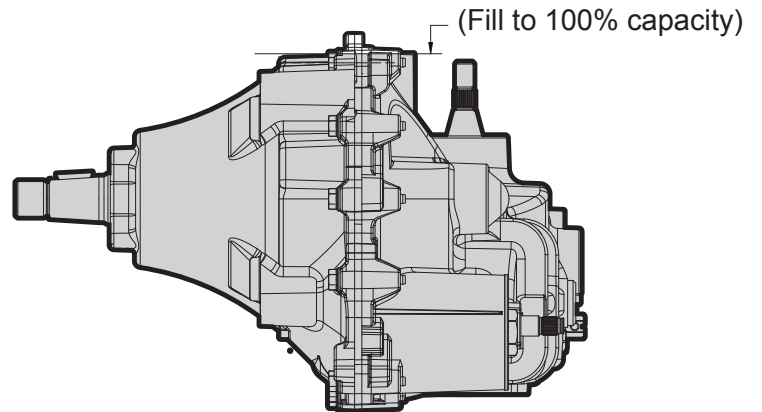


FLUID CHANGE PROCEDURE

This transaxle is designed with a serviceable filter. To ensure constant fluid quality levels and longer life, an initial oil and filter change at 100 hours is recommended. Subsequent changes are recommended at 400 hour intervals minimum, or yearly, whichever comes first.

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. Place an oil drain pan (12" or more in diameter and 8 qt. capacity is optimal) beneath the oil filter. Remove the oil filter cover from the transaxle to drain the oil. Remove the O-ring from the cover and discard the O-ring.
2. After the oil has drained from the transaxle, remove the oil filter from the transaxle housing.
3. Install a new filter (Hydro-Gear part number 71943). Install a new O-ring onto the filter cover and install the filter cover. See Figure 3a. See page 15 for torque specifications.
4. Remove the top oil fill vent port plug (see page 5) and fill the transaxle with new 20W50 motor oil through the expansion tank port/fill port until oil reaches the oil fill vent port.
5. Install the top oil fill vent port plug and continue filling the system with oil until the fill line is reached in the expansion tank.
6. Drain old oil filter of all free flowing oil prior to disposal. Place used oil in appropriate containers and deliver to an approved recycling collection facility.
7. Proceed to the purge procedure.



Oil Volume = 4875 - 4925 mL
(164.8 - 166.5 fl. oz.)
(1.287 - 1.301 gal.)

Figure 3, Oil Volume

Note: The oil volume figure shown does not include what is in the expansion tank hose or the expansion tank. That will have to be determined by the machine manufacturer/end user due to varying hose sizes/lengths and expansion tank sizes.

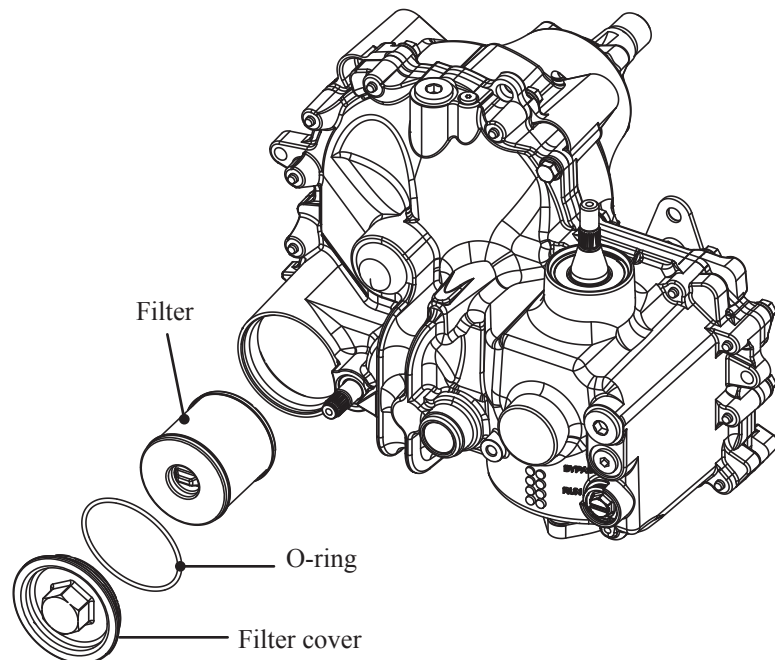


Figure 3a, Filter Components

PURGING PROCEDURES

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

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

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/transmission is at the proper oil level. If it is not, fill to the specifications outlined on page 9.

The following procedures should be performed with the vehicle drive wheels off the ground, then repeated under normal operating conditions.

1. With the bypass valve open and the engine running, slowly move the directional control in both forward and reverse directions (5 to 6 times), as air is purged from the unit, the oil level will drop.
2. 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 engine.
3. It may be necessary to repeat Steps 1 and 2 until all the air is completely purged from the system. When the transaxle moves forward and reverse at normal speed purging is complete.