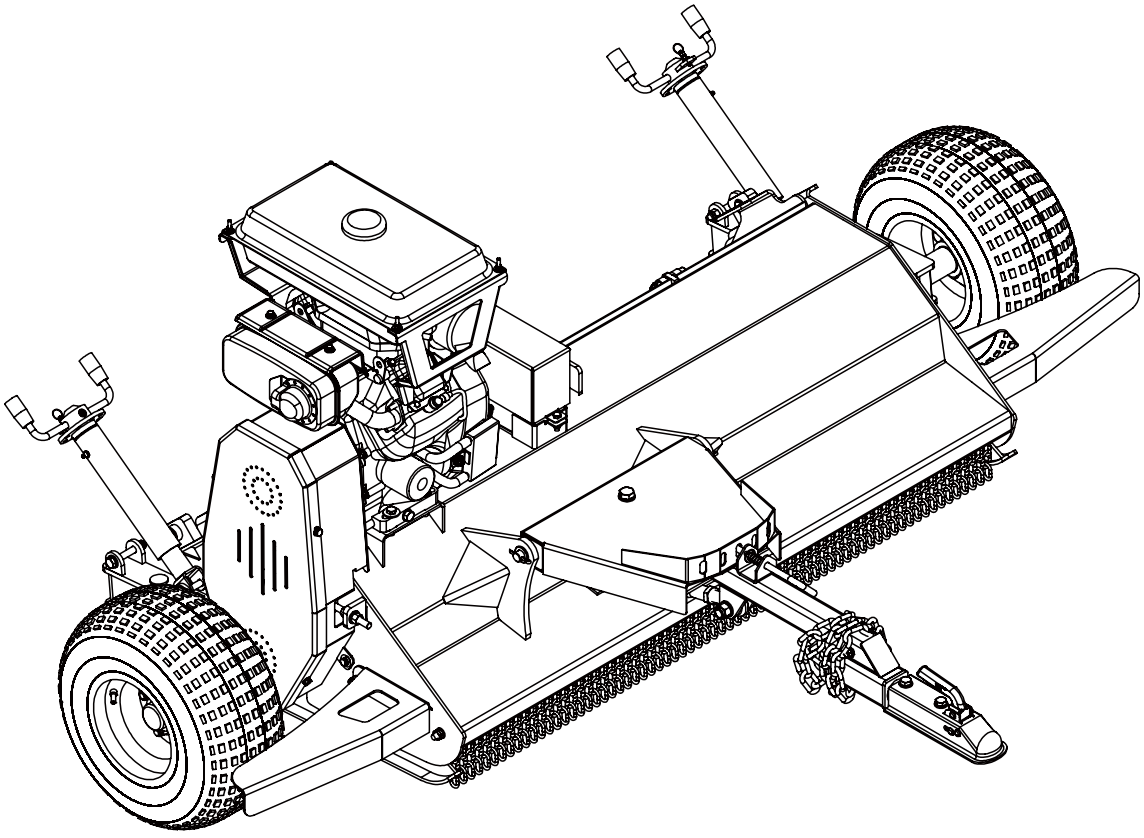
ATV140 FLAIL MOWER



Operator's Manual

MechMaxx

www.mechmaxx.com

TABLE OF CONTENTS

TABLE OF CONTENTS 1
SPECIFICATIONS 2
SAFETY SIGNS 3
INTRODUCTION 4
- INTRODUCTION 4
- TOWED EQUIPMENT 4
- WEIGHT RATIOS 4
- BRAKING 4
- HITCHING AND LOADS 4
- TYRES AND WHEELS 4
- MAXIMUM TOWED WEIGHT 4
- MOUNTED EQUIPMENT 5
- INSTRUCTIONS FOR MOUNTED AND TRAILED EQUIPMENT 5
- USING AN ATV 5
- TRAINING 5
- HELMETS 5

SAFETY 6
- IN THE INTEREST OF SAFETY:DO NOT 6
- IN THE INTEREST OF SAFETY:DO 6
- INSTRUCTION&WARNING DECALS 6

ASSEMBLY 7
- TOW BAR 7
- WHEEL FRAME 7
- WHEELS 7
- HAND-CRANK ADJUSTMENT ROD 8
- WHEEL GUARD 8
- FUEL TANK 8
- BATTERY WIRING 8

OPERATING INSTRUCTIONS AND ADJUSTMENTS 9
- ADD OIL TO ENGINE 9
- ADD GASOLINE TO ENGINE 9
- STARTING ENGINE 9
- INITIAL CHECK 10
- DRAWBAR ADJUSTMENT 10
- TO ADJUST 10
- QUICK OFFSET DRAWBAR 10
- MOWER CUTTING HEIGHT 10
- CUTTING HEIGHT ADJUSTMENT: 10
- STARTING THE ENGINE 11
- FORWARD SPEED 11
- STOPPING THE MOWER 11
- STOPPING THE MOWER 11
- ANTI-SCALPING ROLLER/SIDE SKIDS 12

MAINTENANCE 13
- ENGINE 14
- EXCESS CROP BUILD UP 14
- VISUAL CHECK 14
- TYRE PRESSURES 14
- ROTOR BEARING INSPECTION 14
- WHEEL BEARING INSPECTION 14
- OIL 1.96 IN COUPLING/BUSH WEAR 14
- GENERAL INSPECTION 14
- ROTOR FLAIL MAINTENANCE 14

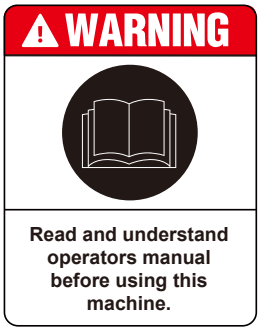
PARTS DIAGRAM 15
PARTS LIST 16

SPECIFICATIONS

Model	ATV140
Engine	ZONSEN GB680 II
Engine Type	Dual Cylinder (90° V Type), 4 Stroke, Forced Air Cooling
Displacement	679 cc; 23 HP
Working Width	55 in
Overall Width	89 in
Cutting Height	0.4-2.5 in
Number of Blades	22
Blade Type	Hammers
Size of Blades	4x2.6 in
Blade Weight	0.8 lbs
Blade Material	Cast Steel
Rotor Bearing	FKD Bearing
Rotor Rotation	Reverse
Drive Type	Belt Drive
Number of Belts	3
Belt Size	AV17 X 1090 Li
Tire Size	18*9.5-8
Finsh	Powder Coat Paint Galvanized Steel
Warranty	1 Year
Net Weight/Gross Weight	672.4/791.5 lbs

SAFETY SIGNS

The rating plate on your machine may show symbols. These represent important information about the product or instructions on its use.

























INTRODUCTION

With the purchase of your FLAIL MOWER you have made an excellent choice.

This machine should give first class service for a long time, if used correctly, and maintained as described in this manual.

Fitted with an easy to start engine it has been designed to cope with a wide range of conditions. The ATV – Flail mower incorporates easy height adjustment, range of engine options and a full width anti-scalping roller to avoid damage to machine and sward.

The mower is constructed from 4mm steel for added strength; all fittings are of high quality to ensure years of trouble free use.

Different wheel options are available for the ATV Flail Mower

Engines used may wary, but all are accompanied by the maker's usual warranty.

INTRODUCTION

This information sheet gives advice to users on how to use all Terrain vehicles(ATVs)safely with towed and mounted equipment.

Plan the use of an ATV carefully and take particular note of ground conditions and slopes,as these may vary considerably,depending on the terrain,weather conditions,ground surface and the crop under the wheels.

TOWED EQUIPMENT

Choose equipment which matches your ATV. Stability of towed equipment is affected by:

WEIGHT RATIOS

1.The safe ratio between the trailed laden maximum weight and unladen weight of the ATV must be assessed for each operation.

2.Always take note of information given in the manufacture's handbook when making this assessment.

3.As a guide research shows that on level ground,4 x unladen weight of the ATV for braked trailed equipment and 2 x unladen weight of the ATV for unbraked trailed equipment are the appropriate maximum retios.

Note: For work on slopes or uneven ground the ratio will need to be reduced.

BRAKING Fit:

1.Brakes to trailed equipment.This helps prevent jack-knifing when braking or traveling downhill;

2.Over-run brakes which come into action whenever theATV brakes are applied;

3.A manually operated parking brake operable from the driving position.This provides control for use when going up slopes.

HITCHING AND LOADS

Stability is also improved if:

1.Some weight is transferred from the trailer onto theATV draw-bar;

2.The draw-bar has a swivel hitch and the ATV a ball hitch having a large head to neck ratio.This makes it easier for the draw-bar hitch to swivel and cope with undulating ground;

3.The load is positioned as near to the centre of the trailer as possible.

TYRES AND WHEELS

1.Check tyre pressures regularly with a pressure gauge capable of reading low pressures accurately;

2.Check tyres regularly for damage and wear;

3.Select equipment which has tyres and wheels that can cop with speeds over 20mph and occasional higher speeds;

4.Use wheels with bead locks on the rims if the main use is going to be on sloping ground.This prevents tyre run-off on side slopes.

MAXIMUM TOWED WEIGHT

Follow the advice given by manufacturers on the maximum trailed weight.This will be found on the equipment or in the instruction handbook.

Note: Universal road going trailers will normally have the maximum gross weight stated on a separate notice.

MOUNTED EQUIPMENT

ATVs using mounted equipment are safer if the equipment has:

- A low centre of gravity.This improves stability.
- A gross weight within the limits approved by ATV manufacturer.
- No dangerous projections to injure the operator or bystanders;
- No forward projections which stop head protection beingworn;
- Controls which are easy to work and which do not creat a hazard to the operator

INSTRUCTIONS FOR MOUNTED AND TRAILED EQUIPMENT

Take note of the manufacturer's instructions on:

- Operating on slopes;
- Where to place loads so as to give fore/aft and lateral stability;
- The risks of using equipment with negative drawbar nose weight,ie loss of traction;
- The maximum operating speed;
- The effect that equipment carried on front and/or rear racks will hace on longitudinal and lateral stability;
- Securing loads;
- The use of ballast,if any,to improve stability;
- The need to select and use safe routes.

USING AN ATV

- Read the manufacturer's instruction book and take note of the safety advice given;
- Choose an ATV with enough power for the work you want it to do
- Four-wheel driver will give better traction and mobility and may provide a margin of safety;
- Choose a safe route;
- Be aware that increased speed greatly increases the risk of instability and the risk of an overturn;

TRAINING

Train everyone who has to use an ATV whether with mounted or trailed equipment or as a solo machine.The training should emphasise the factoes affecting stability,the need for care and concentration,and how to recognise the conditions which may affect the safety of operation,It is important for trainees to familiarize themselves with the handing and control of the machine on level open ground before tackling rough hill terrain.

Suitable training courses are run by bodies such as ATB Landbase and the forestry Authority.

HELMETS

Wear head protection which protects the head and neck.Helmets are suitable.Some users find open faced helmets more suitable than full face helmets.

SAFETY

IN THE INTEREST OF SAFETY:

1. DO NOT–Operate the mower without all the correct guards fitted.
2. DO NOT–Alter engine settings unless stated by Engine manufacturer.
3. DO NOT–Touch any moving or rotating parts,during working conditions
4. DO NOT–Stop the engine immediately after heavy use.
5. DO NOT–Operate the mower without suitable ear and eye protection
6. DO NOT–Allow passengers.
7. DO NOT–Leave machine un-attended while operating
8. DO NOT–Run the engine in an enclosed area,exhaust gases containCarbon Monoxide and are fatal if in haled.
9. DO NOT–Operate the mower on excessively steep slopes.
10. DO NOT–Operate the mower unless all safety features are fitted to the mower and are used correctly.
11. DO NOT–Operate the mower until you have read and understood the entire operators manual
12. DO NOT–Wear loose fitting clothing,to avoid catching on parts of the machine
13. DO NOT–Try to remove blockages while the engine is running.Ensure engine is stopped and the rotor has finished rotating,before any servicing takes place to your mower.
14. DO NOT–Operate the mower in Dark conditions unless suitable artificial light is used.
15. DO NOT–Operate if excessive vibration occurs,stop the machine immediately and view maintenance chart.
16. DO NOT–Climb on the mower.

IN THE INTEREST OF SAFETY:

1. DO follow the engine manufacturer's guidelines.
2. DO ensure all spectators are at a safe distance during operation.
3. DO perform regular servicing and inspections before use.
4. DO clear the cutting area of any objects that could cause damage.
5. DO reduce speed when operating on hillsides or rough terrain.
6. DO be aware that components may be hot after operation.
7. DO follow all towing guidelines specified by the ATV manufacturer.
8. DO use caution when refueling with gasoline, especially if engine components are hot.
9. DO ensure all safety decals are in good condition; replace any that are damaged or missing.
10. DO keep hands and feet away from rotating blades.
11. DO ensure the mower is in the transport position before moving it from the work area.

INSTRUCTION&WARNING DECALS

KEEP WHEEL NUTS TIGHT CHECK DAILY

REFER TO THE OPERATORS MANUAL FOR CORRECT TYRE INFLATION

PRESSURE OBSERVE TOWING VEHICLE MAX TOWING LIMITS OR TRAILER MAX WEIGHTS

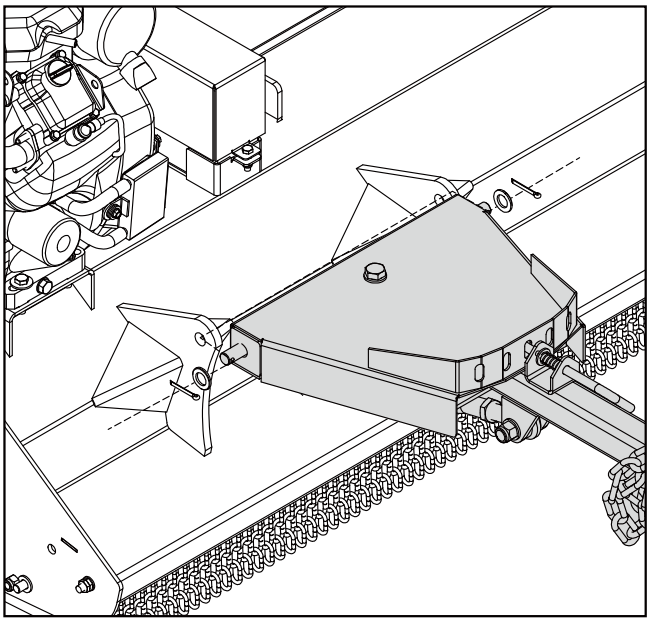
Your responsibilities before operating this machine are:

- **Read Understand and Follow the safety procedures manual**
- **Train operators before using & review safety procedures regularly**
- **Ensure that all guards are in place before operating**
- **Keep Hand, Feet, Hair and Clothing away from all moving parts**
- **Avoid wearing loose clothing whenever possible**
- **Maintain as per schedule in the safety procedures. Especially Blades and Securing Hardware, due to the hazard they present should any part break loose during operation**
- **During maintenance, use suitable support stands**
- **DO NOT allow any persons to ride on the equipment**

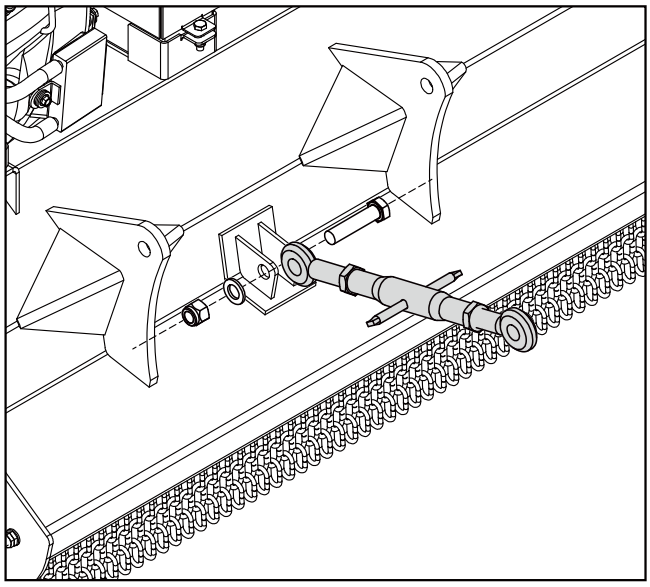
ASSEMBLY

TOW BAR

Secure the tow bar in the position shown using the long pin shaft, then install the cotter pin (5×40) and flat washer (16) to lock it in place.

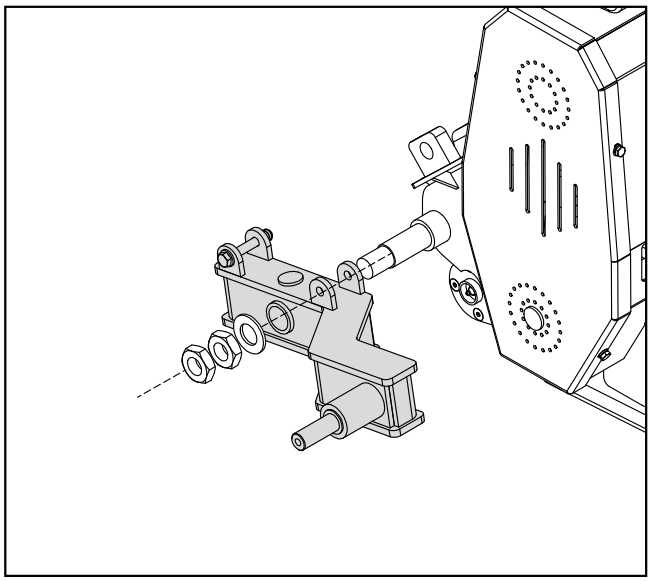


Assemble the connection bar at the bottom of the tow bar using a hex head bolt (M16×70), lock nut (M16), and flat washer (16).



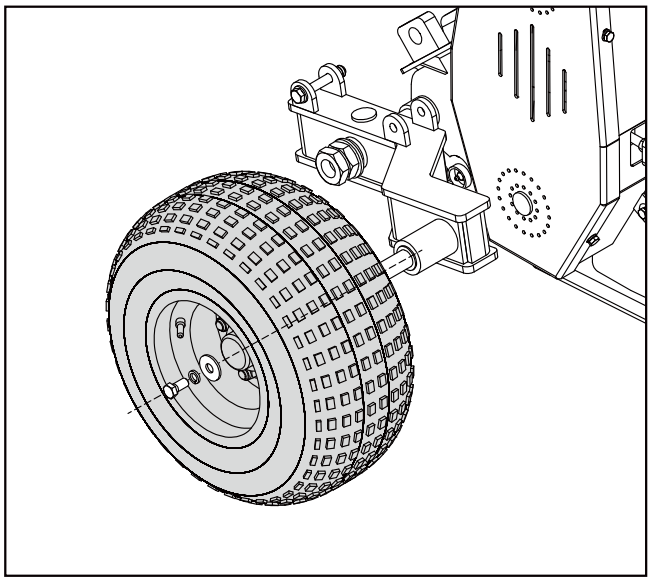
WHEEL FRAME

Assemble the wheel frame to the mower frame using two hex thin nuts (M30) and flat washers (30).



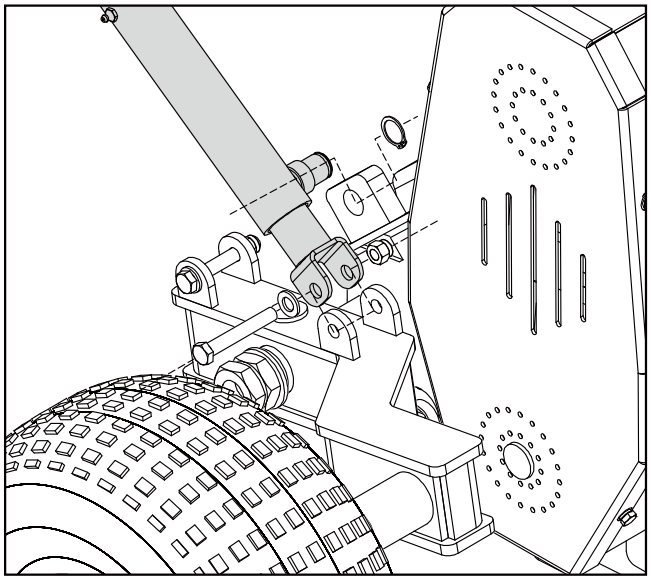
WHEELS

To install the wheel, first open the wheel cover. Secure the wheel to the wheel axle using the shaft end cap, hex head bolt (M12×25), and spring washer (12).



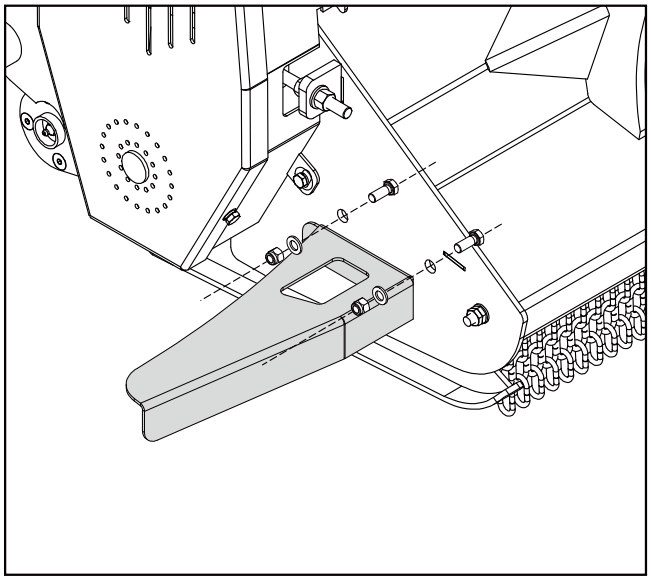
HAND-CRANK ADJUSTMENT ROD

When installing the hand-crank adjustment rod, first remove the retaining ring from the adjustment rod. Then install the hand-crank adjustment rod onto the wheel axle using a lock nut (M12), flat washer (12), and hex head bolt (M12×80). Finally, reinstall the retaining ring to secure it in place.



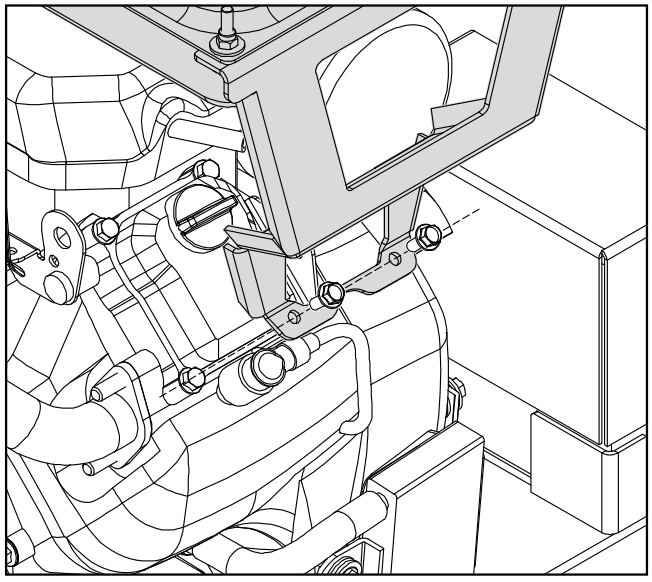
WHEEL GUARD

Install the wheel guard onto the mower frame using a hex head bolt (M12×30), lock nut (M12), and flat washer (12).



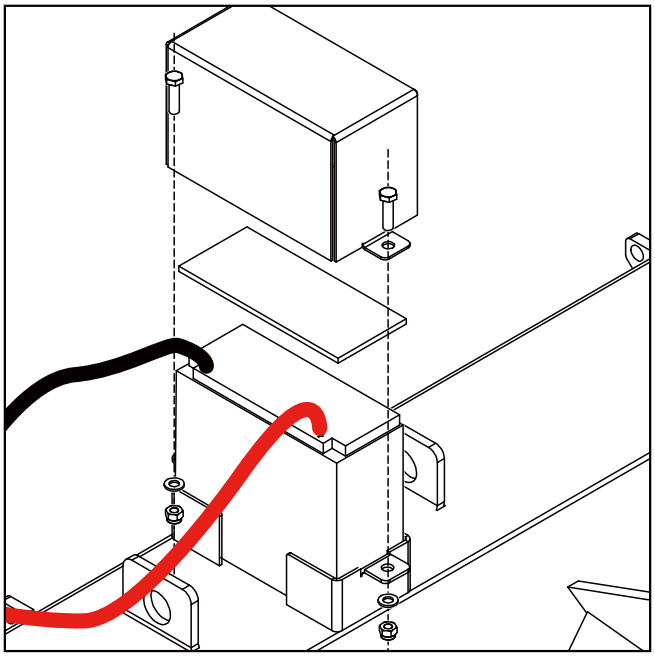
FUEL TANK

Assemble the fuel tank bracket to the engine using a hex head bolt (M6×16).



BATTERY WIRING

First, remove the battery protective cover. Connect the black cable to the negative (−) terminal and the red cable to the positive (+) terminal. Then reinstall the battery protective cover.



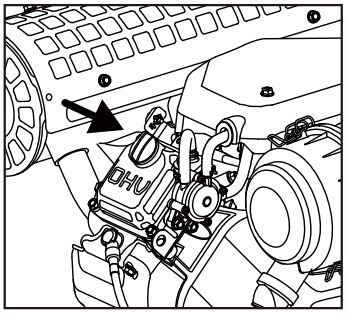
OPERATING INSTRUCTIONS AND ADJUSTMENTS

The engine is shipped without oil. Do not start the engine before adding oil.

ADD OIL TO ENGINE

1. Make sure the mower is on a flat, level surface.

2. Remove the oil fill cap/ dipstick to add oil.



3. Using a funnel, add oil up to the FULL mark on the dipstick. (See engine manual for oil capacity, oil recommendation, and location of fill cap.).

DO NOT OVERFILL. Check engine oil level daily and add as needed.

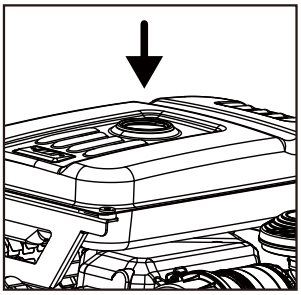
ADD GASOLINE TO ENGINE

Gasoline is highly flammable and explosive. You can be burned or seriously injured when handling fuel. Use extreme care when handling gasoline.

Fill the fuel tank outdoors, never indoors. Gasoline vapors can ignite if they collect inside an enclosure. Explosion can result.

1. The engine must be off and allowed to cool at least two minutes before adding fuel.

2. Remove the fuel filler cap and fill the tank. (See engine manual for fuel capacity, fuel recommendation, and location of fuel cap.)



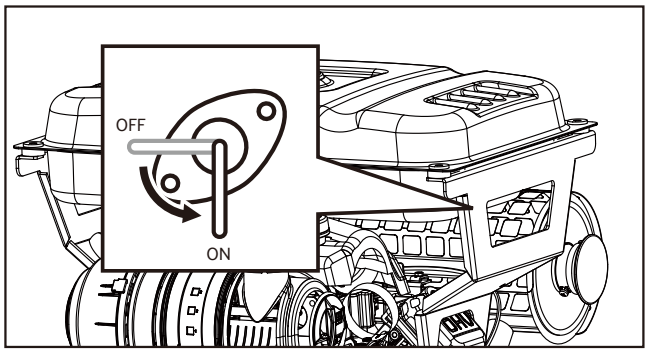
IMPORTANT:DO NOT OVERFILL!

This equipment and/or its engine may include evaporative emissions control system components, required to meet EPA and/or CARB regulations, that will only function properly when the fuel tank has been filled to the recommended level. Overfilling may cause permanent damage to evaporative emissions control system components. Filling to the recommended level ensures a vapor gap required to allow for fuel expansion. Pay close attention while filling the fuel tank to ensure that the recommended fuel level inside the tank is not exceeded. Use a portable gasoline container with an appropriately sized dispensing spout when filling the tank. Do not use a funnel or other device that obstructs the view of the tank filling process.

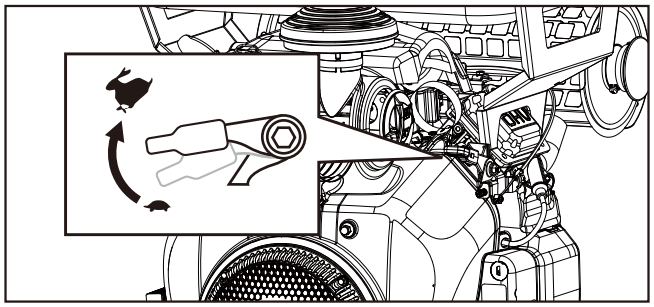
3. Reinstall the fuel cap and tighten. Always clean up spilled fuel.

STARTING ENGINE

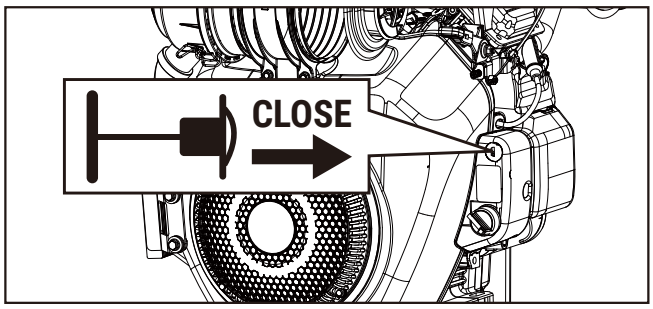
1. Open the oil pipe switch under the fuel tank.



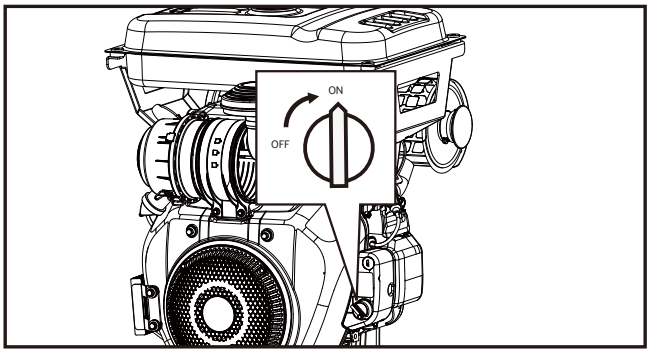
2. Move the throttle slightly.



3.Pull the throttle lever out and move it to the off position.

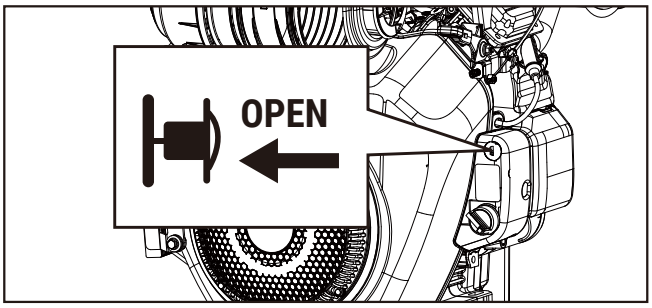


4. Move the engine switch to the ON position.

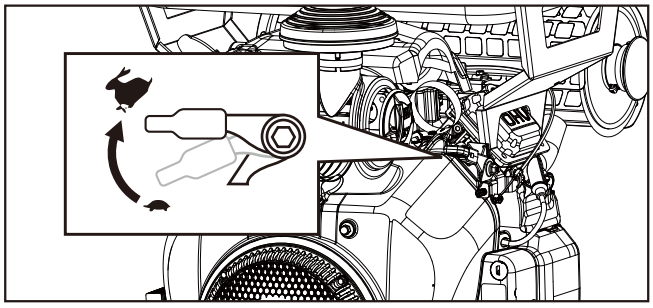


When starting the machine for the first time, you need to start it several times when starting the key.

5.Push the throttle lever in and move it to the closed position.



6. Move the throttle lever slightly to the FAST speed.



The ATV Flail Mower is designed to provide safe and reliable service when operated according to the instructions and intended use.

Read and understand this manual before operating the mower. Failure to do so may result in personal injury or equipment damage.

When the mower is used with an ATV or compact tractor, hearing protection should be worn. Under normal operating conditions, a noise level of approximately 83 dB(A) may occur; therefore, hearing protection is recommended.

INITIAL CHECK

1.Makesure tha tall nuts,bolts and fitting sare securely-fixed,and that all packaging materials e.g.wire bands,tape etc have been removed.(Remove tape from the front stone deflectors from the underside of the body.

2.Check the there is oil in the engine and petrol in the tank.

3.Check tyre pressures.

DRAWBAR ADJUSTMENT

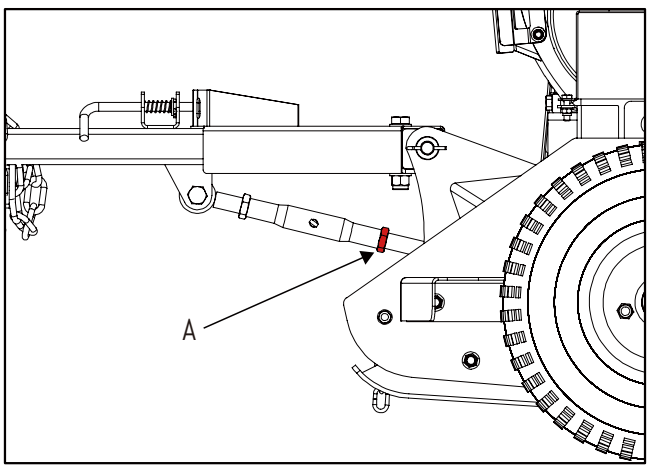
The draw barattach ment height of the towing vehicle can vary. To accom modate adjustment,a screw link is located beneath the drawbar. This should be lengthened or shortened so that the cutting deck is horizontal to level ground. (This ensures a better cutting efficiency)

TO ADJUST

1. Unlock the locking nut (A)

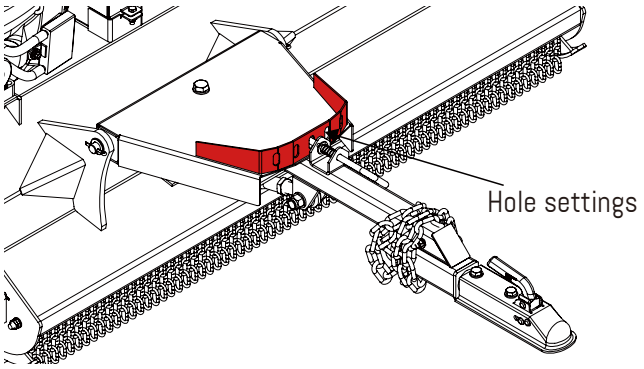
2. Lengthen the link to lower the front of the deck or shorten to raise the deck.

3. Once the deck is level, re-tighten locking nut (A).



QUICK OFFSET DRAWBAR

Pull back the locking pin; slide the drawbar to the desired position, and release the locking pin into the securing hole, as shown.

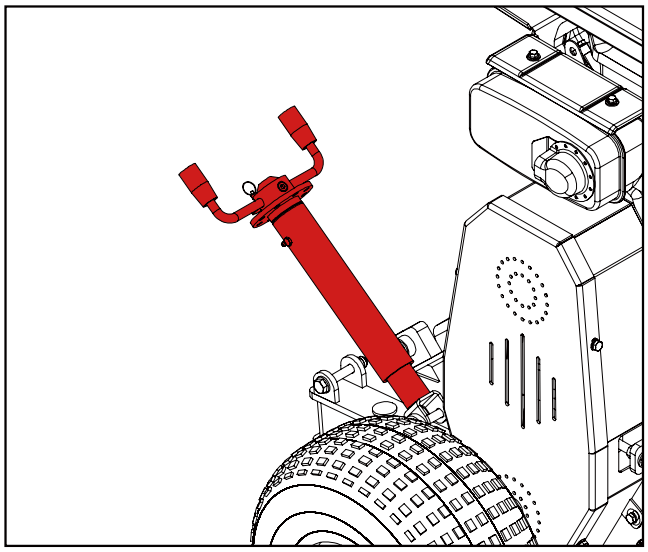


MOWER CUTTING HEIGHT

The main cutting height adjustment is achieved by using the screw jack, to raise or lower the cutting deck as necessary.

CUTTING HEIGHT ADJUSTMENT:

Turn the handle to raise or lower as necessary.



STARTING THE ENGINE

READ AND UNDERSTAND THE ENGINE OPERATORS MANUAL BEFORE USE

Observe all safety precautions. Keep hands and feet away from the rotor and all moving parts. Keep spectators at a safe distance.

1. Make sure there is adequate clearance between the blades and the ground or crop.
2. Select an area free of loose debris that could be picked up by the machine.
3. Set the engine choke and adjust the throttle to a suitable idle speed.
4. Place one foot firmly on the deck housing to maintain a stable, balanced position. Pull the starter cord firmly, then allow the cord to return slowly to the housing. One or two strong pulls should start the engine.
5. After allowing the engine to warm up at idle speed for a few seconds, move the throttle to the factory preset working position to achieve a normal operating engine speed of up to 3600 RPM (max).

FORWARD SPEED

The amount of grass or weeds to be cut dictates the forward speed;slow forwardspeeds give better results in most cases.Ensure you follow the procedure below.

NORMAL FORWARD SPEED (1 kph–very heavy use–10 kph–very light use) Start off in the slowest speed possible,ensure the mower is working efficiently with the engine set at maximum RPM and not labouring.(If this is not possible due to very heavy cutting conditions,raise cutting height of blades and be prepared to go over twice with machine set lower on 2nd pass,leave at least 24 hours in between 1st and 2nd cut to allow grass to dry out) Increase forward speed until the RPM of the engine starts to slow down (This is working the engine too hard for conditions) – slow down, let the engine regain full RPM and go throughthe same process but stop shortof speed-which made engine labour previously. It is important always to listen tonote of engine to en sure engine and mower are working efficiently, slow down or stop once engine starts to labour.

FAILURE TO DO THIS WILL RESULT IN CLUTCH SLIP AND ULTIMATELY SEVERE DAMAGE TO THE CLUTCH AND DRIVE BELTS.

STOPPING THE MOWER

After prolonged heavy use, before stopping the mower, run the machine at half operating speed while stationary for at least 4 minutes to allow the drive belts to cool down.

1. Use caution around hot components—such as the engine exhaust and belts—after the engine has been shut off.
2. Ensure the mower drawbar is adjusted so the mower runs directly behind the towing vehicle and is not offset.
3. After the mower has fully cooled (minimum 1 hour after last use), make sure all grass and debris are removed from the engine cooling fins, drive belt area, and rotors before operating the mower again.

STOPPING THE MOWER

When the mower is being moved from one site to another it is advisable to raise the deck to the highest position

The engine must be stopped and the blades at a standstill before adjusting to the transport position.

Remove any crop debris from the deck before leaving the field.

Never move from one site to another with the engine running.

Please note the ATV – Flail Mower is not road legal, and should not be used on public roadways

ANTI-SCALPING ROLLER/SIDE SKIDS

The main purpose of the anti scalping roller is to prevent damage. If a wheel drops into a hole, or there is uneven ground between the wheels, the roller takes the weight of the mower, avoiding the flails scalping the ground; combined with the side skids the mower provides good protection to the rotor.

The anti scalping roller has the added advantage of enabling kerb side grass to be cut with no difficulty, by allowing the wheel to hang over the kerb edge.

The factory pre-set position of the anti scalping roller and side skids are suitable for most situations.

However,ifthe moverisusedinroughconditions orregularly inheavy crops,theroller and side skids should be lowered, to increase the clearance between the flail and the ground when the roller comes into use.

In circumstances where the mower is being used as a "Finishing Mower" and a striped appearance is desired, the roller can be set down using the various hole positions to give the required cutting height, then the wheels can be lifted clear of the ground.

TO ADJUST THE ROLLER:

Slacken pivot bolt "A".

Slacken and remove bolt

"B"(Repeat for both ends of the roller)

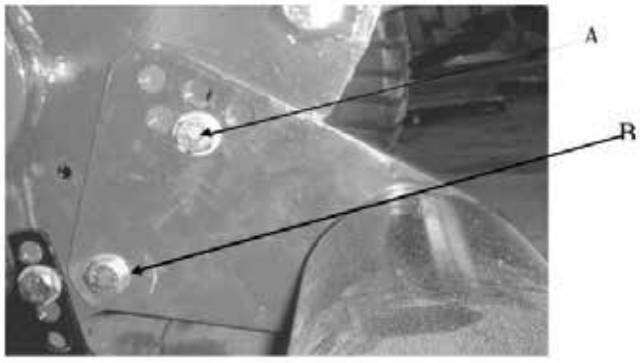
Select another hole and

Replace bolt "B". Tighten bolts "A" and

"B". TO ADJUST THE SIDE SKIDS:

Remove the bolt at the

Front of the skid and the rear of the skid (Shown as "C") Select new setting, replace the bolts and tighten. Repeat for the opposite skid; always ensure both skids are set to



MAINTENANCE

Maintenance Operation:	Hourly	Daily	Weekly	Seasonal
Engine (See Engine manufacturers manual)	▲	▲	▲	▲
Remove excess crop gathered on deck	▲	▲	▲	▲
Remove excess crop wrapped around rotor ends	▲	▲	▲	▲
Visual check to ensure nothings loose		▲	▲	▲
Grease Height Adjuster		▲	▲	▲
Grease Rear Roller		▲	▲	▲
Grease Rotor Bearings		▲	▲	▲
Tyre Pressures			▲	▲
Drive belt inspection		▲	▲	▲
Rotor Bearing inspection			▲	▲
Wheel Bearing Inspection			▲	▲
Oil 1.96 in coupling			▲	▲
Swivel hitch Bush Wear			▲	▲
Check All Fastener's are tight and intact			▲	▲
Safety Chain Guard inspection			▲	▲
Safety Decals intact			▲	▲
Safety Guards Intact			▲	▲
Check Blade wear / condition				▲
Check Metal Fatigue				▲
Clutch Wear / Function				▲

ENGINE

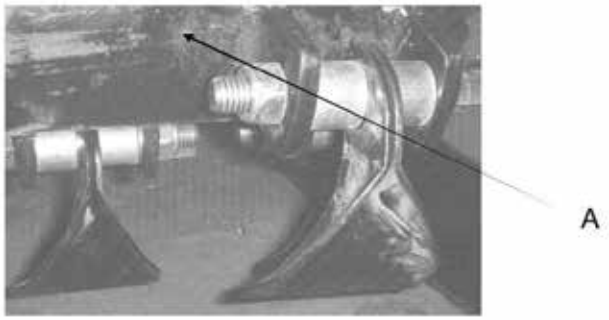
Refer to engine manufacturers manual, for servicing and maintenance of the engine.

EXCESS CROP BUILD UP

Remove all crop deposits from the deck, and engine area. Build up of crop deposits could result in heat build and fires

Disconnect the spark plug lead.

Remove any crop that is wrapped around the end of the rotor (A) or on the underside of the deck. Raise the deck to its max height to assist access to the rotor shaft.



VISUAL CHECK

Make a visual check around the mower, check for missing / loose parts or damaged / worn components. All faults must be either repaired or replaced.

TYRE PRESSURES

DO NOT exceed recommended tyre pressures

22×1100 -8	7 – 10 PSI
16.5×6.50 -8	28 PSI (Max)

ROTOR BEARING INSPECTION

Rotate rotor shaft by hand and feel for any roughness in the bearings. Also try to pull the shaft from side to side to see if any movement is found. If symptoms persist strip down the rotor-housing unit and inspect bearings.

WHEEL BEARING INSPECTION

Jack one side of the mower body up, so the wheel is just off the ground. Rotate the wheel by hand, and check the wheel alignment. To check the bearings, try to move the wheel from left to right and feel for any play in the bearings, ensure the wheel-locating bolt is tight before you start and follow any jacking procedures. If any play is found remove the wheel and inspect bearings. Replace any faulty bearings.

OIL 1.96 IN COUPLING/BUSH WEAR

Check coupling for signs of damage or wear, swivel the coupling 36. degrees and check that the bushes are not too worn. Replace any worn or damaged parts.

Oil the coupling regularly as shown below.

GENERAL INSPECTION

Check the mower to ensure all fasteners are tight and all safety guards / chains are intact and fitted securely. Check all safety-warning decals, Replace any defective guards or damaged decals.

ROTOR FLAIL MAINTENANCE

At the time of replacement, the opposite knife on the rotor should be checked for wear. If it is partially or well worn then it should be changed to maintain an accurate weight balance.

When the first cutting edge is becoming blunt, the whole set off ails should be turned around. (Using blunt knives will reduce the cutting efficiency and increase fuel consumption).

Replacing or reversing the knives follows this simple procedure:

1. Ensure mower engine has stopped and the knives have stopped rotating.Switch of the fuel tap and let the machine cool down for 5 minutes. Remove the spark plug to ensure the engine cannot be started.
2. Raise the mower to its max cutting height.
3. Carefully raise the draw bar to an incline position, so that the height adjuster bar at the rear of the mower takes the weight. NB: Do not attempt this with the wheels behind version; raise the front jack to its max height.

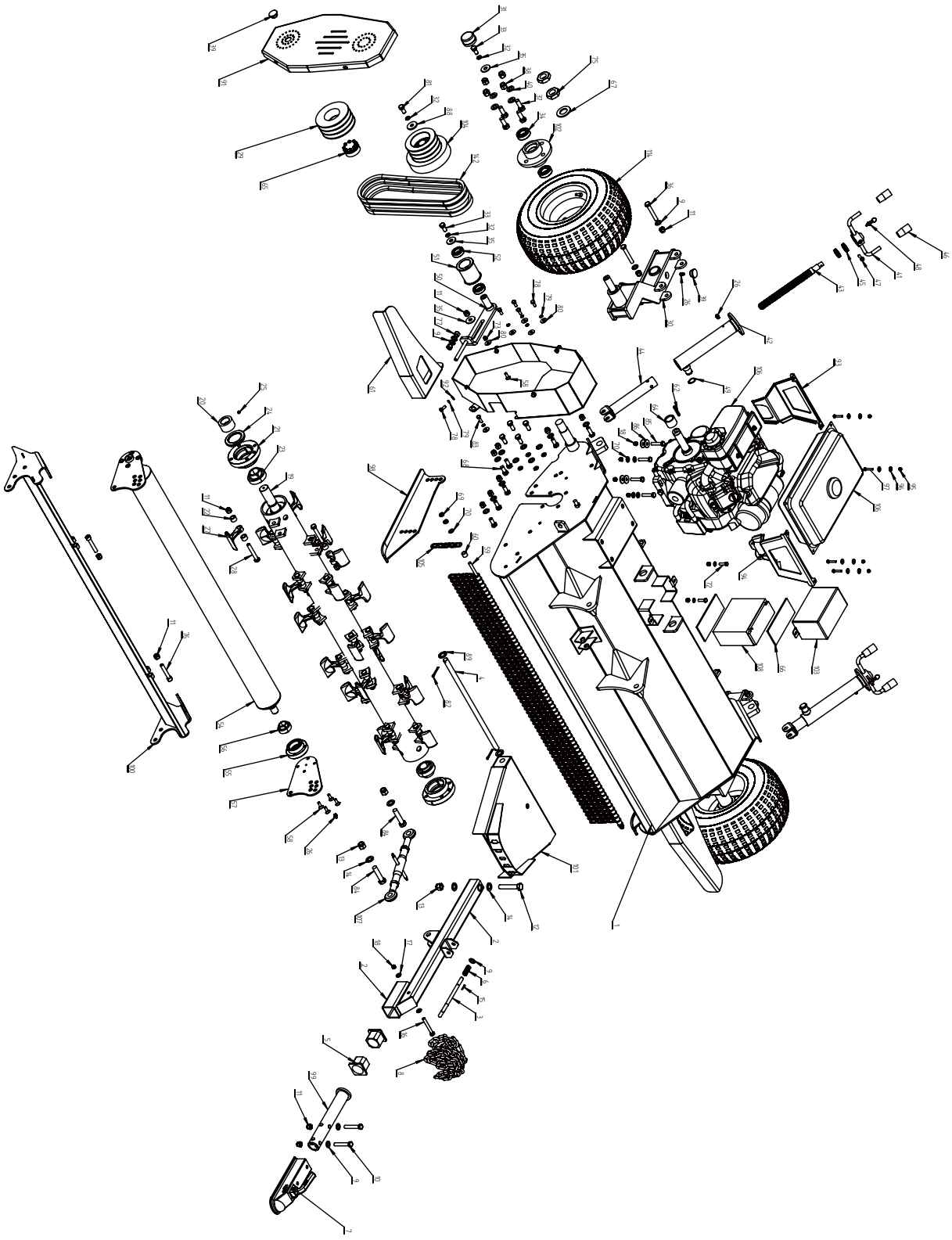
a. Slacken and take out the shackle bolt.

b. Replace or turn around blades (Note the direction of rotation)

c. Replace shackle bolt securely, but still allowing the shackle to swing on the fixing bush.

NOTE:Never use cracked or repaired shackles when replacing knives. If the shackle fixing has become damaged or worn, replace with new parts

PARTS DIAGRAM



PARTS LIST

No.	Description	Qty.
1	Housing	1
2	Trailer tow bar	1
3	Bent pin	1
4	Long pin shaft	1
5	Nylon bushing	2
6	Spring	1
7	Trailer coupler	1
8	Trailer safety chain shackle	1
9	Flat washer 12	29
10	Hex head bolt M12×70	2
11	Lock nut M12	43
12	Hex head bolt M16×90	1
13	Lock nut M16	3
14	Flat washer 16	4
15	Cotter pin 3×25	1
16	Hex head bolt, fully threaded M10×90	1
17	Chamfered flat washer, Grade A 10	2
18	M10 nut	5
19	Knife roller shaft weldment	1
20	Bushing	1
21	Bearing housing	2
22	Thick washer	44
23	Set-screw locking insert ball bearing	2
24	Oil seal, double-lip rubber covered type	1
25	Hex socket set screw, flat point M8×8	1
26	Tapered grease fitting M8×1	7
27	350 g cutter blade	22
28	Hex head bolt M12×80	22
29	Small pulley	1

No.	Description	Qty.
30	Wheel support leg weldment	1
31	Ø52 hub dust cap	1
32	Spring washer 12	11
33	Hex head bolt M12×25	2
34	Bearing	2
35	Large washer 12	3
36	Hex head bolt M12×80	2
37	Hex head bolt M14×40	4
38	Hex lock nut M14	4
39	Rubber cap	2
40	Flat washer 12	4
41	Handle weldment	2
42	Sleeve weldment	2
43	Threaded rod	2
44	Threaded rod sleeve weldment	2
45	One-way thrust ball bearing	4
46	M12 plastic handle	4
47	Hex socket head cap screw M8×30	2
48	Self-locking knob plunger M12-8	2
49	External retaining ring, type B 24	2
50	Idler roller bracket	1
51	Belt idler roller	1
52	Bearing	2
53	Hex thin nut M20	2
54	Roller	1
55	Bearing housing UC205	2
56	Set-screw locking insert ball bearing	2
57	Side plate	1
58	Hex head screw M8×20	9

No.	Description	Qty.
59	Fender shaft	1
60	Spacer	69
61	Wheel guard	1
62	Key	1
63	Shaft end cap	1
64	Engine retaining ring	1
65	Shrink disc coupling	1
66	Battery seat pad	2
67	Flat washer, Grade A 30	2
68	Hex head bolt, fully threaded M12×30	20
69	Hex thin nut, no chamfer M10	4
70	Flat washer, Grade A 10	6
71	Hex head bolt, fully threaded M12×35	2
72	Hex head bolt, fully threaded M8×30	2
73	Hex lock nut M8	3
74	Flat washer, Grade A 8	2
75	Hex thin nut M30	4
76	Hex socket head cap screw M12×70	2
77	Hex nut, Grade C M12	2
78	Hex head bolt, fully threaded M8×20	8
79	Standard spring washer (assembly) 8	9
80	Large washer, Grade A 8	6
81	Hex head bolt M12×25	1
82	Cotter pin 5×40	2
83	Hex head bolt, fully threaded M8×25	1
84	Hex head bolt M16×70	2
85	Hex head bolt M10×50	4
86	Large washer, Grade A 10	4
87	Belt idler roller	1
88	Shaft end cap	1
89	Chamfered flat washer, Grade A 16	2

No.	Description	Qty.
90	Pulley guard	1
91	Cover	1
92	Flat washer 8	4
93	Rear fuel tank support	1
94	Front fuel tank support	1
95	Hex lock nut M6	4
96	Large washer, Grade A 6	8
97	Hex head bolt, fully threaded M6×35	4
98	Baffle plate	1
99	Pin shaft tube	1
100	Rear cover	1
101	Trailer guard	1
102	Wheel axle	1
103	Battery cover	1
104	Clutch	2
105	Chain	69
106	Fuel tank	1
107	Battery	1
108	Connection bar	1

MechMaxx

info@mechmaxx.com