

Installation Instructions

Gearbox Replacement Kit

Part No. 5600965

Fits IS2600Z Models

Kit Contents					
Part No.	Qty.	Description	Part No.	Qty.	Description
5025394	5	Nut, 3/8-16 Hex Nylock Flange	5104533	1	Gearbox, Right Angle
5025396	4	Nut, 1/2-13 Hex Nylock Flange			

⚠ WARNING



Remove the ignition key prior to performing maintenance on the unit.

Before beginning any service work turn off the PTO, engage the parking brake, turn off the ignition, remove the ignition key, and disconnect the spark plug wire(s).

REMOVING THE GEARBOX

1. Park the zero-turn rider on a smooth, level surface such as a concrete floor. Disengage the PTO, engage the parking brake, turn the ignition switch to OFF, and remove the ignition key.
2. Release the hood latches and raise the hood to gain access to the gearbox. The gearbox is located in the rear corner of the machine on the right hand side of the right side rear tire and the bumper.
3. Remove the two (2) 1/4-20 X 1" bolts (A, Figure 1) and 1/4 SAE washers (B) from the muffler shield (C). Remove the 3/8-16 X 1" bolt (D), 3/8 SAE washer (E), and 3/8-16 hex nylock flange nut (F) that secure the muffler shield to the bumper. Remove the muffler shield from the machine. Discard the nut.
4. Remove the three (3) 1/6-18 X 1" bolts (A, Figure 2) and 5/16 SAE washers (B) that secure the rear belt guard (C) in place.

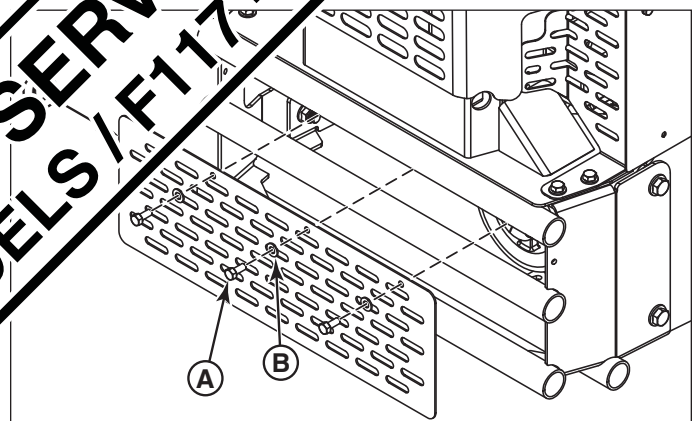
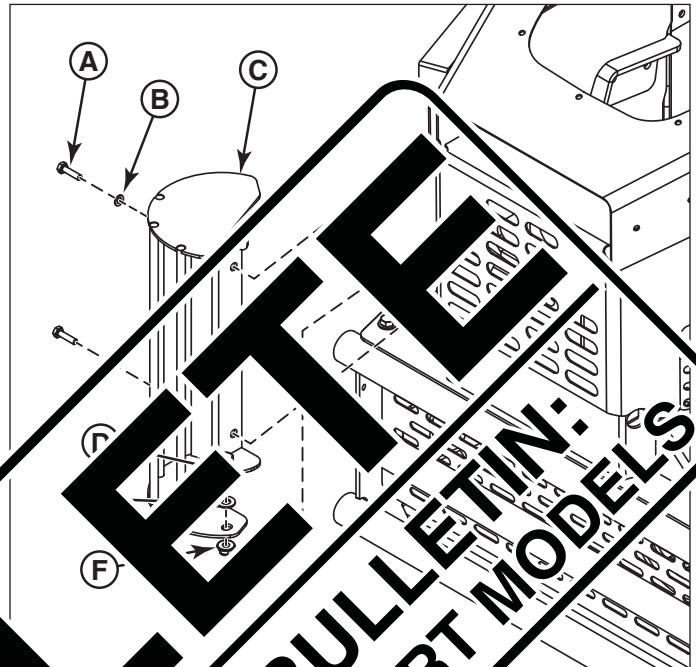


Figure 2. Removing the Belt Guard from the Rear Bumper

5. If the unit was shipped outside of the United States it is equipped with an additional flywheel guard (**A, Figure 3**). Remove the 1/4-20 X 3/4" bolt (**B**) and washer (**C**) from the flywheel guard.
6. Remove the four (4) 3/8-16 X 1" bolts (**D**), and 3/8 SAE washers (**E**) and 3/8-16 hex nylock flange nuts (**F**) that secure the rear shielding and hood assembly (**G**) and flywheel guard, (if equipped), from the rear bumper of the machine. Discard the nuts.
7. Remove the rear shielding and hood assembly and flywheel guard, (if equipped), from the machine.

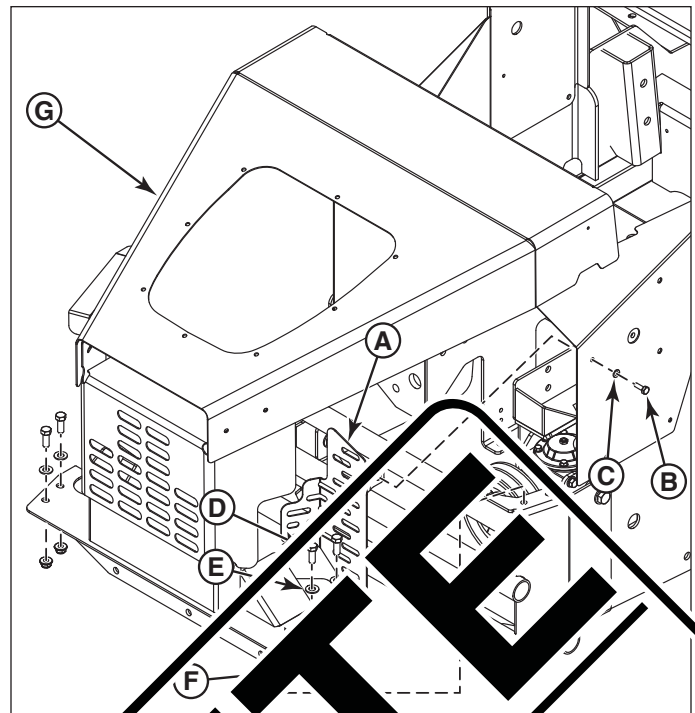


Figure 3. Remove the Rear Shielding and Hood Assembly

8. Remove the 1/2-13 X 1-1/4" bolts (**A, Figure 4**) 1/2 SAE washers (**B**) and 1/2-13 hex nylock flange nuts (**C**) that secure the bumper (**D**) to the rear of the machine. Remove the rear bumper. Discard the nuts.

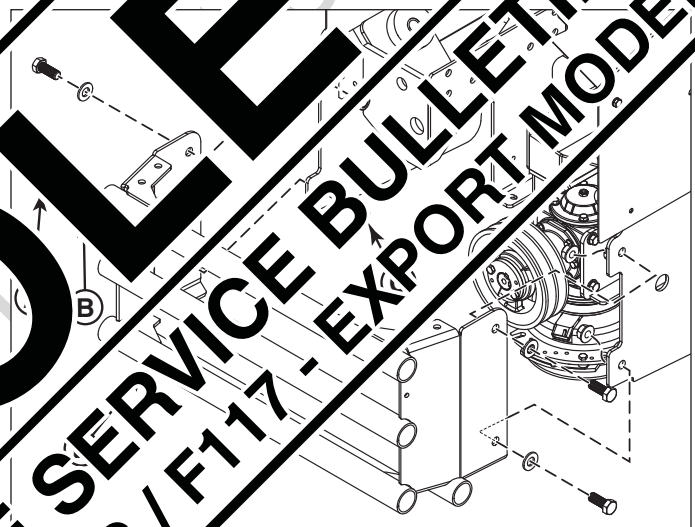


Figure 4. Remove the Rear Bumper

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⚠ WARNING

Use extreme caution when rotating the idler arm with the breaker bar, due to the increased tension in the spring as the idler arm is being rotated. Injury may result if the breaker bar is prematurely released while the spring is under tension.

9. Using a 1/2" breaker bar, place the square end in the square hole located in the end of the idler arm (A, Figure 5). Carefully rotate the breaker bar **counter-clockwise**, which will relieve the tension exerted from the idler arm.
10. Slide the gearbox drive belt over the edge of the gearbox pulley (B). Carefully release the tension on the breaker bar.
11. Remove the gearbox drive belt (C).
12. Lower the mower deck to it's lowest cutting position and remove the mower deck guards and floor pan to gain access the mower deck drive belt (A, Figure 6).
13. Using a 1/2" breaker bar, place the square end in opening located in the idler arm (B) and rotate the idler arm **counter-clockwise**, which will relieve the tension on the belt exerted from the idler arm.
14. Slide the drive belt over the edge of the rear stationary pulley (C). Carefully release the tension on the breaker bar.
15. Remove the belt from the PTO clutch (D).

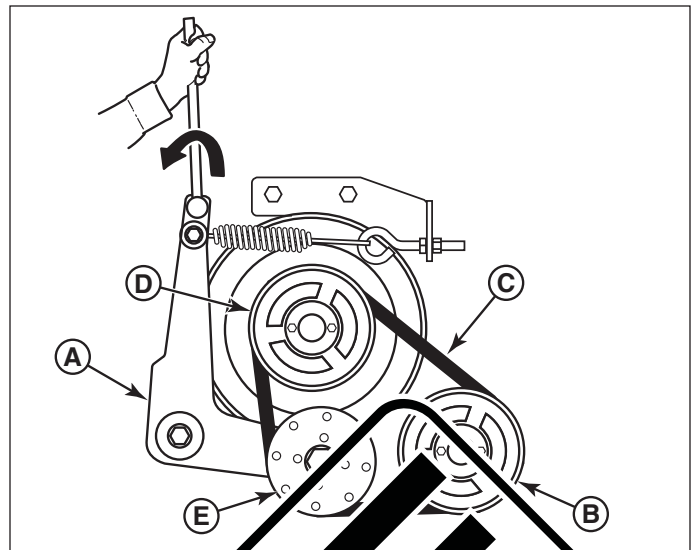


Figure 5. Removing the Gearbox Drive Belt

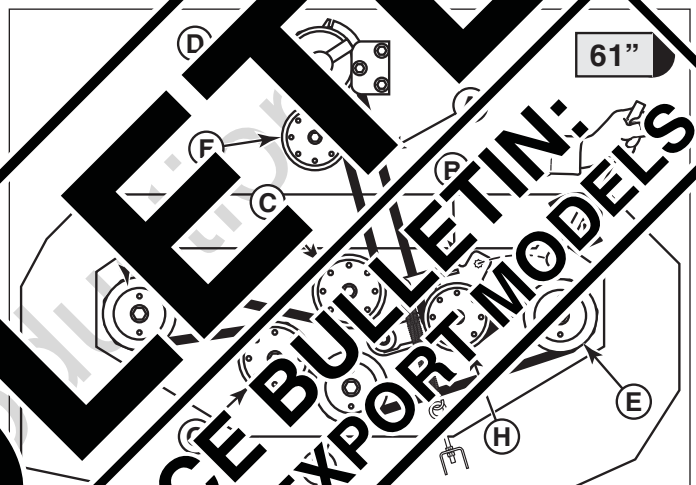


Figure 6. Removing the Mower Deck Drive Belt

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Note: **Figure 7** depicts the transmission drive belt setup as seen from the top side of the unit and the arrow (A, **Figure 7**) indicates the front of the unit.

⚠ WARNING

STORED ENERGY DEVICE: Improper release of the belt tension spring can result in personal injury. Use extreme caution when removing the spring.

16. Remove the hardware (B) that secures the clutch anchor pad (C) to the PTO clutch (D) and disconnect the wire harness from the PTO clutch.
17. Loosen the jam nut (E) on the spring anchor eye bolt (F).
18. Loosen the adjustment nut (G) on the spring anchor eye bolt to release the majority of the belt tension. Use caution to remove the nut to completely release the tension.
19. Remove the belt from the single groove pulley (J). To assist in removing the belt it may be necessary to loosen the hardware that secures the rear guide pulley (F, **Figure 6**).

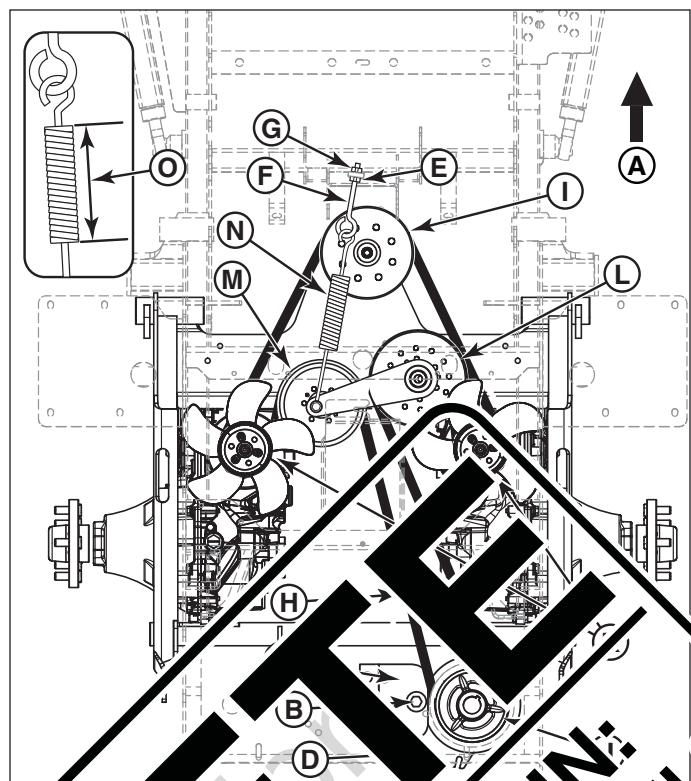


Figure 7. Removing the Transaxle Drive Belt

20. Remove the crankshaft bolt (A, **Figure 8**), two (2) Belleville washers (B), the PTO clutch (C), single groove pulley (D), and 1/4" SQ X 1-1/4" key (E), from the bottom shaft of the gearbox (F).
21. Remove the two (2) 1/4-20 X 1" bolts (G) from the tapered hub (H).
22. Use the two (2) 1/4-20 X 1" bolts to remove the tapered hub from the center of the tapered double pulley (I). Remove the tapered double pulley and 1/4" SQ X 1-1/4" key (J) from the bottom shaft of the gearbox.
23. Remove the four (4) 5/16-18 X 3/4" bolts (L) and 16 washers (L) that secure the carburetor to the engine mount (M).
24. Remove the four (4) 5/16-18 X 3/4" bolts (N) and 16 washers (L) that secure the gearbox to the engine mount (M).
25. Remove the four (4) 5/16-18 X 3/4" bolts (O) and 16 washers (L) that secure the gearbox to the engine mount (M).

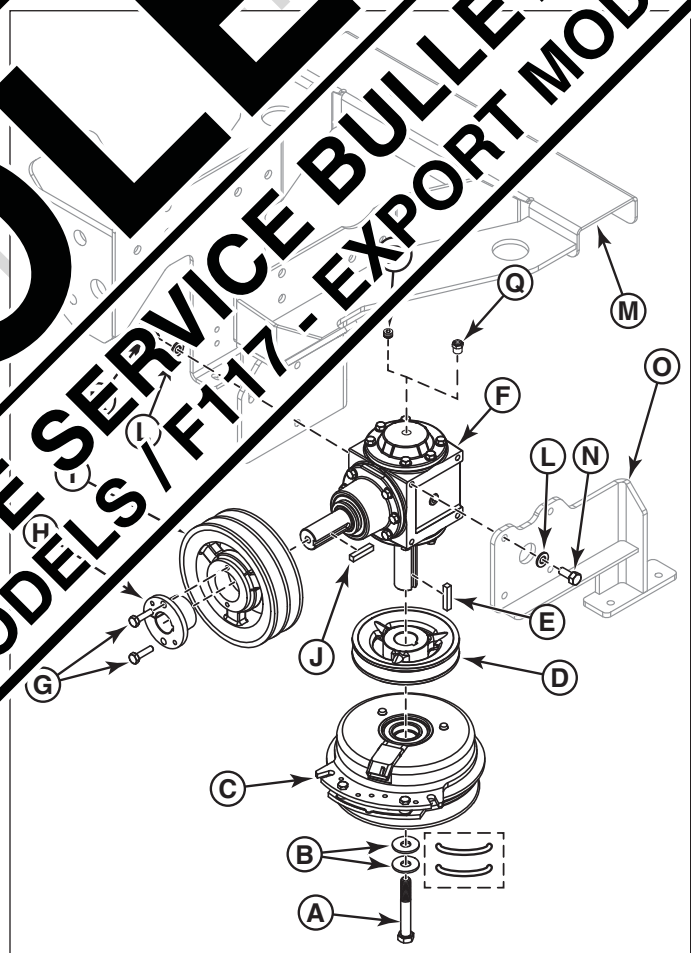


Figure 8. Removing the Gearbox

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