

QUICK START GUIDE



TL75 Drum Mower

IMPORTANT

READ

BEFORE

FIRST USE

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TL75 Drum Mower

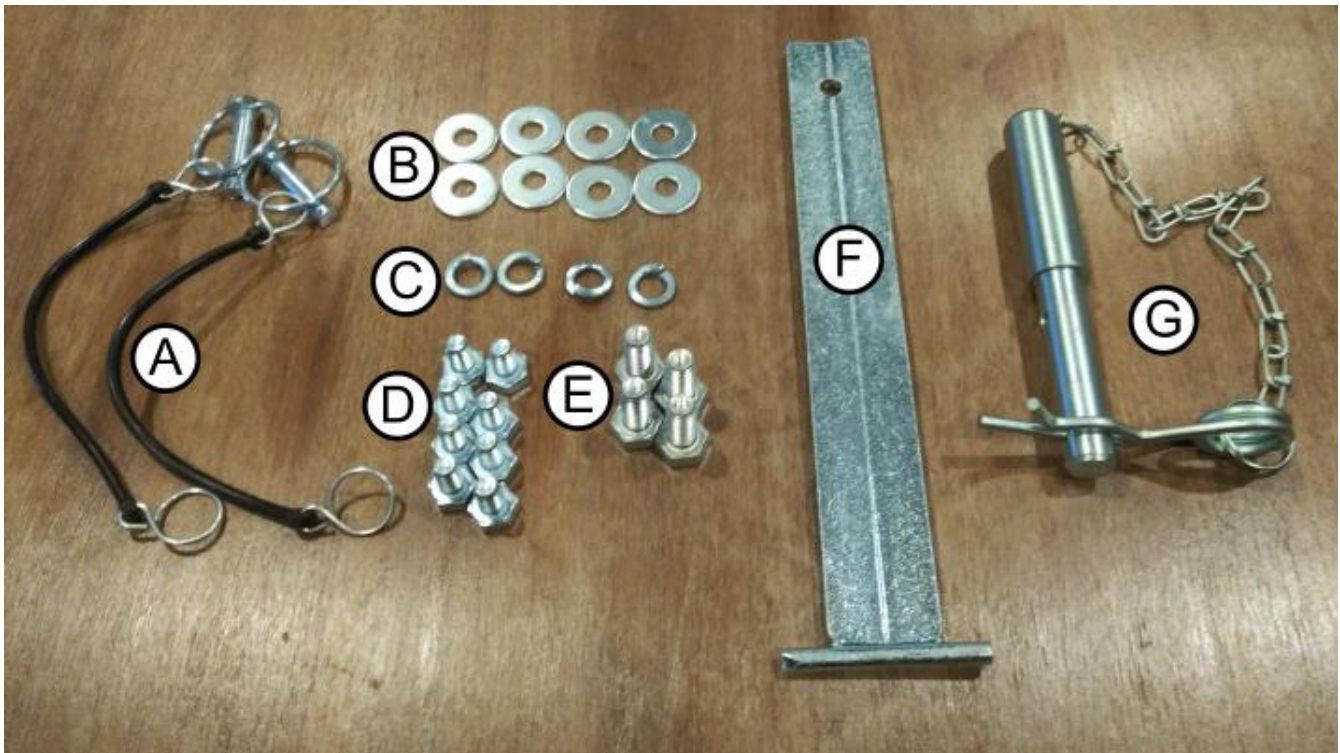
ASSEMBLY TIPS

- Use Figure 1 as a guide to the items in the hardware box.
- To facilitate assembly of the three main components, you can attach the 3 point hitch frame to the tractor and set the drum unit on the ground to the right and rear of the tractor. Attach the lift arm to the 3 point hitch frame first, then to the drum unit.
- Note: You will find that the pin diameter has a very close size tolerance and it may be difficult to insert at each joint. Try adjusting the angle to line it up better before using brute force to drive the pin through. Use plenty of grease and, of course, patience!
- Some pictures in the assembly instructions provided by the manufacturer are outdated. Don't let that confuse you – work with the parts that you have on hand and use Figure 1 as a guide.
- When installing the drum unit protective frame and curtain, keep in mind that the curtain installs along with the frame. Attach the inner wing of the frame first, then slide the curtain over it and insert the connecting tubes before installing the outer wing. The outer connecting tubes insert into the curtain on the edges. Be sure to wrap the elastic ropes underneath around the frame and secure them to the hooks.
- The crank lever for the safety release (shown in Figure 2) is sometimes installed upside down by the manufacturer to save space. It should be removed and reinstalled the correct way as shown in the picture.
- As with any new implement, the shaft that attaches to the tractor may need to be cut to length. Contact us if guidance is needed.

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- The 90° gearbox can easily be installed upside down by accident, because it has holes on top and bottom. Refer to Figures 3 & 4 for the correct orientation. The protruding part of the gearbox faces the drum unit. The metal cover and clamp are attached to the protruding face. The shaft with the flexible bellows cover installs over the metal cover and is set in place using the clamp.

Figure 1: Hardware Identification



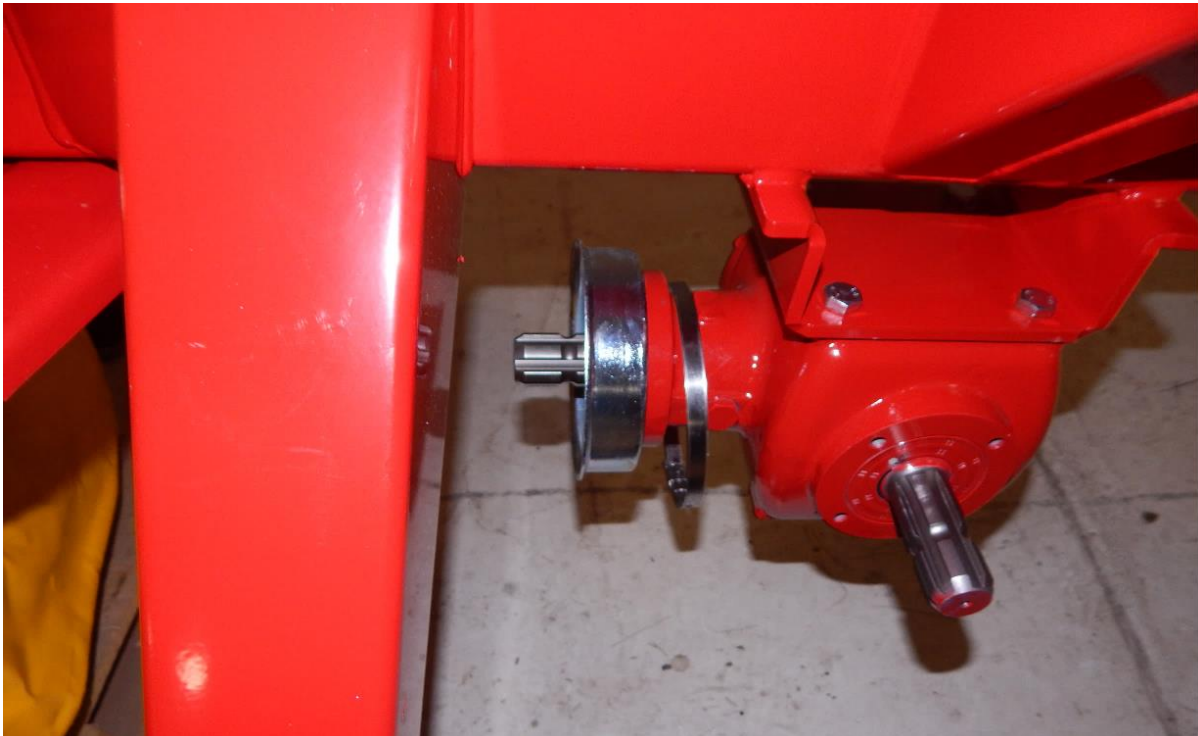
- A. Retaining clips for 3 point hitch pins
- B. Washers for securing PTO covers (8x)
- C. Lock washers for gearbox bolts (4x)
- D. Bolts for securing PTO covers (8x)
- E. Bolts for securing gearbox (4x)
- F. Blade change tool
- G. Top link pin

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Figure 2: Safety Release Lever Installation

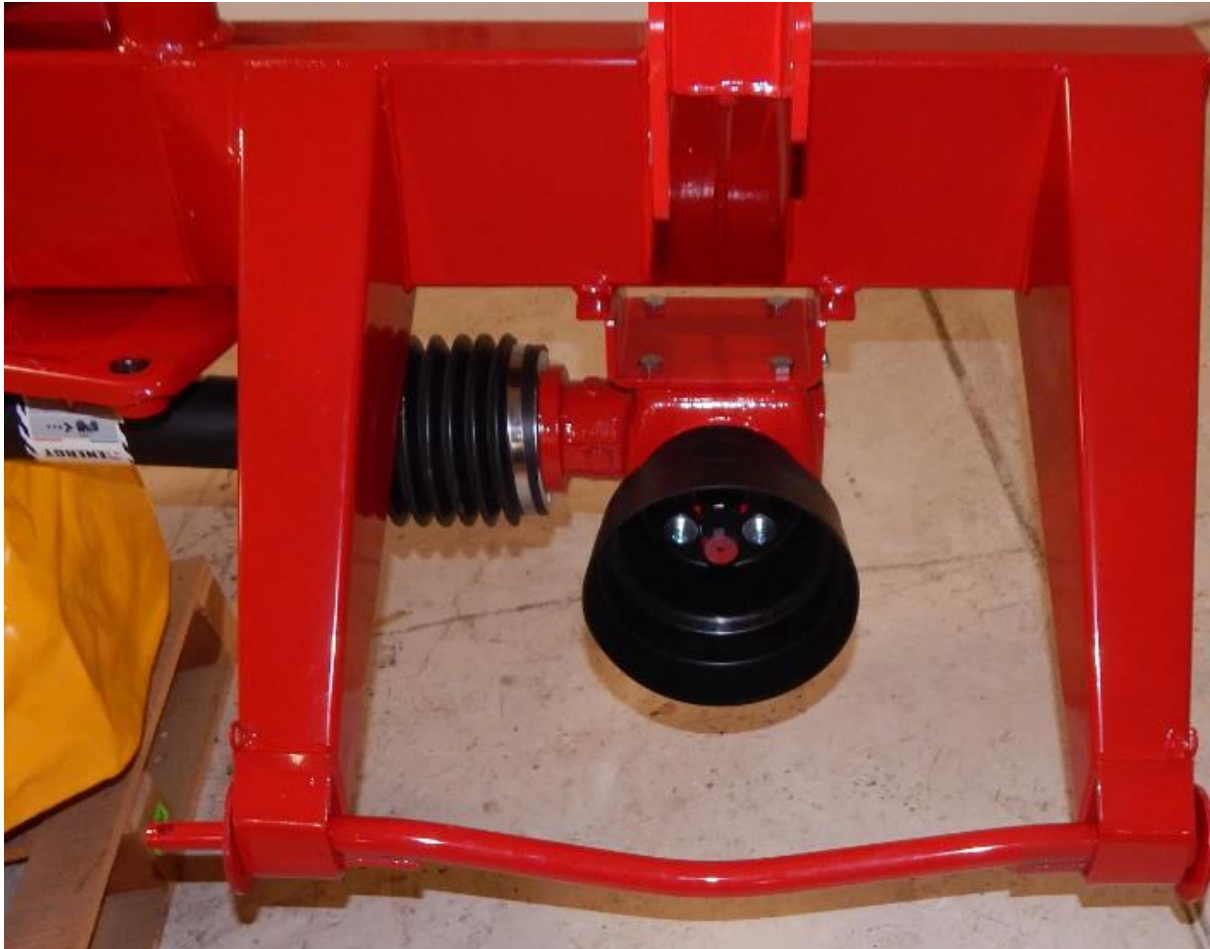


Figure 3: 90° Gearbox Orientation



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Figure 4: 90° Gearbox Installation



STARTUP ESSENTIALS

- **VERY IMPORTANT:** To avoid damage, the mower must be used as intended.
- **DO NOT:** allow the lower discs to scalp the ground when driving forward. To avoid this, do the following:
 - Ensure that the skid discs are either parallel to the ground or raised slightly **up in the front**. This can be achieved by extending the tractor's top link.
 - Raise the 3 point hitch until the lift arm is **above level**, at an angle sloping slightly downward toward the drum unit. This will ensure that

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the arm does not contact the drum unit and force it downward into the ground.

- Failing to heed these warnings **may cause damage** to the machine.
- **DO:** run the mower at 540 RPM, starting at idle speed and gradually increasing the throttle. Running the mower at too slow of an RPM will make cutting less efficient and stress the machine and the tractor.
- **DO NOT:** turn on an electric PTO with the throttle at high speed, which will apply extreme torque to the PTO shaft. Damage to the shaft or drive components may occur. If the engine stalls when turning on the PTO, keep turning it on until drums get up to speed.
- **DO:** replace blades regularly to ensure a sharp cut.
- The machine is shipped with oil in the gearboxes. **Double-check the oil level and top off before each use.** Use an extreme pressure (EP) gear oil near 90 weight (80w90 is a common type).
- There is no drain plug for the drum unit gear chamber. An oil suction pump is recommended to remove oil when changing it in the beginning of each season. The pump can also be used to ensure that all spent oil has been removed from the 90 degree gearbox that is attached to the 3 point hitch frame.