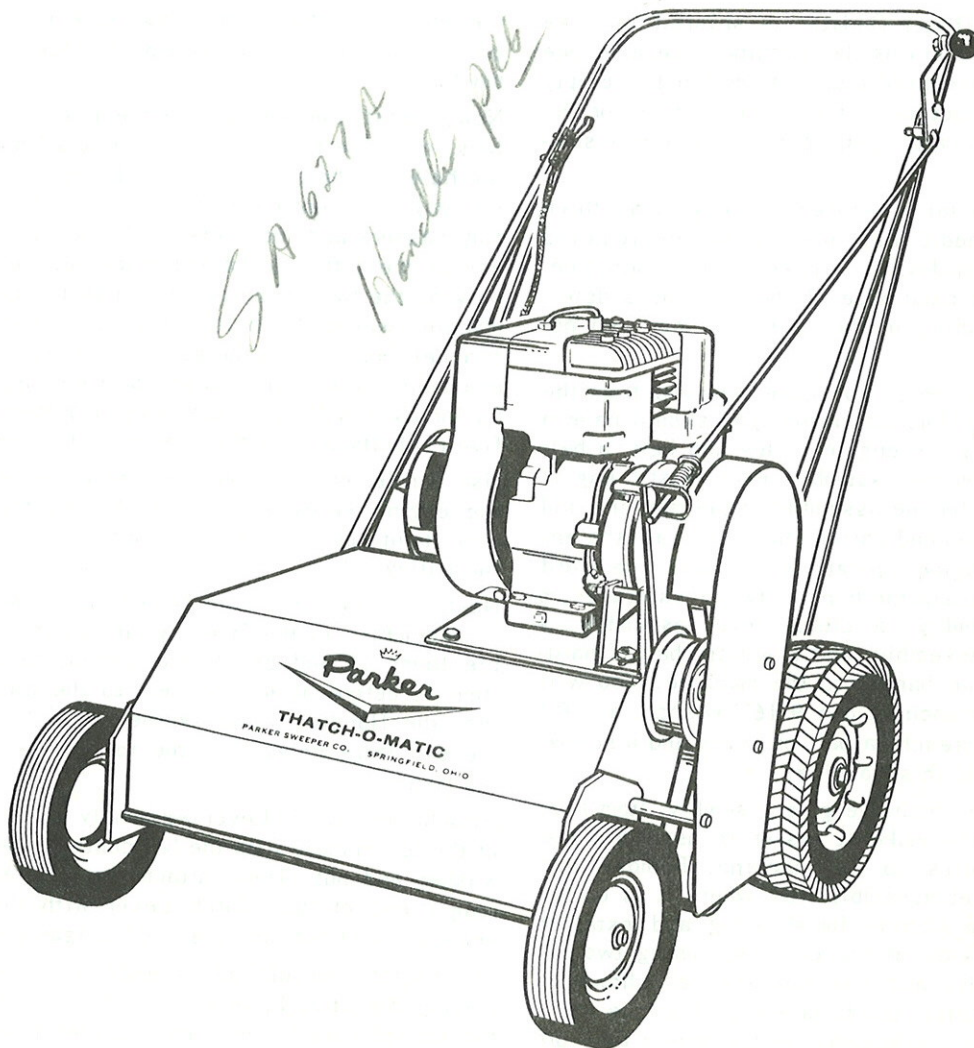


# OWNERS GUIDE



## THATCH-O-MATIC MODELS

PR-7819-T PR-7819-K PR-7819-F



PARKER SWEEPER COMPANY Box 1728 Springfield, Ohio 45501

Plate No. 369-A

## TO THE OWNER

These instructions were written to assist you in assembling and operating your power rake quickly and correctly. **READ THE INSTRUCTIONS** thoroughly before attempting to assemble and operate the machine, so that you are familiar with the complete procedure and safety precautions.

### RULES FOR SAFE OPERATION

1. Do not allow anyone to operate this machine without proper instructions.
2. Do not permit children to operate or play with this machine.
3. Do not try to remove any wire or twine or weed roots that may become wrapped around the Reel while the engine is running. To inspect or work on the Reel, **FIRST DISCONNECT THE WIRE FROM THE SPARK PLUG AND GROUND IT TO THE CLIP PROVIDED ON THE ENGINE HEAD.**
4. Keep all nuts and bolts tight to be sure the machine is in good working condition.
5. Do not start the engine or operate this machine unless all Guards and the Discharge Gate are in place and properly secured with the fastenings provided.
6. Before starting a thatch removal or turf thinning project, the area to be worked should be thoroughly inspected and all foreign objects, such as wire, bones, stones, sticks and other debris likely to damage the machine or cause personal injury, should be removed.
7. Follow the maintenance instructions as outlined in this manual.

### ASSEMBLY INSTRUCTIONS

Your PARKER Thatch-O-Matic is shipped in three (3) cartons. One contains the machine assembly, one the engine, and the third contains the handle. Empty all the cartons, but do not dispose of them or the inner liners, until after you have completely assembled the machine.

This Owners Manual is written to apply to all three models. Where additional instructions are required for a particular model, it will be clearly indicated. The right or left hand side of the machine is determined when standing in the operator's position behind the machine.

Now, identify the parts you have removed from the cartons. From the largest carton, you should have a machine assembly, an engine pulley and belt, a belt guard, an idler pulley assembly and a plastic bag of hardware needed for the assembly of the machine and the engine. The second carton should contain the engine and the engine operator's manual. The third carton should contain the handle, two truss braces, a clutch rod assembly, a clutch lever assembly, a throttle control assembly, and a plastic bag of hardware to attach the handle to the machine. You will need two 1/2" wrenches, one 9/16" wrench, a 1/8" allen set screw wrench, a pair of pliers and a screwdriver to assemble this machine.

First, remove the discharge gate assembly, Item #12, Fig. #1. This will make it easier to assemble the engine and handles to the machine. Remove the clutch and bracket assembly from where it is bolted to the side of the machine for shipping, and install it at the front leftside of the chassis, using two (2) 5/16" x 1" bolts and flat washers, as shown in Fig. #1. Now, install the square key, from the hardware package, in the keyway on the power take off shaft of the engine, and install the vee belt pulley on the shaft, but do not tighten the set screw yet. Place

the engine on the engine mounting place, with the power take off shaft toward the left side of the machine.

Now, install the vee belt in the grove of both pulleys, and insert the four (4) 5/16 x 2" bolts through the holes in the engine base and through the slots in the engine mounting plate and chassis. Install the flat washers and lock nuts on the two (2) bolts closest to the left side of the machine. Put lock nuts only on the two (2) bolts closest to the center of the machine where the bolts pass through the stiffener channel. Now loosen the bolt that fastens the stiffener channel to the chassis and pull the engine forward as far as it will go in the slots and then tighten all five (5) bolts to hold the engine in this position.

Use a ruler or other type of straight edge and align the engine pulley with the pulley on the reel, and lock it into position with the set screw in the hub of the pulley.

Next, refer to Fig. 3 which illustrates how the Handle is assembled to the Housing. It is easier to assemble Items 14 and 21, Truss Braces, to the Handle, Item 1, before attaching them to the machine. Note that the Handle is not symmetrical. The side with the two large holes near the top is the left side of the Handle.

Attach the Clutch Lever Assembly to the underside of the left Handle with the 1/4" contour head bolt, lock washer and nut. Then, attach the Ball Knob to the longer end of the Clutch Lever with the 5/16 x 1 hexagon head bolt and the two hexagon jam nuts.

The Clutch Control Rod Assembly is installed by inserting the straight end of the Control Rod through the curved hole in the Clutch Lever Weldment, Item 31, Figure 1, until the Spring is compressed enough to allow the Roll Pin near the end of the Rod to pass



## ASSEMBLY INSTRUCTIONS (Continued)

completely through the curved hole. Now turn the Control Rod 90° so that the threaded end can be passed through the hole in the end of the Clutch Control Handle, Item 6, Figure 3, and secure by installing the Self-Locking Nut, Item 4, Figure 3, on the threads until one thread is showing beyond the end of the Nut.

Now, push the control lever forward as far as it will go. This will cause it to pass over center and it will stay in this position. The belt should now be tight and in its operating position. Install the two belt poppers, Item 2, Fig. 2, to the engine. To do this, use the two 5/16 x 1/2" fine thread, hexagon head bolts, and two 5/16 flat washers. Insert the bolts through the washers and then through the eye of the wire belt popper and screw them into the two holes in the back of the engine block, above and to each side of the engine pulley. Screw these bolts in by hand and make them "finger tight". Now, move the belt poppers so that the bent leg is below the bolts and just clears the back side of the vee belt on each side of the engine pulley. Tighten them in this position with a wrench. Now, while the clutch is still engaged, install the belt guard using the three 5/16 x 3-1/4" long bolts, washers and spacers provided.

The next step is to install the throttle control on the right side of the handle. To do this, remove the small parts from the plastic bag and attach the lever assembly to the inside of the right hand handle with the two larger screws and nuts, and tighten securely. Raise the throttle lever as high as it will go, and insert the offset in the end of the throttle wire into the hole in the throttle control lever under the fuel tank of the engine. Insert the throttle cable into the cable clamp under the fuel tank on the engine and push the wire and cable through the clamp as far as it will go and lock it in that position with the screw provided. Now secure that portion of the throttle cable between the engine and the control lever to the right hand handle with the cable clamp and the smaller screw and nut from the bag. When installing this throttle control, be careful not to bend the cable at a sharp angle, for it will stay bent and the throttle will be hard to operate. The engine has a built-in stop switch, and if the throttle control was installed correctly, the engine will stop when the throttle control lever is raised to its highest position.

Now, replace the discharge gate and the machine is completely assembled.

## MAINTENANCE INSTRUCTIONS

The Reel Bearings and Idler Pulley Bearings are permanently lubricated and sealed and require no further attention. The Wheels are mounted on Plain Bearings and require lubrication. So, apply a few drops of oil to all four Wheel Axles before each use. Also, apply a few drops of oil to the Throttle Cable occasionally to keep it operating smoothly. The Engine needs to be serviced according to the instructions in the Engine Manual. **IT IS MOST IMPORTANT TO CLEAN AND RE-OIL THE FILTER ELEMENT REGULARLY, PARTICULARLY WHEN**

### THATCHING UNDER DUSTY CONDITIONS.

Do not, under any circumstances, operate your Power Rake without the Air Cleaner installed properly on the Engine. Using dusty air in your Engine will cause rapid wear of the Cylinder Walls and Piston Rings and will result in a rapid loss of power. Remember also, that the Engine on your Power Rake is air cooled and in order to operate efficiently, it should be kept clean. Dirt and debris should not be allowed to cover the Engine and clog the Cooling Fins.

## OPERATING INSTRUCTIONS

Before starting your Power Rake, check the operation of the Clutch. This can be done by pulling the Knob on the Clutch Handle to the rear. This disengages the Idler Pulley from the Belt. Now, with the Throttle closed, pull the Starter Rope on the Engine slowly. The Belt should not move and the Reel should not turn. If it does turn, the Belt is adjusted too tightly. To loosen or tighten the Belt, loosen the Bolts that hold the Engine and the stiffener to the Chassis, Item 11, Figure 2. To loosen the Belt, move the Engine forward. To tighten the Belt, move the Engine toward the back of the machine. To check the correct Belt tension, engage the Idler and with your finger, apply a small amount of force to the back of the Belt, pushing it toward the Idler. You should be able to deflect the Belt about 1/4" to 3/8". If you can't deflect the Belt about 1/4" it is too tight.

If you can deflect the Belt more than 1/2" it is too loose. Tighten the Belt or it will wear out too soon. After adjusting the Belt, be sure to retighten all Bolts that hold the Engine and the stiffener to the Chassis.

### IMPORTANT:

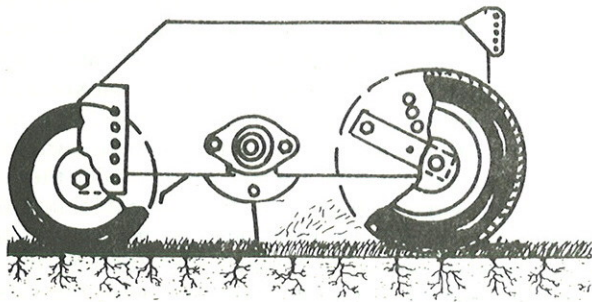
Before starting the Engine, read the Engine Instruction Manual and add gasoline and oil as required. To start the Engine, first be sure that the Spark Plug Wire is attached to the Spark Plug and not grounded to the Engine. Then, open the Throttle about halfway, close the Choke and pull the Starter Rope. After the Engine starts, open the Choke or the Engine will stall.

The best way to find the correct setting for the Reel in relation to the ground is to use the machine with the Wheels in the position as received. If the action of the Reel is too severe, raise the Reel; if it is not severe enough, lower the Reel. However, please note that your Power Rake is **not a tiller**. It is not intended to dig, but only to comb the turf and remove the dead thatch and help to control creeping weeds in the turf. Notice the illustrations on next page for correct setting of the Reel.

Changing the Wheel position (either front or back) one hole position, changes the Reel height approximately 5/16 inch. Changing both front and rear Wheel position changes the height approximately 5/8 inch.

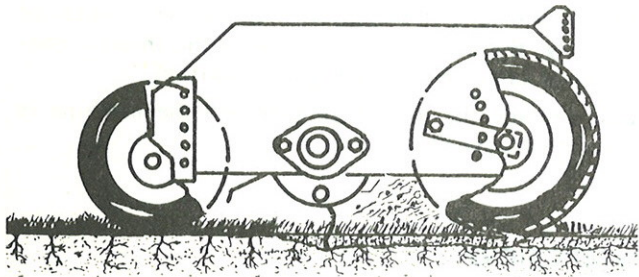


## OPERATING INSTRUCTIONS (continued)



### CORRECT

Above illustration indicates the correct setting or adjustment for Tine Reel. Tines should **NOT** be allowed to penetrate soil.



### INCORRECT

Above illustration shows incorrect adjustment or setting for Tine Reel. To correct setting, adjust Wheel Assembly downward. The Tines are designed for removing dead thatch only, and if allowed to penetrate soil for a prolonged period of usage, will cause premature fatiguing, bending and breakage.

Do not pull machine backward with Tine Reel in working position or you will bend Tines. To move backward at any time push down on Handles lifting Reel clear of ground.

Should it be desirable to de-populate and aerate, the Knife Reel should be used. If complete renovation and soil penetration is desirable, use Flail Reel. Neither the Knife Reel or Flail Reel should be used with transport wheels set in high position. This position is used only after the Knives or Flails have worn considerably.

All machines are shipped with the Rear Wheel Adjustment Cap Screw in the third hole from the bottom (See Fig. B). There are five Axle positions for the Rear Wheels.

The lowest hole in the Front Wheel Bracket will be aligned with the lowest hole in the Side Plate Housing (See Fig. B).

There are six Bracket positions for the Front Wheels. The lowest Wheel position, in relation to Housing, is obtained by aligning holes 2 and 3 in the Bracket with holes "A" and "C" in the Housing. Only two Cap Screws are required in each Front Wheel Bracket to secure it to the Housing.

Front Wheel position is changed by removing Front Wheel Bracket Cap Screws (Fig. B) and moving up or down. Replace and tighten Cap Screws. These are reached from inside of Housing. It is not necessary to remove Wheel from Bracket.

Rear Wheel position is changed by loosening the Bracket Pivot Cap Screw, (do not remove), Fig. B, then remove Rear Wheel Adjustment Cap Screw from inside the Housing, move Bracket up or down to desired position, replace and tighten both Cap Screws. It is not necessary to remove Wheel from Bracket. The Rear Wheel Cap Screws will be more accessible if the Rear Discharge Gate is removed. Replace Cap Screw and retighten both Cap Screws in Bracket. Be sure to replace Discharge Gate before starting machine.

### FRONT WHEEL BRACKET

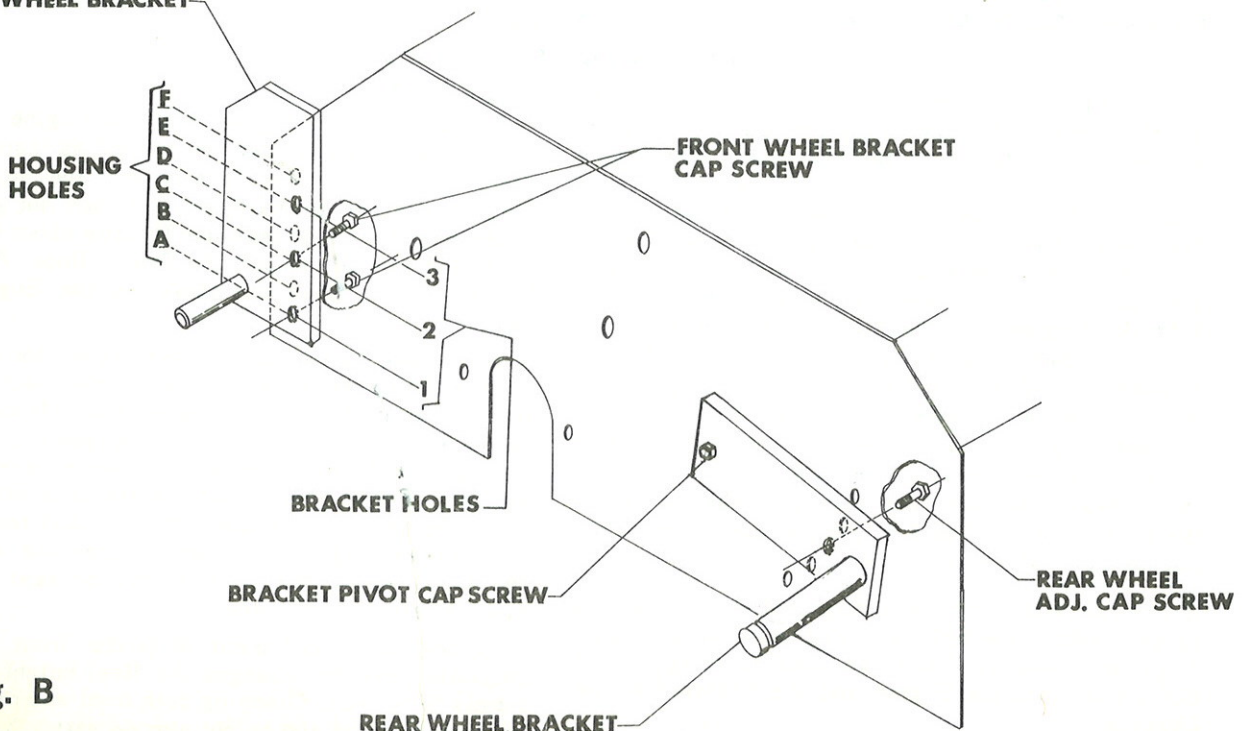


Fig. B

## REPAIR PARTS MODELS PR-7819-T, PR-7819-K, PR-7819-F

## CHASSIS ASSEMBLY

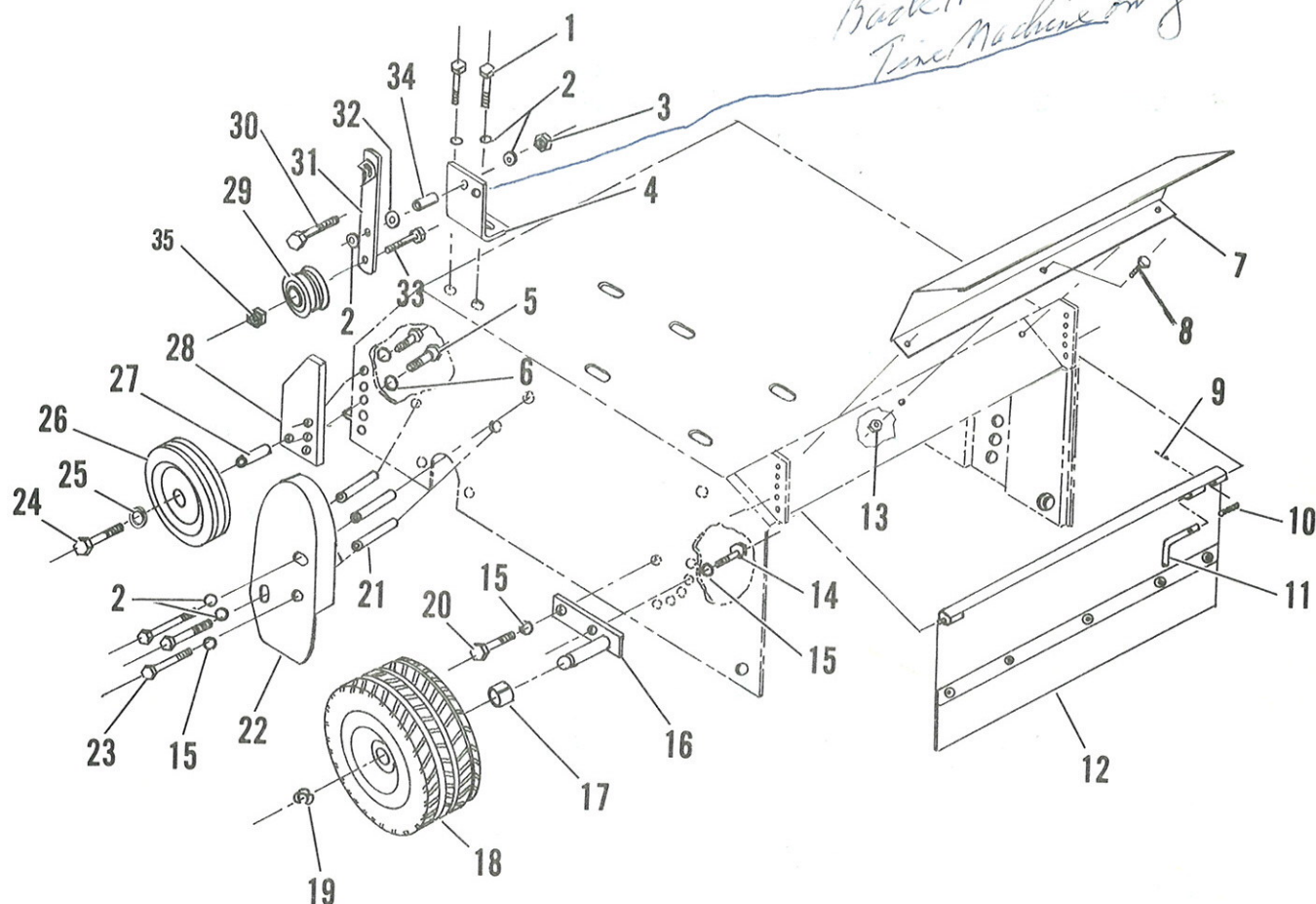


FIGURE 1

## PARTS LIST

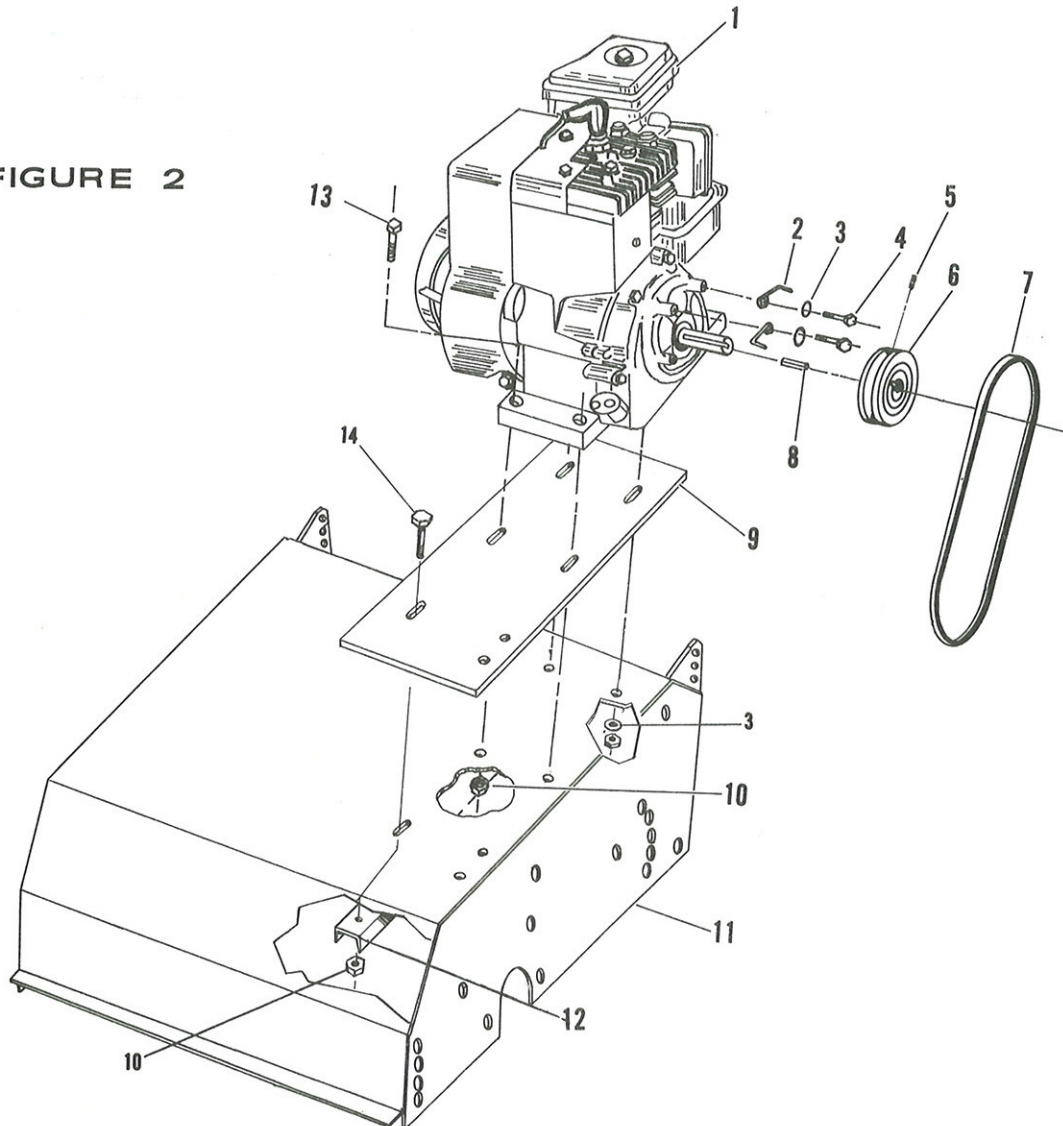
Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	65-516-16	2	Bolt 5/16-18 x 1 Hexagon Head	19	1000-12	2	Rear Wheel Retaining Ring
2	945-516	6	Washer 5/16 Flat	20	65-516-10	2	Bolt 5/16-18 x 5/8 Hexagon Head
3	365-516	1	Nut 5/16-18 Hexagon Lock	21	70-46	3	Belt Guard Spacer
4	76-369	1	Bracket - Clutch Pivot	22	70-34	1	Belt Guard
5	65-616-8	4	Bolt 3/8-16 x 1/2 Hexagon Head	23	65-516-52	3	Bolt 5/16-18 x 3/4 Hexagon Head
6	935-616	4	Washer 3/8 Spring Lock	24	65-616-36	2	Bolt 3/8-16 x 2 1/4 Hexagon Head
7	73-62	1	Shield	25	945-616	2	Washer 3/8 Flat
8	65-416-8	3	Bolt 1/4-20 x 1/2 Hexagon Head	26	70-69	2	Front Wheel
9	70-113	1	Roll Pin 1/8 x 1/2	27	70-85	2	Front Wheel Spacer
10	70-90	1	Spring - Compression	28	70-41	2	Front Wheel Bracket
11	70-91	1	Pin - Discharge Gate	29	68-136	1	Idler Pulley
12	SA-310	1	Discharge Gate Assembly	30	65-516-20	1	Bolt 5/16-18 x 1 1/4 Hexagon Head
13	364-416	3	Nut 1/4-20 Hexagon Lock	31	76-381	1	Clutch Lever Weldment
14	65-516-12	2	Bolt 5/16-18 x 3/4 Hexagon Head	32	945-816	1	Washer 1/2 Flat
15	935-516	7	Washer 5/16 Spring Lock	33	65-616-32	1	Bolt 3/8-16 x 2 Hexagon Head
16	70-56	2	Rear Axle Weldment	34	55-160	1	Spacer
17	70-42	2	Rear Axle Spacer	35	365-616	1	Nut 3/8-16 Hexagon Lock
18	66-243	2	Rear Wheel				

PARKER SWEEPER COMPANY Box 1728 Springfield, Ohio 45501



# REPAIR PARTS MODELS PR-7819-T, PR-7819-K, PR-7819-F ENGINE & HOUSING ASSEMBLY

FIGURE 2



## PARTS LIST

Ref. No.	Qty.	Per Unit	PR-7819-T Part No.	PR-7819-K Part No.	PR-7819-F Part No.	Description
1	1	177-45	77-45	73-15	73-15	Engine
2	2		70-71	70-71	70-71	Belt Popper
3	4		935-516	935-516	935-516	5/16 Flat Washer
4	2		60-516-8	60-516-8	60-516-8	Bolt 5/16-24 x 1/2 Hexagon Head
5	1		564-C-416-6	564-C-416-6	564-C-416-6	Set Screw 1/4-20 x 3/8 Allen Head
6	1		77-62	76-374	76-374	Engine Sheave
7	1		77-61	77-01	77-01	Vee Belt
8	1		68-137	68-137	68-137	Engine Key
9	1		77-58	77-58	77-58	Engine Mounting Plate
10	5		365-516	365-516	365-516	Lock Nut 5/16-18 Hexagon
11	1		77-55	77-55	77-55	Housing Weldment
12	1		76-376	76-376	76-376	Stiffener
13	4		65-516-32	65-516-32	65-516-32	Bolt 5/16-18 x 2 Hexagon Head
14	1		65-516-12	65-516-12	65-516-12	Bolt 5/16-18 x 3/4 Hexagon Head

**PARKER SWEEPER COMPANY**      **Box 1728**      **Springfield, Ohio 45501**

Plate No. 374-A

# REPAIR PARTS MODELS PR-7819-T, PR-7819-K, PR-7819-F HANDLE & CLUTCH ROD ASSEMBLY

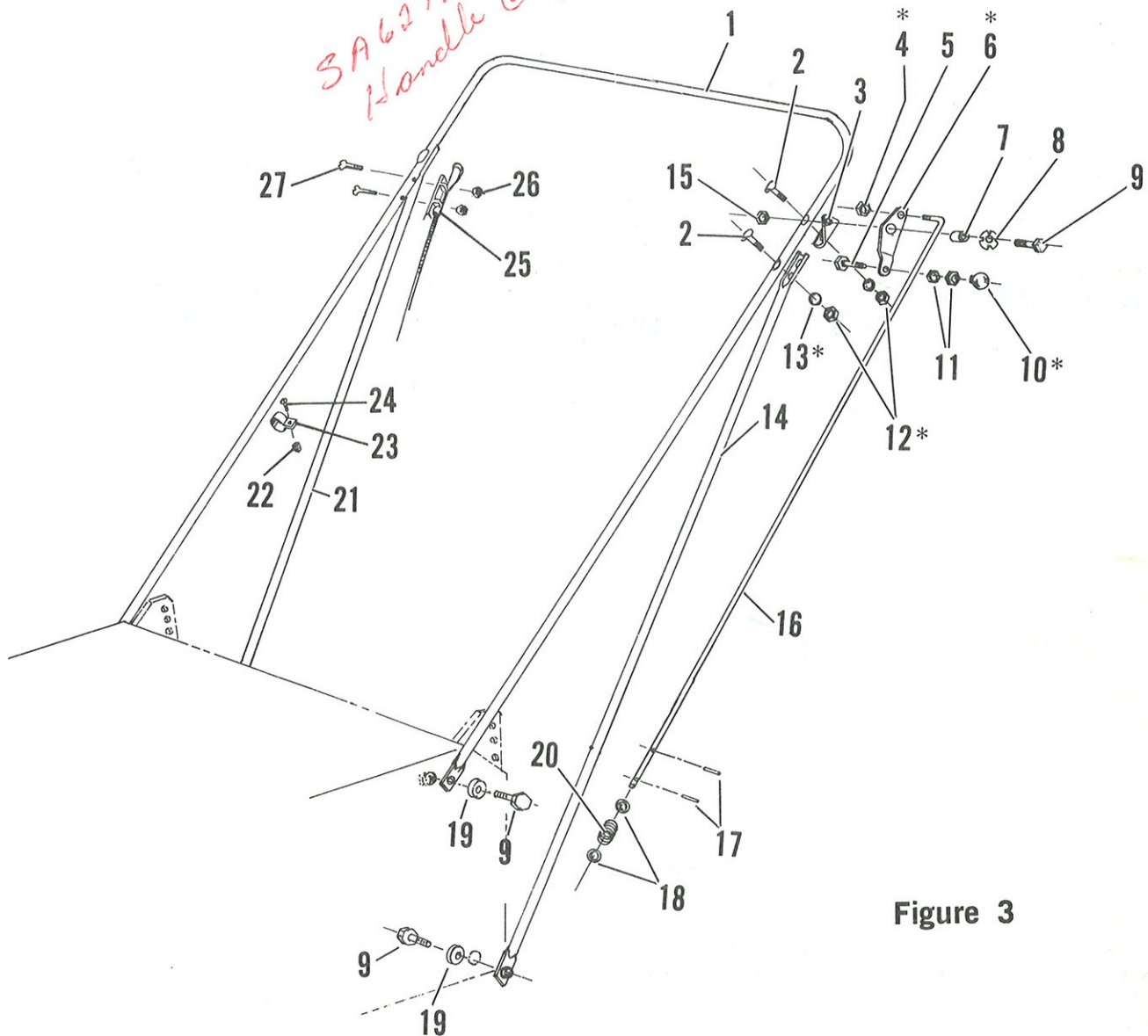


Figure 3

## PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	70-53	1	Handle	15	364-516	1	Nut $\frac{5}{16}$ -18 Hexagon Lock - Thin
2	69-416-20	3	Bolt $\frac{1}{4}$ -20 x $1\frac{1}{4}$ Contour Head	16	70-40	1	Clutch Rod
3	57-182	1	Bracket	17	60-62	2	Roll Pin $\frac{1}{8}$ x 1
4	364-616	1	Nut $\frac{3}{8}$ -16 Hexagon Lock Thin	18	945-616	2	Flat Washer $\frac{3}{8}$
5	65-516-16	1	Bolt $\frac{5}{16}$ -18 x 1 Hexagon Head	19	935-516	4	Lock Washer $\frac{5}{16}$ Spring Type
6	70-67	1	Clutch Control Handle	20	70-80	1	Clutch Spring
7	54-227	1	Spacer	21	70-72	1	Truss Brace Right Hand
8	68-28	1	Washer - Cupped Spring	22	365-8	1	Nut #8-32 Hexagon Lock
9	65-516-12	5	Bolt $\frac{5}{16}$ -18 x $\frac{3}{4}$ Hexagon Head	23	68-101	1	Cable Clamp
10	55-130	1	Ball Knob	24	515-8-8	1	Machine Screw #8-32 x $1\frac{1}{2}$
11	340-516	2	Nut $\frac{5}{16}$ -18 Hexagon Jam	25	64-69	1	Throttle Control Assembly
12	335-416	3	Nut $\frac{1}{4}$ -20 Hexagon Plain	26	365-10	2	Nut #10-24 Hexagon Lock
13	936-416	3	Lock Washer $\frac{1}{4}$ Internal Tooth	27	517-10-16	2	Machine Screw #10-24 x 1 Oval Head
14	70-73-BL	1	Truss Brace Left Hand				

**PARKER SWEEPER COMPANY Box 1728 Springfield, Ohio 45501**

Plate No. 375-A



## TINE REEL ASSEMBLY

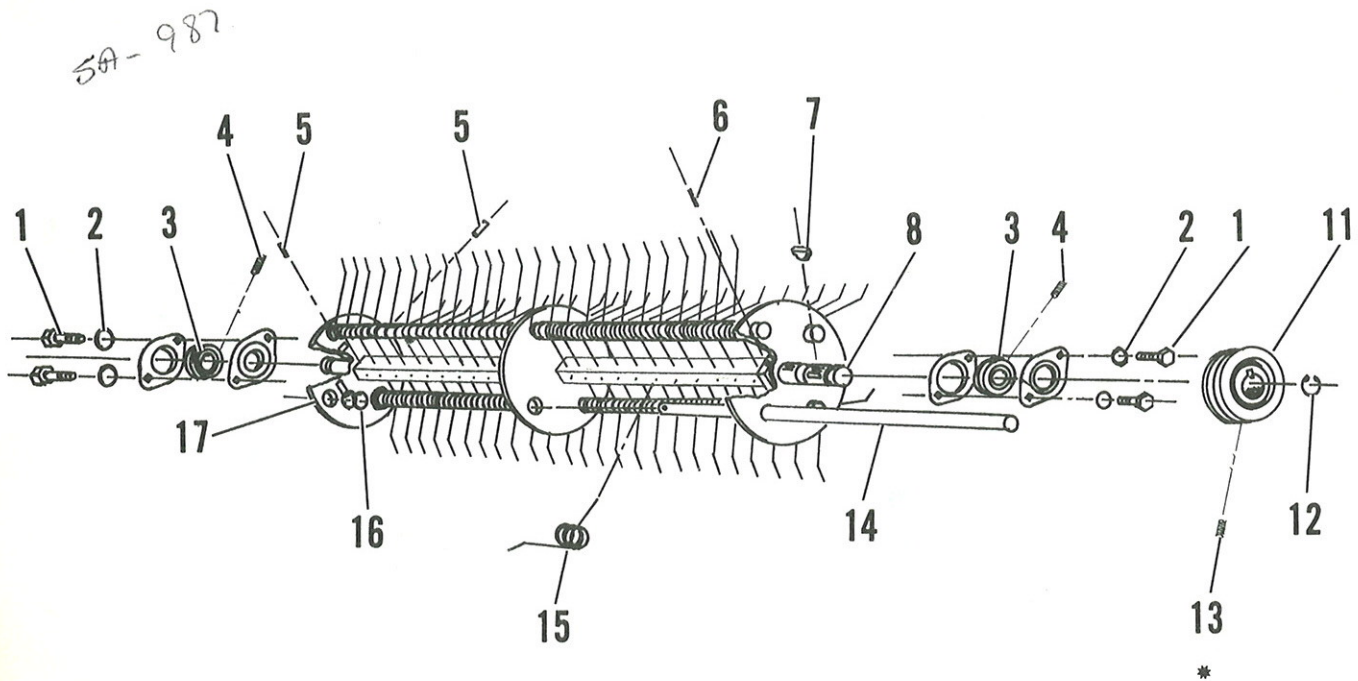


FIGURE 4

\* Locktite Set Screw At Assembly

## PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	65-516-8	4	Bolt 5/16-18 x 1/2 Hexagon Head
2	935-516	4	Lock washer 5/16 Spring
3	66-41	2	Bearing - Self Aligning
4	563-C-416-4	4	Set Screw 1/4-28 x 1/4 Allen Head
5	53-65	4	Roll Pin
6	66-44	1	Spiral Pin
7	63-132	1	Key, Hi Pro #606
8	70-77	1	Tine Shaft

Ref. No.	Part No.	Qty. Per Unit	Description of Part
11	77-60	1	Sheave
12	994-12	1	Retaining Ring
13	564-C-416-6	1	Set Screw 1/4-20 x 3/8 Allen Head
14	66-14	4	Tine Rod
15	66-238	100	Tine Spring
16	55-161	8	Washer Special
17	66-274	1	Tine Reel Weldment



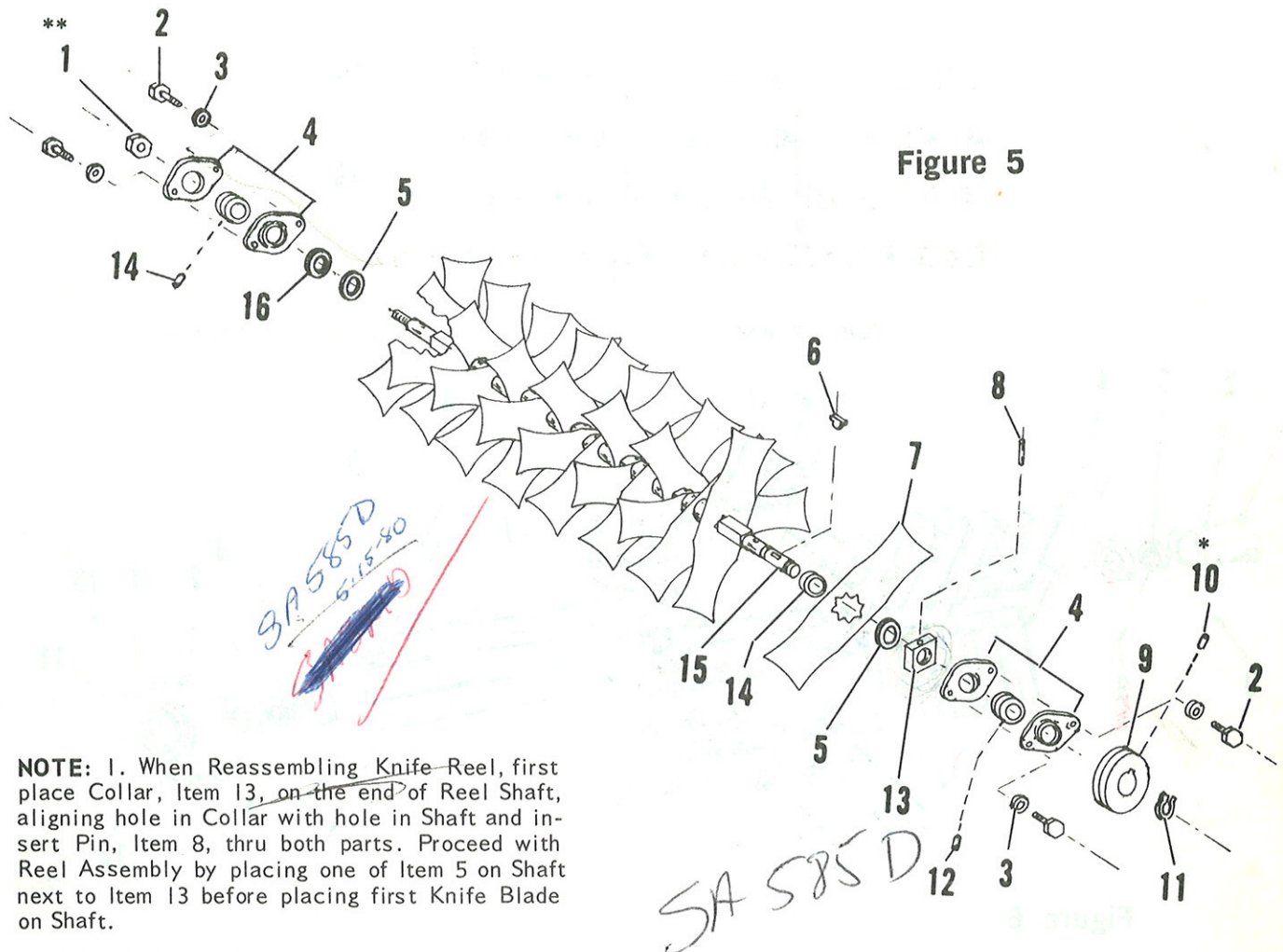
KNIFE REEL ASSEMBLY *SA-1000-C*

Figure 5

**NOTE:** 1. When Reassembling Knife Reel, first place Collar, Item 13, on the end of Reel Shaft, aligning hole in Collar with hole in Shaft and insert Pin, Item 8, thru both parts. Proceed with Reel Assembly by placing one of Item 5 on Shaft next to Item 13 before placing first Knife Blade on Shaft.

\*Locktite Set Screw At Assembly

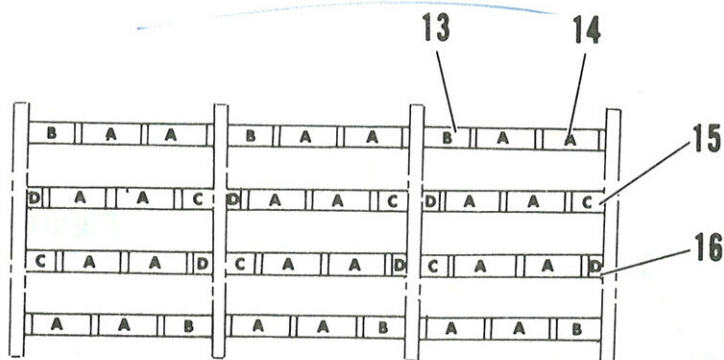
\*\*Torque To Be 40-50 Ft. Lbs.

## PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
**1	65-468	1	Nut $\frac{1}{2}$ -20 Hexagon Lock	9	76-377	1	Sheave 5.5 O.D.
2	65-516-8	4	Bolt $\frac{5}{16}$ -18 x $\frac{1}{2}$ Hexagon Head	*10	564-C-416-6	1	Set Screw $\frac{1}{4}$ -20 x $\frac{3}{8}$ Allen Head
3	935-516	4	Washer $\frac{5}{16}$ Spring Lock	11	994-12	1	Retaining Ring
4	66-41	2	Bearing - Self Aligning	12	563-C-416-4	4	Set Screw $\frac{1}{4}$ -28 x $\frac{1}{4}$ Allen Head
5	71-35	2	Washer - Special	13	66-43	1	Collar
6	63-132	1	Key, Hi Pro #606	14	71-47	17	Spacer
7	70-78	18	Knife Blade	15	66-48	1	Knife Reel Shaft
8	66-44	1	Spiral Pin	16	71-40	1	Spacer Weldment

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## FLAIL REEL ASSEMBLY



FLAT PLANE

\*Locktite Set Screw At Assembly

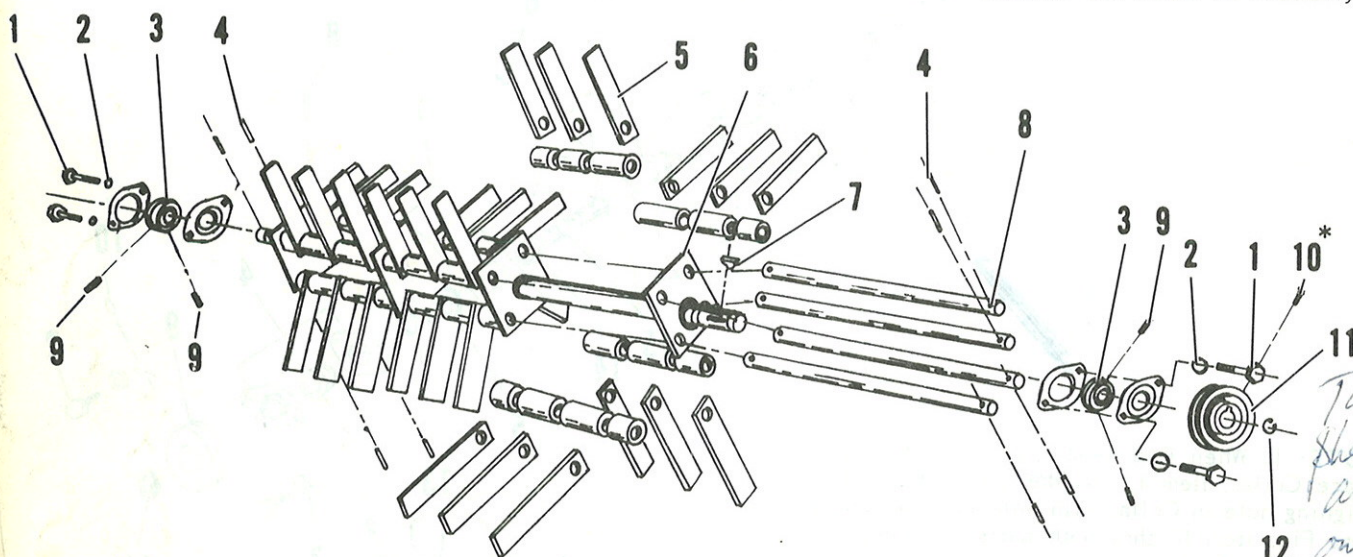


Figure 6

NOTE: 1. To obtain view of Spacer arrangement, imagine the path circle of the Flail Orbit Rod, to be rolled out into a flat plane.

Turn  
Sheave  
around  
only  
flail  
or then  
align  
Engine  
Shaft

## PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	65-516-8	4	Bolt $\frac{5}{16}$ -18 x $\frac{1}{2}$ Hexagon Head
2	935-516	4	Washer $\frac{5}{16}$ Spring Lock
3	66-41	2	Bearing - Self Aligning
4	57-97	8	Roll Pin $\frac{5}{32}$ x 1
5	66-56	36	Thatching Blade
6	70-52	1	Flail Reel Weldment
7	63-132	1	Key, Hi-Pro #606
8	70-48	4	Rod - Flail Reel
9	563-C-416-4	4	Set Screw $\frac{1}{4}$ -28 x $\frac{1}{4}$ Allen Head
* 10	564-C-416-6	1	Set Screw $\frac{1}{4}$ -20 x $\frac{3}{8}$ Allen Head
11	76-377-6	1	Sheave 5.5 O.D.
12	944-12	1	Retaining Ring
13	66-53	6	Spacer $1\frac{5}{8}$ long
14	66-52	24	Spacer 2 long
15	66-54	6	Spacer $1\frac{3}{32}$ long
16	66-55	6	Spacer $1\frac{7}{32}$ long

DOUBLE SHEAVE  
66-214



## REPAIR PARTS MODELS PR-7819-T, PR-7819-K, PR-7819-F

## CHASSIS ASSEMBLY

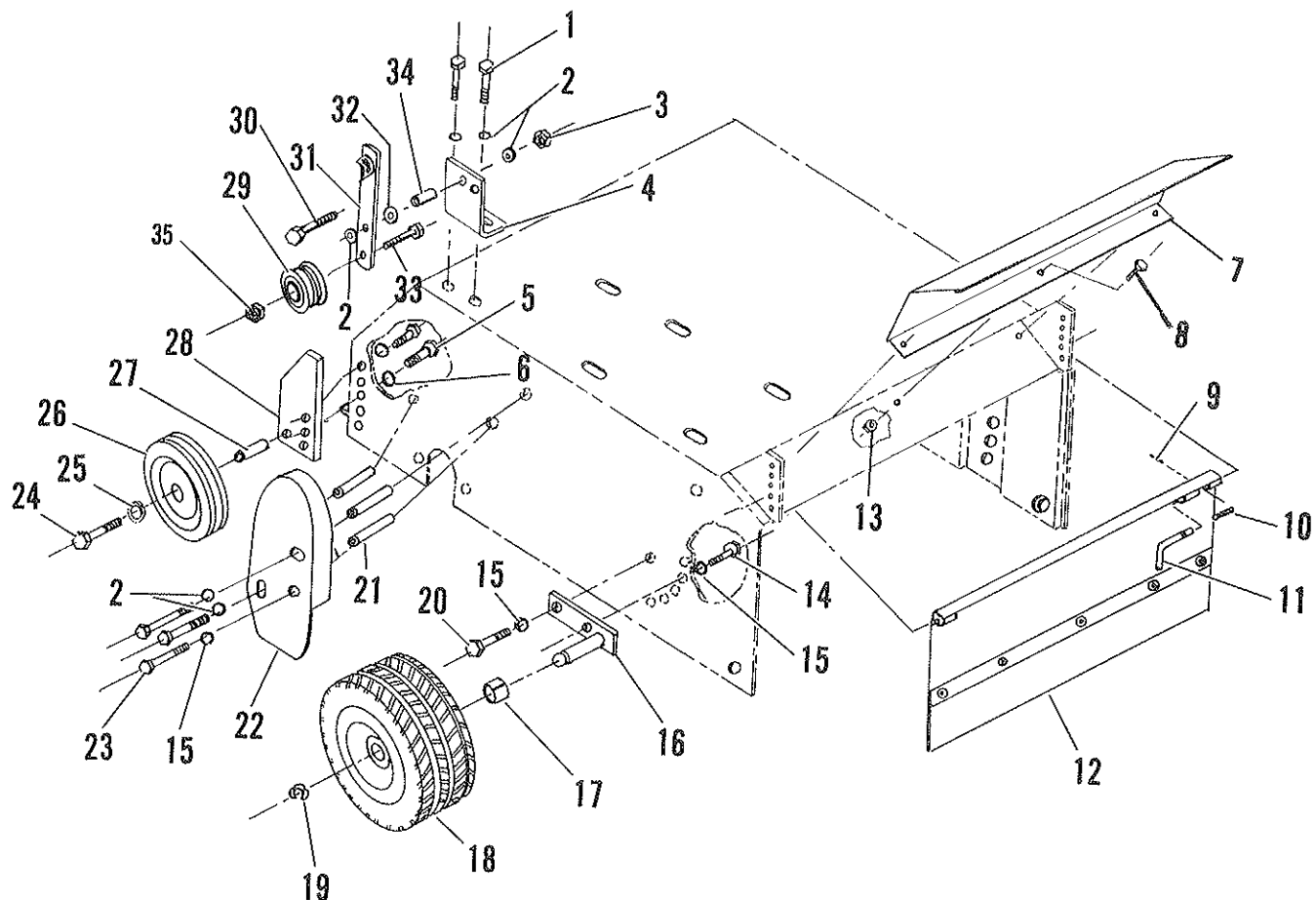


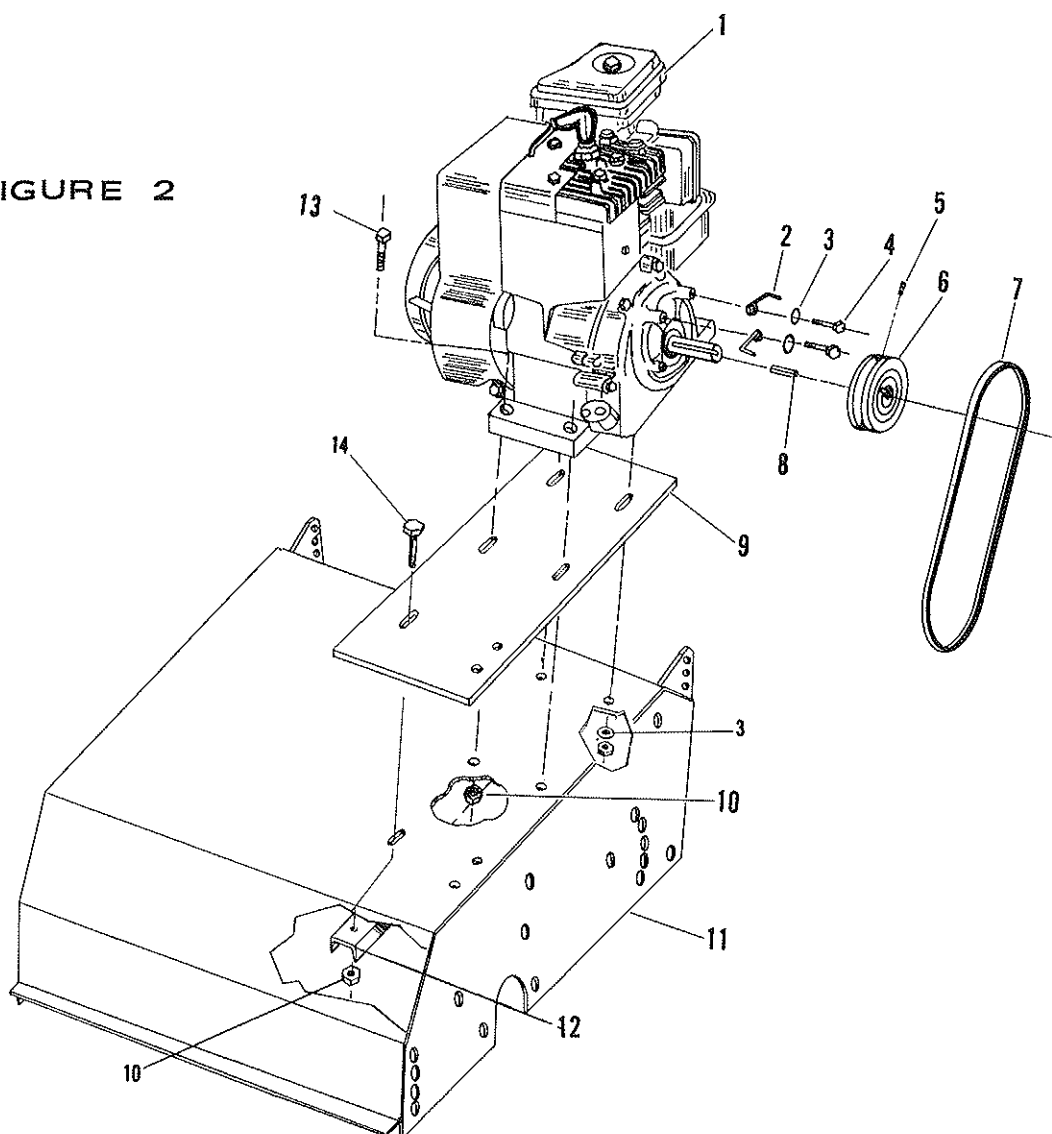
FIGURE 1

## PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	65-516-16	2	Bolt 5/16-18 x 1 Hexagon Head	19	1000-12	2	Rear Wheel Retaining Ring
2	945-516	6	Washer 5/16 Flat	20	65-516-10	2	Bolt 5/16-18 x 5/8 Hexagon Head
3	365-516	1	Nut 5/16-18 Hexagon Lock	21	70-46-A	3	Belt Guard Spacer
4	76-369-B	1	Bracket - Clutch Pivot	22	70-34-C	1	Belt Guard
5	65-616-8	4	Bolt 3/8-16 x 1/2 Hexagon Head	23	65-516-52	3	Bolt 5/16-18 x 3/4 Hexagon Head
6	935-616	4	Washer 3/8 Spring Lock	24	65-616-36	2	Bolt 3/8-16 x 2 1/4 Hexagon Head
7	73-62-B	1	Shield	25	945-616	2	Washer 3/8 Flat
8	65-416-8	3	Bolt 1/4-20 x 1/2 Hexagon Head	26	70-69-A	2	Front Wheel
9	70-113-A	1	Roll Pin 1/8 x 1/2	27	70-85-A	2	Front Wheel Spacer
10	70-90-A	1	Spring - Compression	28	70-41-A	2	Front Wheel Bracket
11	70-91-A	1	Pin - Discharge Gate	29	68-136-A	1	Idler Pulley
12	SA-310-C	1	Discharge Gate Assembly	30	65-516-20	1	Bolt 5/16-18 x 1 1/4 Hexagon Head
13	364-416	3	Nut 1/4-20 Hexagon Lock	31	76-381-A	1	Clutch Lever Weldment
14	65-516-12	2	Bolt 5/16-18 x 3/4 Hexagon Head	32	945-816	1	Washer 1/2 Flat
15	935-516	7	Washer 5/16 Spring Lock	33	65-616-32	1	Bolt 3/8-16 x 2 Hexagon Head
16	70-56-B	2	Rear Axle Weldment	34	55-160-A	1	Spacer
17	70-42-A	2	Rear Axle Spacer	35	365-616	1	Nut 3/8-16 Hexagon Lock
18	66-243-B	2	Rear Wheel				

# REPAIR PARTS MODELS PR-7819-T, PR-7819-K, PR-7819-F ENGINE & HOUSING ASSEMBLY

FIGURE 2



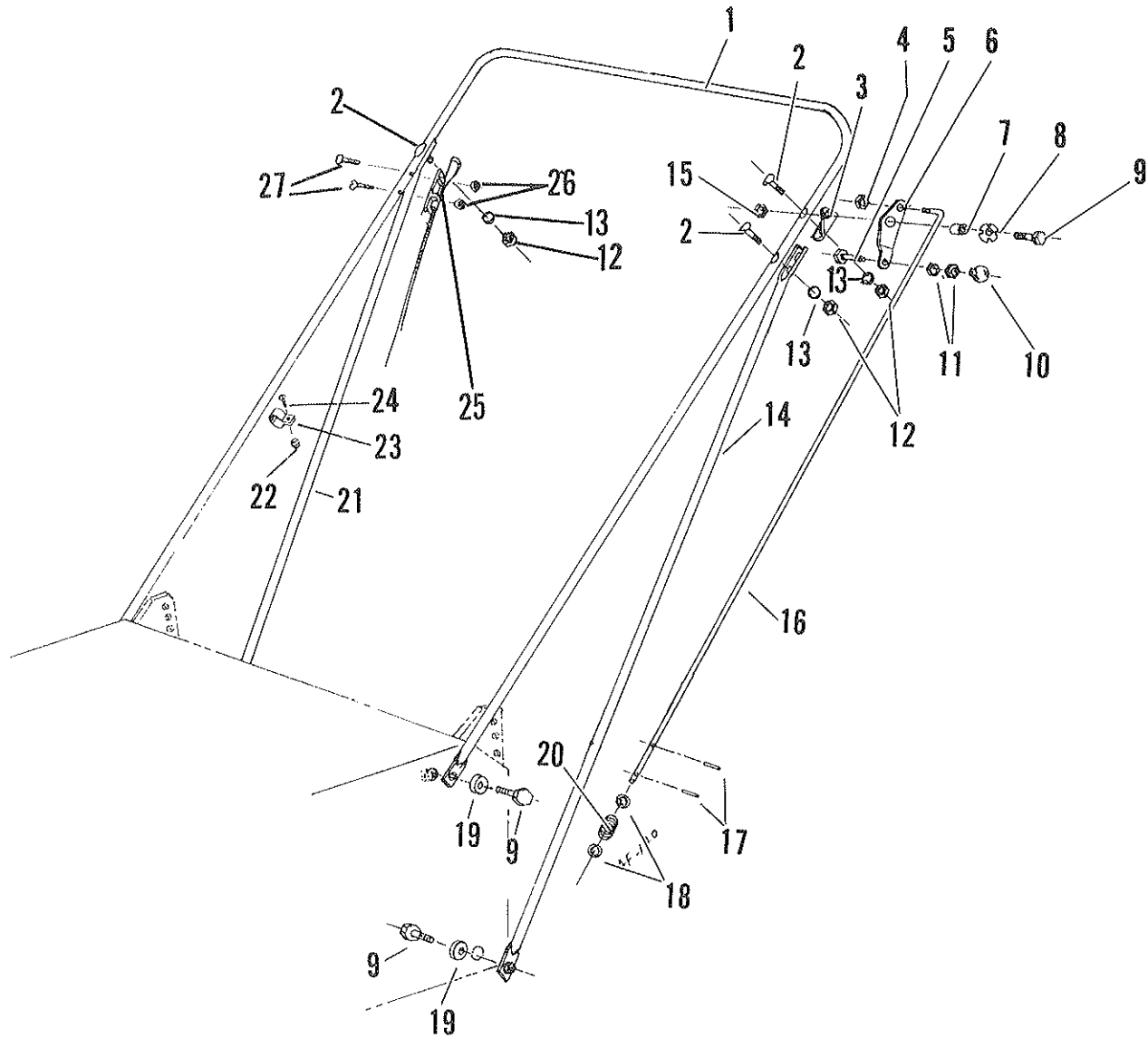
## PARTS LIST

Ref. No.	Qty. Per Unit	PR-7819-T Part No.	PR-7819-K Part No.	PR-7819-F Part No.	Description
1	1	77-45-	73-15-	73-15-	Engine
2	2	70-71-A	70-71-A	70-71-A	Belt Popper
3	4	935-516	935-516	935-516	5/16 Flat Washer
4	2	60-516-8	60-516-8	60-516-8	Bolt 5/16-24 x 1/2 Hexagon Head
5	1	564-C-416-6	564-C-416-6	564-C-416-6	Set Screw 1/4-20 x 3/8 Allen Head
6	1	77-62-B	76-374-B	76-374-B	Engine Sheave
7	1	77-61-A	77-01-A	77-01-A	Vee Belt
8	1	68-137-A	68-137-A	68-137-A	Engine Key
9	1	77-58-B	77-58-B	77-58-B	Engine Mounting Plate
10	5	365-516	365-516	365-516	Lock Nut 5/16-18 Hexagon
11	1	77-55-D	77-55-D	77-55-D	Housing Weldment
12	1	76-376-A	76-376-A	76-376-A	Stiffener
13	4	65-516-32	65-516-32	65-516-32	Bolt 5/16-18 x 2 Hexagon Head
14	1	65-516-12	65-516-12	65-516-12	Bolt 5/16-18 x 3/4 Hexagon Head

**PARKER SWEEPER COMPANY    Box 1728    Springfield, Ohio 45501**



## HANDLE &amp; CLUTCH ROD ASSEMBLY



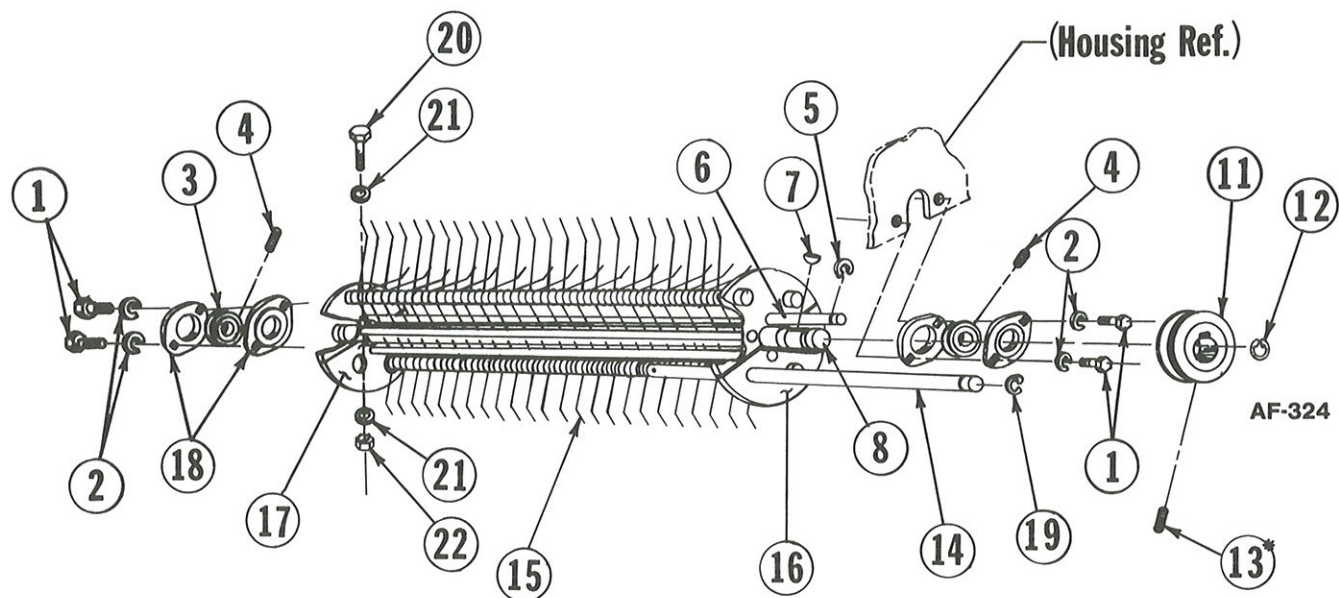
## PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description	Ref. No.	Part No.	Qty. Per Unit	Description
1	70-53-C	1	Handle	15	364-516	1	Nut 5/16-18 Hexagon Lock-Thin
2	69-416-20	3	Bolt 1/4-20 x 1 1/4 Contour Head	16	70-40-A	1	Clutch Rod
3	<del>57-182</del>	1	Bracket	17	60-62-A	2	Roll Pin 1/8 x 1
4	364-616	1	Nut 3/8-16 Hexagon Lock Thin	18	945-616	2	Flat Washer 3/8
5	65-516-16	1	Bolt 5/16-18 x 1 Hexagon Head	19	935-516	4	Lock Washer 5/16 Spring
6	70-67-A	1	Clutch Control Handle	20	70-80-A	1	Clutch Spring
7	54-227-A	1	Spacer	21	70-72-BR	1	Truss Brace Right Hand
8	68-28-A	1	Washer - Cupped Spring	22	365-8	1	Nut #8-32 Hexagon Lock
9	65-516-12	5	Bolt 5/16-18 x 3/4 Hexagon Head	23	<del>68-101</del>	1	Cable Clamp
10	55-130-A	1	Ball Knob	24	515-8-8	1	Machine Screw #8-32 x 1/2
11	340-516	2	Nut 5/16-18 Hexagon Jam	25	<del>64-69</del>	1	Throttle Control Assy. <del>83-25-B-83</del>
12	335-416	3	Nut 1/4-20 Hexagon Plain	26	365-10	2	Nut #10-24 Hexagon Lock
13	936-416	3	Lock Washer 1/4 Internal Tooth	27	<del>517-10-16</del>	2	Machine Screw #10-24 x 1 Oval Head
14	70-73-BL	1	Truss Brace Left Hand				

PARKER SWEEPER COMPANY Box 1728 Springfield, Ohio 45501

Plate No. 375 (Revised 2-5-80)

## TINE REEL ASSEMBLY



\*Locktite Set Screw At Assembly

## PARTS LIST

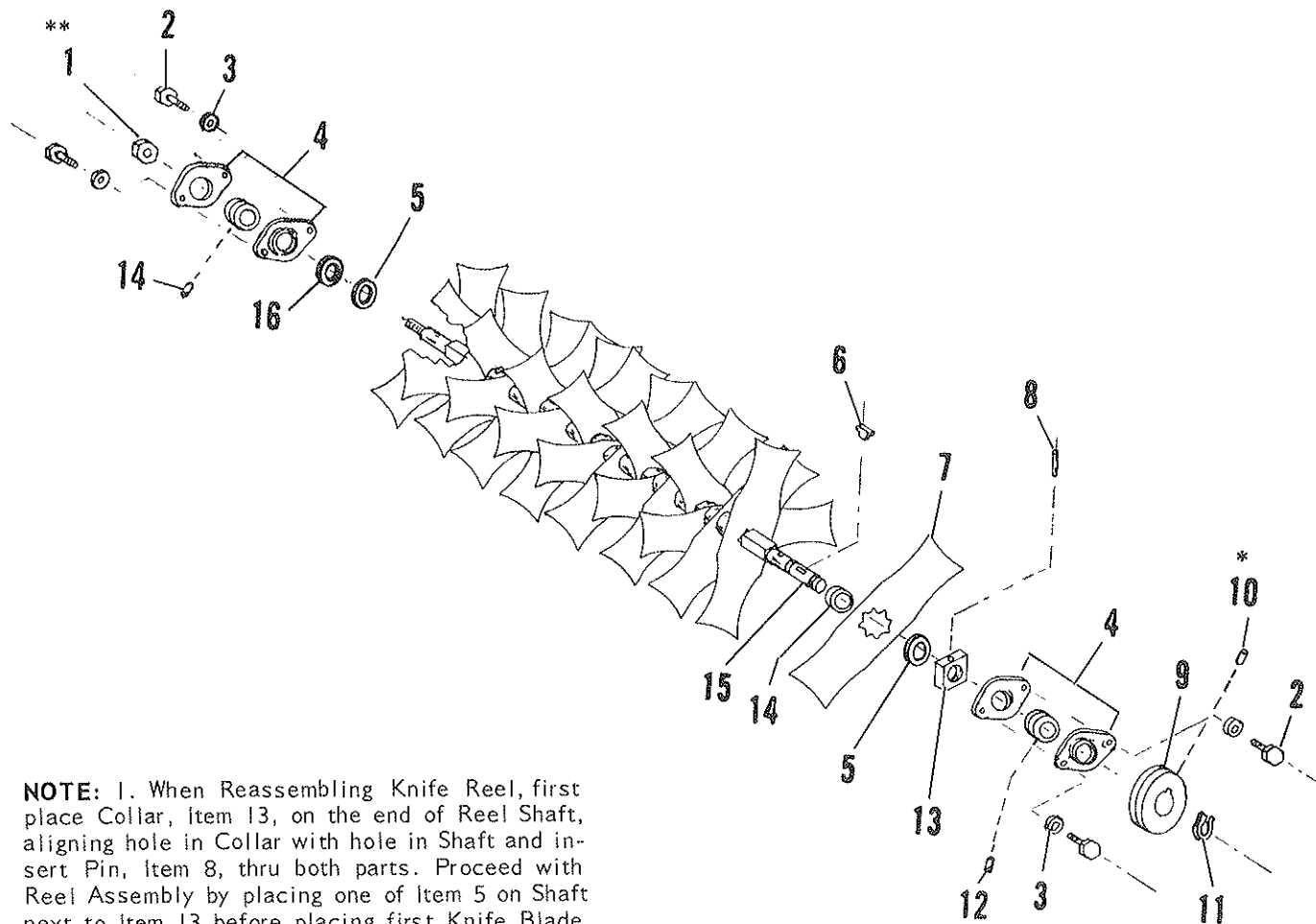
Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	65-516-8	4	Bolt 5/16-18 x 1/2 Hexagon Head	13	564-C-416-6	1	Set Screw 1/4-20 x 3/8 Allen Head
2	935-516	4	Lock Washer 5/16 Spring	14	81-138-A	4	Rod Spring Retainer
3	<del>66-138-A</del> OK	2	Bearing - Self-Aligning <del>66-41-A</del>	15	66-238-A	100	Tine Spring
4	563-C-416-4	4	Set Screw 1/4-28 x 1/4 Allen Head	16	<del>81-134-A</del>	2	Bracket - Segment L.H.
5	994-6	8	Retainer Ring	17	<del>81-135-A</del>	2	Bracket - Segment R.H.
6	81-137-C	4	Rod Spring Retainer	18	<del>66-139-A</del> OK	4	Flange Bearing <del>66-41-A</del>
7	<del>63-132-A</del>	1	Key, Hi-Pro #606 <del>280-9</del>	19	994-9	8	Retainer Ring
8	<del>81-139-B</del>	1	Tine Shaft <del>MA-553-D</del>	20	65-416-28	2	Bolt 1/4-20 x 1 1/4 Hexagon Head
11	77-60-B	1	Sheave	21	945-416	4	Flatwasher 1/4 Plain
12	994-12	1	Retaining Ring	22	365-416	2	Nut 1/4 Hex Lock



## REPAIR PARTS

## MODEL PR-7819-K

## KNIFE REEL ASSEMBLY



**NOTE:** 1. When Reassembling Knife Reel, first place Collar, Item 13, on the end of Reel Shaft, aligning hole in Collar with hole in Shaft and insert Pin, Item 8, thru both parts. Proceed with Reel Assembly by placing one of Item 5 on Shaft next to Item 13 before placing first Knife Blade on Shaft.

\*Locktite Set Screw At Assembly

\*\*Torque To Be 40-50 Ft. Lbs.

\* use 1-66-38-A  
\* 2-66-39-A

## PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
* 1	65-468-A	1	Nut $\frac{1}{2}$ -20 Hexagon Lock	9	76-377-B	1	Sheave 5.5 O.D.
2	65-516-8	4	Bolt $\frac{5}{16}$ -18 x $\frac{1}{2}$ Hexagon Head	* 10	564-C-416-6	1	Set Screw $\frac{1}{4}$ -20 x $\frac{3}{8}$ Allen Head
3	935-516	4	Washer $\frac{5}{16}$ Spring Lock	11	994-12	1	Retaining Ring
4	66-41-A	2	Bearing - Self Aligning	12	563-C-416-4	4	Set Screw $\frac{1}{4}$ -28 x $\frac{1}{4}$ Allen Head
5	71-35-A	2	Washer - Special	13	66-43-A	1	Collar
6	63-132	1	Key, Hi Pro #606 280-9	14	71-47-A	17	Spacer
7	70-78-A	18	Knife Blade	15	66-48-A	1	Knife Reel Shaft
8	66-44-A	1	Spiral Pin	16	71-40-A	1	Spacer Weldment

## FLAIL REEL ASSEMBLY

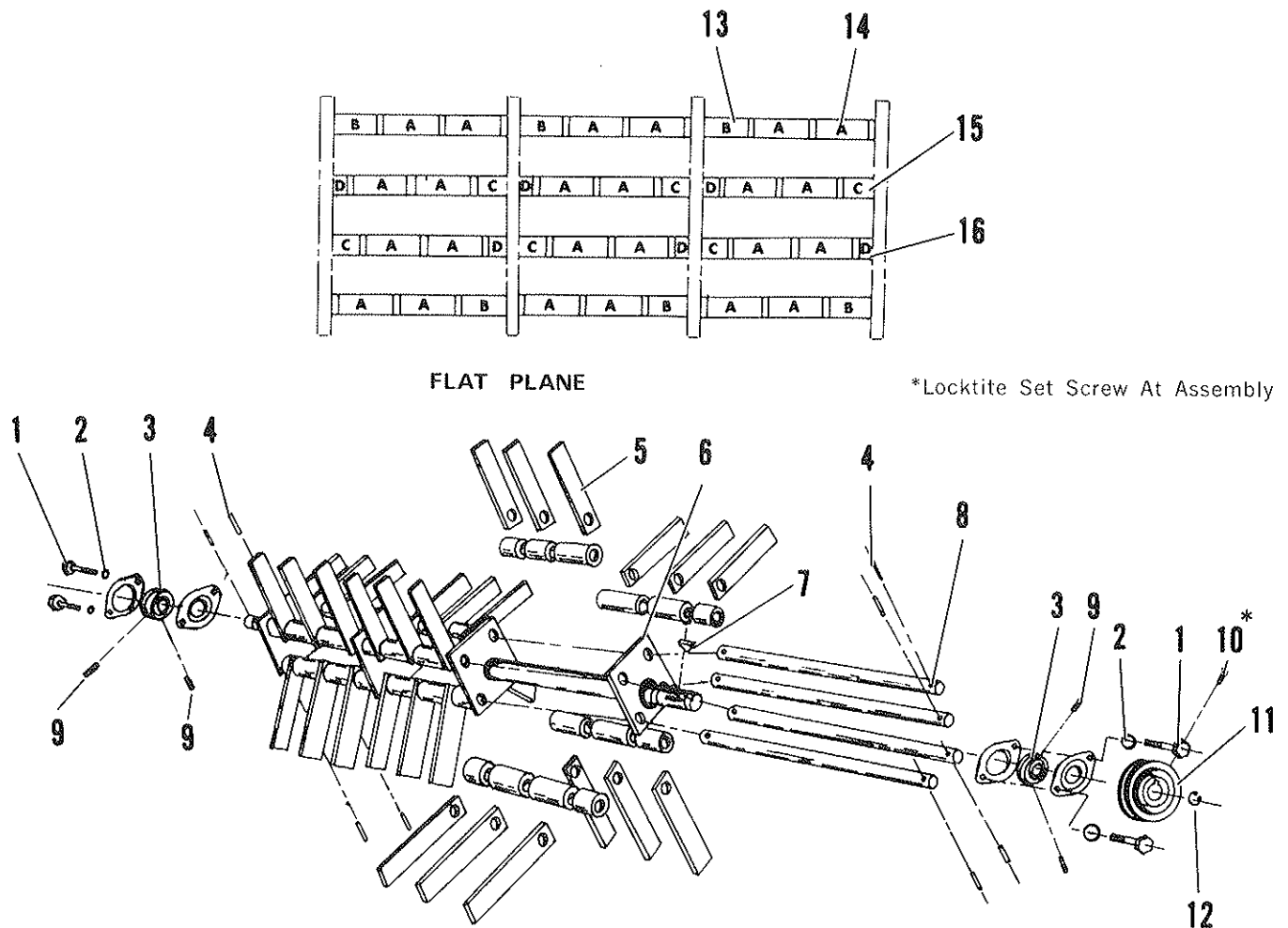


Figure 6

NOTE: 1. To obtain view of Spacer arrangement, imagine the path circle of the Flail Orbit Rod, to be rolled out into a flat plane.

## PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	65-516-8	4	Bolt $\frac{5}{16}$ -18 x $\frac{1}{2}$ Hexagon Head
2	935-516	4	Washer $\frac{5}{16}$ Spring Lock
3	<del>66-41-A</del>	2	Bearing - Self Aligning
4	57-97-A	8	Roll Pin $\frac{5}{32}$ x 1
5	66-56-A	36	Thatching Blade
6	70-52-B	1	Flail Reel Weldment
7	<del>63-132</del>	1	Key, Hi-Pro #606 <del>280-9</del>
8	70-48-A	4	Rod - Flail Reel
9	563-C-416-4	4	Set Screw $\frac{1}{4}$ -28 x $\frac{1}{4}$ Allen Head
* 10	564-C-416-6	1	Set Screw $\frac{1}{4}$ -20 x $\frac{3}{8}$ Allen Head
11	76-377-B	1	Sheave 5.5 O.D.
12	<del>94-12</del>	1	Retaining Ring
13	66-53-A	6	Spacer $1\frac{5}{8}$ long
14	66-52-A	24	Spacer 2 long
15	66-54-A	6	Spacer $1\frac{3}{32}$ long
16	66-55-A	6	Spacer $1\frac{7}{32}$ long

3 1- 66-138-A  
2- 66-139-A