

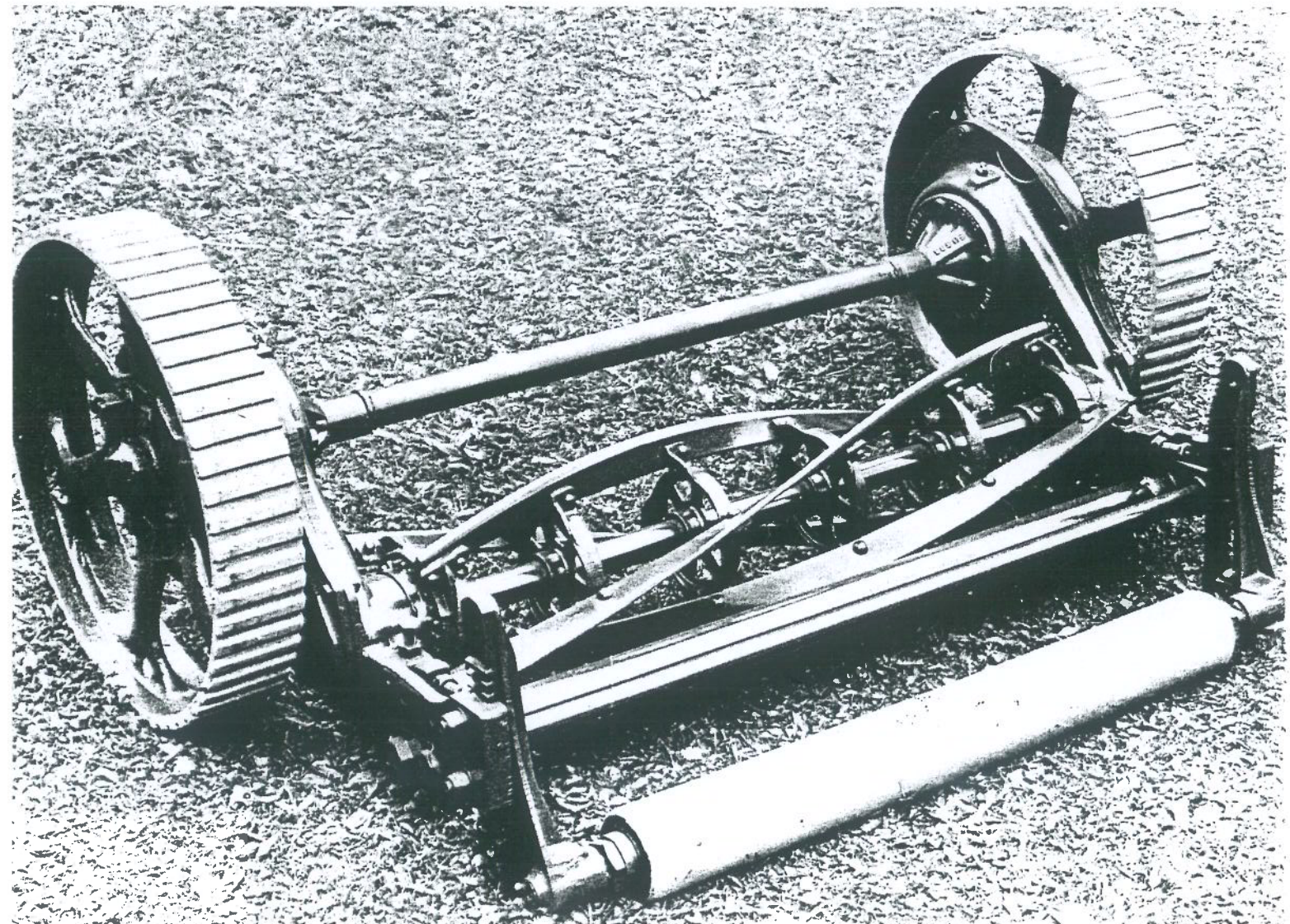
Foreword

These instructions have been prepared carefully so that you – now the owner of a Lloyds 'Leda' gang mower – may get the service and satisfaction your machine was designed to give.

Before attempting to do any work on it or with it, read this instruction book carefully and always keep it handy for reference.

If any queries or problems arise in connection with your mower which appear to be outside the scope of this manual, the manufacturers will always be pleased to advise you.

Always remember – use only genuine "Lloyds" spare parts. If spurious parts are fitted to the 'Leda' they may at the time seem cheaper, but no guarantee can be given or responsibility taken by the manufacturers of the mower.



Operation and maintenance instructions for the Leda Gang Mower

RUNNING IN

Lloyds 'Leda' units are designed to be capable of cutting at high speeds and it is therefore desirable to run them in as you would a car.

For the first ten hours of cutting, keep the speed below about 7 m.p.h. and run the mowers as smoothly and steadily as possible, with the minimum of stops, starts and tight turns.

At the end of this period, check all units and screws for tightness and relubricate at all grease nipples.

OPERATION

Good cutting demands not only a good mower but a good operator. Lloyds can only provide the former. With earlier models of gang mowers, the cutting speed was governed by what the mowers would stand. The 'Leda' gang mower has been designed to operate at the maximum speed of the modern tractor under good cutting conditions. Where cutting conditions vary the operator should choose a speed at which he can remain safely seated on the tractor and at which the mowers will cut satisfactorily.

Not only does a good operator choose his speed according to the conditions; he operates smoothly, not starting off with a sudden jerk or making tight turns at full speed or reversing. Those things do more to wear and damage gang mowers than any amount of straight running at a steady pace.

In looking after his gang mower, every good operator realises that when dealing with long grass, where he cannot easily see obstructions before the mowers catch them, it pays to set roller brackets lower and operate at reduced speed. He also realises the folly of continuing to cut after hitting a stone or piece of metal that has knocked a cutting cylinder 'out of true'.

On the 'Leda' units, cutting cylinder and/or bottom bars can be changed very easily, as explained later in this book (page 6).

Continuing cutting with an 'out of true' cylinder is the commonest cause of broken gears and ruined bearings. Contrary to what some suppose, a cylinder will seldom wear itself right again, and even if it does the damage done to other parts of the mower, will in the long run, prove far more expensive than a regrind. Almost as damaging is the practice of cutting with the bottom knife set hard against the cutting cylinder. The cutting edges of the blades in the 'Leda' units are very hard and wear-resistant, but they will not last forever, and after they have worn rounded clean cutting is impossible until they have been reground. 'Hard-on' setting will not compensate for rounded edges, but will put unreasonable strain on bearings and gears.

Lloyds & Company have seen cases where, because of blunt blades, bottom knives have been set 'hard-on' and then, because the wheels would no longer grip, studs have been fitted to the wheel treads, or wire wrapped round them. The result has sometimes been damaged ratchets in master gears. If the wheels of any gang mower outfit slip in cutting grass, or when starting off the cutting cylinders fail to turn, it means that the bottom blades are set too hard. Slacken them slightly; do not back up and let the clutch in with a bang to set the cylinder turning. When accidentally, the mower tries to cut stone or iron it is best that the wheels should slip.

Do NOT attempt to reverse the tractor when mower units are in the cutting positions with hydraulic towing frames, or in any circumstances with standard towing frames. Also avoid lowering the mower units on hydraulic frames while the tractor is moving. This may damage pawls, hubs and ratchet teeth.

In order to obtain equal wear on the units in a gang mower outfit, it is advisable to change them round at regular intervals. In quintuples or larger outfits, the outside or 'wing' units are worked much harder than the inner ones, and if the same units are kept on the outside they will wear more rapidly.

For similar reasons, it is undesirable to make all turns in the same direction when cutting. Try to work out a plan for cutting that includes approximately equal numbers of left- and right-hand turns.

Also avoid stopping and restarting in a turn. This places undue strain on the eyebolts of the towing frames.

GEAR ENGAGEMENT

In the hub of each wheel will be found a clutch catch, rotation of which by a quarter turn will engage or disengage the driving pawl. The pawl is disengaged when the clutch catch rests in the small groove in the top of the pawl stop, that is when its spring is under tension. If it seems reluctant to move, turn the wheel slightly backwards. Disengaging the pawls enables the mower to be towed without cutting.

LUBRICATION

It is important to use the recommended grease, Castrol LM. Experience has shown that the life of all bearings and gears in 'Leda' machines is increased by the use of LM grease. This grease is adhesive and water-resistant. It will not be thrown off the gears when they rotate rapidly, nor will it mix with water at the bearing seals. It therefore ensures good lubrication and prevents rusting.

Lubricate as follows:

Period of cutting time	Parts to be lubricated through nipples
EVERY DAY	ROLLER BRACKET WITH PIN TYPE ROLLERS
TWICE A WEEK	GEARBOX THROUGH NIPPLES IN SIDE PLATES AND MAIN SHAFT
EVERY WEEK	ALL NIPPLES THROUGHOUT, INCLUDING FRAMES

Undoubtedly, longer intervals between greasing could be tolerated, but it is considered that the above recommendations will ensure adequate lubrication in all circumstances. When cutting in wet or dusty conditions, more frequent lubrication is desirable.

Grease should be pumped into the nipples on the sideplates until it is seen to exude at the clutch catch spindles. Because of the system of ducted lubrication in the 'Leda' units this does not require much grease or a lot of time.

When lubricating, please remember the grease nipples on the towing frames.

TYRE PRESSURES

The tyre pressures on pneumatic wheeled units should be checked weekly — the correct pressure is 16 p.s.i.

It is also important to check the tyres on an hydraulic trailer each week both for correct inflation and for damage. The correct operating pressure is 40 p.s.i.

ADJUSTMENT

1 HEIGHT OF CUT

To adjust the height of cut, slacken off the nuts on the bolts that hold the roller brackets to the sideplate. It is not necessary to take these nuts right off; just slacken them enough to allow the serrations in the brackets to pass over the silver steel pin which is set across the groove into which the brackets fit.

Select appropriate serration, making sure that it is the same on each side, and tighten the nuts.

Lowering the roller brackets can be more easily done if the rear of each unit is lifted clear off the ground by means of the lifting hooks on the frames.

2 CUTTING MECHANISM

Wear in the bottom knife and cutting cylinder blades is taken up by adjustment of the bottom bar. First slacken the locknuts on the adjusting screws. Then slacken the two vertical screws about $\frac{1}{8}$ of a turn at a time and tighten the horizontal ones, moving them only a fraction of a turn at a time on each side of the mower until, when the cylinder is rotated, its blades just 'wipe' the bottom knife throughout its length; but not to the extent where rotation by hand is difficult.

The final adjustment should leave all four screws tight. Finally, tighten all four locknuts.

Check that the adjustment remains correct and that the cutting cylinder can be easily turned by hand.

NB: Do **NOT** slacken off the bottom bar bolt EU666-83 when making the above adjustment.

3 CUTTING CYLINDER BEARINGS

These are adjustable taper roller bearings of generous dimensions and require adjusting very rarely. When carrying out routine greasing, grip each cutting cylinder and see if any bearing play can be felt; if so, take up the play by loosening the screw in the end spider of the cutting cylinder that engages with the serrated ring, and tapping this ring around anti-clockwise until the play is eliminated. Moving it round one serration is usually sufficient. Do not tighten the bearings excessively; the cutting cylinder should rotate freely after adjustment. Do not forget to re-tighten the screw that engages with the serrated ring.

OVERHAUL

Lloyds and Company are equipped to carry out periodic overhauls and the service includes collection and delivery in England. In the event of the work being done by the owner or a local repairer, however, the following points should be borne in mind.

1 MARKING

It is advisable to mark the cylinders and bottom bars in some way to identify them with the machine from which they were removed. This will facilitate their replacement and keep re-adjustment time to a minimum.

2 GRINDING

The bottom knife should be ground while attached to the bottom bar casting. It should not be ground first and attached afterwards, using packing in a vain attempt to obtain a straight edge, as is so often tried.

The cutting cylinder should be ground while rotating on its own bearings. It is not possible to grind a cylinder accurately either by grinding each blade separately or by running the cylinder 'between centres'.

Owners of mowers should ascertain whether facilities for correct grinding are available before entrusting overhaul work to repairers.

3 REPLACEMENT PARTS

A very efficient spare parts service is provided by Lloyds and Company. When ordering spares, try to identify the part number from the list in this book; if in doubt, return the old part to Lloyds and Company, together with the numbers marked on the sideplates of the mower units. Lloyds Spares Department can be reached by telephoning Letchworth 683031.

4 RECOVERY OF COMPONENTS

Some of the parts in the 'Leda' gang mower can be reconditioned after they have worn beyond acceptable limits at well below the cost of the corresponding new replacement.

Some examples are as follows:

It is regrettable that units are sometimes used with the bottom bar bolts loose. This will cause wear in the bottom bar bolt hole in the sideplate. Should this occur sideplates can have the bottom bar bolt hole drilled oversize and an oversize bolt used in place of the standard.

Bottom bars can be fitted with spiral thread inserts in both the knife screw and adjusting screw holes, to return them to standard size. This can only be done if the screw holes are not already drilled oversize or worn beyond certain limits.

Cutting cylinders can be rebladed and, by making use of our service exchange system, a replacement cylinder can usually be obtained ex-stock simply by returning an old cylinder to us, thus saving valuable time not having to wait for the reblading to be done.

Master gear rings can have new centres fitted. Again a service exchange is available to save time, providing the old gear rings are returned in exchange.

Steel wheels with worn treads can be fitted with spuds to increase grip. Service exchange wheels are available.

Should wear be found on the frame stay bosses on the sideplate, shim washers can be supplied to compensate for this. It is important that the width between the sideplates at this point is correct to ensure easy and accurate setting of the cutting mechanism. If the width is too narrow it will be virtually impossible to pivot the bottom bar for setting.

The sleeve on the main shaft can be replaced when worn. To do this first knock out the tension pin fixing the flange, at one end only. Press out the shaft from the flange and replace the sleeve assembly. Then refit the flange lining up both the locating hole in the end of the shaft and the fixing pin hole. Refit both pins in their original holes.

Therefore, before ordering major components, or authorising a local repairer to do so, consult Lloyds and Company and see if the old parts can be recovered.

REMOVING CUTTING CYLINDER

Rest the central cross-shaft of the mower unit on a block or box that keeps the wheels about half-an-inch off the ground.

Slacken off the horizontal adjusting screws in the bottom bar.

Remove the bottom bar pivot bolt and the frame shaft bolt on the same side of the machine (either side may be chosen).

Remove the two screws to the left and right of the central cross-shaft, from the sideplate flange, on the same side of the machine as the other bolts that have been removed. Four screws hold this sideplate flange to the sideplate; do not slacken the other two screws yet.

Replace the two screws removed from the flange by the special bolts provided in the tool kit. Then remove the remaining two screws from the sideplate flange.

The entire wheel, gear housing, gears and sideplate can now be pulled outwards sufficiently to permit the cutting cylinder to be lifted out.

By simply removing the other bottom bar pivot bolt, the bottom bar and knife may also be removed if desired.

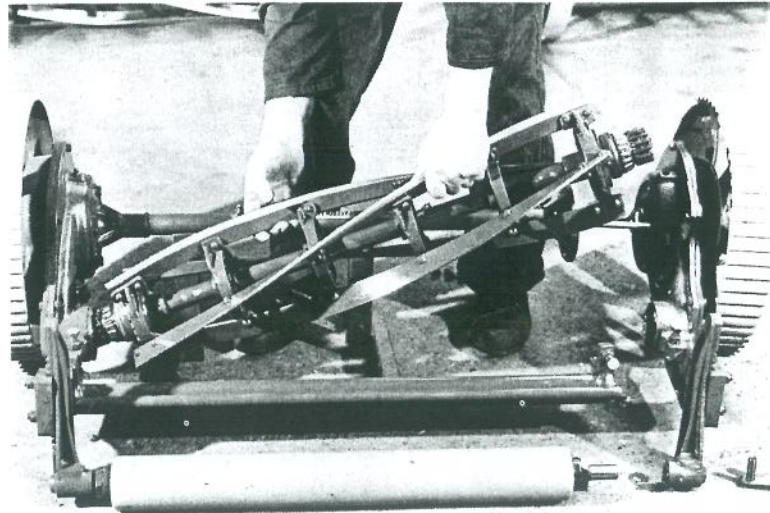
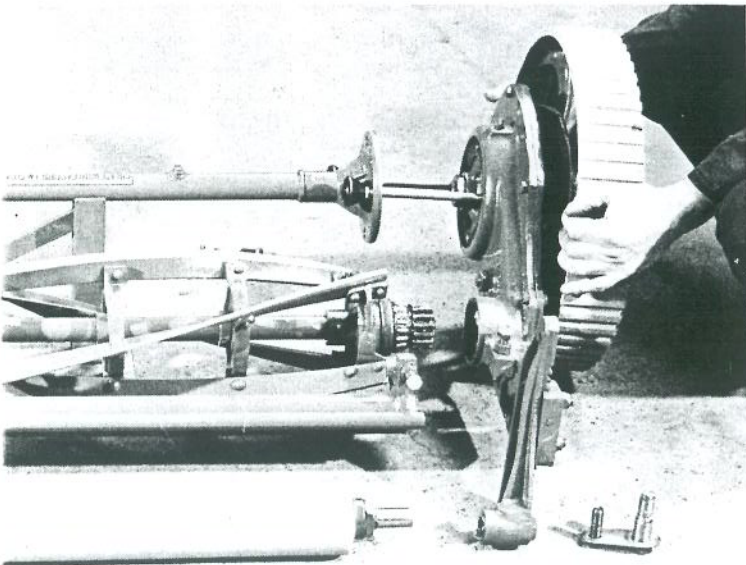
REPLACING CUTTING CYLINDER

When replacing the original cutting cylinder, check for end float as described in section 3.

If fitting a cylinder other than the original, it will be necessary to set the bearing adjusting ring back about 10-15 serrations, with the cylinder in the unit, and then knock the bearing sleeve back on the shaft until it meets the adjusting ring or end float can be felt. This can be done by pulling the cylinder into the sideplate at the adjusting end and smartly tapping the sideplate with a copper hammer on its opposite side until end float can be felt. Bearing play can then be taken up as described in section 3.

NB. All cylinders received from Lloyds, ie: repaired, new or service exchange, will already have had the adjusting ring and bearing sleeve taken back, ready for final adjustment when in the unit frame.

Make sure that all screws are correctly tightened and re-adjust the cutting mechanism to cut cleanly.



**LIST OF SPARE PARTS
FOR THE
LEDA
GANG MOWER**

LEDA GANG MOWER SPARE PARTS LIST

No.	Part No.	Description	No. off	Notes
1	EU600-73	Driving Wheel	2	
2	EU631	Bolt and nut for Gear Cover EU604	12	5/16" UNC x 1" Long H.T. Hex Hd
3	EU604X	Gear Cover with EU630 Rubber Oil Seal	1	
4	EU630	Rubber Oil Seal for Gear Cover	2	
5	EU604	Gear Cover	2	
6	EU620	Nut for Stub Axle EU615	4	5/8" UNC thread
7	EU614	Screw for Pawl Stop	4	3/16" whit x 3/8" long countersunk head
8	EU622X	Pawl Assembly Complete	2	
9	EU618	Outer Washer for Master Gear	2	3" o/d x 5/8" x 3/16" thick
10	EU605AX	Left Hand Pawlholder Complete with EU616 Needle Roller Bearings (2)	1	These bearings need special tools for fitting
—	EU606AX	Right Hand Pawlholder Complete as above	1	
11	EU616	Needle Roller Bearing for EU615	4	This is Torrington bearing No. B.2420
12	EU605A	Left Hand Pawlholder	1	
—	EU606A	Right Hand Pawlholder	1	
13	EU607AX	Left Hand Master Gear fitted with EU6078R Toothed Ring	1	
—	EU608AX	Right Hand Master Gear fitted with part as above	1	
14	EU700	Rivet for EU6078R	12	1" x 1/4" Rd. Hd
15	EU607A	Left Hand Master Gear	1	
—	EU608A	Right Hand Master Gear	1	
16	EU6078R	Gear Ring for Master Gear	2	66 Teeth
17	EU617	Inner Washer for Master Gear	2	3" o/d x 1 3/4" bore x 3/16" thick
18	EU601X	Left Hand Sideplate EU601 complete with EU615 Stub Axle EU619 Nut for EU615 EU620 Nut for EU615 (2) EU627 Stud for Intermediate Gear EU620 Nut for EU627 EU695 Grease Nipple EU671 Adjusting Screw for Bottom Bar EU672 Locknut for EU671	1	EU601 is fitted with: EU633 Pad for Adjusting Screw EU681FS Roller Bracket Pin EU661 Bearing Cup EU621 Grease Tube EU666B Bush for bottom bar bolt EU673B Bush for frame stay bolt
19	EU615	Stub Axle for Master Gear	2	
20	EU695	Grease Nipple	2	1/8" BSP Thread These nipples are also used on the 'Leda' towing frames
21	GS4	Hexagon nut for EU631	12	5/16" UNC thread
22	EU619	Nut for Stub Axle EU615	2	3 1/32" dia x 20 TP1 thread
23	EU639X(T)	Main Shaft Assembly complete, comprising EU603 Flange (2) (not available separately) EU603P Pin (2) EU638-82 Pin (2) EU639 Main Shaft (not available separately) EU640X	1	When ordering state whether 30" or 36" is required (T) Type are for use on hydraulic trailers.
24	EU638-82	Pin for keying EU603 to EU639	2	
25	EU603P	Pin for Flange	2	
26	EU640X	Sleeve for Main Shaft	1	When ordering state whether 30" or 36" is required See maintenance section for fitting instructions
27	EU695	Grease Nipple	2	1/8" BSP thread These nipples are also used on the 'Leda' towing frames

No.	Part No.	Description	No. off	Notes
28	EU641X	5-Bladed Cutting Cylinder comprising: EU642 Cylinder Shaft EU646 Left Hand Cylinder End EU647 Right Hand Cylinder End EU648 Cylinder Ring (4) EU652 Cylinder Blade (5) EU653 Rivets, Ends to Shaft (2) EU653P Tension Pin, Rings to Shaft (4) EU654 Rivets, Blades to Ends & Rings (40) EU610 15 tooth Pinion (2) EU655 Serrated Adjusting Ring for Bearing EU656 1/4" UNC x 1" Long Set Screw for EU655 EU657 Left Hand Bearing Sleeve EU658 Right Hand Bearing Sleeve AR481 Woodruff Key for Bearing Sleeves (2) EU659 Felt Ring for Sleeve (2) EU660 Taper Roller Bearing (2) EU662 Woodruff Key for Pinion (2)	1	For 4-Bladed cylinders: EU646/7 and 8 are replaced by EU643/4 and 5, for 6- bladed cylinders by EU649/50 and 51 and for 9-bladed cylinders by EU702/3 and 4 4, 6 or 9 cylinder blades will be required accordingly and sufficient rivets ie. 4 – Blade 32-30", 36-36" 5 – Blade 40-30" 45-36" 6 – Blade 48-30", 54-36" NB 9-Bladed cylinders are available only with blades bolted in position When ordering state whether 30" or 36" is required
29	EU643	Left Hand Cylinder End – 4 Blade	1	All cylinder ends require machining after fitting to the cylinder. Dimensional details can be obtained from Lloyds if required
30	EU645	Cylinder Ring — 4 Blade	4 5	30" 36"
31	EU644	Right Hand Cylinder End — 4 Blade	1	
32	EU646	Left Hand Cylinder End — 5 Blade	1	See EU643 above
33	EU648	Cylinder Ring — 5 Blade	4 5	30" 36"
34	EU647	Right Hand Cylinder End — 5 Blade	1	
35	EU649	Left Hand Cylinder End — 6 Blade	1	See EU643 above
36	EU651	Cylinder Ring — 6 Blade	4 5	30" 36"
37	EU650	Right Hand Cylinder End — 6 Blade	1	
–	EU702	Left Hand Cylinder End – 9 Blade	1	See EU643 Above
–	EU703	Right Hand Cylinder End – 9 Blade	1	9-Bladed Cylinders are available in bolted form only
–	EU704	Cylinder Ring – 9 Blade	4 5	30" 36"
–	EU654B	Bolt and Nut for blades to ends and rings on bolted cylinders	72	5/16" UNF x 7/8" Long H.T. Hex. Hd
–	EU653	Rivet, Ends to Shaft	2	2" x 1/4" Rd. Hd
–	EU653P	Tension Pin for Rings to Shaft	4 5	30" 36"
38	EU652	Spiral Cylinder Blade	4, 5, 6 or 9	When ordering state whether 30" or 36" is required Specify if required for 9-bladed cylinders
–	EU654	Rivet Blades to Ends & Rings	32, 40 or 48	1" x 5/16" Rd. Hd. An extra 4, 5, or 6 rivets will be needed should 36" cylinder be employed
39	GS26	1/4" Spring Washer		
40	EU656	Set Screw for EU655 Adjuster Ring	1	1/4" UNC x 1" Long stainless steel hex. Hd
41	EU620	Nut for Intermediate Gear Stud EU627	2	5/8" UNC thread
42	EU661	Cup for Cylinder Bearing. Fitted in sideplate	2	This is Timken Bearing Cup No 14276
43	EU662	Woodruff key for EU610 Pinion	2	
44	EU610	Pinion for Cutting Cylinder	2	15 teeth

No.	Part No.	Description	No. off	Notes
45	EU657X	Left Hand Bearing Sleeve and Cone Assembly	1	
—	EU658X	Right Hand Bearing Sleeve and Cone Assembly	1	
46	EU660	Taper Roller Bearing for Cylinder	2	This is Timken Bearing Cone No 14125A
47	EU657	Left Hand Sleeve for Bearing	1	
—	EU658	Right Hand Sleeve for Bearing	1	
48	EU659	Felt Ring for Bearing Sleeve	2	
49	EU655	Serrated Adjuster Ring for Cylinder Bearing	1	
50	AR481	Woodruff Key for Bearing Sleeves	2	
51	EU632	Set Screw for EU603 Flange	8	$\frac{7}{16}$ " UNC x 1" Long. H.T. Hex head
52	EU602X	Right Hand Sideplate with fittings as EU601X	1	EU602 has fittings as for EU601
53	EU673X	Frame Stay EU674 fitted with: EU675X Lifting Bracket Assembly EU678 Locating Rivets (2)	1	When ordering state whether 30" or 36" is required
54	EU675X	Lifting Bracket Assembly	1	
55	EU678	Locating Rivet for EU675X	2	$1" \times \frac{3}{16}"$ Round Head
56	EU674	Frame Stay (No fittings)	1	When ordering state whether 30" or 36" is required
—	EU674T	Frame Stay – not Drilled		For use on units fitted to Leda 5-mower trailer
57	EU664X	Bottom Bar and Knife Assembly comprising EU665X Bottom Bar EU669 Bottom Knife EU670 Bottom Knife Screws (11 for 30") (13 for 36")	1	When ordering state whether 30" or 36" is required
58	EU668	Rivet for EU667	4	$\frac{1}{2}" \times \frac{1}{8}"$ Flat Head
59	EU667	Wearing Plate for Bottom Bar	2	
60	EU665X	Bottom Bar only fitted with: EU667 Wearing Plate (2) EU668 Rivet for EU667 (4) EU671 Adjusting Screw (2) EU672 Locknut for EU671 (2)	1	When ordering state whether 30" or 36" is required
61	EU672	Locknut for EU671	4	$\frac{7}{16}"$ UNC thread
62	EU671	Adjusting Screw for Bottom bar	4	$\frac{7}{16}"$ UNC x $2\frac{1}{4}"$ Long H.T. Hex. Hd. special
63	EU669	Bottom Knife	1	When ordering state whether 30" or 36" is required For professional repairers knives can be supplied ground front edge only if so ordered
64	EU670	Screw for Bottom Knife	11-30" 13-36"	
65	EU673B	Bush for Frame Stay Bolt	2	
66	EU666B	Bush for Bottom Bar Bolt	2	
67	EU633	Pad for Adjusting Screw	2	
68	EU681FS	Silver Steel Pin for Roller Bracket location	2	
69	EU701	Hardened Washer for Frame Stay	2	
70	M93A	Washer for Bottom Bar Bolt	2	
71	EU666LW	Lock Washer for EU666 and EU674	2	Use EU666GW on Giant, see list at end
72	GS49	$\frac{7}{16}"$ Flat Washer	4	
73	EU694N	Locknut with Nylon insert for EU694	4	$\frac{7}{16}"$ UNC thread
74	EU666-83	Bolt for Bottom Bar	2	
75	ET267	Set Screw for EU674 Frame Stay	2	$\frac{1}{2}"$ UNC x $1\frac{3}{4}"$ long H.T. Hex. Hd

No.	Part No.	Description	No. off	Notes
76	EU627	Stud for Intermediate Gear EU609	2	
77	EU609X	Intermediate Gear with EU629 Needle Roller	2	These bearings need special tools for fitting
78	EU629	Needle Roller Bearing for stud EU627	4	This is a Torrington Bearing No. BH 1812
79	EU609	Intermediate Gear	2	19/32 teeth
80	EU694	Bolt for Roller Bracket	4	7/16" UNC x 1 3/4" Long H.T. square head
81	EU730X-83	Ball Bearing Roller Assembly Comprising: EU731X Roller Tube and Ends Assembly EU732 Spindle EU733-83 Single Shield Ball Bearing (2) EU734 Oil Seal (2) EU735-83 Bearing End Cap (2) EU619 Nut for End Cap (2)	1	When ordering state whether 30" is 36" is required
82	EU619	Nut for Rear Roller EU730X	2	3 1/32 dia x 20TP1 thread
83	342-25-003	Grease Nipple	2	1/4" BSF thread
84	EU735-83	Bearing End Cap	2	
85	EU734	Oil Seal	2	
86	EU733-83	Single Shield Ball Bearing for Roller	2	This is ball bearing No. 6205-2Z
87	EU732	Roller Spindle	1	When ordering State whether 30" or 36" is required
88	EU731X	Roller Tube and ends Assembly	1	When ordering state whether 30" or 36" is required
89	EU611SNX	Left Hand Roller Bracket Complete with: EU736 Nylatron Bush with square hole EU738 Washer	1	This is for use with EU730X-83 Rear Roller
—	EU722NX	Left Hand Roller Bracket for Scraper complete with: EU736 Nylatron Bush with square hole EU738 Washer EU728 Screw	1	This is for use with EU730X-83 Rear Roller
90	EU611S	Left Hand Roller Bracket	1	This is the fine serrated type of roller bracket and has 16 serrations
—	EU722	Left Hand Roller Bracket for Scraper	1	This is the fine serrated type roller bracket with a special lug broached with a square hole for use with a scraper
91	EU738	Washer for Roller Bracket	1	
92	EU736	Nylatron Bush for Left Hand roller Bracket	1	This has a square hole
93	EU611SPX	Left Hand Roller Bracket Complete with: EU699 Washer EU790SH Nylatron Bush EU695 Grease Nipple	1	This is for use with EU785X rear roller
—	EU722PX	Left Hand Roller Bracket for Scraper Complete with EU728 Screw EU699 Washer EU790SH Nylatron Bush EU695 Grease Nipple	1	This for use with EU785X rear roller
94	EU695	Grease Nipple	1	1/8" BSP Thread These nipples are also used on the 'Leda' towing frames
95	EU611S	Left Hand Roller Bracket		This is the fine serrated type of roller bracket and has 16 serrations
96	EU699	Washer for roller Bracket	2	

No.	Part No.	Description	No. off	Notes
97	EU790SH	Shouldered Nylatron Bush for Roller brackets used with pin type roller	2	
98	EU785X	Pin type Roller Assembly comprising: EU786X Roller Tube and Ends Assembly EU788 Pin (2) EU789 Washer (2)	1	When ordering state whether 30" or 36" is required
99	EU788	End Pin for Pin Type Roller	2	
100	EU789	Tag Washer for Locking EU788	2	
101	EU786X	Roller Tube and Ends Assembly	1	When ordering state whether 30" or 36" is required
102	EU612SPX	Right Hand Roller Bracket complete with: EU699 Washer EU790SH Nylatron Bush EU695 Grease Nipple	1	This is for use with EU785X rear roller
—	EU723PX	Right Hand Roller Bracket for Scraper complete with: EU728 Screw EU699 Washer EU790SH Nylatron Bush EU695 Grease Nipple		This is for use with EU785X rear roller
103	EU612S	Right Hand Roller Bracket	1	This is the fine serrated type of roller bracket and has 16 serrations
—	EU723	Right Hand Roller Bracket for Scraper	1	This is the fine serrated type of roller bracket with a special lug broached with a square hole for use with a scraper
104	EU612SNX	Right Hand Roller Bracket complete with: EU737 Nylatron Bush with round hole EU738 Washer	1	This is for use with EU730X-83 rear roller
—	EU723NX	Right Hand Roller Bracket for Scraper complete with: EU737 Nylatron bush with round hole EU738 Washer EU728 Screw	1	This is for use with EU730X-83 rear roller
105	EU737	Nylatron Bush for Right Hand Roller Bracket	1	This has a round hole
106	EU612S	Right Hand Roller Bracket	1	This is the fine serrated type of roller bracket and has 16 serrations
107	EU696X	Pneumatic tyred wheel complete with: Tyre and Tube and EU698 Hub Cap with 4-EU698PR Pop rivets	2	The tyre and tube are not designated by a part number and should be ordered by direct reference
—	EU697	As above less tyre and tube	2	
—	EU698	Hub Cap for EU697	2	
—	EU698PR	Steel Pop Rivet for Hub Cup	8	4.8mm x 17.5mm c'sunk head
108	EU637LW	Tag Washer for Wheel bolt	4	
109	EU637	Set Screw for Wheel	8	7/16" UNC x 1 1/4" long H.T. Hex. Whitworth Head
—	EU634	Left Hand Choke Plate	1	These are supplied as optional extras for cutting extra long grass
—	EU635	Right Hand Choke Plate	1	
—	EU636	Bolt and Nut for Choke Plates	4	7/16" UNC 1 1/2" long H.T. Hex. Hd
—	EU724X	Scraper Assembly comprising: EU725 Scraper Plate EU726 Scraper Shaft EU727 Screw (5) EU727W Washer (5)	1	This assembly is an optional extra on 'Leda' units. When ordering state whether 30" or 36" is required

Part No.	Description	No. off	Notes
EU725	Scraper Plate	1	
EU726	Scraper Shaft	1	
EU727	Screw for fixing plate to shaft	5	1/4" UNC x 3/4" long. H.T. Hex. Hd
EU727W	1/4" Flat Washer for EU727 Screw	5	
EU728	Set for fixing Scraper in Roller Bracket	2	5/16" UNC x 5/8" long H.T. Hex. Hd

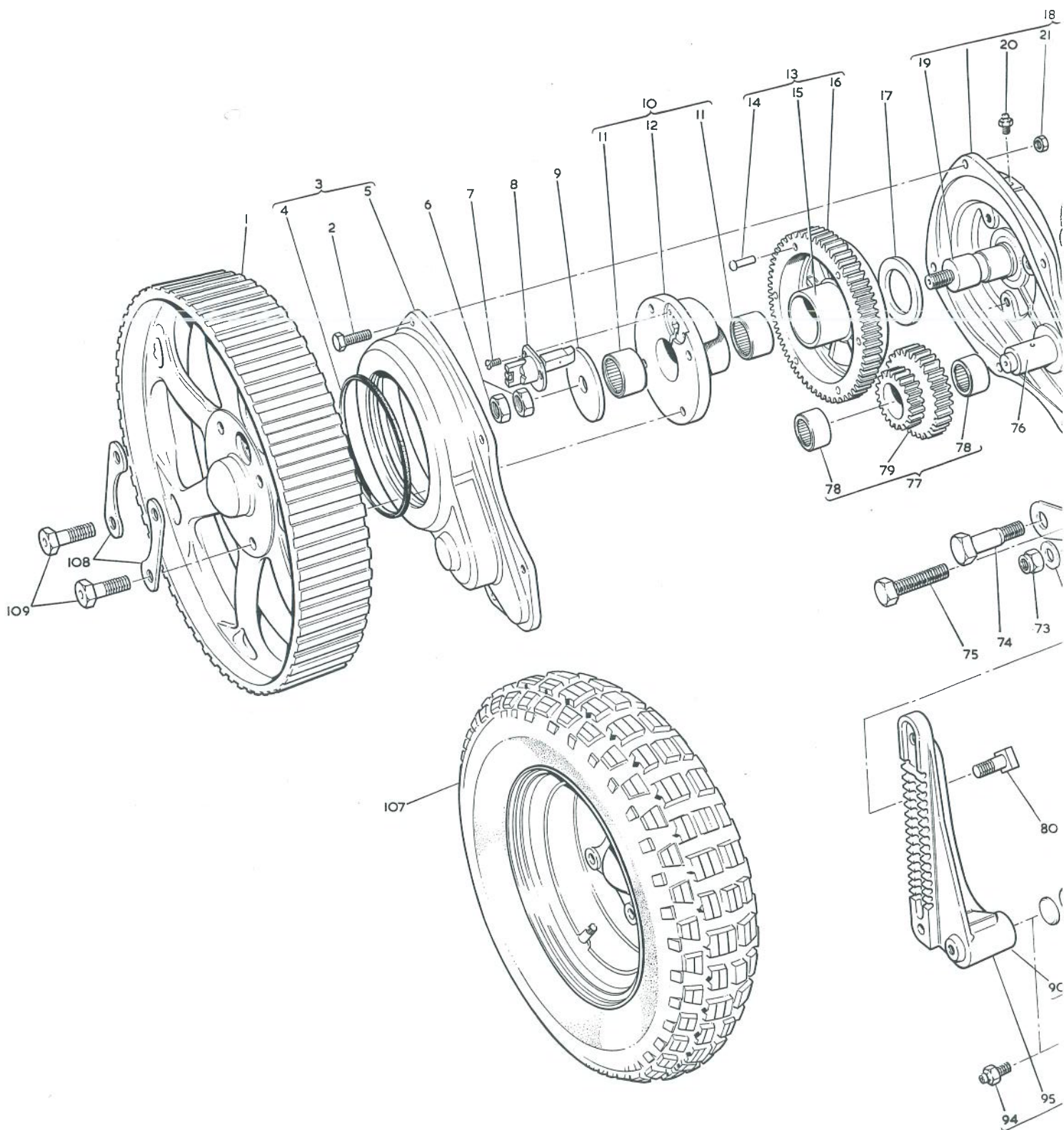
GIANT 'LEDA'

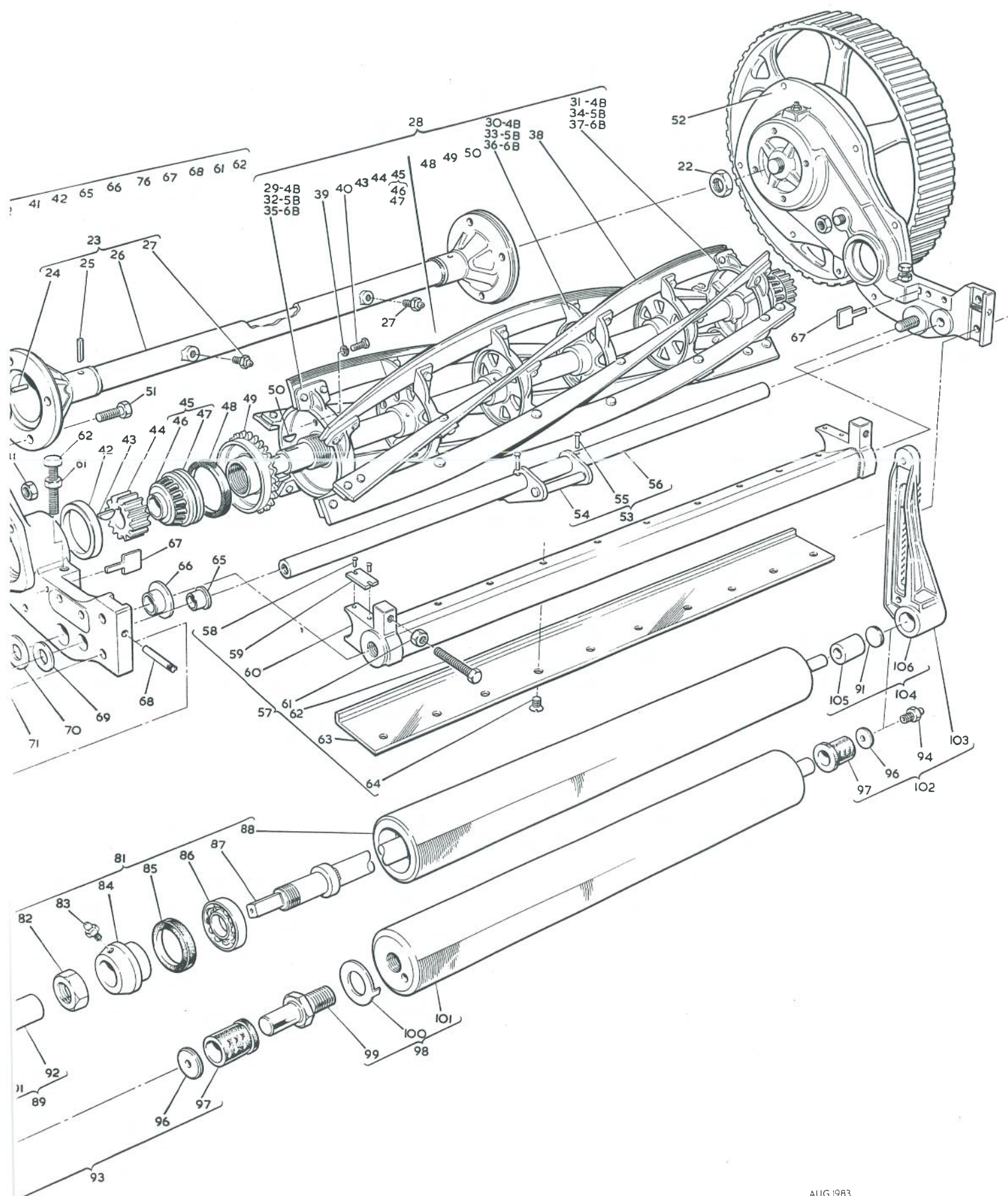
The Giant version of the 'Leda' Gang has 20" diameter wheels and a 10" diameter cutting cylinder.

All the components are the same as the standard 'Leda' except for the following:

EU666GW	Lock Washer for EU666 and EU674	2	
EU719	Spud for Wheel	12	per wheel
EU719W	Taper Washer for EU719	12	per wheel
GS5	Hex. Nut for EU719	12	per wheel
GS28	3/8", Spring Washer for Nut	12	per wheel
EU739D	Castor Spindle for Racecourse Unit	1	When ordering state whether 30" or 36" is required
EU739-600	6" Castor for Racecourse Unit	2	
EU739PB	Bush for Castor	4	
EU740	Collar for Castor	4	
EU695	Grease Nipple for Castor	2	1/8" BSP thread
EU745	Left Hand Choke Plate	1	Unlike the standard 'Leda' these are fitted as standard to the giant
EU746	Right Hand Choke Plate	1	
EU748	20" dia. Wheel Less Tyre and Tube	2	
EU748-24	24" dia. Wheel for Racecourse Unit less Tyre and Tube	2	
EU749X	20" dia. Pneumatic-Tyred Wheel complete: with: Tyre, Tube and EU698 Hub Cap	2	The tyre and tube are not designated by a part number and should be ordered by direct reference
EU749X-24	24" dia. Pneumatic Wheel for Racecourse Unit with Tyre, Tube and EU698 Hub Cap	2	The tyre and tube are not designated by a part number and should be ordered by direct reference
EU750X	20" dia. Driving Wheel with Wheel Spuds	2	
EU751X	Left Hand Sideplate Complete with parts as EU601X	1	EU751 is fitted with parts as for EU601
EU752X	Right Hand Sideplate Complete with parts as for EU602X	1	EU752 is fitted with parts as for EU602
EU753	Left Hand Cylinder End. 5 Blade	1	All cylinder ends require machining after fitting to the cylinder. Dimensional details can be obtained from Lloyds if required
EU754	Right Hand Cylinder End – 5 Blade	1	
EU755	Cylinder Ring – 5 Blade	4-30" 5-36"	

Part No.	Description	No. off	Notes
EU756X72	5 Bladed 10" diameter Cutting Cylinder comprising: EU642 Cylinder Shaft EU753 Left Hand Cylinder End EU754 Right Hand Cylinder End EU755 Cylinder Ring (4) EU757 Cylinder Blade (5) EU653 Rivet, Ends to Shaft (2) EU653P Tension Pin for Rings (4) EU654 Rivet, Blades to Ends and Rings (30) Plus remaining parts as for EU641X from EU610 onwards	1	When ordering state whether 30" or 36" is required
EU757	Spiral Cylinder Blade	5	When ordering state whether 30" or 36" is required





AUG 1983