

# COPAR **Panzer**

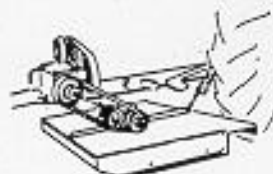
**The Popular T65 Series**

**MORE Than a RIDING MOWER**  
**America's**  
**FINEST GARDEN TRACTOR**



## Exclusive Features:

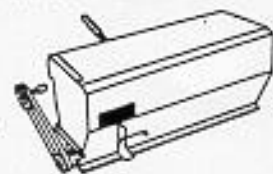
- **Glidematic No Clutch Transmission**
- **Floating Power Vibration Free Ride**
- **Independent Rear Wheel Brakes**
- **Genuine Automotive Differential**



**Rotary Mower 11AC9**  
35" wide cut, adjustable cutting height up to 4", cuts outside both tractor wheels, floating, anti-scalping skids, removable anti-windrow baffle. (Note: Requires Model 52PT Power Take-Off Kit)



**Power Take-Off Kit 52PT**  
Positive engage and disengage clutch. (Required for 11AC9 Rotary Mower)



**Power Driven Spreader PSI**  
35" wide coverage, adjustable feed, on and off handle, adjustable hopper heights. Capacity—180 lbs. May be used simultaneously with Rotary to mark and spread. Model 2AC2 Rear Lift required.



**Front Utility Box 4AC4**  
Handy utility carrier. Convenient for adding weight to front end of tractor for heavy pulling jobs, plowing or snowplowing.



**Front Utility Rack 4AC5**  
Handy utility carrier. Convenient for adding weight to front end of tractor for heavy pulling jobs, plowing or snowplowing.



**Fenders T450**  
Strong, durable, heavy-duty fenders. Protects operator from dirt, mud, stones.

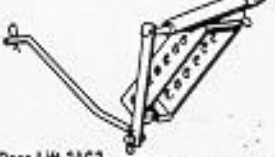
*and with these*  
**ATTACHMENTS!**



**Plow 1AC5**  
8" moldboard plow. Adjustable depth. Spring loaded for easy lifting. Model 2AC2 Rear Lift required.

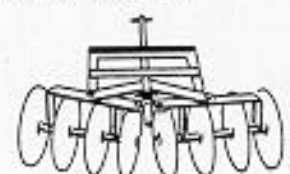


**Cultivator 3AC2**  
Six tooth cultivator. Fully adjustable for height, depth, and spread. Model 2AC2 Rear Lift required.

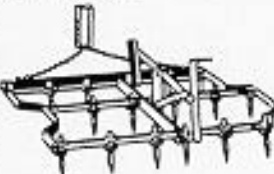


**Rear Lift 2AC2**  
Required to connect 1AC5 Plow, 3AC2 Cultivator and PSI Spreader to tractor lift handle.

The perfect combination mower-tractor! Out-performs all riding mowers with its 35" cut, height adjustment to a full 4", smoother, safer big wheel floatation that can't bog down. Outlasts other equipment because it's built like a tractor. Big tractor performance with quick-hitch attachments for snowplowing, plowing, cultivating, spreading and all other lawn and garden chores.



**Disc Harrow 6AC2**  
Two fully adjustable gangs, of four 12" discs. 33" coverage.



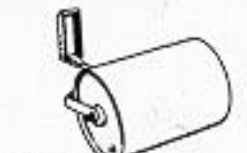
**Spike Tooth Harrow TH1**  
Eighteen tooth spike tooth harrow. Teeth adjustable as to angle.



**Reel Mower Unit (Std. wheel) TGR1**  
**Reel Mower Unit (Wide wheel) TGR2**  
60" wide cut, adjustable cutting height.



**Snowplow Blade 18AC4**  
42" blade adjustable in either direction. Blade can be angled to any one of five positions. Raised or lowered by tractor lift handle.



**Roller S-R01**  
18" x 24" roller, weight filled with water 300 pounds.



**Dump Cart S-DT1**  
All steel 24" x 36" dump trailer.

## SPECIFICATIONS

5 $\frac{3}{4}$  HP Briggs & Stratton Engine with recoil starter and Choke-A-Matic ● Beautiful aqua finish with white trim ● Glidematic Drive\* ● Floating Power Ride\* ● Two forward speeds and one reverse ● 6-12 Rear tires ● 4.10/3.50-6 Front tires ● Length 58" ● Width 34" ● Weight 400 lbs. ● Automotive Differential rear end ● Independent rear brakes.

WHEN ORDERING REPLACEMENT PARTS, BE SURE TO SHOW COMPLETE PART NUMBER AND PART NAME AS SHOWN IN PICTURES AND PARTS LIST.

(Continued from first page)

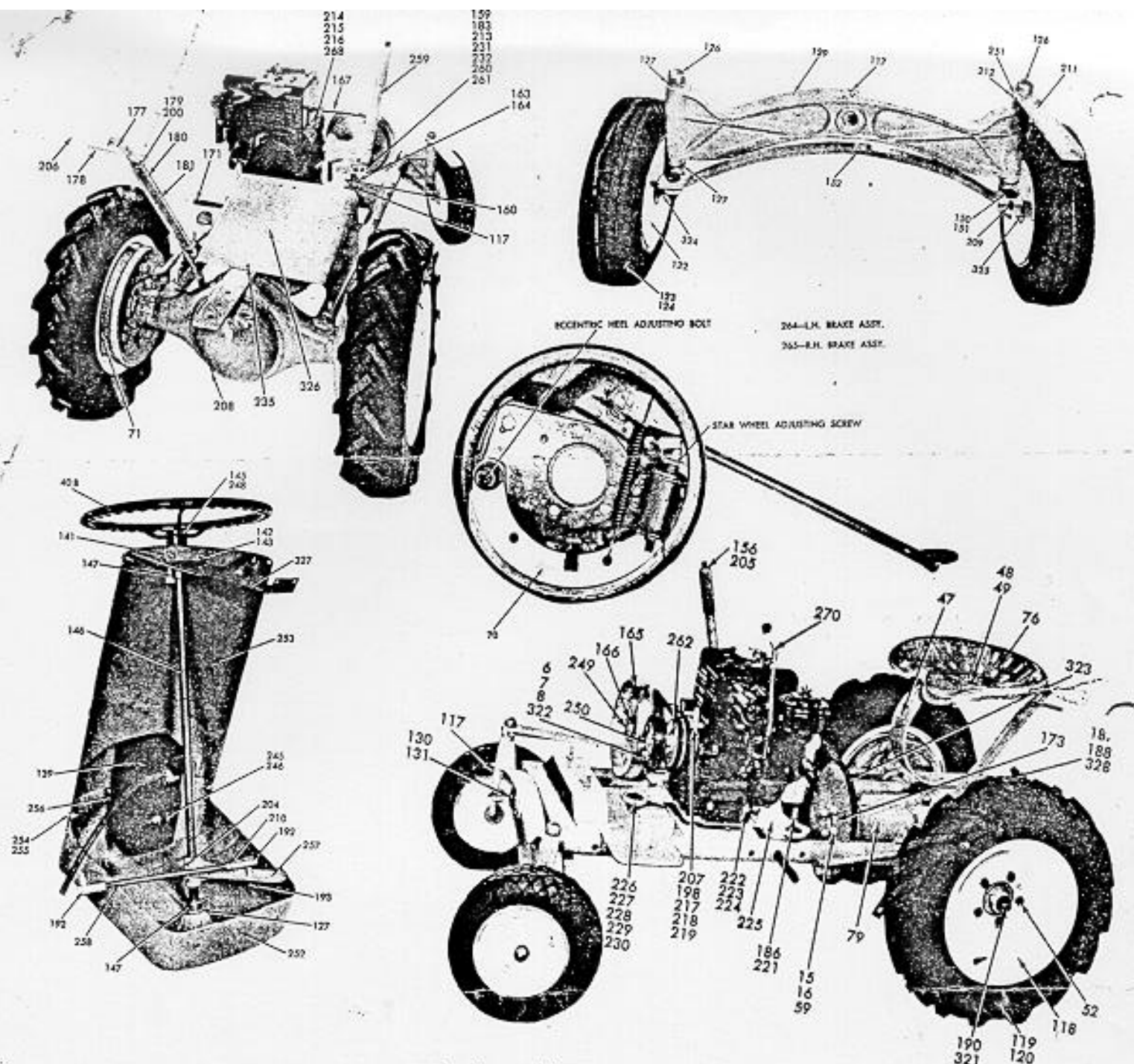
### MAINTENANCE INSTRUCTIONS

1. Keep engine filled with oil as required by engine instruction booklet. If engine does not idle or run smoothly, adjust engine as set forth in engine instructions. For all minor preventive maintenance adjustments, follow engine instructions. For all major engine repairs, see your nearest gasoline engine service dealer.
2. Keep grease in all tractor parts with grease fittings. Normally, grease should be put in these fittings after every 8 hours of operation. Use Sinclair Litholine Multipurpose grease or its equivalent.
3. The proper amount of oil was put in the differential at the factory. Once a year, drain housing and refill with 3 pints of No. 90 transmission grease. If more is used, leakage of the excess will occur.
4. Squirt oil around front pivot axle bushings, steering shaft bushing after every eight hours of operation.
5. Check all nuts periodically and tighten if necessary.
6. As drive belt wears, adjust drive arrangement to compensate for the wear. To make this adjustment, loosen collars holding shift lever tee casting on foot rest rod, slide tee toward right side of tractor, re-locate collars on each side of tee, and tighten collar set screws. Use a  $\frac{1}{4}$ " Allen Wrench for the collar set screws.
7. After use, the tractor chain will stretch slightly. To adjust for this chain stretch, screw chain adjusting bolt in to raise drive casting until chain is sufficiently tight. This adjusting bolt is located under tractor frame where drive casting pivots. This bolt is secured by a jam nut which must be loosened before turning bolt and tightened after adjustment is made. When this adjustment is made it is also necessary to adjust the drive rest near the forward end of the drive casting. To do this, loosen drive rest adjusting bolt; raise drive rest until drive casting is level; and secure by tightening adjusting bolt. After making this adjustment check belt for proper adjustment.
8. To adjust brakes, turn star wheel bolt located inside of brake drum on brake plate. To make this adjustment without removing the wheel and brake drum, insert screwdriver into hole located just under where brake pedal enters brake plate. The star wheel bolt is turned by pushing screwdriver point against serrations in star wheel bolt head. A handy tool for this purpose can be made by bending an old screwdriver at right angles about  $1\frac{1}{2}$ " from the end. When properly adjusted, end of brake pedal should be approximately level with tractor pipe frame and full braking should occur with only  $\frac{1}{2}$ "-1" downward movement of the end of the brake pedal.
9. To replace reverse disc remove the four bolts holding disc. Put new disc and disc plate in place so that holes in disc and disc plate line up with holes in pulley; insert bolts with lock-washers and tighten. The reverse disc will wear more when first used and this is normal. Once the initial wear has taken place, wear will be very gradual. The major cause of excessive wear is due to not pulling shift lever back into reverse firmly and holding it in reverse firmly. If shift lever is not pulled back and held firmly, improper contact between the pulley band and disc will cause uneven and excessive wear of the disc.
10. To adjust right and left turning radius, remove ball joint nut on right hand pitman arm; slide ball joint stud from pitman arm hole; adjust position of ball joints on rod by screwing on rod further or screwing off rod further; replace ball joint stud in pitman arm and secure with nut. The alignment of the front wheel is controlled by the center distance between the holes in each end of the tie rod. This distance must be  $21\frac{1}{8}$ ". If tie rod becomes bent and wheels are out of adjustment, bend tie rod until the distance between the holes in the tie rod is  $21\frac{1}{8}$ ".
11. Keep tires properly inflated. Check occasionally to make sure tractor is level by measuring height from a flat surface to center of rear wheel axle. If not level, adjust air in tires. The tires may be filled with a calcium chloride solution to add weight. This can best be done by a farm tractor implement dealer who has special equipment for the job.
12. Occasionally put on a little grease on drive casting where shift lever trip comes into contact with it and around rod at bottom of shift lever where it comes into contact with slot in drive casting. This will insure smoother shifting and eliminate excessive wear.
13. Check pulley alignment periodically. When properly aligned, the front edge of the large pulley and the front edge of the reverse disc will be flush when tractor is in reverse.
14. Check belt pucker arrangement periodically. When tractor is in reverse, belt should touch both top and bottom arms of belt pucker and when in forward belt must just miss touching either top or bottom arm of belt pucker. To adjust, bend arms to achieve proper position.
15. Grease leaking from tractor rear end is usually caused by too much grease in the rear end. If it is not caused by too much grease in the rear end, and occurs at either rear wheel, the inner seals should be replaced. If leaking at the forward end of the differential, the differential seal should be replaced. Such replacement should be done by an automobile mechanic as he has the pulling equipment to remove the old seals.
16. An occasional coat of wax or polish will keep the tractor attractive looking and will protect the painted surface.

# MODEL T65 PARTS LIST

T102-6	REVERSE DISC LOCKWASHER	T50-201	LIFT COTTER PIN
T102-7	REVERSE DISC	T50-202	LIFT PIVOT WASHER
T102-8	REVERSE DISC PLATE	T50-204	STEERING PITMAN PIN
T102-15	SPROCKET MOUNTING LOCKWASHER	T60-205	SHIFT LEVER GRIP
T102-16	SPROCKET MOUNTING NUT	T60-206	LIFT HANDLE GRIP
T102-40B	STEERING WHEEL	T60-207	POWER TAKE-OFF PUCKER
T102-47	SEAT SPRING	T60-208	OIL LEVEL PLUG
T102-48	SEAT SPRING BOLT, SEAT BOLT	T60-209	TIE ROD STOP PIN
T102-49	SEAT SPRING NUT, SEAT NUT	T60-210	PITMAN ROD LOCK NUT
T102-52	WHEEL LUG BOLT	T60-211	R.H. STEERING ARM
T102-59	SPROCKET BOLT	T60-212	STEERING ARM SET SCREW
T102-70	BRAKE SHOE	T60-213	SHIFT LEVER PIVOT BUSHING
T102-71	BRAKE DRUM	T60-214	BELT PUCKER MTG. BOLT
T102-75	INNER SEAL	T60-215	BELT PUCKER MTG. WASHER
T102-76	SEAT	T60-216	BELT PUCKER LOCKWASHER
T102-77	REAR END PLUG	T60-217	PTO PUCKER BOLT
T102-78	SPROCKET HUB	T60-218	PTO PUCKER LOCKWASHER
T102-79	DIFFERENTIAL	T60-219	PTO PUCKER SPACER
T102-115	DIFFERENTIAL SEAL	T60-220	LARGE PULLEY SPACER WASHER
T50-117	GREASE FITTING	T60-221	DR. CASTING ADJ. BOLT LOCK NUT
T50-118	REAR WHEEL	T60-222	ENGINE MOUNTING BOLT
T50-119	REAR TIRE	T60-223	ENGINE MOUNTING LOCKWASHER
T50-120	REAR TUBE	T60-224	ENGINE MOUNTING NUT
T50-121	COMPLETE FRONT WHEEL ASSY.	T60-225	ENGINE SHOCK PLATE
T50-122	FRONT WHEEL ONLY	T60-226	SHOCK MOUNT
T50-123	FRONT TIRE ONLY	T60-227	SHOCK MOUNT RIVET
T50-124	FRONT TUBE ONLY	T60-228	SHOCK PLATE MTG. BOLT
T50-125	FRONT WHEEL BUSHING	T60-229	SHOCK PLATE MTG. WASHER
T50-126	CAP W/SCREWS	T60-230	SHOCK PLATE MTG. NUT
T50-127	BUSHING	T60-231	SHIFT LEVER WASHER
T50-129	FRONT PIVOT AXLE	T60-232	SHIFT LEVER ROLL PIN
T50-130	FRONT PIVOT AXLE WASHER	T60-233	TEE ROLL PIN
T50-131	FRONT PIVOT AXLE SNAP RING	T60-234	CHAIN COVER SCREW, FRONT
T50-134	GRILL MOUNTING NUT	T60-235	CHAIN COVER SCREW, REAR
T50-139	GAS TANK	T60-237	GRILL MOUNTING LOCKWASHER
T50-141	PILLOW BLOCK	T60-239	ROLL PIN
T50-142	PILLOW BLOCK BOLT	T60-241	WHEEL AXLE WASHER
T50-143	PILLOW BLOCK NUT	T60-242	THROTTLE CONTROL SCREW
T50-145	STEERING WHEEL SNAP RING	T60-243	THROTTLE CONTROL LOCKWASHER
T50-146	STEERING SHAFT	T60-244	THROTTLE CONTROL NUT
T50-147	COLLAR	T60-245	GAS TANK STRAP BOLT
T50-150	TIE ROD BOLT	T60-246	GAS TANK STRAP NUT
T50-151	TIE ROD NUT	T60-248	KEY, STEERING WHEEL
T50-152	TIE ROD	T60-249	KEY, LARGE PULLEY
T50-156	SHIFT LEVER ROD	T60-250	KEY, ENGINE PULLEY
T50-159	SHIFT LEVER NUT	T60-251	KEY, R.H. STEERING ARM
T50-160	DRIVE CASTING	T60-252	GRILL
T50-162	DRIVE SHAFT	T60-253	HOOD
T50-163	DRIVE REST	T60-254	HOOD BOLT
T50-164	DRIVE REST ADJ. SCREW	T60-255	HOOD NUT
T50-165	LARGE PULLEY	T60-256	TANK STRAP (SET)
T50-166	LARGE PULLEY SET SCREW	T60-257	STEERING PITMAN ARM
T50-167	BELT	T60-258	PITMAN ROD
T50-171	FOOT REST ROD	T60-259	SHIFT LEVER
T50-172	SHIFT LEVER TEE	T60-260	SHIFT LEVER TRIP
T50-173	SPROCKET	T60-261	SHIFT LEVER SPRING
T50-177	LIFT HANDLE	T60-262	ENGINE PULLEY
T50-178	LIFT ROD	T60-264	L.H. BRAKE ASSY.
T50-179	LIFT ROD TAB	T60-265	R.H. BRAKE ASSY.
T50-180	LIFT SPRING	T60-268	BELT PUCKER
T50-181	LIFT SPRING SNAP RING	T60-269	HOOD BRACE SCREW
T50-183	SHIFT LEVER BOLT	T60-270	THROTTLE ASSY.
T50-186	DRIVE CASTING ADJ. BOLT	T60-321	REAR AXLE NUT
T50-187	DRAWBAR MOUNTING BOLT	T60-322	REVERSE DISC BOLT
T50-188	DRAWBAR MOUNTING NUT	T65-323	CHAIN
T50-190	REAR AXLE	T65-324	WHEEL AXLE, L.H.
T50-192	BALL JOINT	T65-325	WHEEL AXLE, R.H.
T50-193	BALL JOINT NUT	T65-326	CHAIN COVER
T50-198	SMALL PULLEY SET SCREWS	T65-327	HOOD BRACE
T50-200	LIFT TAB SCREW	T65-328	DRAWBAR





The following parts are not called out in the above pictures:

- 75 INNER SEAL LOCATED IN AXLE HOUSING
- 115 DIFFERENTIAL SEAL LOCATED BEHIND SPROCKET HUB
- 78 SPROCKET HUB LOCATED AT FORWARD END OF DIFFERENTIAL
- 172 TEE LOCATED AT BASE OF SHIFT LEVER
- 233 TEE ROLL PIN LOCATED IN TEE
- 147 COLLAR LOCATED ON FOOT REST ROD
- 125 FRONT WHEEL BUSHINGS LOCATED IN HUB OF FRONT WHEEL
- 269 HOOD BRACE SCREWS CONNECT HOOD BRACE TO CHAIN COVER
- 134 GRILL MOUNTING NUT SECURES GRILL TO FRAME
- 237 GRILL MOUNTING LOCKWASHERS SECURES GRILL TO FRAME
- 162 DRIVE SHAFT LOCATED IN DRIVE CASTING
- 201 LIFT COTTER PIN SECURES LIFT HANDLE TO FRAME
- 202 LIFT PIVOT WASHER SECURES LIFT HANDLE TO FRAME
- 220 LARGE PULLEY SPACER WASHER LOCATED BETWEEN LARGE PULLEY AND END OF DRIVE CASTING
- 234 CHAIN COVER SCREW FRONT ATTACHES CHAIN COVER TO TRACTOR FRAME PIPE
- 242 THROTTLE CONTROL SCREW ATTACHES THROTTLE CONTROL TO HOOD
- 243 THROTTLE CONTROL LOCKWASHER ATTACHES THROTTLE CONTROL TO HOOD
- 244 THROTTLE CONTROL NUT ATTACHES THROTTLE CONTROL TO HOOD