**ALLETT MOWERS LIMITED**
**BADEN POWELL ROAD**
**KIRKTON INDUSTRIAL ESTATE**
**ARBROATH. SCOTLAND**
**DD11 3LS**
**TEL: 01241 437740**
**FAX: 01241 431715**

# BUFFALO 34”

## INTRODUCTION

Before operating the mower read this handbook carefully, ensuring that you know all the controls and how to stop the engine quickly in an emergency. Your ALLETT motor mower has been designed and built to the highest possible standards and will give long and satisfactory service providing the following instructions are carried out. If they are ignored costly repairs could result which are not covered by the Guarantee.

The Guarantee is to protect the owner against faulty material and workmanship during manufacture and not from the effects of wear and damage caused after purchase. Such damage can be unnecessarily accelerated by incorrect or inadequate maintenance. It is in the interest of the owner of the ALLETT motor mower to see that the instructions contained in this manual are carried out carefully.

The following items come under normal care and maintenance and are not covered by Guarantee:
Cleaning and adjusting the carburettor
Cleaning the fuel system
Cleaning spark plugs
Adjusting cutters
Adjusting belts and chains

Breakdowns due to:
Incorrect maintenance
Incorrect adjustments
Neglect and misuse
Accidental damage

The terms left-hand and right-hand refer to the machine when viewed from the operating position.

Please ensure your new machine warranty registration card has been correctly completed and signed.

Having retained your section, return the registration card to:

Allett Mowers Limited, Baden Powell Road, Kirkton Industrial Estate, Arbroath, Angus DD11 3LS.

Always use the Model and Serial numbers recorded when ordering spare parts.

Model .....

Serial No. .....

## PREPARING FOR USE

### OIL :

With the machine level fill the engine sump with SAE30 oil. Check the oil level with the dipstick provided. Ensure that no oil is spilt onto the rear roller as this will damage the rubber covering. Apply few a drops of light oil to the throttle cable and all other controls. Further information on the engine is provided in the manufacture's handbook.

### FUEL -

Fill the tank with UNLEADED petrol. The engine is a four stroke unit and NO OIL SHOULD BE PUT IN THE FUEL TANK.

⚠ **WARNING** IMPORTANT :- PETROL IS HIGHLY FLAMMABLE.

Add fuel before starting the engine. Avoid spilling petrol, this can damage the rubber covering in the rear roller. Do not fill the petrol tank whilst the engine is running or whilst you are smoking. If petrol is spilled do not attempt to start the engine. Move the machine away from the area of spillage and avoid creating any source of ignition until petrol vapours have dissipated. Store fuel in a cool.place in a container specifically designed for the purpose.

### CUTTING UNIT :

The cutting cylinder must always be adjusted to make light contact with the bottom blade. Too heavy a contact will cause premature wear and excessive load on the engine and transmission. check adjustments before the machine is started.
If necessary readjust the cutting cylinder following the instructions given on page 8.

⚠ **WARNING** Cutters are sharp! Mind your fingers.

## USE OF CONTROLS

⚠ **WARNING** The engine should not be started until you have read this section.

### ENGINE SPEED CONTROL :

This is located on the right of the handlebar. The operation of this control increases or decreases the speed of the engine. Your ALLETT mower has been designed to operate on minimum revs. in an attempt to reduce noise, and vibration and also to give the mower a long, and hopefully trouble free life. Set the engine revs. to give a comfortable walking speed, you will find the cutter speed is then also correct. Full throttle is not needed.

### IGNITION SWITCHES :

There is one switch on the front of the engine, ensure this is turned on before attempting to start the engine. It is not necessary to use this engine switch during normal operations. The main Ignition switch is mounted in the centre of the handlebar, again ensure the switch is in the on position before starting, and to stop the engine, switch off. THIS IS WHERE TO SWITCH OFF IN AN EMERGENCY.

### CUTTER CLUTCH :

The cutter clutch control lever is mounted in the front of the handlebar.
To engage the cutter drive pull the lever up to the handlebar and hold it there.
To disengage the cutters release the lever.

### DRIVE CLUTCH :

The drive clutch control lever is mounted behind the handlebar.
To engage the roller drive pull the lever up to the handlebar and hold it there.
To disengage the drive release the lever.

### FUEL CONTROLS :

The petrol tap is situated under the tank, ensure it is turned on before starting.
The choke control is situated on top of the carburettor, to start the engine when it is cold, close the choke fully. Once started, move the choke control to the centre, after allowing a few minutes to warm up, open the choke control completely. Never run engine with the choke closed after it is warm.

## SAFETY PRECAUTIONS

⚠ **WARNING** To ensure the safety of both operator and bystanders it is important that the following instructions are adhered to:

1) Read the operators instruction book carefully.
   Know your controls.
   Learn how to stop the machine quickly in an emergency.

2) Make sure that the area to be cut is free from sticks, stones and any other foreign bodies.

3) Visually inspect the machine before use to see that the cylinder and bottom blade are not damaged.

4) Be sure that the machine is in a safe operating condition. Use only parts made and guaranteed by the manufacturer.

5) Ensure that the guards provided are always in use when operating the machine.

6) Do not operate the engine in a confined space where exhaust fumes (Carbon monoxide) can collect.

7) Stop the engine whenever you leave the machine, refuel or make any kind of adjustments.

8) Disengage the drive to the cutting cylinder before driving across any surface other than grass.

9) Do not allow children or people unfamiliar with these instructions to operate the mower at any time.

10) If the cutters have been damaged, have the damage repaired and the cutters reground by a competent engineer.

11) Routine maintenance to be carried out by a competent person.

## STARTING THE ENGINE

Before starting the engine check the following:-

1) That the engine oil is up to the prescribed level on the dipstick..

2) That there is sufficient fuel in the petrol tank and the tap is turned on.

3) That both the ignition switch on the engine and the one on the handles are turned on.

Now start the engine as follows:-

Set the throttle control lever, in the centre of the handlebar, to about the half throttle position.

Close the choke fully if the engine is cold and pull the recoil starter.

Once the engine has started, move the choke control to the centre, after allowing a few minutes to warm up, open the choke control completely.

Never run the engine with the choke closed after it has warmed up.

## USING THE MOWER

After checking the cutting height, cutting cylinder adjustment and the fuel and oil levels.

Start the engine as described on page 6.

It's worth remembering at this point that your ALLETT mower was designed to run on minimum revs. Do not use full throttle.

Allow a few moments for the engine to warm up then, with the throttle set a little above tick-over, pull the drive clutch lever, which is mounted behind the handle, up to the handlebar, and hold it there.

The mower will travel forward immediately, so start walking as you engage the clutch.

Now set the throttle to give the desired walking speed.

To disengage the drive simply release the lever.

To engage the cutters pull the lever back to the handlebar, and hold it there.

To disengage the cutters release the lever.

The cutters may be either engaged or disengaged at any time whether the mower is moving or not.

**NOTE:**
In the event of striking a solid object with the cutters, disengage the clutches and stop the engine and inspect for damage. Any damaged parts should be repaired or replaced before proceeding.

**⚠ WARNING** THE CUTTERS CONTINUE TO REVOLVE FOR A FEW MOMENTS AFTER THE CUTTER CLUTCH HAS BEEN DISENGAGED.

## ADJUSTMENTS

Before working on the mower or carrying out any adjustments, STOP THE ENGINE.

⚠ **WARNING** TAKE CARE NOT TO TRAP YOUR FINGERS IN THE BLADES.

### CUTTER ADJUSTMENTS:

Rotate the cutting cylinder slowly by hand checking that each blade lightly touches the bottom blade along its full length. This can be checked by cutting paper along the length of the blade. If necessary, to compensate for wear and tear on the cutters, the bottom blade can be adjusted by the two adjuster screws on the inside of the side plates above the cylinder ,by turning the adjuster ANTI-CLOCKWISE to bring the blades closer together, and CLOCKWISE to take them further apart.

⚠ **WARNING** Do not adjust the cutters to tightly together. This does no good at all and causes excess noise and undue ware to the blades.

**HEIGHT ADJUSTMENT :**

Slacken the two nuts holding the height adjuster brackets (item 35 page 14) to the side plates, move the brackets up and down as required and re-tighten the nuts.

**CHAIN ADJUSTMENT :**

Remove the chain case and check that both chains have approximately 9mm of movement at right angles to their travel on the slack side. If adjustment is necessary to both chains adjust the lower or secondary chain first, by slackening the locking nut (item 7 page 16) at the back of the compound sprocket (item 11 page 16), then turning the nut on the front of the compound sprocket, which moves the sprocket up and down on an eccentric. Having achieve the desired setting re-tighten the locking nut at the back with one spanner whilst holding the adjusting nut at the front in place with another. The top or primary chain is adjusted by a nylon tensioner mounted on a slotted bracket, slacken the clamping bolt, adjust and re-tighten.

**BELT ADJUSTMENT :**

There are two adjusters on each cable. A fine adjuster mid-way along the cable, screw the adjuster out to tighten the belt, when this adjustment is used up, screw it back in and take up the slack on the course adjuster at the lower end of the cable. The transmission tunnel has to be removed to achieve this. Ensure that the belt is the correct tension when the clutch is engaged and that the belt is clear of all the belt guides. Also check that the belt is clear of the top pulley when the clutch is disengaged.

⚠ **WARNING** Do not over tension the belts, tight enough and no more.

## SERVICE SCHEDULE

**DAILY:** When in regular use or every 10 hours.

1. Check cutters and adjust if necessary.
2. Check engine for oil and top up if necessary.
3. Shake dust from air filter.

**WEEKLY:** When in regular use or every 50 hours.

1. Check belt and chain adjustment and ensure chains are properly lubricated. Spray chains with lubricant or paint with gear oil.
2. Lubricate all controls with engine oil.

**MONTHLY :** When in regular use or every 200 hours.

1. Check all screws for tightness.
2. Remove engine cowling and remove dirt and grass from fins, then replace cowling. This is important otherwise the engine will overheat and cause damage.
3. Renew air filter.

**ENGINE :**

For all engine maintenance and checks please refer to the engine manual.

## CLEANING AND STORAGE

It must be remembered that grass cutting is a dirty job, and regular cleaning will extend the life of your machine.

Keeping the air filter free of grass and dust is most important. A pre-cleaner is fitted to help in this direction, if you remove the rubbish from the pre-cleaner regularly the air filter element will have a much better chance of doing it's job properly. Even so the element needs to be changed on a regular basis, the engine manufacturer's hand book will give more details.

The cooling fins of the engine must also be high on the agenda. If grass clippings are allowed to accumulate in this area the engine will overheat, causing expensive problems with pistons and valves in particular. A short engine life will be the result. To clean the cooling fins remove the engine cowling and use a hose pipe to flush out the fins all around and on top of the engine.

Whilst the hose is out, wash off the rest of the mower. Then dry it with a cloth and lubricate all adjusting threads, pivot points, cables and the edges of the cutting cylinder with an Oil Can. This will make every thing so much easier when the mower is next used.

When storing the machine for the winter leave the engine on compression. This will prevent the valves sticking in the spring. to achieve this gently pull the recoil starter until you feel the resistance of the compression stroke. Periodically during the winter start the engine and allow to run for a few minutes, after stopping the engine put it back on the compression stroke . If these recommendations are carried out you should have little or no trouble in the spring.

THE FOLLOWING PAGES
ARE DEVOTED TO:

# SPARE PARTS NUMBERS
# AND
# EXPLODED DIAGRAMS

PLEASE REFER TO PART NUMBERS
WHEN ORDERING REPLACEMENT PARTS
FROM OUR SPARES DEPARTMENT

## BUFFALO 34 MAINFRAME ASSEMBLY

| Item No | Descripton | Part No |
|---|---|---|
| Complete | Cutter Adjuster Assembly | AB024 |
| 1 | Cutter Adjuster Screw | AB1001 |
| 2 | M10 Plain Washer | WM10 |
| 3 | 3/8" x 3/4" UNF Set Screw | S11011 |
| 4 | M10 Spring Washer | SWM10 |
| 5 | M10 Plain Washer | WM10 |
| 6 | 3/8" Belleville Washer | W11030 |
| 7 | Cutter Adjuster Locking Collar | AB1003 |
| 8 | 10mm Roll Pin | AM89341 |
| 9 | Cutter Adjuster Fork | AB1004 |
| 10 | Cutter Adjuster Anchor Block | AB1002 |
| 11 | M6 Grub Screw | S11055 |
| 12 | Chassis | AB062 |
| 13 | M8 x 35 Bolt | SM835 |
| 14 | M6 Spring Washer | SWM6 |
| 15 | M6 X 20 Set Screw | SM620 |
| 16 | M6 Plain Washer | WM6 |
| 17 | M6 X 20 Set Screw | SM620 |
| 18 | Engine | GH170 |
| 19 | Tunnel Guard | AB1046 |
| 20 | M8 Nyloc Nut | NM8 |
| 21 | Chain Case | AB003 |
| 22 | Chain Case Beading | AM90302 |
| 24 | M10 Spring Washer | SWM10 |
| 25 | M10 X 25 Set Screw | SM1025 |
| Complete | Bottom Blade Carrier & Adjuster Assembly | AB061 |
| 26 | Bottom Blade Carrier | AB060 |
| 27 | Bottom Blade | AB1062 |
| 28 | Bottom Blade Screw | S11032 |
| 29 | 25mm Cylinder Bearing | AM81009 |
| 30 | Cylinder | AB052 |
| 31 | M8 Nyloc Nut | NM8 |
| 32 | M8 X 25 Set Screw | SM825 |
| 33 | M8 Spring Washer | SWM8 |
| 34 | M8 Plain Washer | WM8 |
| 35 | Height Adjuster Bracket | AB1072 |
| 36 | Braceing Bar | AB1041 |
| 37 | Adjuster Bolt | BCM825 |
| 38 | M8 Plain Washer | WM8 |
| 39 | M8 Spring Washer | SWM8 |
| 40 | M10 X 25 Set Screw | SM1025 |
| 41 | M10 Spring Washer | SWM10 |
| 42 | M10 Plain Washer | WM10 |
| Complete | Front Roller & Adjuster Assembly | AB064 |
| 43 | 20mm Sealed Bearing | AM81089 |
| 44 | Front Roller Shaft | AB1040 |
| 45 | Front Roller | AB1042 |
| 46 | Delivery Plate | AB1043 |
| 47 | Delivery Plate Bracket | AB1044 |
| 48 | M6 Nyloc Nut | NNM6 |
| 49 | M6 X 16 Mushroom Head Screw | S11060 |
| 50 | Locking Collar | BG003 |
| 51 | Deflector Strip | BSG091 |

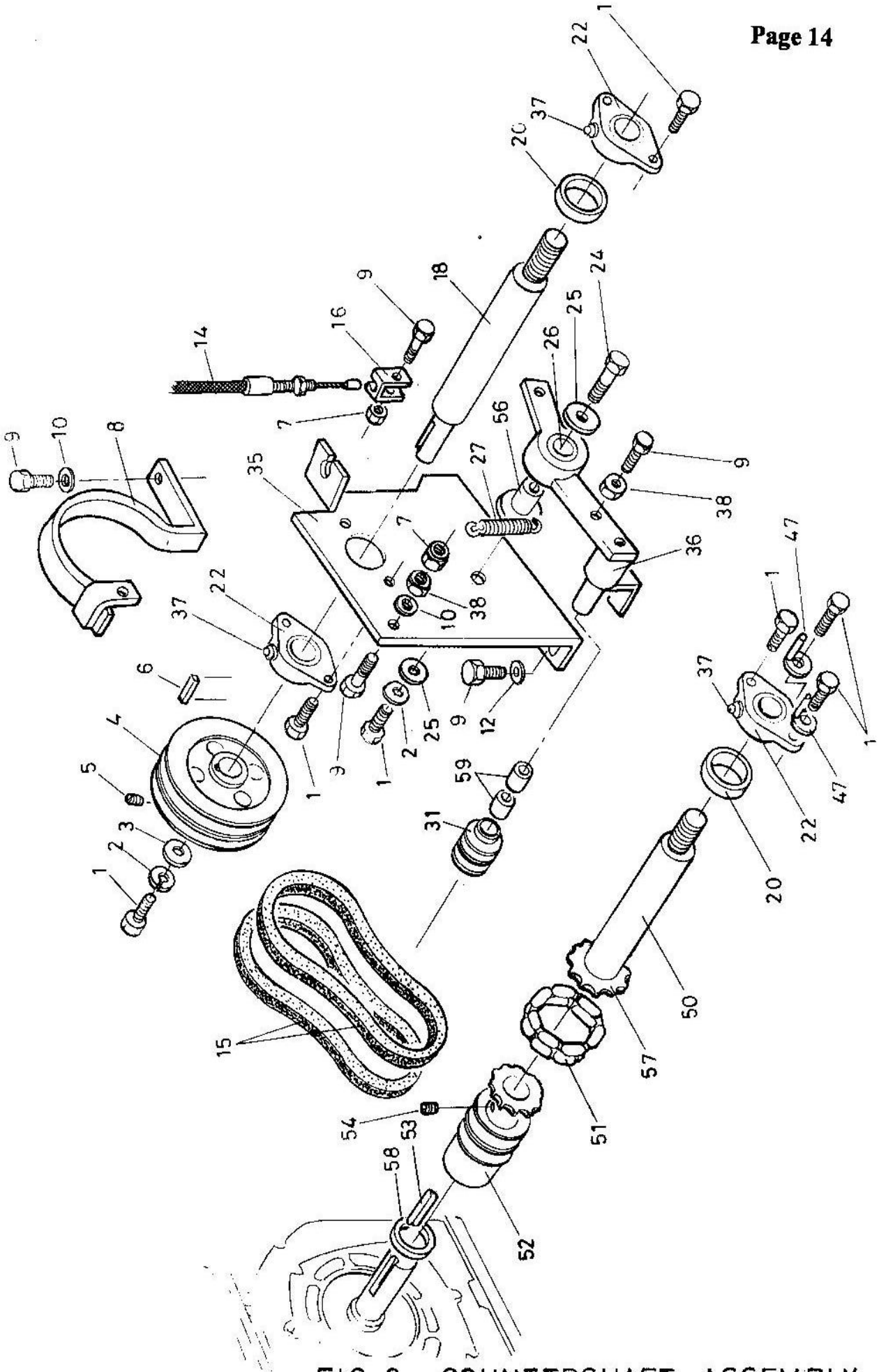
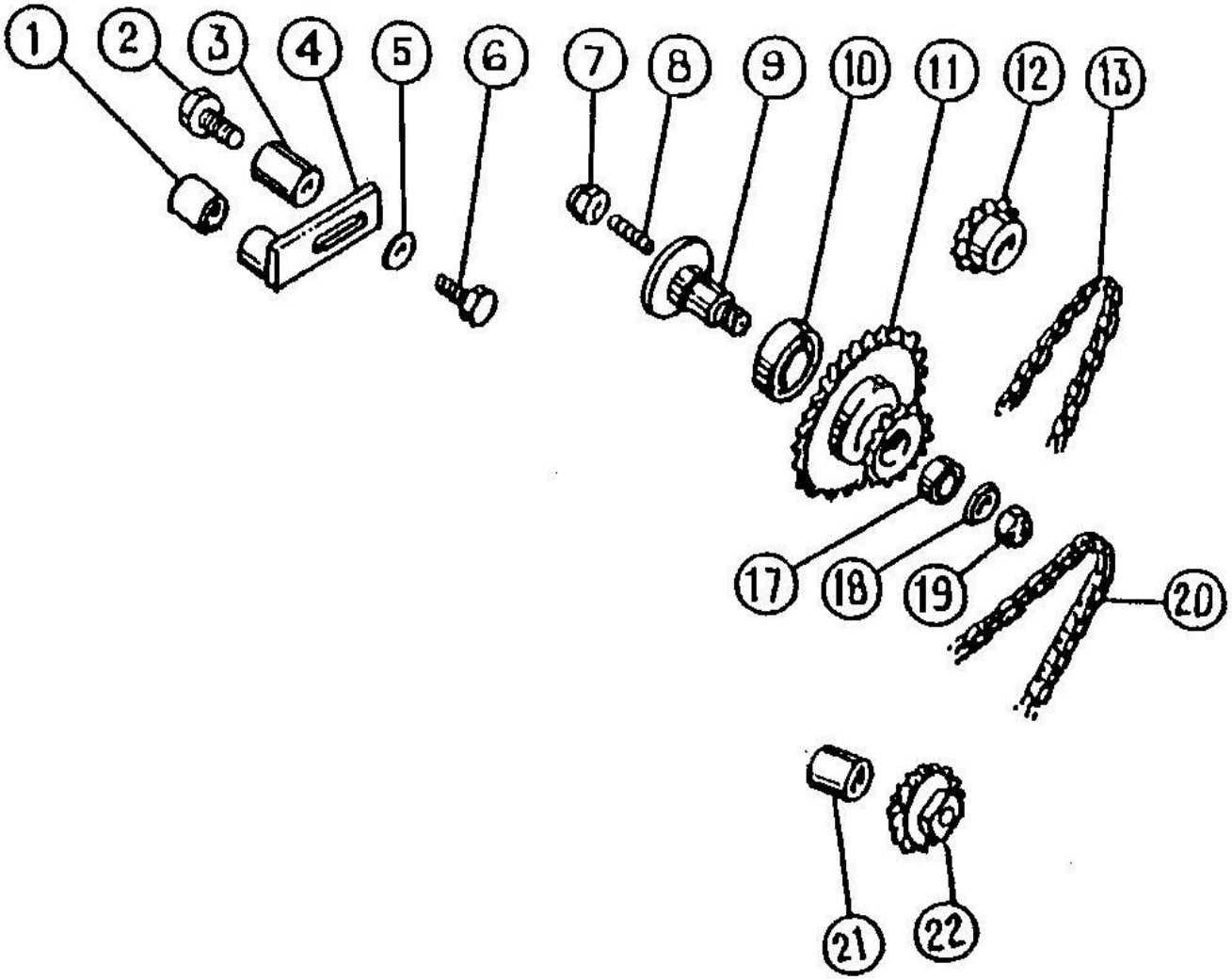


FIG. 2 COUNTERSHAFT ASSEMBLY

# COUNTERSHAFT ASSY
## FIG 2

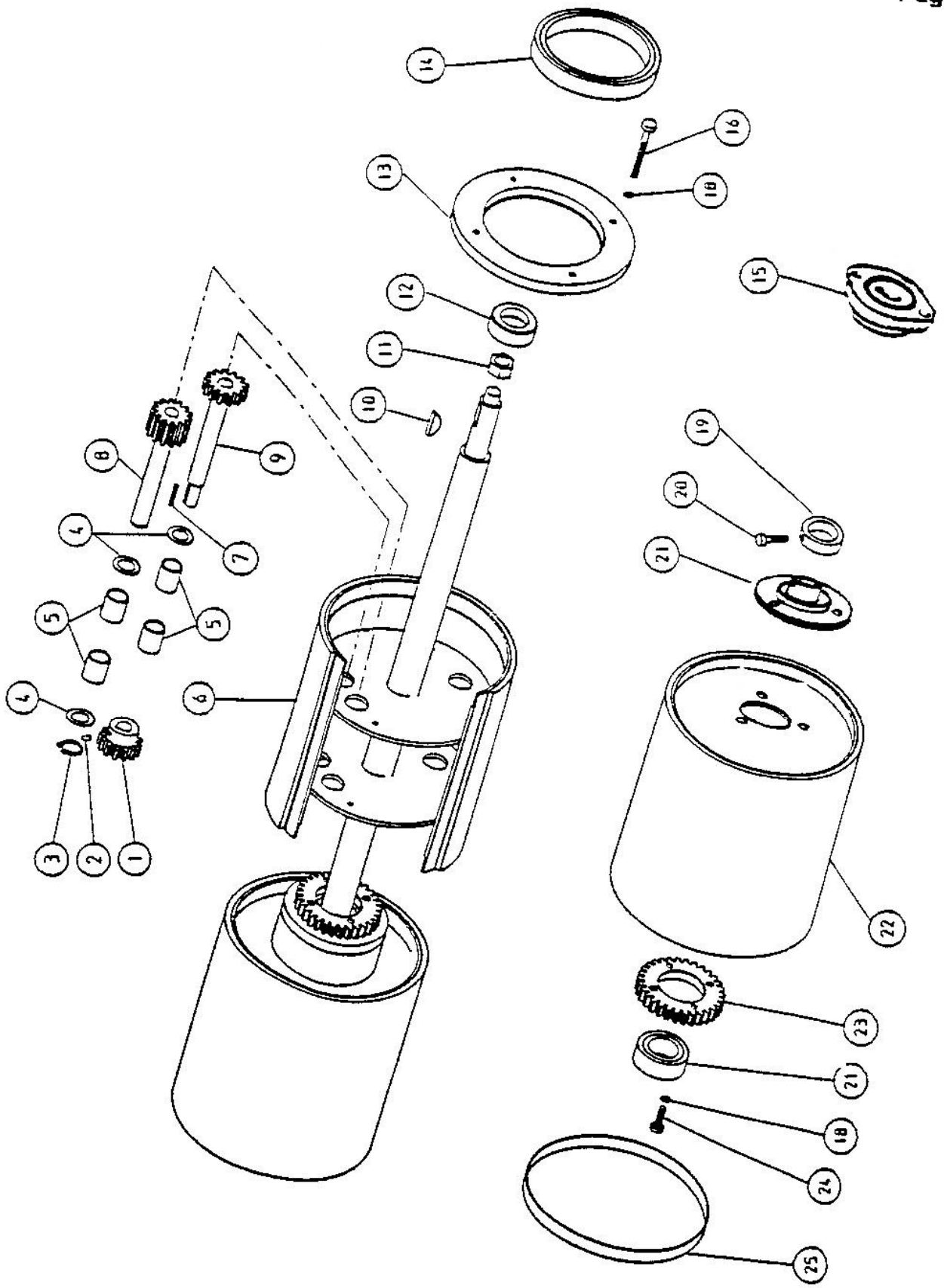
| ITEM NO | DESCRIPTION | PART NO |
|---|---|---|
| 1 | 3/8" x 1" UNF SETSCREW | S11014 |
| 2 | M10 SPRING WASHER | SWM10 |
| 3 | M10 PLAIN WASHER | WM10G |
| 4 | PULLEY DRIVE | AM81413 |
| 5 | M8 GRUB SCREW | ACGM8 |
| 6 | KEY 1/4 SQ X 26MM | AM81055 |
| 7 | M6 NYLOC NUT | NNM6 |
| 8 | BELT GUIDE | BSG004 |
| 9 | M6 X 20MM SETSCREW | SM620 |
| 10 | M6 PLAIN WASHER | WM6 |
| 12 | M6G PLAIN WASHER | WM6G |
| 14 | CLUTCH CABLE | AM89320/1 |
| 15 | DRIVE BELT SPZ612 (2OFF) | AM89482 |
| 16 | CABLE YOKE | BSG1024 |
| 18 | SHAFT ROLLER DRIVE | AB1038 |
| 20 | LOCKING COLLAR | AM81000 |
| 22 | FLANGE UNIT 20MM | AM81008 |
| 25 | M10 PLAIN WASHER | M10C |
| 26 | 3/4" BRONZE BUSH | AM82654 |
| 27 | SPRING | AM88343 |
| 31 | DRIVE CLUTCH JOCKEY | BSG098 |
| 35 | SHAFT RETAINING PLATE | BSG003 |
| 36 | DRIVE CLUTCH ARM | BSG064 |
| 37 | GREASE NIPPLE 1/4" UNF | AM84022 |
| 38 | M6 NUT | NM6 |
| 47 | TOP BELT GUIDE | AB029 |
| 50 | CYLINDER DRIVE SHAFT | AB1037 |
| 51 | COUPLING CHAIN | AM89475 |
| 52 | FLYWHEEL | AM81412 |
| 53 | KEY CRANKSHAFT | AM89483 |
| 54 | GRUB SCREW 1/4" UNF | AM82701 |
| 56 | DRIVE CLUTCH ARM SWIVEL | BSG017 |
| 57 | COUPLING SPROCKET | BSG1052 |
| 58 | ENGINE DISTANCE PIECE | SG1001 |
| 59 | NEEDLE ROLLER BEARING | AM81002 |




ROLLER DRIVE ASSY.

## BUFFALO 34 REAR ROLLER DRIVE ASSY.

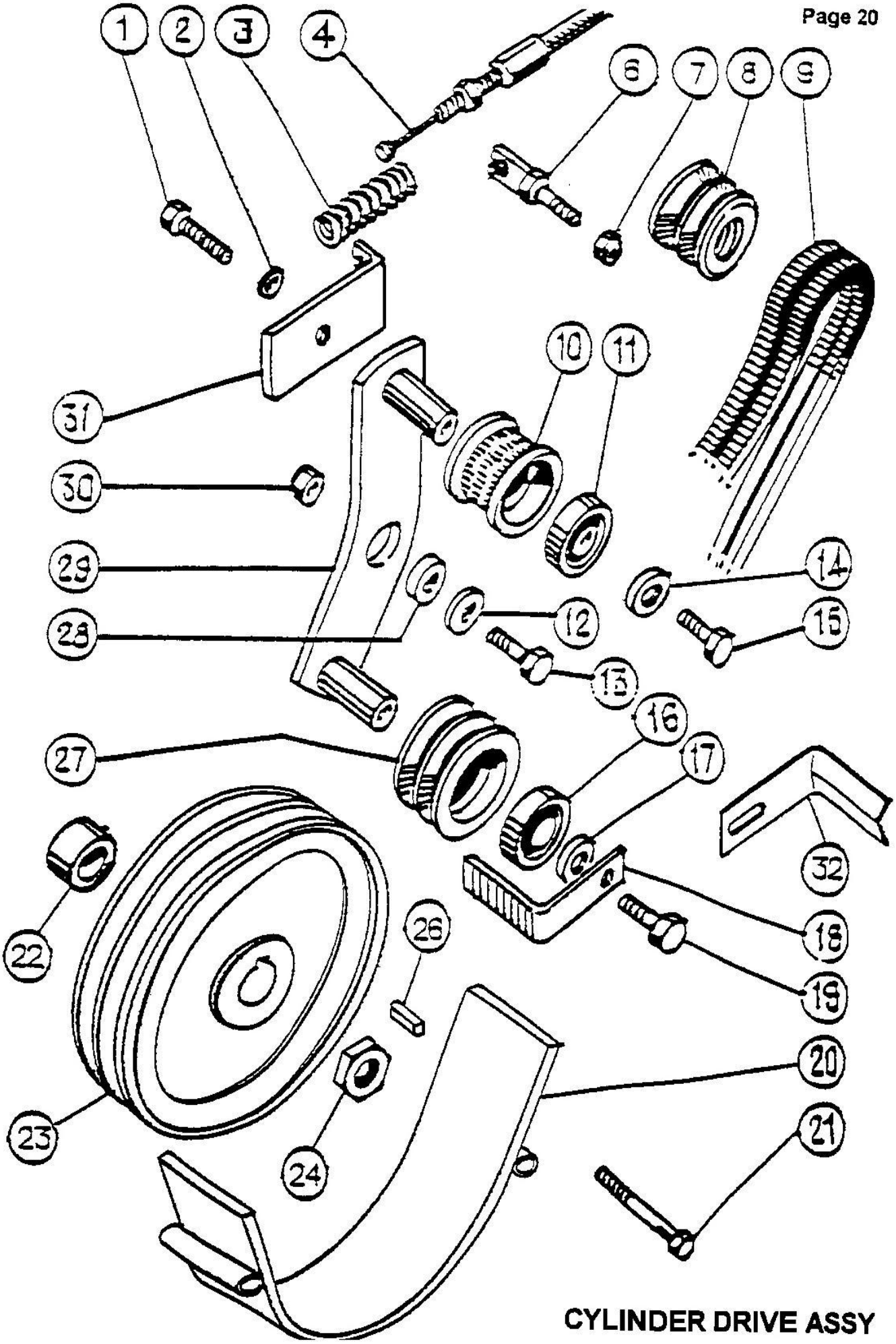
| Item No | Descripton | Part No |
|---|---|---|
| Complete | Chain Tensioner Assembly | BSG034 |
| 1 | Nylon bush | AM89424 |
| 2 | 3/4" x 3/4" Set Screw | S11011 |
| 3 | Chain Tensioner Boss | BSG1043 |
| 4 | Chain Tensioner | BSG043 |
| 5 | 10mm Plain Washer | WM10 |
| 6 | 3/8" x 3/4" Set Screw | S11011 |
| | | |
| Complete | Compound Sprocket Assembly | BSG033 |
| 7 | 3/8" UNF Nyloc Nut | N11002 |
| 9 | Compound Eccentric | BSG008 |
| 10 | 20mm Bearing | AM81007 |
| 11 | Compound Sprocket | BSG025 |
| | | |
| 12 | Primary Drive Sprocket | BSG022 |
| 13 | Primary Drive Chain | AM89421 |
| | | |
| 17 | 9mm Bearing | AM90513 |
| 18 | 8mm Plain Washer | WM8 |
| 19 | 5/16" UNF Nyloc Nut | N11003 |
| 20 | Secondary Drive Chain | AM89436 |
| 21 | Distance Piece | BSG1044 |
| 22 | Back Roller Sprocket | BG008 |




REAR ROLLER ASSEMBLY

## BUFFALO 34 REAR ROLLER ASSY

| Item No | Description | Part No |
|---|---|---|
| Complete | Rear Roller Assembly | AB059 |
| 1 | Planet Pinion | AB1053 |
| 2 | M5 Grub Screw | ACGM45 |
| 3 | Circlip | AM81126 |
| 4 | Spacer | AB1051 |
| 5 | 3/4" Bronze Bush | AM82654 |
| 6 | Centre Section & Shaft | AB054 |
| 7 | Parallel Key | AM81125 |
| 8 | Double Diff Shaft & Gear | AB055 |
| 9 | Single Diff Shaft & Gear | AB056 |
| 12 | Inner Roller Collar | AB1057 |
| 13 | Oil Seal Housing | AB1065 |
| 14 | Oil Seal | AM811124 |
| 15 | 20mm Flange Unit | AM81008 |
| 16 | M8 x 80 Bolt | BM880 |
| 18 | 8mm Spring Washer | SWM8 |
| 19 | Outer Roller Collar | BSG016 |
| 20 | Locking Collar Screw | BSG1047 |
| 21 | 25mm Bearing | AM81049 |
| 22 | Outer Roller Section | AB058 |
| 23 | Ring Gear | AB1056 |
| 24 | M6 X 45 Set Screw | SM645 |
| 25 | Sealing Band | AB1066 |

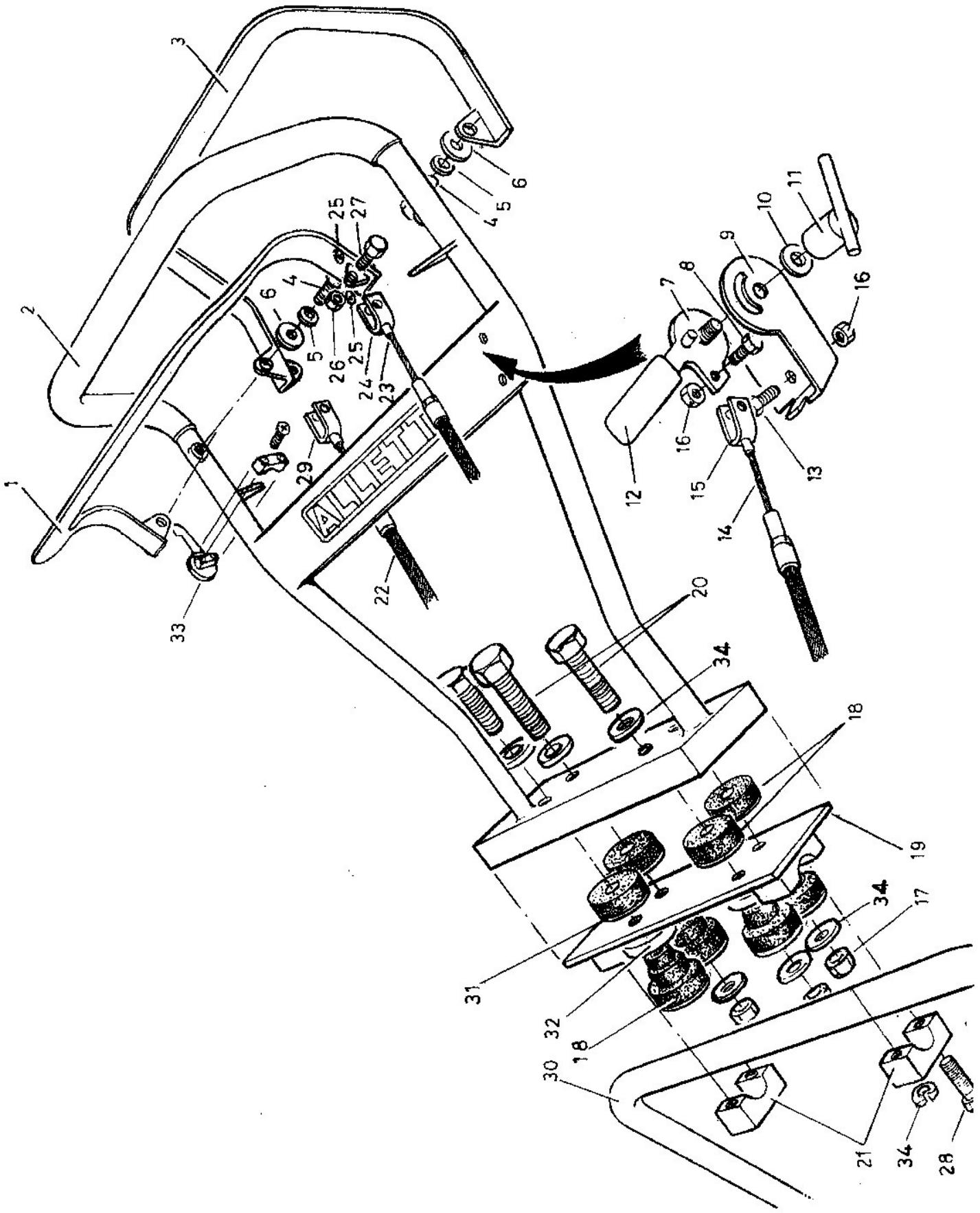



CYLINDER DRIVE ASSY

## BUFFALO 34 CYLINDER DRIVE ASSEMBLY

| Item No | Description | Part No |
|---|---|---|
| 1 | M6 X 45 Set Screw | SM645 |
| 2 | M6 Plain Washer | WM6 |
| 3 | Spring | AM90519 |
| 4 | Cutter Clutch Cable | BSG1077 |
| 6 | Cable Holder | BSG012 |
| 7 | M6 Nyloc Nut | NNM6 |
| 8 | Pulley, Cutter Primary Drive | AM94027 |
| 9 | Cutter Belt | AM91451 |
| Complete | Cutter Clutch Clutch Arm Assembly | BG005 |
| 10 | Upper Belt Tensioner Wheel | BG1021 |
| 11 | Bearing | AM82104 |
| 12 | M10 Plain Washer | WM10C |
| 13 | M10 x 25 Set Screw | SM1025 |
| 14 | M6 Plain Washer | WM6 |
| 15 | M6 X 20mm Set Screw | SM620 |
| 16 | Bearing | AM82104 |
| 17 | M6 Plain Washer | WM6 |
| 18 | Belt Guide | BG1016 |
| 19 | M6 x 20 Set Screw | SM620 |
| 20 | Lower Belt Guide | AB009 |
| 21 | M6 X 65mm bolt | BM665 |
| 22 | Distance Piece | AB1006 |
| 23 | Cylinder Pulley | AM92406/27 |
| 24 | 3/4" BSF Half Nut | N11013 |
| 26 | Key 1/4" x 21mm | AM81011 |
| 27 | Pulley, Belt Tensioner | BG1022 |
| 28 | Clutch Arm Pivot | BSG1041 |
| 29 | Belt Tensioner Arm | BG015 |
| 30 | M10 Nyloc Nut | NNM10 |
| 31 | Cable Retaining Plate | AB008 |
| 32 | Middle Belt Guide | AB1000 |

**Please note that although the drawings show twin pulleys, all 34" Buffalos are fitted with triple pulleys.**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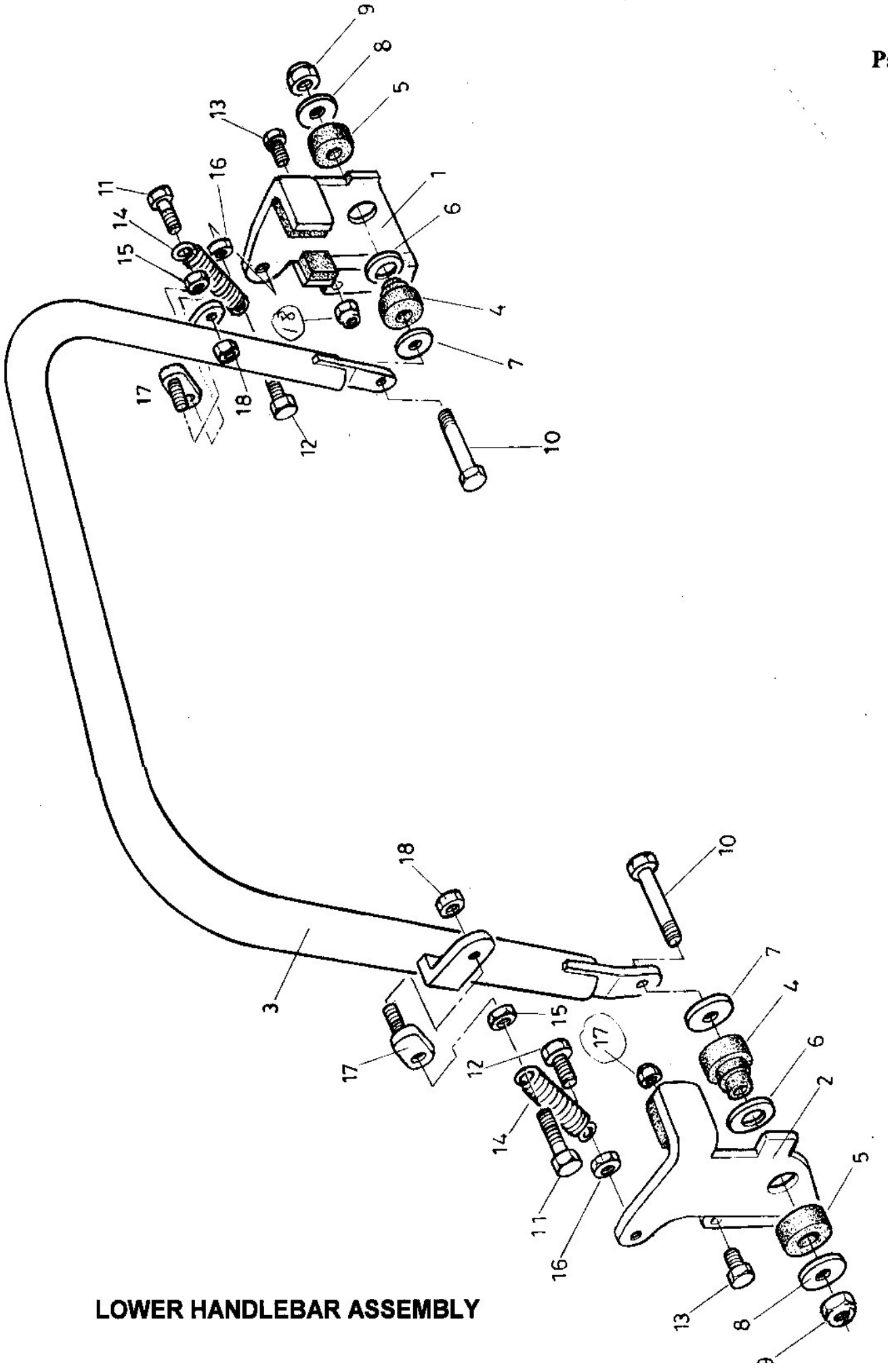
# BUFFALO UPPER HANDLE ASSY

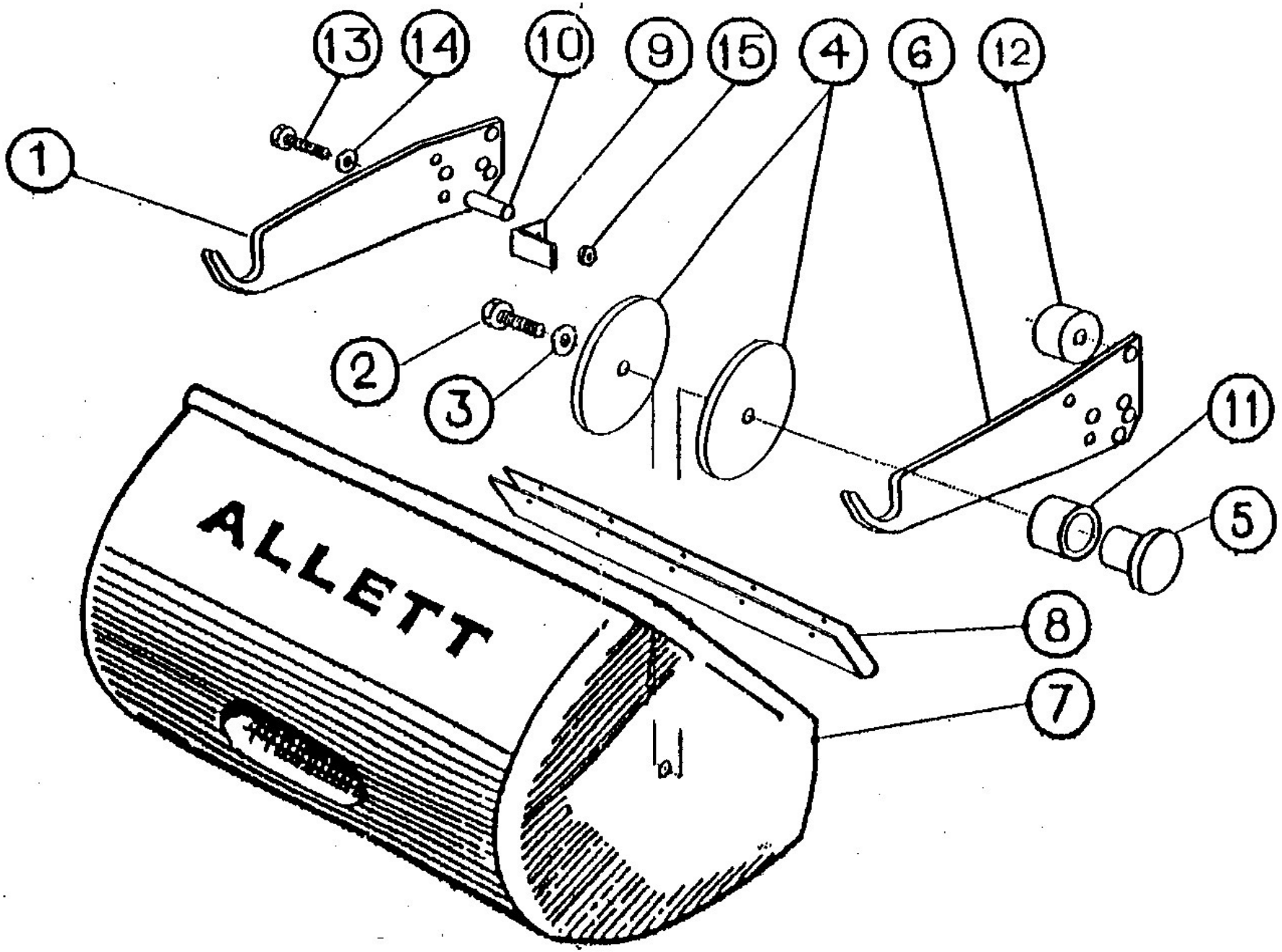
| ITEM NO | DESCRIPTION | PART NO |
|---|---|---|
| 1 | CUTTER CLUTCH LEVER (FRONT) | BSG038 |
| 2 | TOP HANDLE | BSG093 |
| 3 | ROLLER DRIVE LEVER (BACK) | BSG039 |
| 4 | SCREW | SM616 |
| 5 | SPRING WASHER | SWM6 |
| 6 | LEVER MOUNTING | BSG1081 |
| 7 | BRAKE LEVER | BSG045 |
| 8 | SCREW | SM625 |
| 9 | LEVER BASE PLATE | BSG1089 |
| 10 | WASHER | WM6G |
| 11 | SCREW LOCK BODY | BSG046 |
| 12 | HANDLE GRIP | AM81140 |
| 13 | SETSCREW | SM620 |
| 14 | BRAKE CABLE | BSG108 |
| 15 | YOKE | BSG1024 |
| 16 | LOCK NUT | NNM6 |
| 17 | NUTS | N11002 |
| 18 | ANTI VIB MOUNT | AM81320 |
| 19 | LOWER HANDLE VIBRO PLATE | BSG094 |
| 20 | BOLT | B11009 |
| 21 | TOP HANDLE BRACKET | BSG1020B |
| 22 | ROLLER DRIVE CABLE | BSG1078 |
| 23 | CUTTER CLUTCH CABLE | BSG1077 |
| 24 | YOKE | BSG1024 |
| 25 | WASHER NYLON 15.88MM | AM81093 |
| 26 | NUT | NNM6 |
| 27 | SCREW | SM620 |
| 28 | BOLT | B11001 |
| 29 | YOKE | BSG1024 |
| 30 | LOWER HANDLE | SEE PAGE 23 |
| 31 | WASHER | WM10G |
| 32 | SPACER FOR A/V | BSG1207 |
| 33 | THROTTLE CONTROL | AM82177 |
| 34 | WASHER | SWM8 |




**LOWER HANDLEBAR ASSEMBLY**

# BUFFALO 34" LOWER HANDLEBAR ASSEMBLY

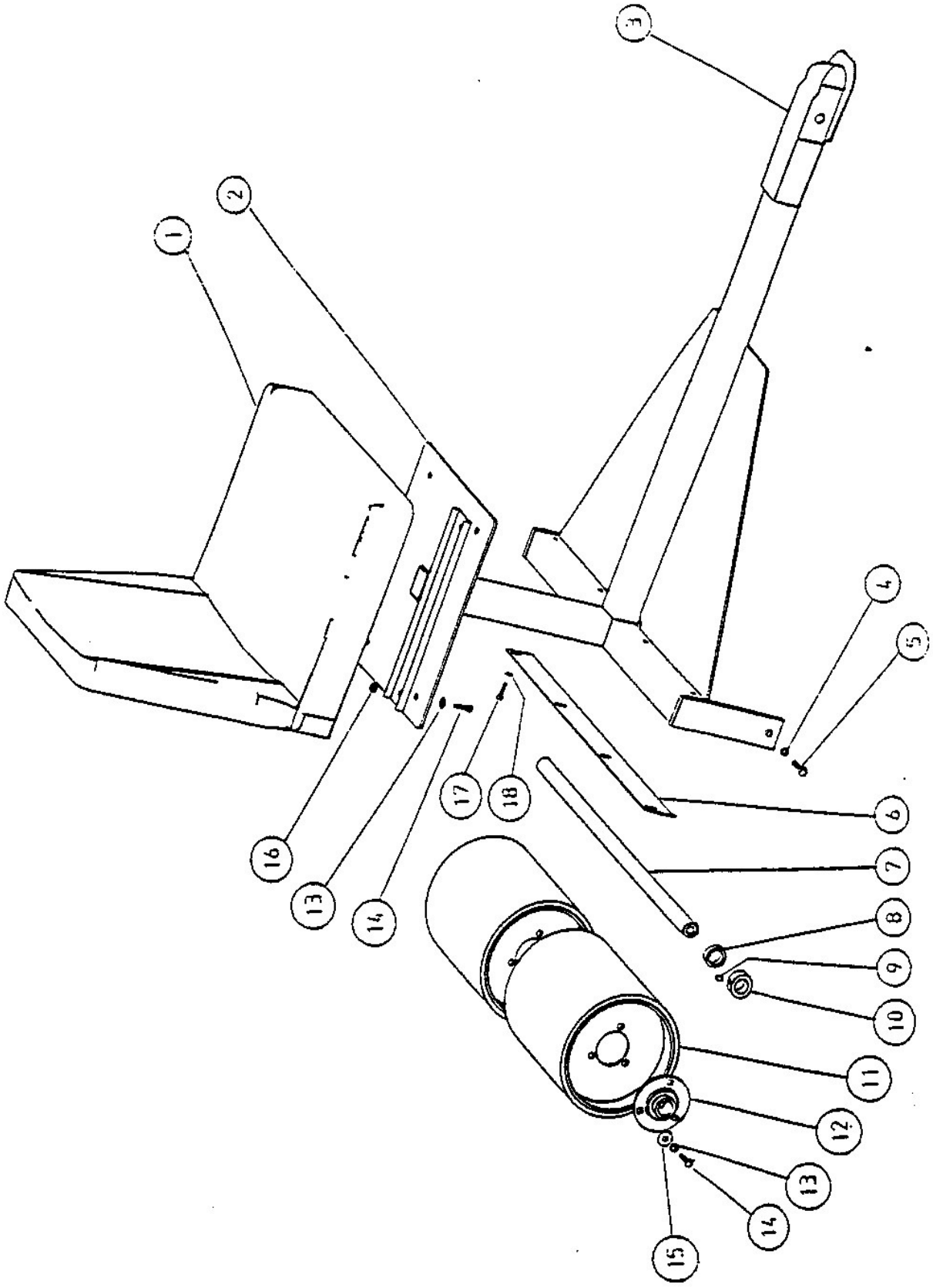
| ITEM NO | DESCRIPTION | PART NO |
|---|---|---|
| 1 | Pivot Bracket R/H | BSG106 |
| 2 | Pivot Bracket L/H | BSG105 |
| 3 | Lower Handlebar | AB063 |
| 4 | Universal Mount (Part) | AM81320 |
| 5 | Universal Mount (Part) | AM81320 |
| 6 | Spacer | AFK1132 |
| 7 | Washer | AC4246 |
| 8 | Washer M10G | WM10G |
| 9 | Nut Nyloc M10 | NNM10 |
| 10 | Bolt M10 x 55 | BM1055 |
| 11 | Screw M8 x 16 | SM816 |
| 12 | Screw M10 x 20 | SM1020 |
| 13 | Screw 3/8" UNF x ¼" | S11028 |
| 14 | Spring | RT-00003098 |
| 15 | Nut M8 | NM8 |
| 16 | Nut M10 | NM10 |
| 17 | Adjustable Spring Anchor | BSG109 |
| 18 | Nut Nyloc 3/8" UNF | N11002 |




**GRASSBOX & SUPPORT ASSY**

## BUFFALO 34 GRASSBOX & SUPPORT ASSEMBLY

| Item No | Description | Part No |
|---|---|---|
| Complete | Grassbox Assembly | AB067 |
| 1 | Grassbox Arm L/H | BSG010 |
| 2 | M10 x 20 Set Screw | SM1020 |
| 3 | M10 Spring Washer | SWM10 |
| 4 | Support Plates | BSG1029 |
| 5 | Grassbox Swivel | BSG013 |
| 6 | Grassbox Arm R/H | BSG1068 |
| 7 | Grassbox | AB1067 |
| 8 | Grassbox Stiffener | AB1045 |
| 9 | Grassbox Arm Bracket | BSG1018 |
| 10 | Grassbox Arm Stop | AB1027 |
| 11 | Nylon Bush | BSG1050 |
| 12 | Grassbox Spacer | BSG1053 |
| 13 | M8 Set Screw | SM830 |
| 14 | M8 Plain Washer | WM8 |
| 15 | M8 Nyloc Nut | NNM8 |
| 16 | Allett Logo 15" | AM81031 |

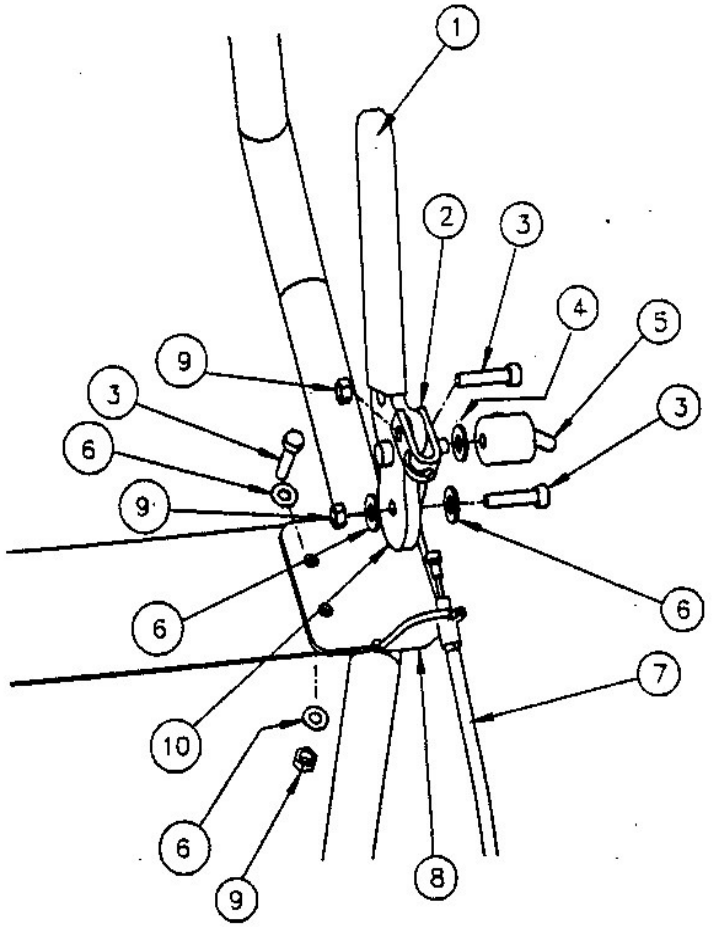


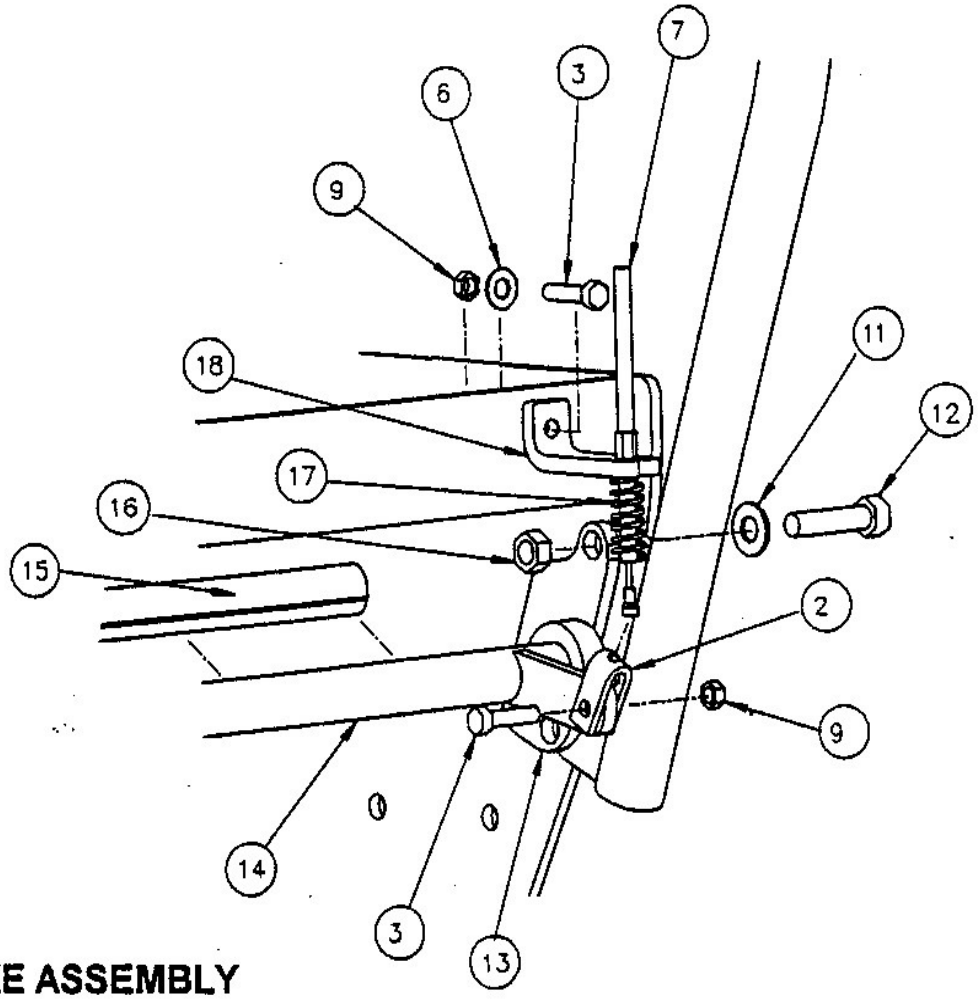

TRAILED SEAT ASSEMBLY

## BUFFALO 34 TRAILING SEAT

| Item No | Description | Part No |
|---|---|---|
| 1 | Upholstered Seat C/W Runners | AM82312 |
| 2 | Trailed Seat Fabrication | AFK096 |
| 3* | Trailed Seat Coupling | TS252 |
| 4 | 1/2" Spring Washer | W11019 |
| 5 | 1/2"UNF x 1" Set Screw | S11018 |
| 6 | Rear Roller Scraper | AG1016 |
| 7 | Trailed Seat Shaft | AFK1203 |
| 8 | Spacer | AFK1218 |
| 9 | Locking Collar Screw | BSG1047 |
| 10 | Rear Roller Lock Collar | BSG016 |
| 11 | Trailed Seat Roller Section | AFK023 |
| 12 | 25mm Bearing | AM81049 |
| 13 | M8 Spring Washer | SWM8 |
| 14 | M8 x 20 Set Screw | SM820 |
| 15 | M8 Plain Washer | WM8 |
| 16 | M8 Nyloc Nut | NNM8 |
| 17 | M6 x 25 Set Screw | SM625 |
| 18 | M6 Spring Washer | SWM6 |
| Complete | Trailed Seat Assembly | TS100 |

Note 3* Trailed Seat Coupling TS252 is welded to the frame. To replace, grind away weld and remove old coupling. Then re-weld new coupling into position




**BRAKE ASSEMBLY**

## BUFFALO 34 BRAKE ASSEMBLY

| Item No | Description | Part No |
|---|---|---|
| 1 | Handle Grip | AM81140 |
| 2 | Yoke | BSG1024 |
| 3 | M6 x 20 Set Screw | SM620 |
| 4 | M6 Washer | WM6G |
| 5 | Screwlock | BSG1046 |
| 6 | M6 Washer | WM6A |
| 7 | Brake Cable | BSG1088 |
| 8 | Lever Baseplate | BSG1089 |
| 9 | M6 Nyloc Nut | NNM6 |
| 10 | Lever | BSG045 |
| 11 | Washer | WM10A |
| 12 | 3/8 x 1" UNF Set Screw | S11014 |
| 13 | Brake Mount L/H | BS101 |
| | Brake Mount R/H | BS102 |
| 14 | Brake Rod Fabrication | AB069 |
| 15 | Plastic Cover ( Shaver & Tournament only) | 90341 |
| 16 | 3/8 UNF Binx Nut | N49-3 |
| 17 | Spring | AM90519 |
| 18 | Lower Cable Retainer | BS1002 |