



GR7000 GOLF ROLLER MANUAL



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Seperate Engine Owners Manual Included



IMPORTANT

PLEASE READ AND UNDERSTAND BEFORE OPERATING MACHINE

1. Pre-check all nuts, bolts, grub screws for tightness prior to operating machine.
2. Understand the operating procedures and the controls before operating.
3. Use the machine to roll 18-36 greens then check that all nuts, bolts etc. are tight.
4. Loose transmission and drive roller sprockets will cause damage to shafts & keyways. Ensure they are correctly tightened at all times.
5. For the initial transmission oil change, use the Roller to roll 18-36 Golf Greens, then change the oil when it is hot as per servicing schedule on page 13.
6. As a guide to correct transmission oil use Mobil I 5W-50W Synthetic oil or Penrite Synthetic 5, 5W-60 Oil or suitably equivalent oils from these manufacturers BP, Caltex, Castrol, Chevron, Esso, Exxon, Texaco.



MACHINE INFORMATION RECORD

Congratulations on your investment in the **GR7000** Golf Greens Roller and your move to smoother, faster, more consistent putting Greens. The following operation and maintenance manual has been prepared for use with the GR7000 Golf Greens Roller. It is intended as a guide and supplemental updates to the manual may take place at a future date.

This machine is engineered to be simple to operate and easy to maintain. If you have any questions or concerns that this manual does not address, please feel free to contact your distributor at:

NAME: _____

ADDRESS: _____

TELEPHONE: _____

FACSIMILE: _____

MACHINE INFORMATION

GR7000 Golf Greens Roller

Serial No. _____

Engine No. _____

Transmission No. _____

Purchase Date No. _____



SAFETY INFORMATION

Safety is of the utmost importance when operating turf equipment. To ensure safe operation of the GR7000 Roller, please follow the following safety guidelines.

- * Always make a pre-operation inspection before you start the engine. If this procedure is not carried out damage to property or personnel may occur.
- * Keep children, pets and inexperienced personnel away from the machine. This machine should only be operated by trained and skilled personnel - check with your supervisor if you are unsure.
- * Know how to stop the engine when in motion. Read and understand engine manufacturers manual, as supplied.
- * Never permit inexperienced operators to use the machine. This machine requires certain knowledge and expertise to operate it; you must be a trained person to use this machine. Unskilled persons can harm themselves and others if they operate this machine.
- * Do not use in enclosed areas unless well ventilated. Carbon monoxide gases are dangerous if inhaled, it can cause death; use the machine outdoors.
- * When transporting the roller, make sure the trailer lock down mechanism is secure to prevent premature release. If the trailer lock is not correctly engaged while towing and releases accidentally, the front of the roller can drop and dig into the ground, causing the machine to move dangerously in any direction causing bodily injury. When carrying out maintenance ensure the latch is engaged correctly; if it is not the trailer arm could fly up making contact with a person(s) causing serious injury.
- * When engine is running, always keep hands and loose clothing away from rotating chains and sprockets in the transmission area. If hair, clothing or loose objects become entangled on a rotating shaft serious bodily injury could occur. Stop engine before opening safety cover fitted to the transmission area.

**OPERATOR, REMEMBER IT IS YOUR RESPONSIBILITY TO BE AWARE OF YOUR SURROUNDINGS.
TO AVOID ACCIDENTS, THINK SAFE AND OPERATE SAFE.**



WARRANTY

Universal Conditions: Tru-Turf Equipment will either repair or replace any item or part of a Tru-Turf Equipment turf maintenance product that is defective in workmanship or material for a period of twelve (12) months from the date of delivery of the new product to the original end user. These items will be repaired or replaced free of charge and freight free.

Products Protected By This Warranty: This Warranty relates to the following products manufactured by Tru-Turf Equipment and parts used to make these products:- GR39 Golf Greens Roller; GR48 Golf Greens Roller; GR7000 Golf Greens Roller; GR11000 Golf Greens Roller; RS48 Roll 'n' Spike Golf Greens Roller; RS48-11 Roll 'n' Spike Golf Greens Roller; RS48-11B Roll "n" Spike Golf Greens Roller; Triplex Roll 'n' Spike Mower Attachment Heads and Brackets; MT2000-S Single Tote for Walk Behind Mowers; MT2000-D Dual Tote for Walk Behind Mowers; Sports Ground Roll 'n' Spike Turf Roller.

Parts Warranted By Suppliers To Tru-Turf: Specific component parts supplied to Tru-Turf Equipment are covered by that supplier's Warranty. These parts include Eaton Transmission, Honda Engines and Kohler Engines.

Normal Wear and Tear: Tru-Turf Equipment will not repair or replace parts subject to normal maintenance routines as specified in the products Operator's Manual nor to parts subject to wear and tear during the correct operation of the product. These parts include, but are not limited to, oils, filters, tires, shafts, bearings, blades, spikers, slicers, brakes, belts, hoses and spark plugs.

Other Items Not Covered By This Warranty: Tru-Turf Equipment will not repair or replace free-of-charge any item that has been damaged by accident, lack of reasonable care and protection or lack of suitable storage. We will not cover parts that have been altered or modified by anyone other than Tru-Turf Equipment nor will we cover used parts that are installed in place of failed parts. We will not cover parts that have not been installed correctly by the end user or its agents nor will we cover parts that have not been maintained as per the Operator's Manual. Service calls and overtime labour rates will not be covered. We will not cover freight costs related to the return of the faulty product to Tru-Turf Equipment or its agents. Tru-Turf Equipment will not be liable for any consequential loss or damage or costs caused by or incidental to the failure of any new part supplied with the original purchase or any new part supplied as a replacement for any failed part.

Lodging Warranty Claims: The final purchaser of the new Tru-Turf Equipment product must lodge a Warranty Claim with Tru-Turf Equipment or its agents. The final purchaser must provide written evidence detailing the product's delivery date to that purchaser and the reasons why the purchaser believes that the product or its part is defective in the categories of faulty material or workmanship. The purchaser is to deliver the faulty product or part to Tru-Turf Equipment or its agents at the purchaser's expense. Acceptance or rejection of the Warranty Claim is entirely at the discretion of Tru-Turf Equipment or their Suppliers who warrant their own part/s.

No person or organization has the authority to modify the terms or conditions or limitations of this Warranty without the written consent of Tru-Turf Equipment



ASSEMBLY

When you receive the crate, the machine will be broken down into components ready for assembly. If you run into any problems during assembly, please feel free to call your local distributor or agent.

List of Components

QTY	Description	QTY	Description
1	Operation, Maintenance & Parts Manual	2	Tires mounted on Wheel Rim
1	Machine Frame/Body	1	1" x 1 3/4" Flat Washers
1	Drivers Seat	2	25mm External Circlips
1	Seat Pin	1	Left-side Trailer Arm
2	12mm External Circlip	1	Right-side Trailer Arm
1	Steering Joystick	2	25mm External Circlips
4	Woodruff Key	1	Drawbar Coupling Assembly
1	Dampener Strut	2	2" x 3/8" UNF Hex Hd Bolts
		2	3/8" UNF Nyloc Nuts



MOUNTING THE SEAT TO THE SEAT FRAME

- * Remove the circlip and 12mm diameter pin from the seat frame.
- * Place the seat down with the seat back oriented toward the rear of the machine (the front of the machine is the side where the pedals are located).
- * Replace 12mm diameter seat locating pin through seat frame guides and through the seat through the seat guide, replace external clip on the end of 12mm diameter rod to prevent the seat pin sliding out.

MOUNTING THE STEERING ARM TO THE MACHINE

- * Select the steering joystick.
- * Place the keyed end of the steering joystick into the hole on top of the steering support cylinder (the cylinder is located directly behind the foot pedals and is approximately 12" high. There is a sealed bearing laying flat in the top and bottom of the cylinder). Slide the steering joystick into the hole until it rests against the shoulder. If the steering joystick stops before reaching the shoulder, use emery cloth to polish the shaft. You may also use a light oil on the bearing and shaft to allow the shaft to slide in freely. Lift up the smoothing roller side of the machine so that you can get to the underside of the Machine. On the opposite side of the machine from the smoothing rollers, there is a trailer pivot pin (25mm in diameter) welded on the top of the body which will prevent the machine from rolling on its side.

VERY IMPORTANT: Brace the machine so that it will not fall over. Secure the machine with a rope or blocks to prevent the machine from falling.

- * Locate the joystick shaft on the underside of the machine (Again, this is toward the front of the machine).
- * Locate the Woodruff Key. The Woodruff Key is a 3/4" x 3/16" thick piece of steel in the shape of a half circle.
- * Place the round-side of the Woodruff Key into the rectangular key slot on the Joystick shaft. Hammer or squeeze with pliers into place. When complete, the flat side of the Woodruff Key should be parallel to the steering rod.
- * Place the steering linkage assembly onto the steering shaft. The "shiny" arm or rod end should be



on the ground-side or lower side of the steering arm assembly.

- * Line up the “square groove” on the steering arm assembly with the Woodruff Key with your hand, slide the assembly onto the joystick toward the bearing as far as it will go and tighten the 5/16 Grub screw up against the Joystick shaft. Make sure that the steering linkage remains aligned with the Woodruff Key and the Woodruff Key remains parallel to the rod when sliding the steering linkage on the rod.

IMPORTANT: Do not reduce the thickness of the Woodruff Key. It is designed to be a no tolerance fit.

ATTACHING THE RH TRAILER ARM TO MACHINE BODY

- * Locate the trailer arm support axle (1" in diameter) which extends out on the side of the machine, remove the circlip from the axle. Slide right side trailer arm, onto the axle, replace the circlip, ensuring it is located in the groove correctly. Grease both trailer arm support axles.

ATTACHING DAMPENER STRUT & LH TRAILER ARM

- * Locate the trailer arm support axle (1" in diameter) which extends out on the side of the machine, remove the circlip from the axle. Hold the trailer arm in the vertical position and slide it part way onto the axle, ensuring the trailer arm will rotate past the trailer arm stop. Locate dampener strut., remove packing from the unattached end.
- * Apply Threadlocker “Loctite” to the M10 bolt attached to the dampener strut. Screw M10 bolt into the strut support on the trailer arm. Rotate the trailer arm forward until it clears the trailer arm stop, use a soft headed hammer and tap the trailer arm on the axle until the circlip groove is revealed, replace the circlip, ensuring it is located in the groove correctly.

ATTACHING DRAWBAR TO TRAILER ARMS

- * Locate the drawbar assembly
- * Gather the ends of the right and left trailer arms.
- * Place the drawbar assembly between the trailer arms and align the holes.



- * Place one 2-1/4" x 3/8" bolt through each hole, fit 3/8" Nyloc nut to each bolt & tighten securely
- * Test to ensure the trailer latch is correctly locking the trailer arms in the down position. This is important when trailing the machine.

ATTACHING WHEELS TO TRAILER ARMS

- * Locate the two wheels for the left and right side trailer arms
- * Check tires for the correct air pressure, approximately 18psi. Do not exceed this pressure.
- * Remove circlips & washers from both axles, slide wheels onto axles with air valves facing outwards. Fit the 25mm flat washer & circlip on the end of the axle, ensure the circlip is fitted correctly in the axle groove.



OPERATION AND MAINTENANCE

CORRECT DAMPENER STRUT OPERATION

- * When the roller is in the raised position & the trailer locking catch is released if the dampener strut is operating correctly it should allow the roller to lower to the ground gently, when the roller is resting on the ground push the trailer backwards gently, **(do not use excessive force)** until the trailer arm rests against the stop. The dampener strut will hold the wheels off the ground whilst rolling.
- * Drawbar assembly should raise slowly. This prevents the operator from being injured.

REPLACE ENGINE OIL

- * A tag is placed on the engine's On/Off switch indicating you must fill the machine with oil prior to operation. The fluid placed in the machine is designed to keep the inside of the engine from rusting until it is replaced with engine oil.
- * Replace engine oil as per manufacturers specifications.

LUBRICATE SMOOTHING HEAD PIVOT BEARING

- * There is a grease fitting covered with a plastic cap located on the smoothing head centre ball joint swivels. Apply grease to lubricate fitting.



PRE-OPERATION

PRE-OPERATION CHECKS

- * Check engine as per Honda / Kohler manual.
- * Ensure steering joystick has no looseness.
- * Ensure that the trailer bar locking catch mechanism is securely locked to the main frame bolt when in the towing position.
- * Check and tighten grub screws fitted to joystick steering arm.
- * Grease smoothing roller head centre ball-joint swivel lightly. Replace cap.
- * Oil rod ends sparingly.
- * Check all bearing races for correct function.
- * Check that split pins and washers are in place.
- * Check for oil leaks - rectify before using machine.

STANDARD OPERATION PROCEDURES

- * Check the position of the transmission neutral lever, (attached to the transmission bracket). Ensure lever is in the upright position. If this lever is in the forward position, the transmission is in neutral & the roller will not operate.
- * Inspect and check that the roller is serviceable prior to departing from workshop.
- * Use a suitable towing vehicle to move roller from green to green.
- * Do not speed when towing roller or travel across rough terrain at excessive speeds. If you do, damage may occur to the trailer or rubber coated drive roller. Maximum recommended speed would be equal to a motorized golf buggy. Approximately 4mph / 7kph.
- * When approaching the green do not tow roller onto the green to set up; put the roller on the fringe of the green. Put trailer in the up position, start up the roller and drive it onto the green.
- * Carefully select the direction you roll the greens, roll with the undulations not across them; take



care to ensure there are no crease lines produced on the surface.

- * It is recommended that you place the smoothing head rollers on the high side of the green when rolling. This applies more weight on the rubber drive roller and helps give more traction thus less slipping or spinning of the drive roller will occur on or off the green.
- * Whilst becoming familiar with the roller, set the throttle at about 1/2 speed. Press the left or right foot pedal down gently the further the pedal is depressed the faster the roller will travel. Be smooth with your action. Hold in this position until a short distance from the edge of the green, then take your foot off the pedal gently until the roller comes to rest. Place your other foot on the opposite pedal and gently apply pressure on the pedal. The roller will move in the opposite direction. Using the left and right pedal in this manner, will ensure there is no damage to the green, less wear and tear on the equipment and operator.

Remember high speed less torque, lowering the speed increases the power output.

- * The correct procedure for rolling the green is:
 - (a) Select the correct direction to roll the green.
 - (b) Start on one side of the green and work your way across the green in a zigzag fashion, slightly overlapping each lap you roll: this makes sure you miss no part of the green and all of the green is rolled. Avoid coming back across the green to roll missed areas if possible. You should be able to complete the rolling of 18 greens in the same time or quicker than mowing using a triplex mower.
- * When the rolling of the green is completed, move the roller onto the fringe, stop the engine, lock the trailer into the trailing position, connect it to the towing vehicle then move off to the next green to be rolled. Do not put the trailer down into the towing position on the green; damage may occur to the green from the roller tires and body.

POINTS TO REMEMBER

1. Make sure the roller is serviceable before rolling.
2. Start rolling from the fringe of the green.
3. Smooth operation on the foot pedals.
4. Pick a point on the other side of the green to roll to.
5. Do not look at the green close to the roller; it makes it difficult to steer the roller; look well ahead.
6. Use 1/2 throttle until you are proficient at operating the roller.
7. Move the steering joystick a little at a time to change direction; excessive movement of the joystick makes it difficult to travel in a straight line.



8. Roll in straight lines; Zig Zag pattern, the roller is not designed to turn sharp corners.
9. Do not leave the roller engine running with the roller parked on the green; the engine vibration will cause roller depressions to be left on the green.
10. Move off the green when rolling is complete before putting the trailer in the down position.
11. When rolling steep greens and the engine stops, check engine oil level. The engine is fitted with a safety switch; when the engine oil level is low the engine will stop.
12. Use oil as recommended by the manufacturer.

MAINTENANCE

- * Stop engine before performing any maintenance.
- * Service the engine according to the manufacturers maintenance schedule.
- * **Check Transmission oil level. The oil in the plastic container on top of the transmission must be maintained at the level indicated on the container when the transmission is cold.**

Important: Do not overfill the plastic container, as the oil requires room to expand when hot.

- * As a guide to correct transmission oil use Mobil 1 or Penrite Synthetic 5 5W-60 As a guide to correct transmission oil use Mobil 1 5W-50W Synthetic oil or Penrite Synthetic 5, 5W-60 Oil or suitably equivalent oils from these manufacturers BP, Caltex, Castrol, Chevron, Esso, Exxon, Texaco

STORING

- * It is important to store this roller in the towing position. This ensures the trailer strut is in the closed position, protecting the shaft from corrosion, then failure.

SERVICE OF DRIVE SYSTEM

- * Replacement - Use only the chain and Sprockets recommended.
- * Tensioning the drive chain - No adjustment is required, the chain tension is automatically adjusted.



MAINTENANCE SCHEDULE

APPLIES TO GR7000

fitted with the Eaton 7 Transmission

MAINTENANCE SCHEDULE - ONGOING

Pre - Delivery	Pre-operating
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Check Engine Oil	X		X	
Check Transmission Oil Level	X		X	
Beware of contaminants entering the transmission				
Lubricate drive chain with WD40 or equivalent	X		X	
Check Tyres Max P.S.I. 18	X		X	
Check Gas	X		X	
Check Smoothing Roller Bearings	X		X	
Check Drive Roller Bearings	X		X	
Grease Trailer Arm Pivot Bushes	X		X	
Check for loose Nuts & Bolts	X		X	

LUBRICANTS & REPLACEMENT SCHEDULE

Monthly	3 Monthly	6 Monthly	12 Monthly
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Renew Engine Oil	As per Manufacturers Handbook			
Renew Transmission Oil (with Mobil 1, 5W-50) (Australia only) Penrite Synthetic 5 SAE, 5W-60 see pg. 12	X			or when dark in colour
Grease Trailer Arm Pivot Bushes	X			
Renew Smoothing Roller Brgs			X	
Renew Drive Roller Bearings			X	
Renew Chain Tensioner Sprocket Bearings			X	
Renew Drive Chain			X	
Replace Foot Pedal Struts				
Replace Trailer Strut				



FAULT FINDING

ROLLER LOOSES POWER OR SLOWS DOWN WHEN OPERATING

- Check:**
- * Correct oil is used in transmission (Mobil 1 or equivalent).
 - * Smoothing Rollers & Drive roller bearings are not seized.
 - * Drive chain seized.
 - * Engine problems.
 - * Faulty transmission.

ROLLER WILL NOT MOVE ONE OR EITHER WAY

- Check:**
- * Chain is okay
 - * Foot control not operating - check all arms are secure
 - * For Sheared Pulley Key
 - * Ensure Transmission neutral lever is in the upright position

ROLLER WILL NOT STEER

- Check:**
- * Joystick locating grub screw is tight
 - * Woodruff Key is in place
 - * Rod ends are connected to smoothing roller head and the steering arm
 - * Centre swivel bearing on top centre of smoothing rollers has not seized

ROLLER HAS EXCESSIVE VIBRATION

- Check:**
- * Disconnect engine-to-transmission and isolate the drive chain to determine whether



the problem is in the engine or into the transmission

- * If engine is at fault contact your nearest Honda agent for rectification
- * If the transmission is at fault, repair or replace as necessary

SMOOTHING ROLLERS SEIZED

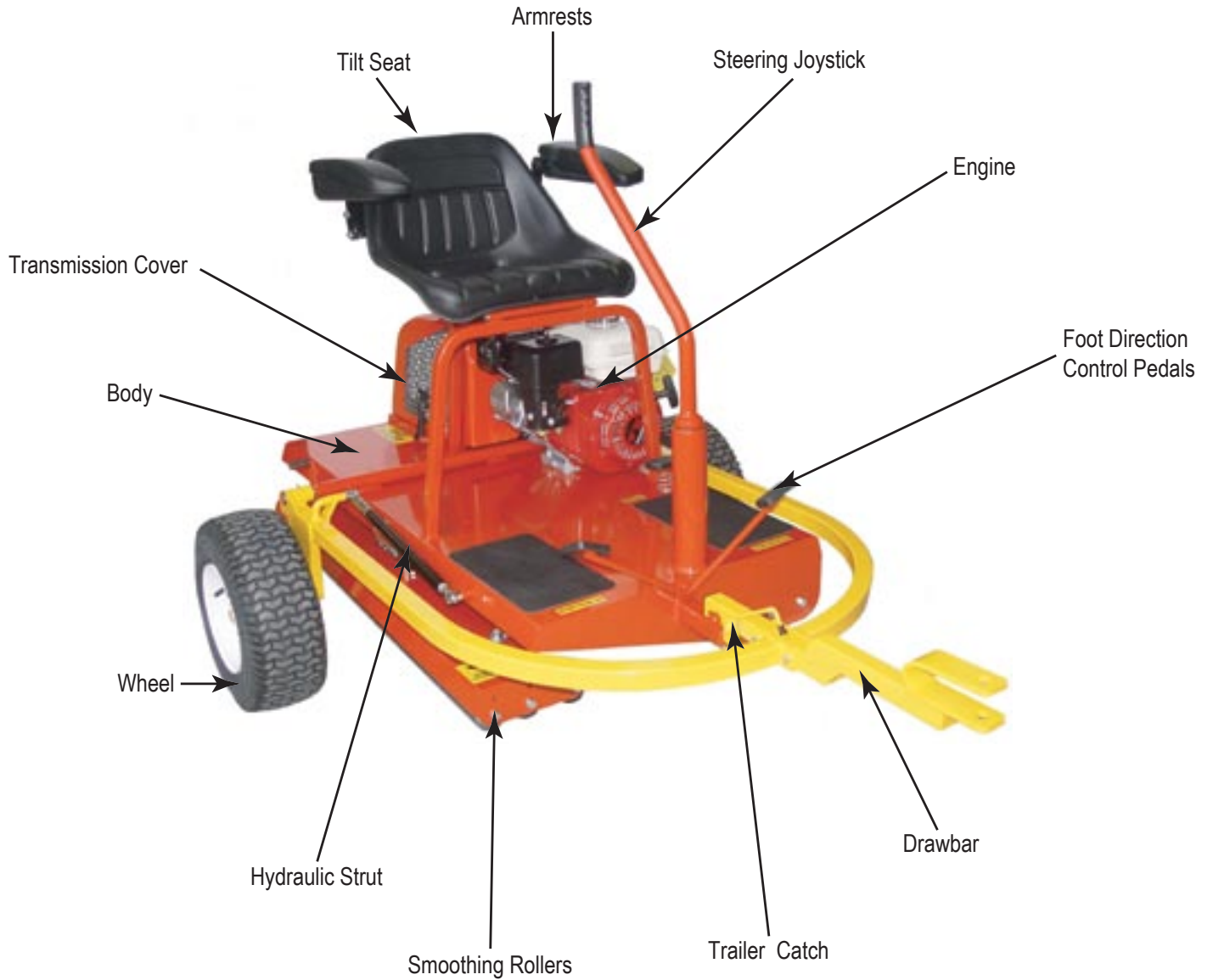
Check: * Bearing has not seized

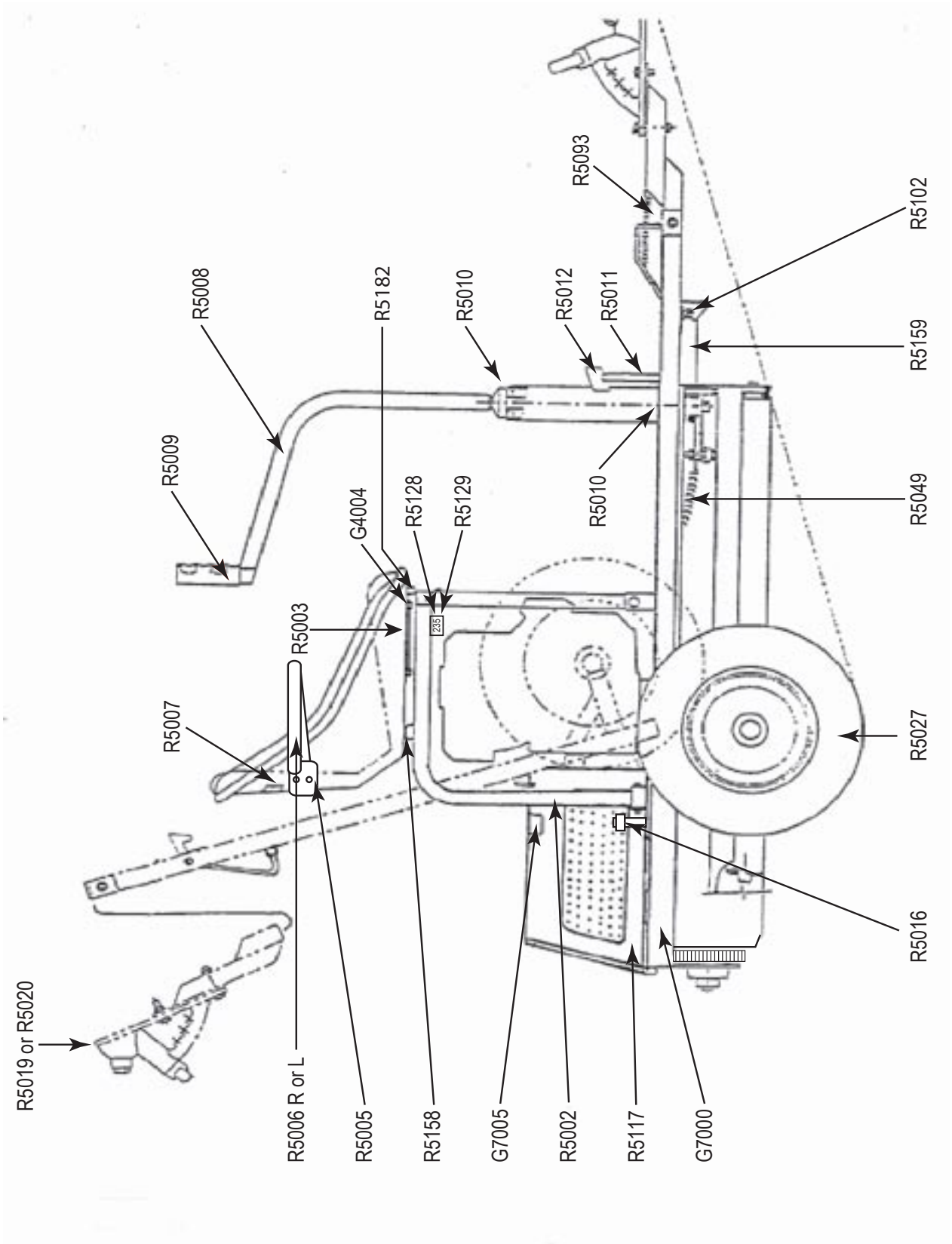
RUBBER DRIVE ROLLER WILL NOT ROTATE

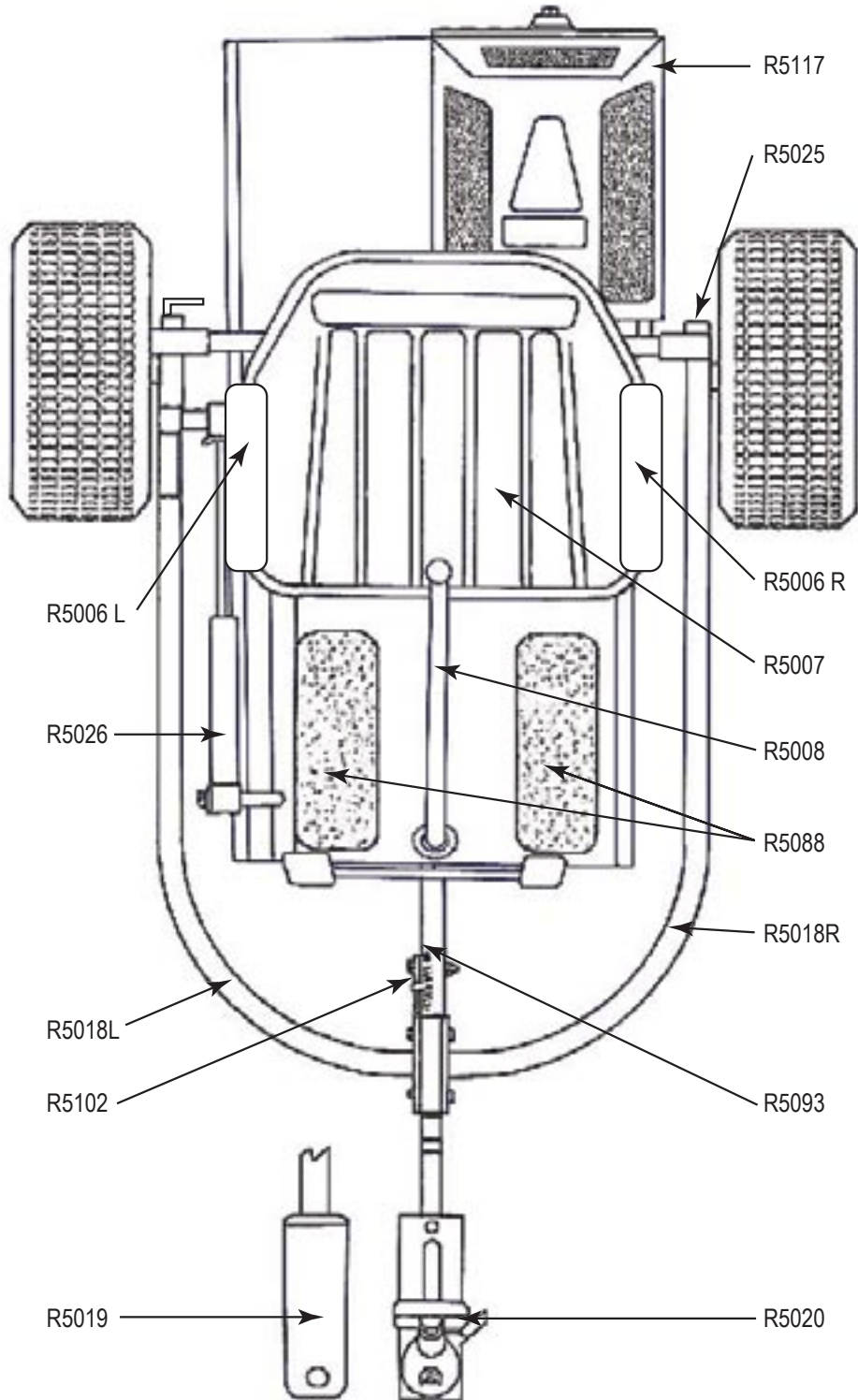
Check: * Roller shaft end bearings have not seized

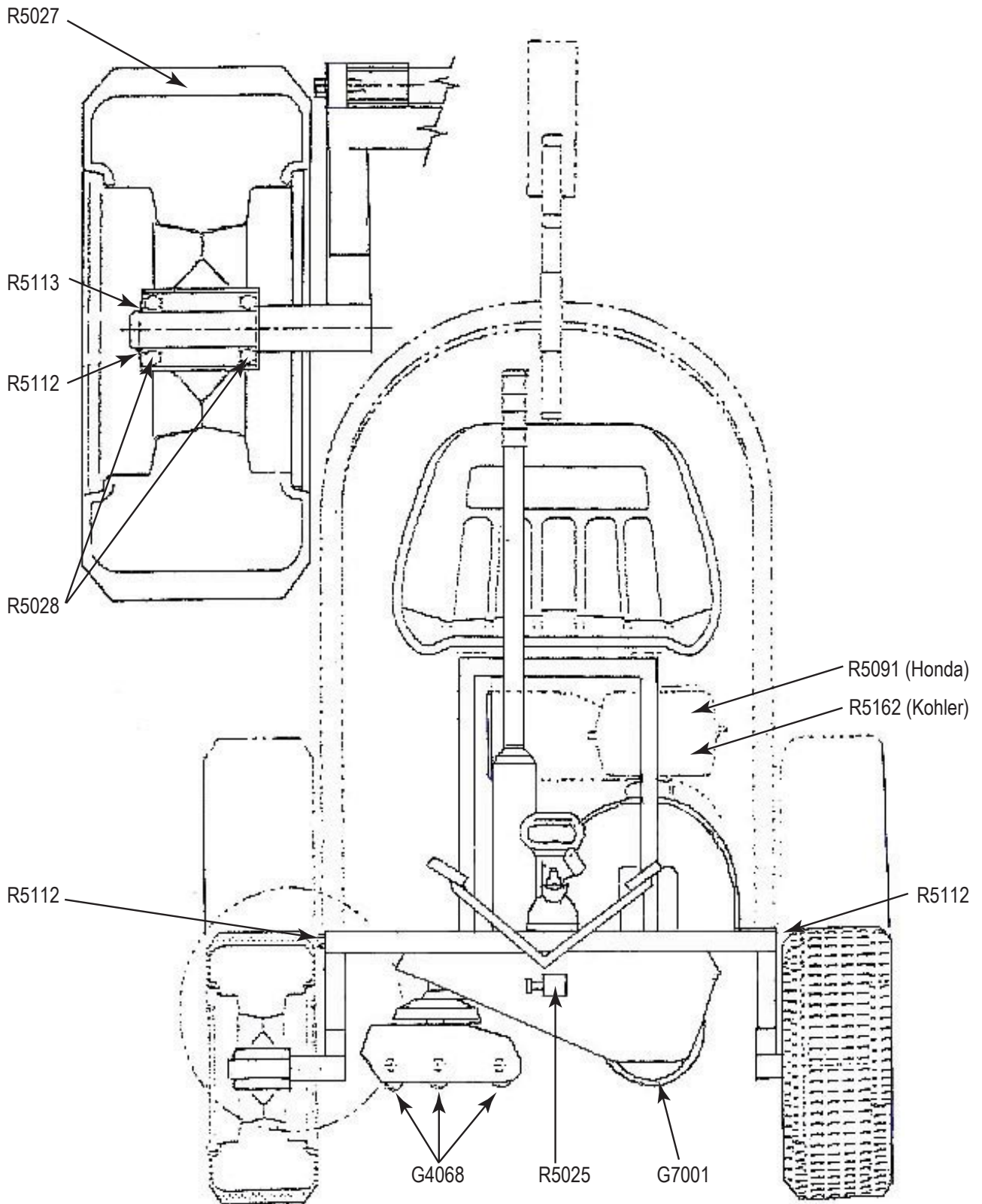
* Broken chain

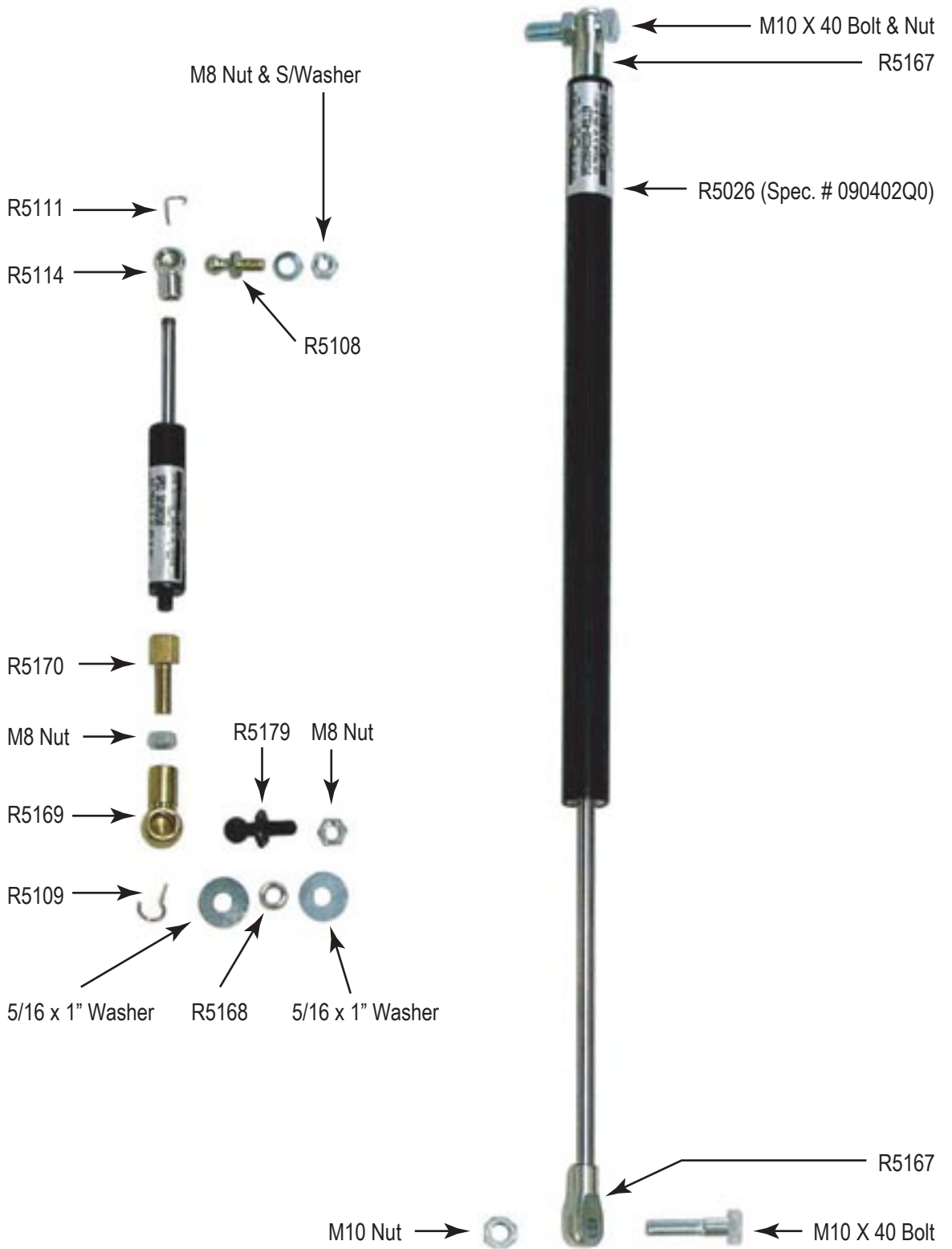
MACHINE COMPONENTS





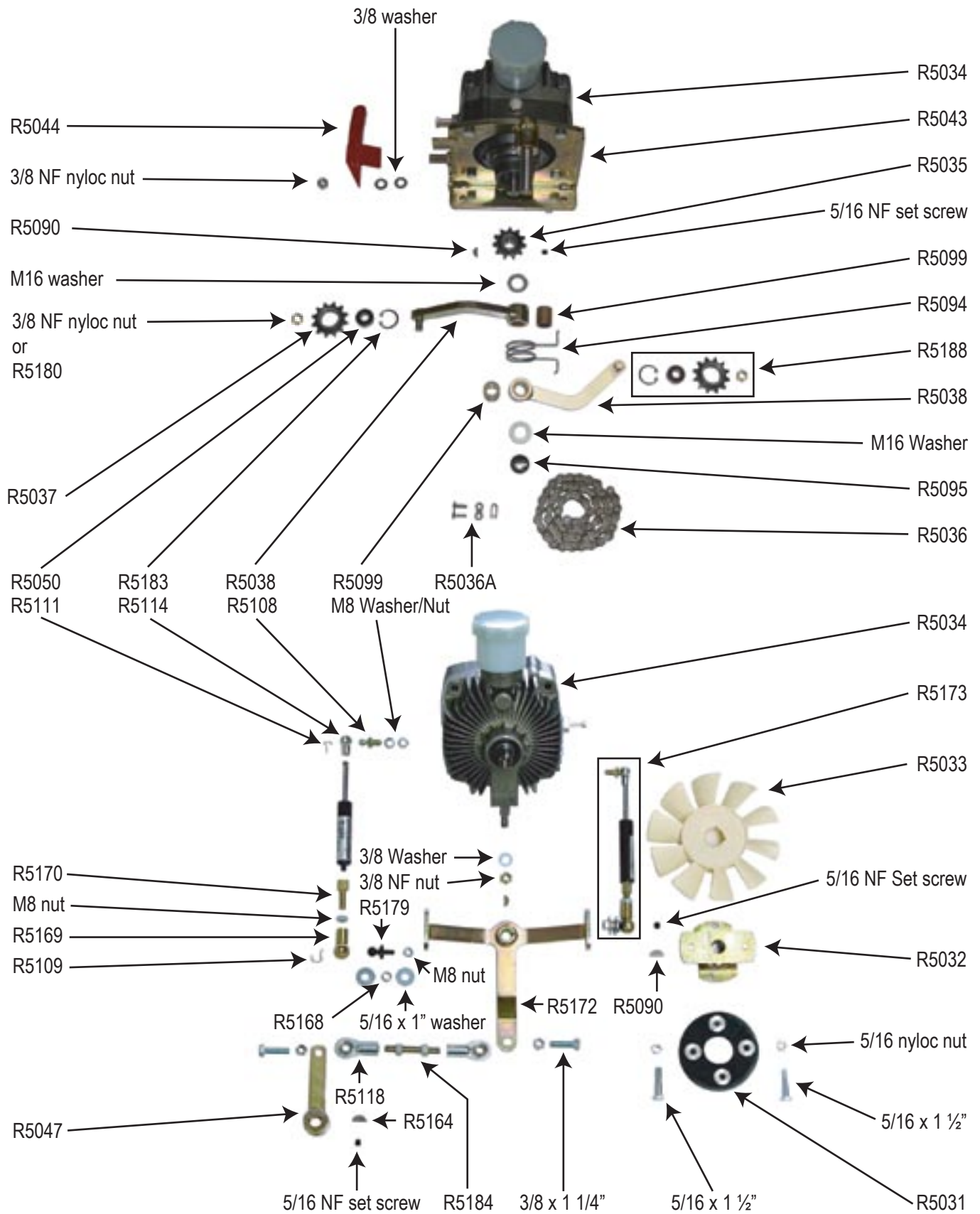


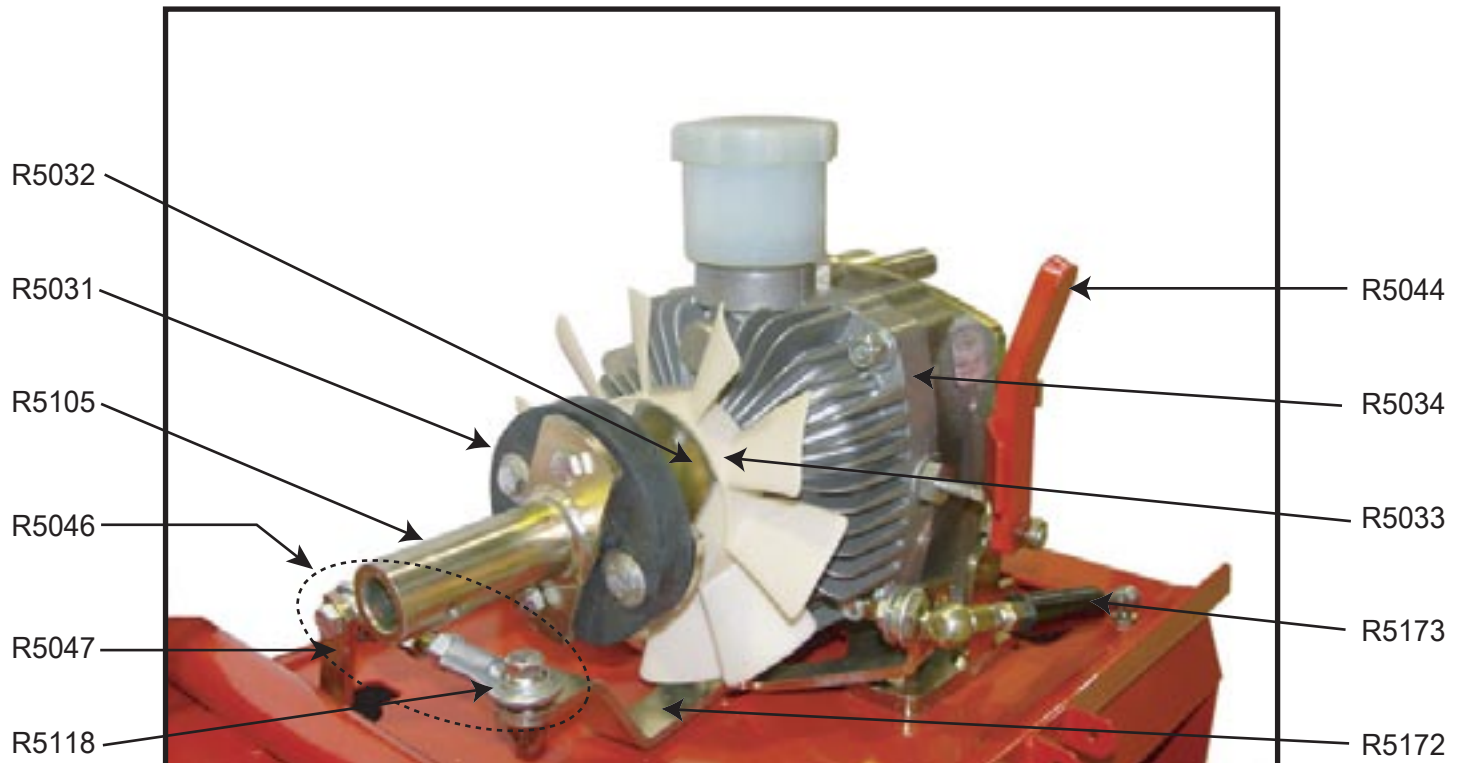


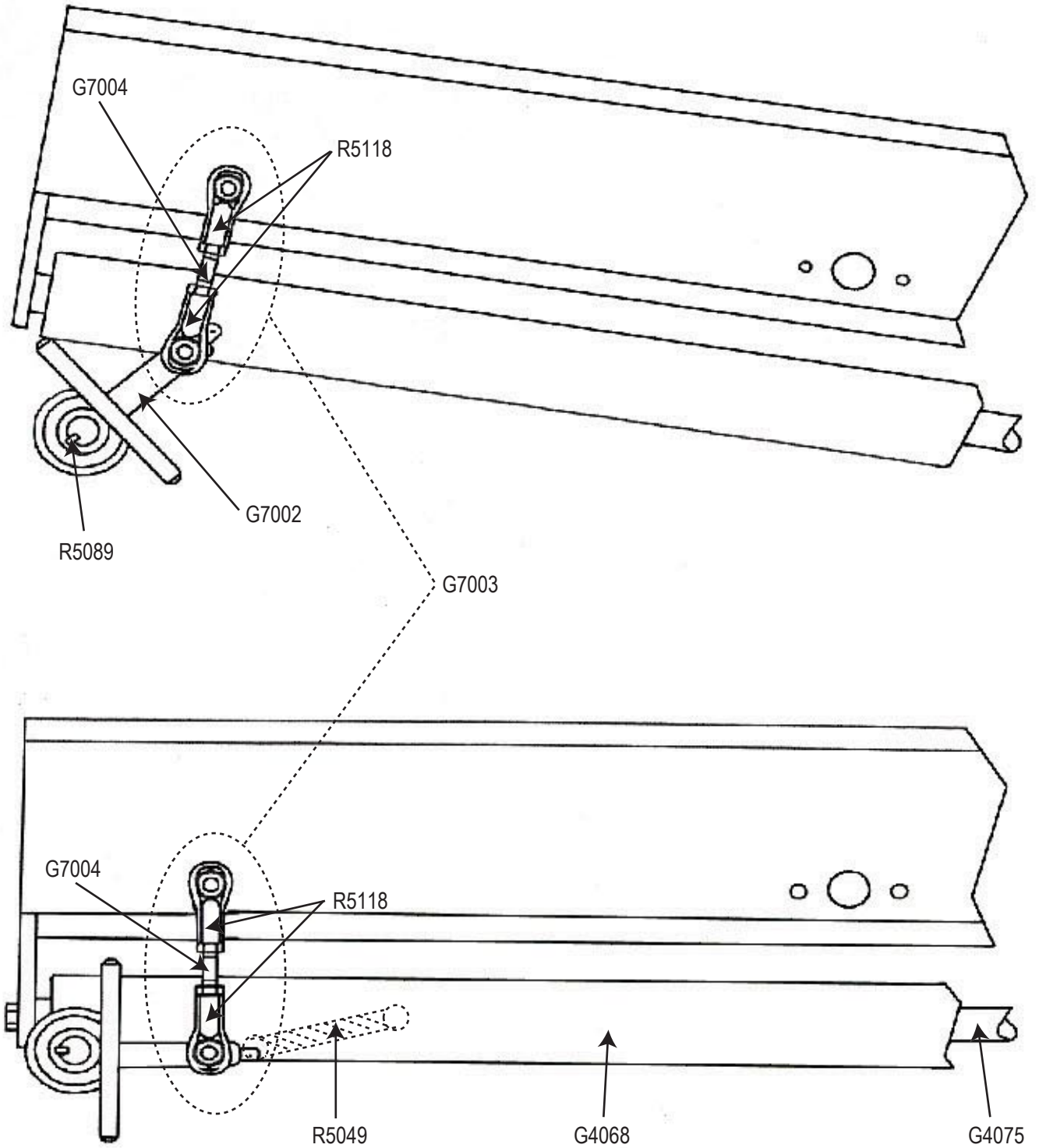


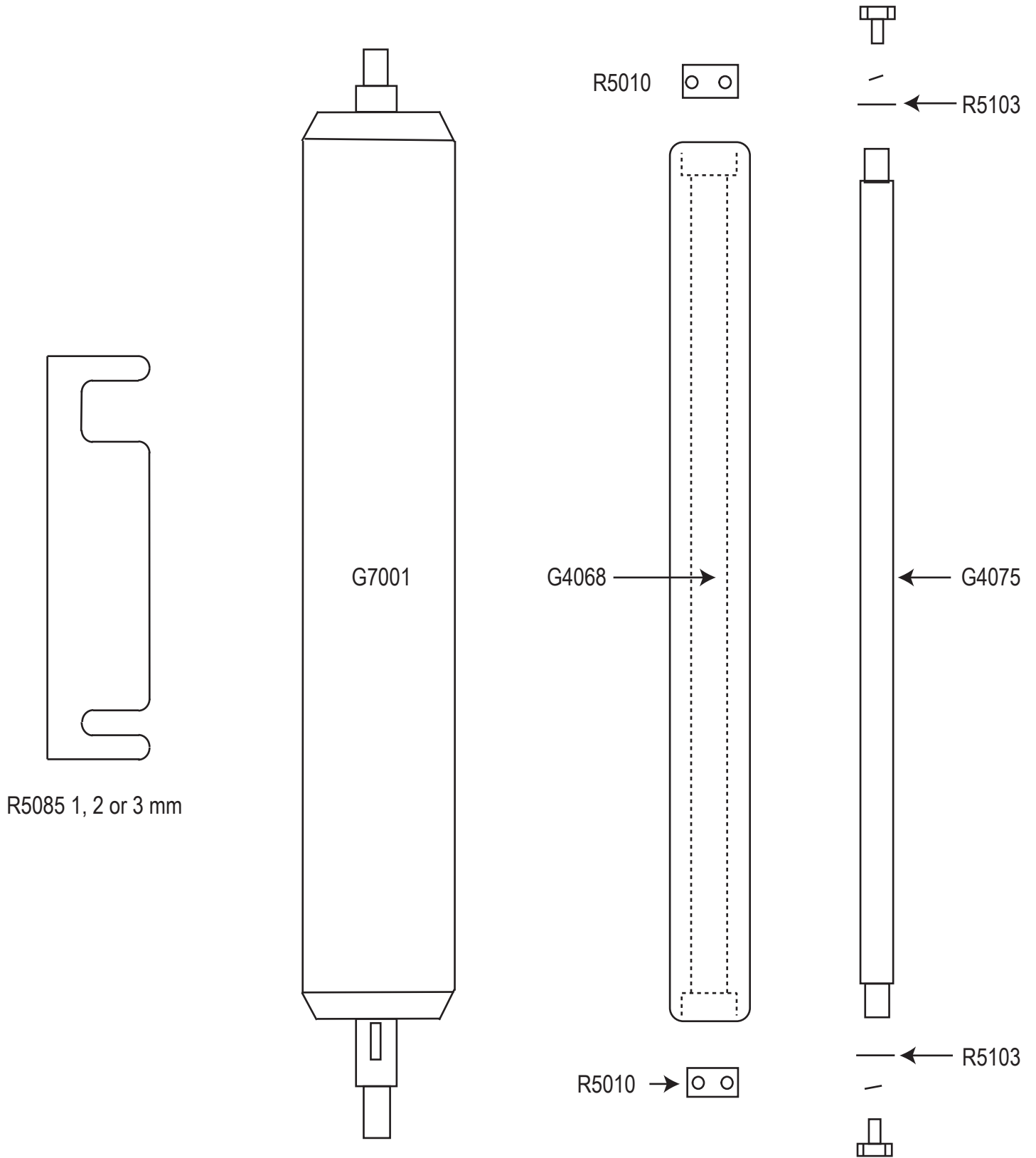


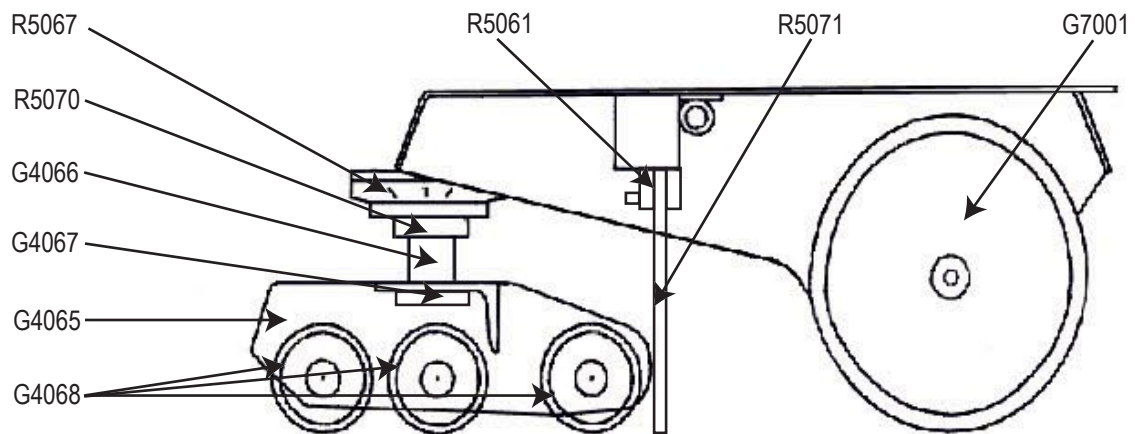
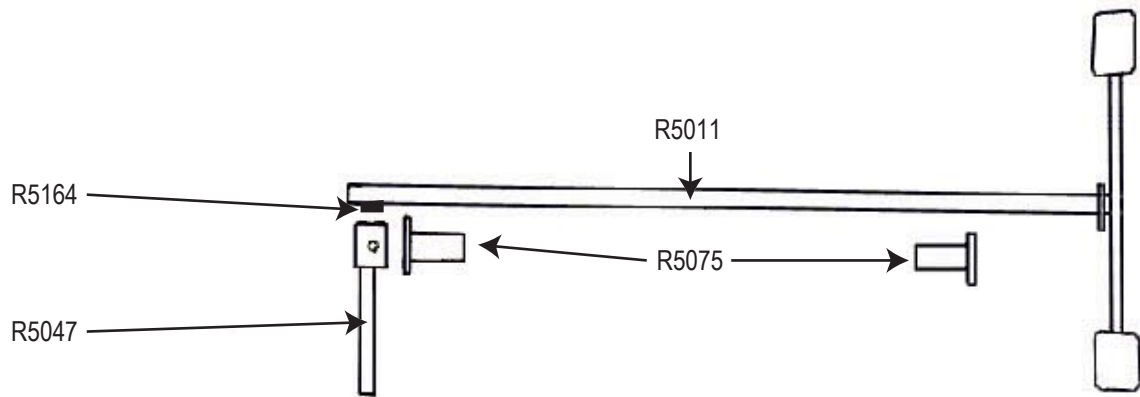
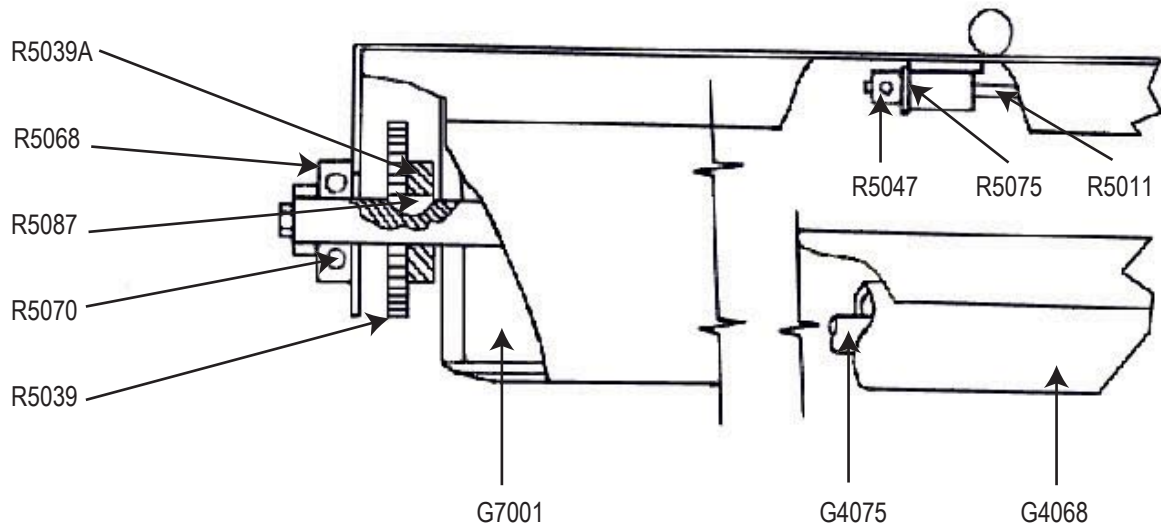
GR7000 GOLF GREENS ROLLER - Operation, Maintenance & Parts Manual













LABELS

Part No. G7005



Name & Model attached to rear of Transmission Cover.



Attached to the Body beside the Transmission Cover.



Attached to the Body under the Foot Pedals.



Attached to the Body under the Foot Pedals.



Attached to the front top of the Smoothing Head.

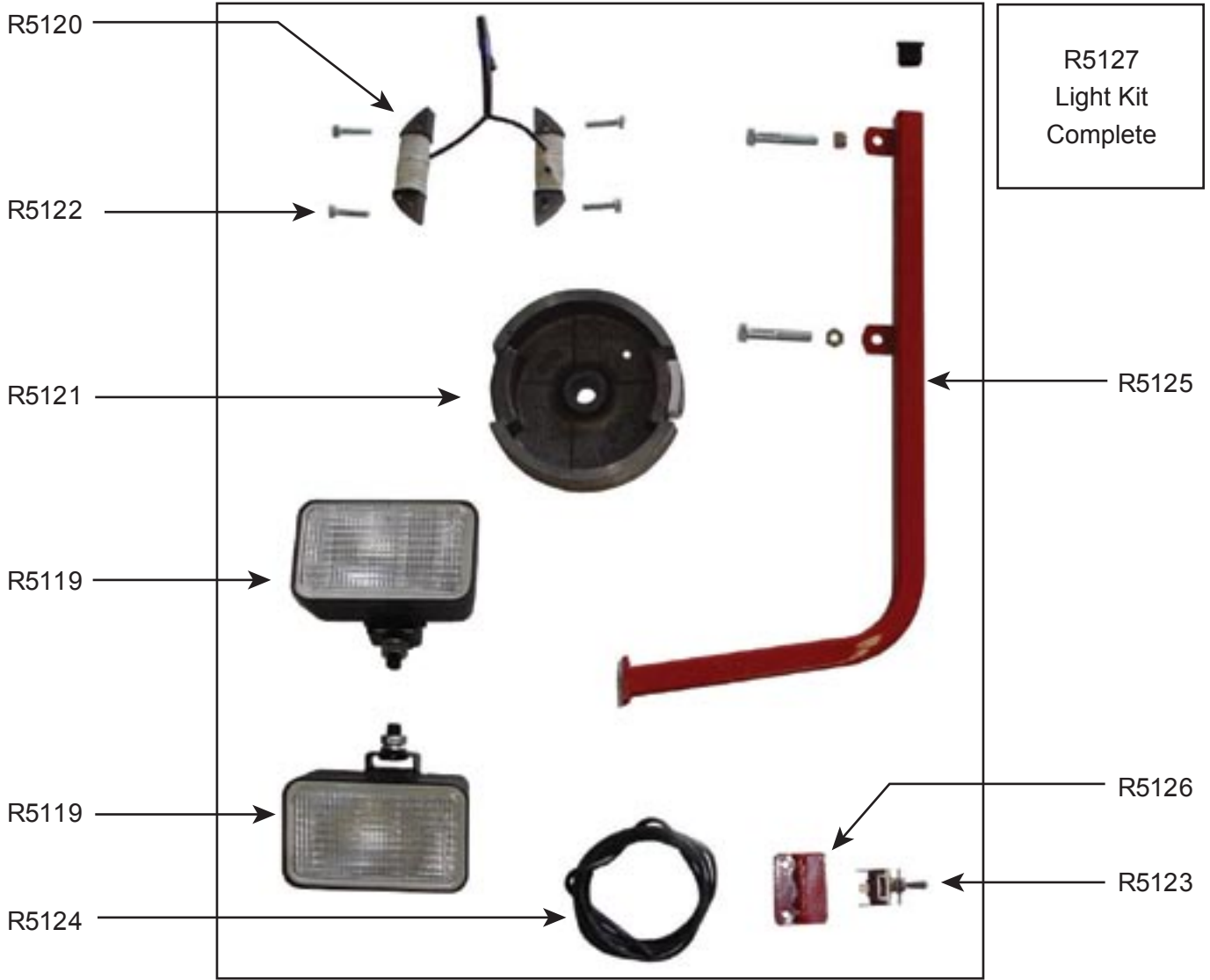


Attached to the front of both trailer arms at the Release Catch position.

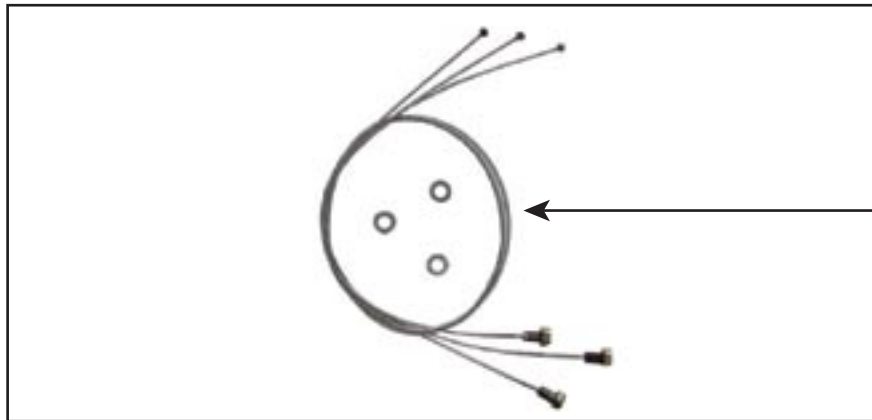


Attached to side of body.

OPTIONS



Light Kit



Wire Scrapers

G4077



PARTS LIST

PART No.	PAGE	DESCRIPTION
G7000	17	Main Body
G7001	19,24,25	Drive roller, rubber coated
G7002	23	Steering arm
G7003	23	Steering connecting rod, complete
G7004	23	Rod connecting steering arm – smoothing head
G7005	17,26	Sticker safety pack
G4065	25	Smoothing Head
G4066	25	Smoothing Head Spacer
G4067	25	Smoothing Head Bearing Carrier
G4068	19,23,24,25	Smoothing Rollers
G4075	23,24,25	Roller Shaft Stepped
R5002	17	Seat Frame
R5003	17	Seat Base
R5004	17	Seat Base Pin
R5005	17	Arm Rest Support
R5006R	17,18	Arm Rest RH
R5006L	17,18	Arm Rest LH
R5007	17,18	Seat
R5008	17,18	Joystick
R5009	17	Hand Grip
R5010	17,24	Bearing
R5011	17,25	Foot Pedal
R5012	17,22	Foot Pedal Pad
R5016	17,22	Rubber Cover Catch
R5018R	18	Trailer Arm RH
R5018L	18	Trailer Arm LH
R5019	17,18	Drawbar (Pin Type)
R5020	17,18	Drawbar (50mm Ball Coupling)
R5025	18,19	Trailer Plastic Plug Kit
R5026	18,20	Hydraulic Strut – Spec – 090402Q0
R5027	17,19	Tire & Rim
R5028	19	Wheel Bearing
R5031	21,22	Rubber Coupling
R5032	21,22	Transmission Coupling (inc. 5/16” Allen Screw) Eaton 7
R5033	21,22	Fan
R5034	21,22	Transmission Eaton 7
R5035	21	Sprocket 11T (1/8” Woodruff Key)
R5036	21	Chain Eaton 7



PART No.	PAGE	DESCRIPTION
R5036A	21	Chain Joiner
R5037	21	Sprocket Tensioner 12T (inc. Bearings & Circlips)
R5038	21	Tensioner Arm
R5039	25	Sprocket 30T
R5039A	25	Taper lock 30mm for 30T Sprocket
R5043	21	Bracket Transmission
R5044	21,22	Lever Transmission neutral
R5046	22	Foot Pedal Connecting Rod Complete
R5047	21,22,25	Foot Pedal Arm
R5049	17,23	Steering return spring
R5050	21	Bearing 6000
R5061	25	Mud Flap Strap
R5067	25	Housing
R5068	25	Housing
R5070	25	Bearing
R5071	25	Mud Flap
R5075	25	Nylon Bush (Black)
R5085	24	Shim Engine Honda 1, 2 or 3 mm thick, (state the thickness req.)
R5087	25	Woodruff Key 8x30
R5088	18	Mat - Foot
R5089	23	Woodruff Key 3/16"
R5090	21	Woodruff Key 1/8" (Transmission)
R5091	19	Engine; Honda 5.5 H.P.
R5093	17,18	Spring (Coil Drawbar)
R5094	21	Chain Tensioner Spring
R5095	21	16mm Capped Washer
R5099	21	Bush Bronze
R5102	17,18	Catch, Front Trailer (no spring tab)
R5103	24	Smoothing Roller Washer 1/8" thick
R5105	22	Engine coupling Honda 5.5 & Kohler 6 H.P. to Eaton 7
R5108	20,21	Ball Foot Pedal Strut
R5109	20,21	Spring Locking – Strut Trailer / Roller
R5111	20,21	Spring Locking – Foot Pedal Strut
R5112	19	25mm External Circlip
R5113	19	25mm Flat Washer
R5114	20,21	Foot Pedal Strut End
R5117	17,18,22	Transmission Cover (2 hook style)
R5118	21,22,23	Rod End



PART No.	PAGE	DESCRIPTION
R5127	27	Light Kit; Complete
R5128	17,22	Hour / Tach bracket
R5129	17,22	Hour / Tach meter
R5158	17	Seat frame rubber strip
R5159	17	Trailer rest rubber strip
R5162	19	Engine; Kohler 6 H.P.
R5164	21,25	Woodruff key 4 mm
R5167	20	Trailer Strut End Bolt Type
R5168	20,21	Stainless Spacer Transmission Strut End
R5169	20,21	Long Strut End Transmission
R5170	20,21	Adjuster Bolt Trans Strut inc. M8 Nut
R5172	21,22	Eaton 7 transmission Yoke Rear Strut
R5173	20,21,22	Transmission Strut Spec 30102Q0 (Rear)
R5174	22	Arm; Brake Pedal
R5175	22	Spring; Brake Pedal
R5176	22	Plate; Foot; Brake Pedal
R5179	20, 22	Ball Transmission Strut End (large Flange)
R5180	21	10mm External Circlip
R5182	17	12 mm External Circlip
R5183	21,22	25mm Internal Circlip
R5184	21,22	Connecting Rod Foot Pedal
R5188	21	Chain Tensioner Sprocket Kit

OPTIONS AVAILABLE

R5127	27	Light Kit complete (Specify engine H.P. available for Honda only)
R5119	27	Lights 2 off 50W
R5120	27	Coil – Lighting
R5122	27	Flange bolts (coil) set of 4
R5123	27	Switch
R5124	27	Wire harness
R5125	27	Light Bracket
R5126	27	Switch Bracket
R5121	27	Flywheel
G4077	27	Wire Scraper Set of 3