

The Ransomes Twenty-Four

In many ways a heavier duty version of the Webb 24 and Atco Royale, the Twenty-Four has all the hallmarks of quality Ransomes engineering, but with improved manoeuvrability and refined operation; when compared to its predecessors.

Whether fitted with the classic Villiers F15 or the later Briggs & Stratton models, the following problems arise on machines not reconditioned by us:

The Twenty-Four is fitted with sealed bearings throughout (for low maintenance) which can seize if they are not replenished with grease or replaced
We replace all sealed bearings on the mowers we supply

The manoeuvrability of the mower can be reduced by worn front wooden rollers
We fit brand new wooden rollers (turned from high quality Ash) to our Twenty-Fours



Reconditioned Ransomes Twenty-Four with new wooden front rollers

The split rear-rollers stick (due to lack of lubrication) and the differential, which allows the two rear-roller sections to operate independently (essential for good manoeuvrability) wears and eventually fails, making the mower unusable

We completely strip down, clean and lubricate the rear-roller mechanism and ensure that the differential is unworn and in good order



Rear-Rollers on Twenty-Four, with differential gears in their centre



The rear-roller clutch wears due to a lack of lubrication to its bushes
The assembly is stripped down, inspected and reassembled with new components, where necessary (including the clutch cable and lever)

Rear-Roller Clutch stripped down for cleaning and lubrication

Badly running engines (or replacement engines that run too fast) do not engage/disengage the centrifugal clutch correctly.

We recondition the original engine (Briggs & Stratton or Villiers) for smooth running and operation of the clutch



Two Ransomes Twenty-Fours with Briggs & Stratton engine (left) and Villiers F15 (right)- both mowers and their engines have been rebuilt

The Villiers F15 Engine

The F15 is a strong and efficient engine and, due to its build quality, will 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 fit brand new needle valves and seatings to our carburettors, along with new seals to the fuel tap, solving this problem

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