

Jr. Sodcutter

CONTROLS

MASTER CLUTCH CONTROL LEVER(A)

Engages / disengages drive belt. Applies brake to drive belt when pulled FIRMLY to rear.

THROTTLE CONTROL (B)

Controls engine speed.

ENGINE SWITCH

(Located on the engine)

Move to "ON" position to start engine. Move to "OFF" position to stop the engine.

OPERATOR PRESENCE CONTROL (C)

With master clutch control engaged, engine will stop if operator presence lever is not depressed.

BLADE DEPTH CONTROL LEVER (D)

Raises or lowers cutting blade.

BLADE DEPTH CONTROL LOCKING LEVER (E)

Locking lever holds blade depth control in desired position.

BLADE ANGLE LOCKING LEVER (F)

Locks blade angle.

DEPTH STOP (G)

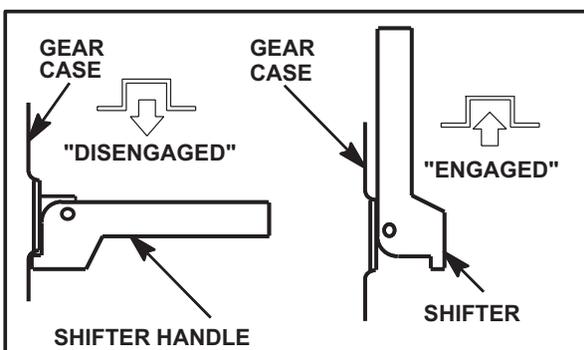
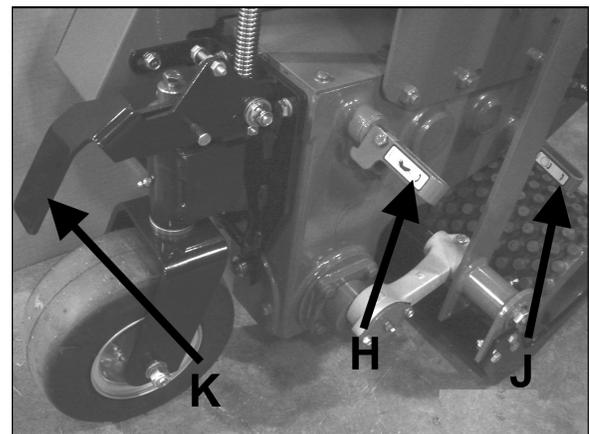
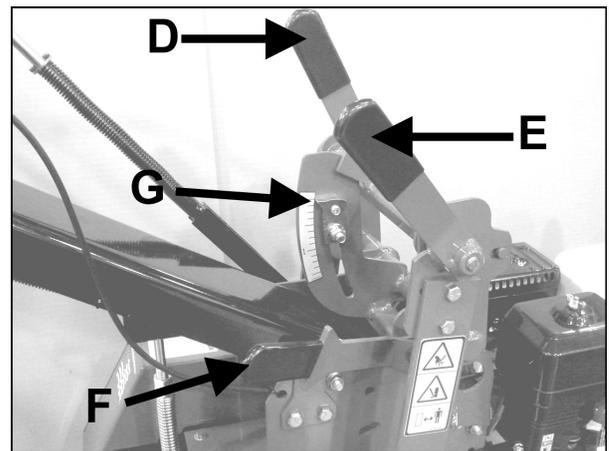
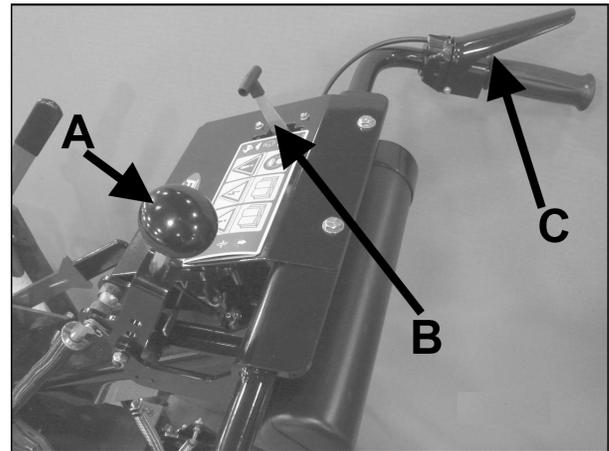
Allows resetting of blade depth to the previous cutting height.

BLADE AND WHEEL SHIFTER HANDLES (H & J)

Engage and disengage blade for cutting and gears for driving Sodcutter.

CASTER WHEEL LOCKING LEVER (K)

Allows for straight cutting when locked (down) and curved cutting when unlocked (up).



STARTING THE ENGINE

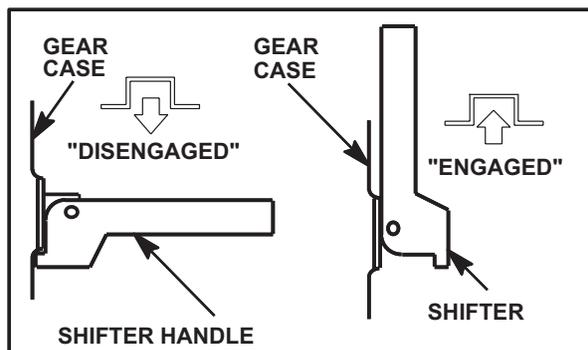
1. Move the engine switch to the "ON" position.
2. Pull the recoil starter to start the engine.
3. If the choke is ON when the engine starts, gradually back it off until the engine runs with no choke at all.

MOVING OF UNIT

To move unit without running blade:

1. Place blade shifter handle in "disengaged" position (handle will point straight out from unit) See **Figure 1**.
2. Set engine speed to slow.
3. Engage drive shifter handle.
4. Depress operator presence control.
5. Engage master clutch control lever.
6. Adjust throttle to desired walking speed.

To move unit **without running the engine**, put drive shifter handle and clutch control lever in the "disengaged" position. Push unit to move it.



CUTTING SOD

WARNING: Underground utilities. Electrocution, explosion, service disruption risk.

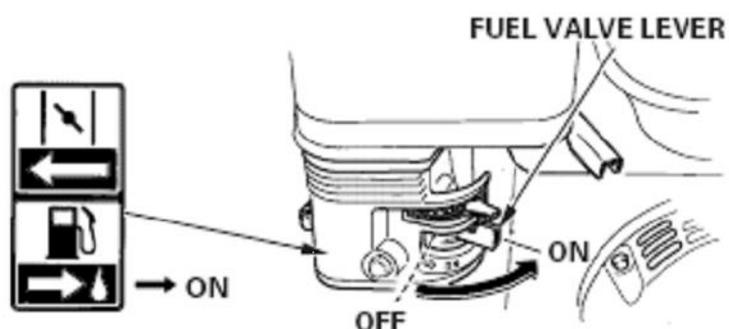
Before beginning any work, check with the local authorities for underground utility location and depth. Do not operate where there is any risk of contacting underground utilities. Contacting buried utilities could result in a service outage. Contacting buried electrical wires could result in electrocution. Contacting a buried gas line could result in an explosion.

This precaution is especially important when using attachments such as the mole blade or trencher which operate at greater depths.

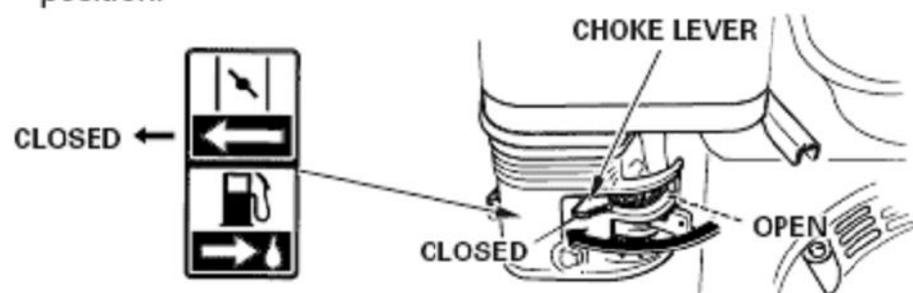
1. Move machine to the area where sod is to be cut. With the engine off and the master clutch disengaged, stand on the right side of the machine. Loosen the Blade Depth Control Locking Lever with your right hand, then use the handle bar to tip the machine forward and hold it with your left hand. Lower the Blade Depth Control Lever with your right hand until it hits the preset Depth Stop. Tighten the Locking Lever.
2. Start the engine, then engage the wheel drive and the blade drive with the Wheel Drive Shifter Lever and the Blade Drive Shifter Lever.
3. For straight cutting, leave the caster wheel locking lever down. For cutting irregular or curved shapes, raise the caster wheel locking lever up and forward.
4. Adjust the throttle to full speed. With the machine tipped forward, engage the Master Clutch. The machine will start moving forward and the blade drive will operate. Lower the machine into the sod and cut for a short distance.
5. Stop the machine and check the sod thickness. Adjust the Depth Stop and blade if necessary. See Adjustment section.
6. Continue cutting. At the end of each pass lift up on the handle to raise the blade out of the sod and turn around for the next pass.

STARTING THE ENGINE

1. Move the fuel valve lever to the ON position.



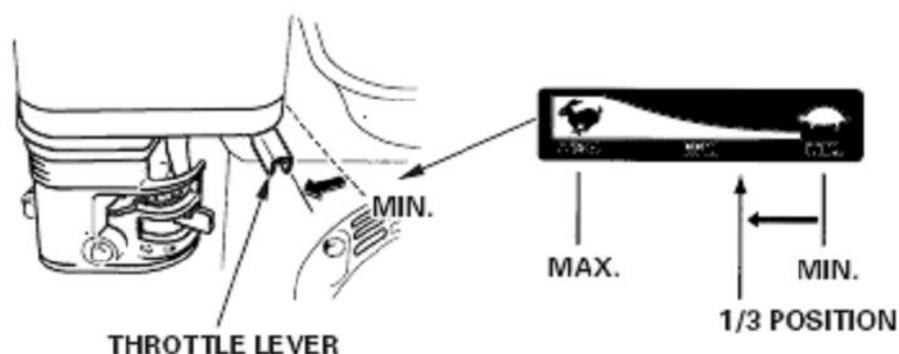
2. To start a cold engine, move the choke lever to the CLOSED position.



To restart a warm engine, leave the choke lever in the OPEN position.

Some engine applications use a remote-mounted choke control rather than the engine-mounted choke lever shown here. Refer to the instructions provided by the equipment manufacturer.

3. Move the throttle lever away from the MIN. position, about 1/3 of the way toward the MAX. position.



Some engine applications use a remote-mounted throttle control rather than the engine-mounted throttle lever shown here. Refer to the instructions provided by the equipment manufacturer.