

The Ransomes Matador

These mighty machines are a must for cricket square preparation or anyone looking to achieve an excellent, rolled grass area. Powerful and geared to mow large areas with ease, the Matador is a practical mower and excels in the right environment.

However, the following problems arise with Matadors not reconditioned by us:

Badly running engines do not engage/disengage the centrifugal clutch correctly. We recondition the original engine (MAG) for smooth running and operation of the clutch and fit replacement components (including clutch shoes) to the assembly



A reconditioned Ransomes Matador with its MAG 1026 engine having been rebuilt

The split rear-rollers stick (due to lack of lubrication) greatly reducing the mower's manoeuvrability

We completely strip down, clean and lubricate the rear-roller mechanism



The rear-roller assembly removed from a Matador awaiting lubrication of the differential and reassembly

Chains are not tensioned which leads to worn and broken sprockets

We regularly fit new chains to Matadors (along with new chain tensioners), as well as correctly tensioning existing chains. Failure to replace/tension chains leads to wear in the mowers' sprockets and irreparable damage



The Ransomes Matador chain assembly is strong and well made but needs to be adjusted regularly and/or replaced when they reach a certain level of wear

The condition of the cutting cylinder and bottom blade is the key to the quality of cut
We only fit unworn and structurally sound cutting cylinders, which sharpen nicely with the specially selected bottom blades that we fit (depending upon application)

[The MAG 1026-SRLX Engine](#)

The MAG engine is one of the strengths of the Matador, due to its build quality and powerful output. These engines last for decades with good regular maintenance, however...

The condition of the ignition (in particular the coil and condenser) has a profound effect on the running

We test our coils making sure that they are in prime condition and replace condensers as standard

The carburettor is prone to leaking fuel, as is the fuel tap (due to age)

We thoroughly overhaul and test our carburettors, fitting new components where appropriate. Fuel taps are checked over and generally replaced

Pull-start assemblies can stop meshing, due to wear, so they do not operate properly
Our pull-start assemblies are thoroughly overhauled with new components fitted to ensure reliable operation



The MAG engine's carburettor and pull-start stripped down to be overhauled