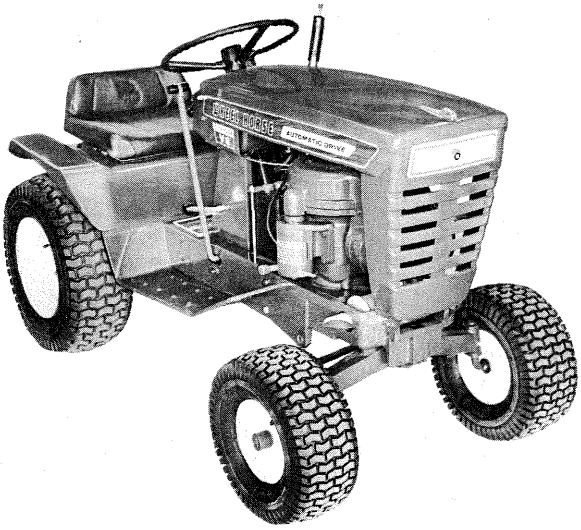
Wheel Horse®

OWNERS MANUAL



MODEL 1-7841

CHARGER V8

AUTOMATIC

MODEL 1-4841

COMMANDO V8

UNI-DRIVE

TRACTORS / SNOWTHROWERS / MOWERS

YOU OWN A NEW WHEEL HORSE V8

Your new Wheel Horse V8 is engineered to give you big performance and compact-tractor versatility and maneuverability. It comes to you from a long line of thorobreds which has put more Wheel Horses on the world's lawns and gardens than any other tractor.

The information in this manual can help get the most in year-around work and pleasure from your V8. By following the maintenance instructions, you will be able to handle all the routine, day-to-day care your tractor needs.

In addition, your Wheel Horse authorized dealer, a member of the nation's Number One compact tractor team, stands behind the products he sells with replacement parts and trained mechanics. He wants to serve you and your neighbors, and will gladly answer your questions concerning the use, care, and application of your "horse."

OWNERS MANUAL

TABLE OF CONTENTS

Separate parts manuals are available on request for Charger V8 tractor model 1-7841 and Commando V8 tractor model 1-4841. To obtain a parts manual for your tractor, please fill out the coupon-page at the back of this manual and mail to the address below.

WHEEL HORSE PRODUCTS, INC., 515 W. IRELAND ROAD, SOUTH BEND, INDIANA 46614

OPERATING INFORMATION

SERIAL NUMBERS

Serial and model numbers are necessary to correctly identify your tractor and engine whenever you need repair parts.

The tractor model and serial numbers are on a plate attached to the hood stand just below the rectifier regulator.

The engine model and serial numbers are on a plate attached to the engine shroud at the front of the engine.

For your convenience and ready reference, enter these numbers in the spaces below.

	Model Number	Serial Number
TRACTOR		
ENGINE	KV-181S, SPEC. 37108B	

SAFETY SUGGESTIONS

Recommended by Outdoor Power Equipment Institute

PLEASE READ AND FOLLOW THE SAFETY SUGGESTIONS LISTED BELOW

1. Know the controls and how to stop quickly — read the owners manual.
2. Do not allow children to operate machine; nor adults to operate it without proper instruction.
3. Clear work area of objects which might be picked up and thrown.
4. Disengage all clutches and shift into neutral before starting motor. Keep hands, feet, and clothing away from power driven parts.
5. Do not carry passengers. Keep children and pets a safe distance away.
6. Never direct discharge of any material toward bystanders, nor allow anyone near machine while in operation.
7. Disengage power to attachment(s) and stop motor before leaving operator position.
8. Take precautions when leaving machine unattended (to avoid accidental starting, rolling away, accidental dropping of any attachment, etc.).
9. Disengage power to any attachment whenever it is not in use, or when traveling from one work area to another.
10. Stay alert for holes and other hidden hazards. Know what is behind you, before backing up.
11. Beware of steep slopes; reduce speed on all side slopes and sharp turns to prevent tipping or losing control.
12. Don't stop or start suddenly when going uphill or downhill.
13. Use care when pulling loads or using heavy equipment.
    a. Use only approved drawbar hitch points.
    b. Limit loads to those you can safely control.
    c. Don't turn too sharp and use care when backing.
    d. Use counterweight(s) when suggested in owner's manual.
14. Watch out for traffic when near roadways.
15. Handle gasoline with care — it is highly flammable.
    a. Use approved gasoline container.
    b. Never add gasoline to a running motor — fill tank out of doors — wipe up spilled gasoline.
    c. Replace gasoline cap securely.
    d. Open doors if motor is run in garage — exhaust gases are dangerous.
17. Keep machine in good operating condition and keep safety devices in place. Use guards as instructed in owner's manual.

OPERATING INFORMATION

OPERATOR CONTROLS

The controls are clearly identified on the control panels. A few minutes spent getting acquainted with them will repay you with safer, more comfortable and satisfactory operation from the start.

Refer to the accompanying illustrations for location of the controls described below. Items 1 through 9 are shown in Figure 1.

. THROTTLE CONTROL

Pull knob to increase engine speed; push to decrease speed. Turn the knob to the right to lock the throttle in position. Turn to the left to unlock and change position.

2. CHOKE CONTROL

Pull knob to choke when starting engine. Push in slowly after the engine starts. If the engine is warm and has been running, choking may not be necessary.

3. IGNITION SWITCH

The ignition switch has four positions from left to right: (1) off, (2) run and accessories, (3) run, (4) start. To start the engine, turn the key all the way to the right. Release the key when the engine starts and it will automatically return to "run" position. The key must be turned back manually to "run and accessories" position before the cigar lighter or optional light accessories will function. When the switch is turned off, the engine stops and all electrical accessories are turned off as well.

4. CIGAR LIGHTER

Push knob until the lighter clicks into heating position. The lighter pops up when ready for use. **Note:** The ignition switch must be in "run and accessories" position before the lighter will function.

5. LIFT LEVER

Depress the release button and move the lever forward or backward to lower or raise attachments used with the tractor. When it is desired to hold an attachment a certain height above the ground, the forward (down) travel of the lever can be limited by the Dial-A-Hite Selector, (see Figure 2). Turn the hand knob until the stop reaches the desired position. Always lower attachments before you leave the tractor.

6. ATTACHMENT CLUTCH LEVER

Push the lever down slowly to engage power driven attachments such as a mower or snow thrower. Lift the lever to disengage the clutch. Always disengage the attachment clutch before stopping the engine.

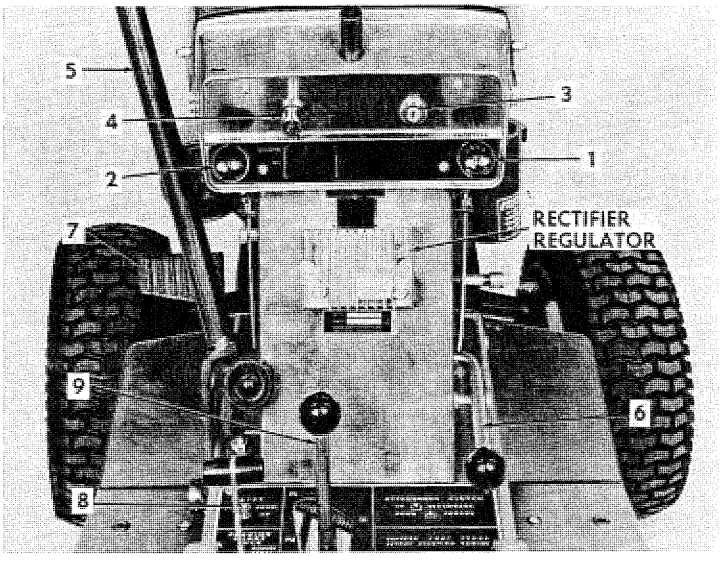


FIGURE 1

7. CLUTCH/BRAKE PEDAL

a. Mechanical Transmission Models:

The clutch/brake pedal combination makes declutching automatic when the brakes are applied to stop or keep the tractor from rolling. Always depress the pedal when shifting gears or starting the engine. See Figure 2.

b. Automatic Transmission Models:

The pedal provides "dynamic braking" to both rear wheels through the automatic transmission. As the pedal is depressed, the transmission is shifted to neutral. Always depress the pedal when starting or stopping the engine.

8. PARKING BRAKE LEVER

a. Mechanical Transmission Models:

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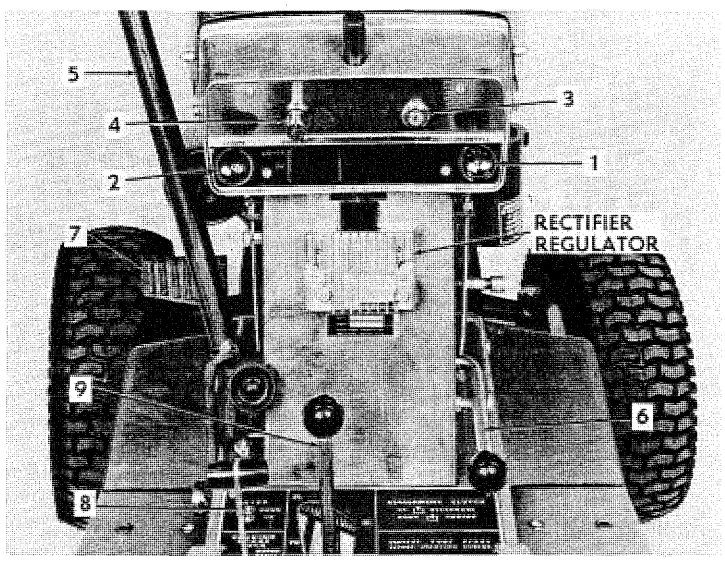

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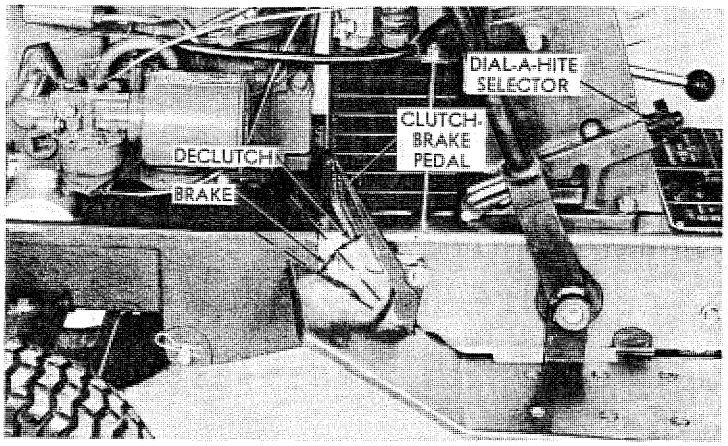


FIGURE 2

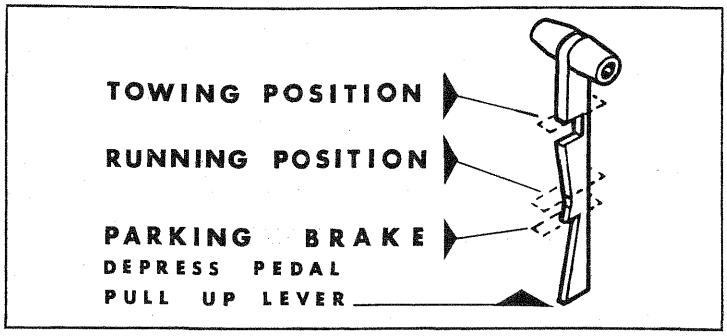


FIGURE 3

Depress the clutch/brake pedal fully and pull the lever up to lock the brake. To release, depress pedal and push handle forward and down.

b. Automatic Transmission Models:

The lever has three positions as shown in Figure 3. Depress the lever and pull it back to lock it in towing position. In this position, the drive belt is released to permit the tractor to be moved with the engine shut off. The other positions, park and run, are the same as on mechanical transmission models.

9. GEAR SHIFT LEVER — MECHANICAL TRANSMISSION

Select any of three forward speeds or reverse by moving the lever to the position indicated on the shift pattern decal below the shift lever.

10. SPEED CONTROL LEVER — AUTOMATIC TRANSMISSION MODELS

Push the lever ahead to drive the tractor forward. Pull the lever back for reverse. Move the lever to neutral (center) position to stop. See Figure 4. The brake pedal also moves the lever to neutral position for dynamic braking.

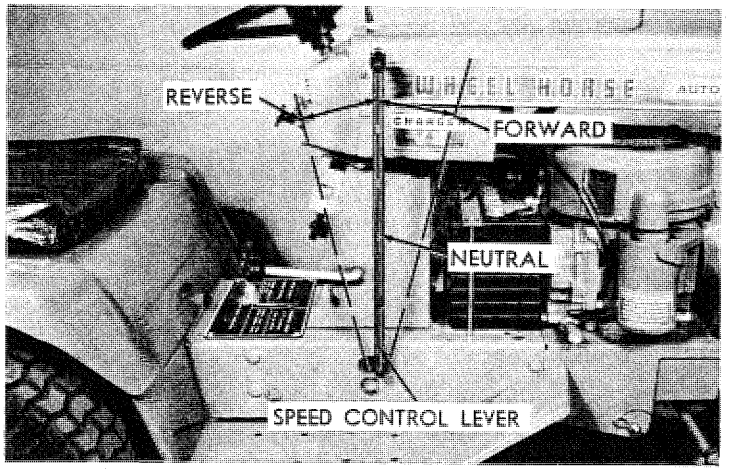


FIGURE 4

OPERATING INSTRUCTIONS

STARTING THE ENGINE

Before starting the engine, fill the gas tank with a good grade of regular gasoline and open the fuel shutoff valve at the left side of the hood stand. Check the engine oil level (see page 7) and add oil if necessary. Do not overfill the crankcase.

Lower attachments and disengage the attachment clutch. Depress the clutch pedal and engage the parking brake. Pull throttle knob out about half way and turn to the right to lock in position. Pull out the choke control. Turn the ignition key to the right to operate the starter. When the engine starts, push in the choke and regulate engine speed with the throttle. Turn the throttle control to the left to unlock and change position.

MECHANICAL TRANSMISSION

With the engine running, press the clutch/brake pedal down and move the gear shift lever into the desired speed forward or reverse. The shift pattern decal below the shift lever shows the lever positions for the various speeds.

NOTE: It may require a little practice to become accustomed to the unique neutral crossover between the 1 — R leg and the 2 - 3 leg of the "H" shift pattern. The lever travels in a slight arc when crossing over. See Figure 5.

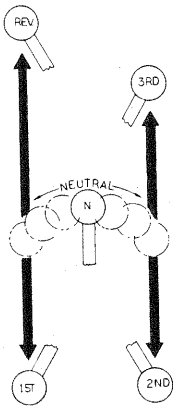


FIGURE 5

The best way to accomplish the crossover is to grip the shift lever ball firmly and apply a slight twisting effort to the ball in the same direction as the lever is being moved.

Do not attempt to shift gears without depressing the clutch/brake pedal. Also, do not force the gear shift lever. If the gears do not immediately mesh, let the pedal up and depress it again. It is neither necessary nor recommended to shift up through the gears after the tractor is in motion. The tractor will move out from a dead stop in any gear. To avoid sudden starts, release the clutch/brake pedal slowly, especially in 3rd gear. The speeds and gears recommended for use with the many attachments and optional accessories are given in the separate instruction sheets for the equipment involved.

AUTOMATIC TRANSMISSION

Tractor speed, direction and braking are controlled by the speed control lever.

- To go forward, push the lever forward.
- To go backward, pull the lever back.
- To stop, put the lever in neutral position. (Pressing the brake pedal does this automatically.)

Tractor speed is affected instantly by movement of the control lever. For safest operation, never move the lever too rapidly especially on grades.

Most power driven attachments such as rotary mowers are designed to operate at full engine speed. The automatic transmission permits the operator to adjust tractor ground speed to suit operating conditions while continuing to drive power driven attachments at full engine speed for maximum efficiency.

For heavy pulling, moving the control lever toward neutral reduces tractor ground speed and increases pulling power much the same as shifting to a lower gear with a mechanical transmission.

OPERATING INSTRUCTIONS

STOPPING THE ENGINE

Disengage the attachment clutch and lower attachments. Unlock and push the throttle control to idle position. If the tractor has been working hard, allow the engine to idle a short time to normalize temperatures before shutting it off. Depress the clutch/brake pedal and engage the parking brake. Turn the ignition key to the left to shut off the engine. Remove the key from the ignition switch.

TOWING

Although the tractor can be moved by towing or pushing, it should be moved under its own power or transported aboard another vehicle if the distance involved is more than a few feet.

1. **MECHANICAL TRANSMISSION MODELS:** Place the gear shift lever in neutral and release the parking brake lever.

2. **AUTOMATIC TRANSMISSION MODELS:** Move the speed control lever fully to the rear (reverse position) and lock the parking brake lever in towing position.

REGULAR MAINTENANCE

ENGINE OIL CHANGES

The engine manufacturer recommends that the initial change of oil should be made after the first five (5) hours of operation. Thereafter, the oil should be changed after every twenty-five (25) operating hours or sooner if the tractor is operated in extremely dusty or dirty conditions.

When changing oil, drain the crankcase after the engine has reached normal operating temperature to insure complete removal of used oil.

CAUTION: Disconnect the high tension wire at the spark plug to prevent accidental starting of the engine. Unscrew the oil drain plug located on the side of the engine (Figure 6). Be sure the oil drains completely.

ENGINE OIL QUALITY

For maximum engine protection under all operating conditions encountered during the oil change intervals shown above, use only "MS" certified sequence-tested oils. Engine oils designated only as "ML" or "MM" are not recommended and should not be used. These classifications are clearly marked on containers of oil refined and sold by reputable marketers.

ENGINE OIL VISCOSITY

Oil viscosity number used should be determined by the lowest anticipated temperature before the next oil change period.

Lowest Temperature Anticipated	Recommended Viscosity
Above +30° F	SAE 30
+30° F to 0° F	SAE 10W-30
Below 0° F	SAE 5W-20

ENGINE OIL LEVEL

Form the habit of checking the oil level regularly. Check oil level every five (5) operating hours or each time the tractor is used. To check the oil, position the tractor so that the engine is level, remove the oil filler plug (Figure 6) and add oil if necessary to bring the level up to full. The crankcase is full when the oil just reaches the bottom edge of the filler hole.

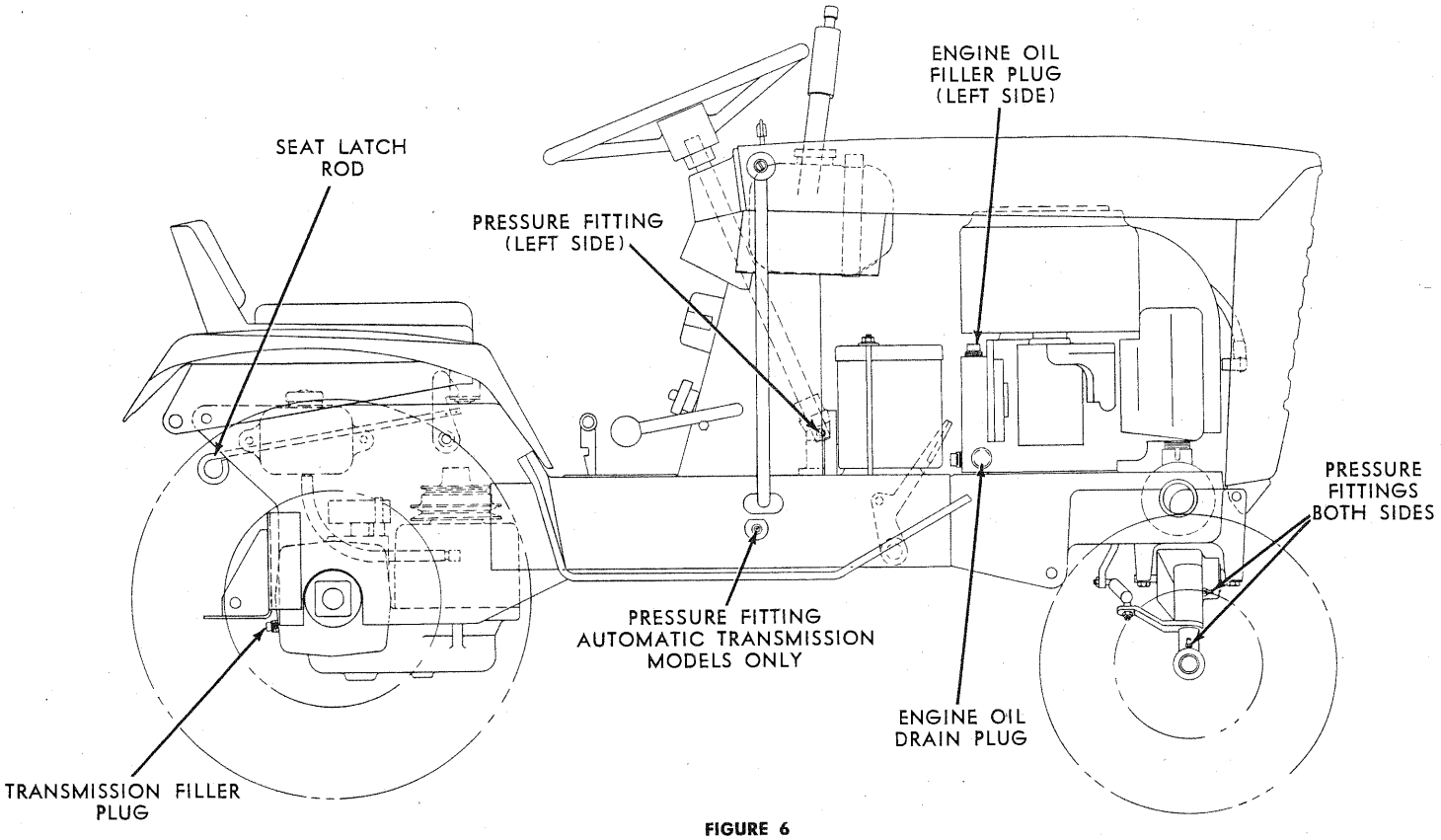


FIGURE 6

REGULAR MAINTENANCE

LUBRICATION

The steering mechanism, front wheel bearings, and the speed control lever shaft on automatic transmission models are equipped with fittings to facilitate lubrication with a pressure grease gun. Lubricate these points after every 8 to 10 hours of operation. Lubricate more frequently under severe dust conditions. All other pivoting arms and levers should be lubricated at the same intervals with either general purpose grease applied directly to wear surfaces or machine oil applied with an oil can. See Figure 6.

LUBRICATION RECOMMENDATIONS

ENGINE CRANKCASE .....MS Certified Sequence-Tested Engine Oil (See page 7)

MECHANICAL TRANSMISSION * .....MP or EP #90 Gear Lubricant

AUTOMATIC TRANSMISSION *

HYDROSTATIC UNIT ..... {Wheel Horse Part Number #8827 / Texaco Transhydral #2209 (Maintain reservoir ⅔ full)

GEAR CASE .....MP or EP #90 Gear Lubricant

STEERING GEAR .....Chassis Grease

FRONT WHEEL BEARINGS .....Chassis Grease

* No drain or refill recommended except when overhauled. Specifications apply to initial fill and types to be used when adding to maintain level.

AUTOMATIC TRANSMISSION

1. HYDROSTATIC UNIT

Fluid level in the reservoir should be checked after every five (5) operating hours or each time the tractor is used. Changing fluid is normally not required except for major service. Maintain level in the reservoir at ⅔ full with Wheel Horse #8827 or equivalent such as Texaco Transhydral #2209 fluid. See Figure 7.

2. GEAR BOX

The level should be checked after every 8 to 10 hours of operation. Changing lubricant is not required except for major service. Maintain level to the bottom of the filler plug opening at the rear of the housing with MP or EP #90 Gear Lubricant. See Figure 6.

MECHANICAL TRANSMISSION

The level should be checked after every 8 to 10 hours of operation. Changing lubricant is not required except for major service. Maintain level to bottom of the filler plug opening at the rear of the housing with MP or EP #90 Gear Lubricant. See Figure 6.

CAPACITIES

ENGINE OIL	TRANSMISSION			FUEL TANK
	MECHANICAL	AUTOMATIC		
1 Qt.	2 Qts.	Hydro Unit	Gear Box	1½ Gallons
		2⅔ Pts.	1 Qt.	

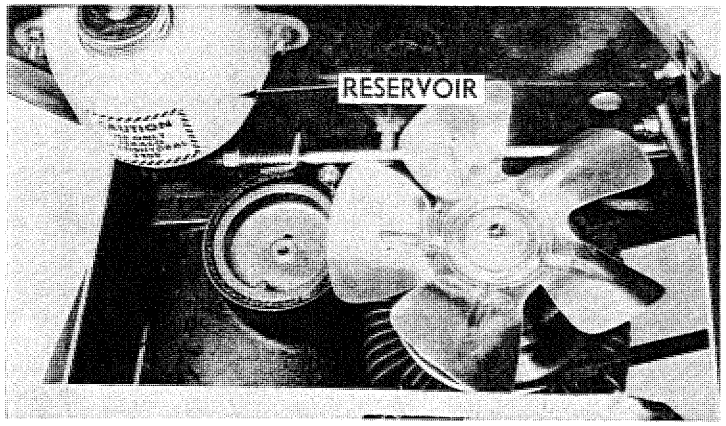


FIGURE 7

REGULAR MAINTENANCE

AIR CLEANER

The air cleaner element should be replaced after 100 to 200 hours if the engine is operated under good clean air conditions. Service and replace the element more frequently under extremely dusty or dirty conditions.

The element should be cleaned after each 25 hours of operation. Remove the element and tap lightly on a flat surface to remove loose surface dirt. Replace the element if the dirt does not drop off easily. **Do not** wash the element in any liquid or attempt to blow dirt off with air hose as this will puncture the filter element.

Handle a new element carefully. Do not use if the gasket surfaces are bent or twisted. Not only must the right filter element be used, but it must be properly installed to prevent unfiltered air from entering the engine. Check the following when installing a new element. See Figure 8.

1. Back plate must be securely tightened to the carburetor. Replace back plate if bent or cracked.
2. Gasket surface of element must be flat against the back plate and cover to seal effectively.
3. Copper washer must be in place between the cover and the wing nut to seal and prevent unfiltered air from entering through the hole in the cover. If copper washer is not used, make sure special wing nut properly seals area around cover hole. Wing nut must be finger tight.

FUSE

The accessories circuit is protected by the AGC 20 amp. fuse in the line from the ignition switch behind the instrument panel. It is replaced by separating the capsule to remove the spent fuse and insert the new one.

BATTERY

Maintain the electrolyte level above the plates in each cell by adding distilled water as necessary. The best time to add water is just prior to operating the tractor so the water will mix with the solution. Do not overfill the battery. The electrolyte solution is corrosive, and overfilling can cause it to overflow the case and damage surrounding metal parts. The battery should be maintained at 1.260 specific gravity charge. When the battery has been out of the tractor for servicing, take care to connect wires to the battery exactly as they were before removal.

CHARGING SYSTEM

A 10 Amp Alternator system is used to supply electrical energy to charge the battery which in turn furnishes energy for ignition, cranking and electrical accessories. Regulation is provided by solid state (no moving parts) electronic devices which "sense" the condition of the battery and control or limit the charging rate. Since heat is generated in the operation of certain of these electronic devices, cooling fins are provided on the rectifier-regulator (Figure 1) to help dissipate the heat. The rectifier-regulator should be kept uncovered to allow proper ventilation when the tractor is in operation.

No field service or adjustments are required on this system, but observe the following precautions to protect it from accidental damage.

1. Do not reverse the battery connections. The negative terminal should be grounded.
2. Disconnect the rectifier-regulator plug when quick charging the battery in the tractor or when using a booster battery to start the engine.

TIRES

The Turf Saver tires front and rear are designed and thoroughly tested to meet all normal operating requirements within the tractor's capacity when inflated to pressures listed below:

Tire Sizes

Front: 15 x 6.00 - 6
Rear: 20 x 8.00 - 10

Pressures

Front: 12 p.s.i.
Rear: 9 p.s.i.

Optional rear wheel weights #8-1121 are available to provide improved traction for operating ground engaging attachments.

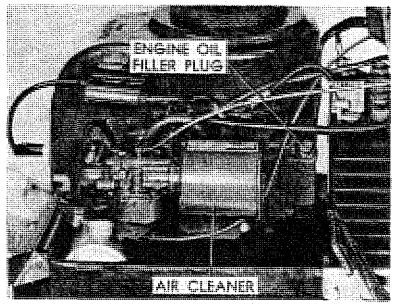
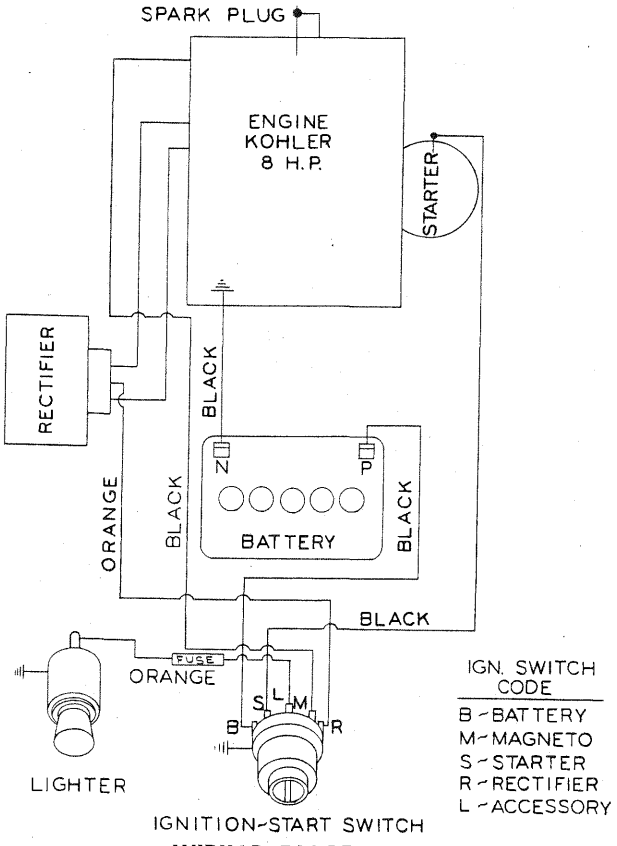


FIGURE 8



WIRING DIAGRAM

SERVICE AND ADJUSTMENTS

MAIN DRIVE BELT

The main drive belt is concealed within the channel formed by the floor and sides of the main frame. Tension is maintained automatically by spring-loaded idler pulleys. Although the belt may be replaced by working from the top and sides with the tractor on its four wheels, a more convenient method is to lie beneath the tractor in order to view the underside as shown in Figure 9.

BELT REPLACEMENT

When replacing belts be sure to purchase genuine Wheel Horse Belts, as these belts are specifically designed for each application.

The general procedure for drive belt replacement is the same for both mechanical and automatic transmission models. Variations in procedure for the two different types are indicated where they occur in the following instructions.

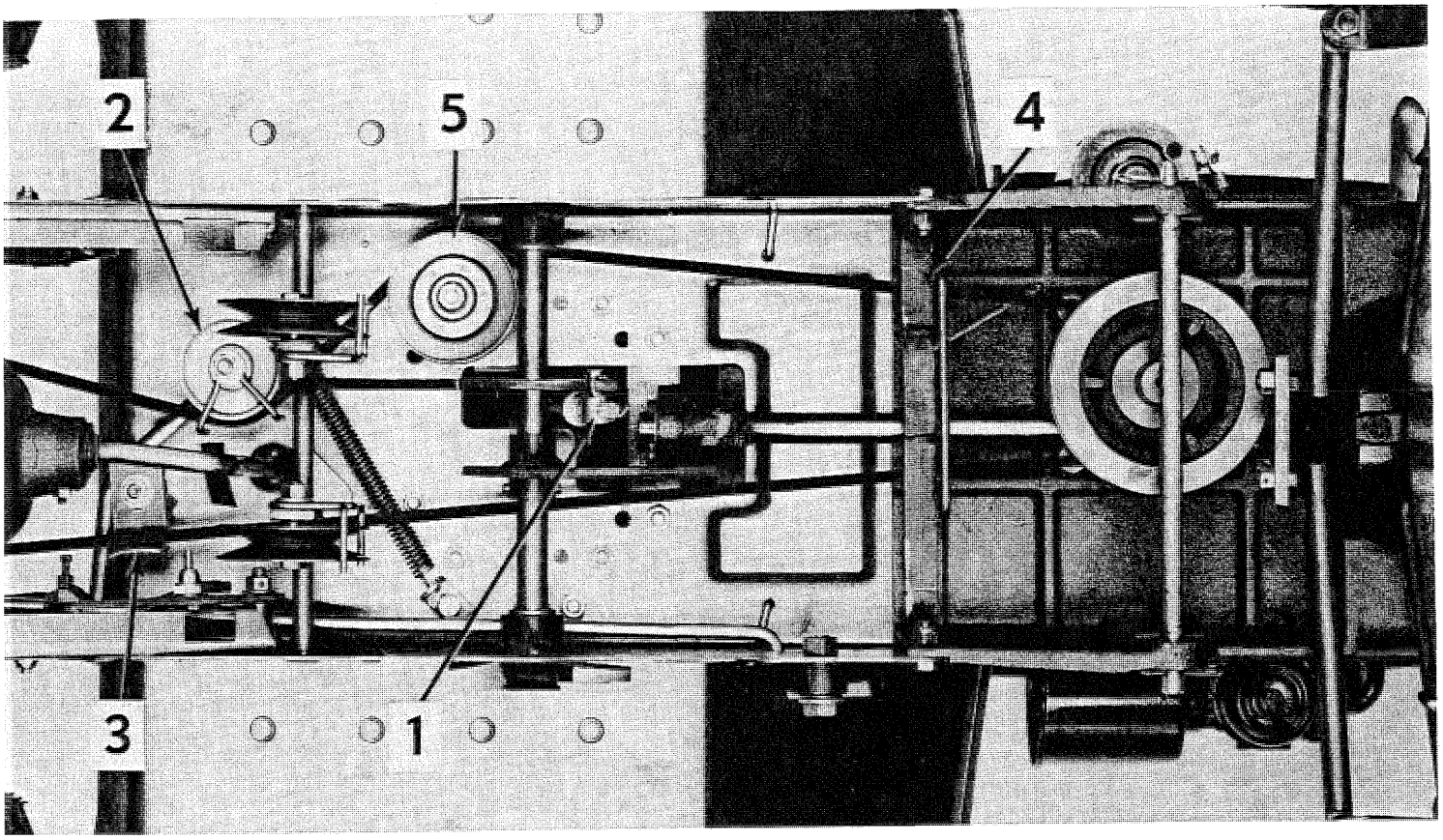


FIGURE 9

SERVICE AND ADJUSTMENTS

1. **MECHANICAL TRANSMISSIONS:** Depress the clutch/brake pedal and lock with the parking brake lever.

   AUTOMATIC TRANSMISSIONS: Depress the parking brake lever and lock it in towing position.

   ALL: Cut the old belt off and discard it.
2. Remove the hairpin cotter and washer and disconnect the attachment clutch rod trunnion (Item 1, Figure 9) from the clutch arm. See Figure 11 for enlarged view.
3. Loosen the nut on the idler pulley (2, Figure 9) until the belt stop is free to move. See Figure 10 for enlarged view.
4. Feed one loop of the new belt forward between the drive belt guard and the frame (4, Figure 9) and seat it in the top groove of the engine pulley. Be sure both strands of the belt are inboard of the vertical belt guards.
5. Pass the free loop back between the attachment clutch rod and clutch arm and over the lift lever shaft.
6. **MECHANICAL TRANSMISSIONS:** Loop the free strand through the opening in the frame floor, over the gear shift lever and back through the opening so that the belt straddles the shift lever. Roll the belt into the lower groove of the transmission pulley.

   AUTOMATIC TRANSMISSIONS: Lift the fender assembly. Remove the cooling fan from the transmission input pulley. Install the belt in the lower groove of the pulley. Reinstall the cooling fan.
7. Guide one strand of the belt into the groove of the fixed idler (5, Figure 9) and between the belt stop fingers and the flat idler pulley (2, Figure 9).
8. Release the parking brake lever from the locked position. This allows the clutch idler to apply tension to the belt.
9. Reassemble the attachment clutch rod trunnion to the clutch arm and secure with the washer and hairpin cotter.
10. Adjust the idler pulley belt stops so they **just clear the belt** as it contacts and leaves the pulley. Tighten the pulley nut securely. See Figure 10. Check the belt guard bracket (3, Figure 9) to see that it just clears the belt and is parallel with it as shown in Figure 10. Adjust, if necessary.

    CAUTION: Before starting the engine, make a final check to be sure both strands of the belt are inboard of the vertical belt guards just behind the engine pulley.

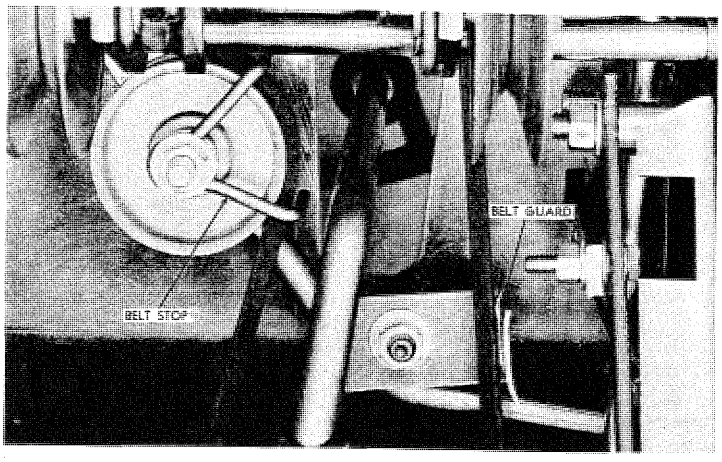


FIGURE 10

ATTACHMENT BELTS

Attachment belts are removed and installed as part of the installation procedures for their particular power driven attachments. Instructions for this are provided with each attachment.

ATTACHMENT CLUTCH

When the attachment clutch is engaged, the attachment belt tension is automatically maintained by spring-loaded idler pulleys. If for any reason the original adjustment has been disturbed, readjust as follows:

1. Move the attachment clutch lever to the engaged (down) position and check the position of the idler pulley arms (Figure 11). The arms should hang straight down from the shaft. If they hang at an angle either forward or backward, release the clutch rod trunnion (Figure 11) and turn it up or down the rod as necessary to bring the arms to the correct position.

. Check the length of the clutch spring. The basic setting is 1¼" as shown in Figure 11. If this amount of compression does not provide sufficient belt tension, tighten the spring as required with the adjusting nut.

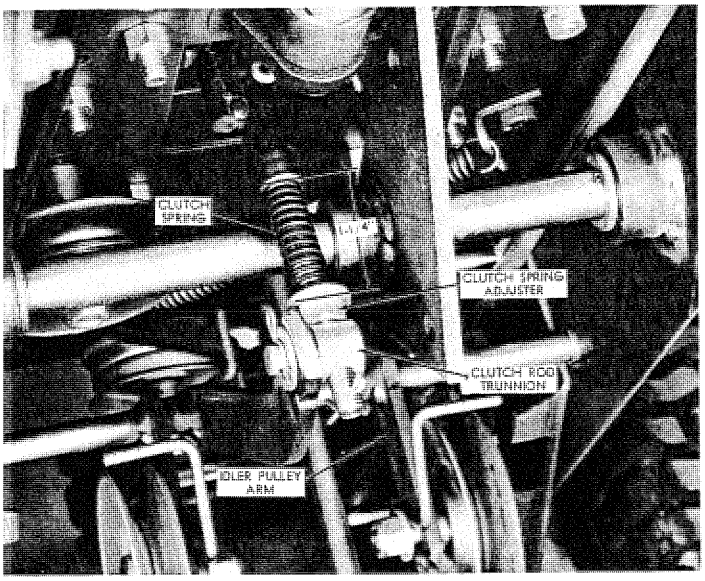


FIGURE 11

:LUTCH AND BRAKES

1. **MECHANICAL TRANSMISSION MODELS:** The clutch/brake pedal and the parking brake lever connect to the same mechanisms to provide stopping power and clutch operation when the tractor is being driven, and a locked brake when the tractor is parked. The clutch, brake and parking brake must be adjusted in sequence as follows:

a. Adjust the nut on the end of the brake and clutch rod so the brake band is tight on the drum when the clutch/brake pedal is depressed. See Figure 12.

b. With the clutch/brake pedal released, loosen the lock nut and set screw and slide the clutch adjusting collar forward until it contacts the clutch idler arm. Then back off ⅛" and tighten the set screw and lock nut securely. See Figure 12.

c. With the clutch/brake pedal depressed, pull the parking brake lever up and lock in engaged position. Turn the square head set screw (parking brake adjuster, Figure 12) against the shoulder at the bottom of the clutch adjusting collar. Tighten the lock nut securely.

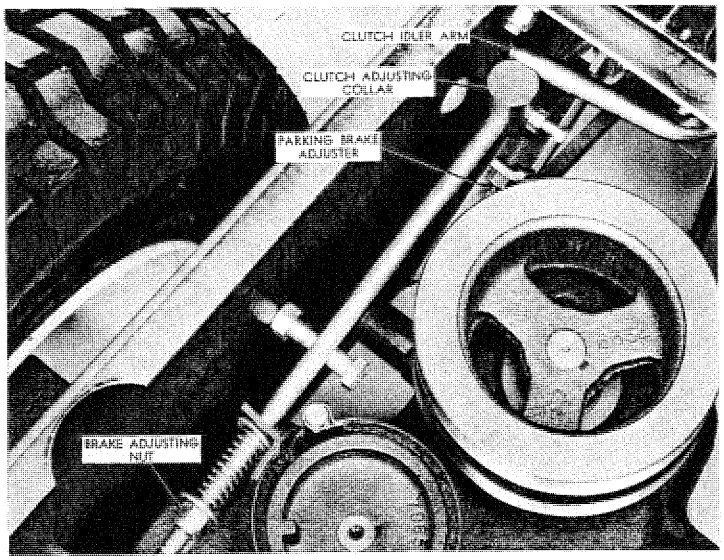


FIGURE 12

2. **AUTOMATIC TRANSMISSION MODELS:** The clutch/brake pedal provides stopping power to both rear wheels through the automatic transmission. For adjustment procedure, see Speed Control Lever — Neutral Adjustment. The parking brake lever, through a clutch/brake mechanism, disengages the clutch for towing the tractor when the lever is depressed, and locks the brake for parking when the lever is pulled up. Parking brake lever adjustment is performed as follows:

a. Pull the parking brake lever up and lock in the engaged position. Adjust the nut on the end of the brake rod so the brake band is tight on the drum. See Figure 13.

b. Release the parking brake lever to "Running Position". Loosen the jam nuts and turn the inner nut to obtain the dimension in Figure 14. Lock the jam nuts together to hold the setting.

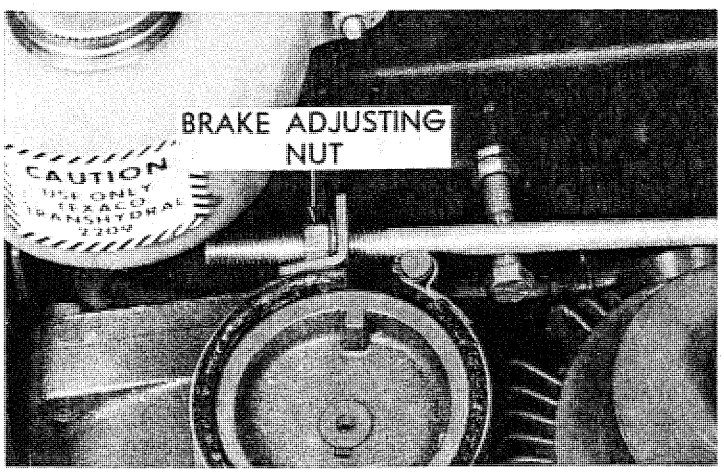


FIGURE 13

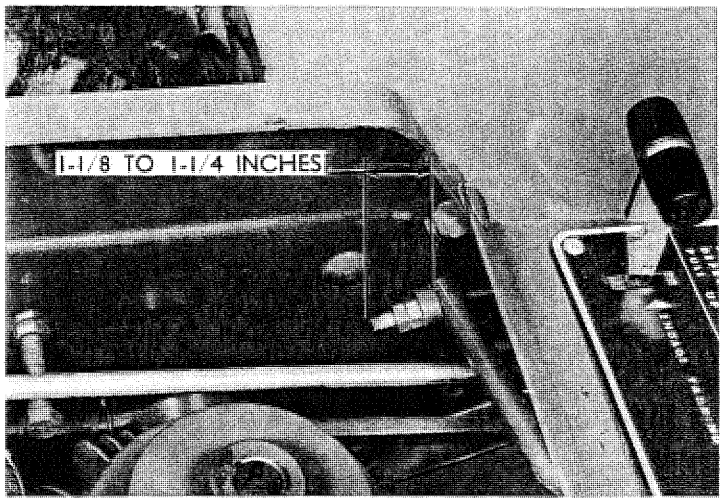


FIGURE 14

SPEED CONTROL LEVER — Automatic Transmission Models

1. **NEUTRAL ADJUSTMENT**

The tractor should not creep and the rear wheels should be effectively locked when the speed control lever is in neutral position with the engine running. To adjust:

a. Block the rear wheels off the ground.
b. Lift the fender assembly.
c. Remove the fan from the transmission input pulley.
d. Loosen the nuts (Figure 15) on both sides of the cam lever three or four turns. Make sure the "O" rings remain on the ends of the sleeve.
e. Start the engine, depress and release the clutch/brake pedal. The cam lever will seek neutral and the rear wheels will stop turning. If necessary, lightly tap the cam lever to center it and stop the wheels from turning.

ERVICE AND ADJUSTMENTS

CAUTION: Do not run the transmission longer than necessary without the fan.

f. Without moving the linkage, snug both nuts up to hold cam lever in neutral, taking care not to dislodge the "0" rings.

g. Restart the engine and test the neutral return. A further fine adjustment can be made by turning both nuts equal amounts in either direction to center the cam lever.

h. Reinstall the fan.

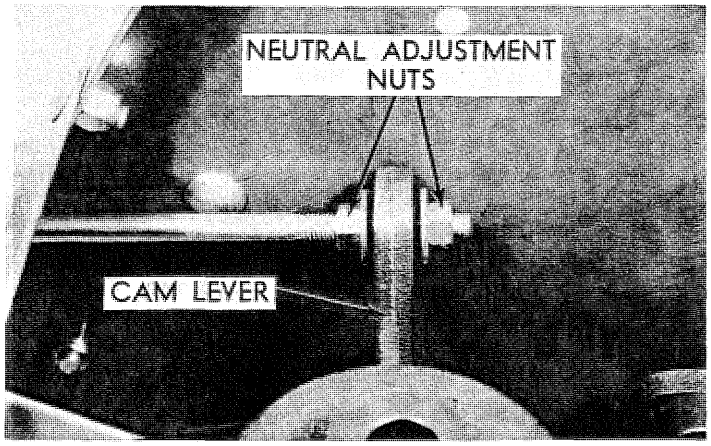


FIGURE 15

FRICTION ADJUSTMENT

The speed control lever is friction loaded to hold any selected speed in either direction. Approximately five (5) pounds of force should be required at the hand grip to move the lever. Friction may be increased or decreased by turning the 1¼" nut to increase or decrease friction on the control lever shaft (not illustrated) beneath the tractor frame.

SPECIFICATIONS

(Specifications subject to change without notice.)

ENGINE

Make/Model: Kohler KV181 Cast Iron-Vertical Shaft

Type: 4 cycle, single cylinder, air cooled

Bore: ..... 2 15/16"

Stroke: ..... 2¾"

Displacement: ..... 18.6 cu. in.

Horsepower: Engine Mfrs. Rating @ 3600 R.P.M. 8

Automatic Compression Release for easy starting

Ignition: Solid State-Breakerless

Fuel Pump: Mechanically operated

Air Cleaner: Dry type

TRANSMISSION — Automatic

Hydrostatic transmission, consisting of a variable displacement radial piston pump and a fixed displacement radial piston motor coupled to a reduction gear train.

Direction and speed controlled by single lever which controls the variable displacement pump.

Final drives are heat treated steel gears.

Speeds: 0 to 6 forward, 0 to 4 reverse } infinite

"Duo-Trak" Limited Slip Differential

TRANSMISSION — Uni-Drive Transaxle

Automotive type, all gear drive, cast iron case

All shafts rotate on needle or ball bearings

Gear Ratio: Input to axles

Maximum reduction 1st gear, low range 110:1

Final Drives are steel forged gears

SPECIFICATIONS

Speeds: 3 Forward
1 Reverse
1 to 5 M.P.H.

Transmission Lube: EP #90 Gear Lube

"Duo-Trak" Limited Slip Differential

DIMENSIONS

Length-Overall	60"
Wheel Base	42"
Width-Overall	32"
Width at Front Wheels	30⅜"
Height-Overall	37¼"
Height to Top of Hood	32½"
Crop Clearance	5⅝"
Frame Clearance	10½"
Transmission Clearance	5⅝"
Turning Radius	6' 3"
Shipping Weight — Automatic	497 lbs.
Shipping Weight — Uni-Drive	493 lbs.

DRIVE

V-Belt — Engine to Transmission

Ratio — Engine to Transmission { 1:1.06 Automatic, 1:46:1 Uni-Drive

TIRES

Turf Saver — Front and Rear

Size/Pressure:	Front:	15 x 6.00 - 6	12 p.s.i.
	Rear:	20 x 8.00 - 10	9 p.s.i.

ELECTRICAL

Battery 12 volt — 24 Amp. Hr.
Charging System: 10 Amp. Alternator w/Solid State Regulator
Starter: Bendix Type
Switch: Key start, 4 position, w/Accessory Terminal
Cigar Lighter

BRAKE — Automatic Transmission Models

Dynamic braking is controlled by hydrostatic transmission. Positive lock parking and emergency brake.

CLUTCH/BRAKE — Mechanical

V-Belt idler, combination clutch and brake pedal
Clutch is automatically released when brake is applied
Brake band operates on transmission brake shaft drum
Parking Brake: Adjustable

STANDARD FEATURES

Fuel Filter 190/200 Mesh
Fuel Shutoff Valve
Frame: Heavy Duty formed steel and cast iron w/integral speed hitch
Engine Mount: Heavy duty cast iron
Front Axle: Semi-steel cast, resilient mounted
Steering Wheel: 14", 3 spoke
Ball joint automotive type steering linkage
Grease fittings in critical areas
Hood: Hinged for easy engine and battery service
Fenders: Extra Wide, Steel, Hinged for easy service
Finish: Automotive type sun resistant baked enamel
Running Boards
Seat: Waterproof, vinyl covered, foam rubber w/back rest
Lift Handle: Infinite height adjustment of attachments from driver's seat
Hitch: Draw bar type — designed for pulling attachments
Attachment Clutch
Belt Drives: All covered
Rear Power Take Off

ALPHABETICAL INDEX

V8 — ACCESSORIES AND ATTACHMENTS

ACCESSORIES

	PART NUMBER
CHROME WHEEL DISCS	8-0551
IMPLEMENT HITCH (Clevis Type "A")	8-5311
LIGHT PANEL (Head & Tail)	8-0811
TIRE CHAINS	8-2721
WHEEL WEIGHTS — Rear	8-1121

NOTE: See illustrations inside back cover.

ATTACHMENTS

	PART NUMBER
DISC	7-1512
42" DOZER BLADE	6-7111
DUMP TRAILER	7-2211
GRADER BLADE	7-1112
LAWN ROLLER	7-2311
36" ROTARY MOWER	5-7361
32" SNOW THROWER	6-7211
SPIKE DISC AERATOR	7-2411
SPIKE TOOTH HARROW	7-1611
TILLER	7-1221
UTILITY WAGON	7-2111

CUT ALONG THIS LINE AND MAIL ENTIRE COUPON.

Please send parts manual(s) for Wheel Horse V8 model(s) as indicated below.

☐ Charger V8 Model 1-7841

☐ Commando V8 Model 1-4841

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Please Print Plainly

Address _____

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Mail this coupon to:

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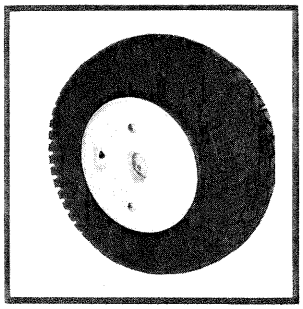
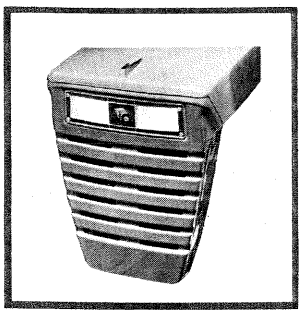
515 W. Ireland Road
South Bend, Indiana 46614

WHEEL WEIGHTS
8-1121

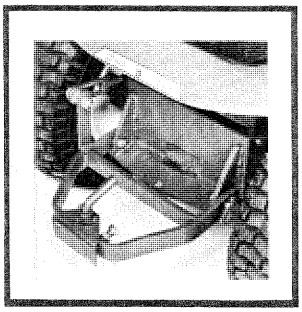


CHROME WHEEL DISCS
8-0551

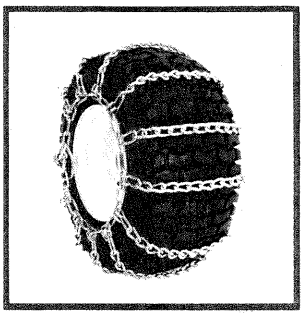
LIGHT PANEL
8-0811



IMPLEMENT HITCH
8-5311



V8 — ACCESSORIES



TIRE CHAINS
8-2721