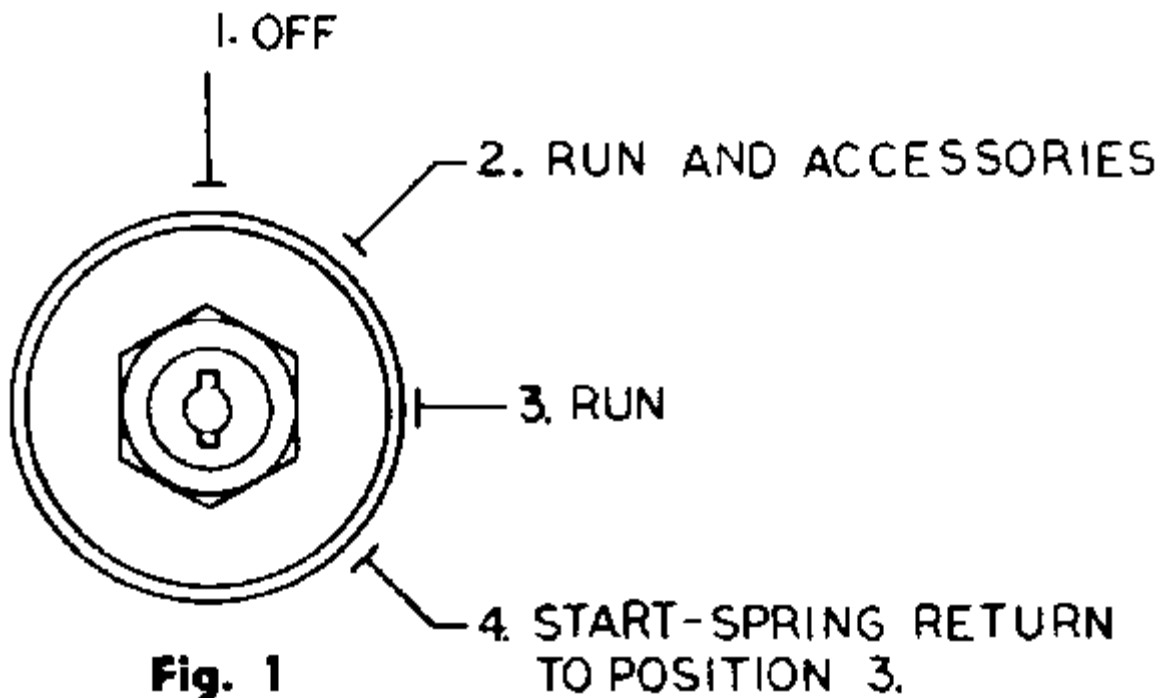

Wheel Horse Service Bulletins 1961 - 1990: **#102** Issued: August 1968
**Ignition Switch and Wire Kit #6083 - 1968 10 & 12 H.P. Models with
10 AMP. Alternators**

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A new improved Ignition Switch, Part #8362 has been developed and is now available in a kit making it adaptable to all 1968 10 and 12 H.P. model tractors with 10 Amp. alternator.

This switch provides 4 positions as shown in Fig 1.



The key must be manually moved from the Run position to the Run and Accessories position before current is supplied to the lights, cigar lighter, or electric clutch, if so equipped. The battery is charged in both the Run and the Run and Accessory position.

In the OFF position the system provides protection from the battery running down due to any accessory being left on and from any possible drain through the rectifier-regulator to ground.

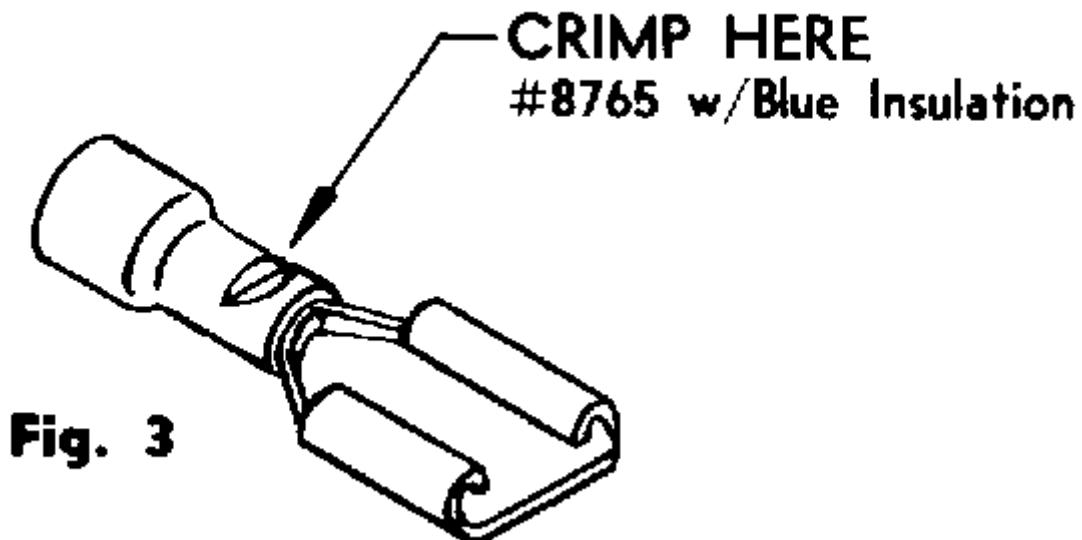
If it is determined that abnormal battery drainage exists through the rectifier-regulator unit we recommend that the ignition switch and wire kit #6083 be installed. NOTE: Make sure that the charging system charges properly as the new type switch will not correct a faulty unit such as a bad battery, regulator or stator. Refer to Wheel Horse Service Bulletin #95 and the related Kohler and Lauson Service Bulletins.

#6083 KIT CONSISTS OF:
One #8362 Switch w/Key

One #8683 Wire
One #8772 Connector (Plastic)
Two #8765 Connector

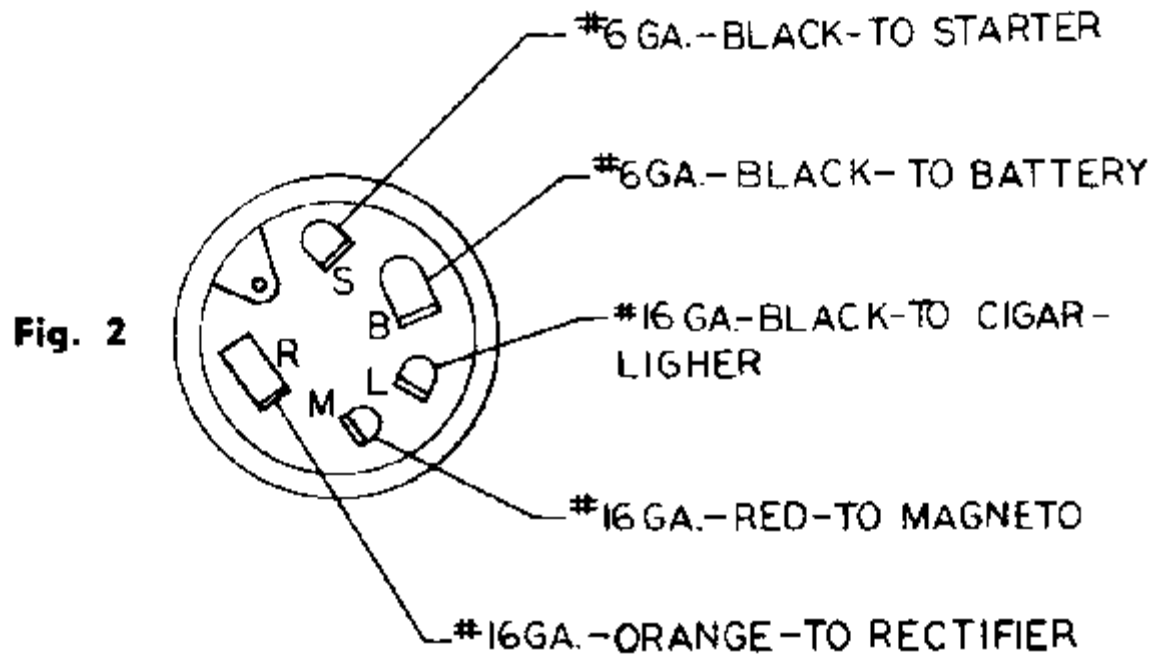
INSTALLATION PROCEDURE FOR #6083 IGNITION SWITCH AND WIRE KIT:

1. Disconnect negative battery cable.
2. Disconnect gas tank clamp and move tank forward to allow working clearance behind instrument panel.
3. Remove the ignition switch retaining nut and pull the switch forward. Remove the plastic insulator and the lockwasher. Remove the 4 wires from switch and discard the switch. (Identify the wires when removed as to "Battery", "Starter", "Magneto" and "Cigar Lighter".)
4. Remove the 3 wire connector from the Rectifier-Regulator unit and remove the center green wire terminal from the connector. (The wire terminal may easily be removed from the connector by slipping a knife blade between the metal terminal and the plastic connector to release the retaining tab.)
5. Clip the green wire from the positive battery cable as close to the battery terminal clamp as possible..Discard the green wire.
6. Connect the two heavy black wires, "Battery" and "Starter" wires to their respective terminals, "B" and "S" on the new switch part #8362. Position the wires so they approach the terminals from a side angle, so they will not tend to misalign the switch when it is installed, and tighten the screws securely.
7. Install the furnished plastic connector #8772 over the terminal on one end of the new orange wire #8683. Connect this end of the orange wire with the plastic connector to the "R" terminal of the switch and route the wire down through the grommet in the gas tank support. Insert the terminal on the other end of the wire into the center of the rectifier-regulator connector assembly and connect the assembly to the rectifier-regulator assembly.
8. Clip off the spade connector from the ignition switch end of the black cigar lighter wire and install in its place, one of the furnished female quick connectors #8765. To install quick connectors. strip 1/4" insulation from the end of the wire, push wire into connector and crimp securely (as shown in Fig. 3 of the accompanying sketch) with a crimping tool or "diagonal" pliers. Connect wire to the "L" terminal of the new switch.



9. Clip off the spade connector from the end of the red magneto wire and install in its place the other furnished female quick connector #8765. Refer to step 8 for crimping procedure. Connect wire to the "M" terminal of the new switch.

10. Install the 9/16" diameter lock washer and the plastic insulator over the threaded switch hub and position the switch in the instrument panel. Install the switch retaining nut and tighten securely while holding the switch body from turning, making sure switch key slot is vertical. NOTE: The large #6 Battery and Starter wires have a tendency to distort the switch terminals if they are misaligned. Make sure all terminals are tight and insulated from each other. Recheck wiring making sure it checks with Fig. 2.



11. Reposition the gas tank and secure with the clamp, screw and nut.

12. Connect the battery cables.

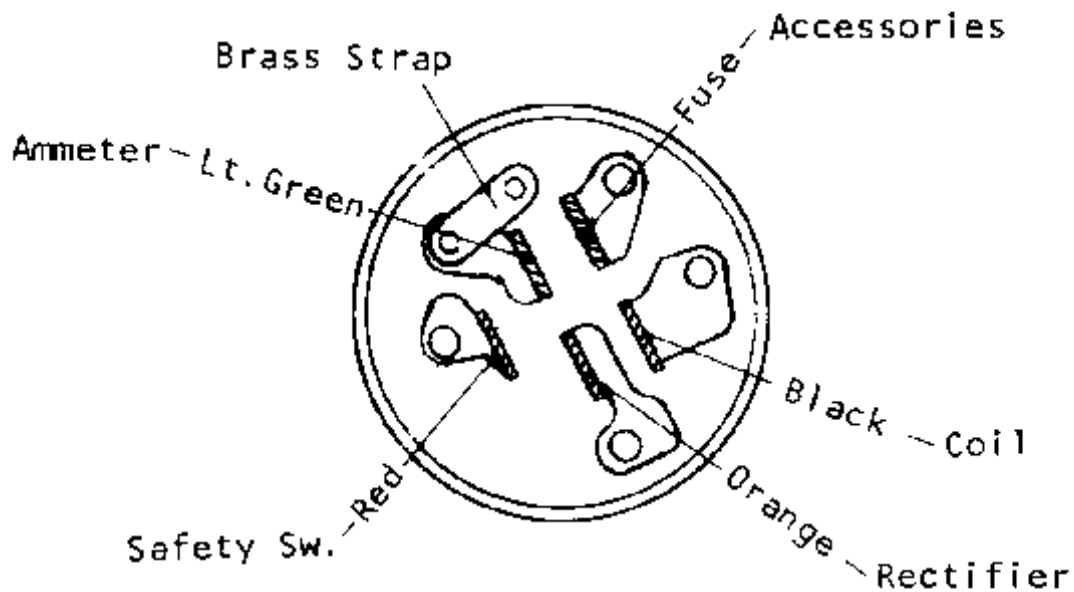
Wheel Horse Service Bulletins 1961 - 1990: #134 Issued: February 1972

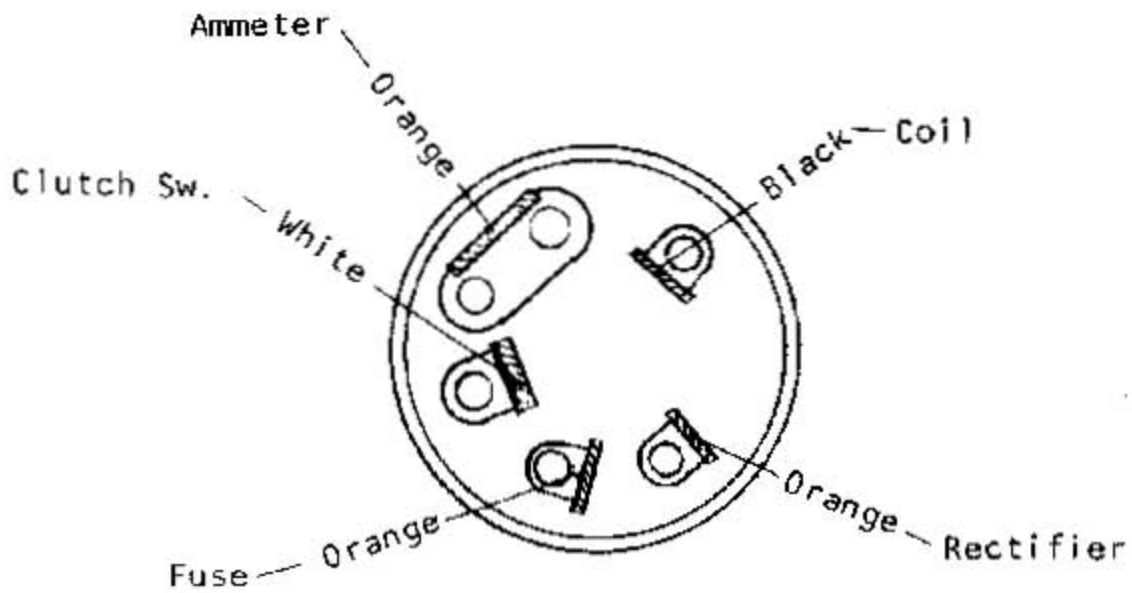
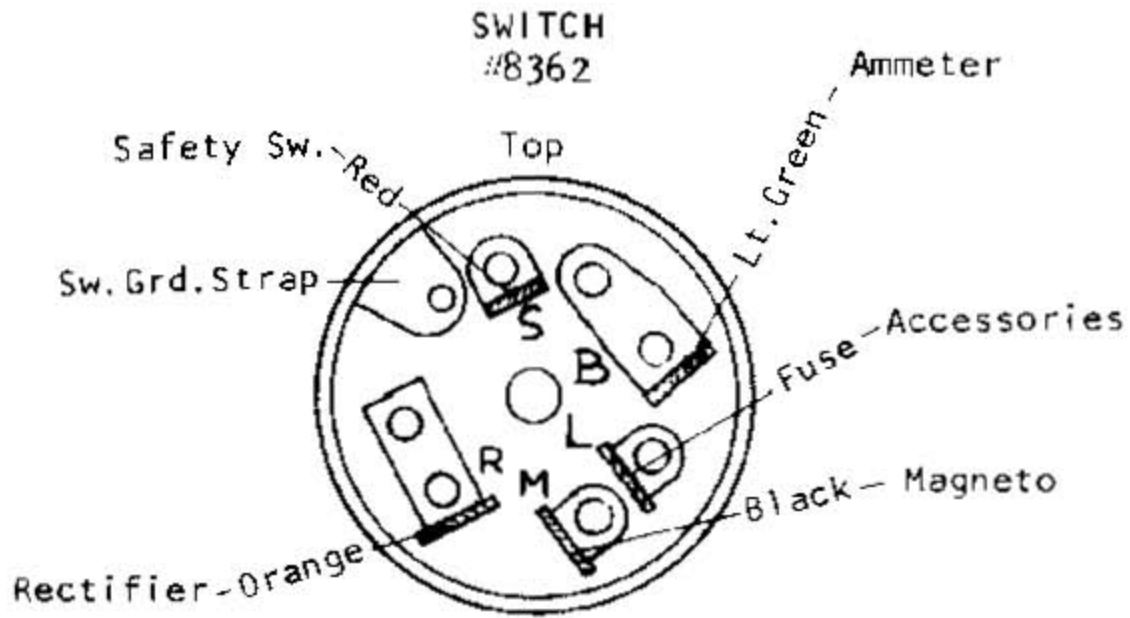
Ignition Switches - 1972 Models

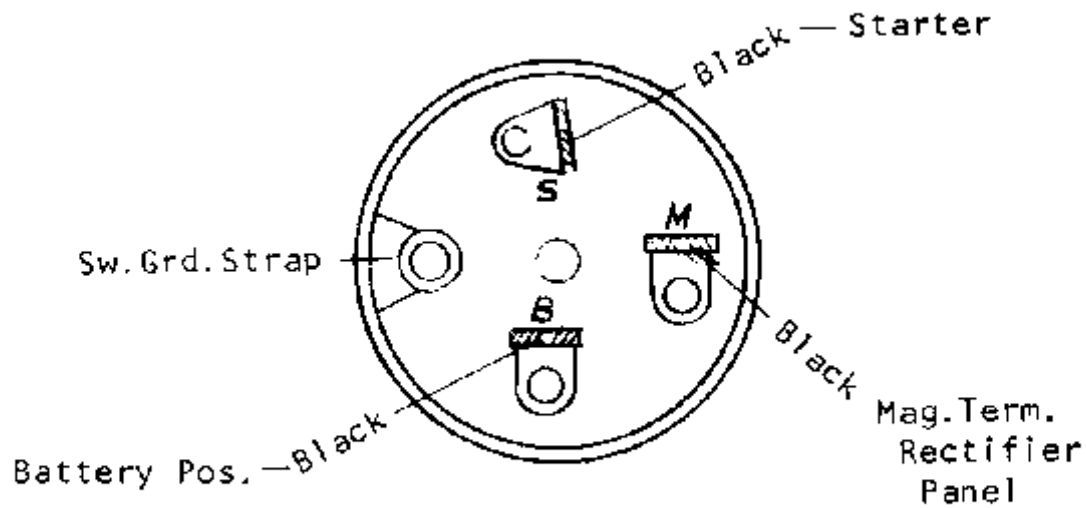
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As four (4) different Ignition Switches are used on 1972 models it is extremely important that replacement switches be identified properly to avoid damage to the electrical system.

The four (4) switches are pictured below as seen from the terminal side of the switch. The terminals are identified on the pictures as some of the switch terminals are not marked correctly or are not marked at all.







3. Be sure the front snow thrower belt is tight. Belt should deflect approximately 1 inch when pushed halfway between the pulleys with approximately 20 pounds force.
4. Be sure attachment drive belt is properly installed on all pulleys and properly positioned in all belt guides. Tighten the attachment drive belt so that snow thrower drives satisfactorily in the down position. This adjustment is made on the connecting springlink on the engaging arm of the idler pulley hanger. This will have to be adjusted from the place used with the mower, if previously used with mower

Atwood S. Kidder
 Manager,
 Technical & Engineering Services

Wheel Horse Service Bulletins 1961 - 1990: **#325** Issued: March 1982

Servicing 1969-73 Vertical Shaft Differentials

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P/N 7952, 100173, 100204 Used on Charger V8-1-7841, 1-7851 Commando V8-1-4841, 1-4851, 1-4852 Charger V7-1-7741, 1-7751 Commando V7-1-4741, 1-4751, 1-4752, CG-7-1-0270, 1-0275 CG-8-1-0200, 1-0201, 1-7752 8HP 4-Speed-1-0276, 1-0277

To All Dealers:

1. Subject

1.1 The differential assemblies used on the above model tractors are obsolete and no longer available. However, a quantity of the differential face gear has been specially machined from steel to satisfy customer demand.

1.2 Since the differential was always serviced as an assembly, **NO OTHER PARTS ARE AVAILABLE.** If differential parts other than the face gear are required, the unit is not repairable.

1.3 Be sure to consult the Parts Price List before ordering the face gear, as it is relatively expensive. Also check the Price List for availability of other transaxle parts required.

2. Service Action

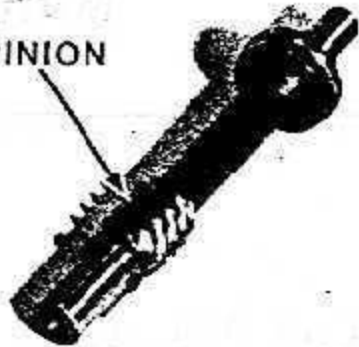
2.1 The replacement face gear is our P/N 105176. Be sure to examine the pinion, P/N 7953, very carefully. It should be replaced if **ANY** damage is noted; otherwise, the new face gear may be ruined.

2.2 The photos on the reverse side show the parts of the differential assembly along with service notes.

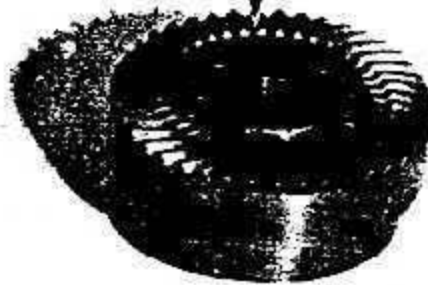
ROUTING	SERVICE MANAGER	SALES MANAGER	PARTS MANAGER	CHIEF MECHANIC	MECHANIC NO 1	MECHANIC NO 2	MECHANIC NO 3	MECHANIC NO 4	RET. AN THIS TO
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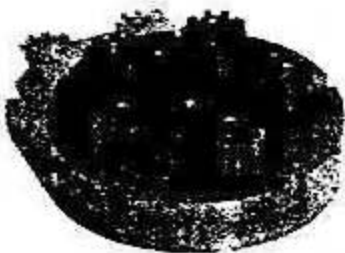
7953 PINION



7952/100173/100204
DIFFERENTIAL ASS'Y.

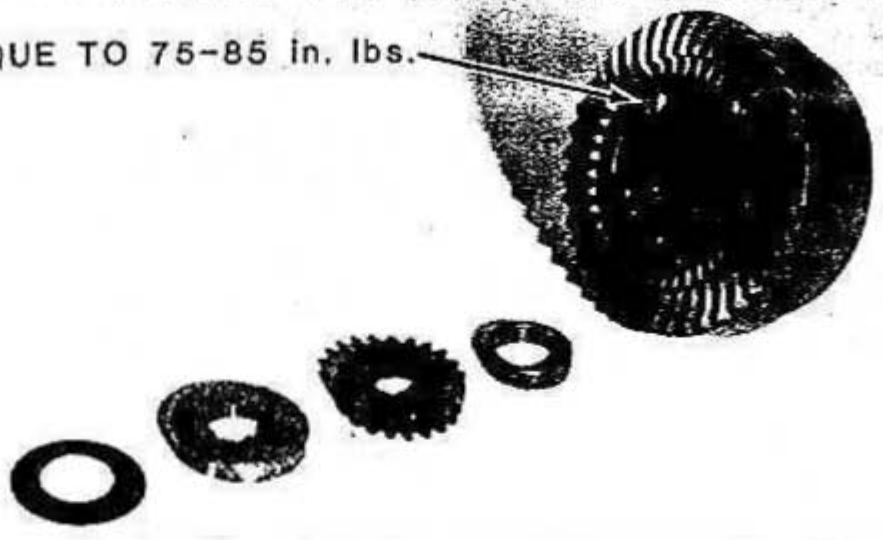


TRANSFER SPIROL PINS
TO NEW GEAR



ALL OTHER PARTS MUST BE
IN SERVICEABLE CONDITION

TORQUE TO 75-85 in. lbs.



TRANSAXLE LUBRICANT SAE 90 GL-4 or 5