure there is adequate fuel in the tank.
2. Make sure the travel control lever is in neutral position.
3. Next open choke on the carburetor.
4. Advance throttle slightly.
5. Give recoil starter rope a quick short pull and let the starting rope retract for the next pull. Repeat this operation until engine starts. Two or three pulls should be sufficient to start the engine.
6. Let engine run a few seconds before closing the choke; let the engine warm up briefly.
7. Advance throttle to desired engine speed for work and travel.
8. Never walk away from the machine with the engine running. To stop engine, retard the throttle as far as it will go. Next hold in red button.
9. For all Kohler engines the "kill switch" is located on the lower left side of the engine below the exhaust. See Fig. 3.
10. For servicing and operating instructions for engine refer to Engine Manufacturers Service Manual. Careful attention to care of air cleaner and crankcase lubrication instructions will insure longer engine life. KEEP ENGINE CLEAN.

OPERATING INSTRUCTIONS CONT'D.

HC-17080-S P

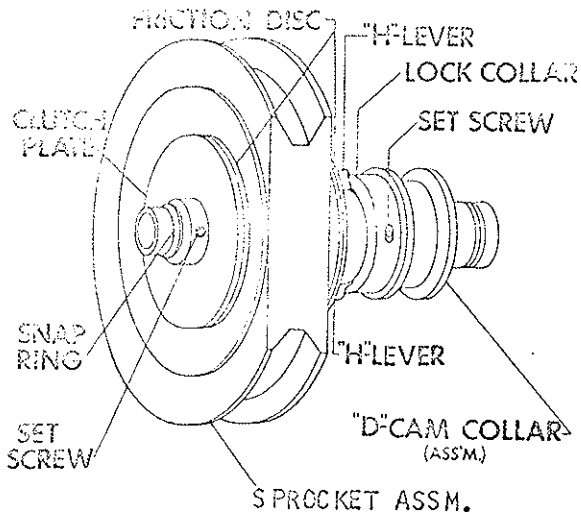


Fig. 4

INSTRUCTIONS FOR OPERATING THE HURRICANE TRAVEL

1. The machine can be moved manually in either forward or reverse motion without power being applied to the wheels. For propelling under power, move the control lever forward. The forward motion can be locked in by pushing the lever over center for traveling long distances. For confined areas it is best to not push the control lever so that it locks over center. A slight forward movement of the lever will cause the Hurricane to go forward. For reverse travel the control lever must be pulled back toward the operator.

Travel lever can also be locked in for reverse travel. When traveling backwards for any distance (more than a few steps) it is better for the operator to turn around and face the direction of travel. Walking in this manner makes it easier to observe obstacles and adds to safer operation of machine. Force is required to return both forward and reverse clutches to neutral position.

2. When engaging the travel lever, make this a gradual movement. Do not "slam" it into position quickly. This applies shock loads to the machinery and it may cause the front end of the sweeper to jump off the floor or the ground. This type of operation can be detrimental to the machinery. With a little practice the operator will soon learn to engage both forward and reverse motion in a smooth sequence.

LUBRICATION

Refer to Engine Manual for complete instructions on care and operation of the engine.

The transmission and differential have been lubricated and sealed at the factory and require no further attention. If repairs are needed on either of the units, the old lubricant should be washed out and all parts thoroughly cleaned. Replace lubricant with Shell Oil Company's EP-RO-ALVAINA 71030 or it's equivalent.

All anti-friction bearings are permanently lubricated. All bronze bushings are self-lubricating.

Lever pin joints and the drive chain should be lubricated occasionally with a few drops of regular engine oil.

CLUTCH ADJUSTMENT FOR FORWARD AND REVERSE TRAVEL

1. Refer to Figure 4 and loosen the set screw on the lock collar. (Knurled). It may be necessary to insert a sharp bladed tool in slot, to pry lock collar apart to turn without difficulty for adjustment.
2. Turn lock collar clockwise to increase pressure between the clutch plates and the pulley.
Apply only enough pressure to lock the pulley between the clutch plates, without slipping when operating the clutches. Excess pressure between these clutch plates and pulley will require unnecessary force to slide the cam collar (D) over the levers (H) to a set position.
3. The clutches are adjusted to allow the cam collar (D) to snap over the levers (H) to a "lock-in" position. The operator must manually disengage the clutch for the neutral position.
4. After clutch adjustment tighten the set screw to lock the adjustment collar into position which clamps collar on threads.
5. Clutches may need some adjusting after a few hours of operation until lining has been worn in.

DIRECTIONS FOR ADJUSTING BELTS AND CHAIN

1. To adjust drive belt from engine to gear box, Item "B", Figure 5, take the following steps:

Loosen Item "H", four bolts on each side of machine and push jackshaft, Item "J", assembly up so that the chains are quite loose on the clutch sheaves. Next slightly tighten the "H" bolts to hold the assembly in the higher position. It may be necessary to remove the Idler Adjusting Sprocket, Item "K", to allow the jackshaft assembly to move up.

Detach one end of the spring, Item "G". Next loosen the four cap screws, Item "E", that hold the gear box to the support bracket.

Loosen the lock nut on the jack screw, Item "D", and run it down towards the head of the screw.

If the belt is too loose, turn the jack screw clockwise, Item "C", until the drive belt is tight. If it is too tight, turn the jack screw counterclockwise. Be sure the drive belt, Item "B", is in the sheave grooves on both the engine and gear box.

"V" BELT AND CHAIN ADJUSTMENT

HC-17080-S P

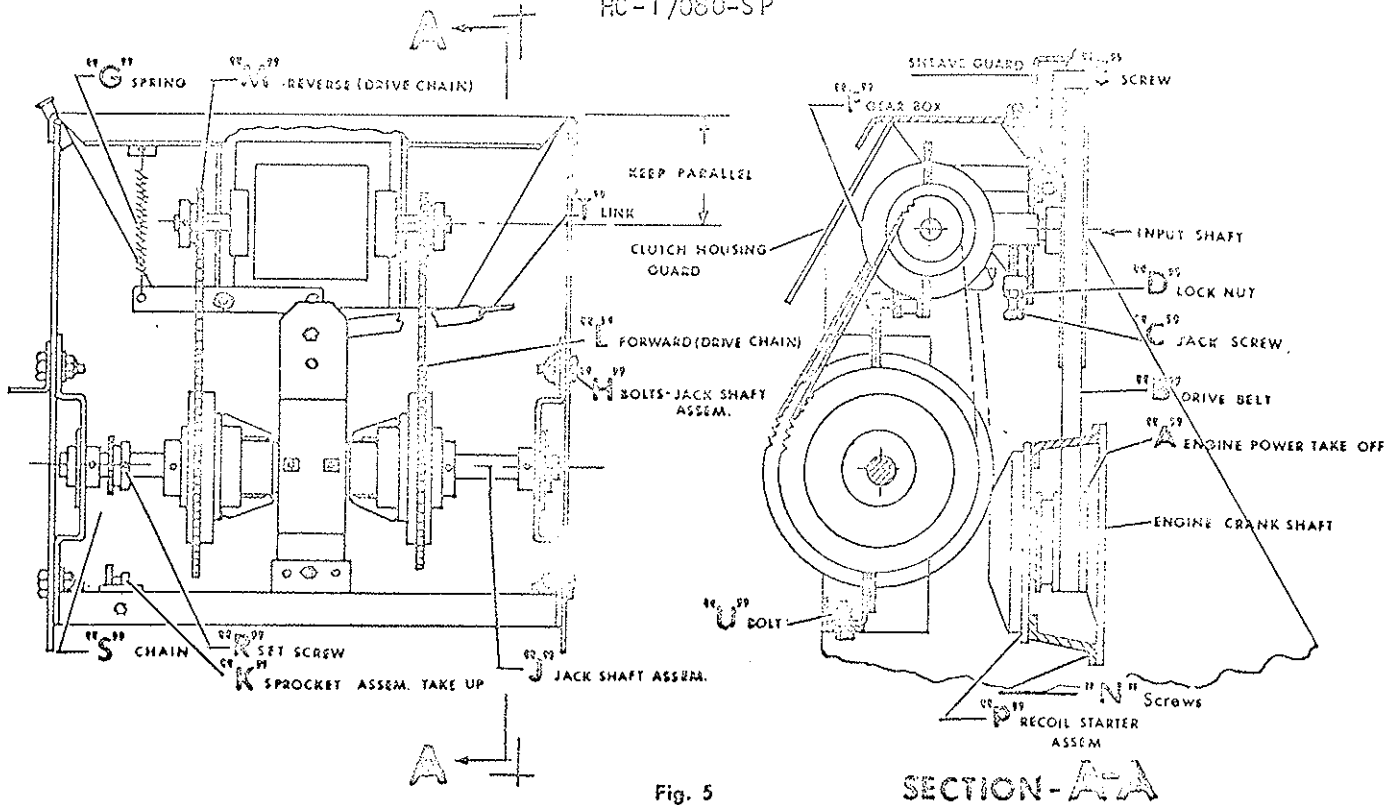


Fig. 5

If drive belt "B" cannot be brought into alignment by moving sheave on gear box, it will be necessary to shift the gear box weldment, Item 3, Figure 8. Slots have been provided in side plates for this purpose. Keep bracket level and square with engine when adjusting.

See Figure 5a for testing belt to determine the proper tension and sheave alignment.

When aligning sheaves and shafts it is a good idea to slightly tighten the supporting bolts and screws so that the alignment will be maintained during the checking process. If out of line the parts can be bumped slightly and moved into alignment. Next tighten the four cap screws, Item "E", being sure that the input shaft on the gear box, Item "F" is parallel to the engine crankshaft. When adjustment is completed, run lock nut, Item "D", up tight against the boss.

- To adjust forward and reverse chains from gear box to jack shaft:

Loosen the four bolts, Item "H", at each end of the jack shaft assembly. Pull the jackshaft assembly down until the chains, Item "L", and "M" are tight. The jackshaft must remain parallel with the sprocket shaft on the gear box. Be sure that the sprockets on the gearbox are in alignment with the sprockets on the jackshaft. Chain tension and alignment must be maintained. Next tighten the bolts, Item "H", keeping shaft in correct relationship.

Attach the lever spring, Item "G". If the idler sprocket assembly, Item "K", has been removed it should be replaced.

- The final drive chain will require very little attention other than lubrication, once it is "broken in". To take up looseness of the drive chain, remove the sprocket assembly, Item "K", (see Figure 5) from the cross angle and insert a shim or shims between the angle and sheave bracket. This is part No. 69-203-A and is used to move the idler sprocket toward the engine. Next replace the mounting bolt through the angle and sprocket bracket and tighten. Be sure the idler sprocket remains in alignment with the chain as the bolt is tightened.

ALIGNMENT

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

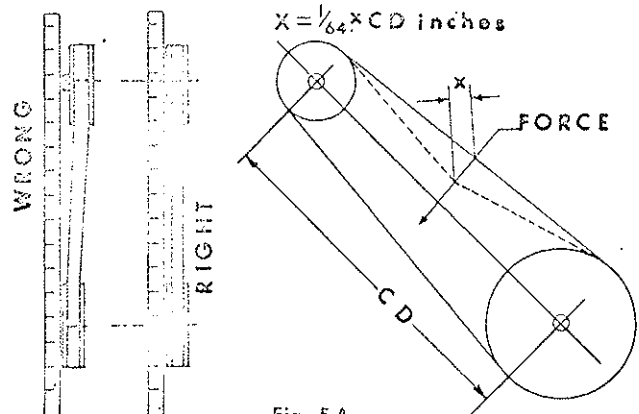


Fig. 5 A

Place straightedge along Belts or Sheave Grooves (not outside of sheaves) to check alignment.

NEW BELT INSTALLATION

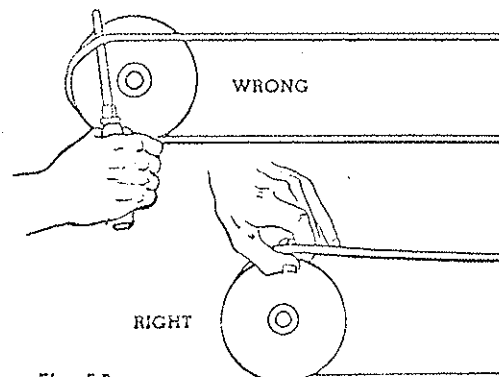


Fig. 5 B

DIRECTIONS FOR REPLACING BELTS

HC-17030-SP

1. To remove the drive belt from the engine to the gear box refer to Figure 5a.

Detach one end of the spring, item "G". Next loosen the four cap screws, item "E", and the lock nut, item "D".

Loosen the jackscrew, item "C", which will allow the gear box, item "F", to move down, allowing the belt to be slipped off the large sheave. DO NOT PRY OVER SIDE OF PULLEY. This will break cords in belt. (see Figure 5b).

Take out five screws, item "N" from the recoil starter, item "P", and remove assembly from the engine. This will permit you to remove the drive belt, item "B", from the sheave on the engine crankshaft.

Put on the new belt and reassemble recoil starter in the reverse order from that used for removal. Be sure belt is in sheave grooves and make adjustment, realigning the sheaves as outlined in Figure 5, 5a, and 5b.

HANDLE AND FRAME ASSEMBLY

HC 17080-SP

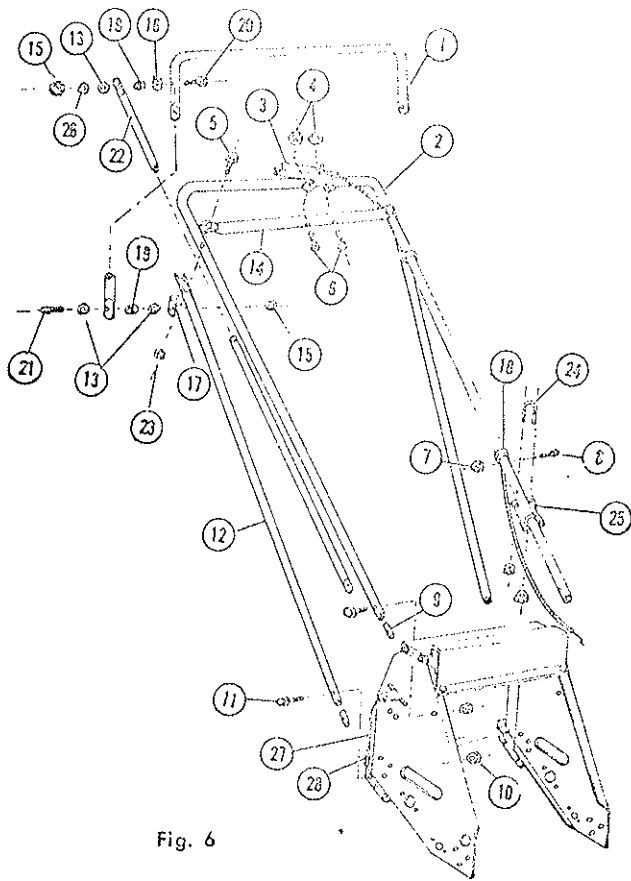
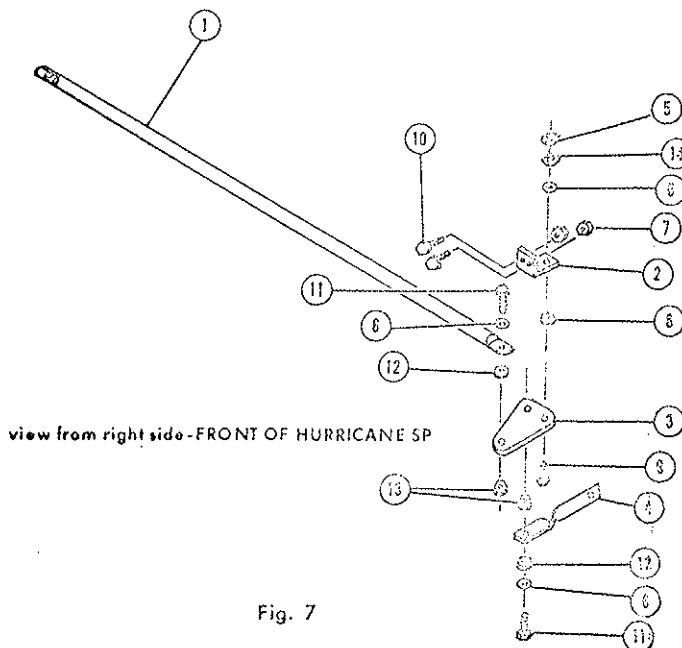


Fig. 6

Ref. No.	Part No.	Qty. Per Unit	Description
1	68-373-C	1	Control Handle
2	69-213-D	1	Handle
3	68-393-A	1	Control Throttle Assembly
4	365-16	2	Nut-Hex Lock 10-24
5	65-416-24	2	Bolt-Bolt Hd. 1/4-20 x 1 1/2
6	517-10-16	2	Screw-Oval Hd. Mach. 10-24 x 1
7	365-8	2	Nut-Hex Lock 8-32
8	516-8-8	2	Screw-R.H. Mach. 8-32 x 1/2
9	61-13-A	4	Insert-Handle End
10	365-516	11	Nut-Hex Lock 5/16-18
11	65-516-24	4	Bolt-Hex Hd. 5/16-18 x 1 1/2
12	69-214-B	2	Brace -Handle
13	945-516	4	Washer-Flat S.A.E. 5/16
14	61-12-B	1	Upper Cross Bar
15	335-516	1	Nut-Hex 5/16-18
16	59-77-A	1	Clamp-Tube
17	68-369-A	2	Bracket-Handle Control
18	68-101-A	2	Cable Clamp
19	59-29-A	3	Spacer
20	69-516-28	1	Screw-Curved Hd. 5/16-18 x 1 3/4
21	65-516-16	2	Bolt-Hex Hd. 5/16-18 x 1
22	69-215-A	1	Control-Rod Clutch
23	365-416	2	Nut-Hex Lock 1/4-20
24	69-217-A	2	"U" Bolt 5/16-18-3/4
25	69-162-B	1	Brake-Lock Plate
26	936-516	1	Washer-Int. Tooth Lock
27	69-188-C	1	Rear Panel
28	69-202-C	1	Rear Panel Extension Weld.

CLUTCH OPERATING LEVERS



view from right side-FRONT OF HURRICANE SP

Fig. 7

Ref. No.	Part No.	Qty. Per Unit	Description
1	69-215-A	1	Control Rod
2	69-345-A	1	Bracket
3	68-319-B	1	Shift Arm
4	60-340-B	1	Arm-Cam Shifter
5	364-516	1	Hex-Lock Nut Thin 5/16-18
6	945-516	3	Washer
7	365-416	2	Hex-Lock Nut 1/4-20
8	54-227-A	1	Spacer
9	65-516-12	1	Hex. Hd. Bolt 5/16-18 x 3/4
10	65-416-12	2	Hex. Hd. Bolt 1/4-20 x 3/4
11	65-516-16	2	Hex. Hd. Bolt 5/16-18 x 1
12	59-29-A	2	Spacer
13	365-516	2	Hex. Lock Nut 5/16-18
14	53-165-A	1	Cupped Spring Washer

SELF PROPELLED DRIVE ASSEMBLY

HC-17080-SP

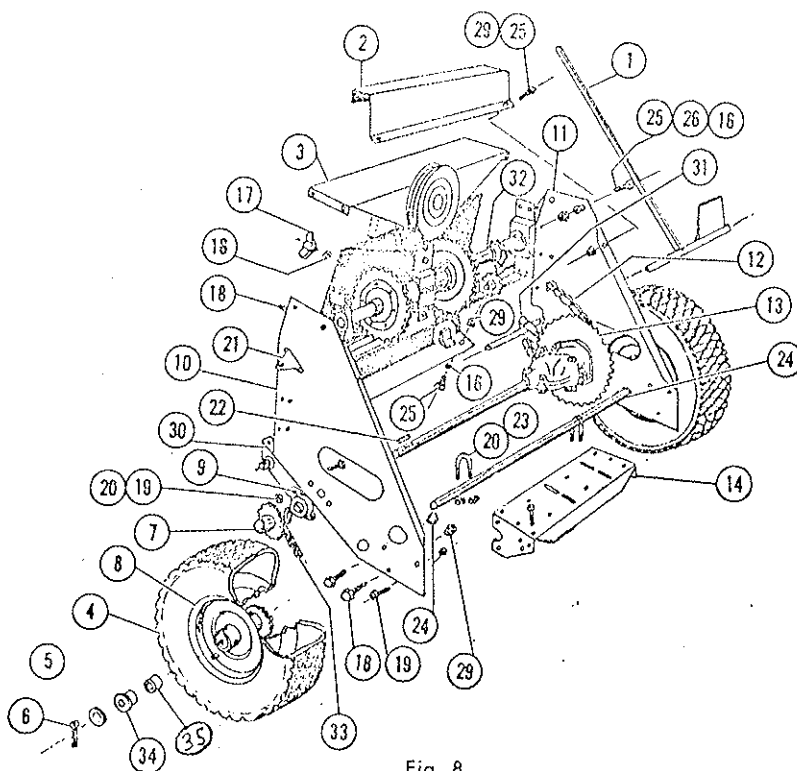
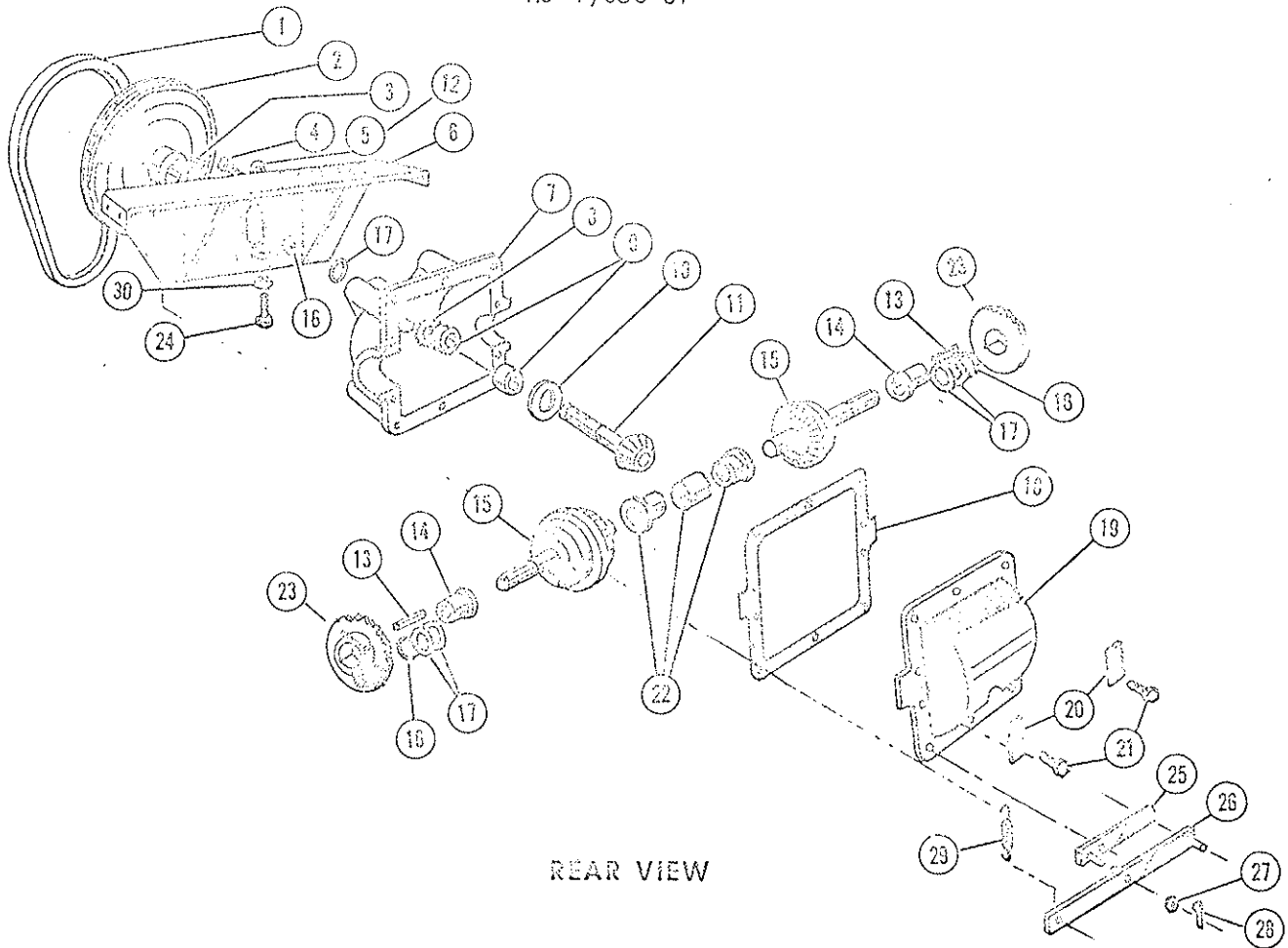


Fig. 8

Ref. No.	Part No.	Qty. Per Unit	Description
1	SA-264-C	1	Brake Assembly
2	68-325-B	1	Sheave Guard
3	SA-269-C	1	Gear Box Assembly
4	68-312-A	2	Tire
5	945-1216	2	Washer-Flat-3/4 I.D.
6	380-432-20	2	Cotter Pin 1/8 x 1 1/4
7	69-133-B	2	Sprocket
8	69-157-C	2	Wheel Weldment
9	66-41-A	2	Bearing-Sealmaster
10	69-207-C	1	Side Plate Weld. R.H.
11	69-208-C	1	Side Plate Weld. L.H.
12	68-365-A	1	Chain #41
13	SA-273-D	1	Differential Assembly
14	70-05-D	1	Bracket-Engine Mount
16	945-416	20	Washer-Flat-1/4 I.D.
17	353-416-20	2	Wing Nut-1/4-20 x 1 1/4
18	65-416-12	2	Bolt-Hex Hd. 1/4-20 x 3/4
19	65-516-12	2	Bolt-Hex Hd. 5/16-18 x 3/4
20	365-516	6	Nut-Hex Lock 5/16-18
21	SA-274-C	1	Clutch Control Linkage Assembly
22	48-277-A	2	Key-Sq. 3/16 x 3/16 x 1
23	69-217-A	2	"U" Bolt-5/16-18 Thd.
24	69-128-A	1	Axle-Rear
25	65-416-10	18	Bolt-Hex Hd. 1/4-20 x 5/8
26	364-416	8	Nut-Hex Lock 1/4-20
29	365-416	10	Nut-Hex Lock 1/4-20
30	68-288-C	1	Brake-Brkt. R.H.
31	68-290-C	1	Brake-Brkt. L.H.
32	See Fig. 10		
33	69-138-A	2	Chain #40
34	68-216-A	4	Bearing-Flanged
35	69-205-A	4	Bearing

GEAR BOX AND BRACKET ASSEMBLY

HC-17080-SP



REAR VIEW

Fig. 9

Ref. No.	Part No.	Qty. Per Unit	Description	Ref. No.	Part No.	Qty. Per Unit	Description
1	69-96-A	1	Belt - Drive	17	68-427-A	5	Washer - Thrust (between sh. & snap ring)
2	68-360-A	1	Sheave - Drive		68-417-B	1	Gasket - Gear Box
3	280-9	1	Woodruf Key No. 9		66-416-C	1	Cover - Gear Box
4	65-516-12	4	Bolt - Hex. Hd. 5/16 - 18 x 3/4	20	68-431-A	2	Plate - Reinforcing
5	935-516	4	Washer - Spring Lock	21	68-425-A	10	Screw 1/4 - 20 x 5/8 Self Tap
6	68-331-C	1	Bracket - Gear Box	22	SA-223-A	1	Bearing Assembly
7	68-415-C	1	Gear Housing	23	69-127-B	2	Sprockets
8	68-426-A	1	Seal - Grease	24	72-516-28	1	Tap Bolt. 5/16 - 18 x 1 3/4
9	68-430-A	2	Bearing - Needle	25	68-287-A	1	Pivot Plate Weldment
10	68-429-A	1	Bearing - Thrust Brz.	26	68-344-B	1	Pivot Arm Weldment
11	SA-222-A	1	Pinion Shaft Assembly	27	945-416	1	Washer Flat, 1/4
12	945-516	4	Washer - Flat	28	380-232-8	1	Cotter Pin 1/16 Dia. x 1/2
13	68-277-A	2	Square Key	29	68-299-A	1	Spring
14	68-424-A	2	Bearing	30	340-516	1	Nut - Hex. Jam 5/16 - 18
15	SA-221-B	2	Output Shaft Assembly				
16	68-428-A	3	Retaining Ring				

JACKSHAFT AND CLUTCH ASSEMBLY

HC-17080-SP

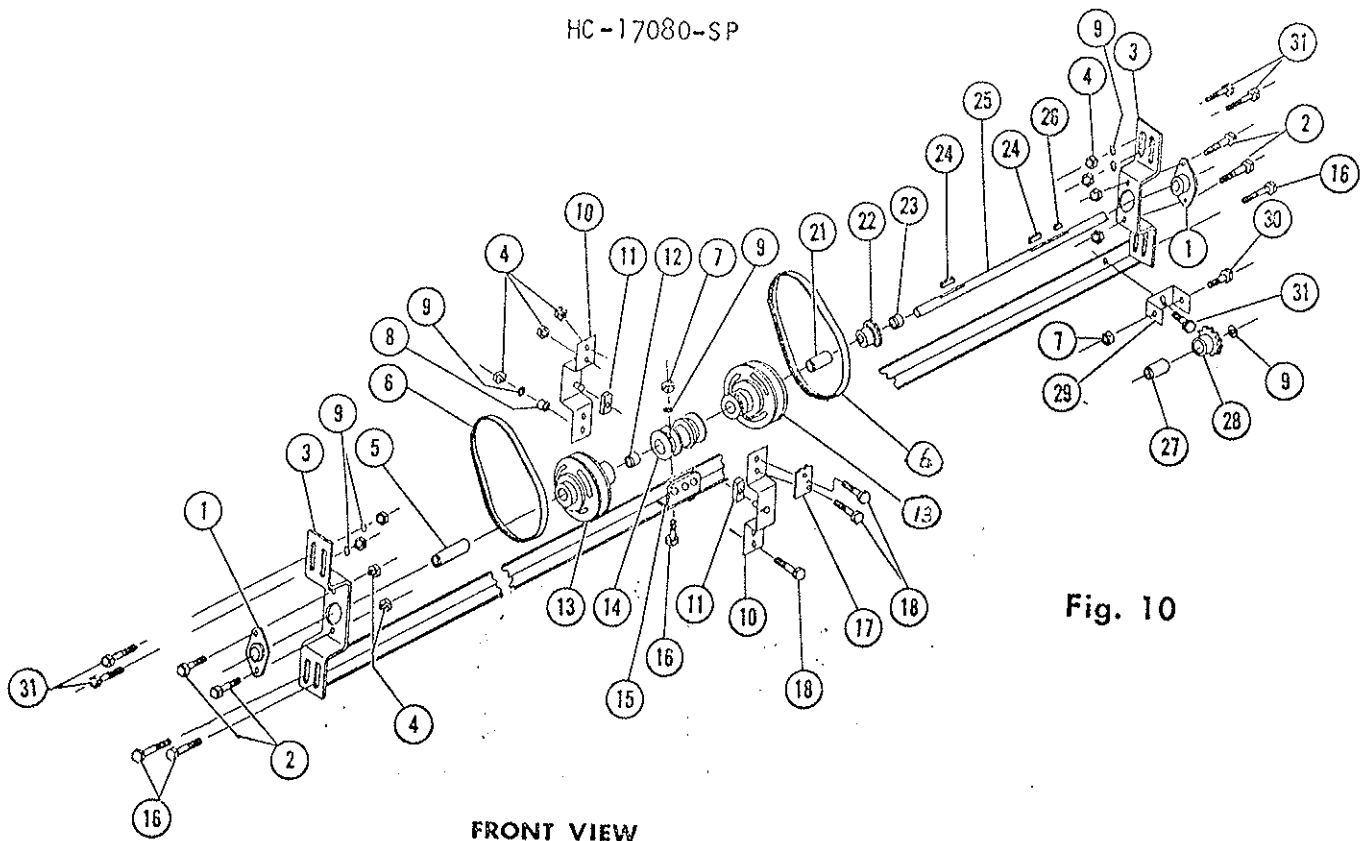


Fig. 10

FRONT VIEW

Ref. No.	Part No.	Qty. Per Unit	Description
1	66-41-A	2	Bearing-Sealmaster
2	65-516-10	4	Bolt-Hex. Hd. 5/16-18 x 5/8
3	68-315-C	1	Bracket-Jackshaft Weld.
4	364-516	7	Nut-Hex. Lock (Thin) 5/16-18
5	71-67-A	1	Spacer
6	69-132-A	2	Chain
7	365-416	13	Nut-Hex. Lock 1/4-20
8	54-227-A	1	Spacer
9	945-416	12	Washer-Plain 1/4
10	71-80-A	2	Clutch Shift Arm Weld.
11	71-76-A	2	Clutch Trunnion Shoe
12	71-70-A	1	Spacer
13		1	Clutch & Sprkt. Ass'y Fwd. & Rev.-see Fig. 11.
14	71-66-A	1	Cam Weld
15	68-342-B	1	Lower Clutch Brkt.
16	65-416-10	6	Bolt-Hex. Hd. 1/4-20 x 5/8
17	71-78-A	1	Cam Plate
18	65-516-16	3	Bolt-Hex. Hd. 5/16-18 x 1
21	71-68-A	1	Spacer
22	68-361-A	1	Sprocket
23	71-69-A	1	Spacer
24	68-137-A	2	Key
25	68-326-B	1	Jackshaft
26	64-92-A	1	Key
27	68-323-A	1	Spacer
28	SA-227-A	1	Sprocket Assembly
29	68-336-B	1	Bracket
30	65-416-32	1	Bolt-Hex. Hd. 1/4-20 x 2
31	65-416-12	5	Bolt-Hex. Hd. 1/4-20 x 3/4
34	69-203-A	2	Shim (Not Shown)

CLUTCH ASSEMBLY

HC-17080-SP

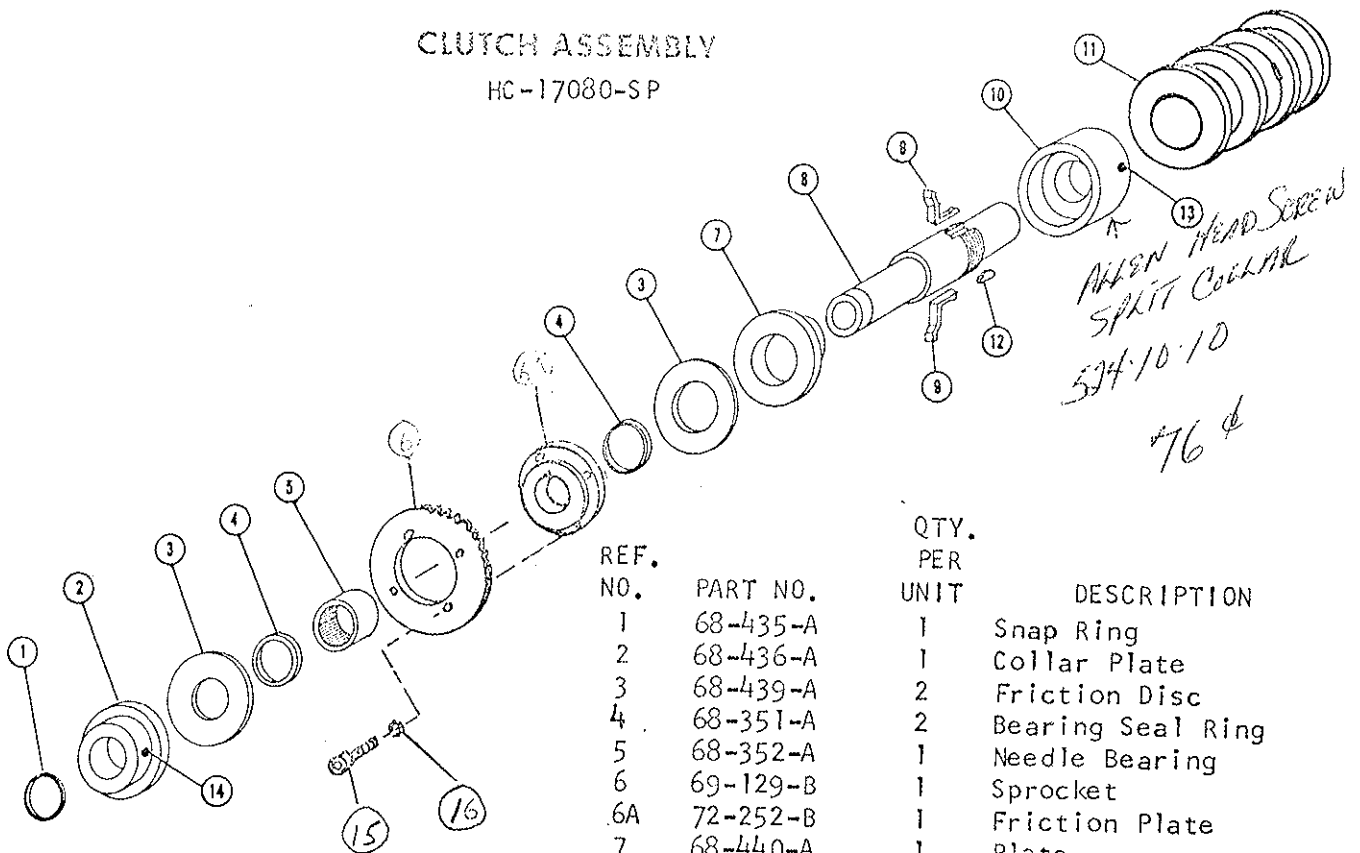
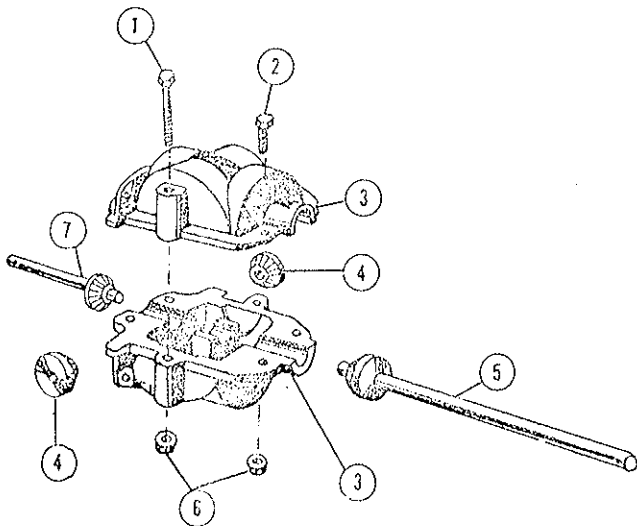


Fig. 11

REF. NO.	PART NO.	QTY. PER UNIT	DESCRIPTION
1	68-435-A	1	Snap Ring
2	68-436-A	1	Collar Plate
3	68-439-A	2	Friction Disc
4	68-351-A	2	Bearing Seal Ring
5	68-352-A	1	Needle Bearing
6	69-129-B	1	Sprocket
6A	72-252-B	1	Friction Plate
7	68-440-A	1	Plate
8	68-434-A	1	Body Clutch
9	64-441-A	2	Lever
10	68-437-A	1	Collar-Adjustment
11	71-66-A	1	Cam Weldment
12	68-438-A	1	Morton Key
13	68-449-A	1	Set Screw-Allen Hd.
14	564-C-416-6	1	Set Screw-Allen Hd.
15	524-416-10	4	Soc. Hd. Screw 1/4X5/8
16	935-416	4	L.W. Spring

DIFFERENTIAL ASSEMBLY



REAR VIEW

Ref. No.	Part No.	Qty. Per Unit	Description
1	68-411-A	2	Bolt-Differential
2	68-410-A	4	Bolt-Differential
3	68-407-C	2	Housing-Differential
4	68-409-B	2	Miter Gear
5	SA-267-B	1	Long Axle Assembly
6	68-412-A	6	Nut-Lock Stover Flange
7	SA-266-B	1	Short Axle Assembly

Fig. 12

ENGINE AND DRIVE ASSEMBLY

HC-17080-SP

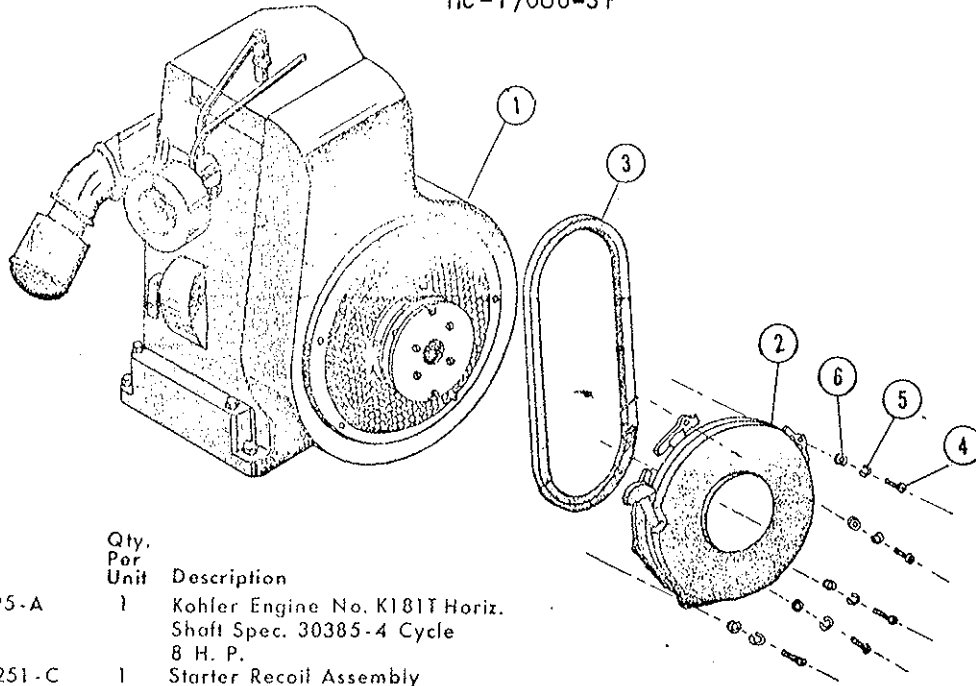


Fig. 13

Ref. No.	Part No.	Qty. Per Unit	Description
1	69-95-A	1	Kohler Engine No. K181T Horiz. Shaft Spec. 30385-4 Cycle 8 H. P.
2	SA-251-C	1	Starter Recoil Assembly
3	69-96-A	1	Belt
4	515-1024-8	5	Rd. Hd. Machine Screw (Furnished With Engine)
5	935-10	5	Med. Spring Lock Washer (Furnished With Engine)
6	945-10	5	Flat Washer-Furn. With Engine)

KOHLER ENGINE ASSEMBLY

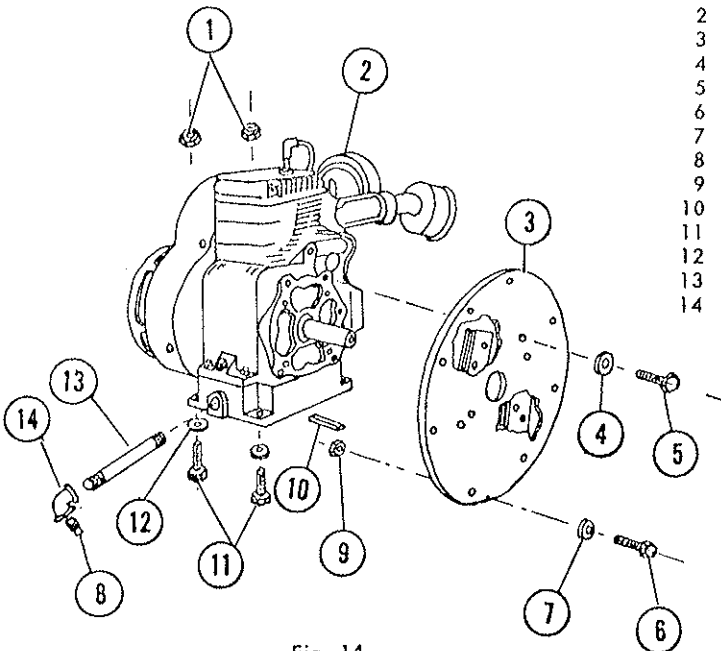


Fig. 14

Ref. No.	Part No.	Qty. Per Unit	Description
1	365-616	4	Nut-Hex. Lock 3/8-16
2	69-95-A	1	Engine-Kohler 8 H.P.
3	69-139-C	1	Back Cover Weldment
4	936-616	4	Washer-Int. Tooth Lock 3/8
5	65-616-24	4	Bolt-Hex Hd. 3/8-16 x 1 1/2
6	65-416-24	4	Bolt-Hex hd. 1/4-20 x 1 1/2
7	945-416	16	Washer-Flat S.A.E. 1/4
8	66-294-A	1	Plug-Pipe 3/8
9	365-416	18	Nut-Hex Lock 1/4-20
10	63-130-A	1	Key-1/4 Sq. x 1 3/4 Lg.
11	65-616-20	4	Bolt-Hex Hd. 3/8-16 x 1 1/4
12	945-616	4	Washer-Flat S.A.E. 3/8
13	66-290-A	1	Nipple-Close 1/2
14	66-293-A	1	Coupling-3/8 x 1 3/16

HOUSING UNIT ASSEMBLY

HC-17080-SP

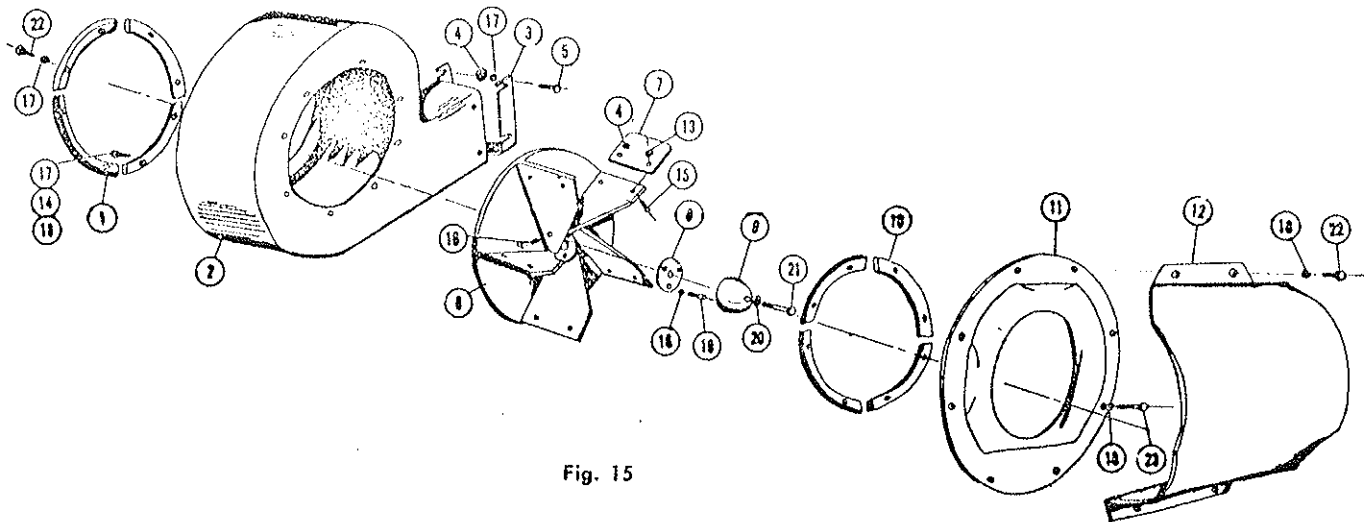


Fig. 15

Ref. No.	Part No.	Qty. Per Unit	Description
1	64-78-C	4	Anti Wrap Segments
2	69-61-D	1	Housing
3	69-64-B	1	Guard-Wear Strip.
4	364-416	9	Nut-Hex Lock 1/4-20
5	65-416-12	4	Bolt-Hex Hd. 1/4-20 x 3/4
6	63-88E-1	1	Fan Wheel
7	69-140-B	5	Extension Fan Blade
8	63-10-A	1	Plate-Retainer
9	61-10-A	1	Retainer Fan
10	64-78-C	4	Anti Wrap Segments
11	62-188-D	1	Plate-Front
12	69-183-C	1	Guard
13	365-416	5	Nut-Hex Lock 1/4-20
14	65-416-28	2	Bolt-Hex Hd. 1/4-20 x 1 3/4
15	542-416-12	10	Sock Hd. Cap Screw 1/4-20 x 3/4
16	564-C-516-16	1	Set Screw-Allen Hd. 5/16-18 x 1
17	945-416	12	Washer-Flat 1/4
18	935-416	11	Washer-Spring Lock
19	524-416-12	3	Screw-Soc. Hd. 1/4-20 x 3/4
20	935-716	1	Washer-Spring Lock
21	65-39-A	1	Bolt-Hex Hd. 7/16-20 x 2 1/2
22	65-416-16	8	Bolt-Hex Hd. 1/4-20 x 1
23	65-416-32	4	Bolt-Hex Hd. 1/4-20 x 2

FRONT END ASSEMBLY

HC-17080-SP

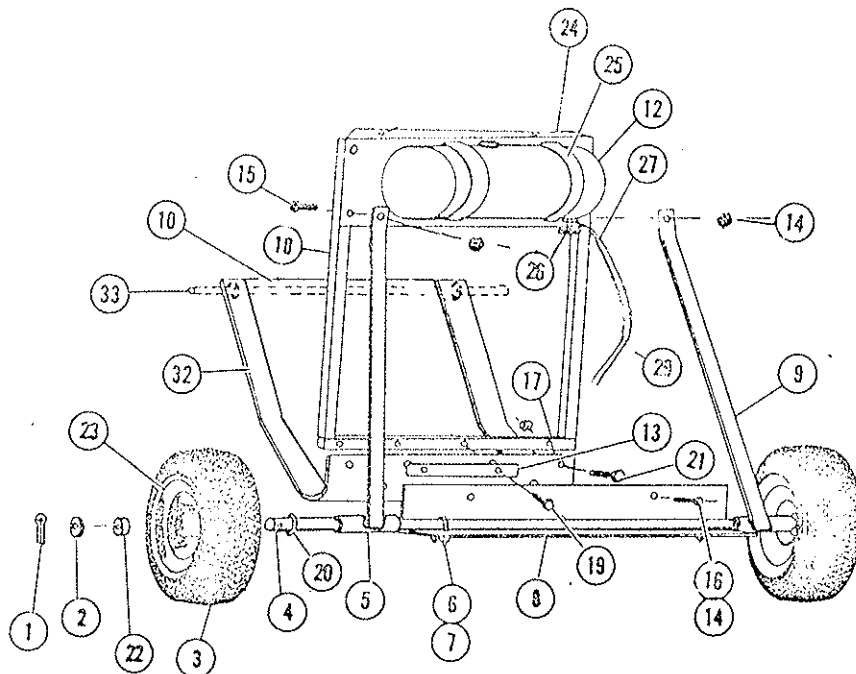


Fig. 16

Ref. No.	Part No.	Qty. Per Unit	Description	Ref. No.	Part No.	Qty. Per Unit	Description
1	380-432-20	2	Cotter Pin 1/8 x 1 1/4	18	69-148-C	2	Support Tube
2	945-1216	2	Washer-Flat S.A.E. 3/4	19	65-416-36	2	Bolt-Hex Hd. 1/4-20-2 1/4
3	69-221-A	2	Tire	20	946-1216-24	4	Washer-Fiber
4	69-151-A	1	Axle-Front	21	65-416-20	2	Bolt-Hex Hd. 1/4-20 x 1 1/4
5	69-152-C	1	Brace-Weldment R.H.	22	69-222-A	4	Bearing
6	69-217-A	2	"U" Bolt 5/16-18 x 3/4	23	69-220-B	2	Wheel
7	365-516	4	Nut-Hex Lock	24	SA-353-B	1	Plate Assem.-Tank Mount
8	69-150-C	1	Support-Front Axle	25	SA-280-A	2	Clamp Assem. Gas Tank
9	69-153-C	1	Brace-Weldment L.H.	26	69-206-A	1	Fuel Valve
10	69-142-D	1	Pan-Skid.	27	72-279-A	1	Fuel Line
12	68-380-B	1	Gasoline Tank	29	69-197-A	1	Fuel Line
13	69-143-A	1	Washer Strip	30	65-416-8	2	Bolt-Hex Hd. 1/4-20 x 1 1/2
14	365-416	10	Nut-Hex Lock 1/4-20	31	945-416	2	Washer-Flat
15	65-416-24	2	Bolt-Hex Hd. 1/4-20 x 1 1/2	32	69-141-D	2	Brace-Strip
16	65-416-10	2	Bolt-Hex Hd. 1/4-20 x 5/8	33	69-128-A	Ref.	Axle Rear See Fig. 8
17	69-149-C	2	Support	34	72-284-B	2	Brace (Not Shown)

ALWAYS GIVE THE FOLLOWING INFORMATION WHEN ORDERING REPAIR PARTS

If you are unable to obtain parts locally, write to the factory for name of nearest service dealer.

1. Part Number and Quantity.
2. Model Number (found on Housing).
3. Serial Number (found on Housing).

Your unit is right hand (R.H.) or left hand (L.H.) as you stand behind it.