

The Light Atco

These delightful mowers are full of character and a favourite of those looking for the archetypal vintage machine.

However, particularly due to their age (over sixty-years old) the following problems arise on machines not reconditioned by us:

The Kick-start mechanism is prone to wear on the Light Atco- a key assembly. We fit unworn and perfectly operating assemblies (including new return springs) to our mowers



The condition of the pedal, sprocket/ratchet and spring is key to smooth operation

The clutch can operate erratically, if it is worn; as is often the case. We rebuild the mower's cone clutch assembly, including fitting new bushes and shims



Photos showing the Light-Atco's clutch stripped down and ready to be overhauled

Due to its age, the majority of bushes & bearings on these mowers show extensive wear and need replacing

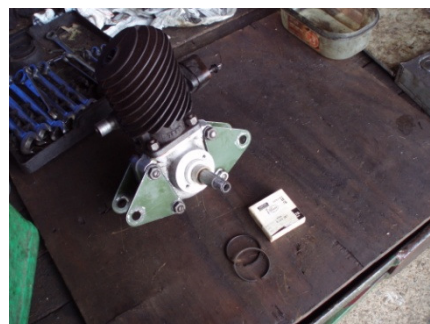
We fit new ball-races and bushes to the mower's assemblies, as standard



Light Atco being cleaned so that assemblies, such as the rear-rollers (right), can be overhauled, with new bearings and bushes fitted

The two-stroke Villiers engine's bearings and bore can wear (often due to inadequate mixes of two stroke oil)- this leads to bad and underpowered running

We rebuild the engine, restoring its compression and ensuring that it operates to the highest standard



The Villiers engine is decarbonised and reassembled with new piston rings

The ignition becomes unreliable and starts to fail (ie. does not produce a spark)

We fit tested ignitions making sure that they are in prime condition and replacing key components such as coil and condenser (still obtainable new, through our suppliers)



The ignition (shown above on its backplate) is thoroughly overhauled with components tested and new parts fitted to ensure reliability

The fuel tank is often very dirty internally and corroded, leading to holes and leaks

Not only do we have a selection of tanks to choose from. We are able to clean and re-line them, overcoming this common problem

The condition of the cutting cylinder and bottom blade (due to age) gives a poor quality of cut
We only fit unworn and structurally sound cutting cylinders, which sharpen nicely with the new bottom blades that we fit, as standard

The carburettor leaks due to worn internals

We thoroughly overhaul our carburettors, fitting new components where necessary, to solve this problem

The aluminium grassbox, due to its position at the front of the mower, is prone to denting and damage

From our healthy selection of grassboxes, we select the best shaped and structurally sound examples (repairing and meticulously filling them, where appropriate)



Two examples of the restored grassboxes we supply with our Light Atcos