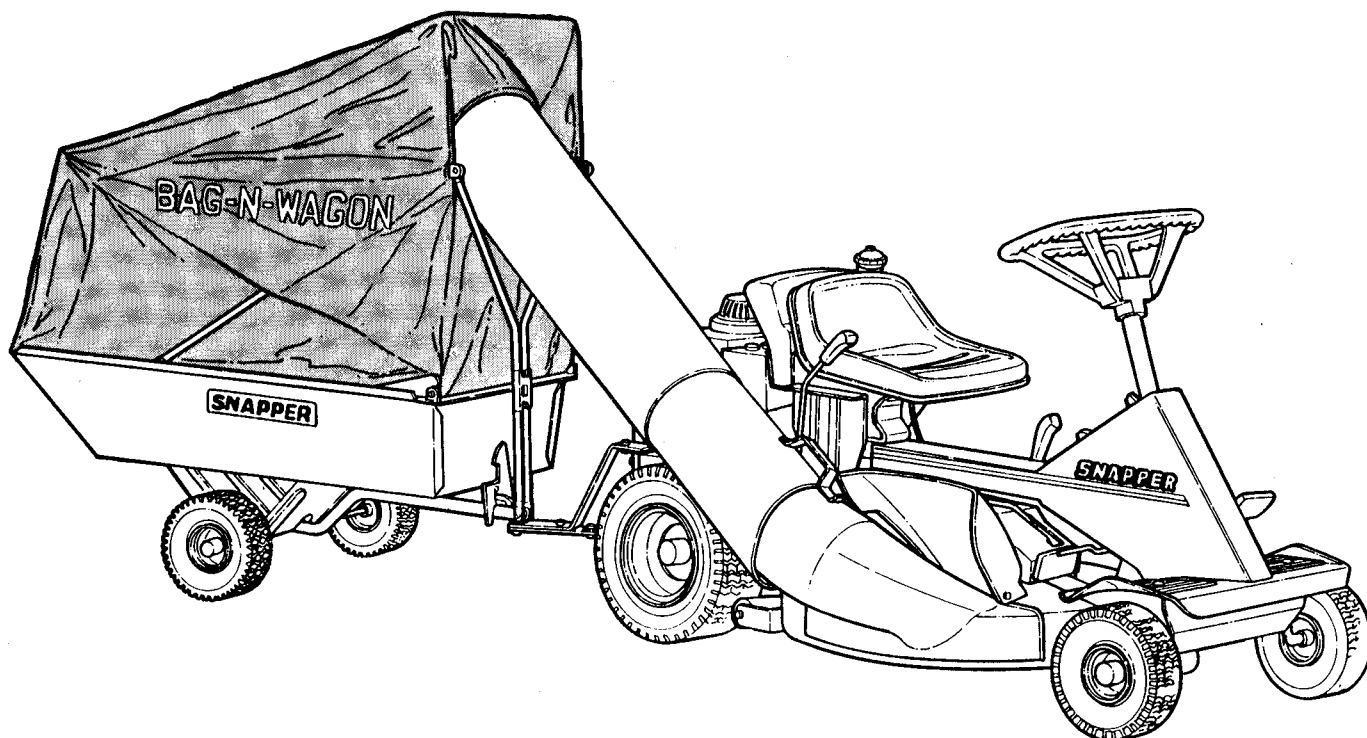


#6-0947 BAG-N-WAGON KIT for SNAPPER 28 & 33" RIDING MOWERS *

SNAPPER

* NOTE: ALSO FOR SNAPPER TRACTORS
EQUIPPED WITH HI-VAC 33" MOWERS
AND WITH HITCH ADAPTER KIT.



IMPORTANT SAFETY INSTRUCTIONS



All Safety Instructions listed in the Snapper Riding Mower Operator's Manual also apply when using the Snapper BAG-N-WAGON attachment. Listed below are some precautions which apply specifically to use of the BAG-N-WAGON. Refer to both manuals at frequent intervals to help keep these important safety instructions in mind.

- DO NOT open cart canopy (cover) while cutter blade is (ON) running!
- DO NOT carry passengers in cart or on Rider.
- DO NOT overload cart--maximum allowable weight capacity is 300 pounds!
- MAKE SURE that tube is latched to adapter and cover is securely latched at rear of cart and that all connectors are in position before shifting cutter blade ON!
- DO NOT operate if the condition of any components which contain the flow of material from cutter to wagon is questionable. Repair or replace torn cloth, cracked plastic tubes and/or adapter.

SNAPPER POWER EQUIPMENT
McDONOUGH, GA., FORT WORTH, TX., U.S.A.



PRE-ASSEMBLY INSTRUCTIONS

A certain amount of pre-assembly is required on the initial installation of a new kit to prepare the kit components and the Riding Mower for BAG-N-WAGON operation. Use the following procedure to install the BAG-N-WAGON. The sequence can be varied to suit your conditions if desired.

PREPARING RIDING MOWER

1. **AIR LIFT INSTALLATION:** If the Riding Mower being prepared does not have air lifts installed on the blade tips, stand the Rider on its back bumper and assemble the air lifts on the topside of the blade tips as shown in figure 1. **NOTE:** Tighten the retaining nuts 20-25 foot pounds torque to draw the bevelled heads of the machine screws firmly into the bevels of the air lift then retighten each to this same torque value. Return the Rider to its wheels and continue the installation as follows.

2. **DRAWBAR-HITCH INSTALLATION:** *Refer to FIG. 2 and secure the upper drawbar and (threaded) retaining clip to the RIGHT leg of the bumper. Screw the 5/16"-18x1/2" hex head cap screw (with 5/16" internal lock washer) into the FRONT holes, then screw the 5/16"-18x3/4" hex head cap screw through the REAR holes - securely tighten both cap screws and then thread the 5/16"-hex lock nut on the REAR cap screw and securely tighten it!

While the upper drawbar rests on the deck of rider's main case, install the brace on the end of the bumper's - RIGHT leg and attach the other end to the upper drawbar with the 3/8"-24x1 hex head cap screw, 3/8" split lock washer, and 3/8"-24 hex nut. Install the hitch collar and ball on upper drawbar and secure with 7/16" split lock washer and 7/16"-20 hex nut as shown. Be sure the hitch ball should bottoms against the surface of the upper drawbar.

Bolt one end of the lower drawbar to the UPPERSIDE of the rider's hitch plate with the 1/2"-20x1" hex head cap screw and 1/2"-20 hex lock jam nut. Attach the other end to the UNDERSIDE of the brace with the clevis pin and secure with the hairpin inserted through the pin on the TOP surface of the brace. Inspect all fasteners for tightness!

3. **ADAPTER INSTALLATION TO CUTTER:** To install the adapter onto the cutter deck. Lower the deck completely, lift the side deflector fully and raise the deck until the trailing edge of the side deflector catches under the shift detent. Place inside edge of the adapter against the rail on the deck, slightly forward of the circle of the deck. While tilting the top of the adapter to the rear, thus engaging the two lugs on the inside edge of the adapter under the lug locks. It may be necessary to force the adapter into complete engagement by bumping it rearward with your palm. Make sure that the rear lug is properly engaged and the inside hole lines up with the hole in the cutter deck. Insert the carriage bolt through the square hole in the deck and tighten with the wing nut outside. Lower deck to allow deflector to rotate clear of shift detent.

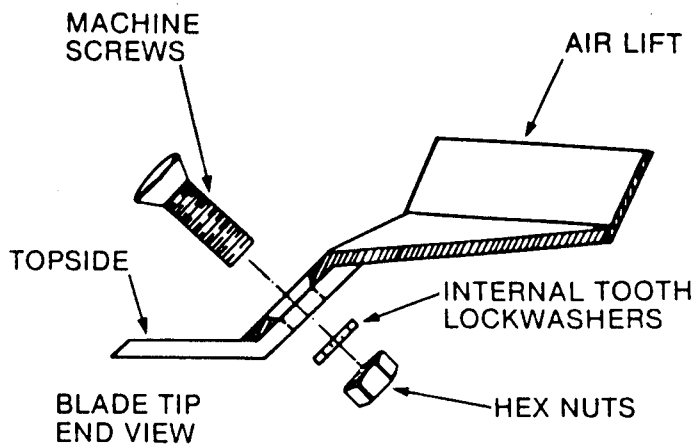


FIG. 1 - AIR LIFT INSTALLATION

*NOTE: FOR SNAPPER LT SERIES LAWN TRACTORS, ORDER AND INSTALL ADAPTER KIT #6-0588 THEN THE DRAWBAR-HITCH PARTS. INSTRUCTIONS ARE FURNISHED IN THE KIT.

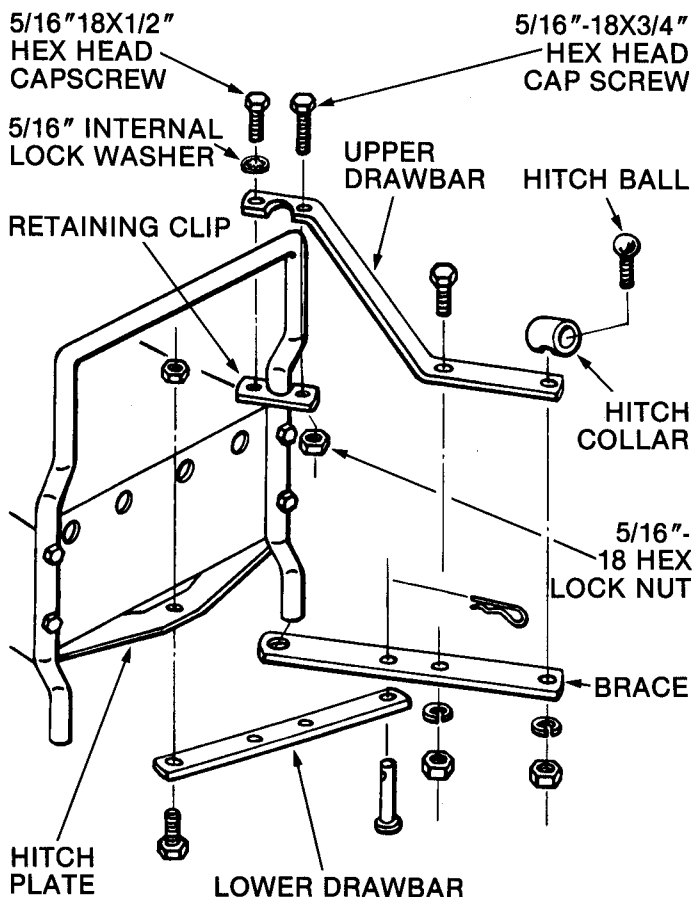


FIG. 2 - DRAWBAR HITCH INSTALLATION

BAG-N-WAGON ASSEMBLY

1. CART ASSEMBLY: Remove the cart body from shipping carton and place it on its side. Refer to figure 3 for sequence and identification of items described. Install six of the 1/4-20x3/4 round head carriage bolts (heads inside cart) in the holes for attaching the axle support, capture each bolt on bottom side of cart with a bolt retainer then position the axle support over the bolts and secure each with a internal tooth lockwasher and 1/4-20 hex nut. Insert

axle thru one side of support, position cart tongue, align holes then slide the axle thru hole in tongue and thru to other side of the axle support. Install dust cap, felt washer and two flat spacer washers over both ends of axle first then install tires, flat washer on outside and secure tires by inserting 5/32x1 cotter pins thru holes in ends of axle. Install hub caps. Preassemble latch to yoke, place cart in dump position and assemble the latch yoke to front center of cart. Secure with two 1/4-20x3/4 carriage bolts (heads inside cart) internal tooth lockwashers and 1/4-20 hex nuts. Latch to tongue.

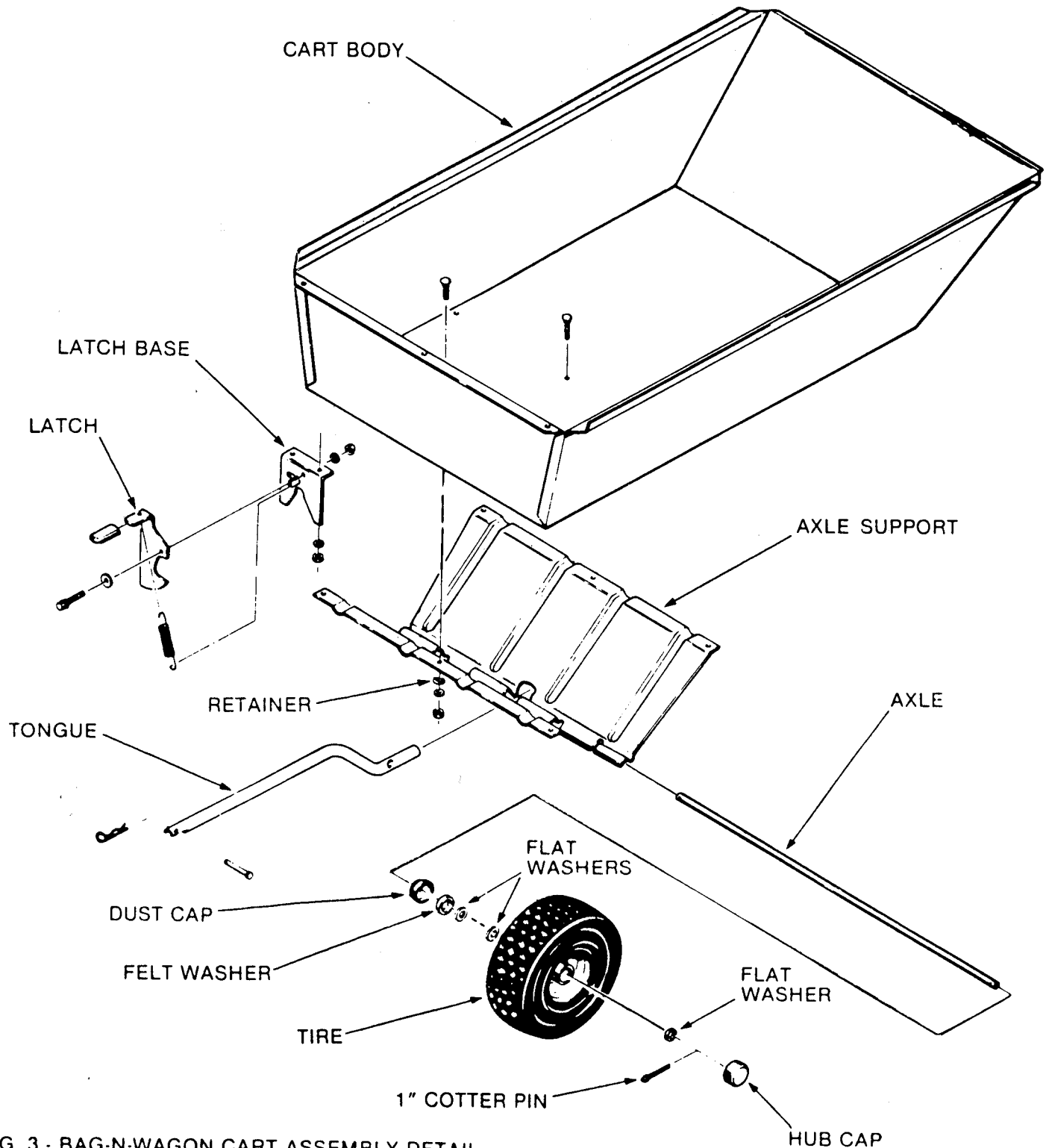


FIG. 3 - BAG-N-WAGON CART ASSEMBLY DETAIL

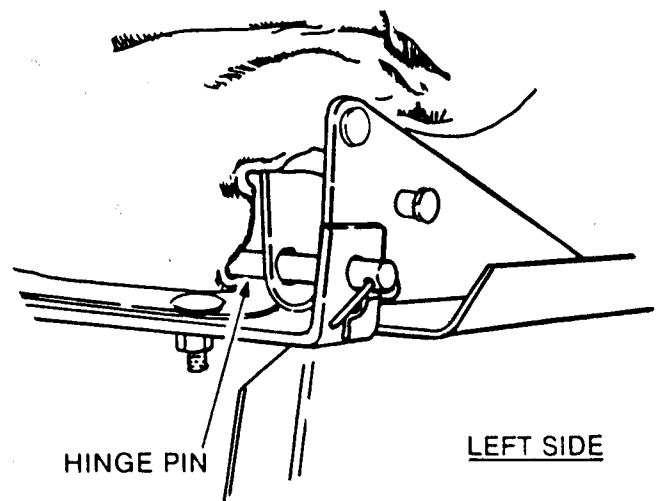
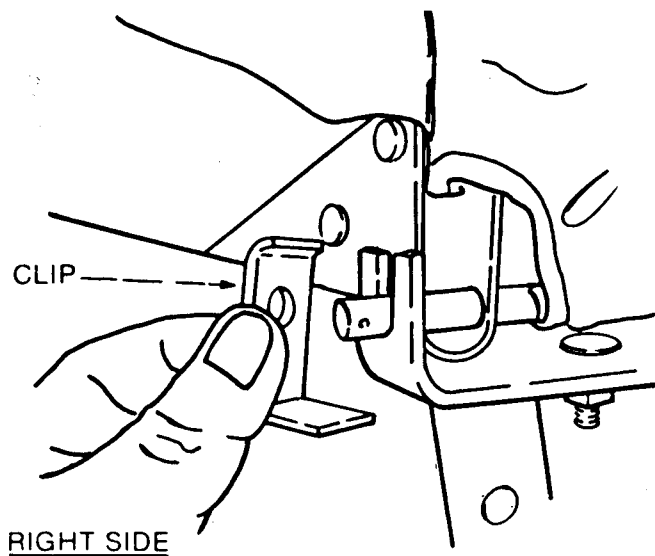


FIGURE 5 - CANOPY HINGE PIN DETAIL

2. CANOPY TO CART: Refer to figure 5 to identify components described and for sequence of assembly. (A) Place the cart on its wheels and position the canopy over cart body. Push one end of the hinge pin thru hole in left side of the hinge mount at front of cart and capture other end in slot with clip. (B) Pull front frame of canopy up vertically and install each frame brace, as follows: Insert frame brace under side flap of the canopy and through hole next to rod clamp. Turn frame brace so flat side of end is against the rod clamp. Locate button hole slot in side of cloth slightly above the frame base. Insert lower end of frame brace through to inside and connect to frame base. Connect upper end of the frame base at rod clamp. Push rear canopy lock down and engage under flange of cart. Remove the clevis pin at hitch ball and re-install through holes in struts and in tongue. Assembly strut clamps onto front struts as shown. Unlatch cart tongue.

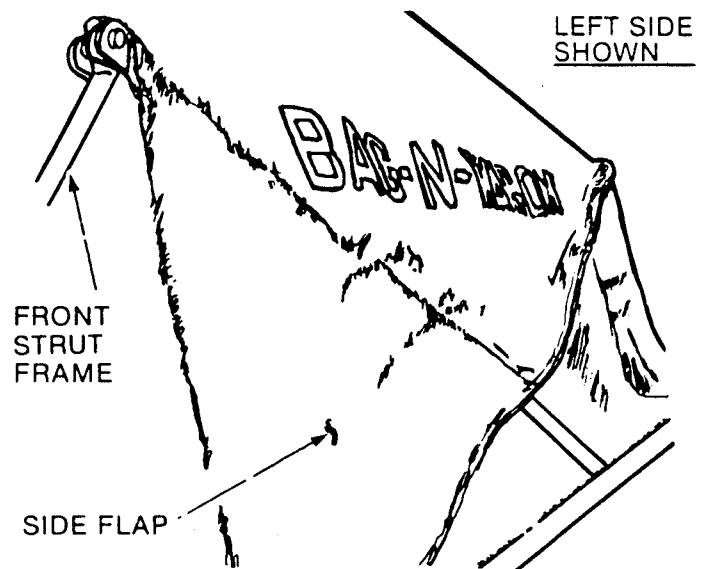


FIG. 6 - FRAME BRACE DETAIL

LEFT SIDE SHOWN

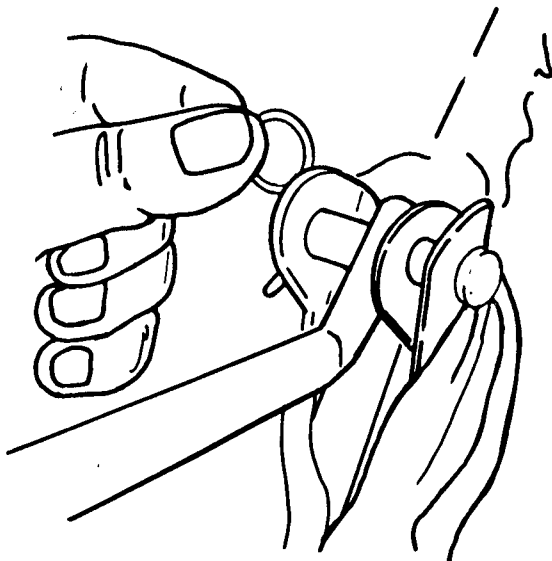


FIG. 7 - STRUT TO BASE DETAIL

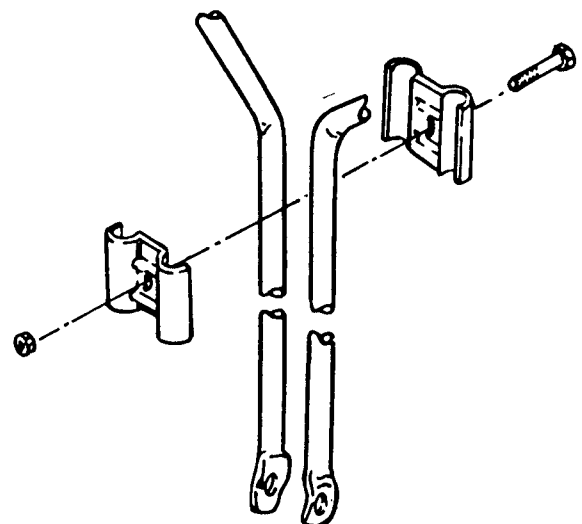


FIG. 8 - STRUT CLAMP DETAIL

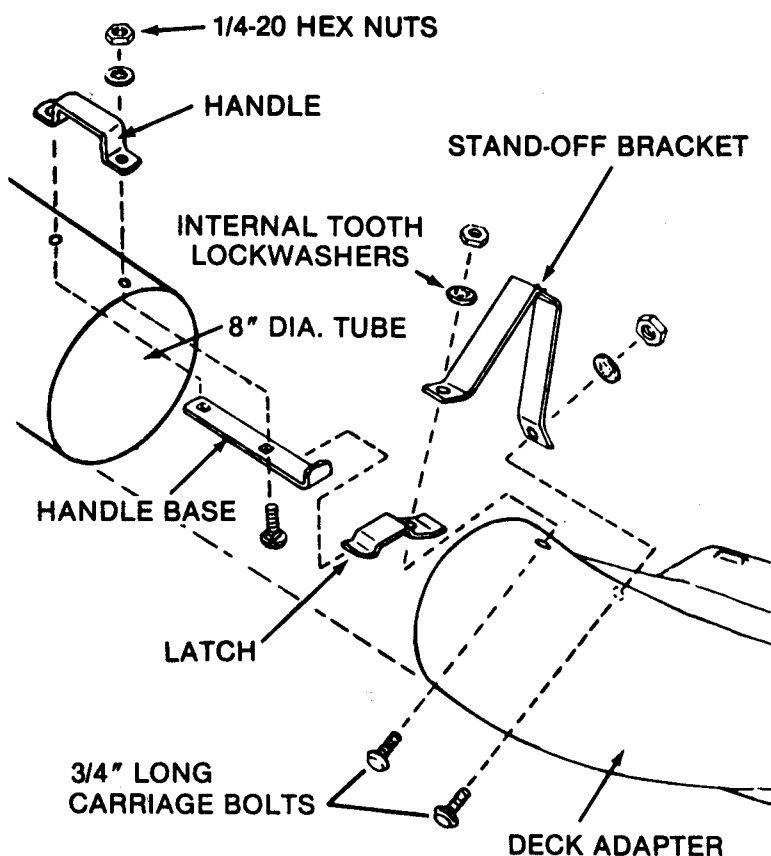


FIGURE 9 - TUBE HANDLE & BRACKET DETAIL

TUBES & ADAPTER

1. Assemble the tube latch and stand-off bracket to the adapter and secure with two of the 3/4" long carriage bolts (heads inside tube), 1/4" internal tooth lockwashers and 1/4" hex nuts as shown in figure 9.

2. Position the handle base inside the 8" diameter tube, and the handle on the outside, align holes and secure with two 3/4" long carriage bolts (heads inside), 1/4" internal tooth lockwashers and 1/4" hex nuts as shown in figure 9.

3. TUBE TO CANOPY: Insert flanged end of 10" diameter tube through the opening in canopy. Twist until elastic band is worked outside the entire circumference of the flange.

4. TUBE CONNECTION: Insert the 8" diameter tube inside the 10" diameter tube, push the 8" tube rearward until handle end clears the adapter, then move the tube over the end of the adapter and rotate base into latched position.

GENERAL OPERATION

Before operating the BAG-N-WAGON become thoroughly familiar with the Operator's Manual furnished with your Snapper Riding Mower and re-read the Safety Instructions included at the front of the manual. Proper use of the Snapper HV Rider with the BAG-N-WAGON can save you many hours of laborious yard work and reward you with a well groomed lawn. While this equipment has outstanding versatility compared to competitively priced equipment, it does have some limitations. Proper use includes understanding these limitations and knowing how to adjust for them under your own specific conditions. The bagging ability of the equipment represents such an improvement over previous methods that, under certain conditions, the quality of cut may become unacceptable before clogging is experienced. On the other hand, do not expect to bag extremely lush or wet grass while taking a full cut at higher ground speeds. Several pointers are offered below to help you develop the skills needed to get the most out of your investment.

OPERATIONAL PROCEDURES

1. Both the smoothness of the cut and the resistance to clogging are increased as:

- (a.) The engine speed is increased.
- (b.) The ground speed is reduced.
- (c.) The width of cut is reduced.
- (d.) The length of the grass cut off is decreased-(i.e. cutting height is raised).
- (e.) The moisture content of the grass is reduced.

2. Avoid cutting wet grass. Aside from potential safety problems (particularly on uneven terrain), two other disadvantages are confronted. First, wet grass has tendency to be torn rather than cut and will not stand up as well out of tire tracks so you are more likely to get a ragged looking cutting job. Second, wet clippings have a much greater tendency to clog and thus slow down your efforts.

3. Avoid cutting grass early in the morning while the dew is still heavy. Grass clippings collected under these conditions tend to be sticky and thus adhere to the walls of the flow path causing clogging.

4. It is difficult to obtain a smooth cut on young tender grass. Ragged cutting under these conditions may be minimized by mowing in a clockwise direction and keeping the front left tire well onto the cut grass.

5. When cutting very high grass, always make the first cut in the highest position. If conditions dictate that you must, for example bring 6 inches of grass down to 3 inches, set the deck at the highest position, completely cut the lawn and then re-cut the entire area with the deck one inch lower.

OPERATIONAL PROCEDURES

6. When your equipment is new and you are learning, experiment with different engine speeds and ground speeds. Also, glance back at the cloth canopy on the BAG-N-WAGON. When the air and material are flowing properly, the flaps over breather panels will be ballooned outward by air pressure. The cloth will go slack if clogging occurs or if the container is full. Another sign that the container has been filled is blow-back from the annular opening between the telescoping tubes.

7. Any intermittent loss of traction (spinning of rear tire) means that you are approaching the load capacity of the wagon and it's time to go and dump the clippings. If your dumping area is up-hill from your cutting area, it might be well to plan ahead so that you don't get stranded with 300 pounds of grass.

8. Never spread dry-type fertilizer or grass seed just before mowing. The Snapper HV Rider will pick up this valuable material and put it in the BAG-N-WAGON where it can't help your lawn.

9. Remember that the first few times you operate over a lawn where grass bagging equipment has not been used, you are picking up thatch and debris that has accumulated for long periods. Thus, the amount collected and the total time of operation may be greater than you will later experience with regular use of the equipment.

6. If the BAG-N-WAGON has been completely filled and material has backed down the connectors, this material should be removed prior to Step 3 above. Unlatch the tube from the adapter and shake material out. If the material does not fall freely from the elbow and large tube, reach up into the elbow and pull out the material. Any material clogged in the deck adapter will be blown free when bagging operations are started on the next run (if material is not cleared on first attempt, try raising the deck and re-engaging blade); therefore it is not necessary to reach into the adapter toward the blade. After the material is removed from the tubes, slide the long tube back into the short tube and latch the tube to the adapter. The tubes should be reconnected immediately after clearing and prior to dumping so that contact of the end of short tube with the muffler is avoided. Prolonged contact of the tube with the hot muffler can distort the tube.

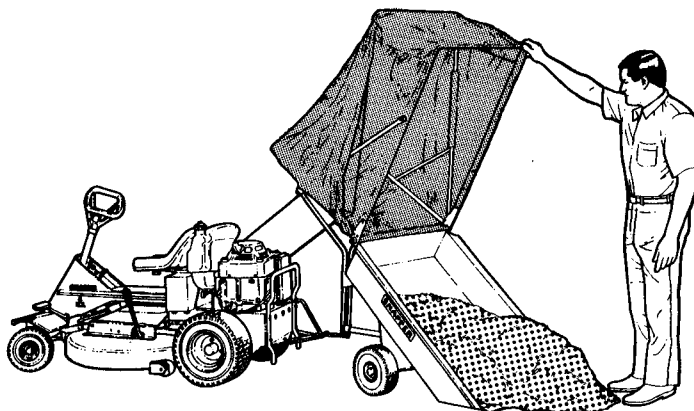


FIG. 10 - DUMPING PROCEDURE

DUMPING

1. Select a dumping area that has a relatively flat surface and easy access that will not require extensive backing operations.

2. Drive equipment to dumping area with blade disengaged. Position equipment as desired with the wagon in line or slightly left of the mower, stop engine, shift to **NEUTRAL**, get off seat, and go to rear corner of wagon.

3. Unlatch canopy lock. Rotate canopy upward and forward enough to place foot on top rear edge of wagon. Push down on wagon with foot while raising canopy with hand. Continue this motion until rear edge of wagon rests on ground and canopy is fully open.

4. Use a pitchfork or heavy rake to remove any material which did not dump out of the wagon. The greater the moisture content of the material, the more it will tend to adhere together and not dump from the wagon.

5. After the material has been removed from the wagon, rotate the canopy down and back. Make sure that the frame base is inside the flanges along the sides of the wagon. Latch the rear of the canopy to the wagon with the canopy lock. Check to be sure that the tube is fully latched to the adapter.

JACK-KNIFE CORRECTION

The BAG-N-WAGON has more of a tendency to jack-knife during backing than most towed carts because the hitch connection is off-center of the rider. Jack-knives during operation can be minimized by reducing engine speed, by avoiding backing for extended distances, by avoiding backing on uneven terrain, by not overloading the wagon, and by using ballast in the rider rear tires. Provided the operator follows the steps given below, a jack-knife does not present any particular safety problem nor does it result in any damage to the equipment. Jack-knives simply become a nuisance that can slow down operations. When a jack-knife does occur, proceed as follows:

1. Release both blade pedals (to disengage the blade); and shut off the engine. Place the transmission shift lever in **NEUTRAL** and remove left foot from the clutch/brake pedal (also disengaging the parking brake); then leave the operator's seat from the **LEFT** side.

2. Go to the front of the mower. Grasp the steering wheel and pull the front of the mower to the side so that the mower is back in alignment with the BAG-N-WAGON.

3. Get back on the mower, start the engine and proceed with operations. If the mower has headed uphill and lost traction prior to jack-knifing, leave the shift lever in NEUTRAL and allow the equipment to roll slowly back down the slope by gradual operation of the clutch/pedal. When you get back to where traction is assured, depress the clutch/brake, shift into the No. 1 speed position and proceed with operations.

UNCLOGGING

If the adapter and/or tube becomes clogged from the deck upward during operations, proceed as follows:

1. Stop the mower, disengage the blade and back away from the uncut grass.

2. Raise the deck to the highest position, advance the throttle control to full engine speed, and engage the blade. If the material is still not cleared at this point, continue on to Step 3 below.

3. Disengage the blade and shut off engine. Pause until the blade stops rotating. Unlatch the small tube from the adapter, pull the small tube out the large tube and shake material free. Insert the small tube back into large tube and latch tube back onto adapter. Start engine, advance throttle to full speed, engage blade. Note that it is neither recommended or usually necessary to manually clear clogged material inside the adapter or deck. In extreme cases of clogging where the air blast through the tube will not free the material, proceed as follows: Disengage the blade, SHUT OFF THE ENGINE. PAUSE UNTIL THE BLADE STOPS, and use a stick or similar object to poke the material free.

CAUTION-SLOPE OPERATION

If the BAG-N-WAGON is to be used on slopes in excess of 10 degrees (17% grade), 16x6.50-8 rear tires should be installed on the mower and filled with fluid for added weight and traction. Water may be used if equipment will not be operated at freezing temperatures. An antifreeze mixture must be used if equipment will be operated at freezing temperatures. For water only, a liquid filler adapter (Part No. 1-2446) may be used with a garden hose. For antifreeze mixtures, proceed as follows: Lay tire flat, bleed air. Break the tire bead and slowly fill with about one-half gallon antifreeze. Pressurize tire to seat bead, install filler adapter, and use garden hose to completely fill tire. Pressurize tires to 20-25 psi after filling.

NOTE: As an alternate, order and install Snapper number 6-0517 wheel weight kit.

MAINTENANCE

1. Threaded fasteners such as screws and nuts will tend to loosen during the first few hours of operation. To avoid down-time these should be retightened and periodically checked. Give particular attention to the hitch area. Be especially careful to retighten any loose fasteners before extended periods of storage.

2. Check the threaded fasteners which secure the air lifts to the blade frequently and make sure they are firmly tightened. Replace the air lifts if they appear bent or if the holes appear distorted. When replacing the air lifts always use matched pairs with new screws, nuts, and lock washers.

3. Keep the blade sharp and during each sharpening check the blade and air lifts for wear. When notched wear patterns begin to develop, the parts must be replaced.

4. Check the alignment of the blade within the deck periodically or each time the blade has impacted a solid object. The cutting edge of the blade should run about 1/4 inch above the inside surface of the in-turned lip on the bottom of the deck. The difference in elevation of the cutting edge of each blade tip should not exceed 1/8 inch when measured from a fixed point on the deck. If the blade tips are out of relative alignment by greater than 1/8 inch then replace the blade or take the machine to your Snapper dealer for servicing.

5. Check the side-to-side and pitch alignment of the deck periodically and adjust if required per the instructions in the Snapper Riding Mower Operator's Manual. Be sure to properly inflate both front and rear tires prior to any deck adjustments. This inspection and adjustment is very important if you wish to maintain good cutting quality and avoid scalping on finished lawns.

6. The wheels of your BAG-N-WAGON should be lubricated with ten shots of grease from a pressure gun after the first 25 hours of operation, and 2 shots of grease every 25 hours thereafter.

7. Periodic inspection should be made of the condition of the cloth canopy as prescribed by the instructions on the canopy.

8. Factory specified Snapper replacement parts must be used to assure adequate protection against injury and proper operation of your equipment.

STORAGE

1. To remove canopy assembly for storage:

- (a) Unlock the canopy at the rear.
- (b) Disconnect the front struts from the tongue and latch the tongue to the cart.
- (c) Disconnect the braces on each side at the front rod clamps and fold canopy down flat on the cart.
- (d) Remove the hinge clip from the hinge pin and lift off cover assembly.

(over)

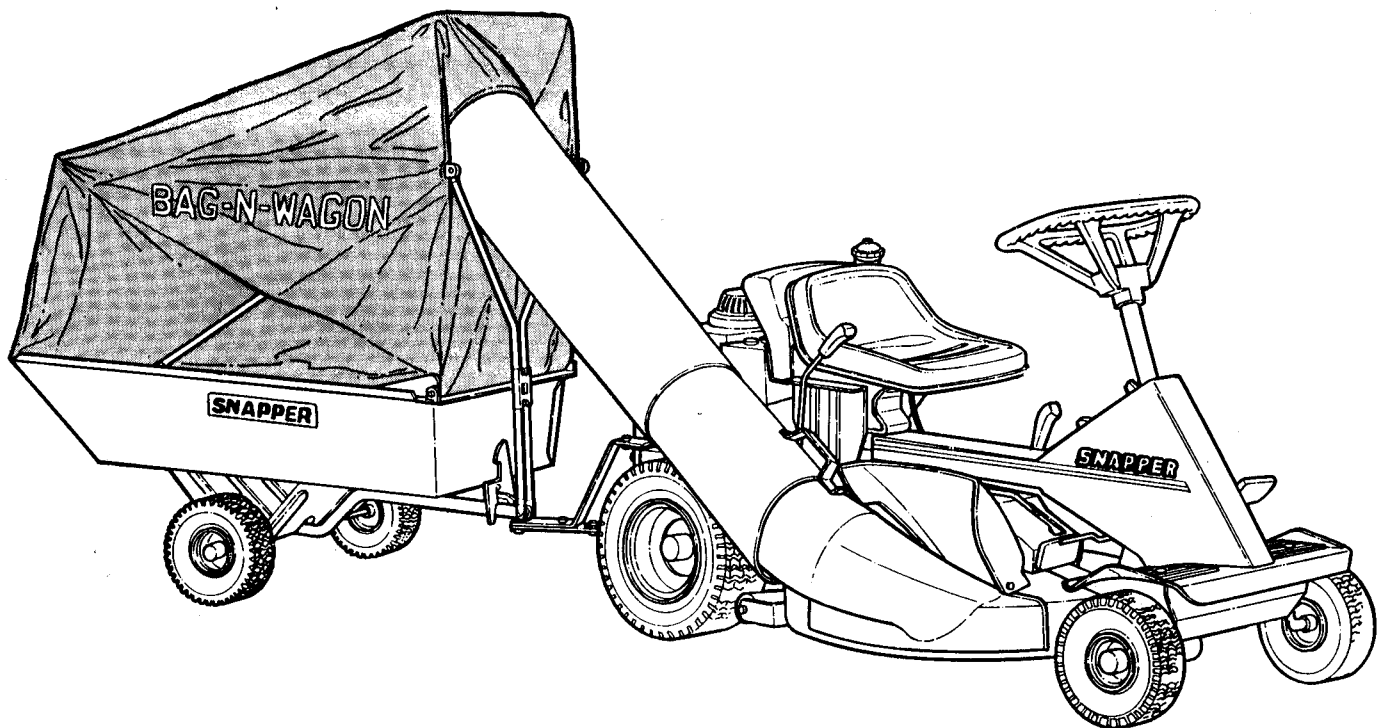
BAG-N-WAGON

2. Before storing, the cart should be thoroughly cleaned and washed free of any remaining debris, allowed to dry, and lightly oiled. This will forestall rust pitting and extend the life of the cart.
3. Be especially careful to re-tighten any loose fasteners before extended periods of storage.
4. Refer to instructions in the Snapper Riding Mower Operator's Manual under the heading "**STORAGE**" before standing rider on end for service or storage. For temporary servicing the hitch must be repositioned by removing the clevis pin, folding the draw bars out approximately parallel to the end of the rear case. The lower draw bar will not fold enough to allow the rider to stand completely vertical. Therefore special care should be exercised in selecting a hard flat surface for the rider to stand on. For extended storage, the lower draw bar should be unbolted from the rider hitch plate to allow the machine to rest solidly on the bumper.

CONVERSION TO UTILITY CART

1. Remove adapter from deck. Make sure deflector is latched down.
2. Remove canopy assembly as described in foregoing under "**storage**".
3. Remove clevis pin. Rotate hitch assembly so that hitch ball is approximately on center line of mower. Align hole in draw bar brace with hole in the lower draw bar and re-install clevis pin.

With the hitch ball located on center and the cart detached, the end hole in the lower draw bar may be used as a hitch point for light weight spreaders.



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