CLUTCH CABLE REPLACEMENT GUIDE

FOR THE

FOLLOWING PRODUCTS

2004 ONWARDS

Mountfield 460R PD    Briggs & Stratton
                     Sprint Engine.

Mountfield 460R PD/ES Briggs & Stratton
                      Quantum Engine.

Mountfield 460R PD    RV150 Engine.

Dear Customer

If after reading this guide you feel that you are either unsure of what is required, or that you do not have the correct tools to undertake the job yourself, then please contact your local service centre, who with their competent and knowledgeable staff, would we are sure be happy to undertake any remedial work requested.

Your local Service Centre, can be found by contacting the help line on 0870 240 2114 and quoting your postcode.

Yours Sincerely

Andrew Hutchinson
Technical Support
**Clutch Cable replacement for 460R PD & 460R PD/ES**

To change the clutch cable on these machines, it will involve tipping the machine upside down. As a result of this, you will need to observe certain general and safety precautions prior to undertaking this task.

Chose an appropriate firm surface to work on, Not a high quality patio, which could be stained by machine fluids.

**WARNING:** before carrying out any work on the machine, you must observe certain safety precautions. Make sure you have disconnected the H.T lead from the spark plug (it is a simple push fit) before you undertake ANY work on a rotary mower.

Disconnect the H.T. lead from the spark plug located at the front of the engine (it is a simple push fit. Using a box spanner or spark plug spanner unscrew and remove the spark plug form the engine.

The air filter cover and filter element/sponge will need also to be removed. There are 3 variants depending the type of engine fitted.

**A. Briggs & Stratton Sprint** air filter is located above the fuel tank on the front right hand side, and secured with a single flat headed screw from above.

**B. Briggs & Stratton Quantum** air filter is located on the right hand side of the engine and is secured with a single screw at the top. Release this screw and allow the air filter cover will fall open.
C. Sumec SV150 & RV150 air filter is on the front right hand side of the engine, secured with a single clip to the rear of the cover, push this in and the cover will release.

The oil and petrol will also need to be drained. This can be achieved in the following way depending on the type of engine fitted.

**Briggs & Stratton Sprint engine:** In order to drain the old fuel one has to tilt the mower to the side of the fuel tank (about 45 degrees) to get as much of the fuel out as possible. For the fuel which remains in the tank a good idea is to poke a rag into the fuel tank (do not force it in as you could damage the fuel pick up pipe). Allow the fuel to soak into the rag remove it, and repeat this until the old fuel is removed. Again arrange safe disposal of the old fuel soaked rags.

**Briggs & Stratton Quantum engine:** On this type of engine, there is just one screw on the underside of the carburettor float bowl. Release this using an 11mm ring spanner. As soon as the bolt if loose, fuel will begin to leak past and onto the floor. Either collect the fuel in a suitable container, or allow it to drain naturally on the ground it will begin to evaporate within a few seconds if the fuel is fresh. Once fully drained re-secure the bolt, to prevent it from becoming lost.

**Honda & Sumec SV150 & RV150 engines:** On the bottom of the carburettor on both models there are two screw fittings, one on the very bottom of the float bowl which holds the bowl to the carburettor, and one at an angle.

Using a 10mm spanner (a ring spanner is best) release the screw which lies at an angle on the float bowl. Once the screw is loose, fuel will begin to seep out. You can either simply remove the screw and allow the full contents of the tank to drain through onto the machine chassis and then the floor, or have a small collection tub ready to place underneath to collect the fuel (For Honda Remember to have the fuel tap on).
Oil Removal

For Briggs & Stratton Sprint, Quantum and Sumec SV150 & RV150 engines (two options).

Option 1
1. On the underside of the lawnmower there is a square recessed bolt (Briggs & Stratton) which requires a 3/8 square wrench extension bar. The drain bolt is situated to one side of the main crankshaft (blade shaft), and on power drive machines there is a black plastic guard covering the belt. Within this guard you will see a small recess, the oil drain plug is at the top of here. For the SV150 & RV150 the drain plug is a 13mm bolt head
2. Once this bolt is located it should be turned anti clockwise to release.

Or Option 2 Only option for Honda GCV.
1. Draining the oil from above through the oil fill tube.
2. Undo the fill dip stick and tilt the machine back onto the rear left hand corner (three wheels will be clear of the ground), and make sure a suitable tray is on the ground or being held by an assistant. As the angle increases the oil will pour out of the fill and into the tray.

Any spilt fluids should be wiped off of the machine, and can be washed away from most surfaces using warm soapy water.

To release the clutch cable form the clutch lever, follow the inner cable down until you reach the outer cable retainer/adjuster. Release the upper nut (11mm open ended spanner required). Unscrew the nuts fully. Pull the cable free from the retainer.
Follow the cable back to the top, and unhook the “Z” from the clutch bail arm.

Cut any cable ties that are securing the clutch cable to the handles.

Place a piece of cardboard or material over a workbench or similar solid surface, and turn the machine upside down upon this (you may require assistance with this action).

The belt guard is secured with a single pozi headed screw.

Remove this and lift free the guard.

Using a pair of pliers, grasp the end on the transmission tension spring, pull this upwards and unhook it form the unit, allow the spring to return to its relaxed state.

It should now be simple to ease the drive belt from the rear transmission pulley and bring it forward clear of the transmission assembly.
There are two styles of height adjustment, a single lever which adjusts both the front wheels and rear roller together, and individual height control in which the rear roller adjustment is separate to that of the front.

If your machine has single point adjustment you will need to release the tie bar which connects the front axle to the rear.

Remove the small clip to the rear, and

Pull the tie bar free from the rear axle.

The rear transmission assembly is held into the machine by two screws and two arched brackets at either end. Using an 8mm socket remove these screws and the two arched brackets.

The rear transmission assembly can now be lifted up and back slightly from its seating in the machine.
Twist the transmission on its axle to reveal the cable mounting. Again there may be two styles.

**Option 1**

If the outer cable simply pushes into the raised pillar on the transmission….

Gently take the black outer cable and pull it free from the pillar.

Unhook the spring at the end of cable from the actuator arm.

Pull the old cable up through from within the deck.

**Option 2**

For transmissions that have the self retaining clip on the transmission….

Using a pair of pliers push these two clips together and gently pull back on the outer so that it fully releases form the transmission. Allow the inner cable to pull free through the slot in the transmission retainer. Then unhook the spring from the actuating arm.
Withdraw the old cable upwards through the mower deck.

Refitting The New Cable

Verify the part numbers on both the old and new cables. Normally the part numbers are printed on the out black sheath.

Remove both of the nuts from the adjuster and feed the new clutch cable down through the deck form above.

Clutch Cable Attachment Option 1.

For the simple push fit clutch cable, hook the spring or “Z” end of the clutch cable onto the actuator arm, then feed the inner cable through the slot, then push the outer full home into the pillar.

Clutch Cable Attachment Option 2.

For transmissions with the self retaining clip, hook the spring into the actuating arm. Then allow the inner cable to pass through the gap in the cable retainer. Push the outer cable into the retainer fully (it will clip into place).
Lower the transmission assembly back into the machine.

Refit the two arched clamps and secure with the four self tapping screws.

For machines that have the push fit connection to the top of the transmission pillar, it would pay at this time to slip your fingers under the transmission and casing brace, just to verify that the outer cable is still fully home in the pillar (with all the movement it can sometimes start to slip out).

N.B Picture not taken from specific model.

A good precaution is to temporarily reattach the two nuts to the cable adjuster at the top of the cable, and to locate it back into the bracket on the upper handle.

This will give both ends of the outer a positive location and help prevent the cable coming adrift.

N.B Picture not taken from specific model.
By gently applying pressure to the transmission and twisting it forward, you can now slip the belt onto the transmission and make sure it is in the main engine pulley groove too.

If the machine had a single point height of cut adjuster, then this now needs to be reconnected.

Remove the front hub cap, from the same side as the tie bar, place a 13mm spanner on the centre wheel nut.

Rotate the spanner clockwise, this will tension the front axle, and allow you to realign the tie bar with the rear axle.

Once connected to the rear axle refit the small securing clip
Check the operation of the height adjuster by moving the lever backwards and forwards.

Refit the belt guard, and secure with the pozi-screw.

Turn the machine the correct way up and place it back onto the floor.

Follow the clutch cable to the very top and screw back on the two nuts previously removed (if not already refitted).

Insert the “Z” bend into the clutch bail arm

If the adjuster has already been fitted due (depending on type of clutch cable used) you will need to gently remove the cable adjuster from the retainer, to give sufficient free play in the inner to attach the “Z” bend.
Slide your fingers down the cable until you reach the threaded adjuster, unscrew upper of the two nuts, so that you can push the adjuster into the cable retainer/adjuster bracket on the main handle, tighten lightly the nut nuts together to hold the cable in place.

Adjust the cable so that there is only about 10mm sideways free play in the inner cable leading to the bail arm, then fully tighten the two adjuster nuts.

Test the machine by engaging the clutch lever and pulling the machine backwards, the rear wheels should lock. When the bail arm is released the wheels should freely rotate again.

Refit the air filter assembly
Spark Plug
Reconnect the H.T. lead
Refill the engine with clean fresh fuel
Refill the engine with the correct level of oil
Briggs & Stratton Sprint, Quantum
0.6 litre of SAE 30 oil
Sumec SV150 & RV150 0.6 litre of SAE 30 oil

Ensure that all tools are clear of the machine before starting the machine.