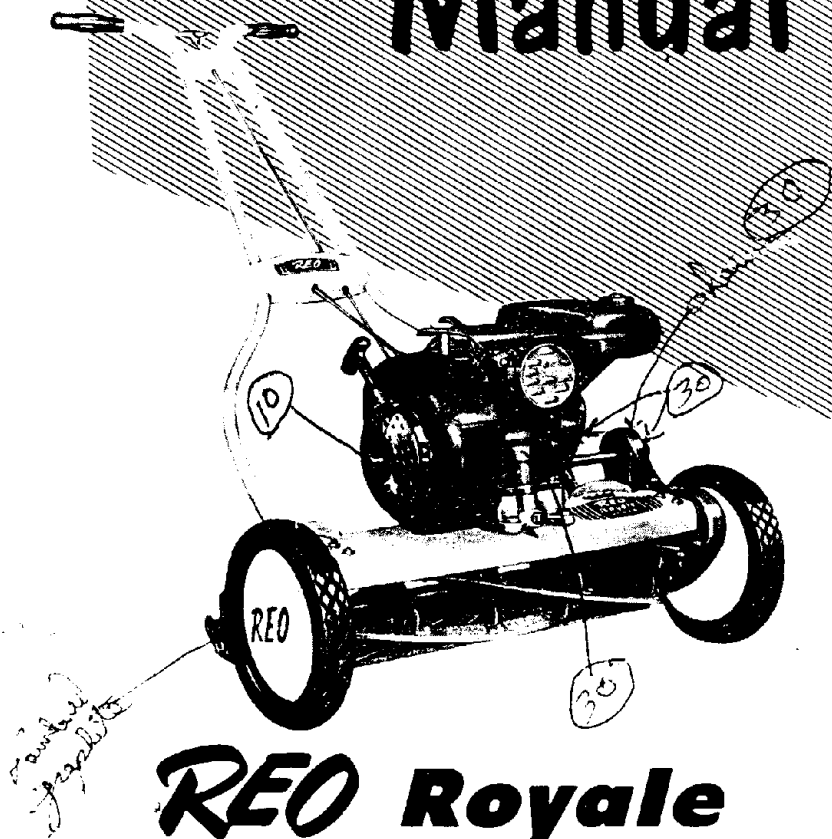


Operating Manual



REO Royale

MODEL WJ-21 SERIAL NO. 3J101 AND UP

REO Runabout

MODEL WJ-18 SERIAL NO. 1J101 AND UP

Warranty

We warrant each new mower manufactured by us to be free from defects in material or workmanship under normal use and service, our obligation under this warranty being limited to making good at our factory any part or parts thereof which shall, within 90 days after making delivery of such mower to the original purchaser, be returned to us with transportation charges prepaid and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and all other obligations or liabilities on our part, and we neither assume nor authorize any other person to assume for us any liability in connection with the sale of our mowers. This warranty shall not apply to any mower which shall have been repaired or altered so as in our judgment to affect its stability or reliability, nor which has been subject to misuse, negligence or accident.

REO DIVISION

Motor Wheel Corporation
Lansing 3, Michigan



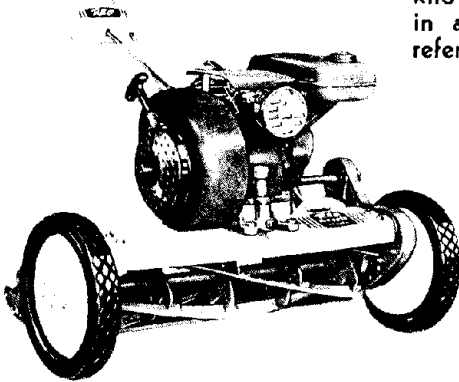
When You Take Delivery

*Let's take a Look
at your new REO Mower*

Your decision to buy a REO was a good one. You now own the finest power mower in its class. The REO was designed with the great bulk of American homeowners in mind. It does not require the service of a skilled mechanic to operate nor does it have a maze of levers, knobs and gadgets to fuss with.

It was attractively designed so that you can be justly proud to be its owner. It is ruggedly constructed to take the knocks, season after season. Reasonable care is all that your REO asks in return for its unswerving loyalty to you.

This book is furnished to help you know your mower better. Keep it in a handy place for quick future reference.



When your mower is delivered it should be completely set up and ready to run. It should be serviced with gasoline, oil and properly adjusted by the dealer. Be sure to check with your dealer to see that these things have been done. The envelope which accompanies this mower contains this instruction manual, parts list, warranty card and a list of Authorized and Registered Reo Service Dealers and Service Distributors. Your dealer will assist you in filling out your warranty card. The indicated portion of the card must be returned to the factory within 15 days of purchase date for the warranty to be valid.

Repair work which is covered by the warranty must be stated as warranty work when brought to the Authorized Service Dealer. You must present your bill of sale and warranty card when requesting warranty work. Any Authorized Service Dealer can do warranty work.

Dealer Instructions

It is the dealer's responsibility to ASSEMBLE THE MOWER, SERVICE IT WITH GAS AND OIL, AND SEE THAT THE CARBURETOR, CLUTCH AND BED-KNIFE ARE PROPERLY ADJUSTED. To assemble the ROYALE or RUNABOUT:

1. Examine machine when removed from carton for possible shipping damage. All claims for shipping damage should be made against the carrier, not the manufacturer.
2. Assemble roller and brackets to lawnmower with carriage bolts provided.
3. Remove handle from separate carton and attach to handle support pins which are visible at each side and to the rear of the engine support plate (fig. 1-"A"). Secure with cotter pins.
4. Insert throttle - clutch rod into socket on mower (fig. 1-"B"). Secure with spring pin.
5. Attach yoke of handle support rod to clip at rear of the engine cylinder head with clevis pin and secure with cotter pin (fig. 1-"C").
6. FILL THE CRANKCASE WITH SAE NO. 30 MOTOR OIL. Filler plug (fig. 2-"A") has measuring stick attached. OIL LEVEL MUST COVER THE TOP GROOVE. CHECK OIL LEVEL WITH FILLER PLUG SCREWED ON FINGER TIGHT. Capacity 1½ pints.
7. FILL GAS TANK WITH CLEAN REGULAR GASOLINE (such as used in a car). DO NOT MIX OIL WITH THE GAS.
8. Place a few drops of SAE No. 10 or 3 in 1 type oil in the oil hole in the hexagonal holding nut of the AUTOMATIC REWIND STARTER. (See fig. 13, page 12). Also, place a few drops of SAE No. 30 oil in the oil holes on either end of the jack shaft. (See fig. 10-"A", page 10).

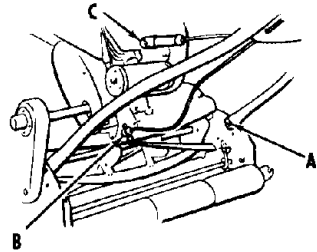


Fig. 1

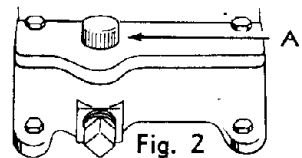


Fig. 2

ADJUSTMENTS TO BE MADE BY DEALER BEFORE DELIVERY

1. Adjust the carburetor for smooth running according to instructions on page 12 of this manual.
2. Set the knife bar according to instructions on page 9 of this manual. The "paper test" should then be made along the entire length of the blades.
3. Adjust the clutch and belt as explained on page 9 of this manual.
4. See page 7 for "starting" and "run-in" instructions.

Before You Mow

AUTOMATIC REWIND STARTER

The automatic rewind starter makes starting easy and convenient. Grasp the starter handle and pull straight out with a quick but easy motion. Still grasping the starter handle, allow the spring to rewind the cable.

Releasing the handle so that it will snap back causes excessive wear on the cable and starter parts. With a little practice you will be able to start the engine with one pull.

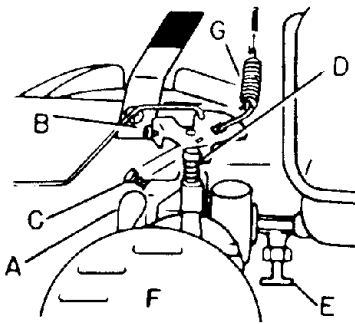


Fig. 3

CHOKE LEVER

As in many cars, a choke lever, painted yellow, (fig. 3-"A") is provided to assist starting when the engine is cold. When this lever is forward (in the direction of mowing) the choke is open. This is the position the choke should be in after the engine is warmed. When the choke lever is back (toward the rear of the mower) the choke is closed. This allows a rich mixture of gas to pass into the combustion chamber of the engine and greatly facilitates starting.

IDLE SPEED ADJUSTMENT

This screw (fig. 3-"B") serves as a throttle stop and can be turned clockwise to increase the idle speed of your engine or counter clockwise to decrease idle speed of the engine. At the factory, idle speed is generally set high as the engine is new and not yet "broken in". As you operate your engine, it will tend to become smoother running and idle speed can generally be reduced.

IDLE MIXTURE ADJUSTMENT

This screw (fig. 3-"C") controls the mixture of air and gasoline at idle speed. If you change the idle speed of your engine, the mixture adjustment can be rotated in either direction, to the point where the engine is smoothest running. You can best determine this point by listening to your engine. With a little experimentation you can "tune" your engine easily.

HIGH SPEED ADJUSTMENT

This screw (fig. 3-"D") controls the mixture of air and gasoline at high speeds. When the throttle is fully opened by turning the throttle-clutch control clockwise, (fig. 4), the mixture adjustment should be turned in either direction to the point where the engine is smoothest running. Changing the high speed adjustment usually affects the idle speed adjustment. More detailed information on the carburetor can be found under "Routine Maintenance and Storage", page 10.

FUEL SHUT-OFF VALVE

This valve stops the flow of gasoline from the gas tank to the carburetor when turned clockwise as far as it will go. If you plan to store your mower for any extended time, it is a good idea to shut off this valve while your engine is still running.

The engine will then use up all the gasoline in the carburetor and leave it dry. Sometimes when gasoline is allowed to stand in the carburetor, it forms a gummy substance which may clog the carburetor jets and cause trouble. Before using the mower again it will be necessary for you to turn on the fuel shut-off valve and allow the gas to flow through to the carburetor. (fig. 3-"E").

AIR FILTER

This air mesh filter serves to remove dust particles from the air passing into the combustion chamber of the engine. Dust can be very harmful to your engine and shorten its life considerably. The filter should be cleaned periodically. This procedure will be described later under "Routine Maintenance and Storage" (fig. 3-"F").

GOVERNOR

A wind-vane type governor is provided on your mower. As mowing becomes more difficult or easier, the governor will automatically feed more or less gas to the carburetor as required to maintain an even speed. No adjustment is required but great care should be taken to protect the fine wire spring which connects the flexible throttle wire to the carburetor. If this spring becomes distorted, the governor will not function properly and the spring should be replaced (fig. 3-"G").

THROTTLE-CLUTCH CONTROL

Your mower has a single control lever which serves two purposes (fig. 4). When pulled out the clutch is engaged and when pushed in the clutch is disengaged. Rotating the handle clockwise will increase the speed of the engine and counterclockwise will decrease the speed of the engine.

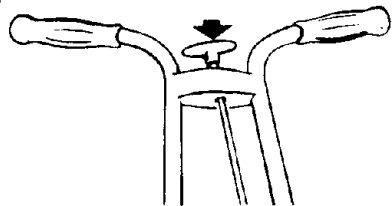


Fig. 4

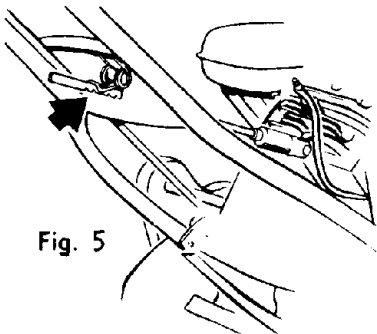


Fig. 5

HANDLE ADJUSTMENT

The handle can be raised or lowered to any desired height by placing the handle cross-piece in to any one of the six notches in the handle support rod. The handle support rod is held in place by a retaining spring which is attached under the handle cross-piece (fig. 5).

ENGINE SHORTING LEVER

To stop the engine, press this metal strap downward so that it rests firmly against the top of the spark plug. The engine ignition will be "shorted" and the engine will stop running. There is no danger of receiving a shock from this operation.

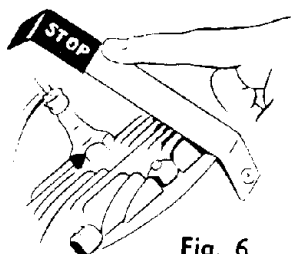


Fig. 6

OIL FILLER PLUG

The oil filler plug is conveniently located at front of engine. Filler plug has measuring stick attached. Drain plug is located immediately below filler. See fig. 2.

LET'S MOW.. HERE ARE OPERATING INSTRUCTIONS

Before you start the engine **BE SURE THAT YOUR CRANKCASE IS FILLED WITH SAE NO. 30 MOTOR OIL. THE OIL LEVEL MUST BE ABOVE THE BOTTOM THREADS OF THE FILLER PLUG HOLE.**

First of all, open the gas shut off valve by rotating counter-clockwise 6 or 7 revolutions. Move choke lever back toward engine as far as it will go and open throttle by rotating the throttle-clutch handle to the right. Be sure that the throttle-clutch handle is pushed in, or forward, as far as it will go.

Next, grasp handle of automatic rewind starter and pull straight out with a quick, yet steady motion. Do not let handle snap back to starter housing. If engine does not start, open choke slightly and repeat process.

As soon as the engine starts, move choke lever slowly forward to the fully opened position. **THE FIRST TIME THE ENGINE IS STARTED, IT SHOULD BE ALLOWED TO RUN AT SLIGHTLY ABOVE IDLING SPEEDS FOR 10 TO 15 MINUTES WITH CLUTCH FULLY DISENGAGED IN ORDER TO THOROUGHLY LUBRICATE ALL MOVING PARTS AND BEARINGS.** Always allow engine to warm up before starting to mow. A cold engine cannot operate at peak performance and will stall easily.

Be sure you have plenty of room ahead before you engage the clutch. Be sure your lawn is clear of bones, wire, sticks, stones, or other objects which could injure the cutting unit.

Keep all small children and pets a clear distance from the mower to avoid possible accident.

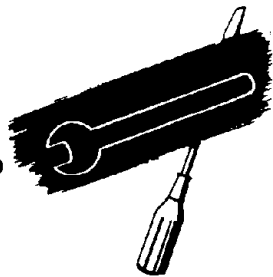
Open throttle slightly by rotating handle in a clockwise direction. Then, pull the throttle-clutch handle back slowly as far as it will go. Mower will move forward. Adjust speed of mower to a comfortable walk.

If your mower blades should become fouled with an object while mowing, follow this procedure. First, disengage the clutch. Then remove the object from the blades exercising caution to keep fingers out of the path of the blades. Engage the clutch to continue mowing.

To stop the mower, push throttle-clutch handle forward. To stop the engine, push engine shorting lever downward against top of spark plug. Hold in this position until engine stops rotating. There is no danger of receiving a shock from this operation.

Do not over work your mower the first few times you use it. It is new and needs to be "broken in". It will become easier to operate as it "wears in". To make sharp turns, or to pull mower back without disengaging clutch, tilt it back on roller by depressing handle, thus raising drive wheels from the lawn. Never tilt the mower on one wheel with the handle since this strains the handle excessively.

Adjustments...



ADJUSTING HEIGHT OF CUT

Two methods are available for adjusting height of cut:

1. Ordinary changes in height of cut may be obtained by removing the bolt and nut holding roller brackets to either side of the mower and adjusting brackets to the desired position.
2. Major changes to provide for full $\frac{7}{8}$ " to $2\frac{3}{8}$ " height of cut adjustment are made by moving the wheel axles to any one of three available locations in the side plates. The chart below shows the range of height of cut which may be obtained from any one of the three wheel positions.

| With Wheel Axles in: | Height of Cut Range: |
|----------------------|--|
| 1. Lowest Hole | 1. $1\frac{3}{4}$ to $2\frac{3}{8}$ inches |
| 2. Middle Hole | 2. $1\frac{5}{16}$ to 2 inches |
| 3. Highest Hole | 3. $\frac{7}{8}$ to $1\frac{9}{16}$ inches |

To change position of wheel axle, detach wheel and axle assembly by removing axle nut. Disassemble wheel axle from wheel. Remove pinion gear and pawl from reel drive shaft. Remove two screws holding wheel backing plate (fig. 7-"A") to side plate (fig. 7-"B"). Align axle hole in backing plate with desired hole in side plate. Insert wheel axle in the aligned holes. Revolve backing plate until the two screw holes are in line with their respective holes in the side plate. Replace the two screws. Withdraw wheel axle from the hole and reassemble to wheel. Place pawl through slot in reel shaft. Place pinion gear on reel shaft over pawl. Assemble wheel and axle assembly to mower.

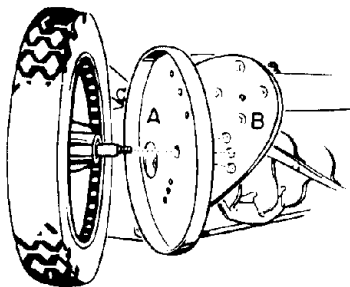


Fig. 7

RECOMMENDED CUTTING HEIGHT

The height at which to cut most lawns is generally recommended to be from $1\frac{1}{2}$ " to 2". This is particularly true during the hot summer months when moisture is scarce. Taller grass will develop longer roots and will shade the soil retarding moisture evaporation.

ADJUSTING THE BLADES

Two adjusting mechanisms, one on either side of the cutting unit, adjust the knife bar. When your mower needs adjusting follow the procedure outlined below (see fig. 8).

1. To move knife bar closer to reel, loosen lower nut "A" on adjusting mechanism at either end of knife bar and tighten upper nut "B".
2. To move knife bar away from reel, loosen upper nut "B" and tighten lower nut "A".

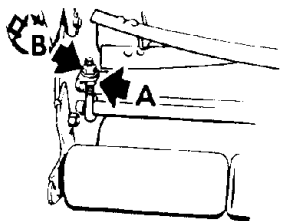


Fig. 8

Your mower will be in proper adjustment when the rotating blades of the reel touch the stationary knife bar. You can determine when your mower is properly adjusted by placing a 2" strip of ordinary newspaper between the reel blades and the stationary knife bar. If the paper can be withdrawn easily, the reel blades and the knife blade are too far apart. If the paper tears when withdrawn, the blades are too close together. You should feel considerable "drag" when you pull on the paper, but it should not tear. The "paper test" should be made the entire length of the blades. After the blades are in adjustment, each blade should cut paper cleanly along the entire length of the blade.

ADJUSTING CLUTCH AND BELT

To adjust the clutch, it is necessary to perform one operation, adjust the belt tension. In time, the belt may stretch slightly and it will be necessary to readjust the belt tension. Symptoms of a loose belt are:

1. Belt slips while clutch is engaged.
2. Clutch sliding from engaged to disengaged position.

To re-adjust the belt tension:

1. Remove the belt cover. Notice the bolt and nut a little to the rear of the engine drive pulley attached to the clutch backing plate (fig. 9-"A"). Loosen this nut. Do not take it off completely.
2. Pry the adjustment bolt toward the rear of the mower a short distance. The belt should be loose enough to allow the belt to slip on the jack shaft pulley when you revolve the engine drive pulley with your hand.
3. Tighten the adjustment nut.
4. Now engage the clutch. It should engage with a snap. If you experience extreme difficulty engaging the clutch, the belt is too tight. Loosen the adjustment nut and move the adjustment bolt slightly toward the front of the mower.
5. When the belt is adjusted, replace the belt cover.

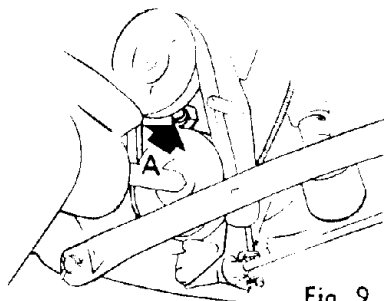


Fig. 9

When changing belt, it is necessary to remove the four bolts holding engine to engine support shield and slide the engine to the right. This will allow the jackshaft to drop out of the bearing and the belt may then be replaced.

Routine Maintenance...

GENERAL CARE

Like any precision machine, your REO will give you good continuous service if you in turn give it proper care. When you finish mowing, wipe it off with a cloth. Store it in a clean dry place, and make sure that it is protected from injury by your car, if placed in the garage. When your engine is new, use it moderately to allow for "break in". Operate your engine slowly, giving it frequent rests to prevent overheating. After an hour or so your machine will be ready to perform at any speed.

Use only a "regular" gasoline as fuel. Do not mix oil with the gas. Premium high octane "Ethyl" gasolines are not recommended. After first 5 hours of operation, drain engine oil and refill with SAE No. 30 motor oil.

For engine safety, check engine oil level each time the mower is used. Add oil as necessary to maintain level at the top groove of the measuring stick. Drain crankcase and refill with new oil each 25 operating hours.

AIR FILTER Occasionally, the air filter should be cleaned. To do this, remove the filter from the carburetor by loosening two attaching screws with a screw driver. Wash the filter in a solvent such as gasoline. When free of dirt, shake out thoroughly and dip in light engine oil and allow to drain. When oil stops dripping, wipe the filter and replace on the mower.

LUBRICATION

The reel bearings (at each end of the 5 blade rotating cutter) are sealed ball bearings. These bearings normally require no lubrication or attention, but grease can be added by carefully removing the seal. The wood roller may develop squeaks after some operation. It can be lubricated with a little powdered graphite. Oil or grease should not be used as it will collect dirt which will cause wood roller to wear rapidly.

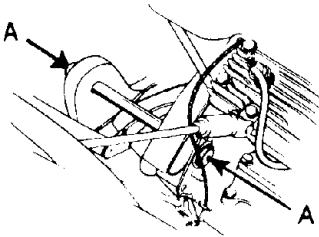
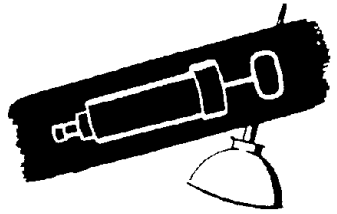


Fig. 10

Two oil holes are provided, one on each end of the jack shaft (fig. 10-"A"). Place a few drops of SAE No. 30 motor oil in these holes each time the mower is used. Occasionally the chain should be lubricated with SAE No. 30 motor oil. Remove the plate on the inside of the chain guard by removing the nut below the jack shaft. Apply oil to the entire length of the chain and reassemble plate to chain guard.

Lubrication.



The mower is lubricated at the factory, and the average user will not find it necessary to grease the mower more than once a year.

Where the mower is used several times weekly, especially in sandy soil or excessive dust, it should be lubricated more than once a year. Read the instructions carefully and study the illustrations before you attempt lubrication. To disassemble the mower.

1. Detach wheel and axle assembly by removing axle nut (fig. 11-"A").
2. Disassemble axle from wheel by removing two screws (fig. 11-"B") and axle retainer.
3. Remove pinion gear and pawl from reel shaft.

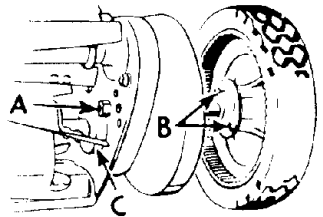


Fig. 11

Clean the old lubricant out of the ring gears on the inside of the wheels; from the pinions, pawls and wheel bearings. Clean the ends of the reel shaft and pawl slots. Apply a generous amount of a good grade, light automotive chassis grease to the ring gears on the inside of the wheels and to the wheel bearings. Apply grease to the exposed ends of the reel shaft, the pawls and the inside of the pinions.

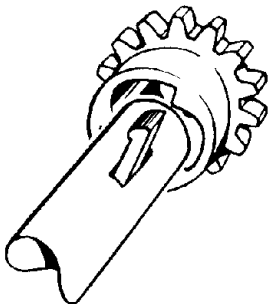


Fig. 12

TO REASSEMBLE THE MOWER

1. Place pawl through slot in reel shaft. Make sure that the flat face will meet the flat face inside the pinion gear (see fig. 12).

NOTE: The two pinions are not identical. They must be installed correctly.

2. Place pinion gear on reel shaft over pawl.
3. Reassemble wheel axle to wheel.
4. Install wheel and axle assembly to mower.

AUTOMATIC REWIND STARTER

An oiler is provided in the rewind starter nut (fig. 13) for lubrication of the starter bearings. EACH TIME MOWER IS USED, LIBERALLY LUBRICATE THE REWIND STARTER BEARINGS WITH S.A.E. No. 10 OIL OR LIGHTER. (A light oil such as Finol or Three-in-one is recommended and may be obtained at any neighborhood gasoline station or hardware store.)

When the rewind starter or engine is completely torn down for overhaul, make sure that upon reassembly the rewind starter is lubricated as follows: Starter spring is coated with light oil; starter bearings and cavity between bearings are liberally lubricated with light grease. Do not overpack so that the grease is forced into the driver, this will cause the starter balls to stick and the starter will not engage. By following the above instructions, your rewind starter will give you trouble free service.

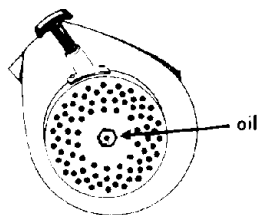


Fig. 13

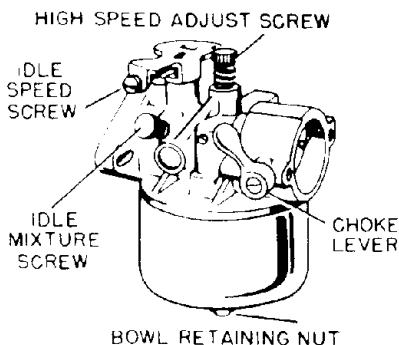


Fig. 14

CARBURETOR

This variable jet carburetor requires little attention, however, it is advisable to clean carburetor bowl and passages periodically. The bowl should be removed, cleaned and wiped dry with a rag free of lint. The passages may be blown out with compressed air. A fine mesh screen is located between the fuel shut off valve and gasoline tank. It is designed to be "self cleaning" and should not require periodic attention. It will prevent dirt particles from entering the carburetor. To avoid possible trouble, however, always be sure that gasoline used is clean and fresh.

If the carburetor is completely disassembled, it may be readjusted for starting as follows: Close both the idle speed adjustment and high speed adjustment by turning adjusting screws clockwise. Open both adjusting screws $1\frac{1}{2}$ turns. This adjustment will allow engine to start. After the engine is started, first adjust the high speed jet for smoothest running with the hand throttle fully opened. Then set the idle adjustment for smoothest running at idling speed. Idling speeds are below 2000 R. P. M.

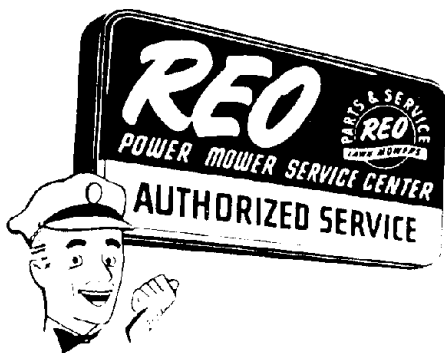
A symptom of too lean a carburetor setting is engine stalling or cutting out when the clutch is engaged. If this should happen, open up high speed adjustment $1/16$ turn and readjust idle mixture. Too rich a mixture will cause the engine to run rough or "pop". If the mixture is too rich reset high speed adjustment at full throttle for smoothest operation, then readjust idle mixture.

Storage Service

WINTER STORAGE

When it is necessary to store mower for a period of 30 days or more, (a) drain fuel from tank and carburetor to avoid possible gum deposits; (b) remove spark plug and pour three (3) teaspoonfuls of engine oil into cylinder. Crank the engine slowly about 12 revolutions to spread the oil over internal surfaces of the engine and then replace spark plug. A little chassis grease on the cutting edge of the blades will prevent them from rusting during prolonged storage.

REO COAST-TO-COAST SERVICE SYSTEM



These emblems are displayed by hundreds of Reo Service Dealers from coast-to-coast, appointed by Reo Service Distributors. These dealers are equipped with a basic stock of parts and have facilities for servicing Reo mowers. We suggest that you contact either a Registered or Authorized Reo Service Dealer for regular seasonal adjustment and overhaul as needed.

Many of these trained Reo Service Dealers provide complete "Winterizing" service. They will take your mower into the shop in the winter; completely overhaul it, including sharpening, and store it for you at a reasonable cost.

Refer to the Service Directory for the name of your nearest dependable Authorized or Registered Reo Service Dealer and call him when you need repairs or sharpening.

Important: | **Be sure to return the indicated portion of your mower warranty card to the factory within 15 days from date of purchase in order for the warranty to be valid.**

EXPLODED VIEWS AND PARTS LISTS

Important:

Exploded views and parts lists of your mower and engine should accompany this manual. If they do not, fill out the enclosed self-addressed post card with the model and serial number of your mower and mail to Reo Motors, Inc. Exploded views and parts list will be sent you at no charge as soon as they are available.

To eliminate congestion of parts and numbers on the exploded views, an index (reference) number is assigned to each part rather than a part number. To find any desired part name and part number, first locate the part on the exploded view and note its index number. Then refer to the appropriate parts list and obtain the part name and part number listed opposite this index number.

If a particular part is not procurable as a separate service item, "No Number" will appear in the Part Number column opposite the index number. In such case it will be necessary to refer to the preceding parts until you come to the first assembly which includes the needed part. It will be necessary to buy the complete assembly.

For convenience, the part name of each part making up an assembly is indented under the part name of the assembly. This system makes it possible for the reader to tell at a glance which parts make up each assembly.

Important:

Be sure to specify the part name and part number — not index number when ordering replacement parts.

HOW TO ORDER PARTS

When in need of replacement parts, refer to the exploded views and parts lists to obtain the necessary part numbers and part names. Also obtain the model and serial number of the mower and engine from the serial number plates.

Then contact your nearest Authorized or Registered Reo Service Dealer shown in the Service Directory. This Service Directory is provided in your sales envelope.

If there is not an Authorized or Registered Service Dealer in your vicinity, place your order with the nearest Reo Service Distributor (in bold type in the Service Directory).

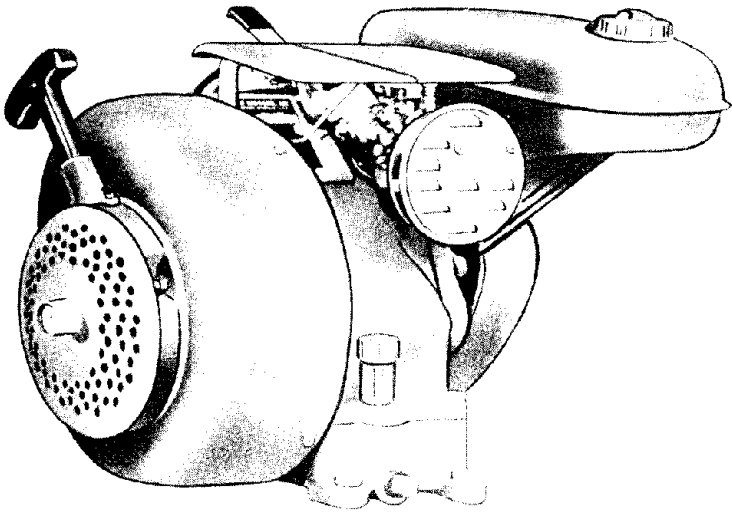
Important:

When placing your order for parts, include the part number, part name and model number and serial number of mower and engine.

TECHNICAL ENGINE DATA

ENGINE MODEL 3300, TYPE J

SERIAL NO. 330J101 AND UP



The model 3300, type J Reo engine is a 4 cycle, single cylinder, L-head, air cooled, $2\frac{1}{4}$ h.p. engine with a 6.6 cubic inch piston displacement. The engine has a $2\frac{1}{8}$ " cylinder bore with a $1\frac{7}{8}$ " stroke. Other technical information is listed below:

1. Concentric float Carter carburetor with variable high speed jet and variable idle adjustment.
2. Ignition is furnished by a high tension magneto. Ignition timing should be $22\frac{1}{2}^{\circ}$ B.T.D.C. Point gap should be .020".
3. Valve data:
 - A. Valve clearance (cold) Intake: .008-.012"
Exhaust: .010-.014"
 - B. Valves are properly timed when marks on the faces of the crankshaft and camshaft gears are aligned with gears meshed.
4. Power take-off shaft reduction 2:1.
5. Air vane type governor.
6. Splash oil lubrication system.
7. Spark plug gap .025".

GARDEN
FOSTER



REO DIVISION

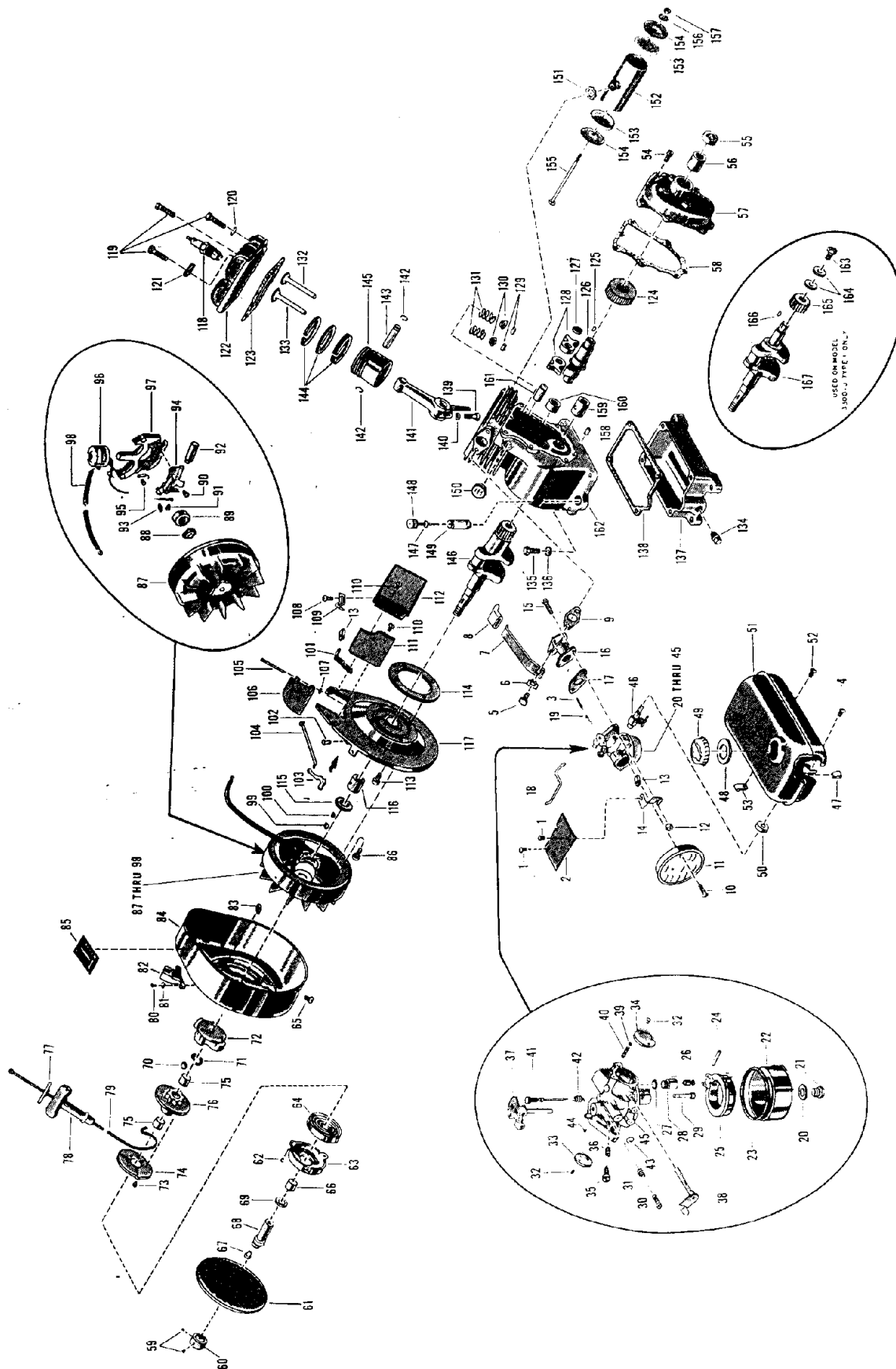
Motor Wheel Corporation
Lansing 3, Michigan

REO 2 1/4 H.P. ENGINE

MODEL 3300J

1954 PRODUCTION YEAR

MODEL 3300-J REO ENGINE
USED ON WJ-18 RUNABOUT AND WJ-21 ROYALE POWER MOWERS



ORDER PARTS FROM YOUR REO SERVICE DISTRIBUTOR

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MODEL 3300-J ENGINE ASSY PARTS LIST

Order Parts by Part Number Only — Not Index Number

| INDEX NO. | PART NUMBER | DESCRIPTION | INDEX NO. | PART NUMBER | DESCRIPTION | INDEX NO. | PART NUMBER | DESCRIPTION |
|------------|-------------|--|------------|---|---------------|---|-------------|-------------|
| 1 | GM-155123 | Screw — PHCR machine, 10-24 x 1/2 Cad | 86 | Screw and Lockwasher Assy — PHCR, 1/2-20 x 1/4 Cad | 128 | Rocker — Valve | LM-233 | |
| 2 | MW-3394 | Spring — Governor | 87 thru 90 | Magnate and Flywheel Assy (W/ro FW 2318) | 129 | Pin — Valve retaining | LM-233 | |
| 3 | LM-290 | Spring — Governor | 88 | Washer — Spring | 130 | Retainer — Valve spring | LM-232 | |
| 4 | GM-161345 | Screw — RHCR tapping, 10-17 x 1/2 Cad | 89 | Cam — Breaker | 131 | Spring — Valve | MW-3307 | |
| 5 | GM-160021 | Bolt — Hex head, 1/2-20 x 3/4 Cad | 90 thru 94 | Stator Assy — Breaker and condenser Screw — Breaker and condenser Screw — Condenser Screw — connecting and clamp | 132 | Valve — Exhaust | MW-3351 | |
| 6 | LM-259 | Washer — Hub lock, special, 7-32 | 91 | Clamp — Bodine wire | 133 | Valve — Intake | MW-3352 | |
| 7 | LM-259 | Washer — Hub lock, special, 7-32 | 92 | Condenser Assy | 134 | Plug — Square head pipe, Cl. 3/4-18 | GM-445573 | |
| 8 | MW-3648 | Gasket — Mainfield | 93 | Felt — Cam wiper | 135 | Belt — Hex head, 5/16-18 x 1/4 Cad | GM-140229 | |
| 9 | LM-251 | Gasket — Mainfield | 94 | Breaker Assy | 136 | Washer — Int. tooth lock, 5/16 Cad | GM-138338 | |
| 10 | LM-251 | Gasket — Mainfield | 95 | Screw — Primary lead wire slip | 137 | Base — Cylinder block | MW-3392 | |
| 11 | LM-249 | Clamp — Air | 96 | Coil Assy | 138 | Gasket — Cylinder base | LM-233 | |
| 12 | GM-271175 | Nut and Lockwasher Assy — Hex, 1/2-28 Cad | 97 | Plate Assy — Stator | 139, 140, 141 | Red and Cap Assy — Connecting | LM-271 | |
| 13 | LM-281-81 | Nut — Tinsman U — 10-24 | 98 | Wire Assy — Lead | 139 | Bolt — Hex. head, self locking, special, 1/2-20 x 1/4 | LM-235 | |
| 14 | LM-391 | Bracket — Governor spring shield | 99 | Key — Woodruff, brass, special, 1/2 x 1/2 | 140 | Washer — Lock, special, 9/32 | 1489-81 | |
| 15 | GM-123461 | Bolt — Hex. head, 1/2-28 x 1 Cad | 100 | Key — Woodruff, 1/2 x 1/2 | 141 | Red — Connecting | *No Number | |
| 16 | MW-3039 | Mainfield — Intake | 101 | Support — Spring shield | 142 | Ring — Snap | LM-244 | |
| 17 | LM-231 | Gasket — Mainfield | 102 | Pin — Clutch, 2/16 Cad | 143 | Pin — Piston | MW-3297 | |
| 18 | LM-289 | Link — Governor | 103 | Bellcrank — Governor | 144 | Ring Set — Piston (0.10 oversize) | MW-2182 | |
| 19 | LM-295 | Link — Governor | 104 | Link — Governor | 144 | Ring Set — Piston (0.20 oversize) | MW-2184 | |
| 20 thru 21 | MW-3754 | Carburetor Assy (Carb N-27285) | 105 | Pin — Governor valve hinge | 145 | Piston (standard) | MW-3311 | |
| 22 | 23-42 | Bowl | 106 | Valve — Governor | 145 | Piston (0.10 oversize) | MW-3375 | |
| 23 | 23-42 | Bowl | 107 | Washer — Plain, 1/2 x 5/16 x 1/32 Cad | 146 | Piston (0.20 oversize) | MW-3388 | |
| 24 | 24-30 | Pin — Float lever | 108 | Washer — Plain, 1/2 x 5/16 x 1/32 Cad | 147, 148 | Cap and Dip Stick Assy — Oil | MW-3358 | |
| 25 | 21-1395 | Float and Lever Assy | 109 | Clip — Open, 1/4 Cad | 148 | Gasket — Oil cap | MW-3557 | |
| 26, 27, 28 | 25-2195 | Needle and Seat Assy | 110 | Screw and Lockwasher Assy — Hex. head started tapping, 10-24 x 1/2 Cad | 149 | Filter — Oil | MW-3315 | |
| 29 | 20-22 | Gasket — Needle seat | 111 | Plate — Air deflector, upper | 150 | Breather Assy — Crankcase | MW-3415 | |
| 30 | 30A-46 | Screw — Idle adjustment | 112 | Plate — Air deflector, lower | 151 | Nut — Conduit, 1/2-14 NPS | 1173-81 | |
| 31 | 61-368 | Spring — Idle adjustment screw | 113 | Screw and Lockwasher Assy — PHCR, 1/2-20 x 3/4 Cad | 152 thru 157 | Muffler Assy | MW-2955 | |
| 32 | 101-230 | Screw — Valve attaching | 114 | Gasket | 152 | Body Assy — Muffler | *No Number | |
| 33 | 2-127 | Valve — Throttle | 115 | Seal — Oil | 153 | End — Body, muffler | MW-2958 | |
| 34 | 2-132 | Valve — Choke | 116, 117 | Plate Assy — Stator | 154 | Plate — End, muffler | MW-3960 | |
| 35 | 101-276 | Screw — Throttle lever adjusting | 118 | Bearing | 155 | Bolt — Square head, 1/2-20 x 5/8 | GM-109820 | |
| 36 | 61-191 | Spring — Adjusting screw | 119 | Plug — Spark | 156 | Washer — Ext. tooth lock, 1/4 Cad | GM-131753 | |
| 37 | 3-3355 | Shift and Lever Assy — Throttle | 120 | Bolt — Hex. head, 5/16-18 x 1/4 Cad | 157 | Nut — Hex, 1/2-20 Cad | GM-124651 | |
| 38 | 14-4985 | Shift and Lever Assy — Choke | 121 | Clip — Handle support | 158 thru 162 | Block Assy — Cylinder | MW-3337 | |
| 39 | 116-16 | Bolt — Choke shaft | 122 | Head — Cylinder | 158 | Pin — Dowel | LM-240 | |
| 40 | 61-269 | Spring — Choke shaft | 123 | Gasket — Cylinder head | 159 | Bearing | MW-3288 | |
| 41 | 11-1945 | Needle Assy — Low speed (L) and high speed adjusting | 124 | Gear — Camshaft | 160 | Bearing — Camshaft | MW-3289 | |
| 42 | 61-283 | Spring — High speed adjusting needle | 125 | Key — Camshaft | 161 | Shaft — Valve rocker | MW-3279 | |
| 43 | 67-11 | Plug — We-th | 126 | Key — Woodruff, 1/2 x 1/2 | 163 | Bolt — Hex. head, self locking, 1/2-28 x 3/4 | GM-133202 | |
| 44 | 118-79 | Plug — Rivet | 127 | Ring — Retaining | 164 | Washer — Plain, 5/16 x 3/4 x 1/18 | GM-106361 | |
| 45 | *No Number | Body — Carburetor | | | 165 | Key — Pinion | LM-231 | |
| | | | | | 166 | Key — Woodruff, 1/2 x 1/2 | GM-106749 | |
| | | | | | 167 | Camshaft | MW-3367 | |

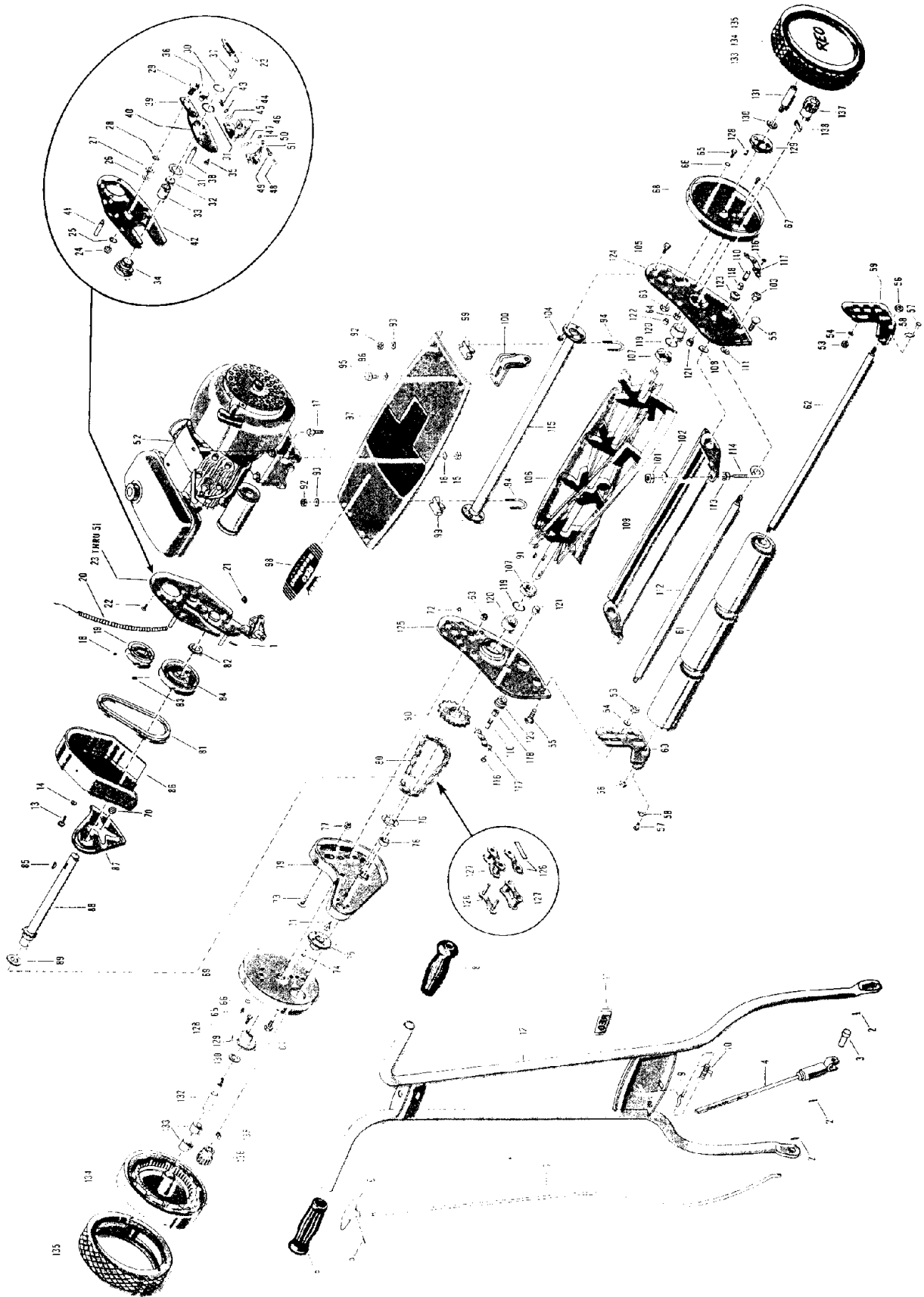
*No Number — Not procurable as a separate part

REO RUNABOUT POWER MOWER

MODEL WJ-18

1955 PRODUCTION YEAR

REO RUNABOUT POWER MOWER — MODEL WJ-18



ORDER PARTS FROM YOUR REO SERVICE DISTRIBUTOR

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REO RUNABOUT POWER MOWER MODEL WJ-18 PARTS LIST

Order Parts by Number Only — Not Index Number

| INDEX NO. | NOMENCLATURE | PART NUMBER | INDEX NO. | NOMENCLATURE | PART NUMBER | INDEX NO. | NOMENCLATURE | PART NUMBER |
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| 1 | Pin — Spring..... | 1305-81 | 45 | Washer — Special..... | MW-846 | 92 | Nut — Hex. lock, 1/4-28 Cad..... | GM-443332 |
| 2 | Pin — Center, 3/32 x 3/4 Cad..... | GM-121222 | 46 | Support — Clutch rod..... | *No Number | 93 | Washer — Plain, 9/32 x 3/4 x 1/16 Cad..... | GM-120392 |
| 3, 4 | Rod Assy — Handle Support..... | MW-4034 | 47 | Spring — Throttle..... | MW-3492 | 94 | U-Bolt..... | MW-775 |
| 3 | Pin — Clevis..... | MW-1062 | 48 | Screw — RHC machine, # 10-32 x 1/4 Cad..... | GM-155173 | 95 | Bolt — Hex. head, 5/16-18 x 1/2 Cad..... | GM-120834 |
| 4 | Rod — Handle support..... | *No Number | 49 | Pivot — Rodine wire..... | MW-805 | 96 | Washer — Int. tooth lock, 5/16 Cad..... | GM-136538 |
| 5, 6, 7 | Rod Assy — Control..... | MW-3488 | 50 | Washer — Plain, 1/2 x 5/16 x 1/32 Cad..... | GM-218322 | 97 | Shield — Engine support..... | MW-3546 |
| 5 | Pin — Groove, 3/32 x 1/2 Cad..... | GM-142952 | 51 | Lever — Throttle..... | *No Number | 98 | Decal..... | MW-3555 |
| 6 | Knob — Control rod..... | MW-798 | 52 | Engine Assy..... | GM-3300-1 | 99 | Spacer — Rubber..... | MW-776 |
| 7 | Rod — Control..... | *No Number | 53 | Nut — Light hex., 5/16-18 Cad..... | GM-120376 | 100 | Bracket — Engine support shield..... | MW-777 |
| 8 thru 12 | Handle Assy..... | MW-4037 | 54 | Washer — Int. tooth lock, 5/16 Cad..... | GM-136538 | 101 | Nut — Hex. lock, 5/16-24 Cad..... | GM-443334 |
| 8 | Grip — Handle..... | MW-1437 | 55 | Bolt — Int. tooth lock, 5/16 x 3/4 Cad..... | GM-126216 | 102 | Washer — Plain, 11/32 x 11/16 x 1/16 Cad..... | GM-120393 |
| 9 | Clip — Spring retaining..... | MW-1430 | 56 | Nut — Hex. lock, 7/16-20 Cad..... | GM-443338 | 103 | Nut — Hex. lock, 3/4-24 Cad..... | GM-443336 |
| 10 | Spring — Handle support rod retaining..... | MW-1431 | 57, 58, 59 | Bracket Assy — Roller adjusting, RH..... | MW-1370 | 104 | Nut — Light hex., 1/2-28 Cad..... | GM-120367 |
| 11 | Decal..... | MW-3585 | 57 | Rivet — RH, 3/16 x 3/4 Cad..... | GM-125709 | 105 | Screw — FHC, special, 1/4-28 x 1/2 Cad..... | 1618-81 |
| 12 | Tube and Spacer Assy — Handle..... | *No Number | 58 | Spring — Grass catcher retaining..... | MW-1006 | 106 | Reel Assy..... | MW-2004 |
| 13 | Screw — RHC machine, # 10-24 x 3/4 Cad..... | GM-155103 | 58 | Bracket — Roller adjusting, LH..... | *No Number | 107 | Slinger — Reel shaft bearing..... | MW-1075 |
| 14 | Washer — Int. tooth lock, # 10 Cad..... | GM-121801 | 59 | Bracket — Roller adjusting, LH..... | MW-1369 | 108 | Washer — Special, 1/2 x 15/16 x 1/32 Cad..... | LM-467 |
| 15 | Nut — Light hex., 5/16-18 Cad..... | GM-120376 | 57, 58, 60 | Bracket Assy — Roller adjusting, LH..... | MW-1006 | 109 | Bed-knife Assy..... | MW-3547 |
| 16 | Washer — Int. tooth lock, 5/16 Cad..... | GM-136538 | 57 | Rivet — RH, 3/16 x 3/4 Cad..... | GM-125709 | 110 | Screw — Bed-knife anchor..... | MW-1083 |
| 17 | Bolt — Hex. head, 5/16-18 x 1 Cad..... | GM-122017 | 58 | Spring — Grass catcher retaining..... | MW-1006 | 111 | Washer — Int. tooth lock, 3/4 Cad..... | GM-136542 |
| 18, 19 | Pulley and Set Screw Assy..... | MW-2199 | 60 | Bracket — Roller adjusting, LH..... | *No Number | 112 | Bar — Rear spacer..... | MW-3545 |
| 18 | Screw — Hex. socket self locking set, cup point, 1/4-20 x 5/16..... | 810-81 | 61 | Roller..... | MW-3549 | 113 | Nut — Light hex., 5/16-24 Cad..... | GM-120368 |
| 19 | Pulley..... | *No Number | 62 | Bar — Roller..... | MW-3550 | 114 | Eye Bolt — Bed-knife adjusting..... | MW-1397 |
| 20 | Wire — Throttle bodine..... | MW-803 | 63 | Nut — Hex. lock, 7/16-20 Cad..... | GM-443338 | 115 | Tube Assy — Front spacer..... | MW-3543 |
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| 23 | Spring — Clutch retracting..... | MW-1462 | 67 | Bolt — Hex. head, 1/4-28 x 1/2 Cad..... | GM-123316 | 119 | Ring — Snap..... | MW-2005 |
| 24 | Nut — Hex. lock, 3/4-24 Cad..... | GM-443336 | 68 | Plate — Wheel backing, RH..... | MW-3584 | 120 | Bearing — Reel shaft..... | *No Number |
| 25 | Washer — Plain, 13/32 x 13/16 x 1/16 Cad..... | GM-120394 | 69 | Plate Assy — Wheel backing, LH..... | MW-1299 | 121 | Plate Assy — Side, RH..... | MW-4036 |
| 26 | Washer — Wear..... | MW-1317 | 70 | Nut — Hex. elastic stop, # 10-24 Cad..... | 269-81 | 122 | Pin — Engine support shield..... | MW-864 |
| 27 | Spacer — Clutch adjusting screw..... | MW-766 | 71 | Bolt — RH carriage, # 10-24 x 1 1/4 Cad..... | GM-126281 | 122 | Bushing — Bed-knife bearing..... | MW-2893 |
| 28 | Washer — Spring..... | MW-783 | 72 | Nut — Hex. lock, 5/16-18 Cad..... | GM-443333 | 123 | Pin — Handle pivot..... | MW-851 |
| 29 | Screw — Clutch adjusting..... | MW-1461 | 73 | Screw — RH slotted machine, 5/16-18 x 1 1/4 Cad..... | GM-173186 | 124 | Plate — Side, RH..... | *No Number |
| 30 | Ring — Snap..... | MW-769 | 74 | Screw — RHC machine, # 10-24 x 3/4 Cad..... | GM-155103 | 121 thru 123, 125 | Plate Assy — Side, LH..... | MW-4035 |
| 31 | Washer — Belleville spring..... | MW-768 | 75 | Bearing and Cup Assy — Outer..... | MW-3497 | 123 | Pin — Engine support shield..... | MW-864 |
| 32, 33, 34 | Retainer and Bearing Assy — Clutch..... | MW-806 | 76 | Nut — Tinnerman, special..... | MW-1401 | 124 | Bushing — Bed-knife bearing..... | MW-2893 |
| 32 | Plug — Expansion..... | MW-1496 | 77, 78, 79 | Guard and Bearing Assy — Chain..... | MW-3981 | 124 | Plate — Side, RH..... | *No Number |
| 33 | Bearing — Clutch..... | MW-773 | 78 | Nut — Retaining..... | MW-1726 | 126 | Link Assy — Connecting, 3/16..... | MW-1157 |
| 34 | Retainer — Clutch Bearing..... | *No Number | 78 | Bearing — Chain guard..... | MW-746 | 127 | Link Assy — Roller, 3/16..... | MW-2015 |
| 35 | Pin — Clutch central pivot..... | MW-802 | 79 | Guard — Drive chain..... | *No Number | 128 | Screw — RHC tapping, 1/2-20 x 1/2 Cad..... | GM-449945 |
| 36 thru 40 | Lever and Link Assy — Toggle..... | MW-1457 | 80 | Chain — Drive, 3/16..... | MW-346 | 129 | Retainer — Wheel..... | GM-3506 |
| 36 | Pin — Toggle lever link pivot..... | *No Number | 81 | "V" Belt..... | MW-3823 | 130 | Washer — Special, 11/16 x 15/16 x 1/16..... | 1619-81 |
| 37 | Pin — Clutch spring retaining..... | MW-1460 | 82 | Washer — Thrust..... | MW-754 | 131 | Shaft — Wheel, RH..... | MW-3510 |
| 38 | Pin — Toggle lever belt stop..... | MW-764 | 83, 84 | Pulley and Set Screw Assy..... | MW-2198 | 132 | Shaft — Wheel, LH..... | MW-3509 |
| 39 | Link — Toggle control..... | *No Number | 84 | Screw — Hex. socket self locking set, cup point, 1/4-20 x 5/16..... | 810-81 | 133, 134, 135 | Wheel Assy (Complete)..... | MW-3982 |
| 40 | Lever — Toggle control..... | *No Number | 85 | Pulley..... | *No Number | 133 | Wheel Assy (less tire)..... | MW-3983 |
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| 41 | Pin — Clutch housing support..... | MW-758 | 87 | Housing — Clutch..... | MW-771 | 135 | Wheel..... | *No Number |
| 42 | Plate — Clutch backing..... | *No Number | 88 | Plate — Chain guard..... | MW-749 | 136 | Tire..... | MW-2452 |
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| 43 | Screw — RHC machine, # 10-24 x 3/4 Cad..... | GM-155103 | 90 | Washer — Thrust..... | MW-754 | 138 | Pinion — Wheel drive, RH..... | MW-1403 |
| 44 | Washer — Int. tooth lock, Cad..... | MW-863 | 91 | Sprocket Assy — Reel drive..... | MW-1099 | | Pawl..... | MW-723 |

*No Number — Not procurable as a separate part