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Service Bulletin

Date: February 14, 2011

Bulletin No: JC-002-11 **Mandatory Quality Update**

Product Type: G series-ProCat and Predator-Pro (52 and 61 inch models).

Customer Issue: Units will begin to lose height of cut after a few hundred hours of use. Based on test results, the lift assembly will break after a projected one full year of commercial use.

Cause: A weld was missed in the design and assembly for the deck lift weldment 4165380.7. and was discovered recently while on the test track.

Action Required: Remove and replace the lift handle assembly 4165380.7. Replace the push nut 64175-05 as it should not be re-used. Illustrated repair instructions for dealers are enclosed.

Distributors: Advise technical service with the quantity of parts required for dealers as soon as possible. Please forward service bulletin only to dealers who received the units listed below.

Products Involved:

Model Number	Serial Number Range
942500G ProCat	94250000070 - 00181
942501G ProCat	94250100070 - 00117
942502G ProCat	94250200070 - 00181
942504G ProCat	94250400071 - 00187
942505G ProCat	94250500070 - 00120
942506G ProCat	94250600101 - 00117
942514G PredPro	94251400070 - 00177
942515G PredPro	94251500071 - 00134

Warranty: You may claim up to 1.0 hour of labor plus admin fee for units covered under this bulletin. When filling out the warranty claim select JC-002-11 from the labor code drop down box. To get your warranty credit for this repair the Distributor/Dealer must return the removed lift handle assembly.

If you have any questions, please contact Schiller Grounds Care Customer Service Department at 920-699-2000.

This bulletin is relevant to the departments checked below. Please circulate as appropriate.

SERVICE

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WARRANTY

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SALES

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PARTS

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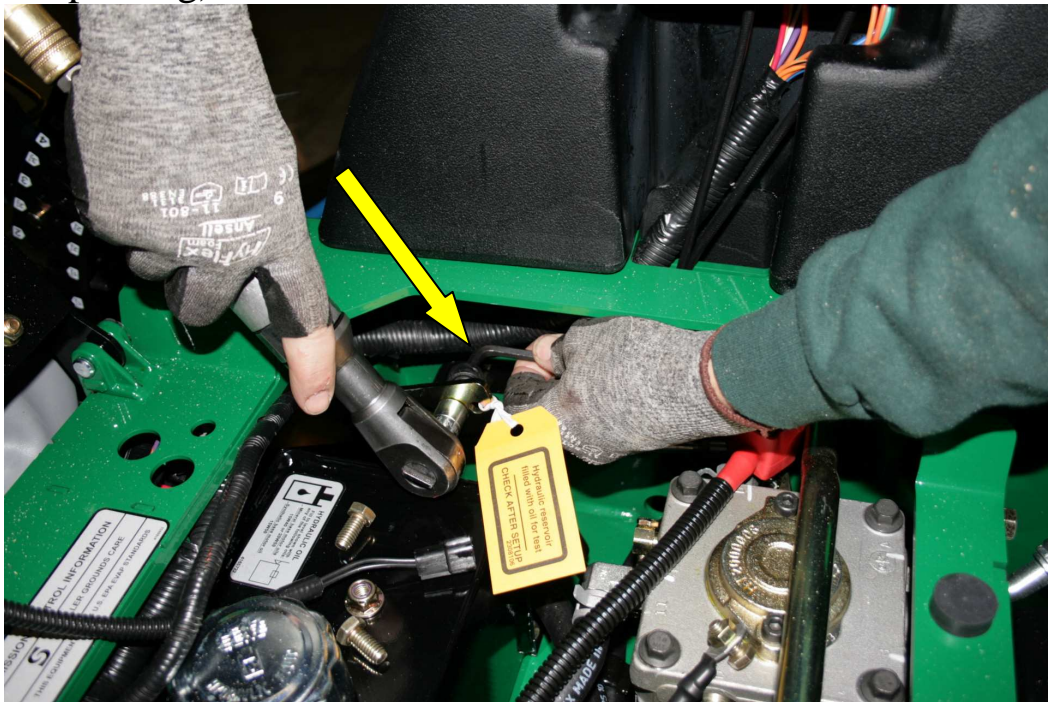
Make Your Move™

2011 G Series Lift Lever Replacement Instructions

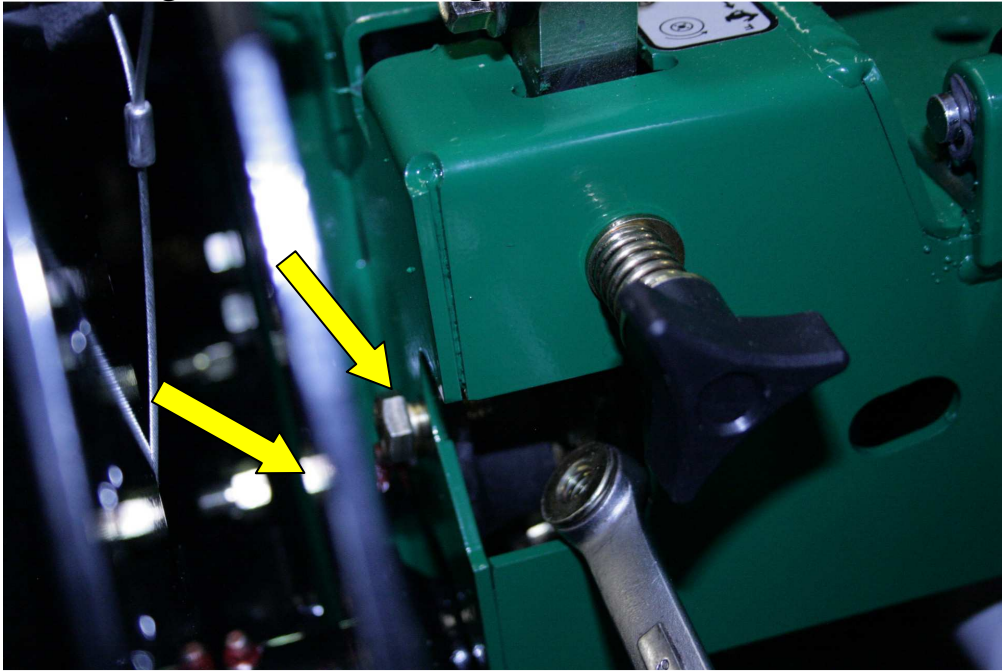
During the replacement of the lift arm the “Push Nut” 64175-05 will be replaced with a new one but all other fasteners will be reused. Original “Lift Levers” will be shipped back to: Schiller Grounds Care Inc., One BOB-CAT Lane, Johnson Creek, WI 53038. To the attention of: Warranty Department.

Note: The following instructions are based on experience as to the most efficient way to do the Lift Arm R&R. If you follow these instructions in order you’ll be assured you are going the quickest route. You’ll notice these pictures actually are from different machines as the sequences show different units. That is because there are not too many steps that are critical to get in the correct order BUT there are some steps that are important to observe. Those steps will be in **red** so as to prevent unnecessary complications in the assembly process.

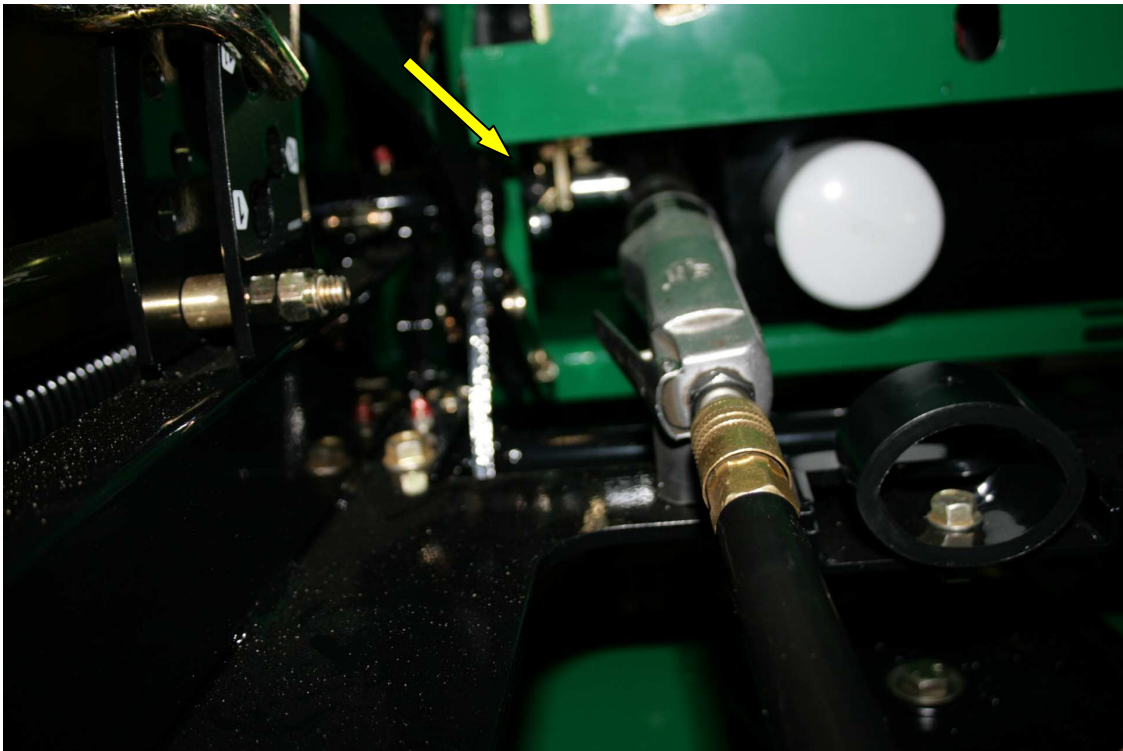
- 1) Lift the seat, use a ½ socket to remove the nut from the dampener arm (the ball socket of the dampener uses a T30 to hold it from spinning)



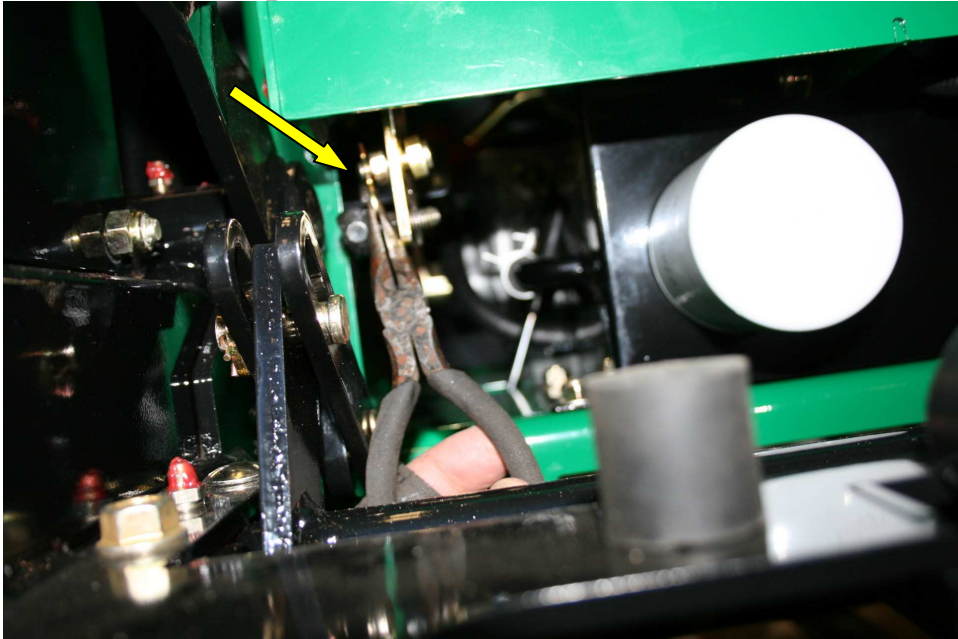
2) Use a 9/16 socket and 9/16 box end wrench to remove the two bolts holding the outer bushing of the control arm.



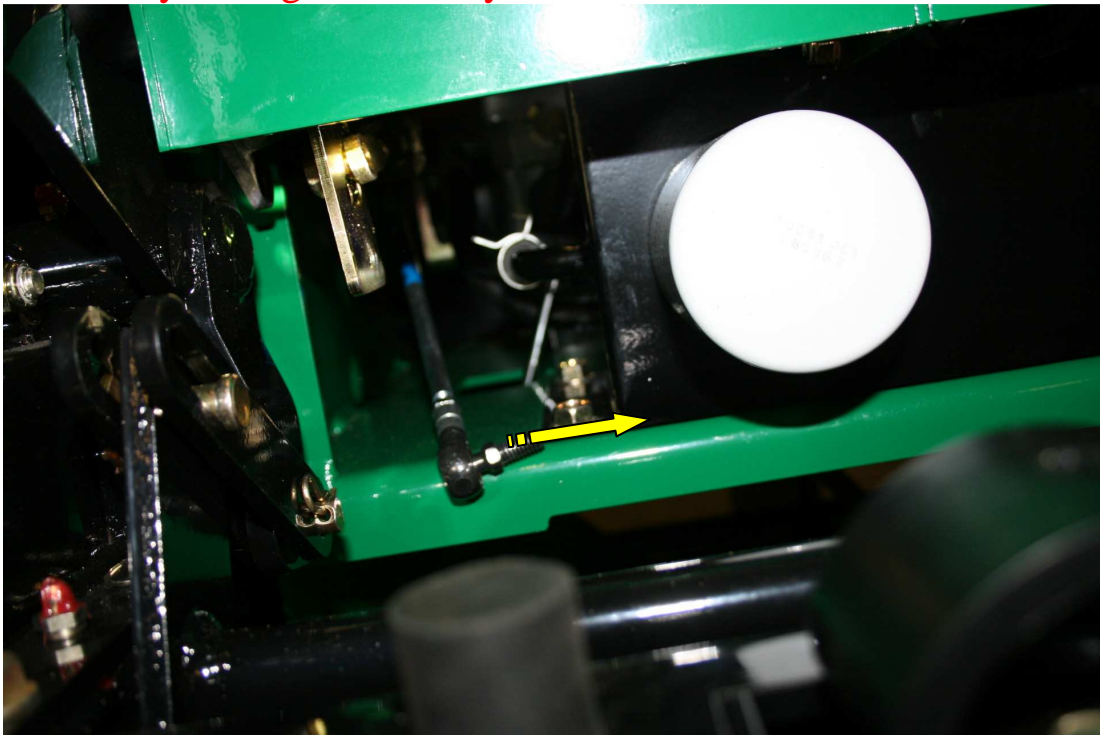
3) Put the seat back up, lift the foot pan. Take a 1/2" socket and 5/16" open end wrench and remove the nut from the ball socket of the control rod.



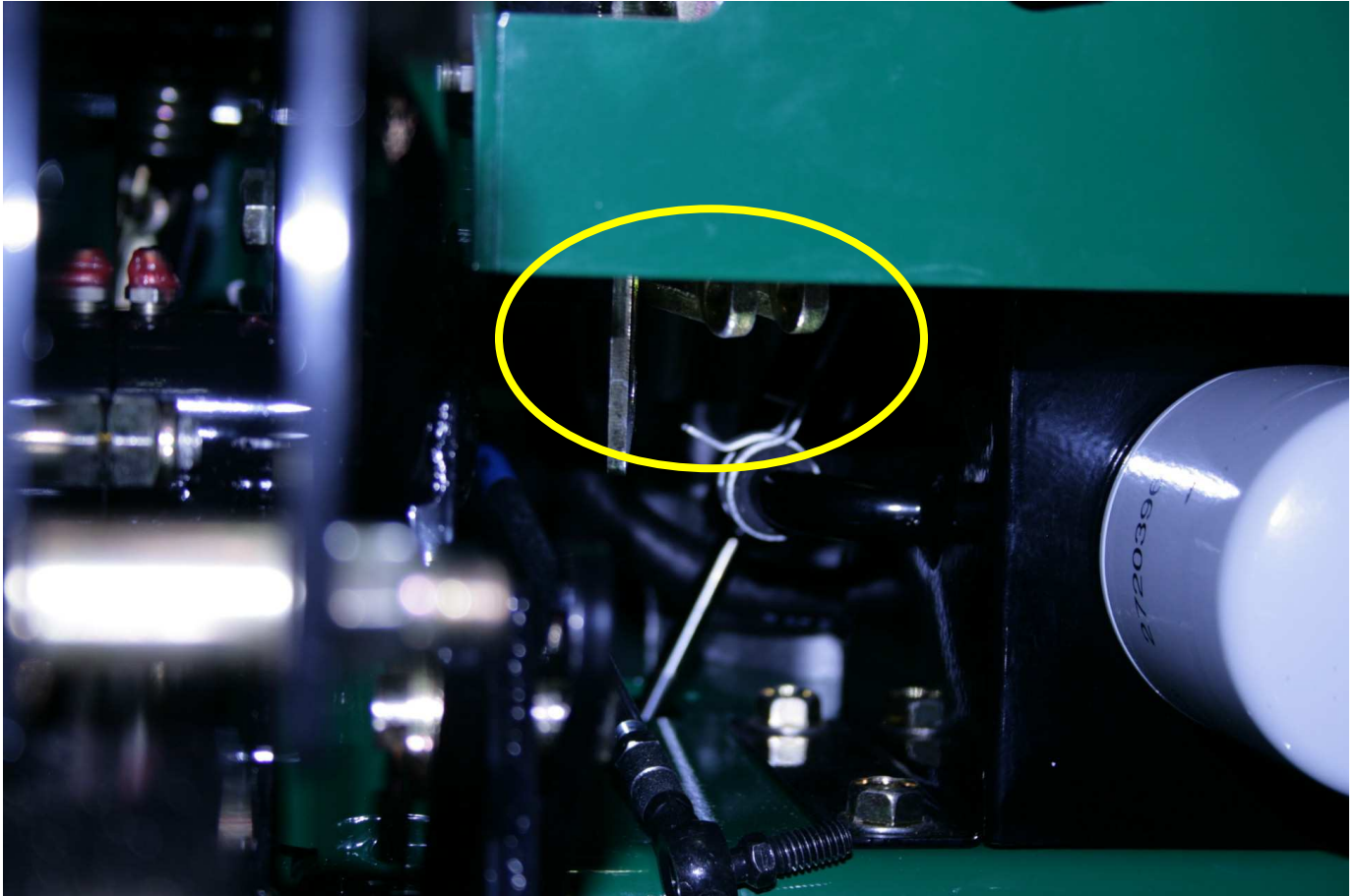
- 4) Take Needle nose pliers and remove four cotter pins – one in the pin of the reverse link. Remove the pin as well. Notice control rod is not yet removed. It is easier to remove it once you get the pin out as you can push the entire control arm assembly down and get clearance to pull it out.



Once pin is removed and you have removed the control rod ball joint, **put the ball joint up against the oil tank...this is important or it will get in the way during reassembly.**



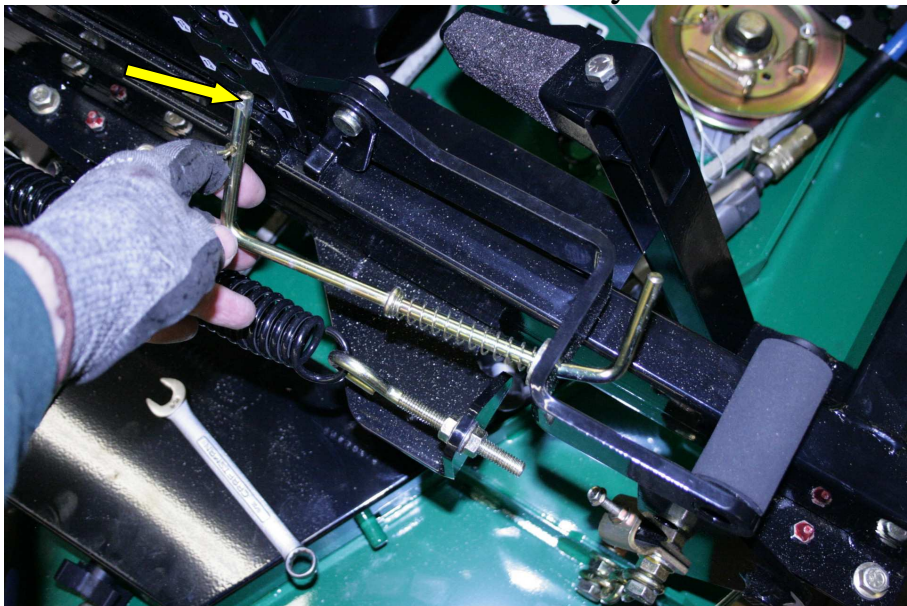
Important – To get the required clearance to get the old Lift Arm out, we have to get the spring loaded reverse link tucked inside (toward the oil tank) the control arm.



5) Remove two more cotter pins in the lift links. Note the outer link can be removed but the inner one requires the Lift Arm to slide partially out before it can be removed. (on reassembly to make it easier, just put the pin in from the other direction after the Lift Arm is installed)



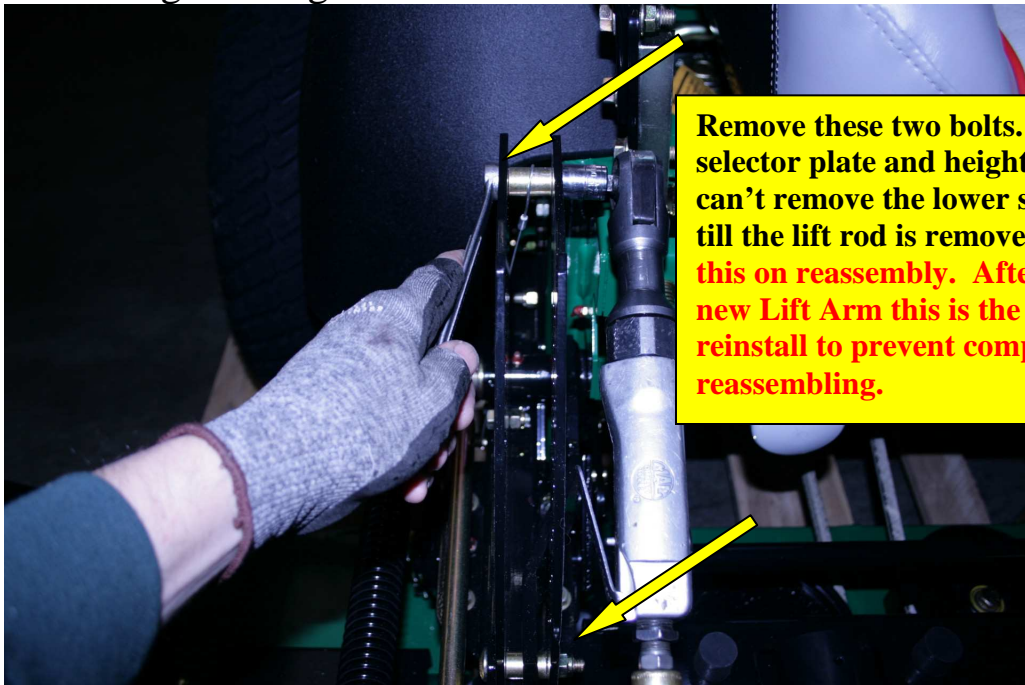
5) Remove the cotter pin from the inside of the spring loaded lift handle. And remove the assembly from the Lift Arm.



- 6) Take a flat blade chisel and hit the Push Nut sharply on the two areas where you see the tabs. The Push Nut should come right off if you hit it sharp enough.

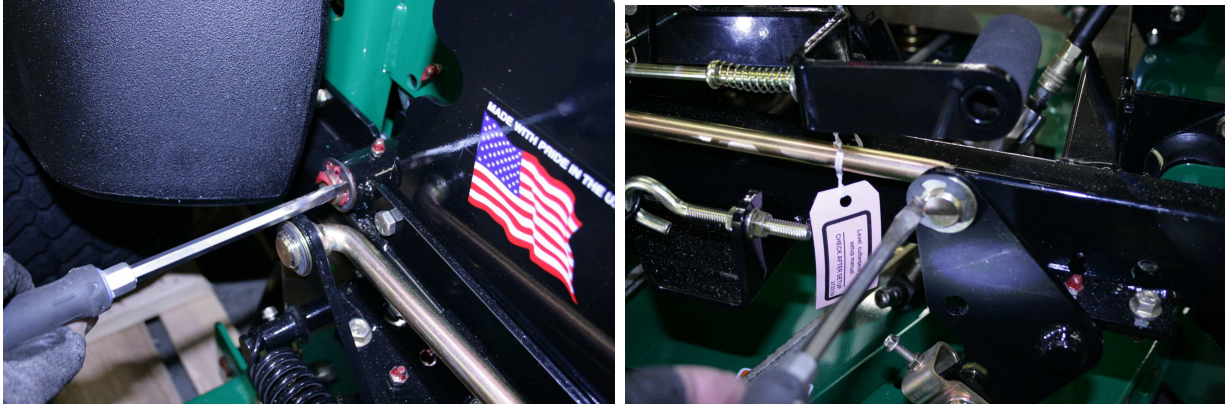


- 7) Take a 9/16" socket and 9/16" box end wrench and remove the bolts holding the height selector.

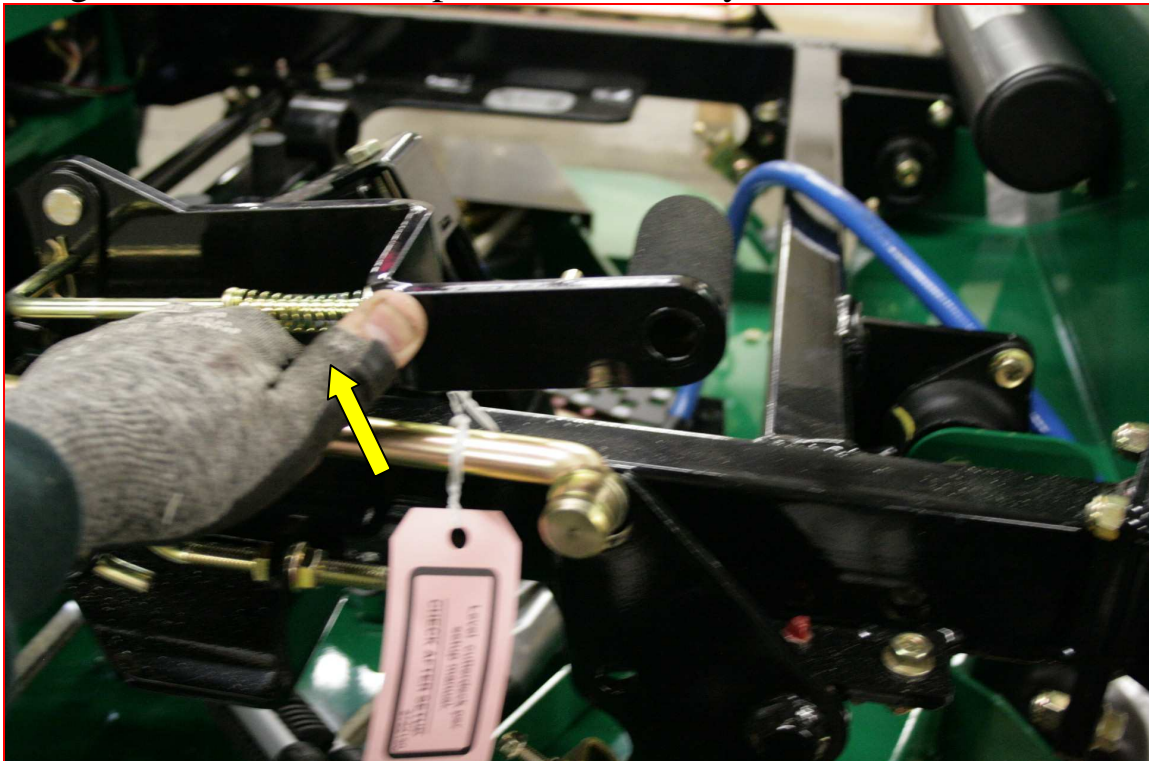


Remove these two bolts. Remove the selector plate and height pin. Note: you can't remove the lower stovehead bolt till the lift rod is removed. Remember this on reassembly. After installing the new Lift Arm this is the FIRST part to reinstall to prevent complication when reassembling.

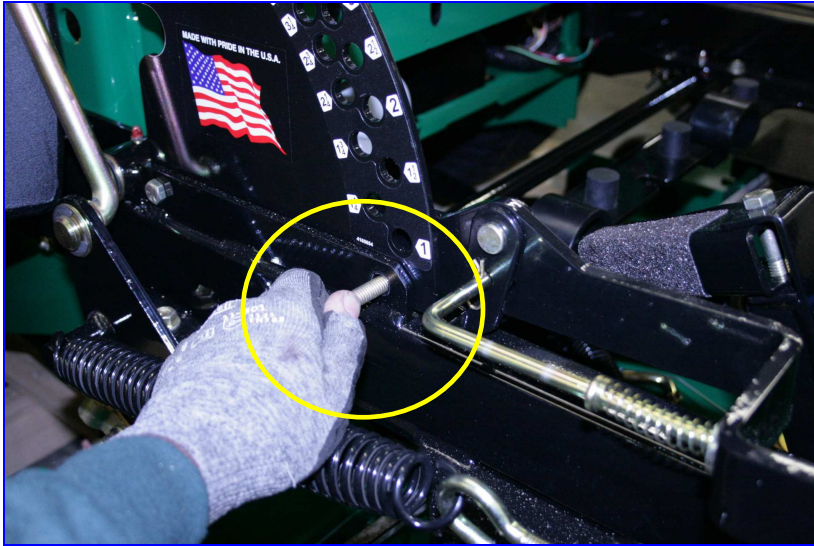
- 8) Take a wide blade flat screwdriver and pop the “E” clips off the Pivot for the Lift Arm and the front Lift Rod.



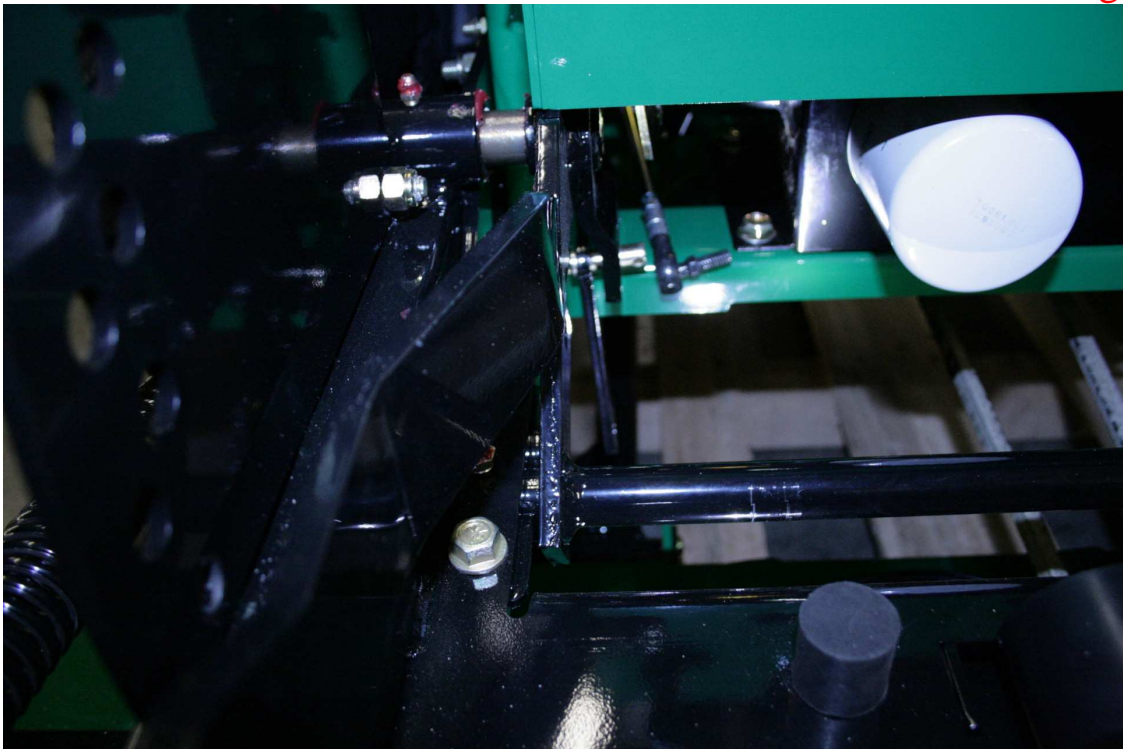
- 9) You need to get the lift rod out of the way. Push it out of the front hanger and while pulling out on the lift rod and pushing in on the Lift Lever, you can get them past each other. Pivot the lift rod up against the tank to keep it out of the way.



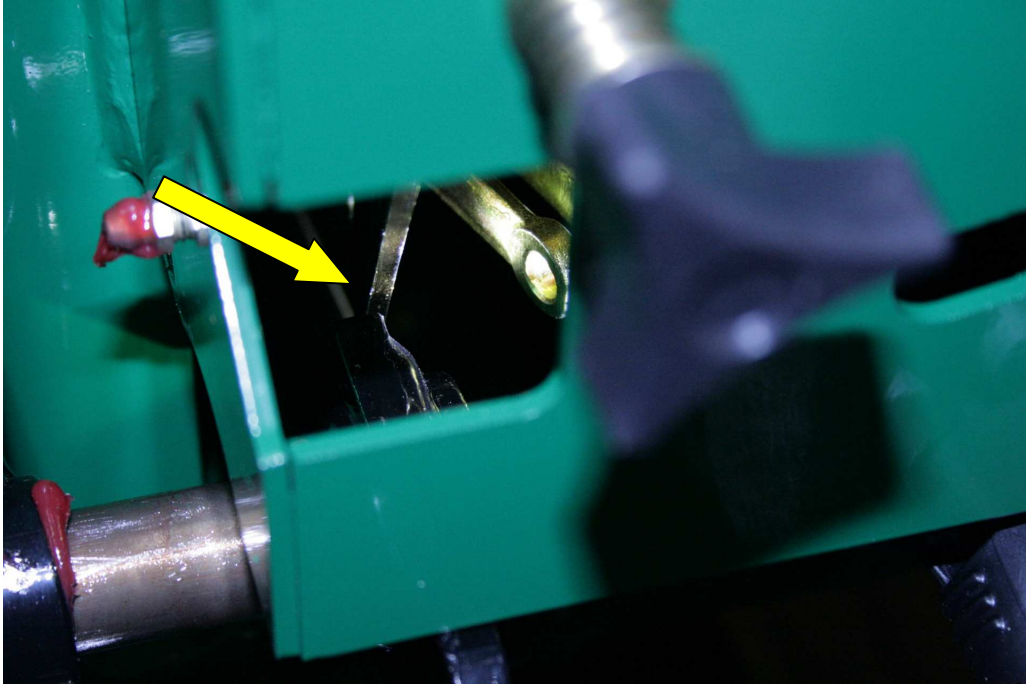
Now remove the Stovehead bolt (it needs to be removed for clearance reasons)



10) We can now remove the Lift Lever. With Foot lever folded out of the way start working the Lift Lever out. Note the inner link and pin will fall out once you move it a little. You may have to pull on the foot pedal to get it to clear the Lift Lever **as well as put the control handle in the forward position off its slot and pull down on it as the ISO mount and control arm will interfere with it coming out.**



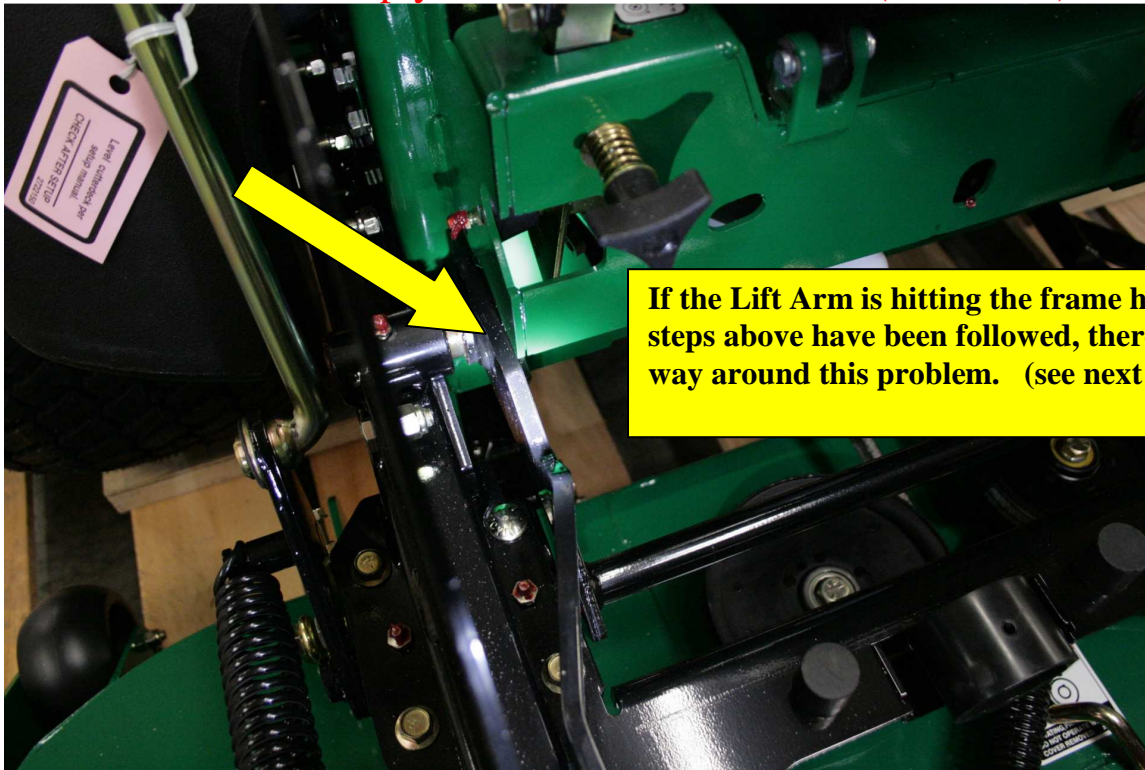
See in the picture below how you have to pull forward on the control lever to get the needed clearance



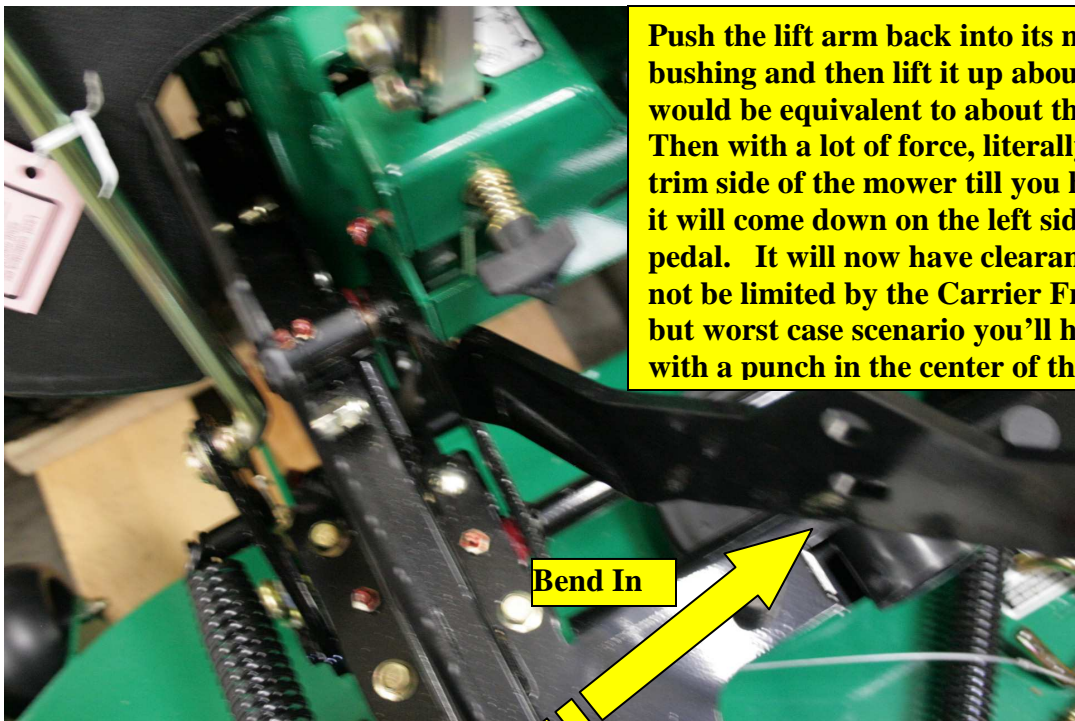
11) We need to remove the grip and cap from the lever so we can reuse it on the new lever. Simply put a flat blade screwdriver between the cap and lever and pop it out. Take an air nozzle and force air under the grip and it will slide right off.



There is the possibility that normal “tolerance stack-ups” can result in a Lift Arm that will simply not clear the main frame (see below)



If the Lift Arm is hitting the frame here after all steps above have been followed, there is only one way around this problem. (see next picture)



Push the lift arm back into its normal position in the bushing and then lift it up about half way...what would be equivalent to about the 3” height of cut. Then with a lot of force, literally bend it in toward the trim side of the mower till you have bent it so far that it will come down on the left side of the foot assist pedal. It will now have clearance to come out as it will not be limited by the Carrier Frame anymore (rare – but worst case scenario you’ll have to hammer it out with a punch in the center of the pivot shaft).

If this type interference occurs, you will have to use a rubber mallet to reinstall the new one as the main box will be contacting the new Lift Arm.

Reassembly

Is pretty much the reverse of disassembly with only a couple important things to remember so you don't end up doing double work:

- 1) **FIRST before anything else, Install the Stovehead bolt in the lower hole of the detent selector (that way the lift rod doesn't block the hole).**
- 2) **Put the pump control rod ball joint in before you mount it to the frame so you have room to get it back in the hole.**
- 3) **You'll most likely have to reset the tracking on the RH side of the unit.**

The rest is all pretty much working in reverse of the outlined steps for removing it.

NOTE: If the control arm feels like it is binding up and won't move back into its original position, it is hung up on the grease fitting where it comes through the frame. Simply slide a flat blade screwdriver under the ISO mount to allow it to get over the grease fitting.