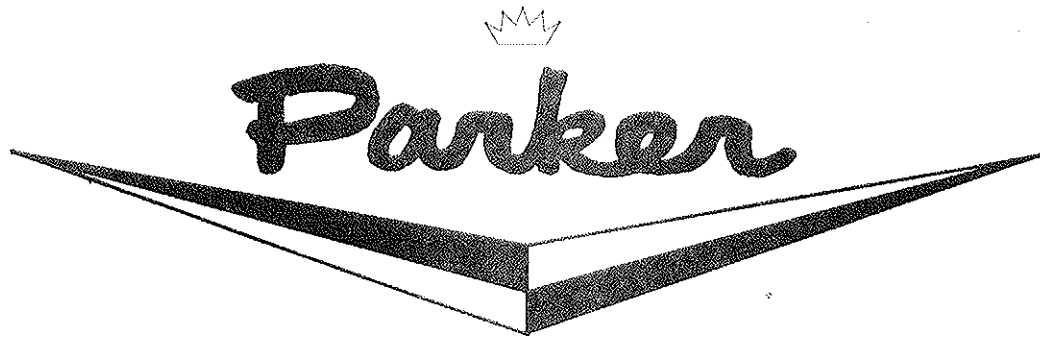


# OWNERS GUIDE



## THATCH-O-MATIC

MODELS

PR-7719-T PR-7719-K PR-7719-F



**PARKER SWEEPER COMPANY**    **Box 1728**    **Springfield, Ohio 45501**

## TO THE OWNER

These instructions were written to assist you in assembling and operating your power rake quickly and correctly. **READ THE INSTRUCTIONS** thoroughly before attempting to assemble and operate the machine, so that you are familiar with the complete procedure and safety precautions.

### RULES FOR SAFE OPERATION

1. Do not allow anyone to operate this machine without proper instruction.
2. Do not permit children to operate or play with this machine.
3. Do not try to remove any wire or twine or weed roots that may become wrapped around the Reel while the engine is running. To inspect or work on the Reel, **FIRST DISCONNECT THE WIRE FROM THE SPARK PLUG AND GROUND IT TO THE CLIP PROVIDED ON THE ENGINE HEAD.**
4. Keep all nuts and bolts tight to be sure the machine is in good working condition.
5. Do not start the engine or operate this machine unless all Guards and the Discharge Gate are in place and properly secured with the fastenings provided.
6. Before starting a thatch removal or turf thinning project, the area to be worked should be thoroughly inspected and all foreign objects, such as wire, bones, stones, sticks and other debris likely to damage the machine or cause personal injury, should be removed.
7. Follow the maintenance instructions as outlined in this manual.

### ASSEMBLY INSTRUCTIONS

Your PARKER Thatch-O-Matic is shipped in two cartons. One contains the Machine. The other contains the Handle. Empty both cartons, but do not dispose of them or the inner liners until after you have completely assembled the machine.

This Owners Manual is written to apply to all three models. Where additional instructions are required for a particular model, it will be clearly indicated. The right or left hand side of the machine is determined when standing in the operator's position behind the machine.

Now, identify the parts you have removed from the cartons. You should have the Machine Assembly with the Throttle Control Cable attached to the Engine and a bag of parts to attach the Throttle Control to the Handle. From the Handle carton, you should have a Handle, two Truss Braces, a Clutch Control Rod Assembly and a Clutch Lever Assembly, plus a plastic bag of hardware to attach the Handle to the machine. You will need a 1/2" wrench, a 9/16" wrench, a pair of pliers and a screwdriver, to assemble this machine.

Now, remove the Discharge Gate Assembly, Item 12, Figure 1. This will make it easier to assemble the Handles. Next, refer to Figure 3 which illustrates how the Handle is assembled to the Housing. It is easier to assemble Items 14 and 21, Truss Braces, to the Handle, Item 1, before attaching them to the machine. Note that the Handle is not symmetrical. The side with the two large holes near the top is the left side of the Handle.

Now attach the Clutch Lever Assembly to the underside of the Handle at the left side.

The Clutch Control Rod Assembly is installed by inserting the straight end of the Control Rod through the curved hole in the Clutch Lever Weldment, Item 31, Figure 1, until the Spring is compressed enough to allow the Roll Pin near the end of the Rod to pass completely through the curved hole. Now turn the Control Rod 90° so that the threaded end can be passed through the hole in the end of the Clutch Control Handle, Item 6, Figure 3, and secure by installing the Self-Locking Nut, Item 4, Figure 3, on the threads until one thread is showing beyond the end of the Nut.

The next step is to install the Throttle Control on the right side of the Handle. To do this, remove the Throttle Control Cable Lever Assembly and the small bag of parts from the large Kraft bag attached to the Engine. Be careful; do not bend this Control Cable at a sharp angle, or it will stay bent and the Throttle will be hard to operate. Attach the Control Lever to the inside of the right Handle with the two long Screws and the larger Nuts from the small bag of parts, and tighten securely. Now, secure that portion of the Cable between the Engine and the Control Lever to the Handle Tube with the Throttle Clamp and the smaller Screw and Nut from the small bag of parts. Now replace the Discharge Gate and the machine is completely assembled.

## MAINTENANCE INSTRUCTIONS

The Reel Bearings and Idler Pulley Bearings are permanently lubricated and sealed and require no further attention. The Wheels are mounted on Plain Bearings and require lubrication. So, apply a few drops of oil to all four Wheel Axles before each use. Also, apply a few drops of oil to the Throttle Cable occasionally to keep it operating smoothly. The Engine needs to be serviced according to the instructions in the Engine Manual. **IT IS MOST IMPORTANT TO CLEAN AND RE-OIL THE FILTER ELEMENT REGULARLY, PARTICULARLY WHEN THATCHING UNDER DUSTY CONDITIONS.**

Do not, under any circumstances, operate your Power Rake without the Air Cleaner installed properly on the Engine. Using dusty air in your Engine will cause rapid wear of the Cylinder Walls and Piston Rings and will result in a rapid loss of power. Remember also, that the Engine on your Power Rake is air cooled and in order to operate efficiently, it should be kept clean. Dirt and debris should not be allowed to cover the Engine and clog the Cooling Fins.

## OPERATING INSTRUCTIONS

Before starting your Power Rake, check the operation of the Clutch. This can be done by pulling the Knob on the Clutch Handle to the rear. This disengages the Idler Pulley from the Belt. Now, with the Throttle closed, pull the Starter Rope on the Engine slowly. The Belt should not move and the Reel should not turn. If it does turn, the Belt is adjusted too tightly. To loosen or tighten the Belt, loosen the four Bolts that hold the Engine to the Chassis, Item 13, Figure 2. To loosen the Belt, move the Engine forward. To tighten the Belt, move the Engine toward the back of the machine. To check the correct Belt tension, engage the Idler and with your finger, apply a small amount of force to the back of the Belt, pushing it toward the Idler. You should be able to deflect the Belt about  $\frac{1}{4}$ " to  $\frac{3}{8}$ ". If you can't deflect the Belt about  $\frac{1}{4}$ " it is too tight.

If you can deflect the Belt more than  $\frac{1}{2}$ " it is too loose. Tighten the Belt or it will wear out too soon. After adjusting the Belt, be sure to retighten all four Bolts that hold the Engine to the Chassis.

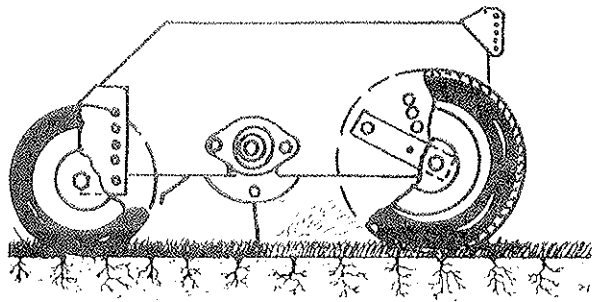
### IMPORTANT:

Before starting the Engine, read the Engine Instruction Manual and add gasoline and oil as required. To start the Engine, first be sure that the Spark Plug Wire is attached to the Spark Plug and not grounded to the Engine. Then, open the Throttle about halfway, close the Choke and pull the Starter Rope. After the Engine starts, open the Choke or the Engine will stall.

The best way to find the correct setting for the Reel in relation to the ground is to use the machine with the Wheels in the position as received. If the action of the Reel is too severe, raise the Reel; if it is not severe enough, lower the Reel. However, please note that your Power Rake is not a tiller. It is not intended to dig, but only to comb the turf and remove the dead thatch and help to control creeping weeds in the turf. Notice the illustrations below for correct setting of the Reel.

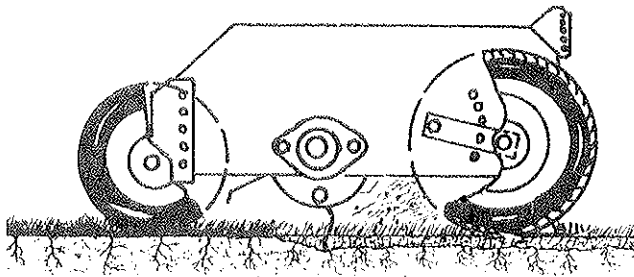
Changing the Wheel position (either front or back) one hole position, changes the Reel height approximately  $\frac{5}{16}$  inch. Changing both front and rear Wheel position changes the height approximately  $\frac{5}{8}$  inch.

## OPERATING INSTRUCTIONS (continued)



**CORRECT**

Above illustration indicates the correct setting or adjustment for Tine Reel. Tines should **NOT** be allowed to penetrate soil.



**INCORRECT**

Above illustration shows incorrect adjustment or setting for Tine Reel. To correct setting, adjust Wheel Assembly downward. The Tines are designed for removing dead thatch only, and if allowed to penetrate soil for a prolonged period of usage, will cause premature fatiguing, bending and breakage.

Do not pull machine backward with Tine Reel in working position or you will bend Tines. To move backward at any time push down on Handles lifting Reel clear of ground.

Should it be desirable to de-populate and aerate, the Knife Reel should be used. If complete renovation and soil penetration is desirable, use Flail Reel. Neither the Knife Reel or Flail Reel should be used with transport wheels set in high position. This position is used only after the Knives or Flails have worn considerably.

All machines are shipped with the Rear Wheel Adjustment Cap Screw in the third hole from the bottom (See Fig. B). There are five Axle positions for the Rear Wheels.

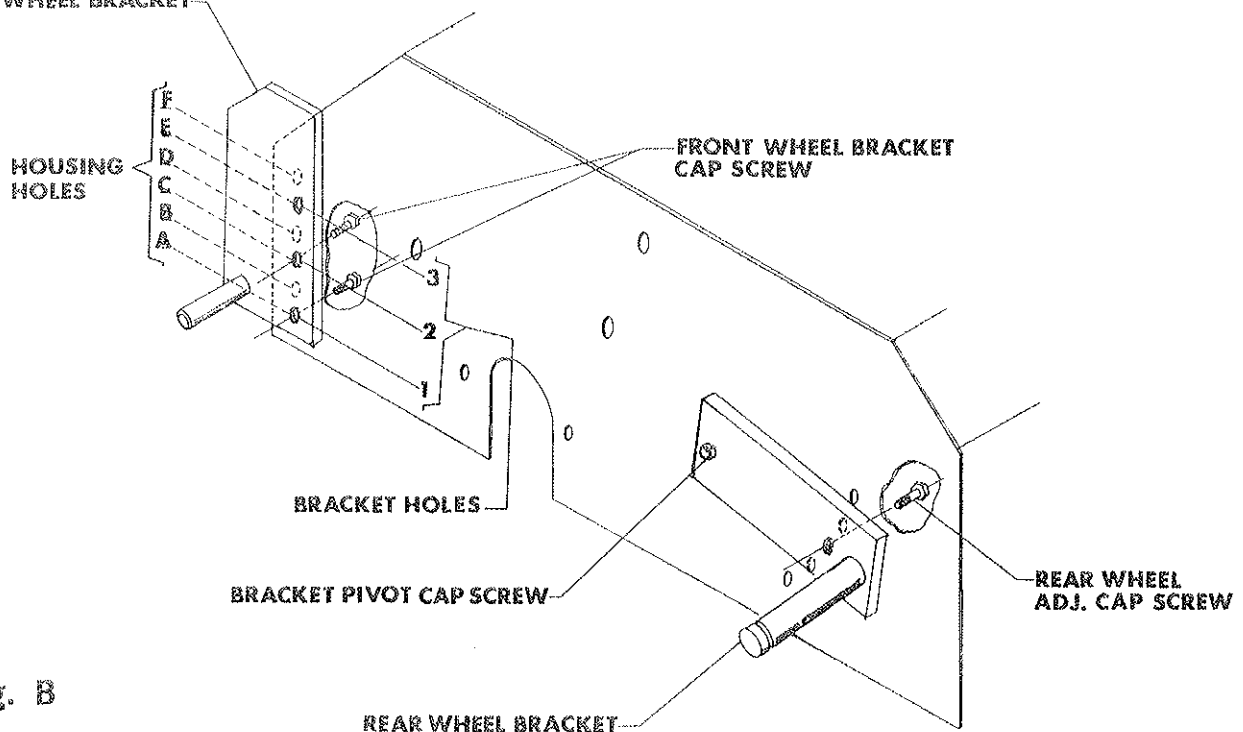
The lowest hole in the Front Wheel Bracket will be aligned with the lowest hole in the Side Plate Housing (See Fig. B).

There are six Bracket positions for the Front Wheels. The lowest Wheel position, in relation to Housing, is obtained by aligning holes 2 and 3 in the Bracket with holes "A" and "C" in the Housing. Only two Cap Screws are required in each Front Wheel Bracket to secure it to the Housing.

Front Wheel position is changed by removing Front Wheel Bracket Cap Screws (Fig. B) and moving up or down. Replace and tighten Cap Screws. These are reached from inside of Housing. It is not necessary to remove Wheel from Bracket.

Rear Wheel position is changed by loosening the Bracket Pivot Cap Screw, (do not remove), Fig. B, then remove Rear Wheel Adjustment Cap Screw from inside the Housing, move Bracket up or down to desired position, replace and tighten both Cap Screws. It is not necessary to remove Wheel from Bracket. The Rear Wheel Cap Screws will be more accessible if the Rear Discharge Gate is removed. Replace Cap Screw and retighten both Cap Screws in Bracket. Be sure to replace Discharge Gate before starting machine.

**FRONT WHEEL BRACKET**



**Fig. B**

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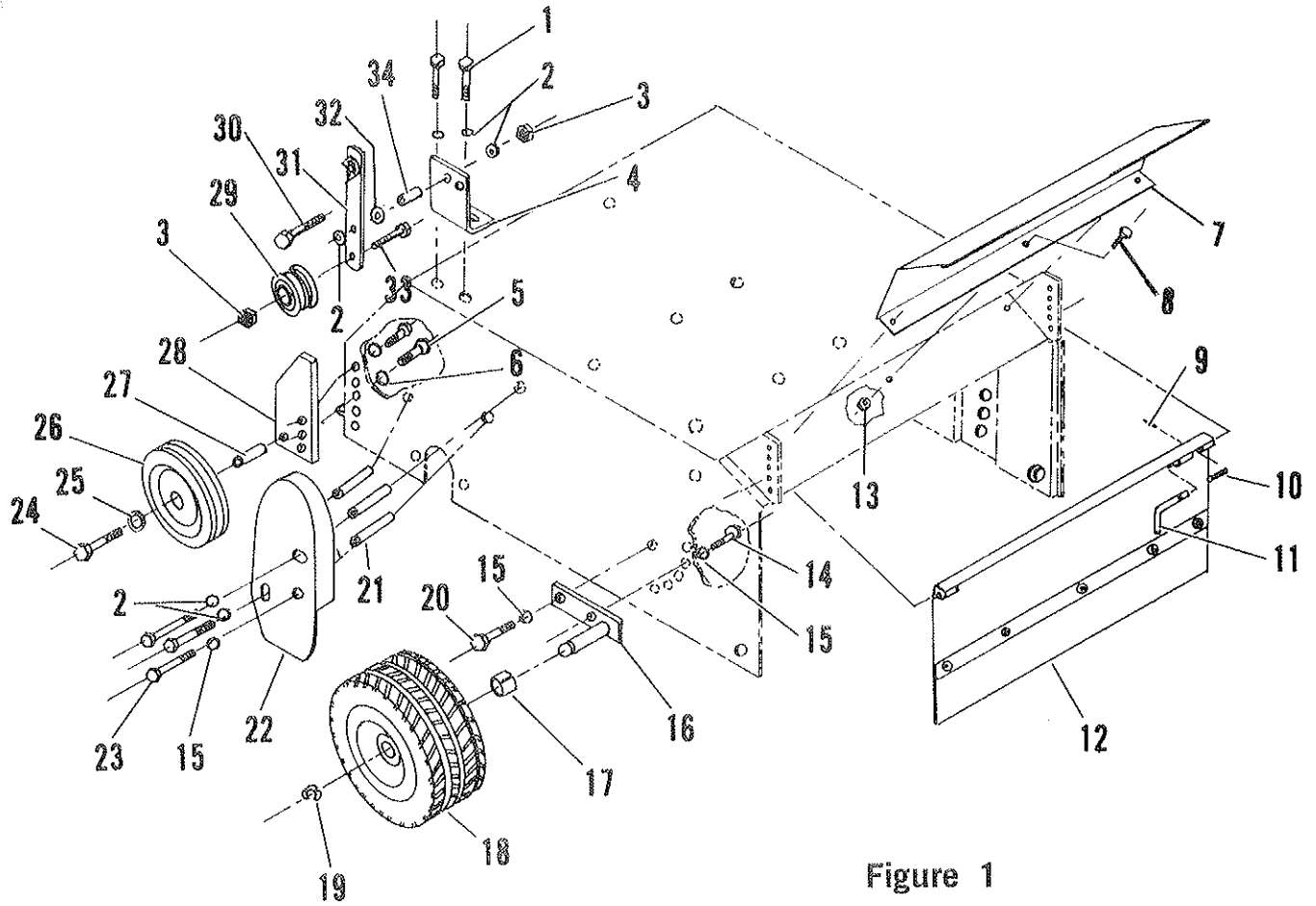


Figure 1

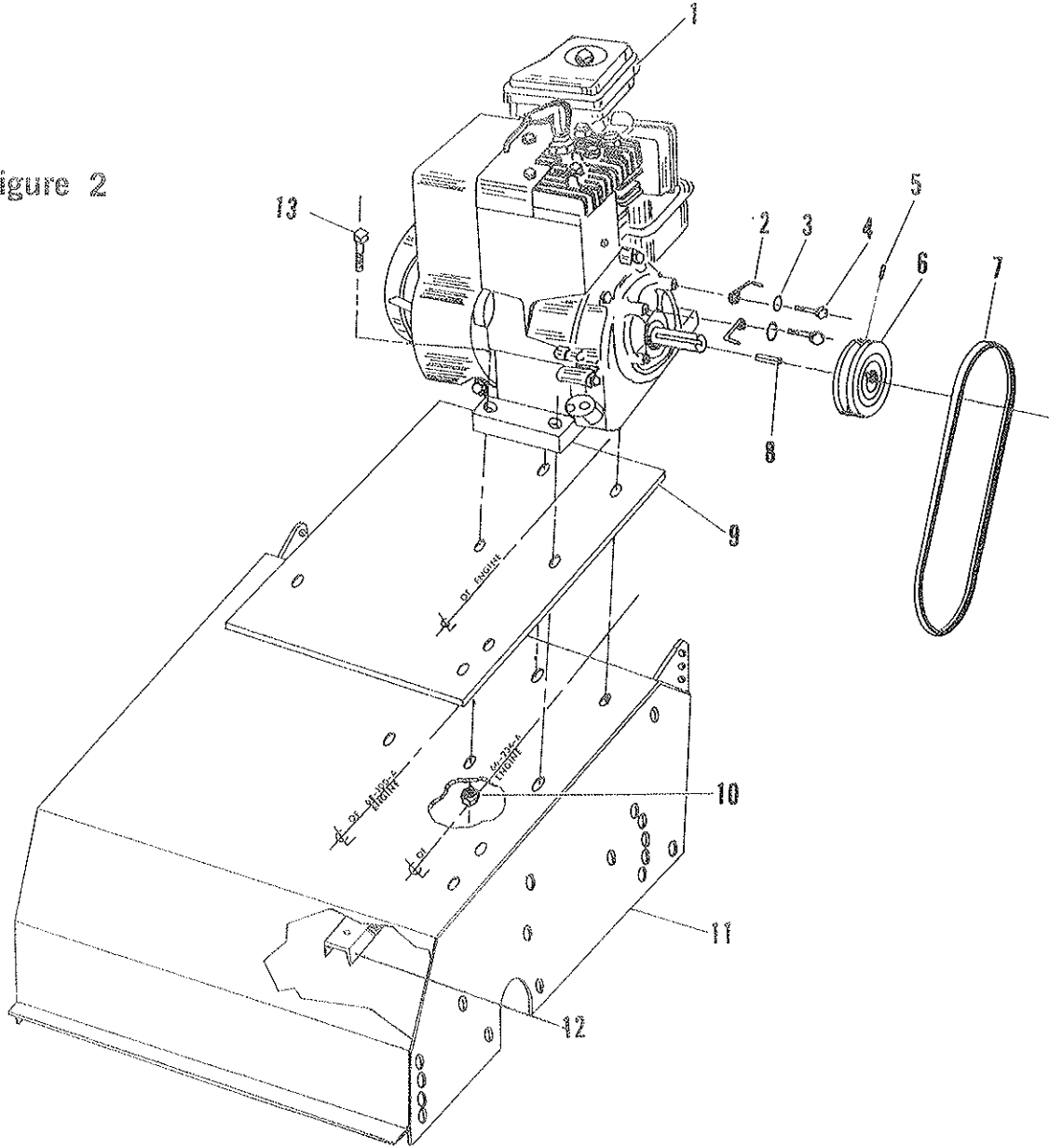
PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	65-516-16	2	Bolt 5/16-18 x 1 Hexagon Head	18	66-243-B	2	Rear Wheel
2	945-516	6	Washer 5/16 Flat	19	1000-12	2	Rear Wheel Retaining Ring
3	365-516	2	Nut 5/16-18 Hexagon Lock	20	65-516-10	2	Bolt 5/16-18 x 5/8 Hexagon Head
4	76-369-B	1	Bracket - Clutch Pivot	21	70-46-A	3	Belt Guard Spacer
5	65-616-8	4	Bolt 3/8-16 x 1/2 Hexagon Head	22	70-34-C	1	Belt Guard
6	935-616	4	Washer 3/8 Spring Lock	23	65-516-52	3	Bolt 5/16-18 x 3 1/4 Hexagon Head
7	73-62-B	1	Shield	24	65-616-32	2	Bolt 3/8-16 x 2 Hexagon Head
8	65-416-8	3	Bolt 1/4-20 x 1/2 Hexagon Head	25	945-616	2	Washer 3/8 Flat
9	70-113-A	1	Roll Pin 1/8 x 1/2	26	70-69-A	2	Front Wheel
10	70-90-A	1	Spring - Compression	27	70-85-A	2	Front Wheel Spacer
11	70-91-A	1	Pin - Discharge Gate	28	70-41-A	2	Front Wheel Bracket
12	SA-310-C	1	Discharge Gate Assembly SA-1648	29	68-136-A	1	Idler Pulley 77-01-A
13	364-416	3	Nut 1/4-20 Hexagon Lock	30	65-516-20	1	Bolt 5/16-18 x 1 1/4 Hexagon Head
14	65-516-12	2	Bolt 5/16-18 x 3/4 Hexagon Head	31	76-381-A	1	Clutch Lever Weldment
15	935-516	7	Washer 5/16 Spring Lock	32	945-816	1	Washer 1/2 Flat
16	70-56-B	2	Rear Axle Weldment	33	65-616-32	1	Bolt 3/8-16 x 2 Hexagon Head
17	70-42-A	2	Rear Axle Spacer	34	55-160-A	1	Spacer

REPAIR PARTS

MODELS PR-7719-T, PR-7719-K, PR-7719-F  
ENGINE & HOUSING ASSEMBLY

Figure 2



PARTS LIST

Ref. No.	Qty. Per Unit	PR-7719-T Part No.	PR-7719-K Part No.	PR-7719-F Part No.	Description
1	1	<del>68-100</del>	<del>73-15</del>	<del>73-15</del>	Engine
2	2		70-71-A ✓	70-71-A	Belt Popper
3	2		935-516	935-516	Washer - Flat 5/16
4	2		60-516-8	60-516-8	Bolt 5/16-24 x 1/2 Hexagon Head
5	1	564-C-416-6	564-C-416-6	564-C-416-6	Set Screw 1/4-20 x 3/8 Allen Head
6	1	76-377-B ✓	76-374-B ✓	76-374-B	Engine Sheave
7	1	77-01-A ✓	77-01-A ✓	77-01-A	Belt "A" 35
8	1	68-137-A	68-137-A ✓	68-137-A	Engine Key
9	1	<del>76-373-B</del>	<del>76-373-B</del>	<del>76-373-B</del>	Engine Mounting Plate
10	4	365-516	365-516	365-516	Nut 5/16-18 Hexagon Head
11	1	<del>76-368-D</del>	<del>76-368-D</del>	<del>76-368-D</del>	Housing Assembly
12	1	<del>76-376-A</del>	<del>76-376-A</del>	<del>76-376-A</del>	Stiffener
13	4	65-516-32	65-516-32	65-516-32	Bolt 5/16-18 x 2 Hexagon Head

REPAIR PARTS

MODELS PR-7719-T, PR-7719-K, PR-7719-F  
HANDLE & CLUTCH ROD ASSEMBLY

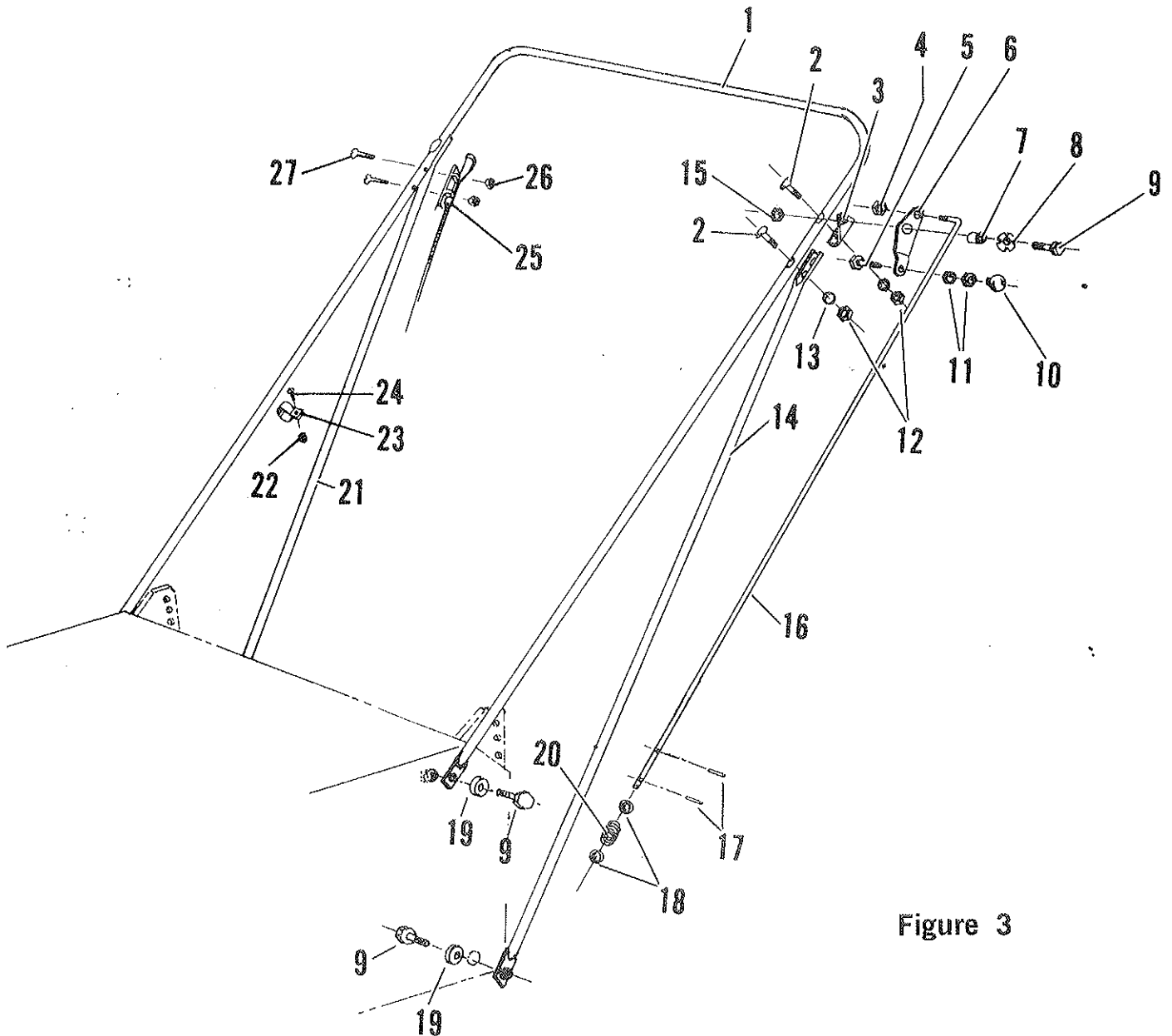


Figure 3

PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	70-53-C	1	Handle	15	364-516	1	Nut $\frac{5}{16}$ -18 Hexagon Lock - Thin
2	69-416-20	3	Bolt $\frac{1}{4}$ -20 x $1\frac{1}{4}$ Contour Head	16	70-40-A	1	Clutch Rod
3	57-182	1	Bracket	17	60-62-A	2	Roll Pin $\frac{1}{8}$ x 1
4	364-616	1	Nut $\frac{3}{8}$ -16 Hexagon Lock Thin	18	945-616	2	Flat Washer $\frac{3}{8}$
5	65-516-16	1	Bolt $\frac{5}{16}$ -18 x 1 Hexagon Head	19	935-516	4	Lock Washer $\frac{5}{16}$ Spring Type
6	70-67-A	1	Clutch Control Handle	20	70-80-A	1	Clutch Spring
7	54-227-A	1	Spacer	21	70-72-B	1	Truss Brace Right Hand
8	68-28-A	1	Washer - Cupped Spring	22	365-8	1	Nut #8-32 Hexagon Lock
9	65-516-12	5	Bolt $\frac{5}{16}$ -18 x $\frac{3}{4}$ Hexagon Head	23	68-101	1	Cable Clamp
10	55-130-A	1	Ball Knob	24	515-8-8	1	Machine Screw #8-32 x $\frac{1}{2}$
11	340-516	2	Nut $\frac{5}{16}$ -18 Hexagon Jam	25	64-69	1	Throttle Control Assembly <b>83-25-B, 33</b>
12	335-416	3	Nut $\frac{1}{4}$ -20 Hexagon Plain	26	365-10	2	Nut #10-24 Hexagon Lock
13	936-416	3	Lock Washer $\frac{1}{4}$ Internal Tooth	27	517-10-16	2	Machine Screw #10-24 x 1 Oval Head
14	70-73-8L	1	Truss Brace Left Hand				

TINE REEL ASSEMBLY

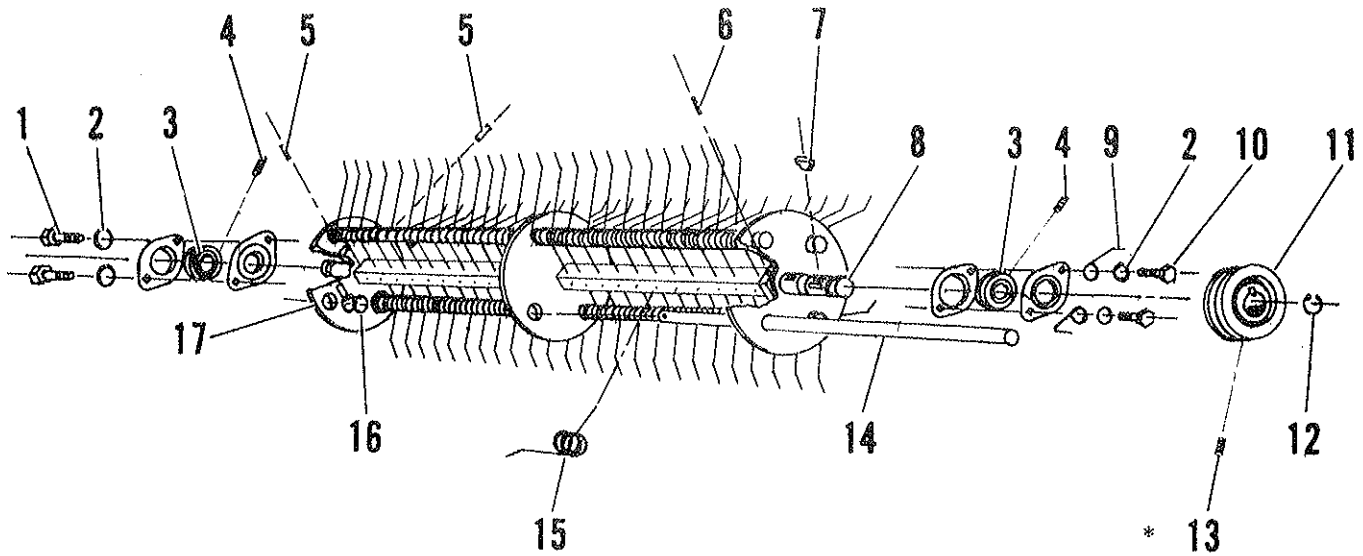


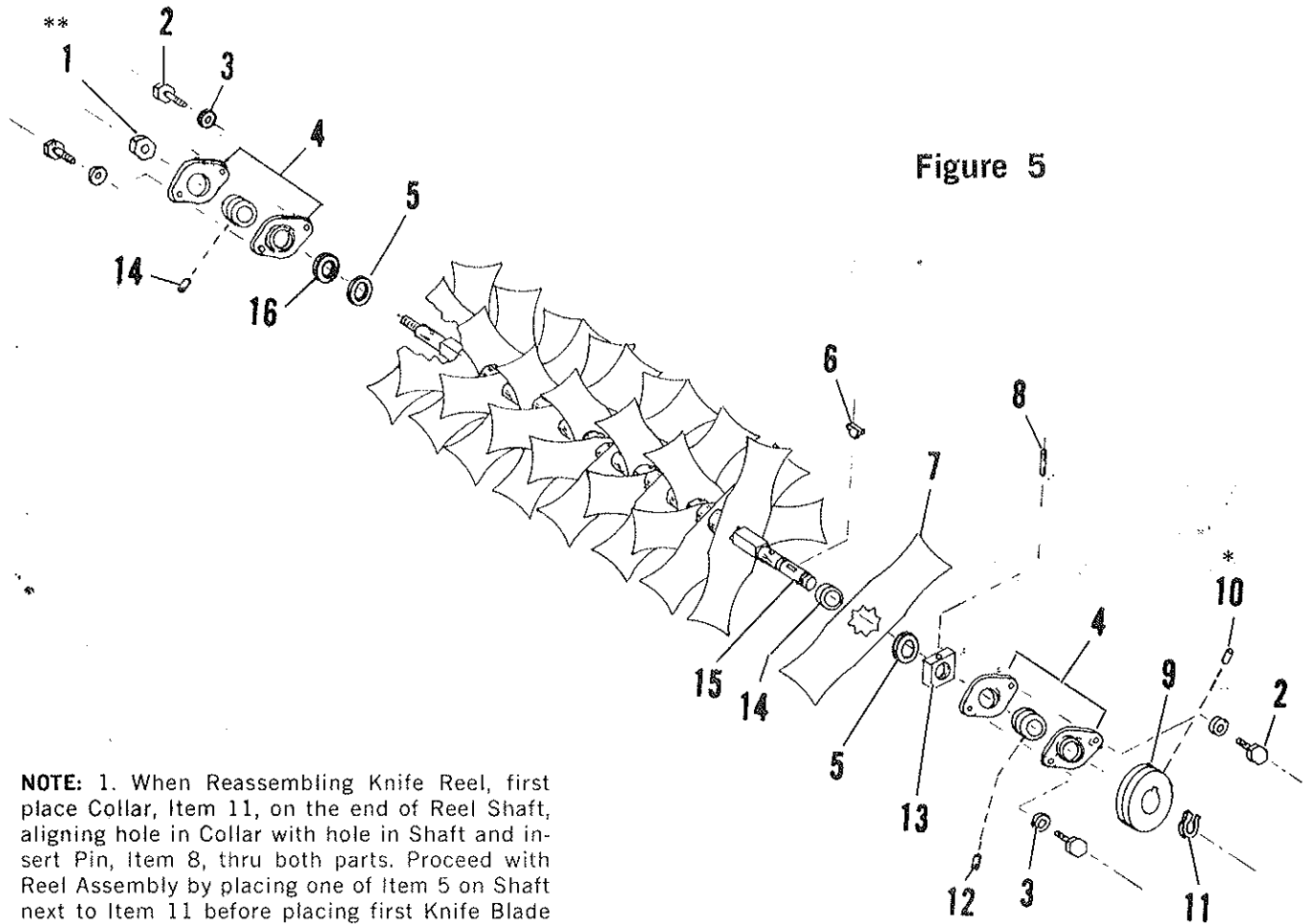
Figure 4

\*Locktite Set Screw At Assembly

PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	65-516-8	2	Bolt $\frac{5}{16}$ -18 x $\frac{1}{2}$ Hexagon Head	10	65-516-12	2	Bolt $\frac{5}{16}$ -18 x $\frac{3}{4}$ Hexagon Head
2	936-516	4	Washer $\frac{5}{16}$ Internal Tooth Lock	11	76-374-B	1	Sheave
3	66-41-A	2	Bearing - Self Aligning	12	994-12	1	Retaining Ring
4	563-C-416-4	4	Set Screw $\frac{1}{4}$ -28 x $\frac{1}{4}$ Allen Head	13	564-C-416-6	1	Set Screw $\frac{1}{4}$ -20 x $\frac{3}{8}$ Allen Head
5	53-65-A	4	Roll Pin	14	66-14-A	4	Tine Rod
6	66-44-A	1	Spiral Pin	15	66-238-A-1	100	Tine Spring <del>Box</del> 160
7	63-132	1	Key, Hi Pro #606 280-9	16	55-161-A	8	Washer Special
8	70-77-A	1	Tine Shaft 83-44-B	17	66-274	1	Tine Reel Weldment
9	70-71-A	2	Belt Popper				

KNIFE REEL ASSEMBLY



**NOTE:** 1. When Reassembling Knife Reel, first place Collar, Item 11, on the end of Reel Shaft, aligning hole in Collar with hole in Shaft and insert Pin, Item 8, thru both parts. Proceed with Reel Assembly by placing one of Item 5 on Shaft next to Item 11 before placing first Knife Blade on Shaft.

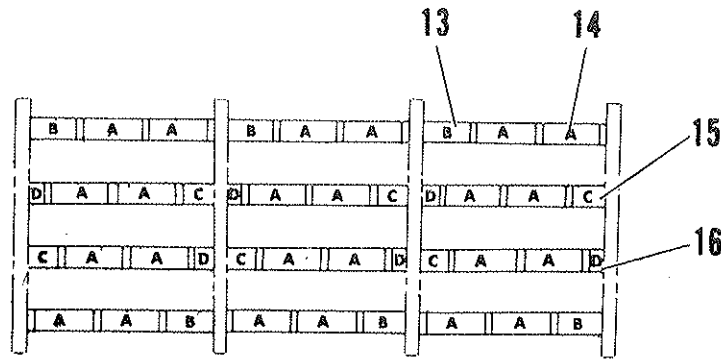
\*Locktite Set Screw At Assembly

\*\*Torque To Be 40 -50 Ft. Lbs.

PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part	Ref. No.	Part No.	Qty. Per Unit	Description of Part
**1	65-468-A	1	Nut 1/2-20 Hexagon Lock	9	76-377-B	1	Sheave 5.5 O.D.
2	65-516-8	4	Bolt 5/16-18 x 1/2 Hexagon Head	*10	564-C-416-6	1	Set Screw 1/4-20 x 3/8 Allen Head
3	935-516	4	Washer 5/16 Spring Lock	11	994-12	1	Retaining Ring
4	66-41-A	2	Bearing - Self Aligning	12	563-C-416-4	4	Set Screw 1/4-28 x 1/4 Allen Head
5	71-35-A	2	Washer - Special	13	66-43-A	1	Collar
6	63-132	1	Key, Hi Pro #606	14	71-47-A	17	Spacer
7	70-78	18	Knife Blade	15	66-48-B	1	Knife Reel Shaft
8	66-44-A	1	Spiral Pin	16	71-40-A	1	Spacer Weldment

FLAIL REEL ASSEMBLY



FLAT PLANE

\*Locktite Set Screw At Assembly

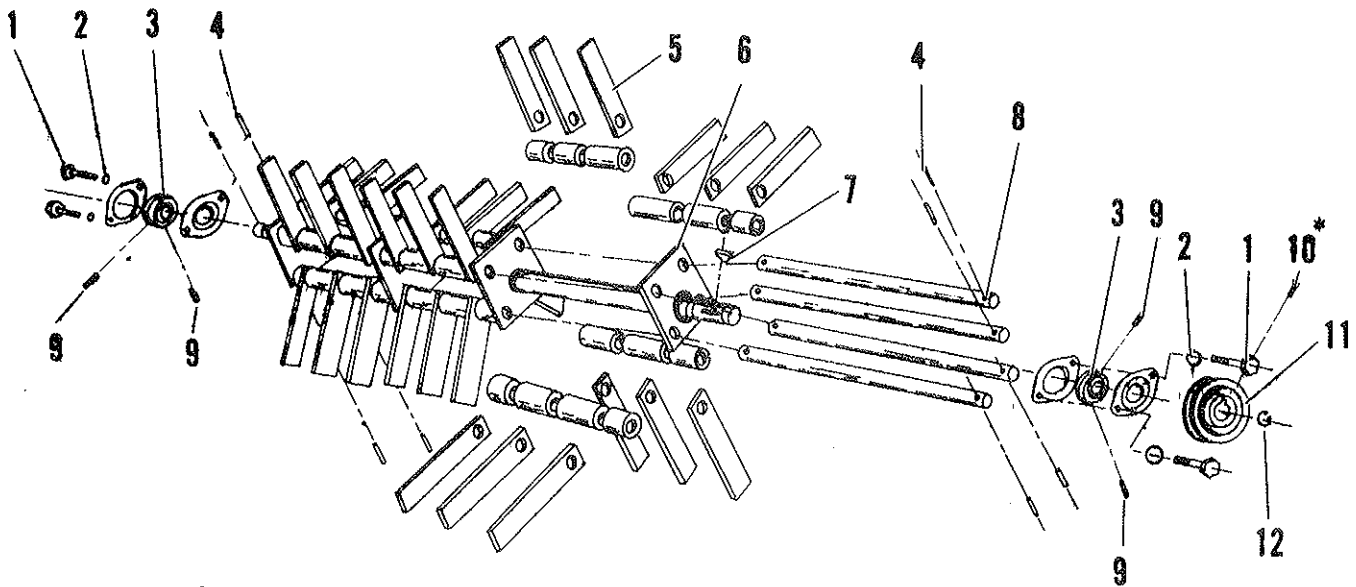


Figure 6

NOTE: 1. To obtain view of Spacer arrangement, imagine the path circle of the Flail Orbit Rod, to be rolled out into a flat plane.

PARTS LIST

Ref. No.	Part No.	Qty. Per Unit	Description of Part
1	65-516-8	4	Bolt $\frac{5}{16}$ -18 x $\frac{1}{2}$ Hexagon Head
2	935-516	4	Washer $\frac{5}{16}$ Spring Lock
3	66-41-A	2	Bearing - Self Aligning
4	57-97-A	8	Roll Pin $\frac{5}{32}$ x 1
5	66-56-A	36	Thatching Blade
6	70-52-B	1	Flail Reel Weldment
7	63-132	1	Key, Hi-Pro #606 280-9
8	70-48-A	4	Rod - Flail Reel
9	563-C-416-4	4	Set Screw $\frac{1}{4}$ -28 x $\frac{1}{4}$ Allen Head
* 10	564-C-416-6	1	Set Screw $\frac{1}{4}$ -20 x $\frac{3}{8}$ Allen Head
11	76-377-B	1	Sheave 5.5 O.D.
12	944-12	1	Retaining Ring
13	66-53-A	6	Spacer $1\frac{5}{8}$ long
14	66-52-A	24	Spacer 2 long
15	66-54-A	6	Spacer $1\frac{3}{32}$ long
16	66-55-A	6	Spacer $1\frac{1}{32}$ long