

DR[®] POWERWAGON-PRO



SAFETY & OPERATING INSTRUCTIONS



! WARNING!

READ AND UNDERSTAND THIS MANUAL AND ALL INSTRUCTIONS BEFORE OPERATING THE DR POWERWAGON-PRO.

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CHAPTER 1: INTRODUCING THE DR POWERWAGON-PRO

This manual will help you set up and safely operate your new DR POWERWAGON-PRO. Careful adherence to the safety and operating instructions in this manual will ensure many years of productive use. Please let us know of any questions you may have. We want to answer them as quickly as possible. When you do call, please have your order number, or serial number handy. **For technical assistance, please call Toll-Free 1-800-DR-OWNER (376-9637) and one of our Technical Support Representatives will be happy to help you.**

Conventions used in this manual

WARNING!

THIS INDICATES A HAZARDOUS SITUATION, WHICH, IF NOT AVOIDED, COULD RESULT IN DEATH OR SERIOUS INJURY.

CAUTION!

THIS INDICATES A HAZARDOUS SITUATION, WHICH, IF NOT AVOIDED, COULD RESULT IN MINOR OR MODERATE INJURY.

NOTICE!

THIS INFORMATION IS IMPORTANT IN THE PROPER USE OF YOUR MACHINE. FAILURE TO FOLLOW THIS INSTRUCTION COULD RESULT IN DAMAGE TO YOUR MACHINE OR PROPERTY.

Tip: This is a helpful hint to guide you in getting the most out of your DR POWERWAGON-PRO.

Tools Needed: This indicates you will need a special tool to perform a maintenance function on your machine.

NOTE: *This information may be helpful to you.*

If you are ever unsure about an action you are about to take, don't do it, contact Country Home Products' Toll-Free support at 1-800-DR-OWNER (376-9637) for help or information.

CHAPTER 2: GENERAL SAFETY RULES

WARNING!

READ THIS SAFETY & OPERATING INSTRUCTIONS MANUAL BEFORE YOU USE THE DR POWERWAGON-PRO. BECOME FAMILIAR WITH THE SERVICE RECOMMENDATIONS TO ENSURE THE BEST PERFORMANCE FROM YOUR MACHINE.

Labels

Your DR POWERWAGON-PRO carries prominent labels as reminders for its proper and safe use. Shown below are copies of all the safety and information labels that appear on the equipment. Take a moment to study them and make a note of their location on your DR POWERWAGON-PRO as you assemble and before you operate the machine. Replace damaged or missing safety and information labels immediately.

**WARNING: Check Oil
Before Starting Engine**

#137581

DUMP LEVER

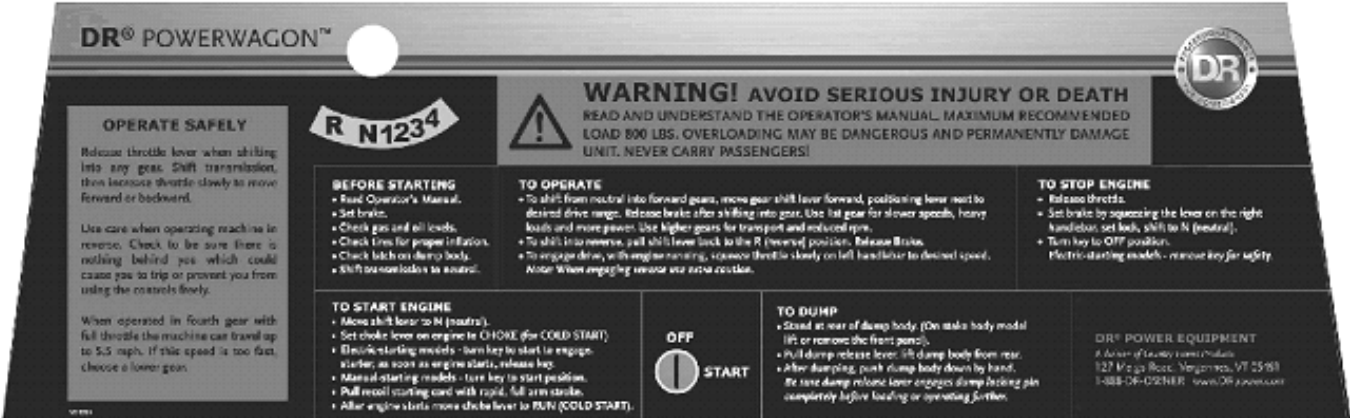
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**DO NOT OPERATE
POWERWAGON
ON SLOPES
GREATER THAN
20 DEGREES**

#153441

**BE SURE DUMP
LEVER IS SECURELY
LATCHED BEFORE
LOADING OR
OPERATING
POWERWAGON**

#153431



DR® POWERWAGON™

WARNING! AVOID SERIOUS INJURY OR DEATH
READ AND UNDERSTAND THE OPERATOR'S MANUAL. MAXIMUM RECOMMENDED LOAD 800 LBS. OVERLOADING MAY BE DANGEROUS AND PERMANENTLY DAMAGE UNIT. NEVER CARRY PASSENGERS!

OPERATE SAFELY
Release throttle lever when shifting into any gear. Shift transmission, then release throttle slowly to move forward or backward.
Use care when operating machine in reverse. Check to be sure there is nothing behind you which could cause you to trip or prevent you from using the controls freely.
When operated in fourth gear with full throttle the machine can travel up to 5.5 mph. If this speed is too fast, choose a lower gear.

BEFORE STARTING
• Read Operator's Manual.
• Set brake.
• Check gas and oil levels.
• Check tires for proper inflation.
• Check latch on dump body.
• Shift transmission to neutral.

TO OPERATE
• To shift from neutral into forward gear, move gear shift lever forward, positioning lever next to desired drive range. Release brake after shifting into gear. Use 1st gear for slower speeds, heavy loads and more power. Use higher gears for transport and reduced rpm.
• To shift into reverse, pull shift lever back to the R (Reverse) position. Release Brake.
• To engage drive, with engine running, squeeze throttle slowly on left handlebar to desired speed.
Note: When engaging reverse use extra caution.

TO STOP ENGINE
• Release throttle.
• Set brake by squeezing the lever on the right handlebar; set lock; shift to N (Neutral).
• Turn key to OFF position.
Electric starting models - remove key for safety.

TO START ENGINE
• Move shift lever to N (Neutral).
• Set choke lever on engine to CHoke (for COLD START).
• Electric starting models - turn key to start to engage starter, as soon as engine starts, release key.
• Manual starting models - turn key to start position.
• Pull recoil starting cord with rapid, full arm stroke.
• After engine starts, move choke lever to RUN (COLD START).

TO DUMP
• Stand at rear of dump body (On stake body model lift or remove the front panel).
• Pull dump release lever; lift dump body from rear.
• After dumping, push dump body down by hand. Be sure dump release lever engages dump latching pin completely before loading or operating further.

DR® POWER EQUIPMENT
A Division of Leisure Corp. Products
127 Mt. Ascutney Road, Vergennes, VT 05551
1-888-DR-OWNER www.dr.com

OFF
START

#161531

Protecting Yourself

 WARNING!

THIS IS A HIGH-POWERED MACHINE, WITH MOVING PARTS OPERATING WITH HIGH ENERGY AT HIGH SPEEDS. USE PROPER CLOTHING AND SAFETY GEAR WHEN OPERATING THIS MACHINE TO PREVENT OR MINIMIZE THE RISK OF SEVERE INJURY. YOU MUST OPERATE THE MACHINE SAFELY. UNSAFE OPERATION CAN CREATE A NUMBER OF HAZARDS FOR YOU. ALWAYS TAKE THE FOLLOWING PRECAUTIONS WHEN OPERATING THIS MACHINE:

- **WEAR SHOES WITH NON-SLIP TREADS WHEN USING YOUR DR POWERWAGON-PRO. IF YOU HAVE SAFETY SHOES, WE RECOMMEND WEARING THEM. DO NOT USE THE MACHINE WHILE BAREFOOT OR WEARING OPEN SANDALS.**
 - **AVOID WEARING LOOSE CLOTHING OR JEWELRY, WHICH CAN CATCH ON THE MACHINE'S MOVING PARTS.**
 - **USE EAR PROTECTORS OR EAR PLUGS RATED FOR AT LEAST 20 DBA TO PROTECT YOUR HEARING.**
 - **NEVER ALLOW PEOPLE WHO ARE UNFAMILIAR WITH THESE INSTRUCTIONS TO USE THE DR POWERWAGON-PRO. ALLOW ONLY RESPONSIBLE INDIVIDUALS WHO ARE FAMILIAR WITH THESE RULES OF SAFE OPERATION TO USE YOUR MACHINE.**
 - **NEVER PLACE YOUR HANDS, FEET, OR ANY PART OF YOUR BODY NEAR OR UNDER ANY MOVING PART WHILE THE MACHINE IS RUNNING.**
 - **TO BE SAFE, DO NOT OPERATE THE MACHINE NEAR SMALL CHILDREN OR PETS, AND NEVER ALLOW CHILDREN TO OPERATE THE DR POWERWAGON-PRO.**
 - **THE MUFFLER AND ENGINE BECOME VERY HOT AND CAN CAUSE A SEVERE BURN; DO NOT TOUCH.**
 - **NEVER, UNDER ANY CONDITIONS, REMOVE, BEND, CUT, FIT, WELD, OR OTHERWISE ALTER STANDARD PARTS ON THE DR POWERWAGON-PRO. THIS INCLUDES ALL SHIELDS AND GUARDS. MODIFICATIONS TO YOUR MACHINE COULD CAUSE PERSONAL INJURIES AND WILL VOID YOUR WARRANTY.**
-

Slope Operation

WARNING!

SLOPES ARE A MAJOR FACTOR RELATED TO SLIP AND FALL ACCIDENTS, WHICH CAN RESULT IN SEVERE INJURY. ALL SLOPES REQUIRE CAUTION. IF YOU FEEL UNEASY ON A SLOPE, DO NOT USE THE DR POWERWAGON-PRO ON IT. ALWAYS TAKE THE FOLLOWING PRECAUTIONS WHEN USING THIS MACHINE ON SLOPES:

ALWAYS:

- TRAVERSE UP AND DOWN THE FACE OF SLOPES; NEVER ACROSS. EXERCISE EXTREME CAUTION WHEN CHANGING DIRECTION ON SLOPES.
- WATCH FOR HOLES, RUTS, OR BUMPS IN THE LANDSCAPE.
- USE 1ST GEAR ON SLOPES WITH A MAXIMUM LOAD OF 800 LBS.

NEVER:

- OPERATE NEAR DROP-OFFS, DITCHES, OR EMBANKMENTS; YOU COULD LOSE YOUR FOOTING OR BALANCE.
 - OPERATE ON SLOPES GREATER THAN 20 DEGREES, OR ANY EXCESSIVELY STEEP SLOPES.
 - OPERATE ON WET, OR SLIPPERY SLOPES; REDUCED TRACTION COULD RESULT IN SLIPPING.
 - PARK THE DR POWERWAGON-PRO ON A STEEP GRADE OR SLOPE.
-

Safety for Children

WARNING!

TRAGIC ACCIDENTS CAN OCCUR IF THE OPERATOR IS NOT ALERT TO THE PRESENCE OF CHILDREN. CHILDREN ARE OFTEN ATTRACTED TO THE MACHINE AND THE HAULING ACTIVITY. NEVER ASSUME THAT CHILDREN WILL REMAIN WHERE YOU LAST SAW THEM.

- KEEP CHILDREN OUT OF THE WORK AREA AND UNDER THE WATCHFUL CARE OF A RESPONSIBLE ADULT.
 - BE ALERT AND ALWAYS TURN OFF THE DR POWERWAGON-PRO ENGINE IF CHILDREN ENTER THE WORK AREA.
 - BEFORE, AND WHILE MOVING BACKWARDS, LOOK BEHIND, AND *DOWN* FOR SMALL CHILDREN.
 - NEVER ALLOW CHILDREN TO OPERATE THE DR POWERWAGON-PRO.
 - USE EXTRA CARE WHEN APPROACHING BLIND CORNERS, SHRUBS, TREES, OR OTHER OBJECTS THAT MAY OBSCURE YOUR VISION.
-

Safety with Gasoline-Powered Machines

 WARNING!

GASOLINE IS A HIGHLY FLAMMABLE LIQUID. GASOLINE ALSO GIVES OFF FLAMMABLE VAPOR THAT CAN BE EASILY IGNITED AND CAUSE A FIRE OR EXPLOSION. NEVER OVERLOOK THE HAZARDS OF GASOLINE. ALWAYS FOLLOW THESE PRECAUTIONS:

- **NEVER RUN THE ENGINE IN AN ENCLOSED AREA OR WITHOUT PROPER VENTILATION AS THE EXHAUST FROM THE ENGINE CONTAINS CARBON MONOXIDE, WHICH IS AN ODORLESS, TASTELESS, AND DEADLY POISONOUS GAS.**
 - **STORE ALL FUEL AND OIL IN CONTAINERS SPECIFICALLY DESIGNED AND APPROVED FOR THIS PURPOSE AND KEEP AWAY FROM HEAT AND OPEN FLAME, AND OUT OF THE REACH OF CHILDREN.**
 - **FILL THE GASOLINE TANK OUTDOORS WITH THE ENGINE OFF AND ALLOW THE ENGINE TO COOL COMPLETELY. DO NOT HANDLE GASOLINE IF YOU OR ANYONE NEARBY IS SMOKING, OR IF YOU ARE NEAR ANYTHING THAT COULD CAUSE IT TO IGNITE OR EXPLODE. REPLACE THE FUEL TANK AND FUEL CONTAINER CAPS SECURELY.**
 - **IF YOU SPILL GASOLINE, DO NOT ATTEMPT TO START THE ENGINE. MOVE THE MACHINE AWAY FROM THE AREA OF THE SPILL AND AVOID CREATING ANY SOURCE OF IGNITION UNTIL THE GAS VAPORS HAVE DISSIPATED. WIPE UP ANY SPILLED FUEL TO PREVENT A FIRE HAZARD AND PROPERLY DISPOSE OF THE WASTE.**
 - **ALLOW THE ENGINE TO COOL COMPLETELY BEFORE STORING THE DR POWERWAGON-PRO IN ANY ENCLOSURE. NEVER STORE THE MACHINE WITH GAS IN THE TANK OR A FUEL CONTAINER, NEAR AN OPEN FLAME OR SPARK SUCH AS A WATER HEATER.**
 - **NEVER MAKE ADJUSTMENTS OR REPAIRS WITH THE ENGINE RUNNING. DISCONNECT THE SPARK PLUG WIRE AND KEEP THE WIRE AWAY FROM THE SPARK PLUG TO PREVENT ACCIDENTAL STARTING.**
 - **NEVER CHECK FOR AN IGNITION SPARK WITH THE SPARK PLUG OR SPARK PLUG WIRE REMOVED. USE AN APPROVED SPARK TESTER.**
 - **NEVER TAMPER WITH SAFETY DEVICES. CHECK THEIR PROPER OPERATION REGULARLY.**
 - **DO NOT CHANGE THE ENGINE GOVERNOR SETTINGS OR MODIFY THE ENGINE SPEED. MODIFICATIONS WILL VOID YOUR WARRANTY.**
 - **TO REDUCE FIRE HAZARD, KEEP THE ENGINE COOLING FAN AND MUFFLER AREA FREE OF DEBRIS BUILD-UP SUCH AS LEAVES, GRASS, OIL, GREASE OR ANY OTHER COMBUSTIBLE MATERIAL.**
 - **NEVER OPERATE THE ENGINE WITHOUT THE MUFFLER. INSPECT THE MUFFLER PERIODICALLY AND REPLACE IF NECESSARY. IF EQUIPPED WITH A MUFFLER DEFLECTOR, INSPECT THE DEFLECTOR PERIODICALLY AND REPLACE IF NECESSARY.**
 - **NEVER OPERATE THE ENGINE WITH THE AIR CLEANER OR COVER OVER THE CARBURETOR AIR INTAKE REMOVED, EXCEPT FOR ADJUSTMENT. REMOVAL OF SUCH PARTS COULD CREATE A FIRE HAZARD. DO NOT USE FLAMMABLE SOLUTIONS TO CLEAN AIR FILTER.**
 - **ALWAYS CHECK FUEL LINES AND FITTINGS FREQUENTLY FOR CRACKS OR LEAKS, REPLACE IF NECESSARY.**
-

General Safety

CAUTION!

- THE DR POWERWAGON-PRO MUST BE OPERATED SAFELY TO PREVENT OR MINIMIZE THE RISK OF MINOR OR MODERATE INJURY. UNSAFE OPERATION CAN CREATE A NUMBER OF HAZARDS FOR YOU. ALWAYS TAKE THE FOLLOWING PRECAUTIONS WHEN OPERATING THIS MACHINE:
- KEEP IN MIND THAT THE OPERATOR OR USER IS RESPONSIBLE FOR ACCIDENTS OR HAZARDS OCCURRING TO OTHER PEOPLE, THEIR PROPERTY, AND THEMSELVES.
- YOUR DR POWERWAGON-PRO IS NOT A PLAYTHING. EXERCISE EXTREME CAUTION AT ALL TIMES. THE DESIGN OF THIS MACHINE IS TO HAUL MATERIAL. DO NOT USE IT FOR ANY OTHER PURPOSE.
- GIVE COMPLETE AND UNDIVIDED ATTENTION TO THE JOB AT HAND. BEFORE YOU USE YOUR NEW MACHINE, BE SURE YOU KNOW HOW TO ENGAGE THE PARKING BRAKE AND STOP THE DR POWERWAGON-PRO AT A MOMENT'S NOTICE.
- ALWAYS OPERATE THE DR POWERWAGON-PRO FROM BEHIND THE HANDLEBARS, NEVER FROM THE SIDE.
- NEVER USE THE DR POWERWAGON-PRO TO DRAG OR TOW ITEMS.
- DO NOT OVERLOAD THE DR POWERWAGON-PRO. BE CAREFUL OF TOP-HEAVY LOADS. THE HIGHER THE LOAD, THE MORE CHANCE OF TIPPING OVER THE MACHINE. ALSO, LOADS MAY SHIFT DURING OPERATION; SO TO BE SAFE, SECURE YOUR LOADS AND EVEN THEM OUT WHEN POSSIBLE. THE MAXIMUM LOAD IS 800 LBS.
- USE 1ST GEAR WITH LOADS OVER 300 LBS. AND ON SLOPES. EXCESSIVE SPEED CAN BE DANGEROUS. OPERATE THE MACHINE IN THE LOWEST GEAR THAT IS SATISFACTORY TO DO THE JOB.
- USE CAUTION WHEN MOVING DOWNHILL AND BRAKING. APPLY THE PARKING BRAKE SLOWLY TO AVOID TIPPING FORWARD.
- WHEN SHIFTING TO REVERSE, BE CAREFUL TO AVOID TIPPING AS THE SWIVEL WHEEL CHANGES DIRECTION.
- WATCH FOR TRAFFIC WHEN OPERATING NEAR ROADWAYS.
- NEVER ALLOW PEOPLE OR PETS TO RIDE IN THE DR POWERWAGON-PRO.
- IF THE MACHINE SHOULD START MAKING AN UNUSUAL NOISE OR VIBRATION, STOP THE ENGINE AND WAIT FIVE (5) MINUTES TO COOL. VIBRATION IS GENERALLY A WARNING OF TROUBLE. DISCONNECT THE SPARK PLUG WIRE AND INSPECT FOR DAMAGED PARTS. CLEAN AND REPAIR AND/OR REPLACE DAMAGED PARTS.
- BUILT-IN SAFETY FEATURES, SUCH AS THE OPERATOR PRESENCE SYSTEM, ARE EFFECTIVE ONLY WHEN MAINTAINED AND KEPT IN PLACE.
- ALWAYS KEEP THE EQUIPMENT IN A GOOD SAFE OPERATING CONDITION. ALWAYS MAKE CERTAIN NUTS AND BOLTS ARE TIGHT AND ALWAYS USE THE SUPPLIED SELF-LOCKING HARDWARE; DO NOT SUBSTITUTE. USE ONLY APPROVED DR PARTS.
- USE THE DR POWERWAGON-PRO ONLY IN DAYLIGHT.
- WHILE USING THE MACHINE, DO NOT HURRY OR TAKE THINGS FOR GRANTED. WHEN IN DOUBT ABOUT THE EQUIPMENT OR YOUR SURROUNDINGS, STOP THE MACHINE AND TAKE THE TIME TO LOOK THINGS OVER. MAKE SURE THAT YOU HAVE 100% CONTROL OF THE MACHINE AT ALL TIMES.
- NEVER LEAVE THE DR POWERWAGON-PRO UNATTENDED WITH THE ENGINE RUNNING.
- DO NOT OPERATE THE MACHINE WHEN UNDER THE INFLUENCE OF ALCOHOL, DRUGS, OR MEDICATION.

! CAUTION!

- SEE MANUFACTURER'S INSTRUCTIONS FOR PROPER OPERATION AND INSTALLATION OF ACCESSORIES. ONLY USE ACCESSORIES APPROVED BY COUNTRY HOME PRODUCTS, INC.
 - NO LIST OF WARNINGS AND CAUTIONS CAN BE ALL-INCLUSIVE. IF SITUATIONS OCCUR THAT ARE NOT COVERED BY THIS MANUAL, THE OPERATOR MUST APPLY COMMON SENSE AND OPERATE THIS MACHINE IN A SAFE MANNER. CALL TOLL-FREE 1-800-DR-OWNER (376-9637) FOR ASSISTANCE.
-

A Note To All Users

Under California law, and the laws of some other states, you are not permitted to operate an internal combustion engine using hydrocarbon fuels without an engine spark arrester. This also applies to operation on US Forest Lands. All DR POWERWAGON-PROS shipped to California and Washington State are provided with spark arresters. Failure of the owner/operator to maintain this equipment in compliance with state regulations is a misdemeanor under California law and may be in violation of other state and/or federal regulations. Contact your local fire marshal or forest service for specific information in your area.

Additional Information and Potential Changes

Country Home Products, Inc. reserves the right to discontinue, change, and improve its products at any time without notice or obligation to the purchaser. The descriptions and specifications contained in this manual were in effect at printing. Equipment described within this manual may be optional. Some illustrations may not be applicable to your machine.

CHAPTER 3: SETTING UP YOUR DR POWERWAGON-PRO

This chapter outlines a few simple steps you will need to follow to set up your new machine before you use it. It may be helpful to familiarize yourself with the controls and features on your DR POWERWAGON-PRO by reviewing the picture on this page before beginning the steps outlined in this chapter.

DR POWERWAGON-PRO Controls and Features

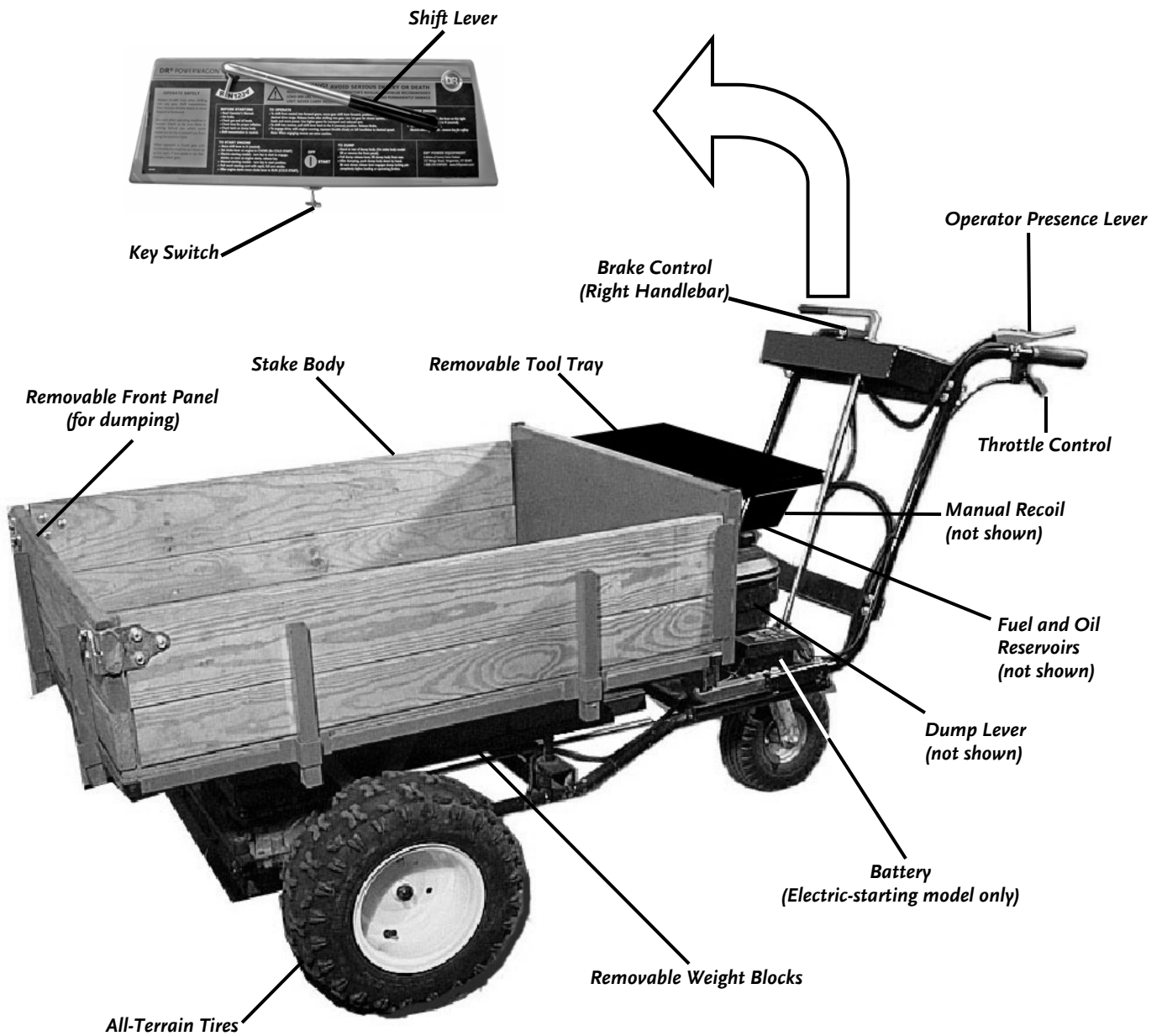


Figure 1

Unpacking the DR POWERWAGON-PRO

Tools & Supplies Needed:

- Screwdriver
- Hammer
- Knife
- Gloves
- Eye protection
- Metal shears

WARNING!

ALWAYS WEAR EYE PROTECTION WHEN CUTTING THE BANDING. THE BANDING MAY HAVE A LOT OF TENSION ON IT AND MAY SNAP, STRIKING YOU WHEN CUT. ALWAYS STAND TO ONE SIDE WHEN CUTTING THE BAND.

1. Stand to one side and cut the banding.
2. Remove the top of the carton. Cut the cardboard top to bottom on one of the narrow sides of the box and peel it off the pallet. Be careful of the staples.
3. Pry off the fasteners and cut any ties holding the machine to the pallet.
4. Roll the DR POWERWAGON-PRO off the pallet. Do not discard your pallet and packaging material until you are fully satisfied with your machine.

NOTICE!

BE SURE TO FILL YOUR ENGINE WITH OIL AND GAS BEFORE USE. SEE PAGE 10.

Check the Tire Pressure

WARNING!

DO NOT OVER INFLATE THE TIRES. INFLATE TO THE MANUFACTURERS RECOMMENDED PRESSURE FOUND ON THE TIRES.

Tools Needed:

- Tire Pressure Gauge
 - Air Compressor
1. Remove the Valve Stem Protective Cap and check the tire pressure with a tire pressure gauge.
 2. If the pressure is too low, add air through the Valve Stem with an air hose.
 3. Replace the Valve Stem Protective Cap when finished.

NOTE: *The heavier the load, the higher the tire pressure should be. Do not go above the maximum recommended load or pressure.*

Adding Oil and Gasoline

! NOTICE!

YOU MUST ADD OIL BEFORE STARTING THE ENGINE. THIS MACHINE SHIPPED WITHOUT OIL. TRACES OF OIL MAY BE IN THE RESERVOIR FROM FACTORY TESTING, BUT YOU MUST ADD OIL BEFORE STARTING THE ENGINE. FILL THE RESERVOIR SLOWLY, CHECKING THE DIPSTICK FREQUENTLY TO AVOID OVERFILLING.

Engine Oil Capacity	
Briggs & Stratton 6.75 Torque, Quantum	20 oz. (0.60 L)

! NOTICE!

TO GET AN ACCURATE READING WHEN CHECKING THE OIL LEVEL:

- THE MACHINE SHOULD BE ON A LEVEL SURFACE.
- THE DIPSTICK SHOULD BE SCREWED DOWN ON BRIGGS & STRATTON ENGINES.

Tip: To avoid confusion, we recommend leaving the Caps on the Fuel and Oil Fills until you are ready to pour either gasoline or oil into the correct Fill.

Use only SAE 30 High Detergent oil. Other types of oil could cause problems operating your machine. Please refer to your Engine Owner's Manual for detailed oil information.

NOTE: You must remove the tool tray to access the Oil and Fuel Reservoirs.

1. Place the machine on a level surface and initially add 16 oz. (1/2 quart) of SAE 30 High Detergent oil recommended by the Engine Manufacturer and wait one minute for the oil to settle (**Figure 2**).
2. Check the Dipstick and continue adding a few ounces of oil at a time, rechecking the Dipstick until the oil reaches the fill mark. Be careful not to overfill.
3. Fill the Fuel Tank to not more than 1/4" from the bottom of the Fill Neck with fresh, unleaded gas. See the Engine Manufacturer's Owner's Manual for more information.

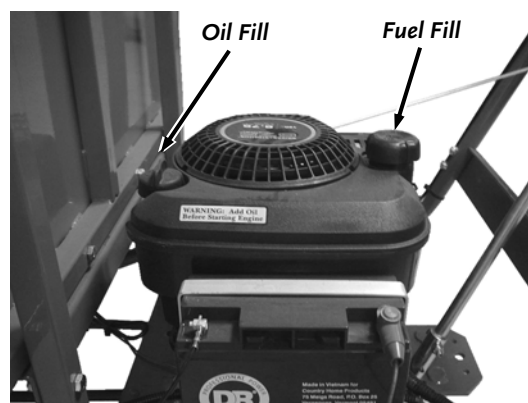


Figure 2

Connect the Battery Wires

Connect the red wires to each other (**Figure 3**). The black wires were connected at the factory.



Figure 3

CHAPTER 4: OPERATING YOUR DR POWERWAGON-PRO

This chapter covers the procedures for starting and stopping your new DR POWERWAGON-PRO and discusses basic operation features.

Before Starting the Engine

1. Check the oil level every time you use the machine (See **Figure 2** on page 10).
2. Check the gas level (**Figure 2**).
3. Check the tires for proper inflation.
4. Make sure the Dump Latch is secured.
5. Set the Parking Brake by squeezing the Brake Lever (**Figure 4**) on the right Handlebar and lift up on the Parking Brake Lock (**Figure 4**), locking the Lever in place. To release the Parking Brake, just squeeze the Parking Brake Lever again.

NOTE: The DR POWERWAGON-PRO is equipped with an Operator Presence Control for added safety. The Operator Presence Lever must be depressed whenever the Shift Lever is in gear, or the Engine will stop. You may run the Engine without depressing the Operator Presence Lever (**Figure 5**) only if the Shift Lever is in the "N" (Neutral) position (**Figure 6**).

Electric Starting

1. Move the Shift Lever to the "N" (Neutral) position (**Figure 6**).
2. Set the Choke Lever on the Engine to the CHOKE position (to the RUN position if the Engine is already warm, **Figure 7** on page 13).
3. Turn the Key to the START position (**Figure 6**). As soon as the Engine starts, release the Key, and it will return to the RUN position.
4. After the Engine starts, move the Choke Lever on the Engine (**Figure 7** on page 13) to the RUN position.

See the Engine Owner's Manual for information on cold weather starting.

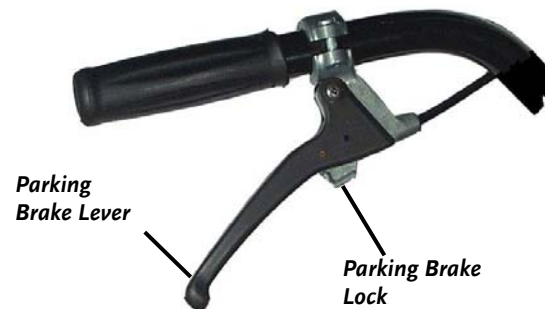


Figure 4

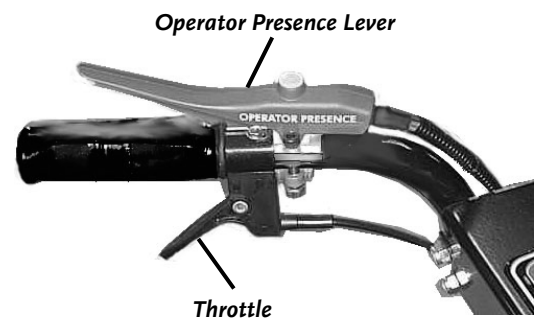


Figure 5

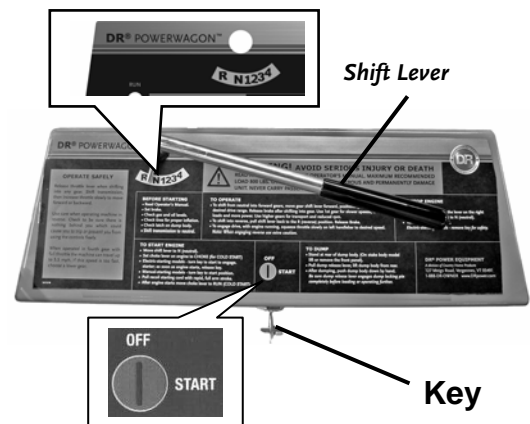


Figure 6

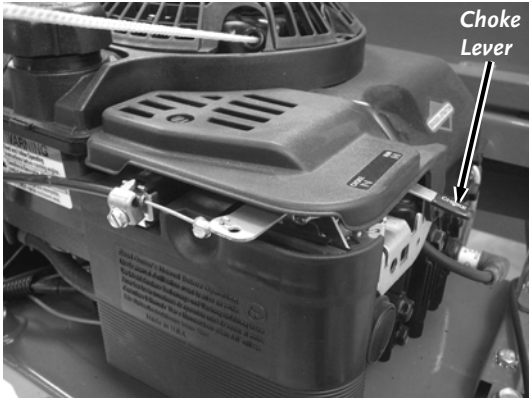


Figure 7

Manual Recoil Starting

NOTE: Manual recoil starting can be used for both Electric-Starting and Manual-Starting models.

1. Move the Shift Lever to the "N" (Neutral) position (**Figure 6** on page 12).
2. Set the Choke Lever on the Engine to the CHOKE position (to the RUN position if the Engine is already warm, **Figure 7**).
3. Turn the Key to the START position (**Figure 6** on page 12).
4. Pull the Recoil Handle slowly, until you feel resistance; then pull the Handle with a rapid, full arm stroke to overcome compression and start the Engine. Repeat if necessary.
5. After the Engine starts, squeeze the Throttle Lever (**Figure 5** on page 12) to the desired speed.

See the Engine Owner's Manual for information on cold weather starting.

Operating

! NOTICE!

ALWAYS RELEASE THE THROTTLE WHEN SHIFTING TO AVOID DAMAGING THE GEARS.

The DR POWERWAGON-PRO has a four-speed forward transmission and single-speed reverse. Use the lower gears for slower speeds, heavy loads, or more power, and the higher gears for transport.

! CAUTION!

WHEN ENGAGING REVERSE, USE EXTRA CAUTION. CHECK YOUR PATH AND FOOTING BEFORE ENGAGING THE CLUTCH.

1. With the Operator Presence Lever depressed (**Figure 5** on page 12), move the Shift Lever to the desired gear.
2. Squeeze the Throttle on the left Handlebar slowly until you reach your desired speed.

! WARNING!

SQUEEZING THE THROTTLE FAST WILL MAKE THE DR POWERWAGON-PRO "JUMP" INTO MOTION. SQUEEZE THE THROTTLE SLOWLY AND EASE THE MACHINE INTO GEAR.

Stopping

WARNING!

BE CAREFUL WHEN TRANSPORTING HEAVY LOADS WITH YOUR DR POWERWAGON-PRO. IF THE PARKING BRAKE IS APPLIED SUDDENLY, THE LOAD MAY SHIFT AND THE WAGON MAY START TO TIP FORWARD. BRAKE SLOWLY AND TRY TO AVOID OVERLOADING THE WAGON.

1. Release the Throttle (*Figure 5* on page 12).
2. Set the Parking Brake by squeezing the Parking Brake Lever on the right Handlebar and lifting the Parking Brake Lock (*Figure 4* on page 12).
3. Shift to "N" (Neutral, *Figure 6* on page 12).
4. Turn the Key to the OFF position and remove it for safety.

NOTICE!

IN AN EMERGENCY SITUATION, RELEASING THE OPERATOR PRESENCE LEVER WILL STOP THE MACHINE. AFTER THE MACHINE STOPS, FOLLOW STEPS 2 THROUGH 4 ABOVE.

Operating Tips

- AVOID ABRUPT START-UPS. ALWAYS SQUEEZE THE THROTTLE SLOWLY TO AVOID BUCKING, OR TIPPING THE DR POWERWAGON-PRO.
- WHEN USING REVERSE, CHECK TO SEE THAT THERE ARE NO OBSTACLES BEHIND YOU. PRACTICE BACKING UP IN AN OPEN AREA WITH NO LOAD IN THE DR POWERWAGON-PRO.

Loading

WARNING!

THE RECOMMENDED MAXIMUM LOAD LIMIT FOR THE DR POWERWAGON-PRO IS 800 LBS. NEVER OPERATE ON SLOPES GREATER THAN 20°. PLACING MORE WEIGHT IN THE BED MAY BE DANGEROUS TO THE OPERATOR, AND CAN PERMANENTLY DAMAGE THE UNIT.

- When loading your DR POWERWAGON-PRO keep in mind the bulk and weight of what you will be hauling, and the terrain you will be crossing.
- Keep the load balanced and secured. Always distribute the load evenly so your DR POWERWAGON-PRO will be as stable as possible.
- Do not pile material too high. Divide your load and make several lighter trips. Do not pile heavy loads, such as rocks or gravel, to a height that will make the DR POWERWAGON-PRO top-heavy and susceptible to tipping over.
- Be careful going downhill and applying the brake. Shift into 1st gear before going down a slope. Squeeze the brake very slowly to avoid dumping the load.

Slopes and Uneven Terrain

WARNING!

WHEN OPERATING OVER UNEVEN TERRAIN AND SLOPES, USE EXTREME CAUTION TO ENSURE SOLID AND FIRM FOOTING. MOVE SLOWLY IF THE GROUND IS ROUGH, ESPECIALLY WITH A FULL LOAD. USE 1ST GEAR ON SLOPES WITH A MAXIMUM LOAD OF 800 LBS. NEVER OPERATE ON SLOPES GREATER THAN 20°.



Figure 8

- Never operate the DR POWERWAGON-PRO on slopes greater than 20 degrees (**Figure 8**). This is for safety and proper Engine operation. Doing so could deprive the Engine of oil and cause it to overheat resulting in component damage.
- **USE CAUTION:** The DR POWERWAGON-PRO may become unstable when moving over ruts, bumps, and other depressions.
- When going down a slope, shift into 1st gear before starting down. Never shift in the middle of a slope. Find as level a spot as possible and set the parking brake before shifting.
- On a slope, a heavy load will tend to shift. When using your DR POWERWAGON-PRO, keep in mind that loads tend to shift to the downhill side of the body. Secure your load in the Bed to limit the shifting of the load on slopes. The higher and heavier the load, the greater the chance of tipping over the DR POWERWAGON-PRO. Travel up and down slopes (**Figure 8**), and avoid going across slopes.
- Again, be especially careful with full loads. A good rule of thumb: the steeper the hill, the lighter, and lower your load should be.
- When going downhill, keep a firm grip on the Handlebars and push down slightly. Do not apply the Parking Brake abruptly when going downhill with a heavy load or the DR POWERWAGON-PRO may pitch forward onto its front end.

Dumping - Manually

NOTE: For safety reasons, the DR POWERWAGON-PRO Bed is designed NOT to dump automatically once you release the Dump Lever. You must pull the Dump Handle back then lift the back of the Bed to cause it to tip forward.

1. Remove the Front Panel.
2. Stand at the rear of the Bed.
3. Pull the Handle on the Dump Lever (**Figure 9**), and then pull up on the rear of the Bed to dump the load (**Figure 10**).
4. After unloading, push the Bed back down into place by hand. Be sure the Dump Lever latches securely.

NOTE: The Bed of the DR POWERWAGON-PRO is balanced so you can dump the load with minimal effort. If you are carrying a very heavy load, you may not be able to lift the Bed to dump it when you release the Latch Lever. In this case, you will need to manually remove part of the load from the back of the Bed, until the load is light enough to allow the Bed to tip forward when you lift up on the back of it.

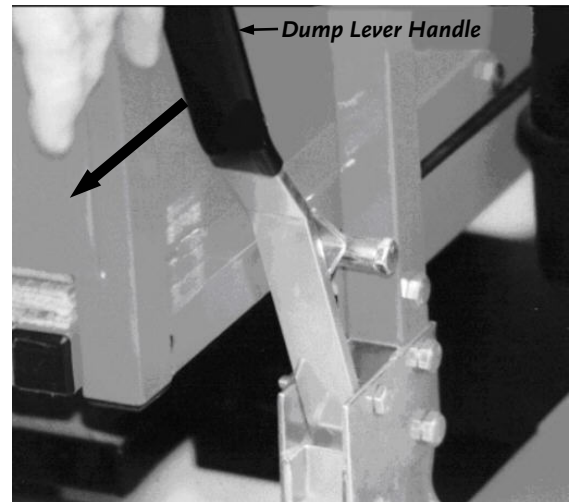


Figure 9



Figure 10

Electric Dump System - Optional

The Electric Dump System brings new conveniences to the function of your DR POWERWAGON-PRO. We have included some operating hints and precautions. Please review them carefully.

! WARNING!

- **EVEN DISTRIBUTION OF BED LOADS REMAINS AN IMPORTANT FACTOR IN THE OPERATION OF THIS EQUIPMENT.**
- **CHANGING THE LOCATION AND/OR QUANTITY OF THE LOAD IN THE DUMP BED WILL AFFECT THE HANDLING PROPERTIES OF THE MACHINE.**
- **ALWAYS SET THE PARKING BRAKE WHEN YOUR MACHINE IS STOPPED. BE ALERT TO CHILDREN AND ADULTS IN THE AREA WHEN YOU ARE RUNNING THE MACHINE.**

Operating the Electric Dump

1. Set the Parking Brake.
2. Remove the Front Panel.
3. Hold Power Dump Switch in the upper position, RAISE BED (DUMP) to raise the Bed (**Figure 31**).
4. Hold Power Dump Switch down in the lower position, LOWER BED to lower the Bed.

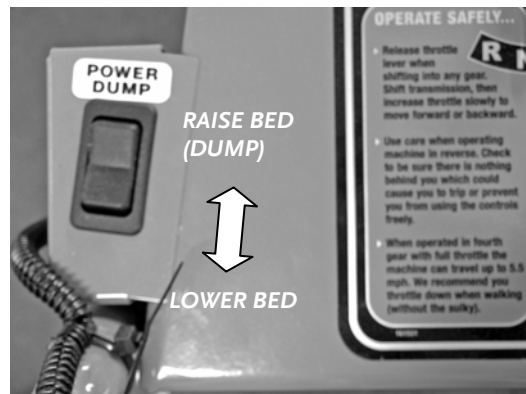


Figure 31

Operating Hints

- The Electric Dump System allows the Bed to be stopped and positioned anywhere in the tipping range. Emptying loose material and depositing solid loads in a more precise way.
- The Electric Dump System also makes it possible to distribute loose materials over an area rather than in a concentrated pile for distribution later. With the Bed partially tipped, you can move your DR POWERWAGON-PRO in reverse while the material flows from the front of the Bed. This is especially helpful in road maintenance and similar work.
- Make certain you are familiar with the terrain where you intend to work and anticipate the effect that load changes in the Dump Bed might have upon operating factors. Review your *Safety & Operating Instructions* Manual carefully for safe procedures.

CHAPTER 5: MAINTAINING THE DR POWERWAGON-PRO

Regular maintenance is the way to ensure the best performance and long life of your machine. Please refer to this Manual and the Engine Owner's Manual for maintenance procedures. Service intervals listed in the checklist below supercede those listed in the Engine Owner's Manual.

WARNING!

SOME OF THE FOLLOWING PROCEDURES REQUIRE ACCESS TO THE UNDERSIDE OF THE MACHINE. IF YOU NEED TO TIP THE MACHINE BACK OR ON ITS SIDE, YOU MUST FIRST DISCONNECT THE SPARK PLUG WIRE, DRAIN THE OIL AND GAS, AND REMOVE THE AIR FILTER AND PRECLEANER.

Regular Maintenance Checklist

NOTE: Consider that the service intervals shown as maximum under normal operating conditions. Increase the frequencies under extremely dirty or dusty conditions.

Procedure	Before Each Use	Every 25 Hours	Every 100 Hours
Check Operator Presence Lever	▲		
Check Engine Oil Level	▲		
Check General Equipment Condition	▲		
Lubricate Grease Fittings		▲	
Check Tire Pressure	▲		
Clean Air Filter & Precleaner		▲	
Change Engine Oil	1 st time 5 hours	▲	
Check Parking Brake Adjustment		▲	
Check Belt Tension & Condition		▲	
Check Cable Connections		▲	
Clean Engine Exterior & Cooling Fins		▲	
Replace Spark Plug			▲
Replace Air Filter & Precleaner			▲

Battery Care (For Electric-Starting models only)

Proper care can extend the life of a Battery. Follow these recommendations to ensure your Battery's best performance and long life:

- Do not allow the Battery charge to get too low. If the machine is not used, charge the Battery every 4 – 6 weeks. Operate the Engine for at least 45 minutes to maintain proper Battery charge.
- Store an unused Battery in a dry area that does not freeze.
- Do not charge an already charged Battery. In theory, you cannot overcharge our Battery with a trickle charger; however, when a Battery is fully charged and the charger is still on, it generates heat that could be harmful to the Battery. A fully charged Battery will read 12V-13.2V with a voltmeter.
- Do not continue to crank the Engine when the Battery charge is low.
- Under normal work conditions, the Battery will not need special attention with the addition of the Electric Dump System. If you are operating for extended periods with frequent dumps, it might be best to leave the Engine running during stand still periods to maintain proper charge levels.

Charging the Battery

Operate the engine for at least 45 minutes to maintain proper battery charge. If the battery loses its charge, you will need to use a trickle charger (like the DR Battery Charger) to recharge it. The charger should have an output of 12 volts at no more than 2 amps.

- At 1 amp, the Battery may need charging for as long as 48 hours.
- At 2 amps, the Battery may need charging for as long as 24 hours.

NOTE: *Using the Recoil Starter and then running the Engine will not recharge a dead or significantly discharged Battery.*

To connect a battery charger to your DR POWERWAGON-PRO, follow the steps listed below.

1. Detach the two (2) Battery cables going to the Battery on your machine.
2. Attach the red (+) Battery Charger Wire to the red (+) Battery tab, and the black (-) Battery Charger Wire to the black (-) Battery tab.
3. Plug the Battery Charger into an outlet.

NOTE: *We have modified the Battery Wire Clips and Extension Tabs to accommodate different wiring connections. If you need to adapt your Charger to your equipment, please call one of our Technical Support Representatives for more information.*

NOTICE!

WHEN YOU ARE FINISHED CHARGING THE BATTERY, DISCONNECT THE BATTERY CHARGER WIRES FROM THE OUTLET FIRST, THEN DISCONNECT THE CHARGER FROM THE BATTERY TERMINALS. IF THE BATTERY CHARGER WIRES ARE LEFT CONNECTED TO THE BATTERY, THE BATTERY WILL DISCHARGE ITSELF BACK INTO THE CHARGER.

Lubrication

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

Your DR POWERWAGON-PRO was lubricated at the Factory. The transmission is factory sealed and lubricated for life with 16 ounces of 90-weight gear oil. The operator needs only to provide engine lubrication, wheel and cable lubrication.

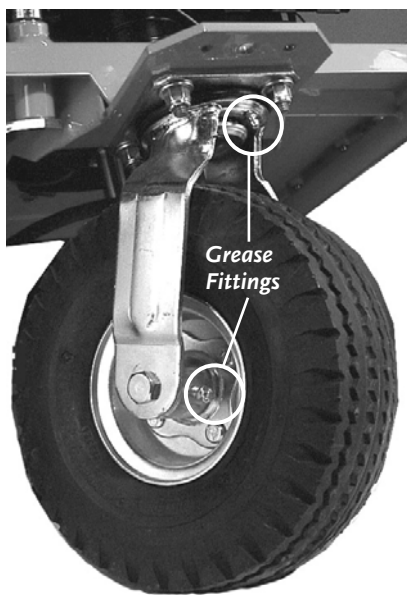


Figure 11

Supplies Needed:

- SAE 30 Oil
- Penetrating Oil
- #2 Lithium Grease

1. There are two (2) Grease Fittings on the Swivel Wheel: one (1) at the top front of the Wheel Bracket, and one (1) toward the center of the Wheel (**Figure 11**). Grease these two (2) Fittings with #2 lithium grease to keep the Wheel spinning freely at least every 25 hours of operation per the Maintenance Checklist on page 18.
2. Using SAE 30 Oil, lubricate the Parking Brake Lever and Cable at the Operator's end, and the Throttle Lever and Cable (**Figures 12 and 13**) at both ends. Operate the Levers to work lubricant into the Cables.
3. Lubricate the Key Switch (**Figure 6** on page 12) with a Penetrating Oil that is compatible with electrical systems.

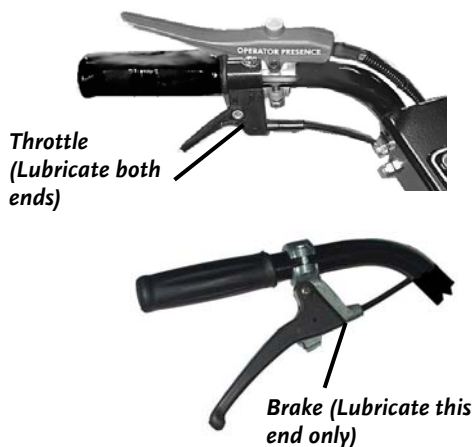


Figure 12

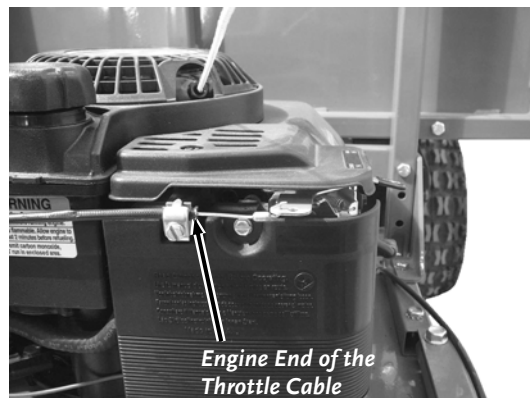


Figure 13

Changing the Engine Oil

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

Tools & Supplies Recommended:

- 3/8" Ratchet and Extension
- Adjustable Wrench
- SAE 30 High Detergent (HD) Oil (for winter use, use SAE 5W – 30W)
- Suitable container for the old oil
- Rag or cloth
- Liquid Vac Oil Drainer, item # 16145 (optional accessory, sold separately)

1. Using a 3/8" Ratchet and Extension, remove the Oil Drain Plug from the bottom of the Engine (**Figure 14**) and drain the oil.
2. Replace the Plug and refill the oil to the level indicated on the Dipstick. Do not overfill. Reference the Adding Oil and Gasoline section on page 10.

Alternate Method

1. Remove the Oil Fill Cap and vacuum the oil from the Engine through the Oil Fill Tube using the recommended oil drainer.

NOTE: If you will not be reusing the oil, be sure to use environmentally safe disposal procedures in the disposing of the used oil.

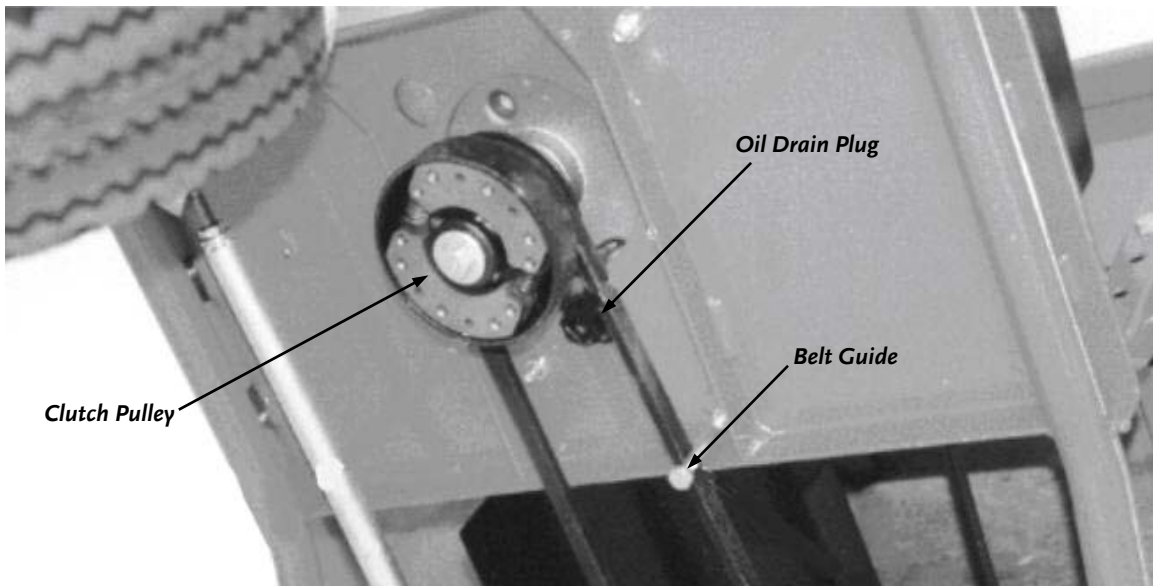


Figure 14

Removing and Replacing the Belt

WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

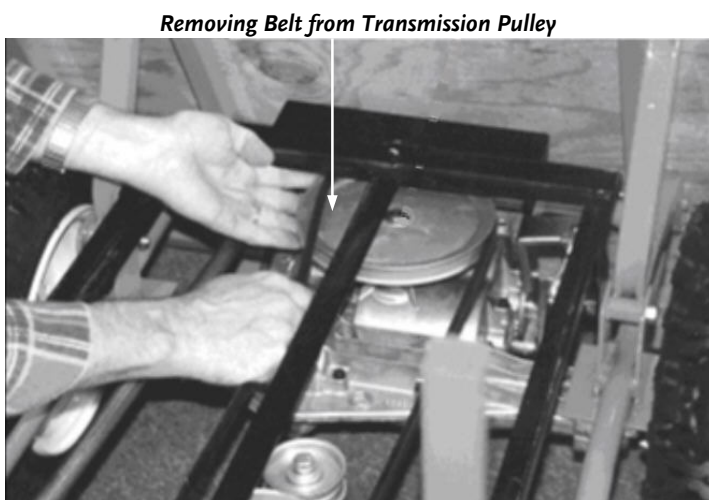
NOTICE!

USE ONLY DR BELTS ON YOUR MACHINE. THEY HAVE BEEN THOROUGHLY TESTED AND PROVEN FOR MANY HOURS OF USE.



Sliding Belt from Idler Pulley

Figure 15



Removing Belt from Transmission Pulley

Figure 16

Tools Needed:

- 7/16" Socket and extension
- 9/16" Socket
- 3/8" Wrench

1. Position the machine on a level surface and set the Parking brake.
2. Tip the Bed forward (**Figure 10** on page 16).
3. Remove the Cinder Blocks (see page 31).
4. Pull on the Idler Pulley to lessen the tension on the Belt and slide the Belt from the Idler Pulley (**Figure 15**).
5. Remove the Belt from the Transmission Pulley at the front of the machine (**Figure 16**).
6. Remove the Belt from the Clutch Pulley under the Engine (**Figure 14** on page 21).
7. Install the new Belt on the Clutch Pulley first, then the Transmission Pulley and then the Idler Pulley. Make sure the new Belt is **INSIDE** the Belt Guide near the Clutch Pulley (**Figure 14** on page 21).
8. Reinstall the Cinder Blocks and the Weight Rack Block Strap to secure them.

Removing and Replacing the Front Wheels

WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

Tools Needed:

- Blade Screwdriver
- Eye protection
- Pliers

1. Block the machine up off the ground so that the Front Wheels spin freely.
2. Rotate the Tire so the Key Slot is upward, then pop off the Wheel Lock Ring with a Screwdriver (**Figure 17**) and save it. Remove the Washer and slide the Wheel off.
3. To replace the Wheel, leave the Key in place (if possible) and slide the Wheel back on. If the Key comes out when you take the Wheel off, put the Wheel back on and rotate it until the Key slots line up. Slide the Key back in place and reinstall the Washer and Wheel Lock Ring.

Tip: Pliers will help seat the Lock Ring.

NOTE: When replacing the Wheel Lock Ring, make sure the center of the Wheel Lock Ring is opposite the Key.

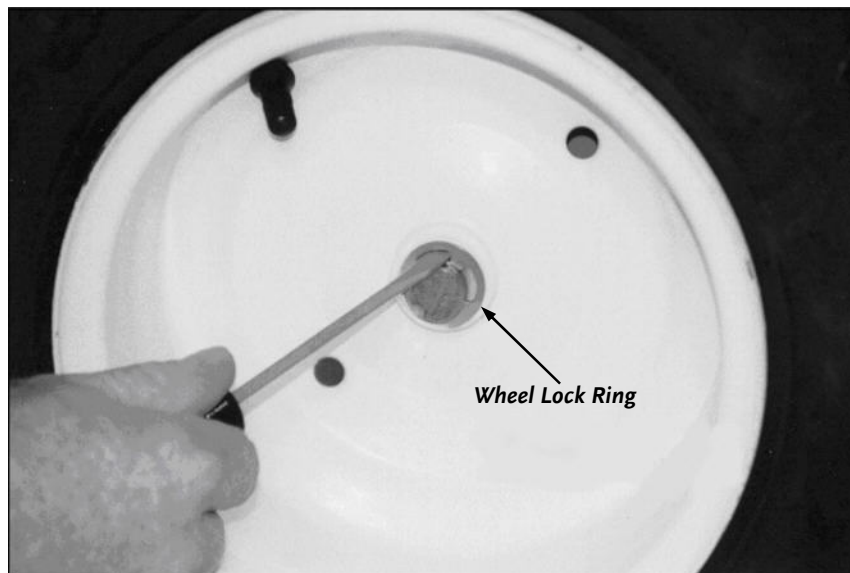


Figure 17

Adjusting the Parking Brake

NOTE: If your DR POWERWAGON-PRO rolls on slopes when the Parking Brake is set, or if you cannot get the Parking Brake to set, it needs to be adjusted (**Figure 18**).

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.



Figure 18

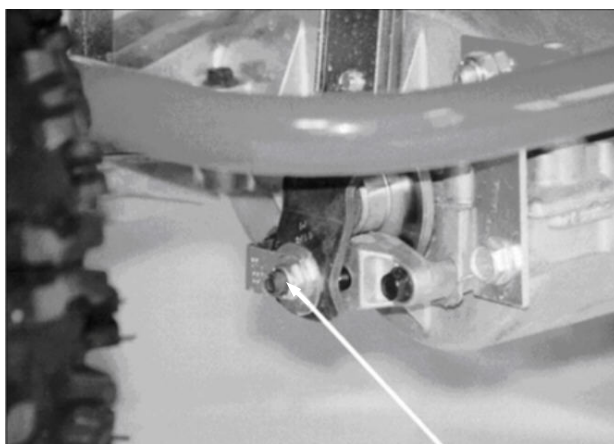


Figure 19

Tool Needed:

- 1/2" wrench or socket

1. With the machine on a level surface, set the Parking Brake.
2. Put the Transmission in "N" (Neutral).
3. Test the Parking Brake by trying to roll the machine. It should not move in either direction with the Parking Brake set.
4. If it does move, turn the Adjustment Nut on the Transaxle (**Figure 19**) 1/4 turn clockwise with a 1/2" Wrench to tighten the Parking Brake. Test the Parking brake as described in steps 1-3. Repeat the adjustment if necessary.
5. If you cannot get the Parking Brake to release, turn the Adjustment Nut on the Transaxle (**Figure 19**) 1/4 turn counterclockwise with a 1/2" wrench to loosen the Parking Brake. Test the Parking Brake, as described in steps 1-3. Repeat the adjustment if necessary.

NOTE: Turn the Adjustment Nut only 1/4 turn at a time, and then test the Parking Brake to see if the adjustment worked. If needed, adjust the Nut another 1/4 turn and test again.

Parking Brake Cable Adjustment

NOTE: The Parking Brake Cable is factory set (**Figure 20**). If you think the Brake Cable needs adjustment, you may actually need to replace the Brake Pads. See below.

Changing the Parking Brake Pads

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

NOTE: If your DR POWERWAGON-PRO rolls on slopes when the Parking Brake is set, and you have tried adjusting the Brake, the Brake Pads may need replacement.

Tools & Supplies Needed:

- 1/2" Wrench or Socket
- Mat or container for loose parts

NOTE: You may want to remove the Wheel to provide easier access to the Parking Brake area. See page 23.

1. Find a level area to work. The Parking Brake should NOT be engaged. Chock the Wheels so the machine cannot move.
2. Locate the Brake Caliper at the right front of the machine (**Figure 21**). Remove the two (2) Caliper Bolts holding the Parking Brake Caliper with a 1/2" wrench, and then carefully remove the Caliper.

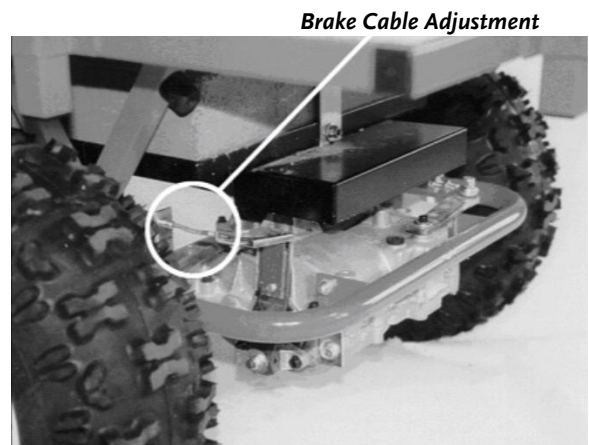
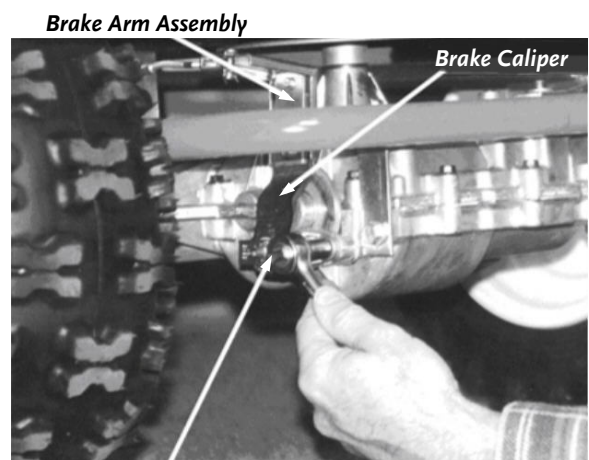


Figure 20



Removing 2 Caliper Bolts

Figure 21

NOTE: The Caliper contains four (4) small parts: the Brake Pad, the Backing Plate, and two (2) small Actuator Pins (**Figures 22 and 23**). As you let the Caliper hang from its attaching hardware, keep track of these parts as they could fall out. Clean away any debris from these parts and the inside of the Caliper.

3. Pull the Brake Disc off the keyed Shaft (**Figure 22**) being careful not to lose the Shaft Key.
4. Remove the old Brake Pad from behind the Disc and replace it with a new Brake Pad, then reinstall the Brake Disc.
5. Replace the Caliper Housing and its parts: two (2) Actuator Pins, the Backing Plate, and the second Brake Pad (**Figure 23**). Make sure the Brake Arm Assembly is in the upright position and the recessed cutout on the Caliper is facing up with the Plate to the rear. Be sure that the Parking Brake Lever is pointing up (**Figure 21** on page 25). Reinstall the two (2) Caliper Bolts and be careful not to over tighten them.
6. Test the Parking Brake. With the machine on a level surface, set the Parking Brake and put the machine in "N" (Neutral). If the Parking Brake does not engage or hold, tighten the Parking Brake Adjustment Nut 1/4 turn with a 1/2" wrench. See "Adjusting the Parking Brake" on page 24.

NOTE: Check the Parking Brake periodically and adjust accordingly.

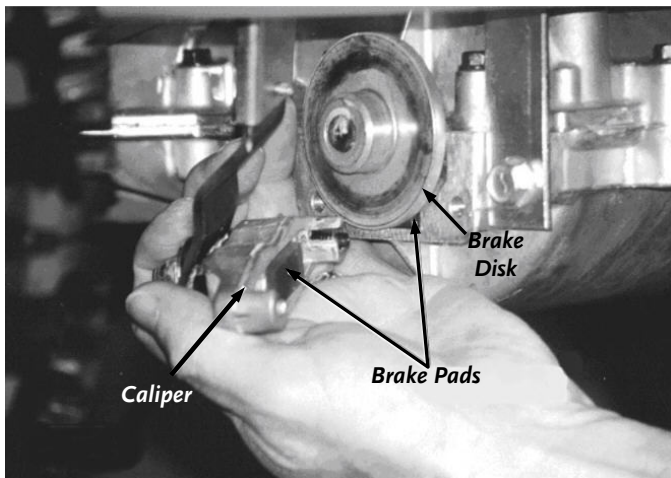


Figure 22

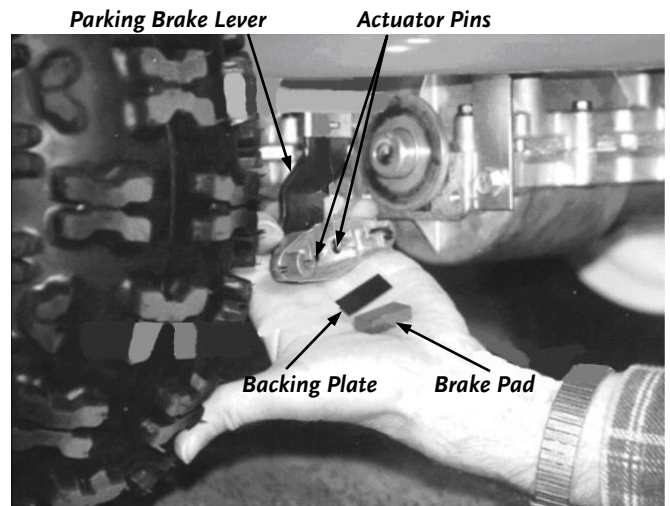


Figure 23

Replacing the Throttle Cable

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

! NOTICE!

ADJUSTING THE THROTTLE IS A DELICATE PROCEDURE. THERE IS ONLY A FEW RPM DIFFERENCE BETWEEN THE ENGINE'S IDLE SPEED AND ENGAGEMENT OF THE CENTRIFUGAL CLUTCH.

NOTE: The Throttle Cable is set at the factory, and generally, no service is required. However, when replacing the Throttle Cable it is important to follow these steps.

Tools Needed:

- 5/16" Wrench or Socket
- Phillips Screwdriver

1. Loosen the Screw on the Throttle Cable Clamp (Bowden clamp) with the Wrench or Socket so the Throttle Cable can slide below it. It is not necessary to remove the Clamp (**Figure 24**).
2. Remove the Operator Presence Lever from the left Handlebar using a Phillips Screwdriver (**Figure 25**).

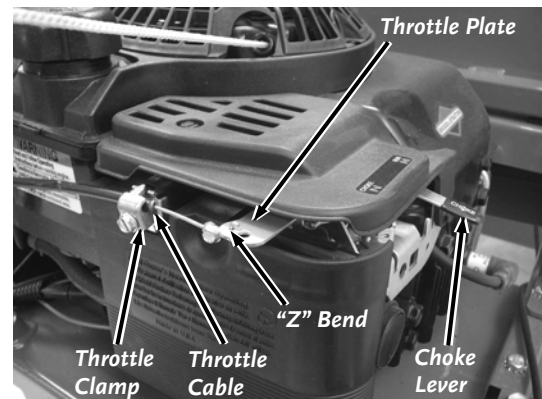


Figure 24

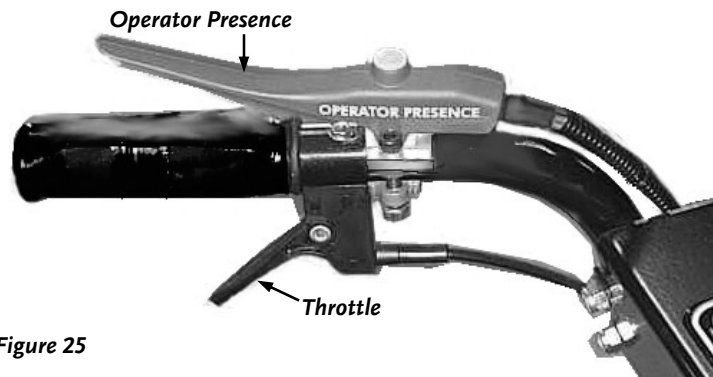


Figure 25

3. Remove the Throttle from the Handlebar with a 5/16" Wrench or Socket (**Figure 25** on page 27).
4. Place the new Throttle with Cable on the Handlebar and fasten.
5. Replace the Operator Presence Lever on the Handlebar and fasten.
6. Route the Throttle Cable the same as the old Cable, being careful not to bend or kink the Cable.
7. Place the Z-Bend end of the Throttle Cable into the small hole on the Throttle Plate on the Engine. The Throttle Plate is a metal Tab that protrudes from the Engine below the plastic Air Filter Cover. It has two (2) holes, and the Cable goes into the smaller hole from the bottom side. Place the Throttle Cable Sheath under the Cable Clamp (**Figure 24** on page 27).
8. Make sure that the Throttle Plate is all the way back to the stop position. It will normally retract to this position.

 **NOTICE!**

IF YOU CLAMP THE CABLE WITH TOO MUCH TENSION BETWEEN THE CABLE CLAMP AND THE THROTTLE PLATE, THE ENGINE WILL NOT RETURN TO IDLE PROPERLY.

9. Tighten the Cable Clamp Screw (Bowden clamp). The Throttle Cable should have very little or no tension between the Cable Clamp and the Throttle Plate.
10. Start the Engine and check the operation of the machine. The DR POWERWAGON-PRO should idle smoothly, but should not move while idling, and should not jump or creep after shifting into gear.

Adjusting the Shift Lever

If you are unable to shift into Reverse or 4th gear, the Shift Lever and Tie Rod need to be adjusted.

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

Tools Needed:

- 1/2" Box Wrench or Socket
- 1/2" Box or Open-End Wrench
- 9/16" Box or Open-End Wrench

1. Move the Shift Lever (**Figure 26**) into the Reverse position.
 2. Loosen and remove the Tie Rod Nut and Bolt from the Transaxle Arm with 1/2" Wrenches (**Figure 27**) and then remove the Tie Rod from the Transaxle Arm.
 3. Fully extend the Transaxle Arm toward the front of the machine; this will put the Transmission into Reverse gear (**Figure 28**).
 4. Loosen the Lock Nut on the Shift Tie Rod End with 9/16" Open-End Wrench (**Figure 28**) and turn the Tie Rod End, clockwise to shorten the Tie Rod, and counterclockwise to lengthen it.
 5. Adjust the Tie Rod length until the Shift Indicator points to Reverse when you reinstall the Tie Rod End onto the Transaxle Arm.
 6. When the adjustment is complete, re-tighten the Lock Nut against the Ball End.
 7. Place the Tie Rod back on the Transaxle Arm, insert the Bolt, and re-tighten the Nut.
- This should now enable you to use the full range of gears.

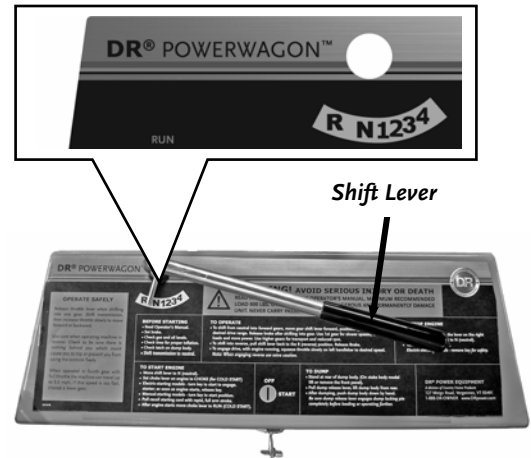


Figure 26

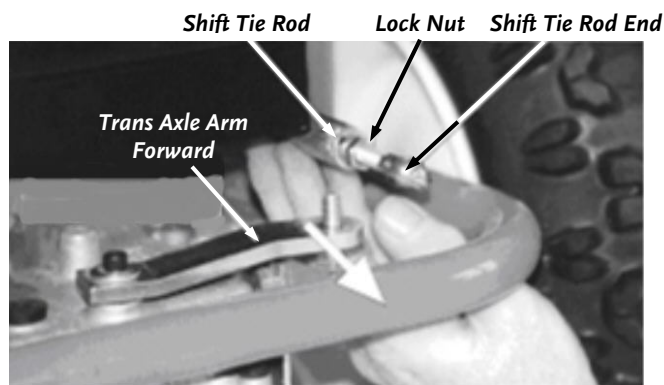


Figure 28

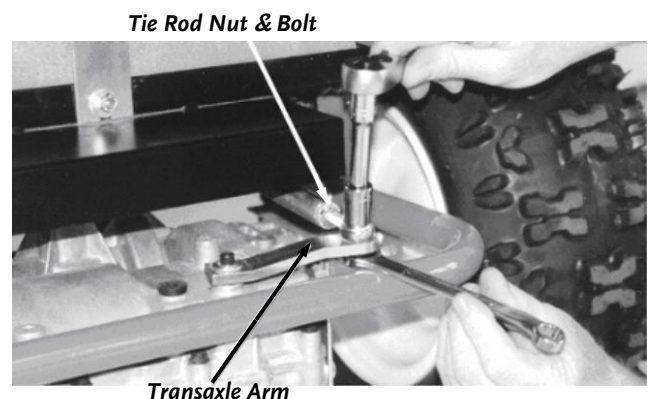


Figure 27

Removing and Replacing the Stake Body or Molded Body

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

Tools Needed:

- (2) 1/2" Open-End or Box Wrenches
1. Position the machine on a level surface and set the Parking Brake.
 2. Tip the Bed forward.
 3. Remove the four (4) sets of Nuts and Bolts securing the Body (**Figure 29**).

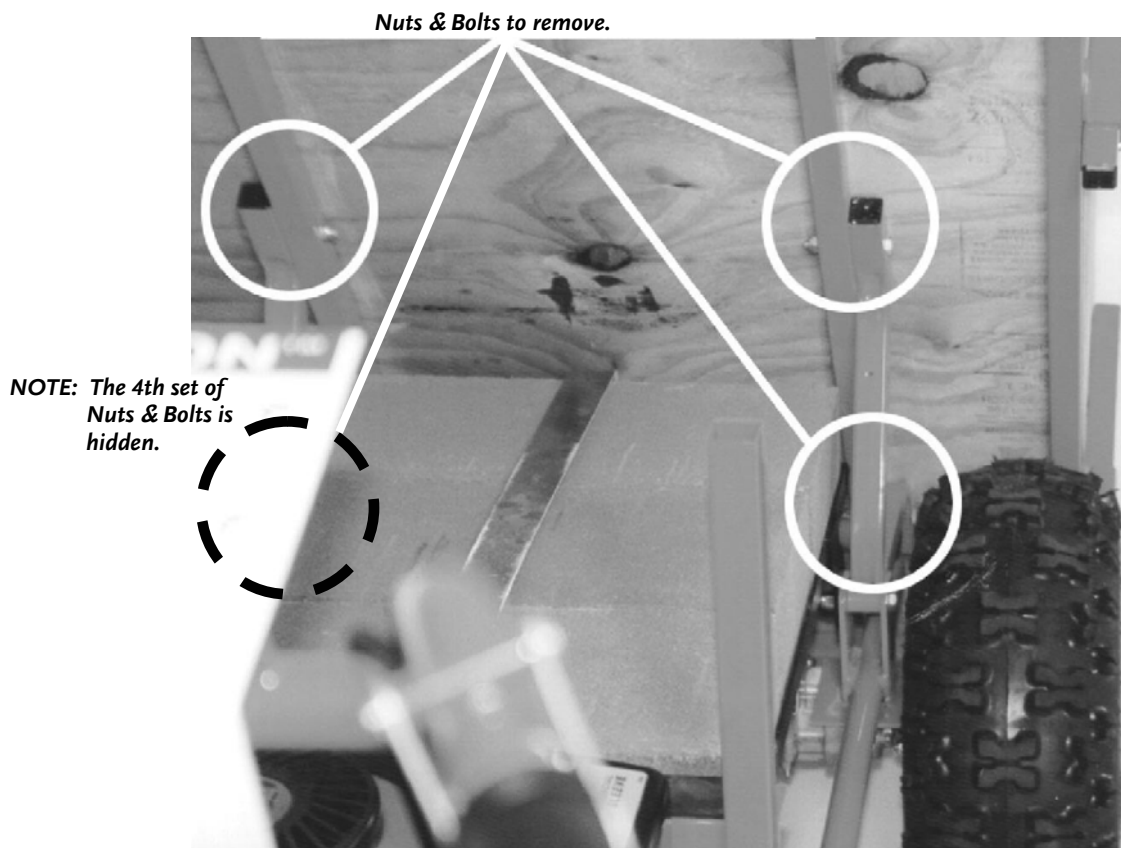


Figure 29

Removing and Replacing the Cinder Blocks

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

Tool Needed:

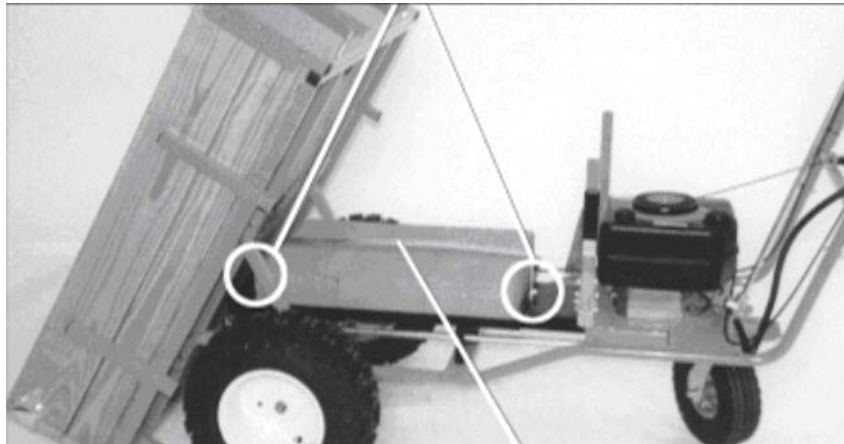
- 7/16" Wrench

1. Position the machine on a level surface and set the Parking Brake.
2. Tip the Bed forward.
3. Loosen the Bolts and Lock Nuts with a 7/16" Wrench on the Front and the Rear of the Weight Rack Block Strap (**Figure 30**).
4. Pull the Strap up and off, and then store the Strap in a safe place.
5. Remove the three (3) Cinder Blocks.

! NOTICE!

THE CINDER BLOCKS MUST BE REPLACED AND SECURED WITH THE STRAP FOR STABILITY WHEN DUMPING AND FOR TRACTION ON SLOPES WITH LIGHT LOADS.

Front & Rear Nuts to Loosen



Weight Rack Block Strap

Figure 30

Dump Activator Maintenance

For the Electric Dump System, the dump activator is a sealed unit that does not need servicing under normal use.

! NOTICE!

DO NOT USE A POWER WASH SPRAY UNIT TO CLEAN THE ACTIVATOR. SERIOUS DAMAGE TO THE SEALS MAY RESULT.

CHAPTER 6: TROUBLESHOOTING AND WARRANTY

Most problems are easy to fix. Consult the Troubleshooting Table for common problems and their solutions. If you continue to have trouble, call a Technical Support Representative at Country Home Products.

Troubleshooting Table

WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

SYMPTOM	POSSIBLE CAUSE
<i>Recoil will not pull out or is difficult to pull.</i>	<ul style="list-style-type: none"> ⇒ Check the Engine oil level; the Engine may be seized. ⇒ There may be an oil compression lock in the cylinder. Take out the Spark Plug; hold a rag over the Spark Plug hole and pull the Recoil Cord several times to blow out any oil in the cylinder. Wipe off the Spark Plug and reinstall it. ⇒ Try to turn the Engine pulley by hand, with the Spark Plug wire off. If it turns, the Recoil is broken or jammed. Call 1-800-DR-OWNER (376-9637) for assistance.
<p><i>The Engine will not start manually.</i></p> <p><i>(Please refer to the Engine Owner's Manual for Engine-specific procedures.)</i></p>	<ul style="list-style-type: none"> ⇒ Check that the Key is in the RUN Position. ⇒ Check that the Spark Plug wire is attached. ⇒ Check the Operator Presence Switch connection beneath the Panel at the Key Switch. ⇒ Check the Operator Presence Switch connection at the Engine. ⇒ Check the oil and gas level. See page 10. ⇒ The gas may be old, change it. Use a fuel stabilizer if you keep gas longer than one month. ⇒ Check the Throttle adjustment and travel. ⇒ The Spark Plug may be dirty or cracked, change it. ⇒ If the Spark Plug is oily, leave it out, hold a rag over the Plug hole and pull the Recoil cord several times to blow out any oil in the cylinder, then wipe off the Plug and reinsert it. ⇒ The Air Filter may be dirty, change it following the procedure in the Engine Owner's Manual. ⇒ If your Engine still won't start, call 1-800-DR-OWNER (376-9637) for assistance.

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

SYMPTOM	POSSIBLE CAUSE
<p><i>The Engine will not start using Electric-Start.</i></p> <p><i>(Please refer to the Engine Owner's Manual for Engine-specific procedures.)</i></p>	<ul style="list-style-type: none"> ⇒ Check all the items under the section called Electric-Starting on page 12. ⇒ Check the previous section (<i>The Engine will not start manually.</i>) for possible causes. ⇒ There is a Fuse in the Wiring Harness. Check the Fuse and replace if needed. ⇒ Check the wire connections—especially the ground connection, the large black wire coming from the Battery, where it connects to the Engine. ⇒ The Battery may not be charged. Check the voltage yourself or at a Service Station. If it is low, charge it with a 12-volt, 1 to 2-amp trickle charger. If you do not use your machine for at least 45 minutes at a time, the Battery may need to be periodically charged. See the Battery Care section on page 19. ⇒ If the Battery is charged and your DR POWERWAGON-PRO still will not start, call 1-800-DR-OWNER (376-9637) for assistance.
<p><i>The Engine lacks power or is not running smoothly. (Please refer to the Engine Owner's Manual for Engine-specific procedures.)</i></p>	<ul style="list-style-type: none"> ⇒ Check the Throttle travel and adjustment. ⇒ The Air Filter may be dirty, change it following the procedure in the Engine Owner's Manual. ⇒ The Spark Plug may be dirty or cracked, change it. ⇒ If the Spark Plug is oily, leave it out, hold a rag over the Plug hole and pull the Recoil cord several times to blow out any oil in the cylinder, then wipe off the Plug and reinsert it. ⇒ The gas may be old, change it. Use a fuel stabilizer if you keep gas longer than one month. ⇒ The Engine may not have the right amount of clean oil. If it is dirty, change it following the procedure on page 21. ⇒ If the Engine still lacks power, call 1-800-DR-OWNER (376-9637) for assistance.
<p><i>Engine smokes.</i></p>	<ul style="list-style-type: none"> ⇒ Check the oil level and adjust as needed. ⇒ You may be operating the machine on too great an incline. See the "Slopes and Uneven Terrain" section on page 15. ⇒ Check the Air Filter and clean or replace if needed. ⇒ You may be using the wrong oil—too light for the temperature. Refer to the Engine Owner's Manual for detailed information. ⇒ Clean the Engine cooling fins and the carburetor housing if they are dirty. ⇒ If the Engine still smokes, call 1-800-DR-OWNER (376-9637) for assistance.

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

SYMPTOM	POSSIBLE CAUSE
<i>The Belt frays or rolls over the Pulley.</i>	<ul style="list-style-type: none"> ⇒ There may be a nick in a Pulley groove. Check the Belt for wear and hard spots. File off any nicks on the Pulley. ⇒ Check the Belt Guide alignment. ⇒ The Belt may be stretched, replace it.
<i>Machine is hard to get into Reverse.</i>	<ul style="list-style-type: none"> ⇒ The Shift Lever may need adjusting. See page 29.
<i>Wheels pulling left or right.</i>	<ul style="list-style-type: none"> ⇒ Check the tire(s) pressure. See page 9.
<i>Machine lacks traction.</i>	<ul style="list-style-type: none"> ⇒ The load may be uneven in the Bed. The more weight over the Wheels the better the traction. ⇒ Try a lower gear. ⇒ If you are working on rough terrain with Turf tires, you may want to consider the All-Terrain tires. Call 1-800-DR-OWNER (376-9637) for information.
<i>The Wheels will not turn.</i>	<ul style="list-style-type: none"> ⇒ Make sure that the DR POWERWAGON-PRO is in gear. ⇒ Check that the Parking Brake is off. ⇒ The Drive Belt may be loose or off the Pulley. See page 22. ⇒ The Drive Belt may be on the wrong side of the Pulley. See page 22. ⇒ If the Wheels still will not turn, call 1-800-DR-OWNER (376-9637) for assistance.
<i>The Electric Dump System is not responding.</i>	<ul style="list-style-type: none"> ⇒ There is a Fuse under the Control Panel. Check the Fuse and replace if needed. ⇒ Check for loose electrical connections. ⇒ Check to be sure the Key Switch is in the ON position to operate the Electric Dump System. See Figure 6 on page 12. ⇒ Check the Battery charge. If the Key activates the Starter, the Battery is sufficiently charged. If it does not start the Engine, charge the Battery and repeat. ⇒ If the Electric Dump System still will not respond, call 1-800-DR-OWNER (376-9637) for assistance.
<i>The Dump Bed stops with the Switch Button depressed.</i>	<ul style="list-style-type: none"> ⇒ Release the Switch and try the opposite direction. If the Dump Bed moves, check the area beneath the Dump Bed for obstructions. ⇒ If the Dump Bed does not move in the opposite direction, check the Battery and connections as above. ⇒ If the Dump Bed still stops, call 1-800-DR-OWNER (376-9637) for assistance.

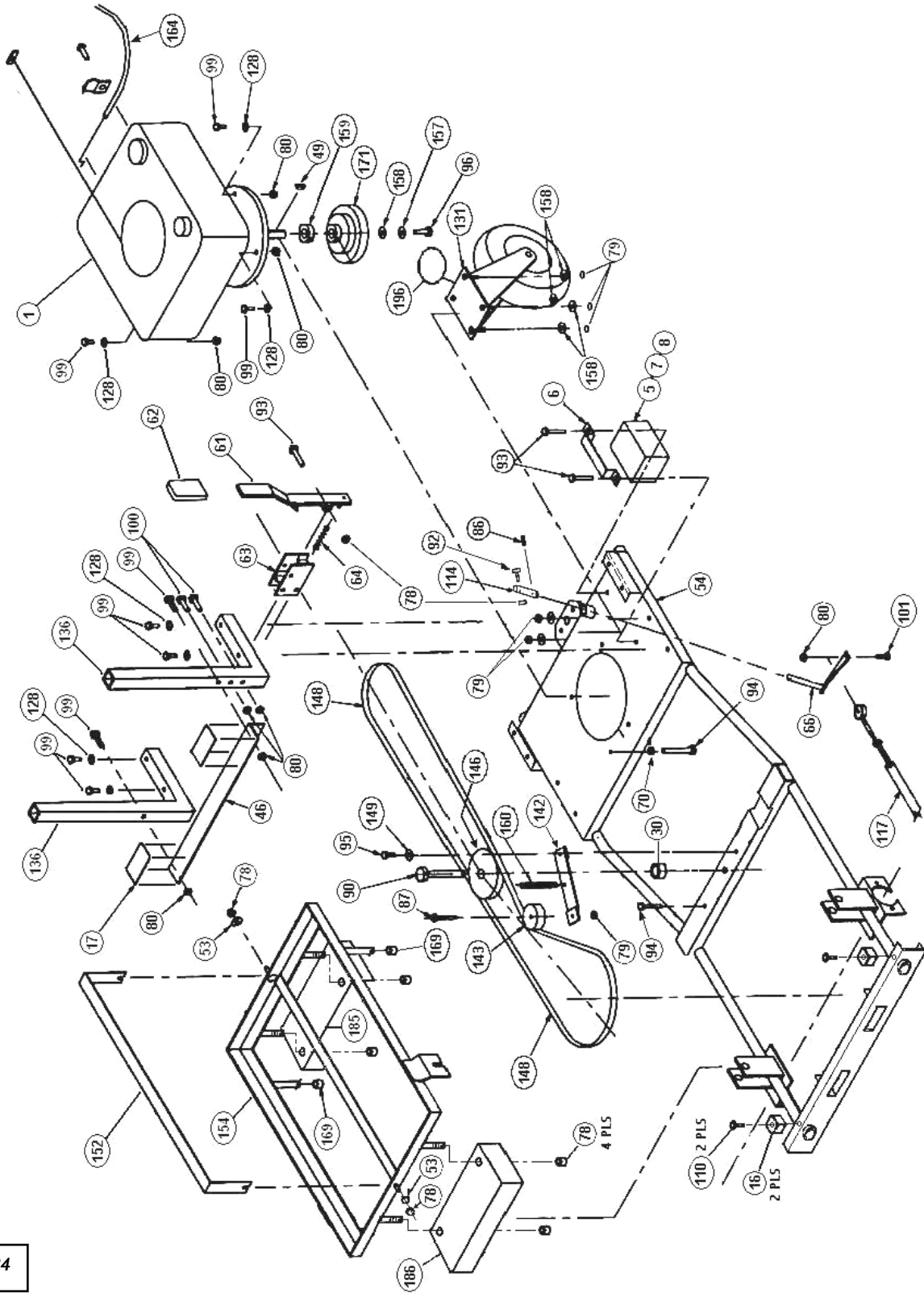
CHAPTER 7: PARTS LISTS, SCHEMATIC DIAGRAMS AND WARRANTY

Parts List - Main Frame Assembly

NOTE: Part numbers listed are available through DR Power Equipment. Not all parts appear on all diagrams.

<u>Ref#</u>	<u>Part#</u>	<u>Description</u>	<u>Ref#</u>	<u>Part#</u>	<u>Description</u>
01	253871	Engine, 6.75 TQ, B&S, E/S	117	160351	Tie Rod, 39.09" Rod & Ball Ends
	253861	Engine, 6.75 TQ, B&S, M/S	128	112501	Washer, Lock, 5/16"
05	104831	Battery, 17AH, 12V	131	112581	Wheel, Caster, 4.10/3.50-4
06	124511	Clamp, Battery, 7-1/8"W x 5.5"H	136	136601	Leg, Tray Frame
07	193151	Wire, 6.0", Battery, Positive	142	136621	Arm, Idler
08	193161	Wire, 6.5", Battery, Negative	143	113071	Pulley, Flat, Idler, 2-1/4"
16	109341	Bumper, Stop	146	111161	Pulley, 4.0", V-Belt, Idler
17	164121	Bumper, Strip, 2-1/2"	148	108971	Belt, A82, 1/2" x 84"
30	109621	Collar, 1/2" ID	149	126971	Washer, Fender, 1/4" ID x 1" OD
46	108731	Stop Angle, Flat Bed	152	111991	Strap, Weight Rack Block
49	106381	Key, Square, 3/16" x 1-1/2"	154	160821	Tray, Weight
53	112381	Washer, Flat, 1/4", USS	157	180811	Washer, Split Lock, 3/8"
54	164301	Frame, Main	158	165141	Washer, .385" ID, 1.39" OD
61	214181	Handle, Latch, w/Roll Pin	159	189221	Spacer, .877" ID, 1.125" OD, .75" L
62	110241	Grip, Latch Handle	160	165021	Spring, E, .500" OD x .067" Wire
63	110451	Housing, Latch	164	112121	Throttle w/Cable, 43"
64	111931	Spring, C, .545" OD x .055" Wire	169	109491	Cap, 3/4" Round Tubing
66	111291	Lower Shift Rod, w/Arm	171	221111	Clutch, Centrifugal, w/Pulley
70	110701	Nut, 1/4"-20	185	160831	Guard, Belt Cover, Rear
78	110731	Nut, Nylon Lock, 1/4"-20	186	160841	Guard, Belt Cover, Front
79	110751	Nut, Nylon Lock, 3/8"-16	196	147281	O-Ring, Swivel Wheel
80	110761	Nut, Nylon Lock, 5/16"-18	<u>Safety Labels</u>		
86	114701	Bolt, 1/4"-20 x 1/2", HCS	124371		Label, American Flag
87	111531	Bolt, 3/8"-16 x 2-1/4", HCS	127811		Label, Warning, Add Oil
90	111441	Bolt, 1/2"-13 x 2", HCS	137581		Label, Check Oil
92	160861	Bolt, 1/4"-20 x 1-1/4", HCS	153421		Label, Dump Lever
93	111481	Bolt, 1/4"-20 x 1-3/4", HCS	153431		Label, Dump Lever latch
94	111461	Bolt, 1/4"-20 x 2-1/2", HCS	153441		Label, 20 degree Slope limit
95	111491	Bolt, 1/4"-20 x 1", HCS	153451		Label, Throttle Control
96	165131	Bolt, 3/8"-24 x 1-1/4", HCS, Gr8	153601		Label, ID & Serial Number
99	134431	Bolt, 5/16"-18 x 1-1/2", HCS	192021		Label, DR Logo, 4" circle
100	150451	Bolt, 5/16"-18 x 1-3/4", HCS	113011		Charger, Battery
101	123361	Bolt, 5/16"-18 x 1-1/4", HCS	125021		Parts Bag
110	180991	Screw, 10-24 x 1", Phillips	<u>Not Illustrated</u>		
114	160871	Coupling, Shift Lever	112531		Weight Block, 4" x 8" x 16"

Schematic - Main Frame Assembly



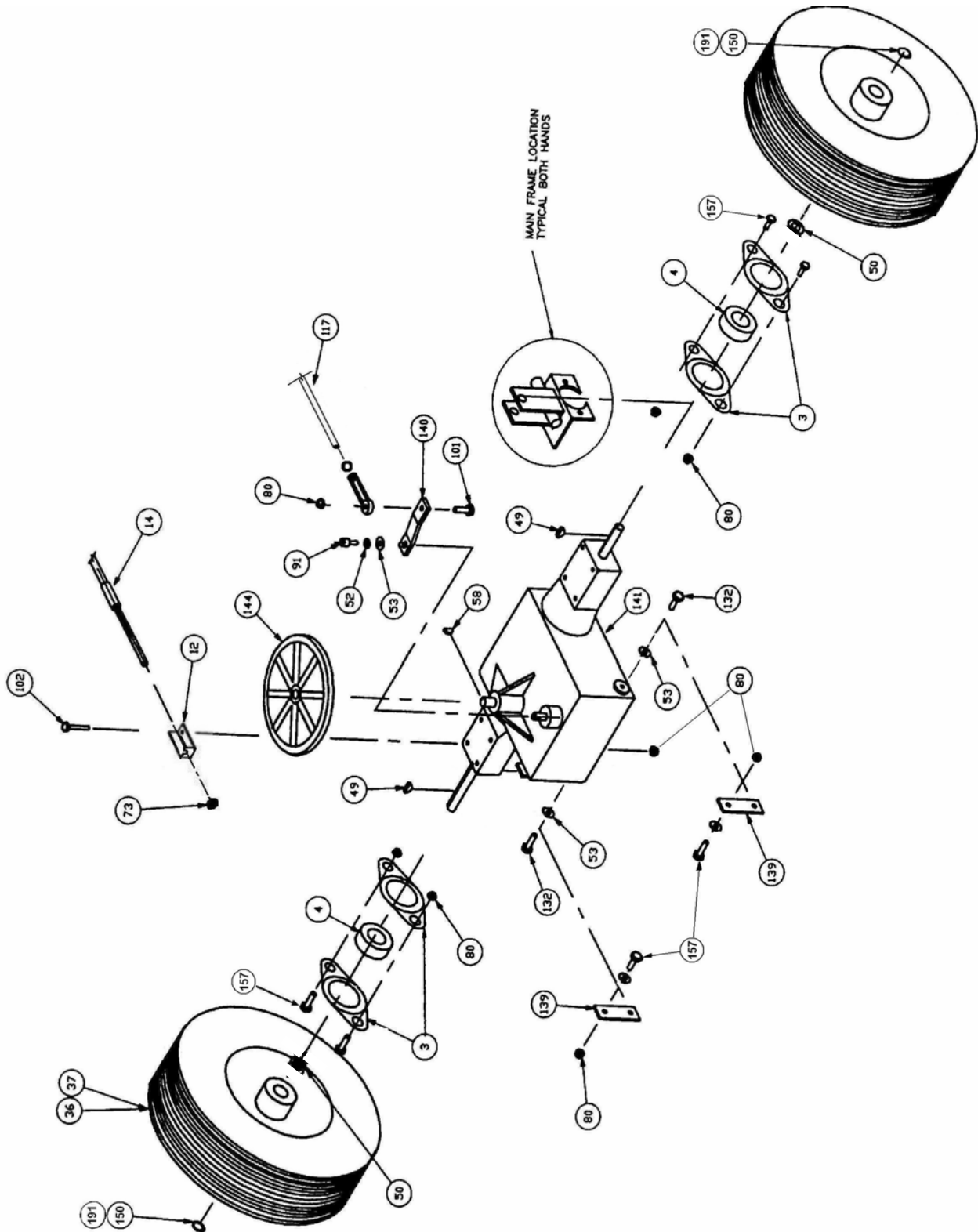
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Parts List - Main Axle Assembly

NOTE: Part numbers listed are available through DR Power Equipment. Not all parts appear on all diagrams.

Ref#	Part#	Description
03	108921	Flange, Ball Bearing, 2-Hole
04	152171	Bearing, Ball, 3/4" Bore
12	151181	Bracket, Brake Cable, Orange
14	187631	Cable, Brake, 73-1/2"
36	112161	Wheel, 16 x 6.50-8, Turf
37	193121	Wheel, Gray, 16 x 6.50-8, Terrain
49	106381	Key, Square, 3/16" x 1-1/2"
50	160521	Shim, 3/4" ID, 1.0" OD, 1/4" L
52	112371	Washer, Flat, 10-24, USS
53	112381	Washer, Flat, 1/4", USS
58	106401	Key, woodruff, 3/16" x 3/4"
73	110691	Nut, 5/16-18, ZP
80	110761	Nut, Nylon Lock, 5/16"-18
91	111501	Screw, 1/4"-28 x 3/4"
101	123361	Bolt, 5/16"-18 x 1-1/4", HCS
102	111591	Bolt, 5/16"-18 x 2-1/2", HCS
117	160351	Tie Rod, 39.09" Rod & Ball Ends
132	111721	Screw, 5/16"-18 x 3/4", Tri-Lobe
139	108891	Hanger, Transaxle, Front
140	108791	Arm, Shift, Transaxle
141	178931	Transaxle, 4 Fwd, 1 Rev
144	111141	Pulley, 7.0", V-Belt, 5/8" Bore
150	111261	Ring, Retaining, 3/4", Type E
157	123211	Bolt, 5/16"-18 x 3/4", HCS
191	129691	Shim, .75" ID, 1.125" OD, .06" L, ZP

Schematic - Main Axle Assembly



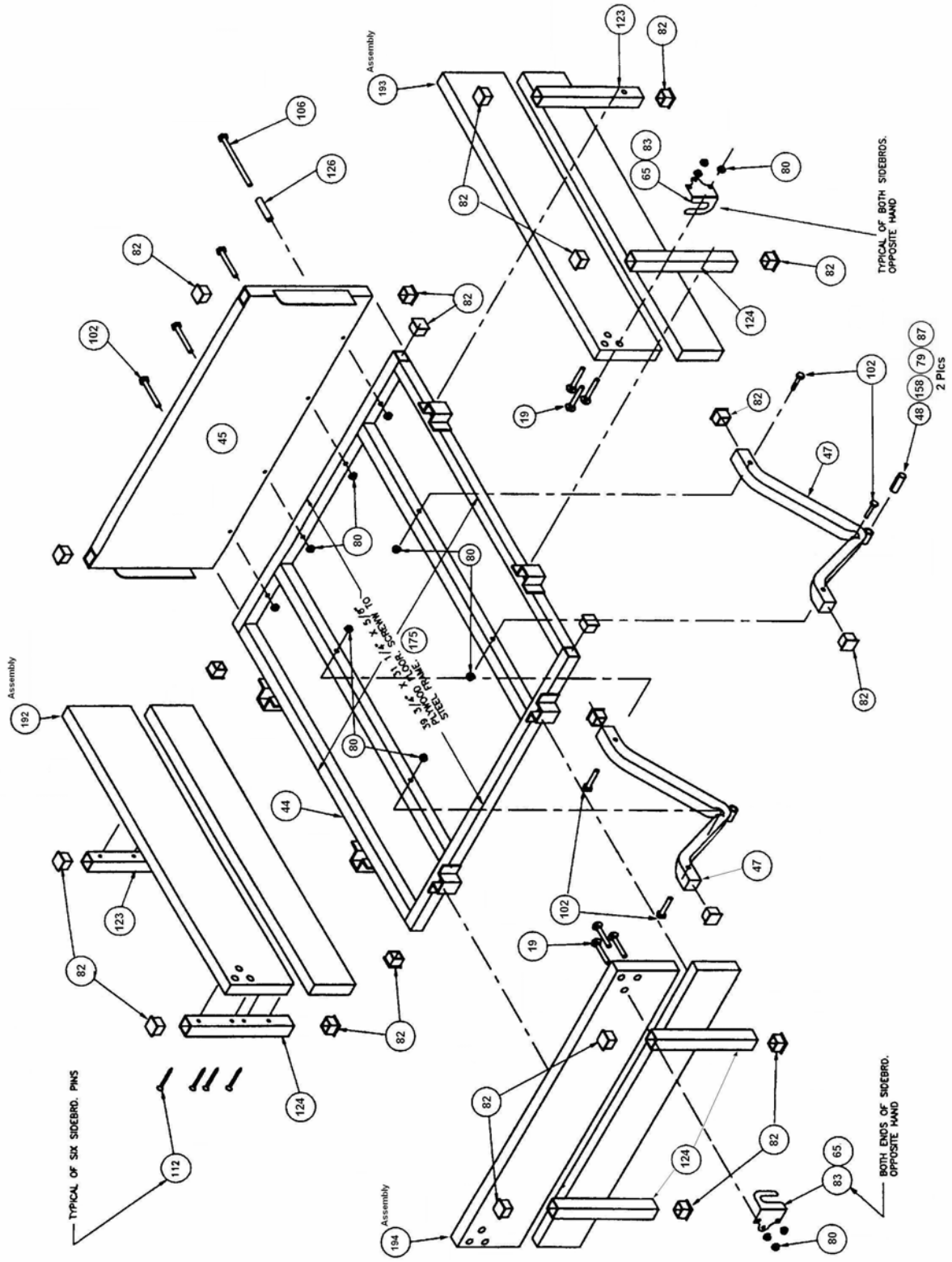
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Parts List - Stake Body Assembly

NOTE: Part numbers listed are available through DR Power Equipment. Not all parts appear on all diagrams.

Ref#	Part#	Description
19	109131	Bolt, 5/16"-18 x 1-1/2", Carriage, Gr2, ZP
44	110101	Frame, Flat Bed
45	110431	Headboard, Flat Bed
47	108771	Arm, Dump
48	109401	Bushing, .375" ID, .50" OD, 1.13" L
65	109241	Bracket, Left Corner
79	110751	Nut, Nylon Lock, 3/8"-16
80	110761	Nut, Nylon Lock, 5/16"-18
82	111081	Plug, 1" x 1" OD
83	109251	Bracket, Right Corner
87	111531	Bolt, 3/8"-16 x 2-1/4", HCS
102	111591	Bolt, 5/16"-18 x 2-1/2", HCS
106	111321	Bolt, 5/16"-18 x 4", HCS
112	111651	Screw, Phillips, Flat, 12 x 1-1/2", Type A
123	110991	Pin, Square, 1" x 1" x 10"
124	110981	Pin, Square, 1" x 1" x 10"
126	112311	Spacer, .327" ID, .500" OD, 1.5" L
158	112391	Washer, Flat, 3/8", USS
175	190521	Bed, Plywood, 31-1/4" x 39-7/8"
192	164211	Sub Assembly, Right, Panel
193	164221	Sub Assembly, Left, Panel
194	164231	Sub Assembly, Front, Panel

Schematic - Stake Body Assembly



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Parts List - Handlebar/Controls Assembly

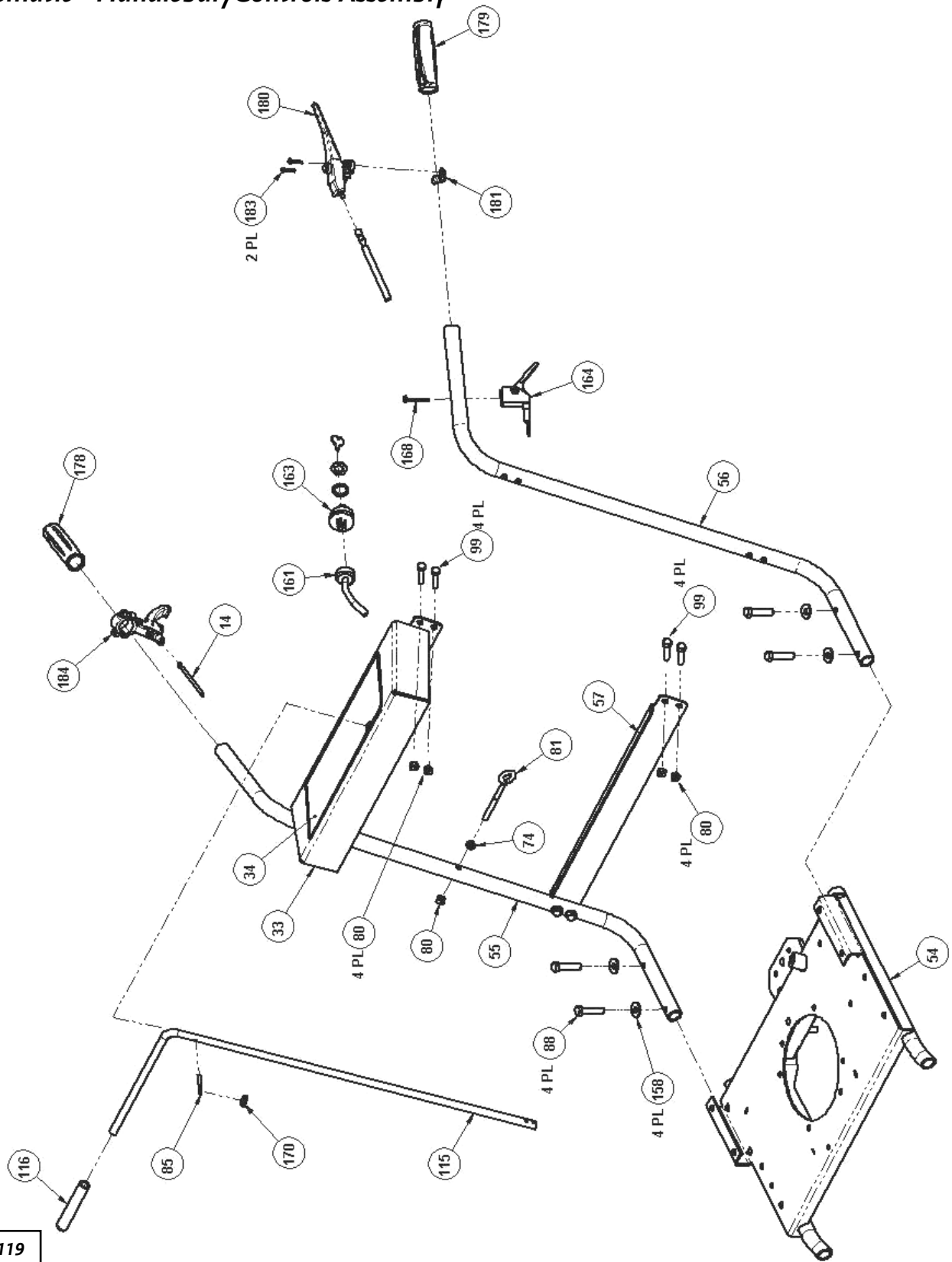
NOTE: Part numbers listed are available through DR Power Equipment. Not all parts appear on all diagrams.

Ref#	Part#	Description
14	187631	Cable, Brake, 73-1/2"
33	164341	Control Panel
34	161531	Label, Control Panel
54	164301	Frame, Main
55	164311	Handlebar, RH
56	164321	Handlebar, LH
57	164331	Cross Support, Handle
74	110691	Nut, 5/16"-18, ZP
80	110761	Nut, Nylon Lock, 5/16"-18
81	109161	Eyebolt, .625" ID, 5/16"-18 x 4.75"
85	110971	Pin, Spring, 3/16" x 1-3/4"
88	120301	Screw, 3/8"-16 x 1-1/2", Trilobe, Gr2, ZP
99	134431	Bolt, 5/16"-18 x 1-1/2", HCS
115	108871	Lever, Shift, Upper
116	110221	Grip, Shift Handle
158	112391	Washer, Flat, 3/8", USS
161	188251	Wire Harness w/Adapter
	188261	Wire Harness w/Adapter and Fuse
163	112051	Switch, w/Key & Hardware, E/S
164	112121	Throttle w/Cable, 43"
168	111631	Screw, #10 x 1-1/2", Type A
170	112441	Washer, 1/2" ID x 3/4" OD
178	164961	Grip, Handlebar, Plain, 1"
179	164951	Grip, Handlebar, Ergonomic, 1"
180	180691	Lever, Operator Presence w/Wire
181	179241	Bracket, w/Mounting holes
183	178971	Screw, Machine, M4 x 22mm
184	165181	Lever, 1", Brake w/Lock

Not Illustrated

112141	Cable Tie, 7-1/2", Black
112261	Tray, Tool, 15" x 18" x 4-1/2"
110151	Frame, Tool Tray

Schematic - Handlebar/Controls Assembly

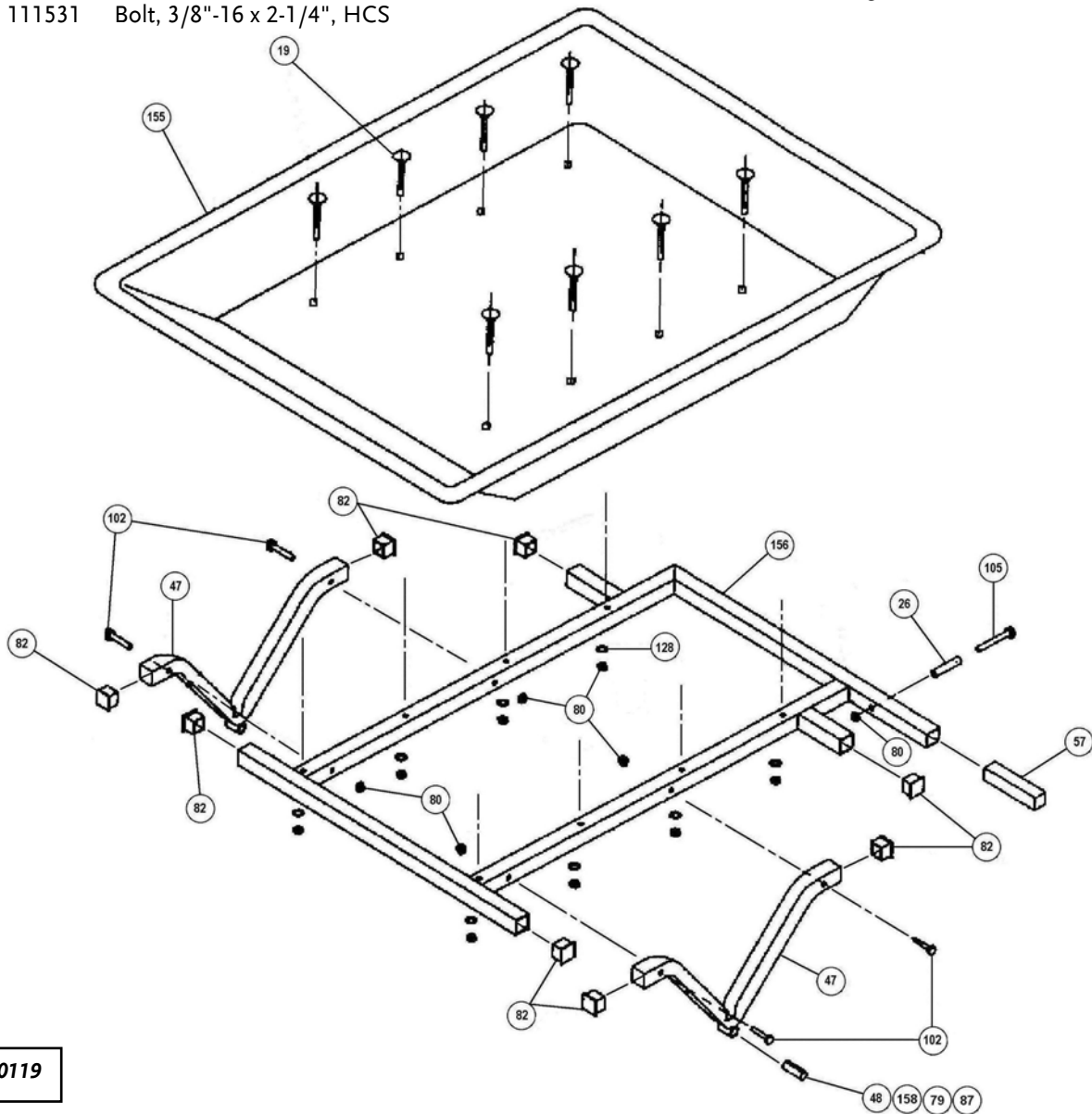


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Parts List and Schematic - Molded Body Assembly

NOTE: Part numbers listed are available through DR Power Equipment. Not all parts appear on all diagrams.

Ref#	Part#	Description	Ref#	Part#	Description
19	109131	Bolt, 5/16"-18 x 1-1/2", Carriage, Gr2, ZP	102	111591	Bolt, 5/16"-18 x 2-1/2", HCS
26	112311	Spacer, .327" ID, .500" OD, 1.5" L	105	111321	Bolt, 5/16"-18 x 4", HCS
47	108771	Arm, Dump	128	112501	Washer, Lock, 5/16"
48	109401	Bushing, .375" ID, .50" OD, 1.13" L	155	124561	Molded Bed, Drilled
57	110211	Grip, Handle, 4" x 1-1/4"	156	110071	Frame
79	110751	Nut, Nylon Lock, 3/8"-16	158	112391	Washer, Flat, 3/8", USS
80	110761	Nut, Nylon Lock, 5/16"-18	Not Illustrated		
82	111081	Plug, 1" x 1" OD	136191	Parts Bag, Molded Bed	
87	111531	Bolt, 3/8"-16 x 2-1/4", HCS			



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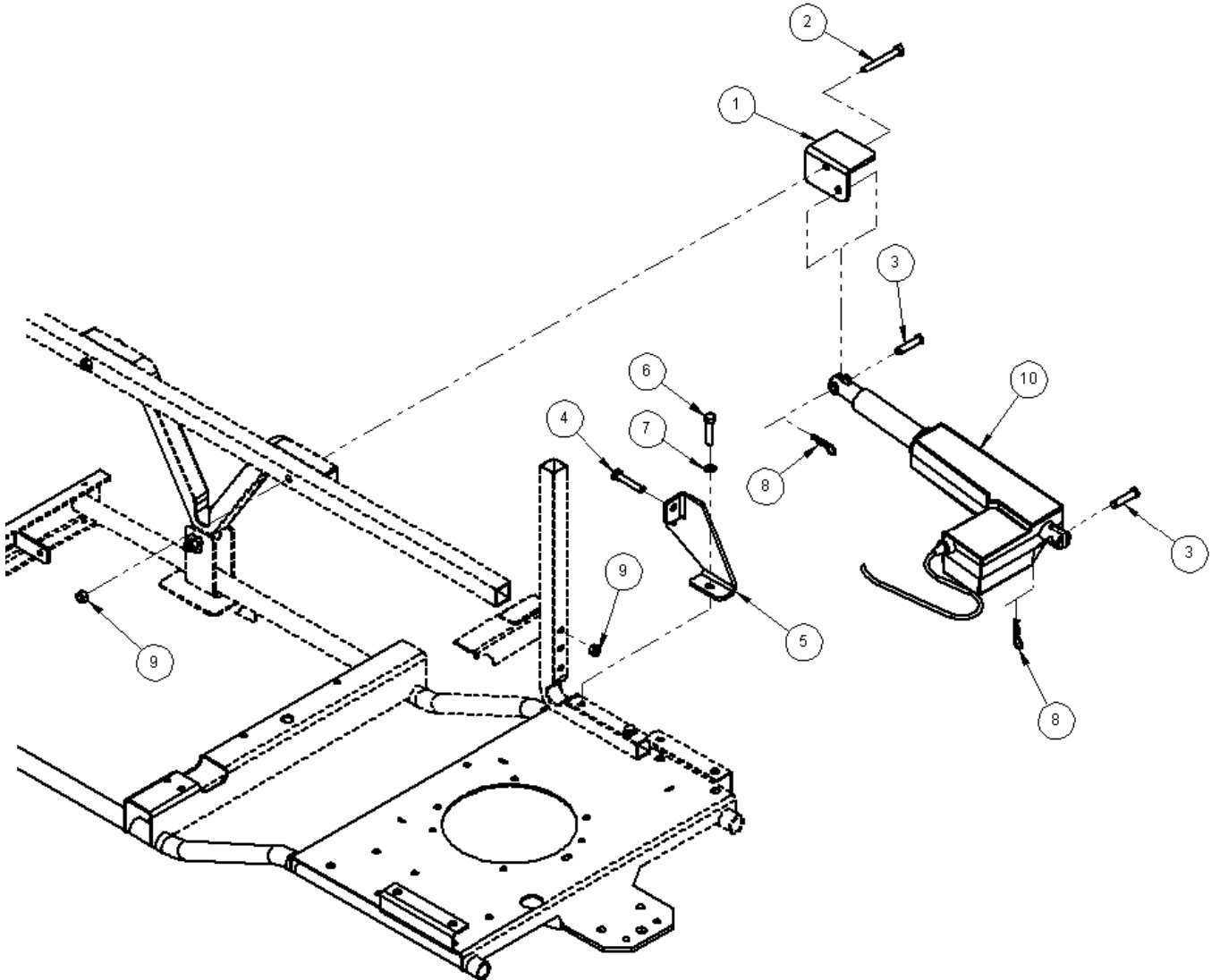
Parts List and Schematic – Electric Dump

NOTE: Part numbers listed are available through DR Power Equipment. Not all parts appear on all diagrams.

Ref#	Part#	Description
1	181481	Bracket, Bed
2	111591	Bolt, 5/16"-18 x 2-1/2"
3	187101	Pin, Clevis, 3/8" x 1-1/2"
4	150451	Bolt, 5/16"-18 x 1-3/4"
5	181471	Bracket, Upright
6	134431	Bolt, 5/16"-18 x 1-1/2"
7	112411	Washer, Flat, 5/16" USS
8	151921	Clip, Hitch Pin
9	110761	Nut, Nylon, Lock, 5/16"-18
10	241471	Actuator, Fast, w/Wire Harness

Not Illustrated

181511	Bracket, Switch
188281	Wire Harness, Electric Dump
112141	Cable Tie
187091	Switch, Panel Dump (part of 188281)



DR[®] POWERWAGON-PRO



2-Year Limited Warranty

Terms and Conditions

The DR[®] POWERWAGON-PRO is warranted for two (2) years against defects in materials or workmanship when put to ordinary and normal consumer use; ninety (90) days for any other use. The Engine manufacturer warrants the Engine separately.

For the purposes of all the above warranties, "ordinary and normal consumer use" refers to non-commercial residential use and does not include misuse, accidents, or damage due to inadequate maintenance.

Country Home Products, Inc. (home of DR[®] Power Equipment) certifies that the DR[®] POWERWAGON-PRO is fit for ordinary purposes for which a product of this type is used. Country Home Products, Inc. however, limits the implied warranties of merchantability and fitness in duration to a period of two (2) years in consumer use, ninety (90) days for any other use.

The 2-Year Limited Warranty on the DR[®] POWERWAGON-PRO starts on the date the machine ships from our factory. The 2-Year Limited Warranty is applicable only to the original owner.

The warranty holder is responsible for the performance of the required maintenance as defined by the manufacturer's owner's manuals. The warranty holder is responsible for replacement of normally wearing parts such as the Drive Belts, Battery, Brake Pads, Filters, and Spark Plug. This warranty does not cover attachments and accessories to the machine.

During the warranty period, the warranty holder is responsible for the machine transportation charges, if required. During the warranty period, warranty parts will ship by standard method at no charge to the warranty holder. Expedited shipping of warranty parts is the responsibility of the warranty holder.

SOME STATES DO NOT ALLOW LIMITATIONS ON THE LENGTH OF IMPLIED WARRANTIES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

Country Home Products, Inc. shall not be liable under any circumstances for any **incidental or consequential damages or expenses** of any kind, including, but not limited to, cost of equipment rentals, loss of profit, or cost of hiring services to perform tasks normally performed by the DR[®] POWERWAGON-PRO.

SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU ALSO HAVE OTHER RIGHTS, WHICH VARY FROM STATE TO STATE.

! WARNING!

WHEN PERFORMING ANY MAINTENANCE, YOU MUST FIRST SHUT OFF THE ENGINE, SET THE PARKING BRAKE, WAIT FIVE (5) MINUTES TO ALLOW PARTS TO COOL AND DISCONNECT THE SPARK PLUG WIRE, KEEPING IT AWAY FROM THE SPARK PLUG.

Daily Checklist for the DR POWERWAGON-PRO

To help maintain your DR for optimum performance, we recommend you follow this checklist each time you use your machine.

- [] OIL: With the machine on a level surface, remove the Oil Fill Cap and check the oil level. Fill the reservoir according to the Dipstick with SAE30 HD motor oil.
- [] GAS: Fill the Fuel Tank with fresh, unleaded gasoline.
- [] ENGINE: It is very important to keep the Engine clean. Remove grass and other debris from the Engine Cooling Fins and Debris Guard. A dirty Engine retains heat and can cause damage to internal Engine components.
- [] BELT: Check the Belt for wear, proper alignment and tension.
- [] AIR FILTER: A clean Air Filter will mean a much easier starting and cooler running Engine. Please refer to your Engine Owner's Manual for instructions on cleaning the Air Filter.
- [] TIRES: Check the Tires for wear and proper inflation.

End of Season and Storage

NOTE: Please refer to the Engine Owner's Manual for Engine-specific procedures.

- Change the oil; this will help to eliminate sludge and acids in the Engine. For winter use, use SAE 5W – 30W.
- If your DR POWERWAGON-PRO will be idle for more than 30 days, we recommend using a gas stabilizer. This will prevent sediment from gumming up the carburetor. If there is dirt or moisture in the gas or tank, remove it by draining the tank. Completely fill the tank with fresh, unleaded gas and add the appropriate amount of stabilizer or gasoline additive. Run the Engine for a short time to allow the additive to circulate.
- Remove the Spark Plug and pour about 1 ounce of motor oil into the cylinder hole. Replace the Plug and pull the Recoil Starter Rope until you feel strong resistance. This will coat the piston and seat the valves to prevent moisture buildup.
- Clean and/or replace the Air Filter(s).
- Clean dirt and debris from the cylinder head cooling fins, carburetor linkage, blower housing, rotating screen, and muffler area of the Engine.
- Check to make sure the operator controls are moving freely. Lubricate the Throttle Lever, Parking Brake Lever, and Key Switch with SAE 30 Oil if necessary. See page 20.
- Electric starting models: Remove the Battery and keep it in a cool, dry place when the DR POWERWAGON-PRO is in storage. We suggest charging the Battery once a month while the DR is stored, and again before you are ready to start the new season. This will help the Battery maintain its charge all season. See page 19.



DR® Power Equipment

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