



One BOB-CAT Lane, P.O. Box 469
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INFORMATION BULLETIN

Date: March 6, 2012

Bulletin No: JC-014-11 REV 2

Product Type: ProCat & Predator-Pro G Series Mowers 9425XXG ("X" equals any digit)

Important information relating to the drive system:

The new G series drive system was designed to eliminate lost motion in the hand controls and to significantly reduce vibration to the operator's hands. This will be noticed when comparing to F model and prior ProCat and Predator-Pro's. It will result in a much more precise and comfortable driving experience.

Below is a simple checklist that will allow BOB-CAT technicians to quickly go over key points in the new drive system.

1. Be sure that the hydraulic tank is properly filled with oil to the bottom of the filler neck tube, for more details please refer to the decal on the tank or to Service Bulletin JC-005-11 dated April 26, 2011.
2. Inspect both No-Flat front caster wheels for excessive softness which can be easily identified by checking two areas on each tire. If the tire is concave across the tread area rather than being crowned or if the tire side wall indicates excessive rub marks from the rim, they should be replaced with new No-Flat Caster wheels. All service stock was 100% re-inspected by our vendor on May 26, 2011. A Service Advisory was issued on this topic on June 6, 2011.
3. Be sure that the caster wheels pivot freely in all 360 degrees of rotation. If not, remove the caster arm dust cap and adjust the castle nut setting.
4. Insure that the square-headed setscrews holding the pump arms to the pump input shafts are secure.
5. Check both neutral rod assembly links to be sure the ball socket housings are not twisted in relation to one another. The ball socket housings should lineup with each other to avoid any binding during operation, adjust if needed. Also be sure the rod balls are not sloppy or catch in the socket when the stud is rotated. Should you find a neutral rod assembly that needs to be replaced please be sure to replace both the left and right hand sides as a set by ordering G Series Control Rod Kit number 970437.

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6. Check both motion control dampeners to be sure they are in good operating condition. To do the check simply move each motion control arm back and forth to insure the oil is not bypassing inside the dampener. If oil is bypassing, the motion control arm will suddenly lose resistance through a good portion of the stroke. Should you find a faulty dampener then replace both the left and right sides as a set. The dampener mounting position can also be adjusted in relation to the motion control weldment; four mounting holes have been provided for varying operator preference. Positioning the dampener forward reduces the effort required to operate the motion controls.
7. Grease both motion control weldments at all four zerk points until you see new grease coming out near the rubber isolation pivot points. This feature is new for 2011 and can easily be overlooked.
8. Be sure that the engine high idle throttle plate contacts the stop screw when the dash speed control lever is positioned all the way forward. These units are designed to run at full throttle setting during any type of use. Should you find a throttle that is not set properly, please refer to Service Bulletin JC-001-12 for detailed directions.
9. Last, check that both motion control weldments are not rotationally binding or twisting the rubber isolator mounts when moving the motion control levers forward and back. If adding grease in Step 7 does not eliminate rotational binding or twist, please contact the BOB-CAT technical support group.

Warranty flat rate labor codes have been added to our system should an item need to be replaced; adjustments will not be covered under warranty.

Information Only: If you have any questions, please contact our 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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