

- Connect battery. Tilt seat forward and connect the ground cable to the negative side of the battery.
- Unpack spray head caster, spray gun mounting bracket. spray gun and paint hose.
- Press on foot release for the spray head. (Lever on left hand side of steering column) to lower the spray head support tube.
- Mount caster assembly by sliding caster arm onto spray head support tube and tighten bolts.
- The caster may be adjusted to the left or right so that the rear wheels will clear the striped line when turning.
- Slide spray gun mounting bracket over upright on spray head support tube and tighten bolt.
- Adjusting the spray gun mounting bracket up or down will adjust the spray width

Setting up spray gun:

- Place the spray gun (without the hose attached) in the holder and secure with the clamp.
- Check placement of spray gun in gun holder. Spray gun may have to be moved forward or backward so that there is room between the trigger and lifting bar attached to the plate (1/8"-3/16"). This will allow the gun to shut off completely when the trigger is released.
- There should also be enough room to turn the trigger lock sideways. If the trigger lock will not turn, release the gun clamp and slide gun forward or backward until you can turn the trigger lock. Re-clamp gun. **NOTE to release trigger lock:** Push down on trigger lock (away from gun body) and then turn the trigger lock to the spray position.
- Attach one end of the spray hose to the pump outlet with a 3/4" wrench and the other end to the spray gun. You will need two wrenches (3/4" and 9/16" or two adjustable wrenches) to secure the hose on the spray gun as it has a swivel fitting. Make both connections tight.
- Loop the additional hose over the hanger on the left side of the spray tank and secure excess hose behind the tank hose bracket, then over the console retainer, under the fender retainer and over the bumper retainer. Make sure hose does not contact tire.

- Always check the oil level in the engine before starting. (SAE 10W30)
- Make sure that the static chain is contacting the ground.
(Attached to the bottom side of the transaxle)

Operation:

First time use or using machine after extended periods of not using machine; Note: You may want to use water to test operation and settings the first time you use the machine. The NewRider 5000 is designed to be used with water base paint.

- Add 10 gallons of water to spray tank and 1-2 gallons of water to purge tank
- Push Outlet Prime Button three (3) times (Brass button accessed by reaching between tank and pump, Button is located in the back of pump near the bottom.)
- Turn the pressure control knob (brass knob) clockwise until it stops (Just until it stops, Do Not force)
- Turn the Spray control knob (black knob) to the Prime/Re-circulating position. (Circular arrow symbol in-line with Arrow on side of pump housing)
- Make sure trigger lock on spray gun is released. (The trigger lock button is pushed down slightly and then turned so wings are in line with gun).
- Check that spray tip arrow on spray gun points toward the ground.
- Check that the valve below the purge tank is open (valve handle in line with hose)
- Check that the Tank feed selector valve (located between the seat console and tank on bottom left side of tank by white filter) is in the tank feed position. Arrow pointing towards TANK.

To Start Engine

- Before starting, set the brake with the hand lever nearest the seat.
- Go to rear of machine and turn fuel lever on engine to OPEN position (pointing downwards)

WARNING: Any time engine is off for extended periods, shut off the fuel lever on the engine. If the fuel lever is left on, gas can drain into engine oil sump. If you check the oil and oil pours out of the sump, **STOP!!** And call Factory. There are several steps to take before you can start the engine without damage

- Pull up Choke lever.
- Place throttle lever in FAST position
- Start engine, when warm or stumbling, move choke lever to OFF position (Tail end of arrow).
- Set throttle at to $\frac{1}{2}$ - $\frac{3}{4}$ open (where engine runs smoothly) Engine does not need to run at full speed to operate the spray pump. Engine speed does not affect the paint sprayer pressure.

Operation:

- Engage pump by moving engaging lever to ON position.
- With spray control knob in prime position, fluid should now flow through the re-circulating hose.
- Let sprayer run for one minute or until air bubbles have disappeared from the re-circulating hose.
- Turn Spray Control knob to spray position. (Spray gun symbol in line with arrow on side of pump housing)

NOTE: When the pump reaches pressure, there will be a Knocking sound – This is Normal

- Activate foot pedal trigger and paint will spray from the gun. Releasing pedal will stop spray.
- Adjust pressure by turning pressure control knob counter clockwise until spray pattern decreases, then increase pressure by turning clockwise just to where you get a good even spray pattern.
- Adjust spray gun height for proper line width.

NOTE: If air bubbles continue to appear in the hose or if the pump does not prime, the suction hose fitting may not be tight enough or the rubber washer may be worn. Turn off machine, turn spray valve to prime position and depress spray trigger pedal to open gun and release pressure.

Remove garden hose fitting at the inlet side of the pump, depress inlet valve stem (Inside pump inlet) to make sure it is free, inspect washer to make sure it is seated and in good condition. Re-attach garden hose fitting making sure that it is tight. You may have to snug it with pliers if you continue to get air bubbles. Start engine and repeat first steps for operation.

If the pump will still not prime, turn off the pump, back out the pressure control knob until loose (several turns). Then turn the spray control knob to the prime/re-circulate position and turn on the pump. Push Outlet Prime Button three (3) times (Brass button accessed by reaching between tank and pump, Button is located in the back of pump near the bottom.) Let the pump run for **one minute** and then turn in the pressure control knob (clockwise) just until it stops. If pump will still not prime, please call the factory.

- Steering column may be tilted for comfort. Press lower lever on foot release on right hand side of steering column to unlock column. Adjust steering wheel to comfortable position and press on upper locking lever to secure in place.
- If you move the steering column forward to enter or exit the machine, ALWAYS lock the steering column.

Operation continued

-To move forward, Release the parking brake and press on right hand foot pedal. Pushing on base of pedal will move machine in reverse. Speed is controlled through the engine throttle and how much you push on the foot pedal. To stop, release foot pedal.

NOTE: If machine does not move, set parking brake, exit machine and lift seat. Make sure transaxle release lever is in forward position. Lower seat, enter machine and release parking brake. It should now move.

- When finished spraying or if machine will be left unattended for any amount of time, turn Spray Control Knob to Prime/re-circulating Position, back out Pressure control knob several turns, turn off engine and pull spray trigger to release pressure from the system.

- To travel long distances when not spraying, or to load machine on a trailer, lift the spray head using the foot lever on the left hand side of the steering column. The spray head will lock in position when fully lifted. This will also lock the spray gun so that it may not be activated when the spray head is lifted for your safety.

NOTE: When loading on a trailer, approach the ramp slowly to make sure gun will clear ramp. You may have to raise the gun or remove it if the trailer ramp is too steep.

Cleaning:

ALWAYS release pressure in the system before changing or cleaning the spray tip. (Place the Spray Control Knob in the re-circulating position and press spray trigger pedal to release pressure)

Clearing a clogged tip during spraying using reversible tip:

-Place the Spray Control Knob in the re-circulating position and press spray trigger pedal to release pressure

-Turn spray tip arrow on spray gun so that the arrow points toward the gun.

-Turn spray control knob to spray position and trigger gun. This should clear the gun. Turn spray control knob to prime/re-circulating position, press spray trigger pedal to release pressure.

-Reverse the tip so the spray tip arrow on the spray gun points towards the ground.

-Turn the spray control knob to spray and resume spraying. If the spray gun is still clogged, proceed to cleaning procedures below.

Cleaning after spraying is complete:

NEVER use fuels to clean the equipment

DO NOT use solvents containing halogenated hydrocarbons such as methyl bromine, carbon tetrachloride and ethyl iodine

The NewRider 5000 is equipped with an on-board purge tank that holds up to 2.5 gallons of water

Check that the ball valve on bottom of purge tank is in open position (valve handle in line with hose)

Turn tank feed selector valve (located between tank and seat console) to Purge Position

Turn spray control knob to prime/re-circulating position

Cleaning continued

Check that the pump engaging lever is in the ON position

Start engine and watch until fluid returning to tank runs clear

Turn spray control knob to spray position and trigger gun until spray runs clear

Clean spray tip if needed with a nylon bristle brush. **DO NOT** use brushes with metal bristles or any metal object to clean the spray tip of dried paint. Replace the tip if it cannot be cleaned.

NOTE: if the spray tip appears to be clean and the gun will still not spray – replace the gun filter located in the handle. **DO NOT** attempt to clean a clogged gun filter. You must replace it.

Drain paint tank of any unused paint. You may now rinse the inside of the paint tank. NOTE: you may want to place the machine on a slight incline so the drain outlet of the tank is at the lowest point.

With most of the water drained from the purge tank, add approximately 8 ounces (1/4 bottle) of *pump protector into the purge tank. Start engine, leave spray control knob in prime/re-circulating position and pump engaging lever in the ON position. Watch until you see the liquid protector appear from the return hose. Move the pump engaging lever to OFF and turn off machine.

Check the in-line pump filter once each week. (White plastic filter at bottom of tank near tank selector valve). Turn the tank feed selector valve to OFF position. Unscrew bottom half of filter. Clean filter bowl and screen and re-install. NOTE: There is a gasket between the lower half of filter housing and the upper portion. Check that this is in-place when installing the bottom half of the filter. Hand Tighten Only.

Cleaning for extended periods of Non-Use or in freezing conditions:

- Clean as above then, add 16 ounces (1/2 bottle) *pump protector to the purge tank
- Place the spray control knob in the spray position and activate the spray trigger until you see the liquid protector (green color) spray from the gun and then stop spraying.
- Place the spray control knob in the prime/re-circulating position and operate pump until you see the liquid pump protector in the re-circulating hose. Turn off pump engaging lever.
- Remove as much fuel from the engine gas tank as you can.
- Run engine until it runs out of gas.
- Move the fuel shut off lever to the OFF position
- Trigger spray pedal to remove any pressure in the system
- Unit may now be stored in freezing temperatures
- Drain and change engine oil in the spring.

*Pump Protector is a specially formulated antifreeze/lubricant designed specifically for this pump

Maintenance:

Item	Frequency	Notes
Engine oil	Check daily	Change oil after first 20 hours of operation And then, every 100 hours. 10W30
Pump Inlet hose	Check daily	Replace if nicked or has cuts
Bypass/return hose	Check daily	Replace if nicked or has cuts
Newstripe Inc	1700 Jasper St #F	Aurora, CO 80011 (303) 364-7786

Maintenance continued

Item	Frequency	Notes
Spray Hose	Check daily	Replace if nicked, has cuts or is kinked
All Pivot points	Weekly	Light machine oil (Like 3 in 1 oil)
Transaxle oil	Check Daily	Cold Fill line on reservoir under seat. Top off with SAE 20W50 motor oil if needed
Transaxle Filter	Every 12 months	Change transaxle oil and filter after first 75-100 Hours then every 400 hours
Rear axle king pin	Grease weekly	High quality axle grease
Pump engaging lever	Lubricate weekly	Oil pivot points with light oil or lithium grease
ALWAYS release pressure in the system before changing or cleaning the spray tip. (Place the Spray Control Knob in the re-circulating position and squeeze spray trigger to release pressure)		
Spray Tip	Clean daily	Replace if spray pattern becomes uneven
Spray Gun Filter	Check every 6 months	Or, if gun will not spray. Replace if needed. Do Not attempt to clean. Replace only
Spray gun clamp and Operating cable	Weekly	Spray with silicone spray
Spray pump	Use pump protector any time unit will not be used for more than one day.	
Wheels	Weekly	Check air pressure. Axle Bearings are sealed And do not require service
Battery	Check monthly	Use distilled water to top off cells if low
Air Filter	Check monthly	Change if blocked off with dirt
General cleaning	As needed	DO NOT use High pressure power washers Do Not use solvents. Soap and water only

Maintenance Items

Spray Tip, 517	10000508	Tip Guard only	AL2245
Paint hose, 25', 3000 psi	10000458		
In-line filter screen	10000100	Gasket, in-line filter	10001543
Main Drive Belt, A87	10003021		
Prime drive belt, A27	10003020		
Pump Drive belt, 4L320	10003019		
Engine oil	10W30		
Spark Plug	NGK BR-6HS	Air Filter element	20B 32611-H8
Transaxle oil:	20W50	Transaxle filter	10003778
Front Tires	10002681 (18. 950 x 8)	Rear Tires	10002991 (16. 650 x 8)

Trouble Shooting

Please call us! If you have any questions during setup, painting or cleaning. Our number one job is to make sure operation of your machine is simple, safe and without headaches: 1-800-624-6705

Problem

Remedy

Oil flows out at dipstick when checking oil

STOP!! DO NOT START ENGINE Call factory. Fuel lever was left in on position and fuel has drained into sump

Engine will not turn over

Check that battery is connected and charged

Engine turns over but will not start

Check that the fuel shutoff is in ON position.

Engine will still not start

Check oil level. Engine is equipped with oil safety switch and will not start if oil level is too low. Engine will also shut off if oil level becomes too low

Engine will still not start

Brake must be set if operator is not in seat, choke lever is in Choke position and throttle lever is in run position. Fuel is in tank.

Engine will still not start

Call factory for assistance

Engine starts, but runs rough

Check that the choke is turned off

Choke off but still runs rough

Check for proper fuel. Inspect spark plug for fouling. Clean or replace spark plug. Dirty air filter, replace.

Machine will not move when pedal is pressed

Lift seat and check that transaxle release lever is In forward position.

Release lever in forward position,
Machine will still not move

Check that hand brake is released. Note: If you changed transaxle oil, you will need to purge the system. See Transaxle Fluid Change Procedure

Machine will still not move

Call Factory

Pump will not prime
(No fluid returning to tank)

Check that the pump engaging lever is in ON position

Lever engaged, but Pump will not prime

Check that spray control knob is in Prime position (Circular arrows aligned with arrow on housing)

Spray control knob in prime position,
still will not prime

Check that spray pressure control knob is in the high pressure position (knob turned clockwise all the way)

Knobs are set correct, still will not prime

Push outlet prime button 3 times (Brass button)

Outlet button pushed, still will not prime

Turn spray control knob to prime position, Back out Pressure control knob (Counterclockwise several Turns until loose) and let pump run for one minute. Then turn pressure control knob all the way in

Trouble Shooting

Problem

Knobs correct, button pushed, still will not prime

NOTE: A Loose inlet fitting, worn or missing rubber washer on the inlet hose is the #1 reason for the pump failing to prime.

Pump will still not prime

Pump now primes, bubbles continue to appear
In return hose after one minute

Pump primes and is running, but gun does not spray

Knobs are set correctly, still does not spray

All of above correct, gun will still not spray

Gun will still not spray paint

Over spray or too much paint

Too little paint

Uneven spray pattern or stringing

Pressure increased, tip is clean, spray still not correct

Replaced tip, spray is still not correct

Remedy

Turn spray knob to prime position, turn off engine
And activate spray trigger to release pressure

Remove garden hose fitting from inlet side (Bottom)
of pump. Depress inlet valve stem so it moves freely.
Reconnect inlet hose. MAKE SURE inlet hose fitting is
tight and rubber washer is present. Restart engine &
prime as above.

Call factory for assistance

Check inlet hose is tight. If tight and washer present,
Call Factory

Check spray control knob is in spray position
Check pressure control knob is turned to high
Pressure, Clockwise until it stops Do Not Force
Press brass release button three times

Check that trigger lock on spray gun is turned to
operating position (Wings parallel to gun body)
Check spray tip arrow is pointing towards ground
Check that lifting bar is operating gun trigger

Turn spray control knob to prime position, turn off
Engine, pull trigger to release pressure.
Check spray gun filter, replace if plugged. Restart

Call Factory

Lower spray pressure. Turn spray pressure control
knob counter clockwise several turns, then increase
pressure just until spray pattern is even

Increase spray pressure. Paint may need to be thinned

Increase spray pressure. Spray tip may be chipped or
Clogged. Reverse tip and clean.

Worn tip. Replace tip

Call Factory

Trouble Shooting

Problem

Knobs correct, button pushed, still will not prime

NOTE: A Loose inlet fitting, worn or missing rubber washer on the inlet hose is the #1 reason for the pump failing to prime.

Pump will still not prime

Pump now primes, bubbles continue to appear
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Pump primes and is running, but gun does not spray

Knobs are set correctly, still does not spray

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Reconnect inlet hose. MAKE SURE inlet hose fitting is
tight and rubber washer is present. Restart engine &
prime as above.

Call factory for assistance

Check inlet hose is tight. If tight and washer present,
Call Factory

Check spray control knob is in spray position
Check pressure control knob is turned to high
Pressure, Clockwise until it stops Do Not Force
Press brass release button three times

Check that trigger lock on spray gun is turned to
operating position (Wings parallel to gun body)
Check spray tip arrow is pointing towards ground
Check that lifting bar is operating gun trigger

Turn spray control knob to prime position, turn off
Engine, pull trigger to release pressure.
Check spray gun filter, replace if plugged. Restart

Call Factory

Lower spray pressure. Turn spray pressure control
knob counter clockwise several turns, then increase
pressure just until spray pattern is even

Increase spray pressure. Paint may need to be thinned

Increase spray pressure. Spray tip may be chipped or
Clogged. Reverse tip and clean.

Worn tip. Replace tip

Call Factory

Parts List NewRider Model 5000 HPA (P/N 10003033)

Item	Description	Part Number
1	Battery, YB-16	10003163
2	Transaxle oil reservoir	N/A
3	Transaxle release/engaging lever	10003727
4	Spring, seat	10001756
5	Empty seat safety switch	10002437
Not Shown	Neutral switch (under deck on shift linkage)	10002913
Not Shown	Brake safety switch (under seat console)	10002437
6	Seat retention pins, 2 required	10003214
7	Fuel shut off lever	N/A
8	Air Filter housing	N/A
9	Purge tank shut off valve	10000233
10	Purge tank	10003198
11	Spray head mounting tube	10003746
12	Swivel Caster	10001434
13	Front Bumper	10003751
14	Spray trigger operating cable	10003277
15	Paint hose, 25', 3000 psi with fittings	10000458
16	Spray gun, airless	10000457
17	Spray Gun Release clamp	10001579
18	Spray gun mounting bracket assembly	10003263
19	Lifting bar, spray gun trigger	N/A
20	Spray Trigger	N/A
21	Trigger lock	N/A
22	Spray Tip guard	AL2245
23	Hand brake	10003726
24	Choke knob (part of choke cable)	N/A
25	Engine throttle (part of throttle cable)	N/A
26	Ignition Switch	N/A
27	Cable, choke	10001118
28	Cable, throttle	10002414
29	50 gallon polyethylene tank	10003303
30	Fuel Filler Cap	N/A
31	Pump engaging lever	10001817
32	Column release/lock lever	10003729
33	Shifter pedal, forward/reverse	10003730
34	Spray trigger pedal	10003731
Not Shown	Spring, return for trigger pedal	10000692
35	Spray head lifting lever/spray head support	10003751
36	Spray head release/lock lever	10003725

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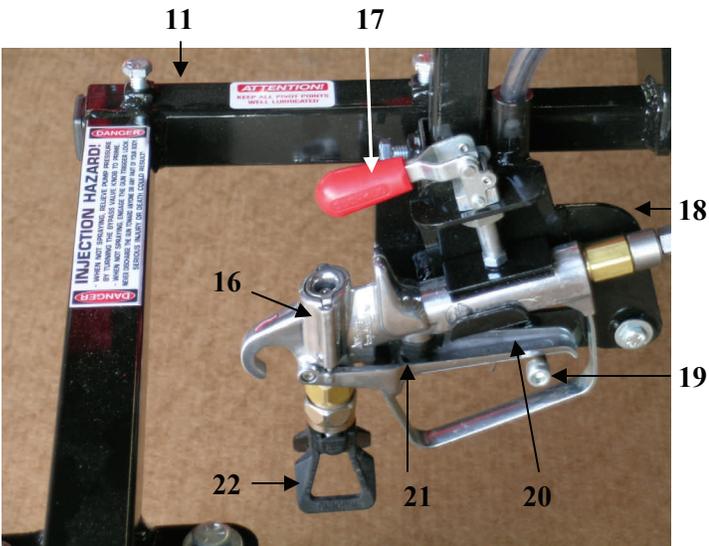
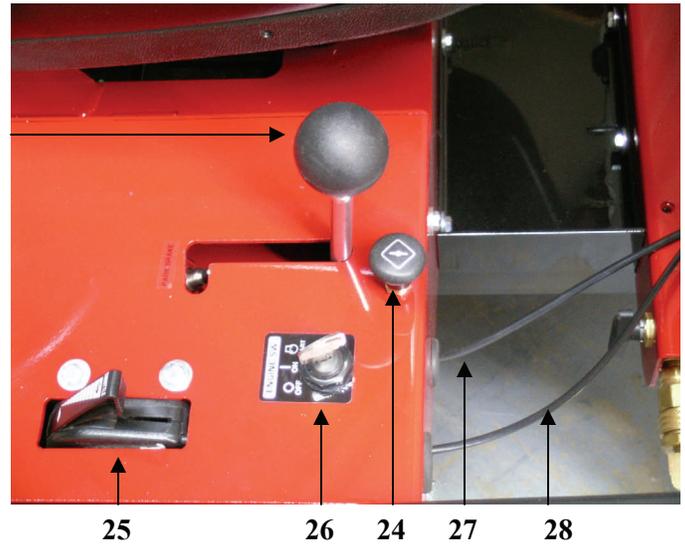
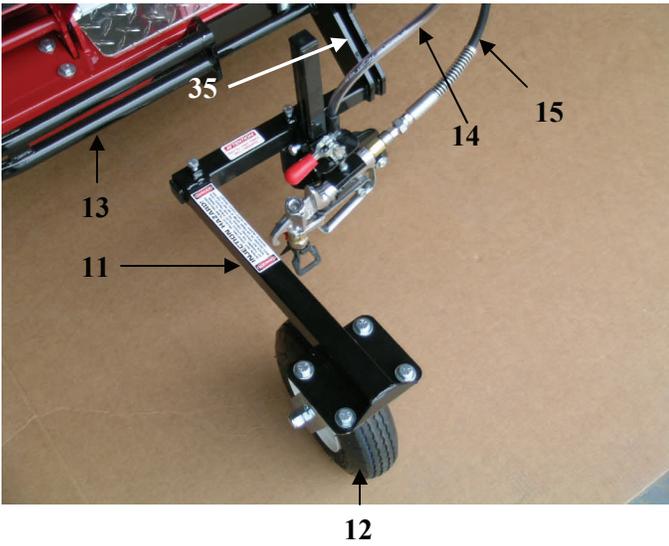
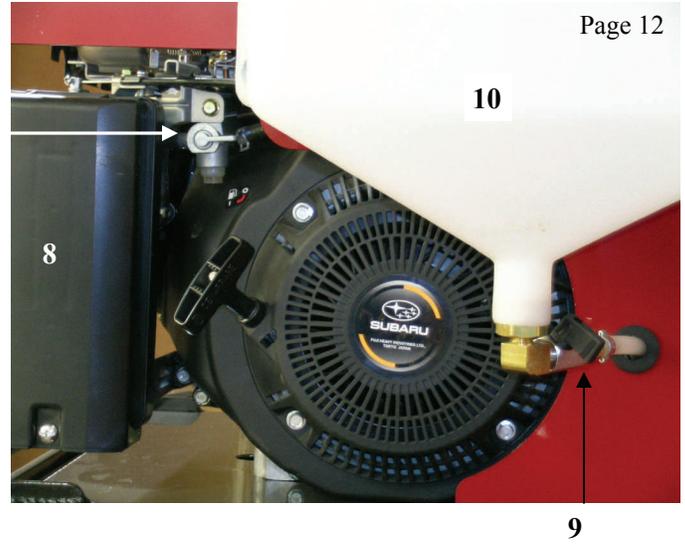
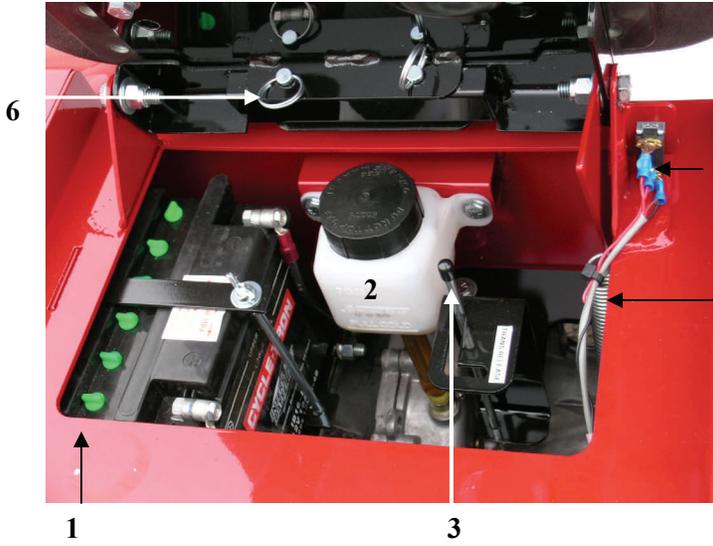
Parts List NewRider 5000 HPA continued

Item	Description	Part Number
37	Return/bypass hose, spray pump	10003235
38	Spray pump	10000407
39	Pump Inlet hose	10003232
40	Spray Control knob	N/A
41	Pressure control knob	N/A
42	Outlet check valve release button	N/A
43	Tank feed selector valve	10002399
44	Purge Hose	10003234
45	In-Line filter	10000369
Not Shown	Filter screen for in-line filter	10000100
Not Shown	O'ring gasket for in-line filter	10001543
46	Bulk head fitting, tank drain	10002468
47	Valve, ball, tank drain	10002366
48	Tank outlet hose	10003233
49	Belt, main drive	10003021
50	Pulley, Tensioner, drive belt	10003197
51	Spring, Tensioner	10003029
52	Pulley, guide	10003046
53	Drag Link	10003716
54	Pulley, drive	10003053
55	Pillow block, 2 required	10002415
56	Tie Rod	10003756
57	Pulley, drive belt idler	10003164
58	Pulley and fan assembly, transaxle	10002999
59	Filter, transaxle oil	10003778
60	Spring, parking brake return	10003029
61	Parking Brake mechanism, transaxle	N/A
62	Pulley, pump drive engagement	10001111
63	Spring, primary drive belt tensioner	10002897
63a	Spring, Pump Drive Idler	10003029
64	Pulley, primary drive belt tensioner	10001111
65	Pulley, engine	10003047
66	Gearbox	10002963
67	Pulley, gearbox drive	10003052
68	Belt, primary drive, A27	10003020
69	Pulley, pump drive	10003048
70	Belt, pump drive, 4L320	10003019
Additional items		
71	Steering Wheel	10003241
72	Seat	10003302
73	Rear Bumper	10003277

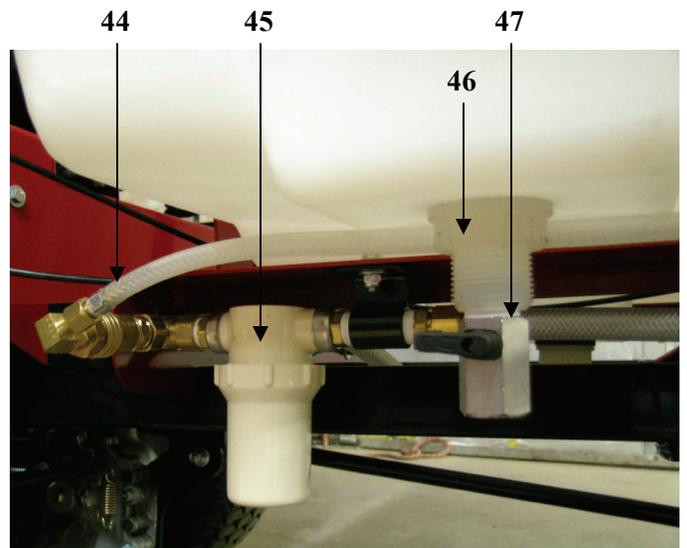
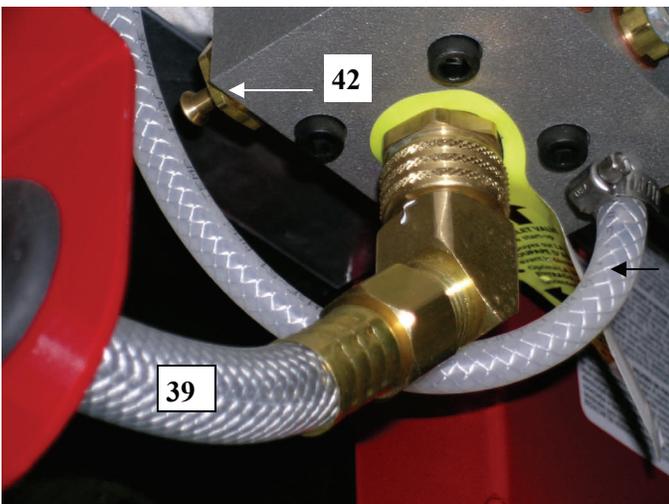
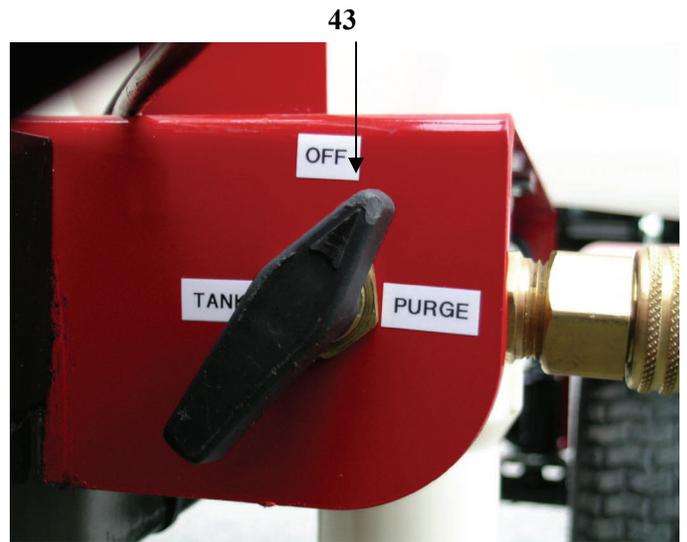
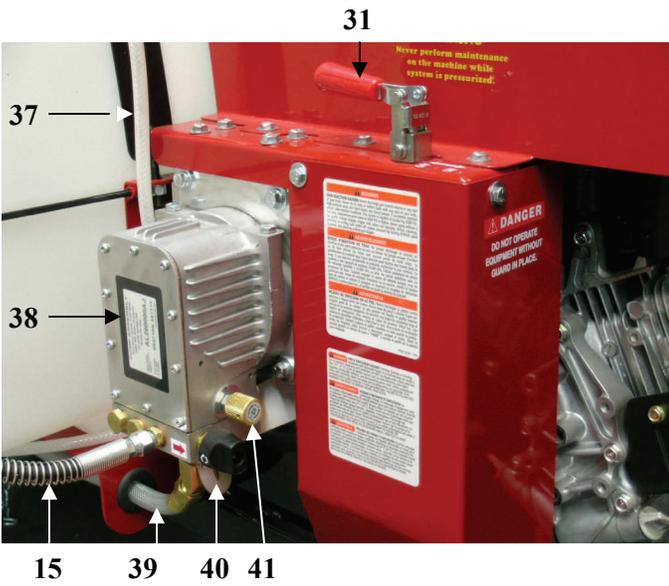
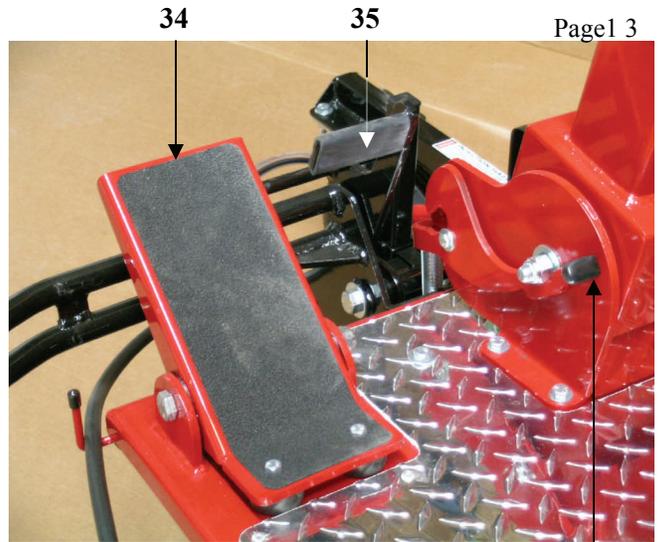
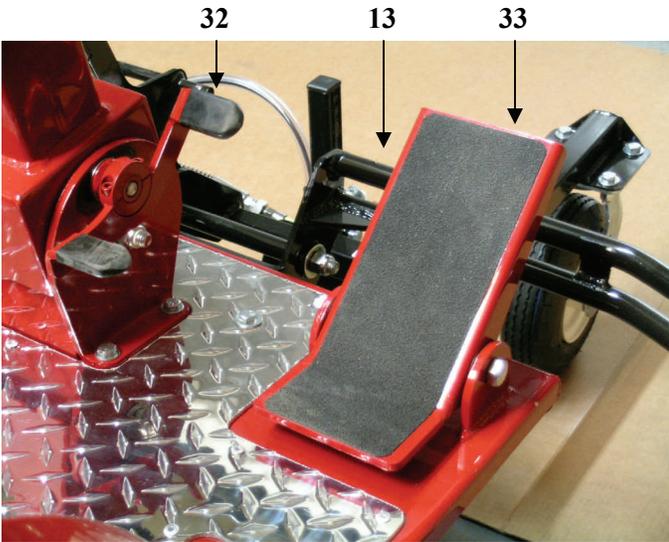
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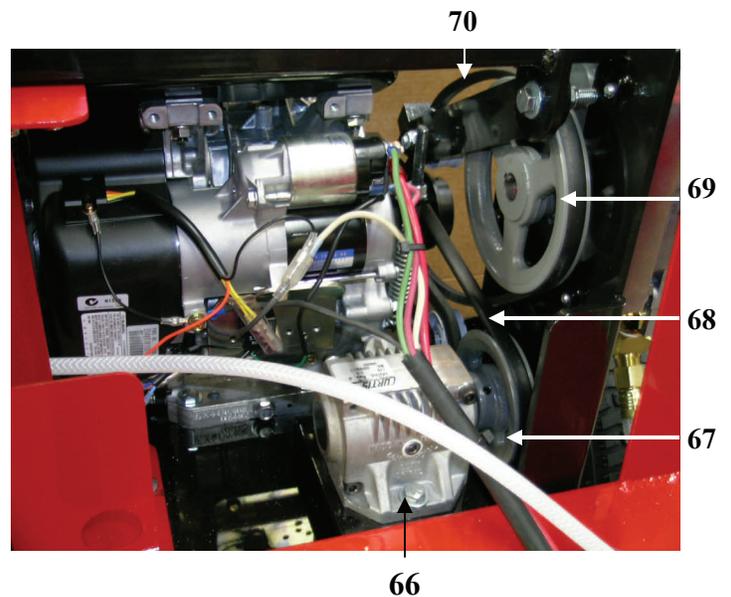
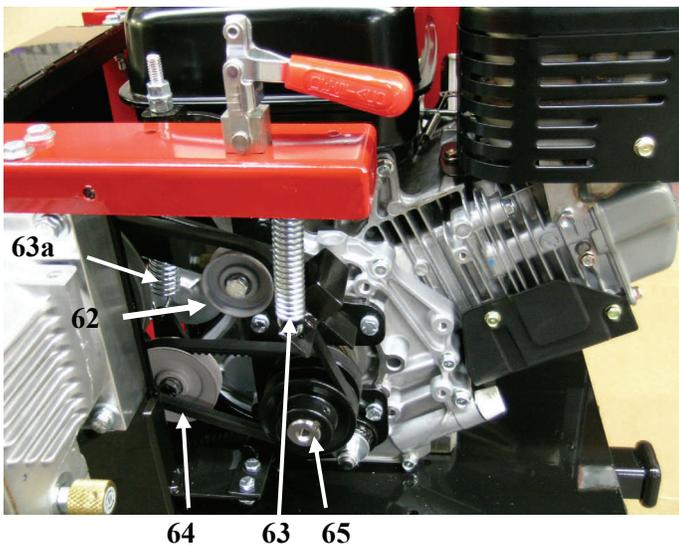
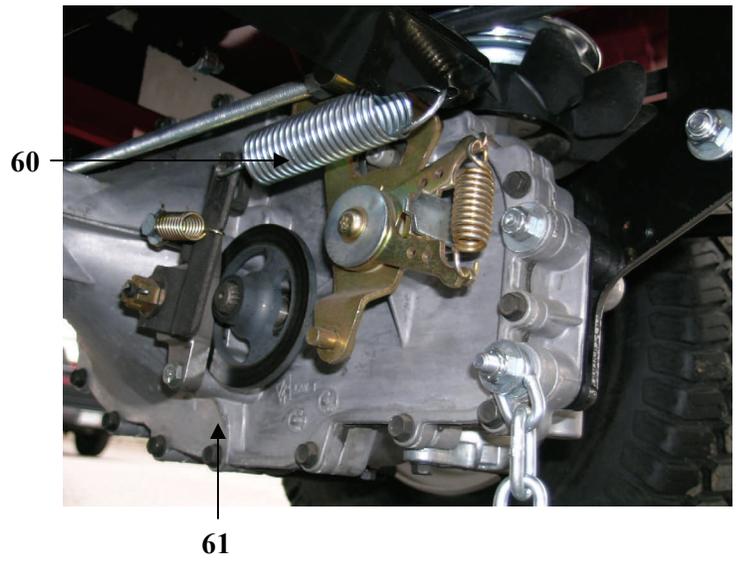
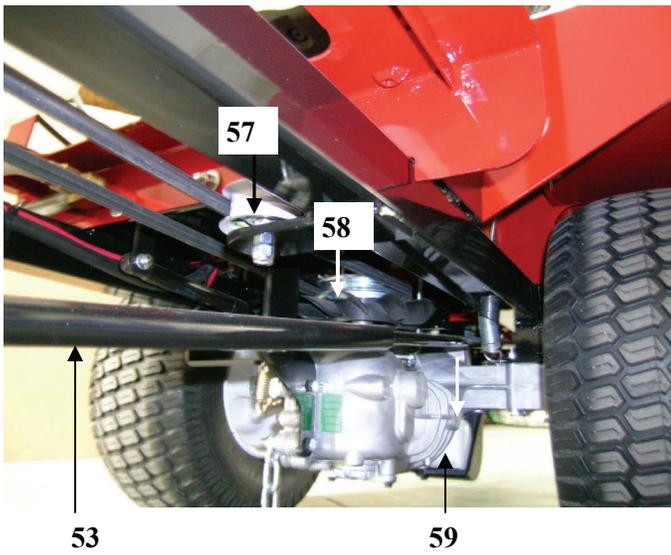
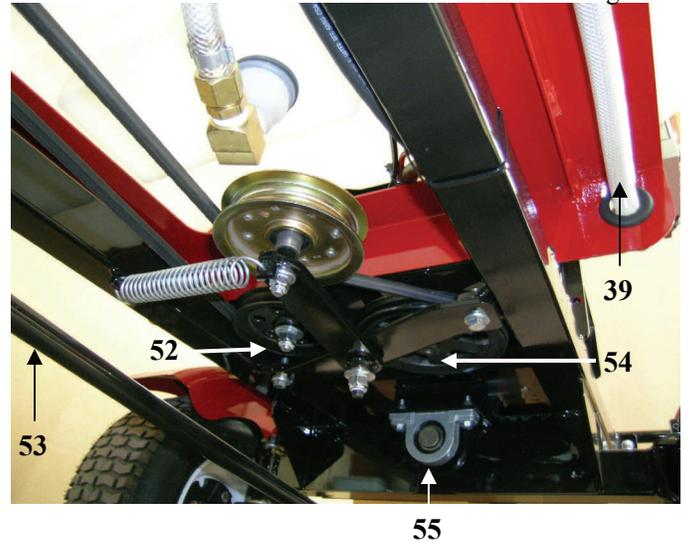
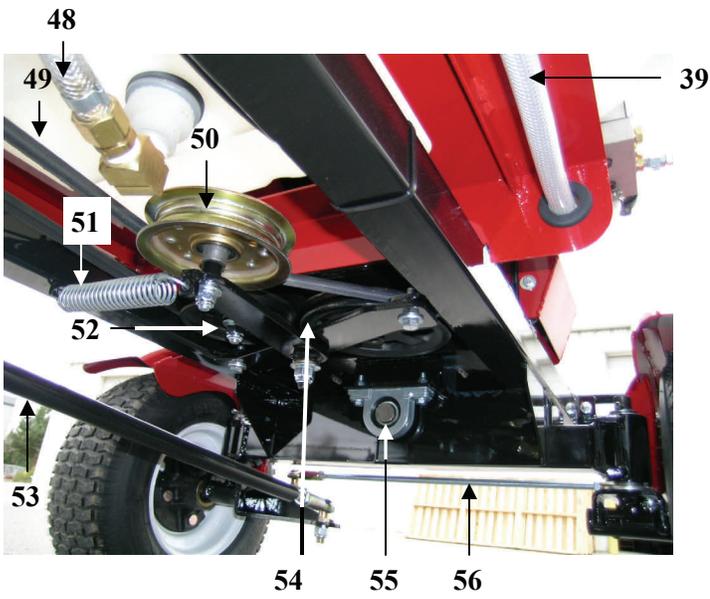
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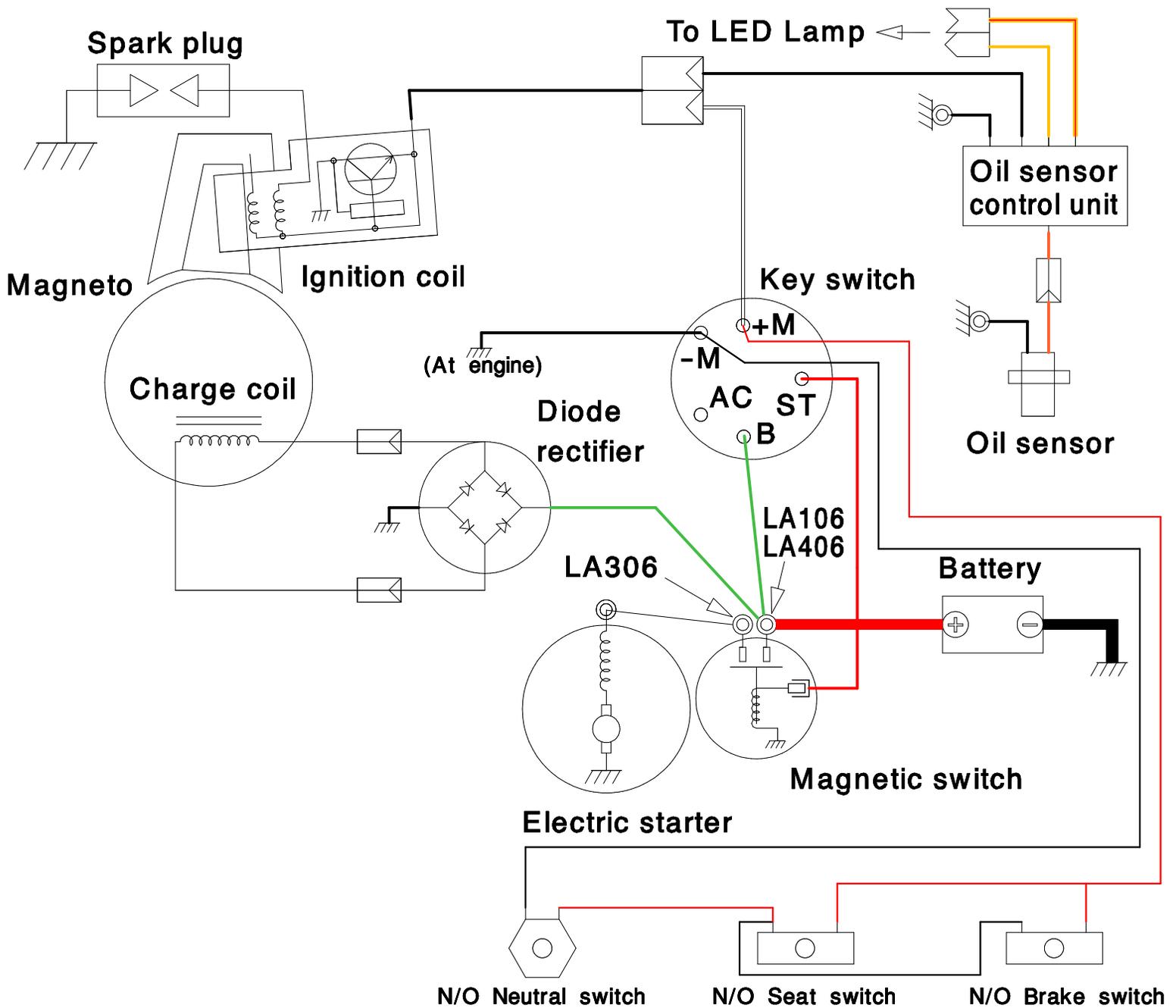
NewRider 5000 HP



NewRider 5000 HP



NEWRIDER FWD WITH SUBARU EX40 ENGINE WIRING DIAGRAM



PURGING PROCEDURES

Due to the effects air has on efficiency in hydrostatic drive applications, it is critical that it is purged from the system.

Air creates inefficiency because its compression and expansion rate is higher than that of the oil approved for use in hydrostatic drive systems.

These purge procedures should be implemented any time a hydrostatic system has been opened to facilitate maintenance or the oil has been changed.

The resulting symptoms in hydrostatic systems may be:

1. Noisy operation.
2. Lack of power or drive after short term operation.
3. High operation temperature and excessive expansion of oil.

Before starting, make sure the transaxle is at the proper oil level. If it is not, fill to the specifications outlined in this manual.

The following procedures are best performed with the vehicle drive wheels off the ground. Then repeated under normal operating conditions. If this is not possible, then the procedure should be performed in an open area free of any objects or bystanders.

1. Disengage the brake if activated.
2. With the bypass valve open and the engine running, slowly move the directional control in both forward and reverse directions (5 or 6 times).
3. With the bypass valve closed and the engine running, slowly move the directional control in both forward and reverse directions (5 to 6 times). Check the oil level, and add oil as required after stopping the engine.
4. It may be necessary to repeat Steps 2 and 3 until all the air is completely purged from the system. When the transaxle operates at normal noise levels and moves smoothly forward and reverse at normal speeds, then the transaxle is considered purged.

FLUID CHANGE PROCEDURE

This transaxle is designed with an external filter for ease of maintenance. To ensure constant fluid quality levels and longer life, an initial oil and filter change at 75-100 hours, then every 400 hours thereafter is recommended.

The following procedure can be performed with the transaxle installed in the vehicle, and the vehicle on level ground. Apply the bypass valve and lock the vehicle parking brake.

1. Remove the three 1/4" filter guard screws and filter guard. Clean any loose debris from around the perimeter of the filter. See figure 3.
2. Place an oil drain pan (12" or more diameter and 8 qt. capacity is optimal) beneath the oil filter. Remove the oil filter from the transaxle.
3. After the oil has drained, wipe the filter base surface off and apply a film of new oil to the gasket of the new replacement filter (Hydro-Gear part number 52114).
4. Install the new filter by hand, turn 3/4 to one full turn after the filter gasket contacts the filter base surface.
5. Re-install the filter guard with three 1/4" screws. Torque screws to 65 in. lbs. (7.35 Nm) each.
6. Drain old oil filters of all free flowing oil prior to disposal. Place used oil in appropriate containers and deliver to an approved recycling collection facility.
7. Remove the oil level check port plug (figure 4) from the transaxle prior to filling with oil. This will allow the transaxle to vent during oil fill.
8. Remove the top port plug from the transaxle.
9. Fill with 20W50 motor oil until oil just appears at the bottom of the oil level check port. Install the oil level check port plug into transaxle. Torque to 180 in. lbs. (20.34 Nm).
10. Install and torque the top port plug to 180 in. lbs.
11. Proceed to the purge procedure.

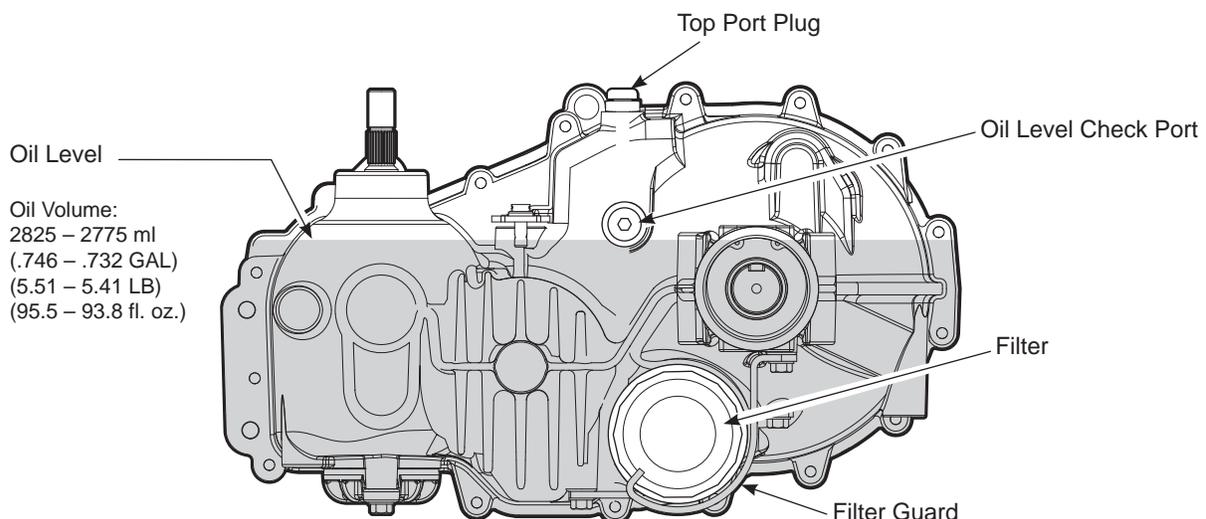


Figure 4, Filter Location

FILTER AND FILTER GUARD

Refer to Figure 3

Disassembly

1. Remove the hex head screws (105), and filter guard (106).
2. Remove the filter (23) and discard.

NOTE: Always replace the filter when performing any internal maintenance to the transaxle.

Inspection

1. Inspect all parts for excessive wear or damage. Replace if necessary.

Assembly

1. Reassemble all parts in the reverse order of disassembly. Refer to “Fluid Change Procedures,” page 11, steps 3-5 for filter installation instructions.

2. When tightening the fasteners, refer to the table on page 20 for the required torque values.

NOTE: As a general rule, use the low end of the torque specification on fasteners when reassembling the unit.

3. Fill transaxle with oil.

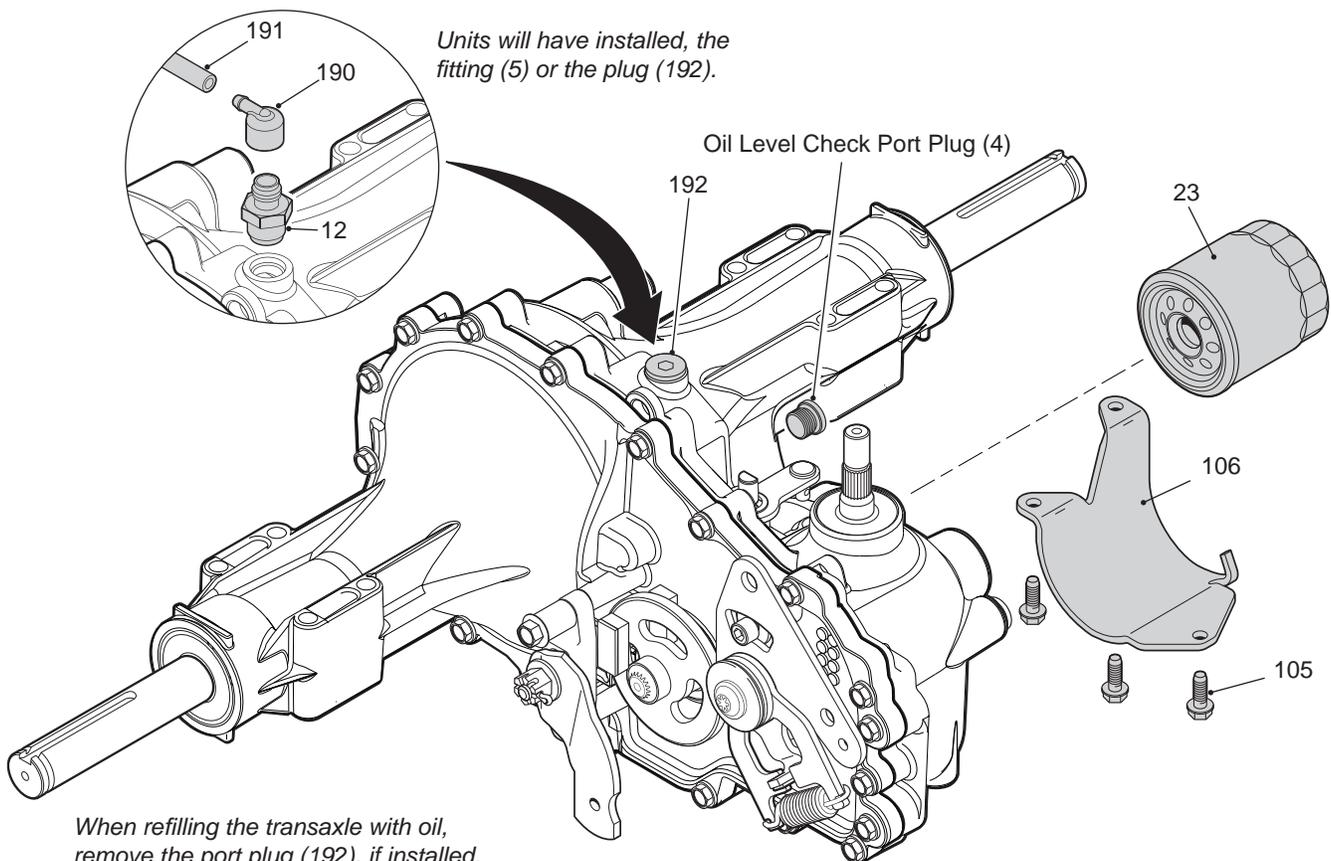


Figure 3, Filter and Guard

SERVICE AND MAINTENANCE

External Maintenance

Regular external maintenance of the G730™ should include the following:

1. Check the vehicle operator's manual for the recommended load ratings. Insure that the current application does not exceed load rating.
2. Check oil level in accordance with "Fluid Change Procedure," step 9. Refer to page 11.
3. Inspect the vehicle drive belt, idler pulley(s), and idler spring(s). Insure that no belt slippage can occur. Slippage can cause low input speed to the transaxle.
4. Inspect the vehicle control linkage to the directional control arm on the transaxle. Also insure that the control arm is securely fastened to the trunnion arm of the transaxle.
5. Inspect the bypass mechanism on the transaxle and the vehicle linkage to insure that both actuate and release fully.

Service and Maintenance Procedures

Some of the service procedures presented on the following pages can be performed while the G730 is mounted on the vehicle. Any repair procedures as mentioned in the repair section of this manual must be performed after the unit has been removed from the vehicle.

Fluids

The fluids used in Hydro-Gear products have been carefully selected, and only equivalent, or better products should be substituted.

Typically, an engine oil with a minimum rating of 9.0 cSt (55 SUS) at 230° F (110° C) and an API classification of SL is recommended. A 20W50 engine oil has been selected for use by the factory and is recommended for normal operating procedures.

Fluid Volume and Level

Fluid volume information is provided in the table below.

Certain situations may require additional fluid to be added or even replaced. Refer to page 11 and figure 4 for the proper fill port location.

Recheck the fluid level once the unit has been operated for approximately 1 minute.

Purging will be required if oil has been changed. Refer to the purging procedures on page 12.

Fluid Description
20W50 engine oil
Volume – per Transaxle
95.5 fl.oz. (2825 ml) to 93.8 fl.oz. (2775 ml)

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