QUICK FACTS
Service Information

Mini-Version of Quick Reference Book (695933)

For more detailed information, check the Quick Reference Book (Form No. 695933) or purchase a complete repair manual from your local Tecumseh Dealer.

TECUMSEH®

TABLE OF CONTENTS

GENERAL ENGINE

The following information is being provided to assist you in locating and recording your engine model and specification numbers. This information will be needed to use this book or obtain parts from a local Tecumseh dealer.

4-Cycle Quick Reference - Model Letter Designation

ECH -	Exclusive Craftsman Horizontal
ECV -	Exclusive Craftsman Vertical
H -	Horizontal Shaft
HH -	Horizontal Heavy Duty (Cast Iron)
HHM -	Horizontal Heavy Duty (Cast Iron) (Medium Frame)
HM -	Horizontal Medium Frame
HMSK -	Horizontal Medium Frame (Snow King)
HMXL -	Horizontal Medium Frame (Extra Life)
HS -	Horizontal Small Frame
HSSK -	Horizontal Small Frame (Snow King)
HXL -	Horizontal (Extra Life)
LAV -	Lightweight Aluminum Frame Vertical
LEV -	Low Emissions Vertical
OH -	Overhead Valve Heavy Duty (Cast Iron)
OHH -	Overhead Valve Horizontal
OHM -	Overhead Valve Heavy Duty Horizontal (Medium Frame)
OHSK -	Overhead Valve Horizontal (Snow King)
OHV -	Overhead Valve Vertical (Medium Frame)
OVM -	Overhead Valve Vertical (Medium Frame)
OVRM -	Overhead Valve Vertical (Small Frame) (Rotary Mower)
OVXL -	Overhead Valve Vertical (Medium Frame) (Extra Life)
TNT -	Toro 'N' Tecumseh (Toro Exclusive Series)
TVEM -	Tecumseh Vertical European Model
TVM -	Tecumseh Vertical (Medium Frame) (Replaces V & VM)
TVS -	Tecumseh Vertical Styled
TVT -	Tecumseh Vertical Twin
TVXL -	Tecumseh Vertical (Extra Life)
V -	Vertical Shaft
VH -	Vertical Heavy Duty (Cast Iron)
VLV -	Vector Lightweight Vertical
VLXL -	Vector Lightweight Vertical (Extra Life)
VM -	Vertical Shaft (Medium Frame)
VSK -	Vertical Snow King

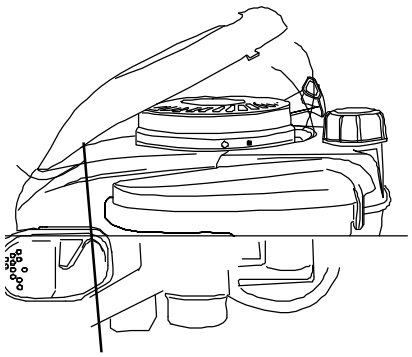
LOCATING AND READING ENGINE MODEL AND SPECIFICATION

THE FOLLOWING WILL BE NEEDED TO LOCATE PARTS FOR YOUR ENGINE.

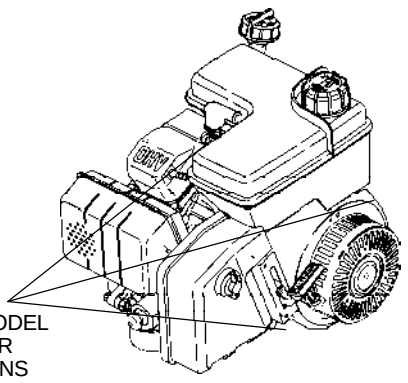
	Model	Specification	Serial (DOM)
ENGINE:	TVM195	150288G	8150C

ENGINE MODEL	SPEC NO.	D.O.M (SERIAL NO)
TVM195	150288G	8150C

Typical Engine I.D. Label



ENGINE MODEL NUMBER LOCATED UNDER COVER



ENGINE MODEL NUMBER LOCATIONS

4-Cycle Quick Reference for Spec. Numbers-To-Model Designation

The following information is being provided to assist you in locating and recording your engine model and specification numbers. This information will be needed to use this book or obtain parts from a local Tecumseh dealer.

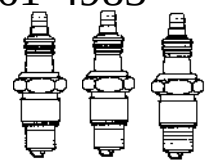
HORIZONTAL 4-CYCLE ENGINES

15000 - H22
25000 - H25
26000 - OHH45
35000 - H30
35400 - HSK30
45000 - H & HT35
45400 - HSK35
47000 - HXL35
55000 - H40
55200 - HS & HSSK40
55500 - HSK40
55700 - H40
55800 - H40
55900 - HSSK40
65000 - H50
65300 - HSK50
67000 - HS & HSSK50
68000 - OHH50
68500 - OHSK50
69000 - OHH55
69500 - OHSK55
71100 - OHH60
71500 - OHSK60
71700 - OHH65
71900 - OHSK65
72500 - OHSK70
75000 - H60
76000 - HSK60
85000 - HH40
95000 - HH50
105000 - HH60
110000 - HH80
115000 - HH100
120000 - HH120
130000 - H70
130200 - HSK70
132000 - HM & HMSK70
132500 - HMXL70
140000 - HH70
146000 - ECH90
155000 - H & HM80
155000 - HMSK80
155800 - HM85
155900 - HM & HMSK85
156000 - HM90
156500 - HMSK90
159000 - HM & HMSK100
159900 - HMSK105
159950 - HMSK110
160000 - HH & OH140
170000 - HH150 & 160
170000 - OH160
175000 - OH120
180000 - OH180
190000 - HHM80
220000 - OHM120
221000 - OHSK110
222000 - OHSK120
223000 - OHSK90
223400 - OHSK110
223600 - OHSK120
223700 - OHSK125
223800 - OHSK130
224600 - OHM120

VERTICAL 4-CYCLE ENGINES

10000 - TNT100
12000 - TNT120
20000 - LAV25, OVRM55
20500 - OVRM105
21000 - OVRM60
21800 - OVRM60
22000 - OVRM65
30000 - LAV30
33000 - TVS75
40000 - LAV35
42000 - OVRM905 (Sears Only)
42600 - OVRM40, OVRM45 (Premier Engine)
42900 - OVRM40 (High Tech Look)
43000 - TVS90
43600 - TVS90 (Premier Engine)
43700 - TVS90, TVXL90
43900 - TVS90 (High Tech Look)
44000 - TVS100
44600 - TVS100 (Premier Engine)
44800 - TVS100
46000 - TVS90, TVXL90
46600 - TVS90
48000 - TVS90
50000 - V40
50200 - LAV40
52600 - OVRM50, OVRM55 (Premier Engine)
52800 - OVRM50, OVRM55
52900 - OVRM50, OVRM55 (High Tech Look)
53000 - TVS105
53600 - TVS105 (Premier Engine)
53800 - TVS105
53900 - TVS105 (High Tech Look)
54000 - TVXL105
56000 - TVS105, TVS & TVXL115
56600 - TVS105, TVS115 (Premier Engine)
56800 - TVS115
56900 - TVS105, TVS115 (High Tech Look)
57000 - TVS & TVXL115
57600 - TVS115 (Premier Engine)
57800 - TVS115
57900 - TVS115 (High Tech Look)
60000 - V50, TVM125
61000 - TVS & TVXL115
61600 - TVS & TVXL115
61800 - TVS115
61900 - TVS115
62000 - LAV50
62100 - LAV50 & TVS115
63000 - TVS120
63200 - TVS120, TVEM120
63600 - TVS120 (Premier Engine)
63900 - TVS120 (High Tech Look)
66000 - TVS120
66100 - TVS120
70000 - V60, TVM140
80000 - VH40
90000 - VH50
100000 - VH60
125000 - V70
127000 - VM70, TVM170
127200 - TVXL170
135000 - VH70
145000 - ECV100
147000 - ECV105
148000 - VH80
149000 - VH100
150000 - V & VM80, TVM195
150200 - TVM & TVXL195
150500 - TVM195
151000 - ECV110, TVM195
151500 - TVM220
152000 - ECV120
157000 - VM100, TVM220
157200 - TVM & TVXL220
157400 - TVM220
200000 - OVM120
202000 - OVXL120, OVXL125
202200 - OVXL120 (I/C)
202300 - OHV11, OHV115
202400 - OVXL125
202500 - OHV115
202600 - OVXL125 (I/C)
202700 - OHV12, OVXL120 (Tec.1200)
203000 - OHV125, OVXL125 (Tec1250)
203200 - OHV13
203500 - OVXL125 (Tec.1250I/C), OHV13/135
203600 - OHV14/140
203800 - OHV145
204000 - OHV15/150
204200 - OHV16/160
204400 - OHV165
204500 - OHV155
204600 - OHV17/170
204800 - OHV175
206000 - OHV110
206200 - OHV115
206400 - OHV120
206600 - OHV125
206800 - OHV130
206900 - OHV135
335000 - LEV100
338000 - LEV100
338500 - VSK100
340000 - LEV100
345000 - LEV100
350000 - LEV115
355000 - LEV115
360000 - LEV115
361000 - LEV120
361400 - VSK120
400000 - VLV40
500000 - ULT, VLV B24, VLXL50, & VLV126
501000 - ULT, VLV, VLXL55, & VLV126
502000 - ULT, VLV60, VLV65, & VLV126
502500 - VLV65, VLV66
600400 - TVT691

TECUMSEH Spark Plug Replacement



4-CYCLE SPARK PLUG

Service Number 34046
RL86C

† OHM120
‡ OHSK110-130
OVM120
* OVXL120,
* OVXL/C120
* OVXL125

Note:
*** OVXL models with specification nos. 202700, 203000 and up, use RN4C.**

† OHM 120 models with specification nos. 224000 and up, use RN4C.

‡ OHSK 110, 120, 130 models with specification nos. 223000 and up, use RN4C.

Service Number 33636
RJ17LM

H30-80
HM70-100
HS40-50
VLV-all

Service Number 35552
RL82C

HH140-160
OH120-160

Service Number 37598
RJ19LM4 (RJ19LM acceptable substitute .030 gap)

LEV80 - 120
gapped at .045 (1.143 mm)

Service Number 37599
RN4C4 (RN4C acceptable substitute .030 gap)

OVRM All
gapped at .045 (1.143 mm)

Service Number 34645
RN4C

† OHM120
‡ OHSK110-130
OVM120
* OVXL120,
* OVXL/C120
* OVXL125
OH180
OHH/OHSK40-130
OHV110-17
TVT (V-Twin)
OHM90-110

*** OVXL models with specification nos. below 202700 use RL86C.**
† OHM 120 models with specification nos. below 224000 use RL86C.
‡ OHSK 110, 120, 130 models with specification nos. below 223000 use RL86C.

Service Number 34277
RJ8C

H22
H25
HH40-120
HHM80
HMXL70
HT30
HT35
HXL35
LAV25-50
TVM125-220
TVXL170-220
V40-80
VH40-100
VM70-100

Service Number 35395
RJ19LM

ECV100-120
HMSK70-100
HSK30-70
HSSK40-50
TNT100
VSK100-120
TNT120
TVS75-120
TVXL105
TVXL115

2-CYCLE SPARK PLUG

Service Number 611100
RCJ6Y

TC300
TCH300

Service Number 35395
RJ19LM

TVS840
TVXL840

Service Number 611049
RCJ8Y

AH520
AH600
HSK600
HSK840
HSK845
HSK850
TC200
TCH200
Type 1500
HXL840

Service Number 33636
RJ17LM

AV520
AV600
TVS600

EUROPA MODELS

4-CYCLE SPARK PLUG

Service Number 29010007
J17LM

All Horizontal Models
BV
BVL
BVS
Futura
HTL
LAV
Premier 153/173
Prisma
Spectra
Synergy
Vantage
Centura
Legend

Service Number 29010023
RN4C

Premier 45/55
Geotec OHV
Synergy OHV
Centrua OHV
Futura OHV

2-CYCLE SPARK PLUG

Service Number 29010007
J17LM

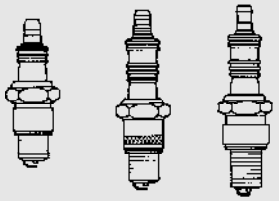
AV85/125
AV520/600
MV100S
TVS600

NOTE: THE SERVICE NUMBERS LISTED BELOW WILL GIVE CORRESPONDING CHAMPION AND AUTOLITE SUBSTITUTIONS.

		Champion	Autolite
35395	-	**RJ-19LM**	**458**
37598	-	**RJ-19LM4**	**458**
35552	-	**RL-82C**	**4092**
34046	-	**RL-86C**	**425**
34645	-	**RN-4C**	**403**
37599	-	**RN-4C4**	**403**
33636	-	**J-17LM**	**245**
34277	-	**RJ-8C**	**304**
611100	-	**RCJ-6Y**	**2974**
611049	-	**RCJ-8Y**	**2976**

**NON CANADIAN APPLICATION*

SPARK PLUG AIR GAP IS .030 (.762 mm) UNLESS OTHERWISE NOTED



3/8" 9.525 mm
1/2" 12.700 mm
3/4" 19.050 mm

NOTE:
Not all spark plugs have the same heat range or reach. Using an incorrect spark plug can cause severe engine damage or poor performance. Tecumseh uses all three of the reaches shown. Some plugs require .045 gap.

Note: If you need assistance locating your engine model numbers please check page 2 & 3

FUEL RECOMMENDATIONS

Today's fuels have a short shelf life and it is recommended you buy no more than a two week supply at a time.

GASOLINE

Tecumseh Products Company strongly recommends the use of fresh, clean, unleaded regular gasoline in all Tecumseh engines. Unleaded gasoline burns cleaner, extends engine life, and promotes good starting by reducing the build-up of combustion chamber deposits. Leaded gasoline, gasohol containing no more than 10% ethanol, premium gasoline, or unleaded gasoline containing no more than 15% MTBE (Methyl Tertiary Butyl Ether), 15% ETBE (Ethyl Tertiary Butyl Ether) or 10% ethanol, can be used if unleaded regular gasoline is not available.

Reformulated gasoline that is now required in several areas of the United States is also acceptable.

NEVER USE gasoline, fuel conditioners, additives or stabilizers containing methanol, gasohol containing more than 10% ethanol, unleaded regular gasoline containing more than 15% MTBE (Methyl Tertiary Butyl Ether), 15% ETBE (Ethyl Tertiary Butyl Ether) or 10% ethanol, gasoline additives, or white gas because engine/fuel system damage could result.

Specialty Fuels: Fuels being marketed for use on small engines can have a significant affect on starting and engine performance. Prior to using any specialty fuel, the Reid Vapor Pressure (RVP) must be determined. Fuels with a rating of less than 50 kPa (7psi) should not be used in summer, and fuel with a rating of 85 kPa (12psi) should not be used during winter.

Storage: For year round fuel stability in and out of season, use "Ultra Fresh™" part number 730245A.

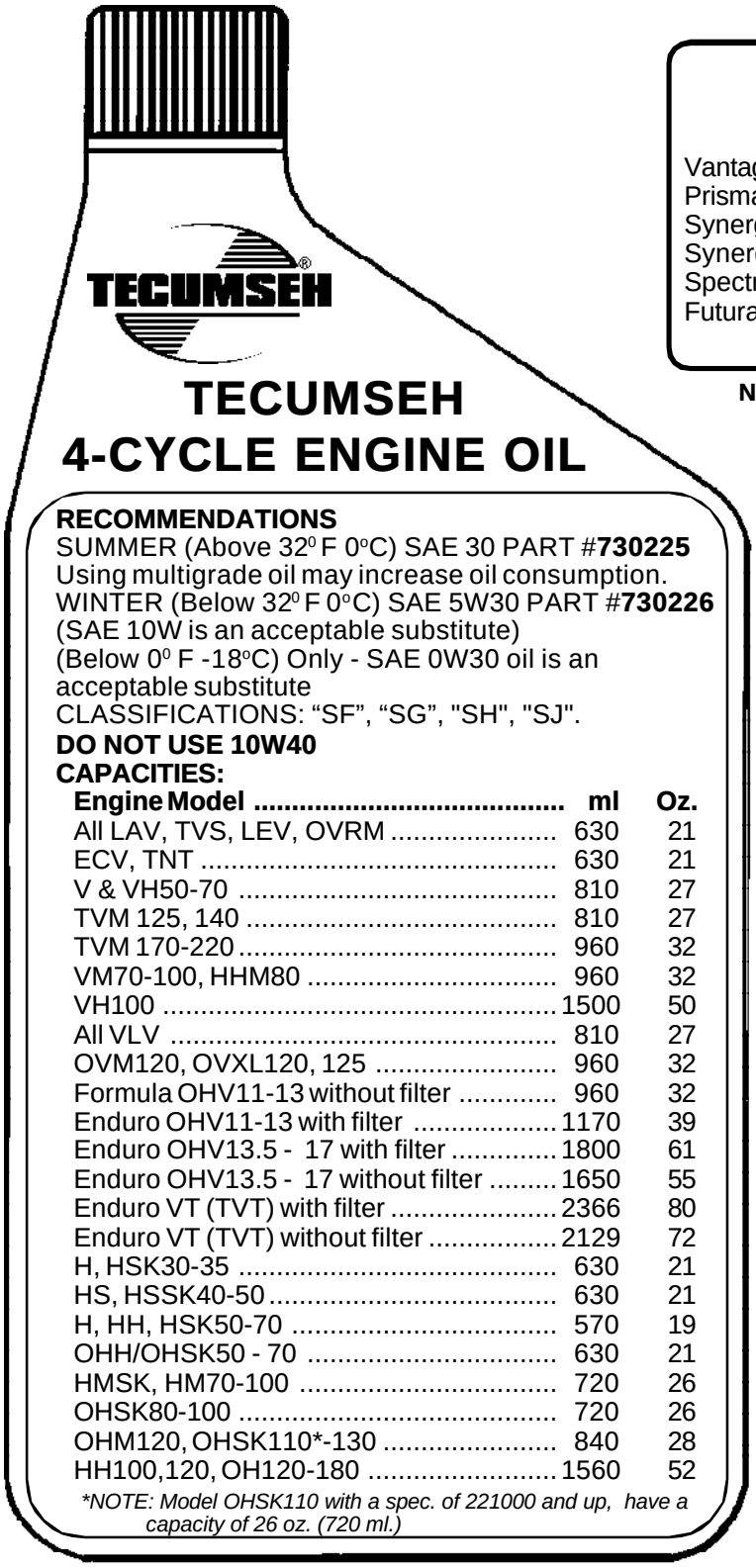
FUEL ADDITIVES

Only fuel additives such as Tecumseh's fuel stabilizer Ultra Fresh™ part number 730245A or liquid varieties can be used when mixed properly. For winter applications, Isopropyl alcohol fuel dryers may be used in the fuel system but must be mixed at the proper ratio recommended by the manufacturer. **NEVER USE METHANOL BASED DRYERS.**

TECUMSEH 4-CYCLE LUBRICATION REQUIREMENTS

We often get questions from both customers and dealers regarding the type and brand of oil we recommend.

Tecumseh recommends the use of a high quality, brand name petroleum based oil in our engines. Very few air cooled engines have any type of oil filtration system, making regular oil changes critical to remove impurities from the engine and maximize engine life. **Consult the operators or repair manual for the oil change interval and viscosity base on equipment operating temperature.**



EUROPA MODELS *

VERTICALS	oz.	ml	VERTICALS (CONT.)	oz.	ml
Vantage	21	630	Centura	21	630
Prisma	21	630	HTL	21	630
Synergy	21	630	BVS	21	630
Synergy "55"	27	810	**HORIZONTALS**		
Spectra	21	630	BH Series	21	630
Futura	21	630	Geotec Series 35 - 50	21	630

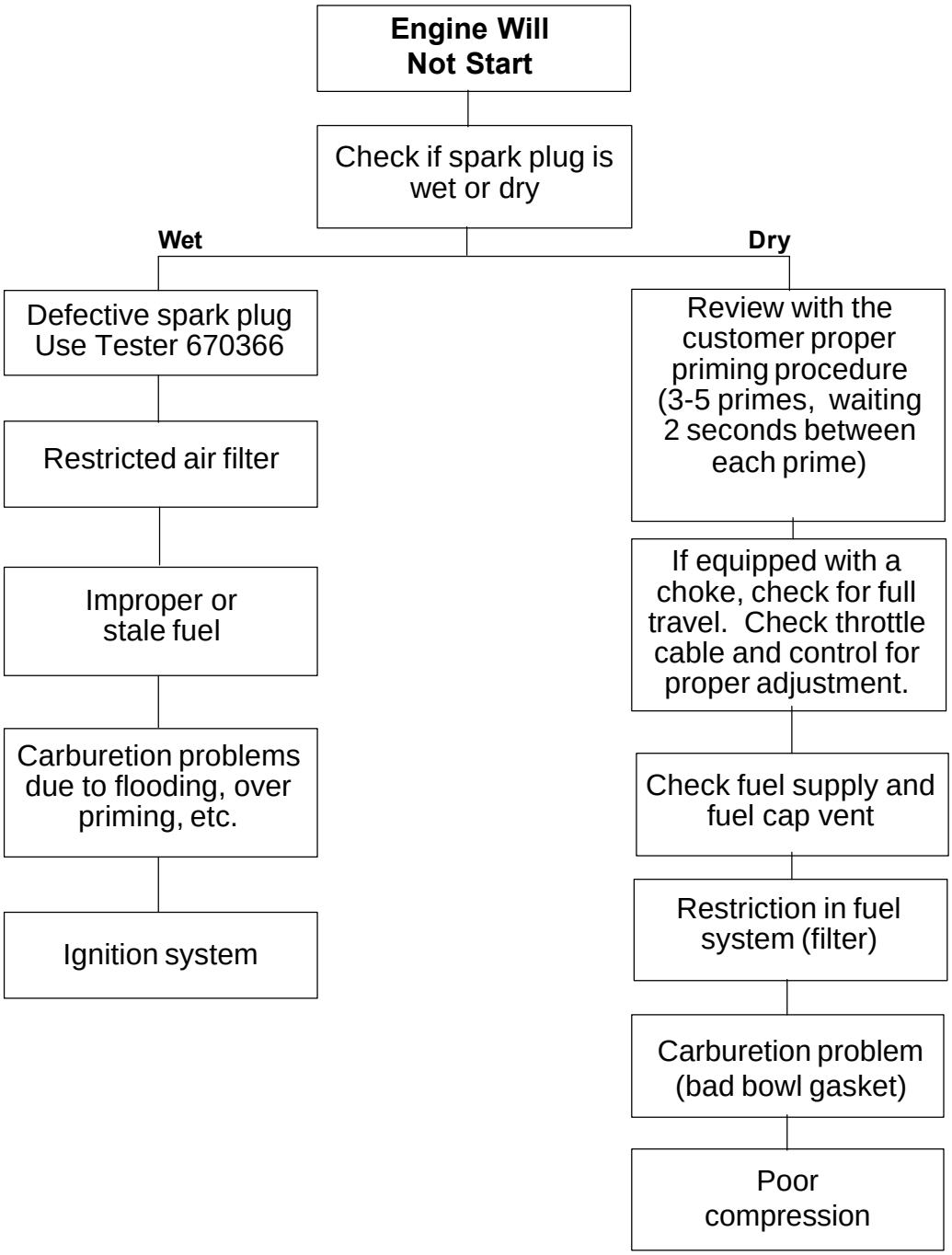
NOTE: Vertical shaft engines with auxiliary PTO: 26 oz. / 700 ml

Four-Cycle Troubleshooting

The following is provided as a basic trouble shooting guide to any piece of equipment. Its use requires a complete review of all conditions and symptoms. Always examine the exterior for clues: leaks, excessive dirt, or obvious damage. Some repairs will require the assistance of a Tecumseh service dealer.

WARNING: ALWAYS USE APPROPRIATE SAFETY EQUIPMENT BEFORE ATTEMPTING ANY REPAIR.

FUEL SYSTEM



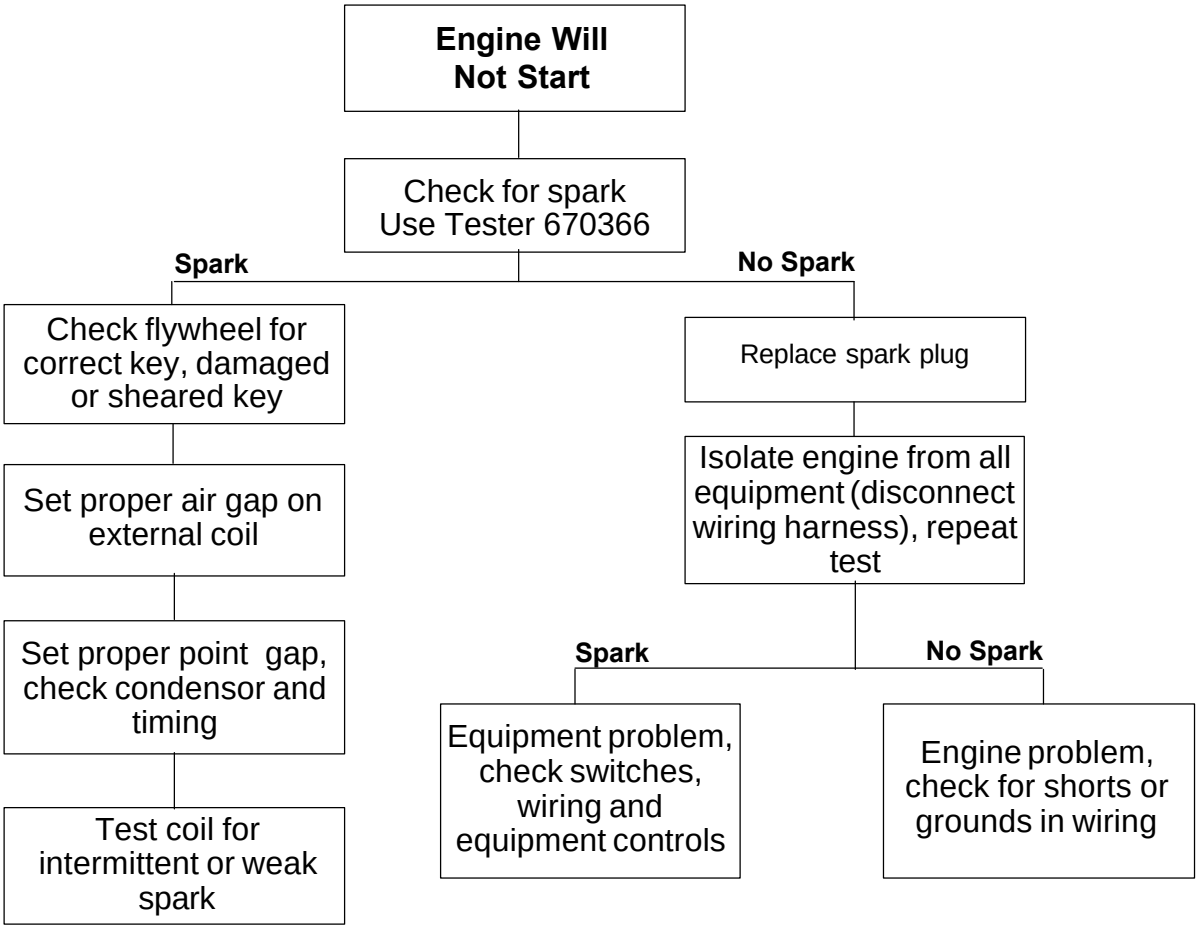
Beyond this point contact a Tecumseh Dealer or purchase a repair manual (see educational materials)

NOTE: Refer to Technician's Handbook for a more detailed list of remedies.

Four-Cycle Troubleshooting - *continued*

WARNING: ALWAYS USE APPROPRIATE SAFETY EQUIPMENT BEFORE ATTEMPTING ANY REPAIR.

IGNITION SYSTEM



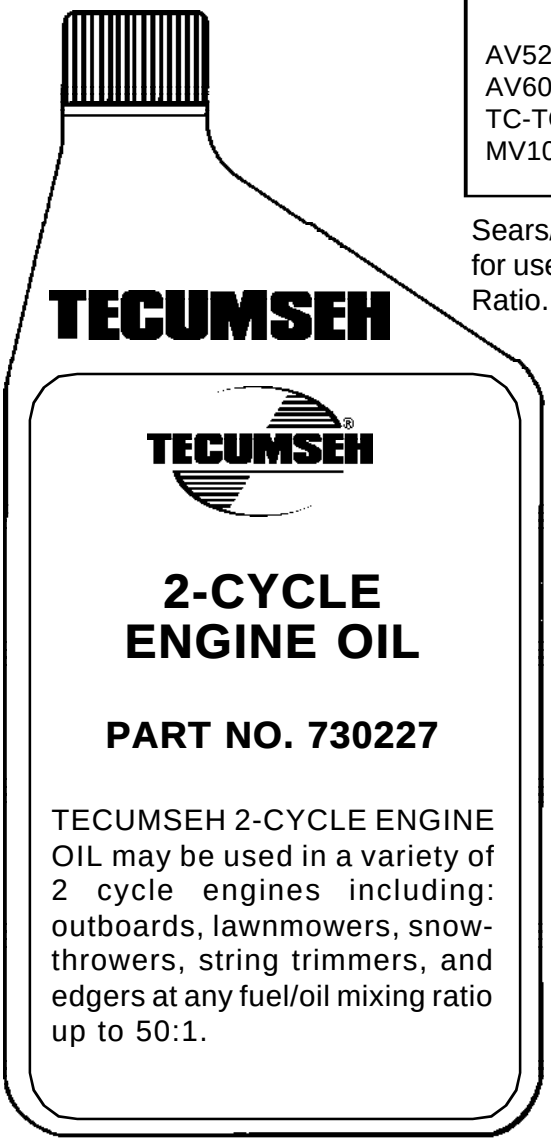
Beyond this point contact a Tecumseh Dealer or purchase a repair manual (see educational materials)

TECUMSEH 2-CYCLE ENGINE OIL REQUIREMENTS

The proper type and ratio of two cycle oil is critical to long life and low maintenance of the engine. The use of non certified oils and improper mix ratio's can cause severe engine damage and possibly void warranty consideration.

The following is a list of 2 cycle engine oil classifications which are certified for use in Tecumseh 2 cycle engines:

- National Marine Manufactures Association, (NMMA), TC-WII or TC-W3
- American Petroleum Institute, (API), TC
- Japanese Automobile Standard Organization, (JASO), FB or FC



MIXES EASY
DOES NOT SEPARATE

PREMIUM BLEND FOR BOTH AIR AND WATER COOLED ENGINES ENSURES CYLINDER WALL LUBRICATION

TWO-CYCLE FUEL/OIL MIX RATIOS		
24:1 AV520 Types 670 & 653 AV600 Type 600-10 & Up TC-TCH 200/300 MV100S	**32:1** TVS600 All Types AH600	**50:1** TVS / TVXL HSK840 - 850 HSK600 - 635

Sears/Craftsman 40:1 Two Cycle Oil has been tested and approved for use in all engines, ACCEPT the TC Models which require a 24:1 Ratio.

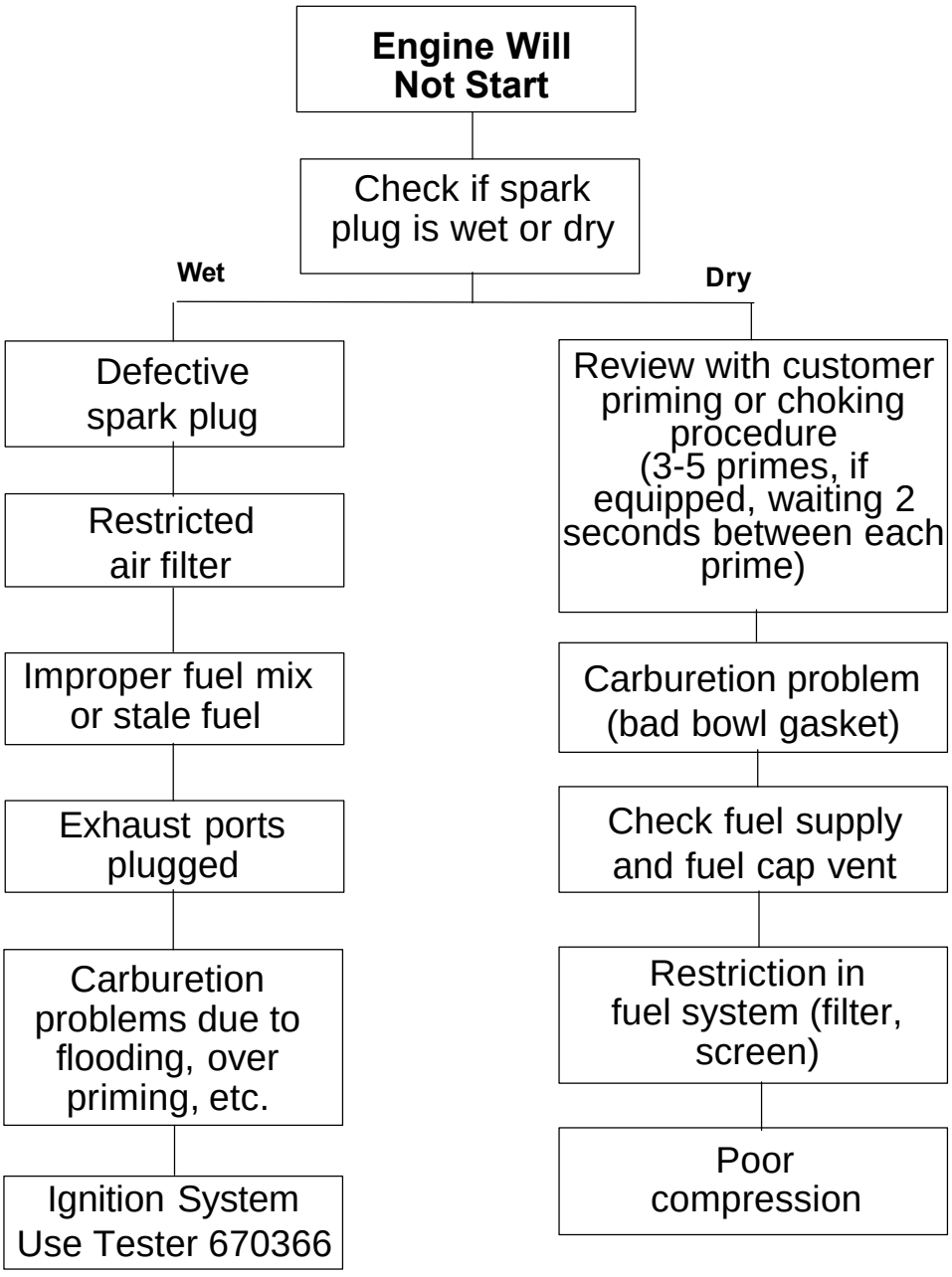
ENGINE FUEL MIX				
	U.S. Gasoline	U.S. Amount of Oil To Be Added	METRIC Petrol	METRIC Amount of Oil To Be Added
24:1	1 Gallon	5.3 oz.	4 Liters	167 ml
	2 Gallons	10.7 oz.	8 Liters	333 ml
32:1	1 Gallon	4 oz.	4 Liters	125 ml
	2 Gallons	8 oz.	8 Liters	250 ml
50:1	1 Gallon	2.5 oz.	4 Liters	80 ml
	2 Gallons	5.0 oz.	8 Liters	160 ml

Two-Cycle Troubleshooting

The following is provided as a basic trouble shooting guide to any piece of equipment. Its use requires a complete review of all conditions and symptoms. Always examine the exterior for clues: leaks, excessive dirt, or obvious damage. Some repairs will require the assistance of a Tecumseh service dealer.

WARNING: ALWAYS USE APPROPRIATE SAFETY EQUIPMENT BEFORE ATTEMPTING ANY REPAIR.

FUEL SYSTEM

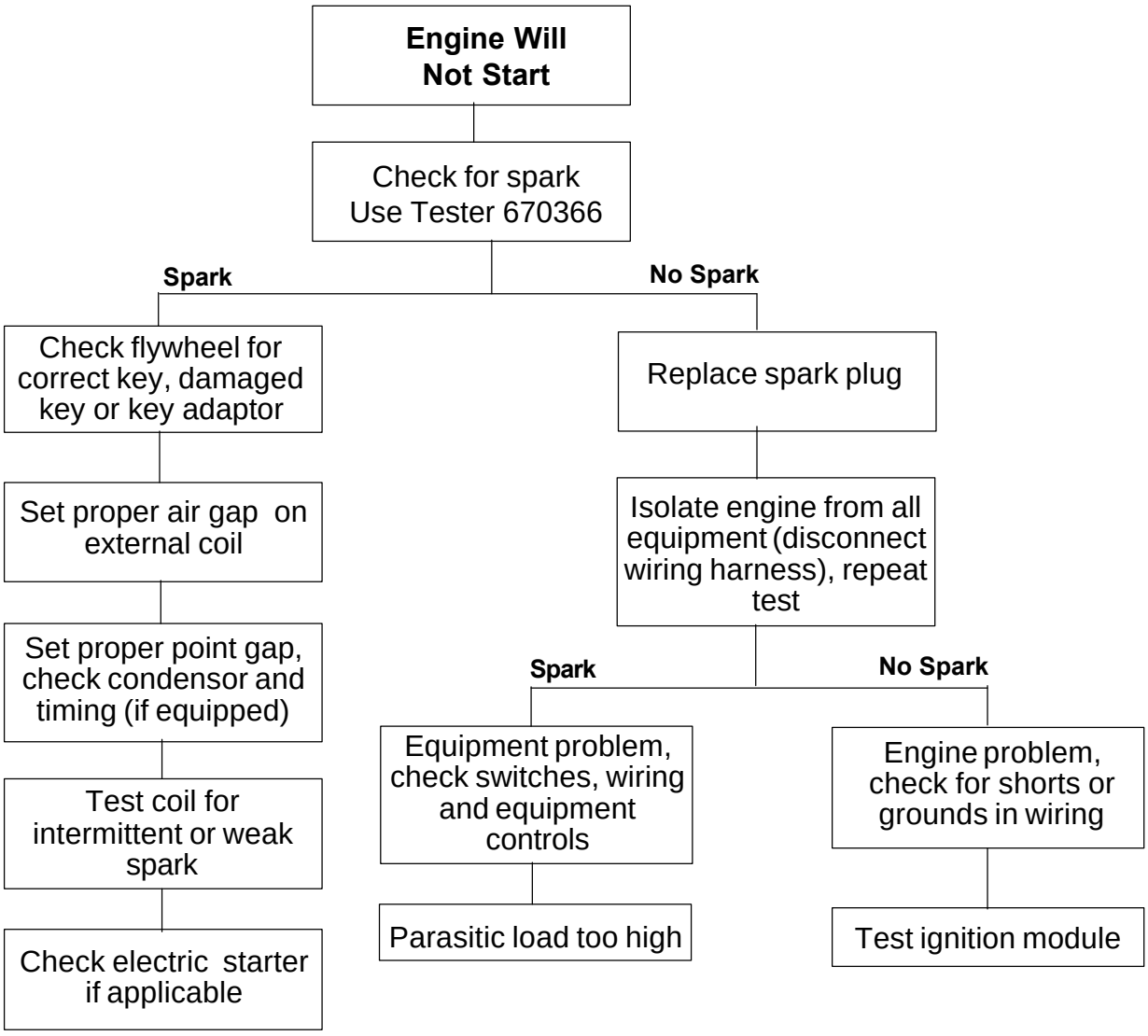


Beyond this point contact a Tecumseh Dealer or purchase a repair manual (see educational materials)

Two-Cycle Troubleshooting - *continued*

WARNING: ALWAYS USE APPROPRIATE SAFETY EQUIPMENT BEFORE ATTEMPTING ANY REPAIR.

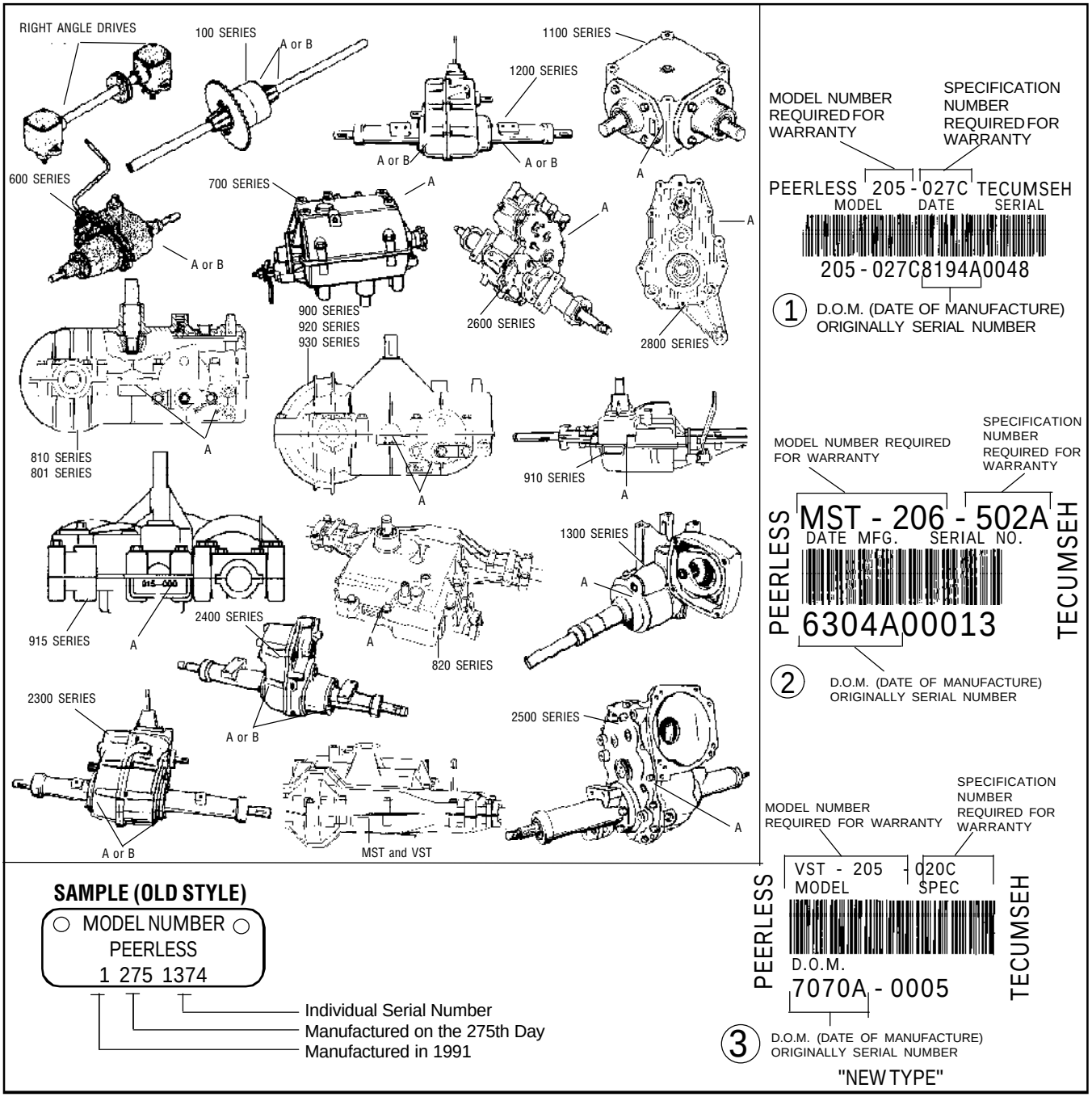
IGNITION SYSTEM



Beyond this point contact a Tecumseh Dealer or purchase a repair manual (see educational materials)

TECUMSEH / PEERLESS® DRIVE TRAIN

The following information is being provided to assist you in locating and recording your Tecumseh Drive Train components model and specification numbers. This information will be needed to use this book or obtain parts from a local Tecumseh dealer.



BASIC GEAR DRIVE TROUBLESHOOTING

Hard Shifting Transaxles and Drive Belts

Often hard shifting is blamed on an internal problem in the transaxle.

To determine if the problem is transaxle or equipment related make these simple checks.

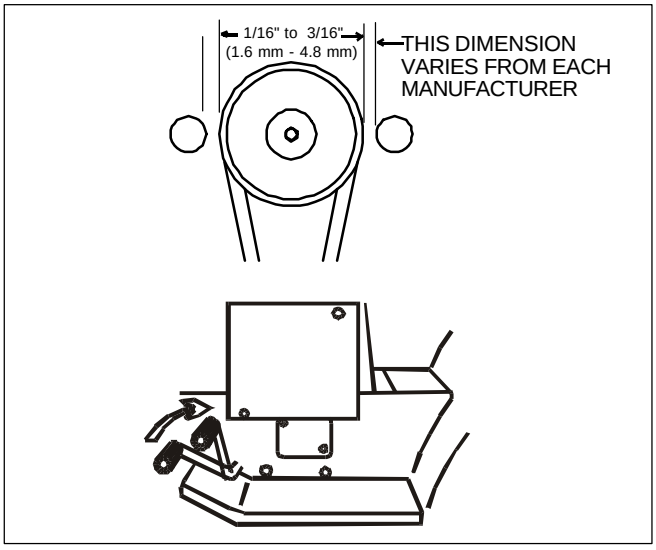
1. Turn the unit off so that all power is removed to the transaxle
2. With the unit off move the shift lever through the shift gate. Movement of the lever should have only slight resistance. The shifting effort should be equal when the engine is off and when running. If the unit is difficult to shift the problem would be internal and the transaxle would need to be removed and repaired
3. If the unit shifts with ease, check the following areas that would be equipment related. Check to see if the belt is releasing from the pulley on the engine and transmission / transaxle, it may require that the belt guides be repositioned. The distance required from the pulley to the guide is typically 1/16" to 3/16" (1.6 mm - 4.8 mm), always check the O.E.M. specs.
4. Check to see if the pulley is damaged and may not be releasing the belt.
5. Make sure that the belt is the correct length and type in case it was replaced with a non original, possibly more aggressive belt.
6. Check the brake/clutch pedal to make sure that when the pedal is depressed that the idler pulley is releasing the belt tension before it applies the brake. If this does not happen the unit will still be under a load and be impossible to shift
7. The final area to check would be for damaged or binding shift linkage.

Hard shifting with the engine off could be caused by:

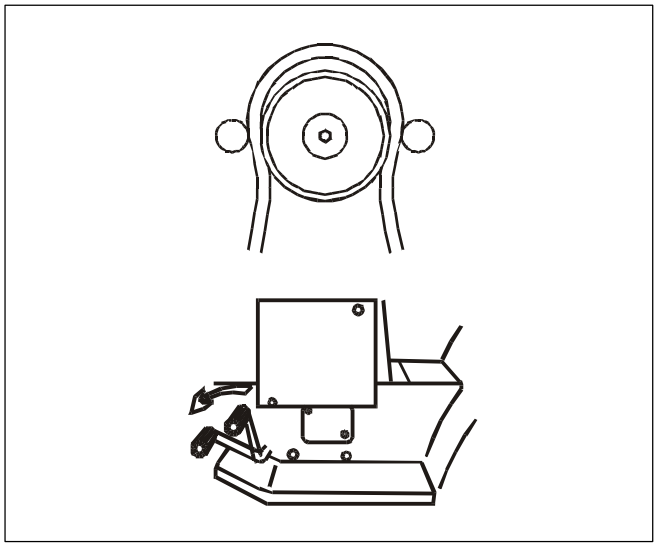
1. Shift linkage out of adjustment.
2. Corrosion in the transaxle or transmission.
3. Damaged shift keys, gears, or shifter brake shaft.
4. Belt guides missing or improperly adjusted (see equipment manufacturer specs.)

Unit Seems to Slip:

1. Check for proper belt adjustment (consult OEM operator's manual).
2. Check for proper clutch/brake adjustment (consult OEM operator's manual).
3. Check pulley condition and wheels for sheared or damaged keys.
4. Check drive belt condition, if glazed or worn replace it.



For proper declutching to occur, it is very important that the engine belt guide be set at a predetermined gap (set by the manufacturer) and away from the belt with the belt engaged.



With clutch disengaged, it is very important that the belt blossoms away from the engine pulley. Belt must stop turning before transaxle shifting can occur.

VST Hydrostatic Model Troubleshooting

The information on this page has been provided to help understand the internal operation of the VST. Do not use this information to attempt any internal repairs. Tecumseh's current policy on hydrostatic transaxles that have internal failures is to replace the complete unit. This has not changed. However, Tecumseh would like to provide a failure checklist to assist in making an accurate evaluation of the complete tractor to eliminate any unnecessary replacements. Here is a list of items to check and corrective actions to take.

To properly test the unit for power loss.

1. Allow the unit to cool before trying the following steps.
2. Put the shift lever in a position that is 1/2 of the travel distance from neutral to forward.
3. Place the tractor on a 17 degree grade.
4. Drive the tractor up the grade (without the mower deck engaged). The loss of power experienced should be approximately 20%. This is considered normal. If the loss of power is approximately 50%, this would be considered excessive.
5. Bring the unit to neutral, shift into forward and note the response. Care should be taken to move the lever slowly to avoid an abrupt wheel lift.

To determine if the problem is with the hydro unit, all external problem possibilities must be eliminated. Here are some potential problem areas.

1. **Overheating:** Heat can cause a breakdown in the viscosity of the oil which reduces the pressure used to move the motor. Remove any grass, debris, or dirt buildup on the transaxle cover and / or between the cooling fins and fan. Buildup of material will reduce the cooling efficiency.
2. **Belt slippage:** A belt that is worn, stretched, or the wrong belt (too large or wide) can cause belt slippage. This condition may have the same loss of power symptom as overheating. Typically, the unit which has a slipping belt will exhibit a pulsating type motion of the mower. This can be verified visually by watching the belt and pulley relationship. If the belt is slipping, the belt will chatter or jump on the pulley. If the belt is good, a smooth rotation will be seen. Replace the belt and inspect the pulley for damage.
3. **Leakage:** The VST and 1800 Series have two oil reservoirs which can be checked for diagnostic purposes. The first is the pump and motor expansion bellows, with a small diameter blunt or round nose probe, check the bellows depth through the center vent hole. Proper depth from the edge of that hole is 3-1/4 - 3-1/2 inches (8.25 - 8.9 cm).
   The second chamber is for the output gears including the differential. FIRST make sure the tractor is level, then remove the drain/fill plug. NOTE: Some units that do not have differential disconnect will have two plugs. We recommend using only the primary plug. With a small pocket rule insert until you touch bottom of case. You can then remove it and check for 1/4 - 3/8 inches (6.5 - 9.5 mm) contact, this is full at its 8 oz. capacity.
4. **Low ground speed:** If the linkage is not synchronized to absolute neutral, or the shift lever is not properly fastened to the tapered control shaft, full forward travel may not be achieved. This may cause a false reading and be misdiagnosed as a low power condition. This also could be caused by the brake not releasing.
   To determine absolute neutral, the hole in the tapered control shaft must face straight up and down, at this point make sure the OEM linkage is in neutral. To properly fasten the control lever to the shaft, torque the nut to 25-35 ft. lbs. (34 - 48.3 Nm) of torque with the shaft and the lever in neutral.
   When attaching the shifter arm to the shaft you must prevent any rotation during torquing. This can be done by placing a long 5/16 bolt in the hole of the shaft. Hold the bolt until the tapers are locked and the nut torque is correct.
   To make sure that the brake is not binding, drive the unit up a slight grade.. Position the speed control lever into neutral. The unit should coast backwards. If the unit does not coast back slowly, the brake is not released from the brake disk. Adjust the brake linkage to release the brake completely when the foot pedal is released.
5. **Hard to shift:** Typically hard to shift symptoms are not caused by the hydrostatic unit. The shift arm should move with relative ease. Approximately 40-50 inch lbs. (4.48 - 5.6 Nm) at the transaxle for foot pedal units or 150-200 inch lbs. (16.8 -22.4 Nm) for hand operated units. This varies depending on the type of linkage. Binding may occur in the linkage connections due to rust or moisture. Lubricating these connections and checking for bent or damaged parts should resolve hard shifting.

Tecumseh/ Peerless® Lubrication Requirements

Note: It is **CRITICAL** to your units long life that you use ONLY the recommended lubricant in all models as listed.

TRANSAXLES

Model No.	Quantity
600	24 oz./710 ml Oil
800	30 oz./887 ml Grease
801	36 oz./1065 ml Grease
820	36 oz./1065 ml Grease
900	26 oz./769 ml Grease
910	18 oz./532 ml Grease
915	10 oz./296 ml Grease
920	30 oz./887 ml Grease
930	30 oz./887 ml Grease
1200	48 oz./1420 ml Oil ††
1301 1305 1309 1313	32 oz./946 ml Oil
1302 1303 1304 1306 1307 1308 1310 1311 1312 1314 1315 1316 1317 1318 1320 1321 1322 1325 1328 1329 1319	44 oz./1301 ml Oil
1323 1326 1327	24 oz./710 ml Oil
LTH	8 oz./240 ml Oil
MST200 VST205 and 1800's	16 oz./473 ml Oil ††††
2300	64 oz./1892 ml Oil
2400 2500	32 oz./946 ml Oil †

TRANSMISSIONS

Model No.	Quantity
2600	†
700	12 oz./355 ml Grease
700H	12 oz./355 ml Grease
2800	†

RIGHT ANGLE AND T DRIVES

Model No.	Quantity
All Models Except *	4 oz./118 ml Grease
*1408-P91 *1409-P91 *1410-P91 *3002 *3003 *3028 *3029 *3035	3 oz./89 ml Grease
1000 Series	6 oz. / 180 ml Oil †††
1100	16 oz./473 ml Oil

DIFFERENTIALS	
All Models	3 oz./89 ml Grease

TWO SPEED AXLE	
All Models	2 oz./59 ml Grease

THREE SPEED AXLE	
All Models	2 oz./59 ml Grease

Grease: Bentonite Grease
Part Number 788067B

Oil: SAE E.P. 80W90 Oil
Part Number 730229A

† Refer to O.E.M. Mechanic's Manual for type of lubricant

†† To be filled through shift lever opening

††† Some 1000 Right Angle and T-Drives use Bentonite Grease.

†††† Tecumseh's current policy on hydrostatic transaxles with internal failure, is to replace the complete unit. VST and 1800's have two separate reservoirs which can be checked for diagnostic purpose only. The output gear reservoir can be checked with a small pocket rule as outlined in the Motion Drive Systems Book.

Refer to Motion Drive Systems Book, 691218.