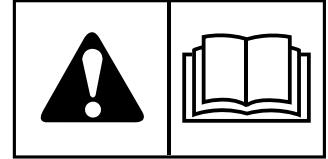




# ***OPERATOR'S MANUAL***

## **IS2600Z Series**

### **Zero-Turn Riding Mower**



**Model**  
5901475

**Description**  
IS2600ZY24D61

**This manual is available in Spanish. For a copy, contact your Ferris dealer or [www.ferrismowers.com](http://www.ferrismowers.com).  
Este manual está disponible en Español. Para obtener una copia, póngase en contacto con su  
distribuidor Ferris o [www.ferrismowers.com](http://www.ferrismowers.com).**

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Thank you for purchasing this quality-built Ferris Commercial Zero Turn Mower. We're pleased that you've placed your confidence in the Ferris brand. When operated and maintained according to the manuals, your Ferris product will provide many years of dependable service.

The manuals contain safety information to make you aware of the hazards and risks associated with the unit and how to avoid them. This Commercial Zero Turn Mower was designed to be used as described in this operator's manual and operated by trained professionals for finish cutting of established lawns and is not intended for any other purpose. It is important that you read and understand the instructions thoroughly before attempting to start or operate this equipment. Save these original instructions for future reference.

## Products Covered by This Manual

The following products are covered by this manual:  
5901475

The images in this document are representative, and are meant to complement the instructional copy they accompany. Your unit may vary from the images displayed. *LEFT* and *RIGHT* are as seen from the operator's position.

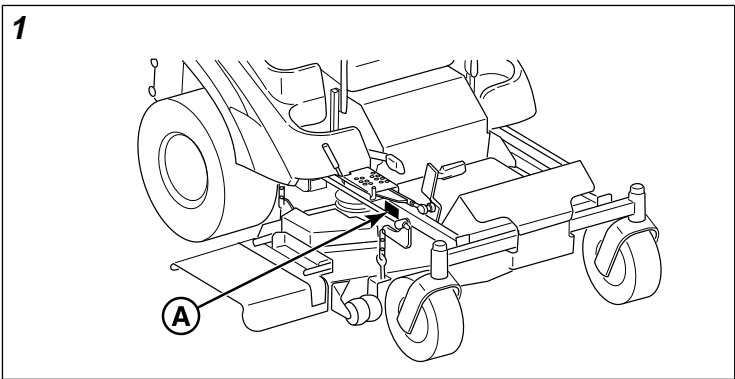
Ferris is a registered trademark of Briggs & Stratton Corporation.

### Ferris

5375 North Main Street  
Munnsville, NY 13409-4003  
(800) 933-6175  
ferrismowers.com

## Identification Tag Location

The Product Identification tag (A, Figure 1) can be found in the location shown.



## Product Identification Tag (Stamped)

<b>BRIGGS &amp; STRATTON CORPORATION</b>	
<b>MILWAUKEE, WI 53201, USA</b>	
<b>ASSEMBLED IN THE USA</b>	
<b>PART NO.</b> <b>XXXXXXX</b>	<b>SERIAL NO.</b> <b>XXXXXXXXXX</b>

PRODUCT REFERENCE DATA	
Unit Model Number:	
Unit Serial Number:	
Mower Deck Model Number: (if applicable)	
Mower Deck Serial Number: (if applicable)	
Dealer Name:	
Date Purchased:	
ENGINE REFERENCE DATA	
Engine Make:	
Engine Model:	
Engine Type/Spec:	
Engine Code/Serial Number	

When contacting your authorized service dealer for replacement parts, service, or information you **MUST** have these numbers.

*Note:* For the location of the engine identification numbers, refer to engine owner's manual.

The Illustrated Parts List for this machine can be downloaded from [ferrismowers.com](http://ferrismowers.com). Please provide model and serial number when ordering replacement parts.

## Operator Safety



### WARNING



This product can expose you to chemicals including gasoline engine exhaust, which is known to the State of California to cause cancer, and carbon monoxide, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).

## Operating Safely

Read these safety rules and follow them closely. Failure to obey these rules could result in loss of control of unit, severe personal injury or death to you, or bystanders, or damage to property or

equipment. **This mowing deck is capable of amputating hands and feet and throwing objects.**

The safety alert triangle (⚠) in text signifies important cautions or warnings which must be followed.

## Operating Safety



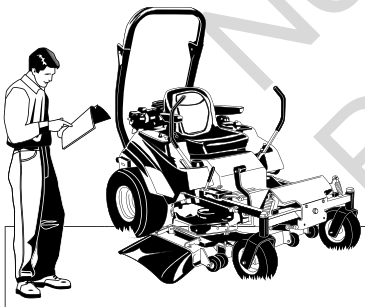
Congratulations on purchasing a superior-quality piece of lawn and garden equipment. Our products are designed and manufactured to meet or exceed all industry standards for safety.

Do not operate this machine unless you have been trained. Reading and understanding this operator's manual is a way to train yourself.

Power equipment is only as safe as the operator. If it is misused, or not properly maintained, it can be dangerous! Remember, you are responsible for your safety and that of those around you.

Use common sense, and think through what you are doing. If you are not sure that the task you are about to perform can be safely done with the equipment you have chosen, ask a professional: contact your local authorized dealer.

## Read the Manual

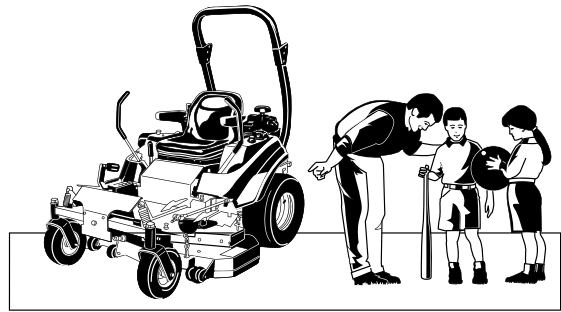


The operator's manual contains important safety information you need to be aware of **BEFORE** you operate your unit as well as **DURING** operation.

Safe operating techniques, an explanation of the product's features and controls, and maintenance information is included to help you get the most out of your equipment investment.

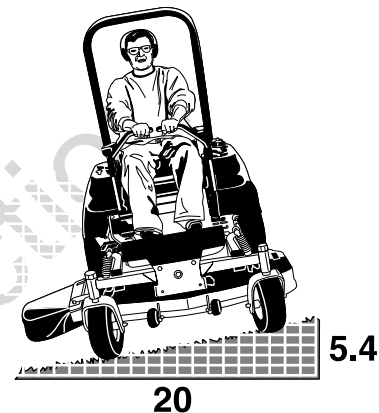
Be sure to completely read the Safety Rules and Information found on the following pages. Also completely read the Operation section.

## Children



Tragic accidents can occur with children. Do not allow them anywhere near the area of operation. Children are often attracted to the unit and mowing activity. Never assume that children will remain where you last saw them. If there is a risk that children may enter the area where you are mowing, have another responsible adult watch them.

## Slope Operation



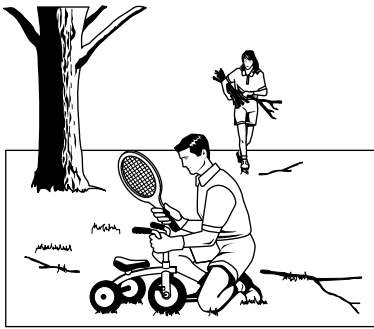
Operation on slopes can be dangerous. Using the unit on a slope that is too steep where you do not have adequate wheel traction (and control) can cause sliding, loss of steering, control, and possible rollover. You should not operate on a slope greater than a 5.4 foot rise over a 20 foot length (15 degrees).

Always mow across slopes, not up and down (to maintain traction on the wheels) and avoid sudden turns or rapid speed changes. Reduce speed and use extreme caution on ALL slopes.

Also, note that the surface condition you are on can greatly impact your ability to safely operate this machine. Operating on wet or slippery slopes can cause sliding and loss of steering and control. Do not operate on slopes that are slippery, wet, or have soft soil conditions.

If you feel unsure about operating the unit on a slope, don't do it. It's not worth the risk.

## Thrown Objects

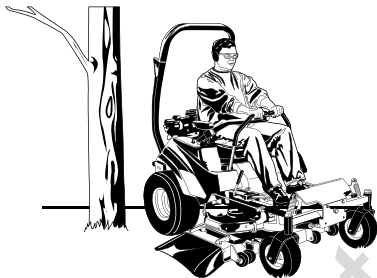


This unit has spinning mower blades. These blades can pick up and throw debris that could seriously injure a bystander. Be sure to clean up the area to be mowed and remove objects that could be thrown by the blade **BEFORE** you start mowing.

Do not operate this unit without the entire grass catcher or discharge guard (deflector) in place.

Also, do not allow anyone in the area while the unit is running! If someone does enter the area, shut the unit off immediately until they leave.

## Moving Parts



This equipment has many moving parts that can injure you or someone else. However, if you stay in the operator zone (stay seated in the seat), and follow the safety rules in this operator's manual, the unit is safe to operate.

The mower deck has spinning mower blades that can amputate hands and feet. Do not allow anyone near the unit while it is running! Keep safety devices (guards, shields, and switches) in place and working.

To help you, the operator, use this equipment safely, it is equipped with an operator-present safety system. Do **NOT** attempt to alter or bypass the system. See your dealer immediately if the system does not pass all the safety interlock system tests found in this manual.

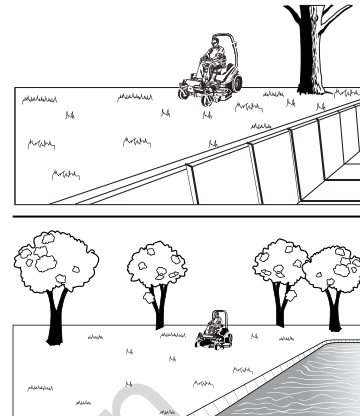
## Roll Bar Use



Keep the roll bar in the raised position and fasten the seat belt. There is no roll over protection when the roll bar is down! Do not jump off if the mower tips (it is safer to be secured by the seat belt with the roll bar raised.)

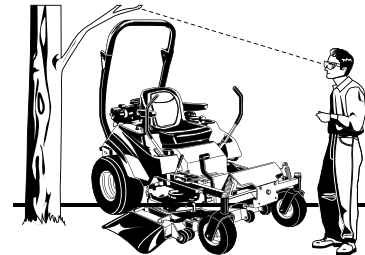
Lower the roll bar only when necessary (such as to temporarily clear a low overhanging obstacle) and **NEVER** remove it. Do **NOT** use the seat belt when the roll bar is down. Raise the roll bar as soon as clearance permits.

## Retaining Walls, Drop-Offs and Water



Retaining walls and drop-offs around steps and water are a common hazard. Give yourself a minimum of two mower widths of clearance around these hazards and hand-trim with a walk behind mower or string trimmer. Wheels dropping over retaining walls, edges, ditches, embankments, or into water can cause rollovers, which may result in serious injury, death, or drowning.

## Overhead Obstacles



Check for overhead clearances before driving under any objects. Do not allow the roll bar to contact low overhanging obstacles such as tree branches and guide wires.

## Fuel and Maintenance



Always disengage all drives, shutoff the engine, and remove the key before doing any cleaning, refueling, or servicing.

Gasoline and its vapors are extremely flammable. Do not smoke while operating or refueling. Do not add fuel while engine is hot or running. Allow engine to cool for at least 3 minutes prior to adding fuel.

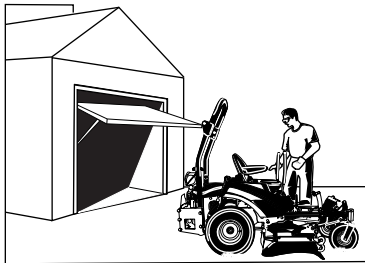


Do not add fuel indoors, in an enclosed trailer, garage, or any other enclosed area that is not well ventilated. Gasoline spills should be cleaned up promptly and before operation begins.

Gasoline should be stored only in sealed containers approved for fuel.

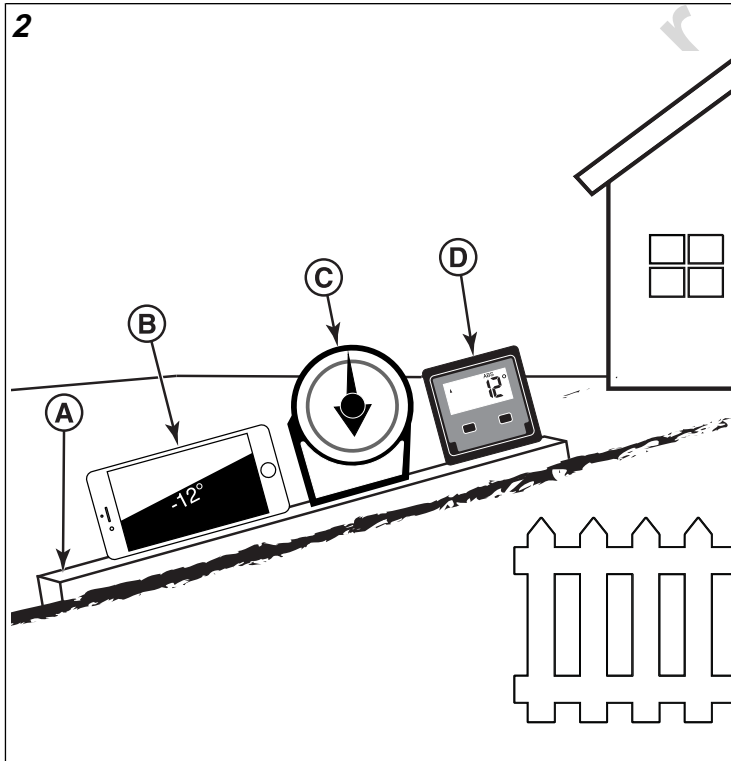
Proper maintenance is critical to the safety and performance of your unit. Keep the unit free of grass, leaves, and excess oil. Be sure to perform the maintenance procedures listed in this manual, especially periodically testing the safety system.

## Enclosed Areas



Only operate this unit outdoors and away from unventilated areas such as inside garages or enclosed trailers. The engine emits poisonous carbon monoxide gas and prolonged exposure in an enclosed area can result in serious injury or death.

## Slope Identification Guide



**How to measure the slope of a lawn surface with a smartphone or an angle finder tool:**



### WARNING

Do not operate on slopes greater than 15 degrees.

1. Use a straight edge at least two (2) feet long (A, Figure 2). A 2x4 or a straight piece of metal works well.
2. Angle finder tools.
  - a. **Use your smartphone:** Many smartphones (B, Figure 2) have an inclinometer (angle finder) located under the compass application (app). Or, search an app store for an Inclinometer app.
  - b. **Use angle finder tools:** Angle finder tools (C & D, Figure 2) are available at local hardware stores or online (also called inclinometer, protractor, angle meter, or angle gauge). Dial type (C) or digital type (D) work, others may not. Follow user instructions with the angle finder tool.
3. Place the two (2) feet long straight edge along the steepest part of the lawn slope. Place the board up and down the slope.
4. Lay the smartphone or angle finder tool on the straight edge and read the angle in degrees. This is the slope of your lawn.

*Note:* A paper gauge slope identification guide is included in your product literature packet and is also available to download from [ferrismowers.com](http://ferrismowers.com).

## Safety Rules and Information Training

- Read, understand, and follow all instructions in the manual and on the unit before starting. If the operator(s) or mechanic(s) can not read English it is the owner's responsibility to explain this material to them.
- Become familiar with the safe operation of the equipment, operator controls, and safety signs.
- All operators and mechanics should be trained. The owner is responsible for training the users.
- Only allow responsible adults, who are familiar with the instructions, to operate the unit.
- Never let children or untrained people operate or service the equipment. Local regulations may restrict the age of the operator.
- The owner/user can prevent and is responsible for accidents or injuries occurring to themselves, other people or property.
- Data indicates that operators, age 60 years and above, are involved in a large percentage of riding mower-related injuries. These operators should evaluate their ability to operate the riding mower safely enough to protect themselves and others from serious injury.

## Preparation

- Evaluate the terrain to determine what accessories and attachments are needed to properly and safely perform the job. Use only accessories and attachments approved by the manufacturer.

- Wear appropriate clothing including safety shoes, safety glasses and ear protection. Long hair, loose clothing or jewelry may get tangled in moving parts.
- Inspect the area where the equipment is to be used and remove all objects such as rocks, toys and wire, which can be thrown by the machine.
- Use extra care when handling gasoline and other fuels. They are flammable and vapors are explosive.
- Use only an approved container.
- Never remove fuel cap or add fuel with the engine running. Allow engine to cool before refueling. Do not smoke.
- Never refuel or drain the machine indoors.
- Check that operator's presence controls, safety switches and shields are attached and functioning properly. Do not operate unless they are functioning properly.

## Operation

- Never run an engine in an enclosed area.
- Mow only in the daylight or with good artificial light, keeping away from holes and hidden hazards.
- Be sure all drives are in neutral and parking brake is engaged before starting engine. Only start engine from the operator's position. Use seat belts if provided.
- Be sure of your footing while using pedestrian controlled equipment, especially when backing up. Walk, don't run. Reduced footing could cause slipping.
- Slow down and use extra care on hillsides. Be sure to travel in the recommended direction on hillsides. Turf conditions can affect the machines stability. Use caution when operating near drop-offs.
- Do not mow in reverse unless absolutely necessary. Always look down and behind before and while traveling in reverse.
- Be aware of the mower discharge direction and do not point it at anyone. Do not operate the mower without either the entire grass catcher or the deflector in place.
- Slow down and use caution when making turns and when changing directions on slopes.
- Never raise deck with the blades running.
- Never leave a running unit unattended. Always disengage the PTO, set parking brake, stop engine, and remove keys before dismounting. Keep hands and feet away from the cutting units.
- Turn off the PTO switch to disengage the blades when not mowing.
- Never operate with guards not securely in place. Be sure all interlocks are attached, adjusted properly and functioning properly.
- Never operate with the discharge deflector raised, removed or altered, unless using a grass catcher.
- Do not change the engine governor setting or overspeed the engine.
- Stop on level ground, lower implements, disengage drives, engage parking brake, shut off engine before leaving the operator's position for any reason including emptying the grass catchers or unclogging the chute.

- Stop equipment and inspect blades after striking objects or abnormal vibration occurs. Make necessary repairs before resuming operations.
- Keep hands and feet away from the cutting units.
- Look behind and down before backing up to be sure of a clear path.
- Never carry passengers and keep pets and bystanders away.
- Do not operate the unit while under the influence of alcohol or drugs.
- Slow down and use caution when making turns and crossing roads and sidewalks. Stop blades if not mowing.
- Use care when loading or unloading the machine into a trailer or truck.
- Use care when approaching blind corners, shrubs, trees or other objects that may obscure vision.
- To reduce fire hazard, keep unit free of grass, leaves & excess oil. Do not stop or park over dry leaves, grass or combustible materials.



### WARNING

It is a violation of California Public Resource Code, Section 4442, to use or operate the engine on any forest-covered, brush-covered or grass-covered land unless the exhaust system is equipped with a spark arrester, as defined in Section 4442, maintained in effective working order. Other states or federal jurisdictions may have similar laws. Contact an Authorized Service Dealer to obtain a spark arrester designed for the exhaust system installed on this engine.

- OSHA regulations may require the use of hearing protection when exposed to sound levels greater than 85 dBA for an 8 hour time period.



### CAUTION



This machine produces sound levels in excess of 85 dBA at the operator's ear and can cause hearing loss through extended periods of exposure.

Wear hearing protection when operating this machine.

## Slope Operation

Slopes are a major factor related to loss-of-control and tip-over accidents, which can result in severe injury or death. All slopes require extra caution. If you cannot back up the slope or if you feel uneasy on it, do not drive on it.



### WARNING



Do not use this machine on slopes greater than 15°.\*

Select slow ground speed before driving onto slope. Use extra caution when operating on slopes with rear-mounted grass catchers.

Mow across the face of slopes, not up and down, use caution when changing directions and **DO NOT START OR STOP ON SLOPE.**

\* This limit was determined per International Standard ISO 5395-3:2013, Section 4.6 and is based on the ISO 5395-3 Stability Test procedure described in Annex A. The 15 degree "limit of stability" is equal to 60% of the angle at which machine lift-off occurred in static tests. Actual dynamic stability may vary depending on operating conditions.

#### **Do:**

- Mow across slopes, not up and down.
- Remove obstacles such as rocks, tree limbs, etc.
- Watch for holes, ruts, or bumps. Uneven terrain could overturn the unit. Tall grass can hide obstacles.
- Use slow speed. Choose a slow speed so that you will not have to stop or change speed while on the slope.
- Use extra care with grass catchers or other attachments. These can change the stability of the unit.
- Keep all movement on the slopes slow and gradual. Do not make sudden changes in speed or direction.
- See your authorized dealer for recommendations of available weights to improve stability.

#### **Do NOT:**

- Avoid starting, stopping, or turning on a slope. If tires lose traction (i.e. machine stops forward motion on a slope), disengage the blade(s) (PTO) and drive slow off the slope.
- Do not turn on slopes unless necessary, and then, turn slowly and gradually uphill, if possible. Never mow down slopes.
- Do not mow near drop-offs, ditches, or embankments. The operator could lose footing or balance or mower could suddenly turn over if a wheel is over the edge of a cliff or ditch, or if an edge caves in.
- Do not mow on wet grass. Reduced footing or traction could cause sliding.
- Do not try to stabilize the unit by putting your foot on the ground. (ride-on units).
- Do not mow excessively steep slopes.
- Do not use grass catcher on steep slopes.
- Do not mow slopes if you cannot back up them.

### **Towed Equipment (Ride-On Units)**

- Tow only with a machine that has a hitch designed for towing. Do not attach towed equipment except at the hitch point.
- Follow the manufacturer's recommendations for weight limit for towed equipment and towing on slopes. See attaching a trailer under OPERATION.
- Never allow children or others in or on towed equipment.
- On slopes, the weight of the towed equipment may cause loss of traction and loss of control.
- Travel slowly and allow extra distance to stop.
- Do not shift to neutral and coast down hill.

### **Children**

Tragic accidents can occur if the operator is not alert to the presence of children. Children are often attracted to the unit

and the mowing activity. Never assume that children will remain where you last saw them.

- Keep children out of the mowing area and under the watchful care of another responsible adult.
- Be alert and turn unit off if children enter the area.
- Before and during reverse operation, look behind and down for small children.
- Never carry children, even with the blade(s) off. They may fall off and be seriously injured or interfere with safe unit operation. Children who have been given rides in the past may suddenly appear in the mowing area for another ride and be run over or backed over by the machine.
- Never allow children to operate the unit.
- Use extra care when approaching blind corners, shrubs, trees, or other objects that may obscure vision.

### **Emissions**

- Engine exhaust from this product contains chemicals known, in certain quantities, to cause cancer, birth defects, or other reproductive harm.
- Look for the relevant Emissions Durability Period and Air Index information on the engine emissions label.

### **Service and Maintenance**

To avoid personal injury or property damage, use extreme care in handling gasoline. Gasoline is extremely flammable and the vapors are explosive.

#### **Safe Handling of Gasoline**

- Extinguish all cigarettes, cigars, pipes, and other sources of ignition.
- Use only approved gasoline containers.
- Never remove the gas cap or add fuel with the engine running. Allow the engine to cool before refueling.
- Never fuel the machine indoors.
- Never store the machine or fuel container where there is an open flame, spark, or pilot light such as near a water heater or other appliance.
- Never fill containers inside a vehicle or on a truck bed with a plastic bed liner. Always place containers on the ground away from your vehicle before filling.
- Remove gas-powered equipment from the truck or trailer and refuel it on the ground. If this is not possible, then refuel such equipment on a trailer with a portable container, rather than from a gasoline dispenser nozzle.
- Keep nozzle in contact with the rim of the fuel tank or container opening at all times until fueling is complete. Do not use a nozzle lock-open device.
- If fuel is spilled on clothing, change clothing immediately.
- Never over-fill the fuel tank. Replace gas cap and tighten securely.
- Use extra care in handling gasoline and other fuels. They are flammable and vapors are explosive.
- If fuel is spilled, do not attempt to start the engine but move the machine away from the area of spillage and avoid



creating any source of ignition until fuel vapors have dissipated.

- Replace all fuel tank caps and fuel container caps securely.

## Maintenance and Storage

- Always observe safe refueling and fuel handling practices when refueling the unit after transportation or storage.
- Always follow the engine manual instructions for storage preparations before storing the unit for both short and long term periods.
- Always follow the engine manual instructions for proper start-up procedures when returning the unit to service.
- Never store the machine or fuel container inside where there is an open flame, such as in a water heater. Allow unit to cool before storing.
- Shut off fuel while storing or transporting. Do not store fuel near flames or drain indoors.
- Keep all hardware, especially blade attachment bolts, tight and keep all parts in good working condition. Replace all worn or damaged decals.
- Never tamper with safety devices. Check their proper operation regularly.
- Disengage drives, lower implement, set parking brake, stop engine and remove key or disconnect spark plug wire. Wait for all movement to stop before adjusting, cleaning or repairing.
- Clean grass and debris from cutting units, drives, mufflers, and engine to prevent fires. Clean up oil or fuel spillage.
- Let engine cool before storing and do not store near flame.
- Stop and inspect the equipment if you strike an object. Repair, if necessary, before restarting.
- Park machine on level ground. Never allow untrained personnel to service machine.
- Use jack stands to support components when required.
- Carefully release pressure from components with stored energy.
- Disconnect battery or remove spark plug wire before making any repairs. Disconnect the negative terminal first and the positive last. Reconnect positive first and negative last.
- Use care when checking blades. Wrap the blade(s) or wear gloves, and use caution when servicing them. Only replace blades. Never straighten or weld them.
- Keep hands and feet away from moving parts. If possible, do not make adjustments with the engine running.
- Charge batteries in an open well ventilated area, away from spark and flames. Unplug charger before connecting or disconnecting from battery. Wear protective clothes and use insulated tools.
- Grass catcher components are subject to wear, damage, and deterioration, which could expose moving parts or allow objects to be thrown. Frequently check components and replace with manufacturer's recommended parts, when necessary.
- Check brake operation frequently. Adjust and service as required.

- Use only factory authorized replacement parts when making repairs.
- Always comply with factory specifications on all settings and adjustments.
- Only authorized service locations should be utilized for major service and repair requirements.
- Never attempt to make major repairs on this unit unless you have been properly trained. Improper service procedures can result in hazardous operation, equipment damage and voiding of manufacturer's warranty.
- Units with hydraulic pumps, hoses, or motors: **WARNING:** Hydraulic fluid escaping under pressure may have sufficient force to penetrate skin and cause serious injury. If foreign fluid is injected into the skin it must be surgically removed within a few hours by a doctor familiar with this form of injury or gangrene may result. Keep body and hands away from pin holes or nozzles that eject hydraulic fluid under high pressure. Use paper or cardboard, and not hands, to search for leaks. Make sure all hydraulic fluid connections are tight and all hydraulic hoses and lines are in good condition before applying pressure to the system. If leaks occur, have the unit serviced immediately by your authorized dealer.
- **WARNING:** Stored energy device. Improper release of springs can result in serious personal injury. Springs should be removed by an authorized technician.
- Models equipped with an engine radiator: **WARNING:** Stored energy device. To prevent serious bodily injury from hot coolant or steam blow-out, never attempt to remove the radiator cap while the engine is running. Stop the engine and wait until it is cool. Even then, use extreme care when removing the cap.

## Roll Bar Instructions

For models equipped with factory-installed Roll Over Protection System (ROPS).



### WARNING

In order to avoid serious injury or death from roll over, it is important to follow the warnings listed below.

## Operational Warnings

- Always use the seat belt when the roll bar is in the raised position.
- Never use the seat belt when the roll bar is in the down position.
- Remember there is no roll over protection when the roll bar is in the down position so it is very important to always keep the roll bar in the raised position whenever possible.
- Lower the roll bar to the down position only when it is absolutely necessary.
- Check for overhead clearances before driving under any objects. Do not allow roll bar to contact low overhanging obstacles such as tree branches and guide wires.
- Never remove the roll bar from the vehicle.
- Do not exceed the machine weight rating of the roll bar.

- Read and follow all of the instructions shown below regarding the inspection and maintenance of the roll bar structure and the seat belt.

### Inspection of the Roll Bar Protective Structure



#### **WARNING**

Failure to properly inspect and maintain the ROLL BAR protective structure can cause serious injury or death.

A ROLL BAR, like any other safety device, needs to be periodically inspected to verify that the integrity of the device has not been compromised through normal machine use, misuse, age degradation, modifications, or a roll over.

To maintain operator roll over protection and roll bar effectiveness:

- If a ROLL BAR becomes damaged for any reason, such as a collision, roll over or impact, the ROLL BAR must be replaced. Small undetectable cracks can reduce the effectiveness of the ROLL BAR. Never weld, straighten, or repair the ROLL BAR.
- Never alter the ROLL BAR by welding anything to it or by drilling additional holes.
- BEFORE FIRST TIME USE - Inspect the ROLL BAR structure and mounting hardware for:
  - 1) Check to make sure the machine GVW (Gross Vehicle Weight), including attachments, restrained payload, fuel and operator, is not in excess of the maximum weight specified on the ROLL BAR label.
  - 2) Make sure there isn't any missing, damaged, or loose mounting hardware.
  - 3) Make sure the ROLL BAR has been correctly and completely installed.
- EVERY 100 HOURS - Inspect the ROLL BAR structure and mounting hardware for:
  - 1) Any cracks in the structure (structural members and/or welds).
  - 2) Significant corrosion on any part of the ROLL BAR structure or hardware.
  - 3) Missing, damaged, or loose mounting hardware
  - 4) Mounting hardware that is of a grade lesser than specified.
  - 5) Machine GVW (Gross Vehicle Weight), including attachments, restrained payload, fuel and operator, in excess of the maximum weight specified on the ROLL BAR label.
  - 6) Any modifications that have been made, such as unauthorized welds and holes.
  - 7) Any permanent deformation or twisting of the ROLL BAR structure.
  - 8) That the ROLL BAR label is still in place and is readable.
  - 9) That the ROLL BAR on-product warning labels are still on the ROLL BAR and are readable.

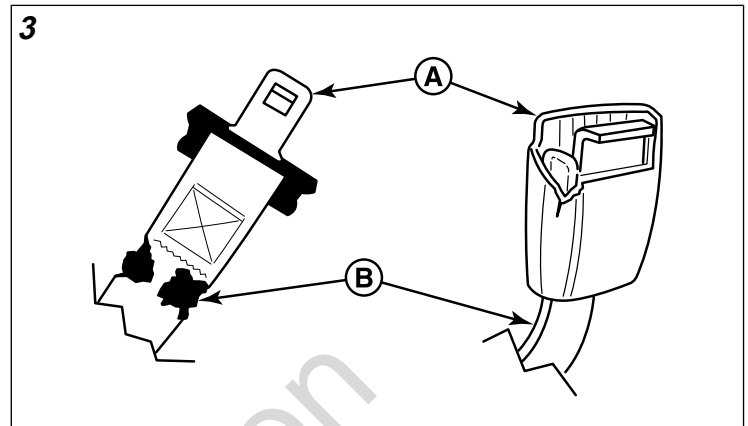
- If there is any doubt as to the condition of the ROLL BAR, remove the machine from service and contact your dealer for assistance.

### Inspection and Maintenance of the Roll Bar Seat Belt



#### **WARNING**

Failure to properly inspect and maintain the seat belt can cause serious injury or death.



- The seat belt like the ROLL BAR, needs to be periodically inspected to verify that the integrity has not been compromised through normal machine use, misuse, age degradation, modifications, or a roll over. If the seat belt does not pass all of the following tests, it should be replaced.
- BEFORE EACH USE – Conduct the following inspections/maintenance of the seat belt and retraction mechanism:
  - 1) Check for dirt or debris in the retraction mechanism. If dirt or debris is found, it should be removed.
  - 2) Check to make sure the retraction mechanism retracts easily and completely.
  - 3) Check for damage to any part of the seat belt (A, Figure 3) such as nicks, cuts, loose stitching, or fraying.
  - 4) Check that the buckle and latch (B) operate properly and that the latch plate is not excessively worn, deformed, or the buckle is damaged or cracked. The seat belt should latch and release easily.

### Safety Decals

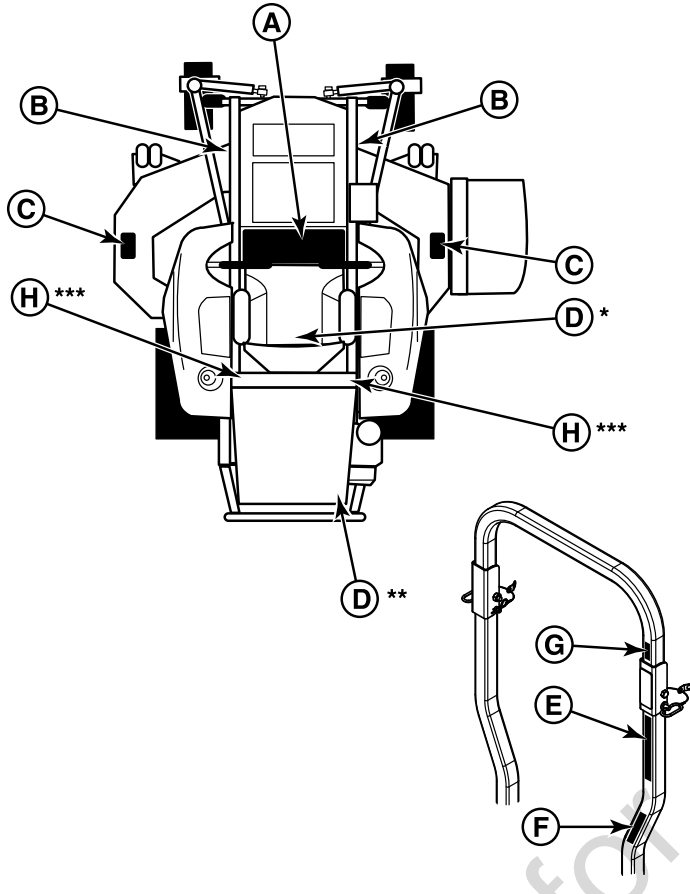
Before operating your unit, read the safety decals. The cautions and warnings are for your safety. To avoid a personal injury or damage to the unit, understand and follow all safety decals.



#### **WARNING**

**If any safety decals become worn or damaged, and cannot be read, order replacement decals from your local dealer.**

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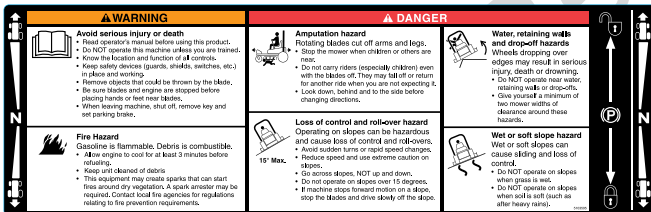


\* Located near the transmissions fans.

\*\* Located on the rear guard by the gearbox drive belt.

\*\*\* Located on the front of the ROPS pockets on the frame of the unit.

#### A Part No.: 5103595 - Decal, Main Safety



#### B Part No.: 5061245 - Decal, Pinch Point



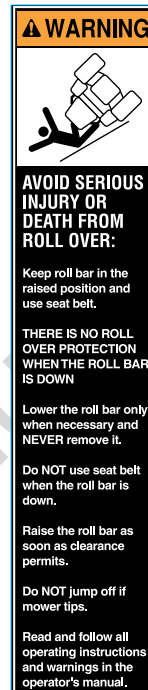
#### C Part No.: 7101665 - Decal, Danger



#### D Part No.: 5103184 - Decal, Warning



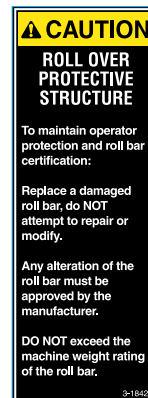
#### E Part No.: 51004082 - Decal, Warning, FLDG RL BR



#### G Part No.: 5100405 - Decal, Warning, ROPS



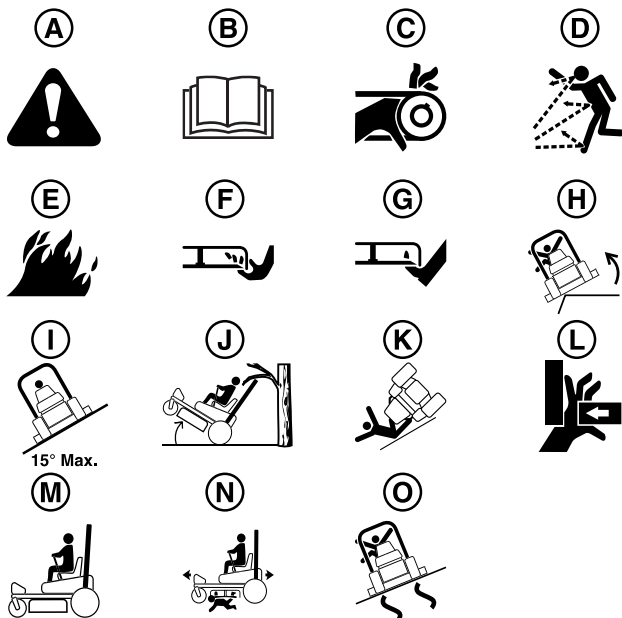
#### F Part No.: 5104083 - Decal, Caution, FLDG RL BR



#### H Part No.: 5100683 - Decal, Warning, ROPS Removed



## Safety Icons



Callout	Description
A	Alert
B	Read the Manual
C	Amputation - Rotating Parts
D	Thrown Objects
E	Fire Hazard
F	Amputation - Hand in Blade
G	Amputation - Foot in Blade
H	Dropoffs
I	Maximum Slope Angle for Safe Operation
J	Overhead Obstacles
K	Rollover Hazard
L	Pinch Point
M	Keep ROPS in Raised Position
N	Keep Children Away
O	Slippery Slopes

## Safety Icons for Optional Jack Kit Accessory

An optional jack kit is available as an accessory through your normal parts source. Please see the explanations below for the safety icons displayed on the jack kit.




**Part Number:** 5105632 - Decal, Warnings, Svc Jack


### 1.) Warning - Read the Operator's Manual.

**2.) Crushing Hazard, Mower:** (1.) Engage the parking brake; (2.) Stop the engine and remove the ignition key; (3.) Properly jack the machine and secure with jack stands before working under the machine.

## Safety Alert Symbol and Signal Words

The safety alert symbol  is used to identify safety information about hazards that can result in personal injury. A signal word (DANGER, WARNING, or CAUTION) is used with the alert symbol to indicate the likelihood and the potential severity of injury. In addition, a hazard symbol may be used to represent the type of hazard.

 **DANGER** indicates a hazard which, if not avoided, **will result in death or serious injury**.

 **WARNING** indicates a hazard which, if not avoided, **could result in death or serious injury**.

 **CAUTION** indicates a hazard which, if not avoided, **could result in minor or moderate injury**.

**NOTICE** indicates an situation that **could result in damage to the product**.

## Safety Interlock System

This unit is equipped with safety interlock switches. These safety systems are present for your safety, do not attempt to bypass safety switches, and never tamper with safety devices. Check their operation regularly.

### Operational SAFETY Checks

#### Test 1 - Engine **SHOULD NOT** crank if:

- PTO switch is engaged, OR
- Parking brake is not engaged, OR
- Ground speed control levers are not in the NEUTRAL position.

#### Test 2 - Engine **SHOULD** crank if:

- PTO switch is not engaged, AND
- Parking brake is engaged, AND
- Ground speed control levers are locked in the NEUTRAL position.

#### Test 3 - Engine should **SHUT OFF** if:

- Operator rises off seat with PTO engaged, OR
- Operator rises off seat with parking brake disengaged.
- Operator moves ground speed control levers out of their neutral positions before disengaging parking brake.

#### Test 4 - Blade Brake Check

Mower blades and mower drive belt should come to a complete stop within seven (7) seconds after electric PTO switch is turned off (or operator rises off seat). If mower drive belt does not stop within seven (7) seconds, see your dealer.

*NOTE: Once the engine has stopped, PTO switch must be turned off, parking brake must be engaged, and the ground*

speed control levers must be locked in the NEUTRAL position after the operator returns to the seat in order to start the engine.

**WARNING**

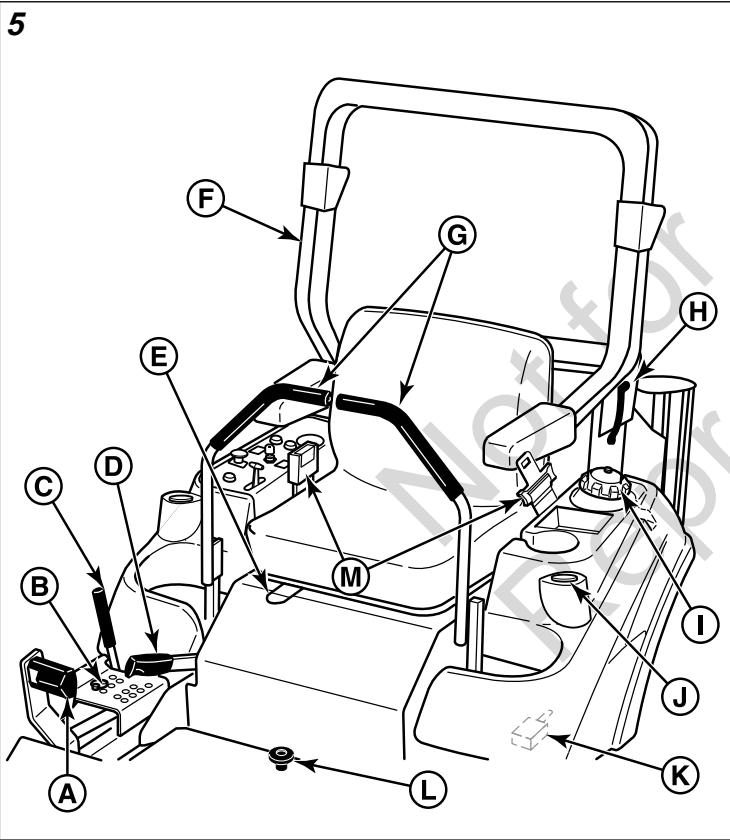
If the unit does not pass a safety test, do not operate it. See your authorized dealer. Under no circumstance should you attempt to defeat the purpose of safety interlock system.

Features and Controls

Control Functions and Locations

The information below briefly describes the function of individual controls. Starting, stopping, driving, and mowing require the combined use of several controls applied in specific sequences. To learn what combination and sequence of controls to use for various tasks see the *Operation* section.

Zero-Turn Rider Controls



Callout	Control Name
A	Deck Lift Pedal
B	Cutting Height Adjustment Pin
C	Deck Lift Lock Lever
D	Parking Brake
E	Seat Adjustment Lever
F	Folding Roll Bar
G	Ground Speed Control Levers
H	Hood Latch

Callout	Control Name
I	Fuel Tank Cap (1 per tank)
J	Fuel Level Gauge (1 per tank)
K	Fuel Tank Valve (1 per tank)
L	Removable Floor Plate
M	Retractable Seat Belt
N	Transmission Release Levers (1 per transmission)

**Deck Lift Pedal, Cutting Height Adjustment Pin & Deck Lift Lock Lever:** These control the cutting height of the mower deck. Depress the pedal until it locks into the 5" (12.7 cm) position. Place the adjustment pin in the desired cutting height and release the lift lock lever.

	Cutting Height Adjustment Pin
	Deck Lift Lock Lever

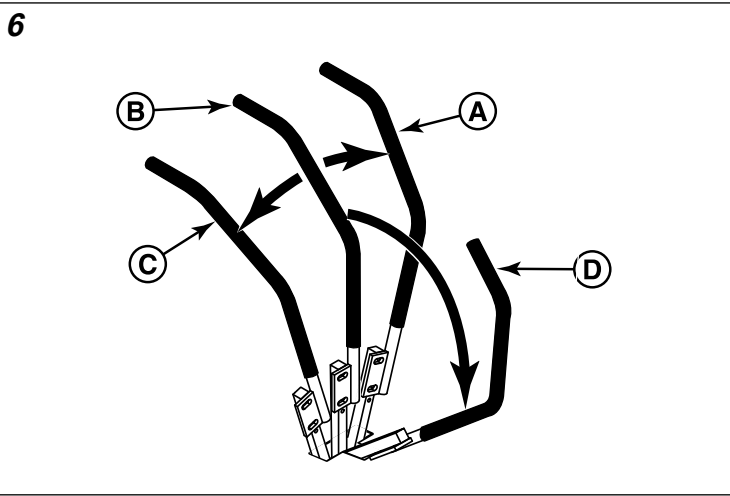
**(P) Parking Brake:** Pull the parking brake lever back to engage the parking brake. Move the lever fully forward to disengage the parking brake.




*Note:* To start the unit the parking brake must be engaged.

	Disengage	Releases the parking brake.
	Engage	Locks the parking brake.

**Seat Adjustment Lever:** The seat can be adjusted forward and back. Move the lever towards the left, position the seat as desired, and release the lever to lock the seat in position.

**Ground Speed Control Levers:** These levers control the ground speed and direction of the rider. The left lever controls the left rear drive wheel and the right lever controls the right rear drive wheel.



Callout	Icon	Description
A		FORWARD
B		NEUTRAL
C		REVERSE
D	N/A	NEUTRAL LOCK POSITION

Moving a lever forward (A) from the NEUTRAL position (B) increases the FORWARD speed of the associated wheel, and pulling back (C) on a lever increases the REVERSE speed.

Moving a levers outwards (D) from the NEUTRAL position locks the levers in the NEUTRAL position.

*Note: The further a lever is moved away from the neutral position the faster the drive wheel will turn.*

See the *Zero-Turn Driving Practice* section for steering instructions.

**Hood Latch:** The hood latch secures the hood in the closed position when the hood is not opened for servicing the unit.

**Fuel Tank Cap:** To remove the cap, turn **counter-clockwise**.



**Fuel Level Gauge:** Displays the fuel level in the tank.

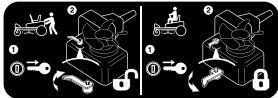
**Fuel Tank Valve:** Each fuel tank is equipped with a fuel valve that can be opened to allow fuel to flow and closed to stop fuel from flowing. See *Priming the Fuel System* for instructions on operating the fuel valves.

**Removable Floor Plate:** The floor plate can be removed for easy access to the mower deck. To remove the plate, remove the retainer hardware and tilt the floor pan up and then remove from the machine. Reverse the process for re-installation.

**Retractable Seat Belt:** The seat belt is used to secure the operator to the seat.

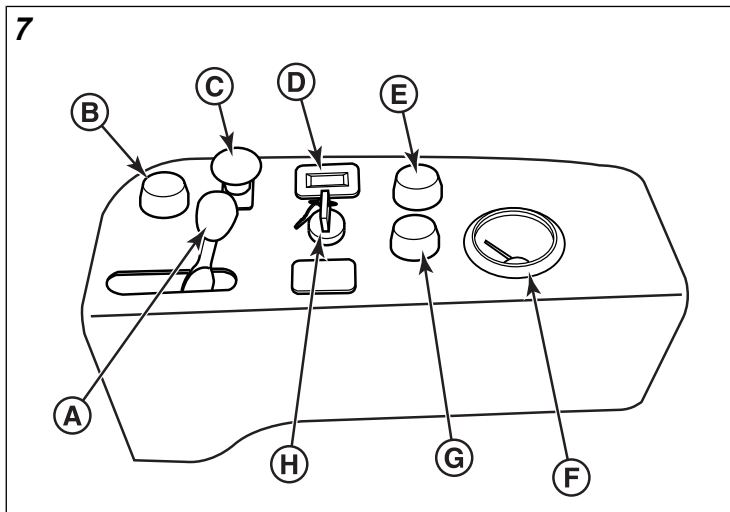
The seat belt should **always** be worn when the Roll Bar is in the raised position. The seat belt should **never** be worn when the Roll Bar is in the down position.

#### Transmission Release Levers:

Icon	Control Name
	Transmission Release Levers

Each transmission is equipped with a transmission release lever. These levers deactivate the transmissions so that the unit can be pushed by hand. Both transmissions must be in the same position whether you are driving the unit or pushing it by hand. See *Pushing the Unit by Hand* for operational information.

## Instrument Control Panel



A	Throttle Control
B	Glow Plug Indicator
C	PTO (Power Take Off) Switch
D	Hour Meter
E	Oil Pressure Indicator
F	Water Temperature Gauge
G	Low Voltage Indicator
H	Ignition Switch

**Throttle Control:** The throttle controls engine speed. Move the throttle forward to increase engine speed and back to decrease engine speed. Always operate at FULL throttle when mowing.



Fast throttle speed.



Slow throttle speed.

**Glow Plug Indicator:** Lamp that indicates that the glow plugs are heating. Hold the ignition key in the "HEAT" position until the indicator lamp turns off, and then turn the key to start.



**PTO (Power Take Off) Switch:** The PTO switch engages and disengages the mower blades. Pull UP on the switch to engage, and push DOWN to disengage.



**Hour Meter:** The hour meter measures the number of hours the PTO has been engaged. The hour meter has a self contained power source so the total hours are always visible.




**Oil Pressure Indicator:** Lamp that indicates low oil pressure condition. If the indicator lamp is on, it will turn the PTO off.

**Water Temperature Gauge:** Gauge measures the engine coolant temperature.



**Low Voltage Indicator:** Lamp that indicates a low voltage condition.

**Ignition Switch - 3 Position:** The ignition switch starts and stops the engine, it has three positions:

	OFF	Stops the engine and shuts off the electrical system.
	HEAT / RUN	Turning the key to this position prior to starting the engine heats the glow plug. After the engine starts the ignition returns to this position and allows the engine to run and powers the electrical system.
	START	Cranks the engine for starting.

*Note:* Never Leave the ignition switch in the RUN position with the engine stopped—this drains the battery.

## Operation

### Before First Time Operation

- Be sure to read all information in the Safety and Operation sections before attempting to operate this tractor and mower.
- Become familiar with all of the controls and how to stop the unit.
- Drive in an open area without mowing to become accustomed to the unit.



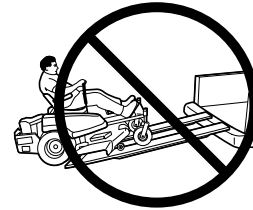
- Never operate on slopes greater than 15°.
- Select slow ground speed before driving onto a slope. Use extra caution when operating on slopes with a rear-mounted grass catcher.
- Mow across the face of slopes, not up and down, use caution when changing direction on slopes and **do NOT start or stop on a slope.**



- Never allow passengers to ride on the unit.
- Before leaving the operator's position for any reason, engage the parking brake, disengage the PTO, stop the engine and remove the key.
- To reduce fire hazard, keep the engine, rider and mower free of grass, leaves and excess grease. Do NOT stop or park rider over dry leaves, grass or combustible materials.
- Fuel is highly flammable and must be handled with care. Never fill the tank when the engine is still hot from recent operation. Do NOT allow open flame, smoking or matches in the area. Avoid over-filling and wipe up any spills.



Do NOT load this zero-turn rider on a trailer or truck using two separate ramps. Only use a single ramp that is at least one foot wider than the width of the rear wheels of this rider. This rider has a zero turning radius and the rear wheels could fall off the ramps, or the rider could tip over injuring the operator or bystanders.



### Checks Before Starting

- Check that the crankcase is filled to the full mark on the engine oil dipstick. If necessary, add oil through the engine oil fill. See the engine Operator's manual for instructions, engine oil dipstick location and oil recommendations.
- Check the radiator fluid level. See engine operator's manual for instructions.
- Check the hydraulic oil level.
- Make sure all nuts, bolts, screws and pins are in place and tight.
- Adjust the seat position and make certain you can reach all controls from the operator's position.
- Fill the fuel tanks with fresh fuel. Refer to engine manual for fuel recommendations.

### Priming the Fuel System

Priming the fuel system removes any air bubbles from the fuel system.



Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire. To help prevent possible injury, turn the ignition switch off when changing fuel filter or water separator element. Clean up fuel spills immediately.

The fuel system would only need to be primed under the following conditions:

- Before starting the engine for the first time.
- After running the machine out of fuel and fresh fuel has been added to the fuel tanks.
- After performing maintenance on the fuel system, such as changing the fuel filter or replacing a fuel system component.

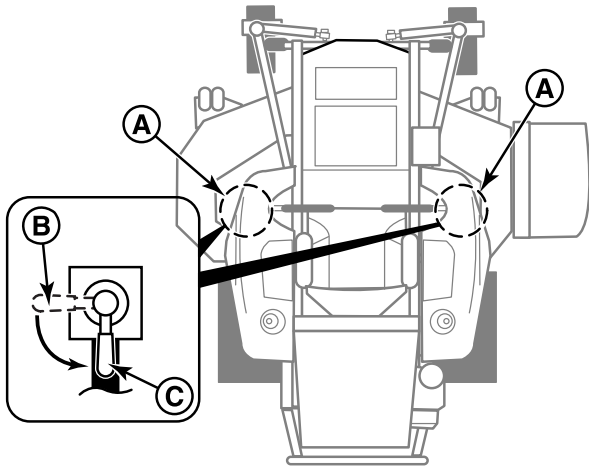
### To prime the fuel system:

Each fuel tank is equipped with a fuel shut off valve (A, Figure 8). The fuel shut off valve is located on the underside of the fuel tank towards the front of the tank. Positioning the fuel shut off

valve's lever so that it faces towards the rear of the machine allows fuel to flow (C), turning the valve 90 degrees from that position shuts off the flow of fuel (B).

1. Make sure that there is fuel in the fuel tanks and that both fuel tank shut off valves are open (C).

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2. Turn the key to the RUN position (not the start position) for 10 to 15 seconds. The electric fuel pump feeds fuel to the system.

## Starting the Engine



### WARNING

- If you do not understand how a specific control functions, or have not yet thoroughly read the *Features & Controls* section, do so now.
  - Do NOT attempt to operate the tractor without first becoming familiar with the location and function of all controls.
1. While sitting in the operator's seat, engage the parking brake and make sure the PTO switch is disengaged and the ground speed control levers are locked in the neutral position.
  2. Set the throttle to middle position (set throttle to FULL when starting in cold weather).
  3. Turn the key to the HEAT/RUN position. Hold the key to turn the glow plug indicator light on and activate the glow plugs.
  4. Wait until the glow plug indicator light turns off, then turn the key to START. If the engine does not start immediately, move the throttle control to FULL.  
*NOTE: Do not crank the engine continuously for more than 30 seconds. Allow the starter motor to cool for two minutes before cranking the engine again.*
  5. After the engine starts, move the engine throttle control to SLOW. Warm up the engine by running it for at least a minute.

6. Move the throttle to FULL before engaging the PTO switch or driving the machine.

***In the event of an emergency the engine can be stopped by simply turning the ignition switch to STOP.*** Use this method only in emergency situations. For normal engine shut down follow the procedure given in *Stopping the Rider*.

## Stopping the Rider

1. Returning the ground speed control levers to the middle position will stop rider movement. Pivot the levers outward and lock them in NEUTRAL.
2. Disengage the PTO by pushing down on the PTO switch.
3. Engage the parking brake by pulling the handle up until it locks into position.
4. Move the throttle control to SLOW and allow the engine to cool down for a short time.
5. Turn the ignition key to OFF. Remove the key.

## Zero-Turn Driving Practice

The lever controls of the Zero Turn rider are responsive, and learning to gain a smooth and efficient control of the rider's forward, reverse, and turning movements will take some practice.

Spending some time going through the maneuvers shown and becoming familiar with how the unit accelerates, travels, and steers — before you begin mowing — is absolutely essential to getting the most out of the Zero Turn rider.

**Locate a smooth, flat area of your lawn** — one with plenty of room to maneuver. (Clear the area of objects, people and animals before you begin.) Operate the unit at mid-throttle during this practice session (ALWAYS operate at full throttle when mowing), and turn slowly to prevent tire slippage and damage to your lawn.

We suggest you begin with the Smooth Travel procedure to the right, and then advance through the forward, reverse, and turning maneuvers.

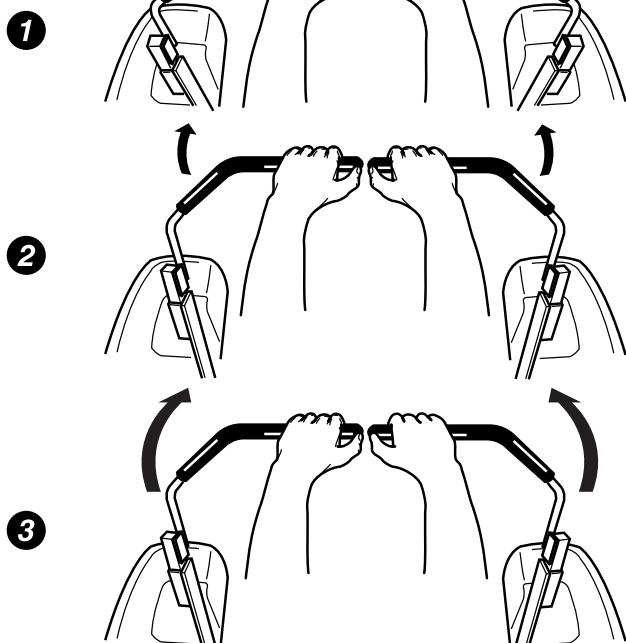
You must release the parking brake prior to moving the control levers inward.

### Smooth Travel

The lever controls of the Zero Turn rider are responsive.

The BEST method of handling the ground speed control levers is in three steps — as shown in Figure 9.

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**FIRST** place your hands onto the levers as shown.

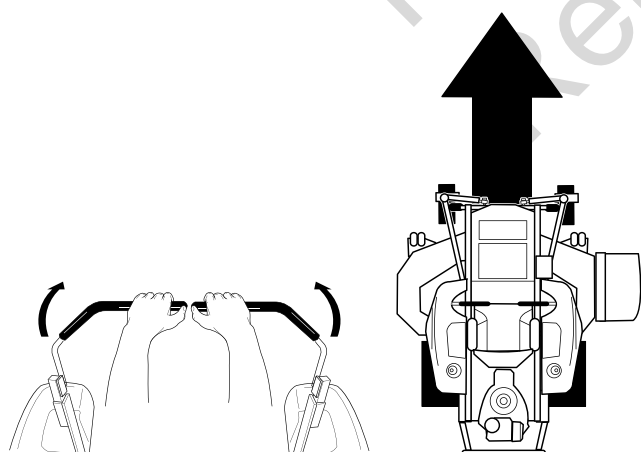
**SECOND**, to go forward gradually push the levers forward with your palms.

**THIRD**, to speed up move the levers farther forward. To slow down smoothly, slowly move the levers toward neutral.

## Basic Driving

### Forward Travel Practice

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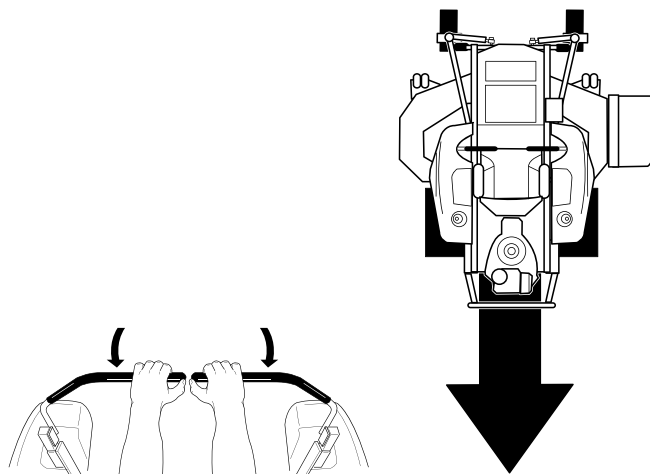
Gradually move both ground speed control levers — evenly **FORWARD** from neutral. Slow down and repeat.

*NOTE: Straight forward travel takes practice. If necessary, top speed can be balance-adjusted — see the Speed Balancing*

*Adjustment in the Adjustments section near the back of this manual.*

### Reverse Travel Practice

11

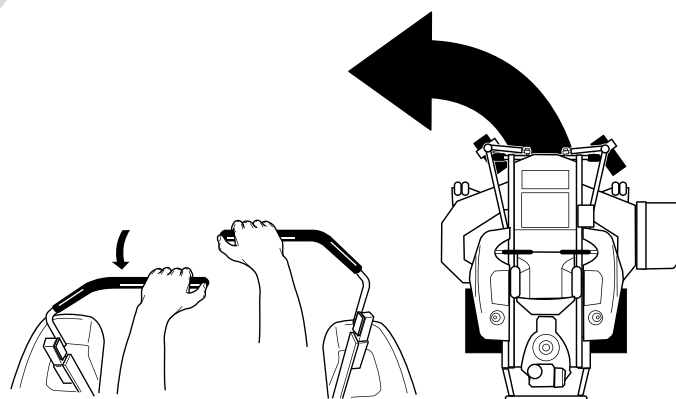


**LOOK DOWN & BEHIND**, then gradually move both ground speed control levers evenly **BACK** from neutral. Slow down and repeat.

*NOTE: Practice backing up for several minutes before attempting to do so near objects. The rider turns sharply in reverse as well as forward, and backing up straight takes practice.*

### Practice Turning Around A Corner

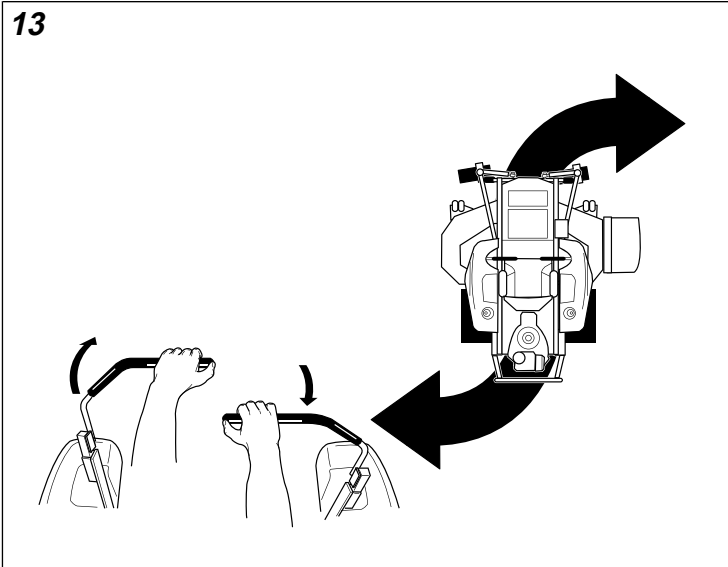
12



While traveling forward allow one handle to gradually return back toward neutral. Repeat several times.

*NOTE: To prevent pivoting directly on the tire tread, it is best to keep both wheels going at least slightly forward.*

### Practice Turning in Place

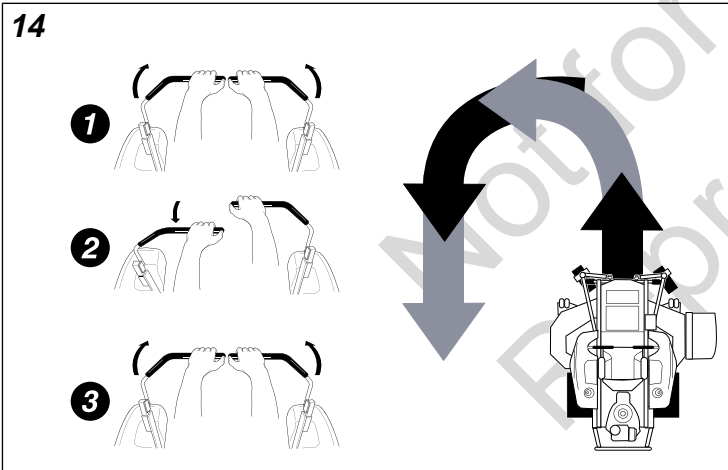


To turn in place, “Zero Turn,” gradually move one ground speed control lever forward from neutral and one lever back from neutral simultaneously. Repeat several times.

*NOTE: Changing the amount each lever is pulled—forward or back, changes the “pivot point” you turn on.*

## Advanced Driving

### Executing an End-Of-Row Zero Turn



Your Zero Turn Rider’s unique ability to turn in place allows you to turn around at the end of a cutting row rather than having to stop and Y-turn before starting a new row.

For example, to execute a left end-of row zero turn:

1. Slow down at the end of the row.
2. Move the RIGHT ground speed control lever forward slightly while moving the LEFT ground speed control lever back to center and then slightly back from center.
3. Begin mowing forward again.

This technique turns the rider LEFT and slightly overlaps the row just cut—eliminating the need to back up and re-cut missed grass.

*As you become more familiar and experienced with operating the Zero Turn rider, you will learn more maneuvers that will make your mowing time easier and more enjoyable.*

**Remember, the more you practice, the better your control of the Zero Turn will be!**

## Mowing

1. Engage the parking brake. Make sure that the PTO switch is disengaged, the ground speed control levers are locked in the NEUTRAL position and the operator is in the seat.
2. Start the engine. See *Starting the Engine*.
3. Set the mower cutting height.
4. Set the throttle to the 1/2 throttle position.

*Note: It is best practice to engage the PTO with the throttle set at the minimum throttle position necessary to engage the deck drive system without stalling the engine.*

5. Engage the PTO by pulling up on the PTO switch.
6. Move the throttle to the "FAST" position and begin mowing.
7. When finished, reduce throttle speed so that the engine idles and push the PTO switch down to shut off the PTO.
8. Stop the engine. See *Stopping the Rider*.

## Mowing Recommendations

Several factors can affect how well your machine cuts grass. Following proper mowing recommendations can improve the performance and life of your machine.

### Height of Grass

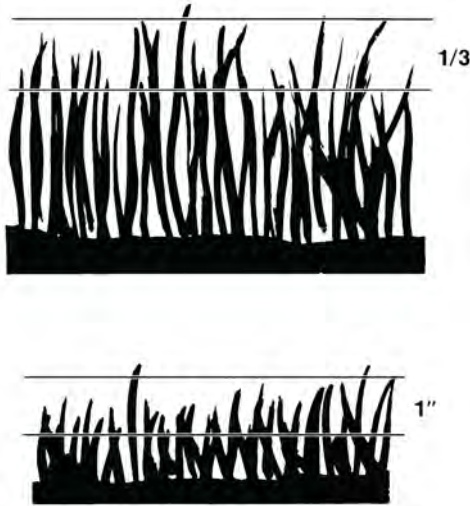
Often cutting height is a matter of personal preference. Typically, you should mow the grass when it is between three and five inches high. The proper cutting height range for a specific lawn will depend upon several factors, including the type of grass, the amount of rainfall, the prevailing temperature, and the lawn’s overall condition.

Cutting the grass too short causes weak, thin grass plants, which are easily damaged by dry periods and pests. Cutting too short is often more damaging than allowing the grass to be slightly higher.

Letting grass grow a bit longer—especially when it is hot and dry—reduces heat build-up, preserves needed moisture and protects the grass from heat damage and other problems. However, allowing grass to grow too high can cause thin turf and additional problems.

Cutting off too much at one time shocks the plant’s growth system and weakens the grass plants. **A good rule of thumb is the 1/3 rule: to cut no more than one third of the grass height, and never more than 1 inch at a time.**

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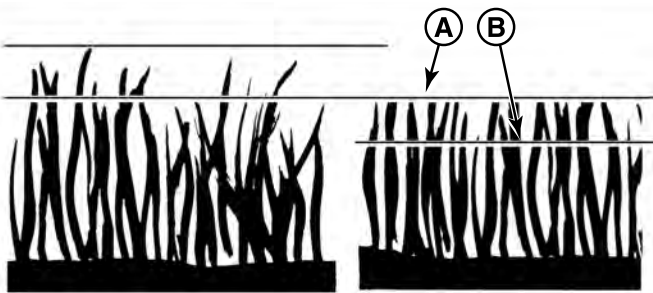


The amount of grass you are able to cut in one pass is also effected by the type of mowing system you are using (for example, broadcasting with side discharge decks can process a much larger volume of grass than mulching does).

**Tall grass requires incremental cutting.** For extremely tall grass, set the cutting height at maximum for the first pass (A, Figure 16), and then reset it to the desired height and mow a second (B) or third time.

Don't cover the grass surface with a heavy layer of clippings. Consider using a grass collection system and starting a compost pile.

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## When and How Often to Mow

The time of day and condition of the grass greatly affect the results you'll get when mowing. For the best results, follow these guidelines:

- Mow when the grass is between three and five inches high.
- Mow with sharp blades. Short clippings of grass one inch or shorter decompose more quickly than longer blades. Sharp mower blades cut grass cleanly and efficiently, preventing frayed edges which harm the grass.
- Mow at time of day when the grass is cool and dry. Late afternoon or early evening often provide these ideal mowing conditions.

- Avoid mowing after rain or even heavy dew, and never mulch when the grass is wet (moist grass does not mulch well, and clumps beneath the mower deck).

## Mowing Patterns

Always start mowing on a smooth, level area.

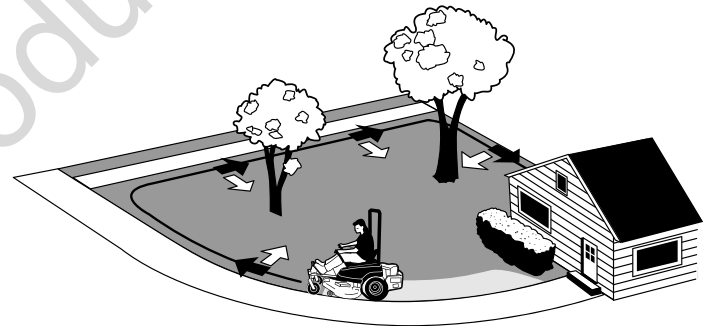
The size and type of area to be mowed will determine the best mowing pattern to use. Obstructions such as trees, fences and buildings, and conditions such as slopes and grades must also be considered.

- Cut long straight strips overlapping slightly.
- Where possible, change patterns occasionally to eliminate matting, graining or a corrugated appearance.
- For a truly professional cut, mow across the lawn in one direction, then re-cut the lawn by mowing perpendicular to the previous cut.

*Note:* Always operate the engine at FULL THROTTLE when mowing.

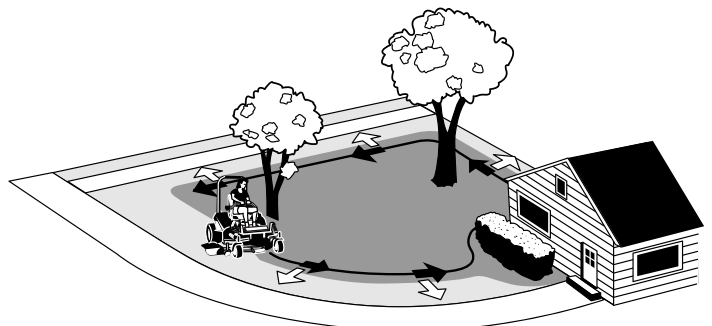
If you hear the engine slowing down, you are mowing too fast—using a slower ground speed will improve the cutting efficiency of the blades and prevents many common cutting problems. Use an appropriate ground speed for the thickness and height of the grass you are cutting (3rd gear or slower for manual gear models). If you hear the engine slowing down you are mowing too fast, use a slower ground speed.

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Where possible, make one or two passes around the outside of the area discharging the grass INTO the lawn to keep the cut grass off fences and walks.

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The remainder of the mowing should be done in the opposite direction so that the clippings are dispersed OUT onto the area of lawn previously cut.

## Mowing Methods

### Broadcast Mowing

Broadcasting, or side-discharging, disperses fine clippings evenly over the entire lawn. Many golf courses use this method. Your mower has a deep dish deck to allow freer circulation of clippings so they are broadcast evenly over the lawn.

Engine Speed & Ground Speed for Broadcasting:

Always operate the engine at full throttle when mowing. If you hear the engine slowing down, you are mowing too fast—using a slower ground speed will improve the cutting efficiency of the blades and prevents many common cutting problems.

ALWAYS use an appropriate ground speed for the thickness and height of the grass you are cutting (3rd gear or slower for manual gear models). If you hear the engine slowing down you are mowing too fast, use a slower ground speed.

How Much Grass to Cut Off When Broadcasting:

Mow when the grass is 3-5 inches long. Do not cut the grass shorter than 2 to 2-1/2 inches. Do not cut off more than 1 inch of grass in a single pass.

### Mulching

Mulching consists of a mower deck which cuts and re-cuts clippings into tiny particles and which then blows them down INTO the lawn. These tiny particles decompose rapidly into by-products your lawn can use. UNDER PROPER CONDITIONS, your mulching mower will virtually eliminate noticeable clippings on the lawn surface.

*Note:* When mulching under heavy cutting conditions, a rumbling sound may be present and is normal.

Mulching Requires EXCELLENT Mowing Conditions:

Mulching mowers cannot function properly if the grass is wet, or if the grass is simply too high to cut. Even more than normal mowing, mulching requires that the grass be dry and the appropriate amount is cut.

Do not use the mower as a mulching mower during the first two or three mowings in the spring. The long grass blades, quick growth, and often wetter conditions are more suitable for broadcasting (side-discharging) or grass bagging operation.

Engine Speed & Ground Speed for Mulching:

Use full engine throttle matched with a slow ground speed so that clippings will be finely cut. Ground speed while mulching should be HALF of the speed that would be used when broadcasting (side discharging) under similar conditions. Since mulching requires more horsepower than broadcasting, using a slower ground speed is vitally important for proper mulching operation.

How Much Grass to Mulch:

The best mulching action typically results from cutting only the top 1/2 inch to 3/4 inch of grass blade. This provides short

clippings which decompose properly (much more quickly than longer clippings). The ideal cutting height will vary with climate, time of year, and quality of your lawn. We recommend that you experiment with both the cutting height and ground speed until you achieve the best cut. Start with a high cutting height and using progressively lower settings until you find a cutting height that is matched to your mowing conditions and preferences.

## Pushing the Rider By Hand

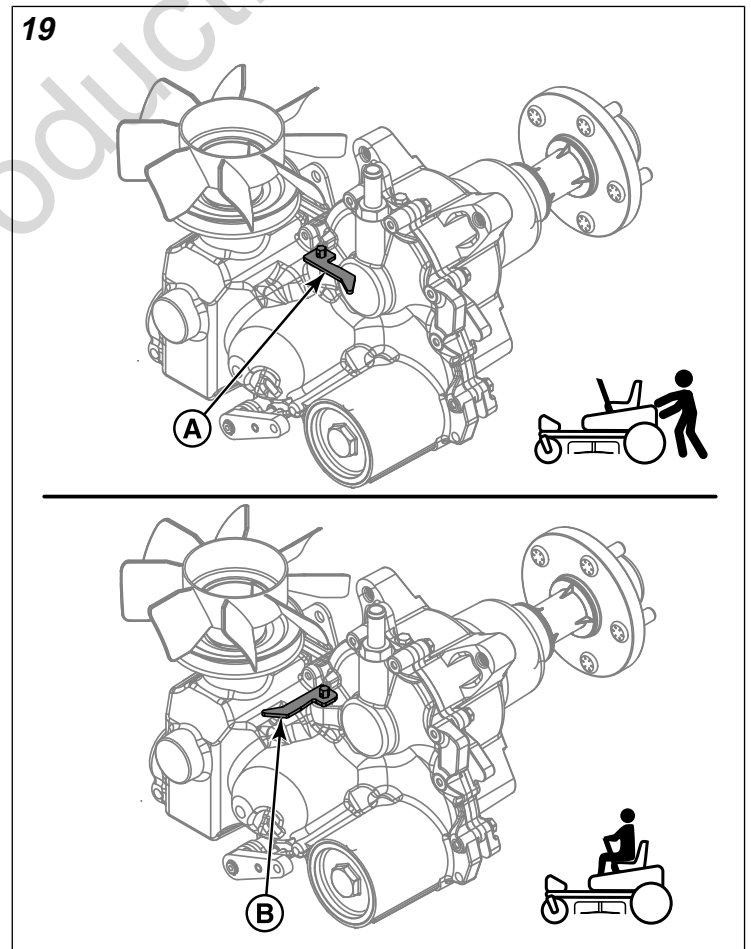
### NOTICE

Do NOT tow zero-turn rider.

Towing the units will cause hydraulic transmission damage. Do not use another vehicle to push or pull this unit.

1. Disengage the PTO, engage the parking brake, turn the ignition OFF, and remove the key.
2. Locate the transmission release lever on top of the transmission of the unit. There is one transmission release lever on each transmission. The transmission release levers open and close the transmission bypass valves.
3. To open the transmission bypass valves rotate the transmission release levers to the "bypass" position (A, Figure 19). The transmission release levers will contact the bodies of the transmissions. The transmission release levers will be oriented so that they are perpendicular to the axles of the transmissions.

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4. Disengage the parking brake. The zero-turn rider can now be pushed by hand.
5. After moving the zero-turn rider, close the bypass valves by rotating the transmission release levers to the "run" position (B). The transmission release levers will contact the bodies of the transmissions. The transmission release levers will be oriented so that they are parallel to the axles of the transmissions.

**Note:** Both transmission release levers must be in the same position.

## Raise and Lower the Roll Bar

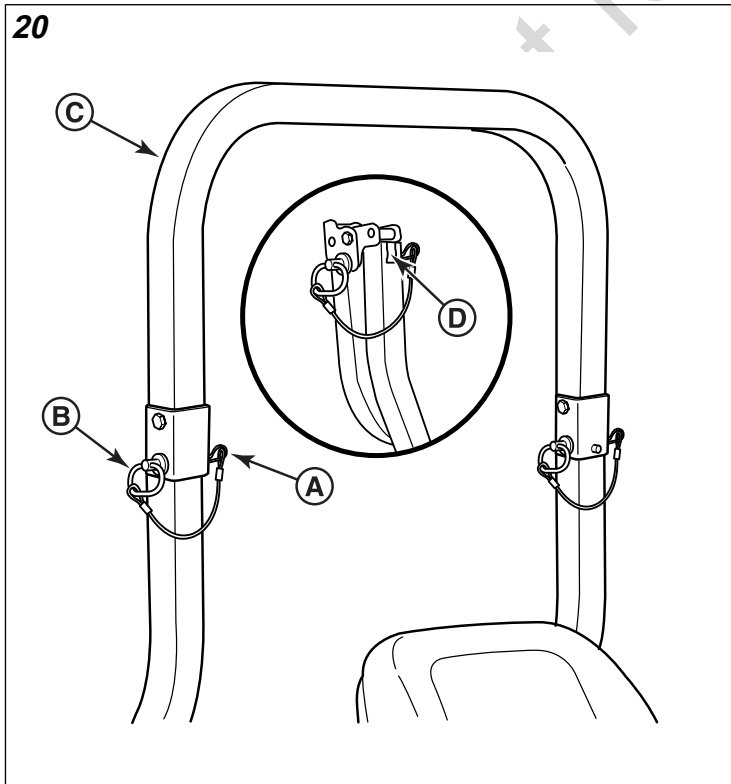


Avoid serious injury or death from roll over:

- Keep roll bar in the raised position and use seat belt.
- There is no roll over protection when the roll bar is down.
- Lower the rollbar only when necessary and NEVER remove it.
- Do NOT use seat belt when the roll bar is down.
- Raise the roll bar as soon as clearance permits.
- Do NOT jump off if mower tips.

### To lower the roll bar:

1. Pull the hair pin clips (A, Figure 20) out of the retainer pins (B).



2. Push or pull the top of the roll bar (C) forward against the spring clips (D) and remove the retainer pins (B).

3. Lower the roll bar and reinstall the retainer pins and hair pin clips to secure the roll bar in the down position (see insert, Figure 20).

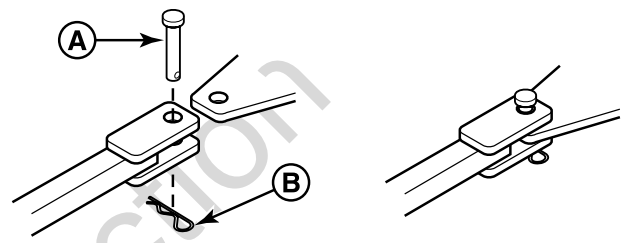
### To raise the roll bar:

1. Pull the hair pin clips (A) out of the retainer pins (B) and remove the retainer pins.
2. Raise the roll bar (C) until the top of the roll bar (C) contacts the spring clips (D) on the upright tubes.
3. Push or pull the top of the roll bar forward against the spring clips and reinstall the retainer pins and hair pin clips to secure the roll bar in the raised position.

## Attaching a Trailer

The maximum weight of a towed trailer should be less than 200 lbs (91kg). Secure the trailer with an appropriately sized clevis pin (A, Figure 21) and clip (B).

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Excessive towed loads can cause loss of traction and loss of control on slopes. Reduce towed weight when operating on slopes. The surface being driven on greatly impacts traction and stability. Wet or slippery surfaces can greatly reduce traction and the ability to stop or turn. Carefully evaluate the surface conditions before operating the unit and trailer, and never operate on slopes greater than 10°. See SLOPE OPERATION and TOWED EQUIPMENT in the safety section of this manual for additional safety information.

## Storage

### Temporary Storage (30 Days or Less)

Remember, the fuel tank will still contain some fuel, so never store the unit indoors or in any other area where fuel vapor could travel to any ignition source. Fuel vapor is also toxic if inhaled, so never store the unit in any structure used for human or animal habitation.



## WARNING

Never store the unit, with diesel fuel in engine or fuel tank, in a heated shelter or in enclosed, poorly ventilated enclosures. Diesel fumes may reach an open flame, spark or pilot light (such as a furnace, water heater, clothes dryer, etc.) and cause an explosion.

Handle diesel fuel carefully. It is highly flammable and careless use could result in serious fire damage to your person or property.

Drain fuel into an approved container outdoors away from open flame or sparks.

Here is a checklist of things to do when storing your unit temporarily or in between uses:

- Keep the unit in an area away from where children may come into contact with it. If there's any chance of unauthorized use, remove the ignition key.
- If the unit can't be stored on a reasonable level surface, chock the wheels.
- Clean all grass and dirt from the mower.
- If temperature is expected to drop below 35 degrees, refer to Long Term Storage, Item 2

### Long Term Storage (Longer Than 30 Days)

Before you store your unit for the off-season, read the Maintenance and Storage instructions in the Safety Rules section, then perform the following steps:

1. Drain crankcase oil while engine is hot and refill with a grade of oil that will be required when unit is used again.
2. Use an Antifreeze tester to check the cooling system's level of protection. Read the instructions on the Antifreeze container for the appropriate ratio of water to Antifreeze for your geographical area.
3. Prepare the mower deck for storage as follows: Remove mower deck from the unit. Clean underside of mower deck. Coat all bare metal surfaces with paint or light coat of oil to prevent rusting.
4. Clean external surfaces and engine.
5. Prepare engine for storage. See engine owner's manual.
6. Clean any dirt or grass from cylinder head cooling fins, engine housing and air cleaner element.
7. Cover air cleaner and exhaust outlet tightly with plastic or other waterproof material to keep out moisture, dirt and insects.
8. Completely grease and oil unit as outlined in the *Lubrication* section.
9. Clean up unit and apply paint or rust preventative to any areas where paint is chipped or damaged.
10. Be sure the battery is filled to the proper level with water and is fully charged. Battery life will be increased if it is removed, put in a cool, dry place and fully charged about once a month. If battery is left in unit, disconnect the negative cable.

11. Drain fuel system completely or add a diesel fuel stabilizer to the fuel system. If you have chosen to use a fuel stabilizer and have not drained the fuel system, follow all safety instructions and storage precautions in this manual to prevent the possibility of fire from the ignition of diesel fumes. Remember, diesel fumes can travel to distant sources of ignition and ignite, causing risk of explosion and fire.

*Note:* Diesel fuel, if permitted to stand unused for extended periods (30 days or more), may develop gummy deposits which can adversely affect the fuel pump and injector tubes and cause engine malfunction. To avoid this condition, add a diesel fuel stabilizer to the fuel tank and run the engine a few minutes, or drain all fuel from the unit before placing it in storage.

### Starting After Long Term Storage

Before starting the unit after it has been stored for a long period of time, perform the following steps.

1. Remove any blocks from under the unit.
2. Install the battery if it was removed.
3. Unplug the exhaust outlet and air cleaner.
4. Fill the fuel tank with fresh gasoline. See engine manual for recommendations.
5. See engine owner's manual and follow all instructions for preparing engine after storage.
6. Check crankcase oil level and add proper oil if necessary. If any condensation has developed during storage, drain crankcase oil and refill.
7. Inflate tires to proper pressure. Check fluid levels.
8. Start the engine and let it run slowly. DO NOT run at high speed immediately after starting. Be sure to run engine only outdoors or in well ventilated area.

### Diesel Fuel Recommendations

Fuel companies provide fuel tailored to meet the existing weather conditions. These fuels change at the start of the predominant season according to regional weather trends.

Winter fuels are tailored to give ease of starting for cold weather. Summer fuel may be somewhat heavier than winter fuel resulting in slightly better fuel economy and power. Spring and fall fuel is an average blend between winter and summer blend.

For these reasons an effort should be made to purchase fuels in such quantities that they are not carried over into the next season. Using the wrong blend of fuel can cause problems with the engine.

Refer to the engine manufacturer's manual for specific fuel recommendations.

## Maintenance Schedule

The following schedule should be followed for normal care of your rider and mower. You will need to keep a record of your operating time. Determining operating time is easily accomplished by observing the hour meter.

UNIT MAINTENANCE	
<b>Before Each Use</b>	
Check Safety Interlock System	
Check Rider Brakes	
Check Rider / Mower for Loose Hardware	
Check Hydraulic Oil Level	
<b>Every 25 Hours</b>	
Clean Deck & Check/Replace Mower Blades*	
Lubricate Rider & Mower*	
Check Tire Pressures	
<b>Every 50 Hours</b>	
Initial Change of Gearbox Oil	
<b>Every 100 Hours</b>	
Check Gearbox Oil Level	
Check Mower Blade Stopping Time	
Clean Battery & Cables	
Initial Change of Hydraulic Oil	
<b>Every 250 Hours</b>	
Change Gearbox Oil	
<b>Every 400 Hours or Yearly</b>	
Change Hydraulic Oil & Filter	

ENGINE MAINTENANCE	
<b>Before Each Use</b>	
Check Engine Oil Level	
Check Engine Coolant Level	
Check & Clean Radiator Screens	
Check/Clean Cooling Fins & Intake*	
<b>Every 25 Hours</b>	
Check Fuel Filter / Drain Water Separator	
<b>Annually</b>	
Change Engine Coolant	
<b>Refer to Engine Owner's Manual</b>	
Service Air Filter	
Change Oil & Filter	
Check/Replace Fuel Filter	

\*More often in hot (over 85°F, 30°C) weather or dusty operating conditions.

\*\*If equipped, replace if damaged.

# Maintenance Procedures

## Service and Maintenance Safety



**WARNING**

### Amputation and crushing hazard

Specific steps must be taken in order to perform service and maintenance procedures safely.

Read and follow all the applicable safety and instructional messages in this manual.

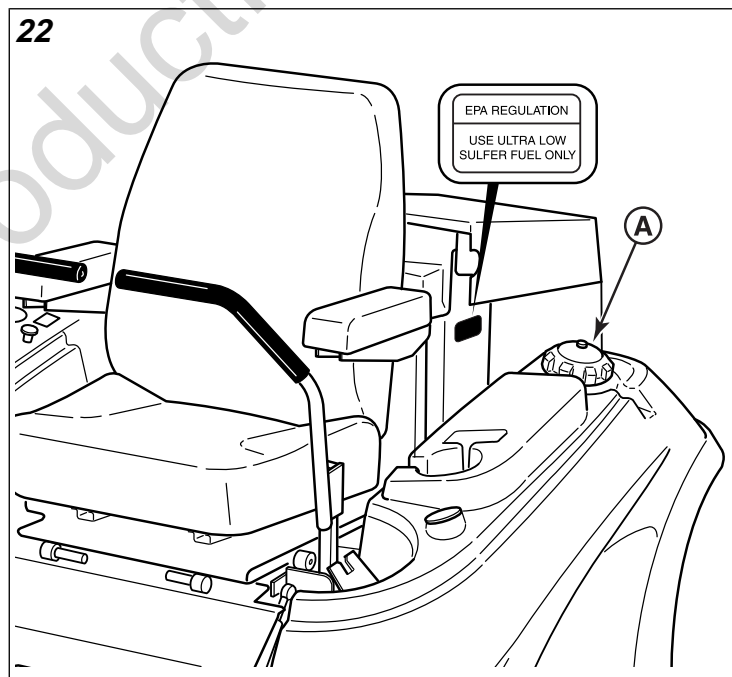
Always disengage the mower blades, set the parking brake, turn the engine OFF, remove the ignition key, and wait for all movement to stop prior to performing service and maintenance procedures.

Always disconnect the spark plug wire(s) and fasten it away from the plug before beginning any maintenance or service procedures on order to prevent accidental ignition.

## Checking / Adding Fuel

### To add fuel:

1. Using a clean rag or cloth wipe any dirt or debris from around the fuel caps (A, Figure 22) and the fuel filler necks.



**Note:** Do not overfill the fuel tank. Refer to your engine manual for specific fuel recommendations.

2. Fill the fuel tank to the bottom of the fill tube. This will leave room in the tank for fuel expansion.
3. Install and hand tighten the fuel cap.
4. Repeat the same process for the opposite tank.

**NOTICE** Use ultra low sulfur fuel only. Consult the engine manufacturer's manual for specific fuel recommendations.

**NOTICE** Do not use Kerosene in place of diesel fuel or mix with diesel fuel. Kerosene will damage the engine. Consult the engine manufacturer's manual for specific fuel recommendations.



**WARNING**

Diesel fuel is highly flammable and must be handled with care. Never fill the tank when the engine is still hot from recent operation. Do not allow open flame, smoking or matches in the area. Avoid over-filling and wipe up any spills. Do not drain or replace fuel filter when engine is hot, as spilled fuel may ignite. Make sure the filter drain valve is fully closed before returning the unit to service.



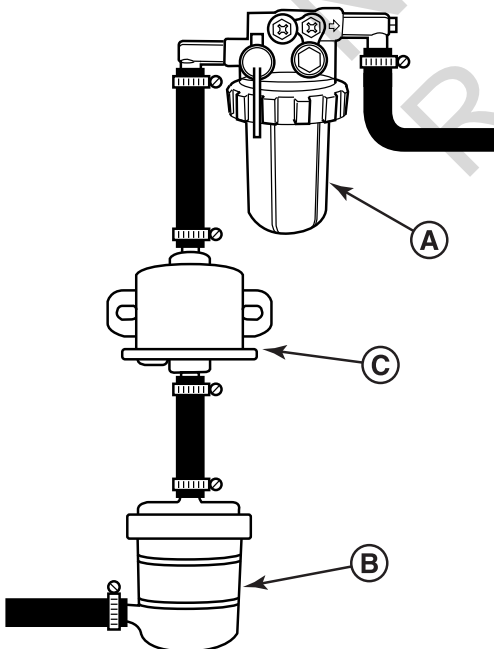
**WARNING**

Fuel leaked or spilled onto hot surfaces or electrical components can cause a fire. To help prevent possible injury, turn the ignition switch off when changing fuel filters or water separator elements. Clean up fuel spills immediately.

## Servicing the Fuel Filter

This unit is equipped with two fuel filters. One is a water separator (A, Figure 23) and the other is a fuel filter (B). Both filters are located in the engine compartment of the unit. The water separator is located on the right side of the engine and the fuel filter is located on the left side of the engine by the fuel pump (C).

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The water separator should be drained every 25 hours or whenever water is visible in the bowl.

Replace both fuel filters every 500 hours of operation or as required.

### To Replace the Fuel Filter:

*Note:* Fuel filter is replaced as an assembly only. The filter element is not replaceable separately.

1. Turn the engine off, set the parking brake, remove the ignition key, and wait for all moving parts to stop.
2. Allow the engine and surrounding areas to cool to room temperature.
3. Close both fuel tank shut off valves (See Figure 8 for location).
4. Open the hood to gain access to the fuel filter. The fuel filter is located in the engine compartment on the right side of the engine.
5. Place an absorbent cloth below the filter to catch any spilled fuel.
6. Loosen the hose clamps that secure the hoses to the fuel filter.
7. Remove the hoses from the filter.
8. Install the new filter in the proper flow direction in the fuel line.
9. Secure with the hose clamps and wipe up any spilled fuel.
10. Reopen the fuel tank shut off valves when complete.

### To Drain the Water Separator:

Refer to engine owners manual for specific water separator service procedures.

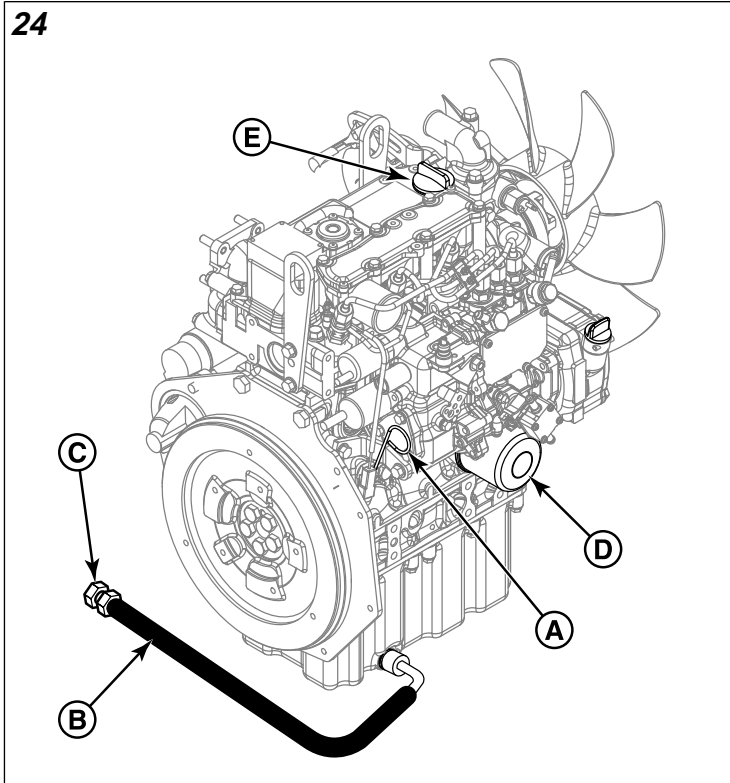
## Check Engine Oil Level

**Interval:** Before Each Use

Refer to the engine owners manual for dipstick and oil fill locations and specific engine oil check and fill procedures.

## Changing the Engine Oil and Filter

1. Warm the engine by running it for a few minutes. (Refer to the engine operator's manual for oil and filter replacement instructions.)
2. Remove the dipstick (A, Figure 24) to vent the crankcase to allow the engine oil to drain easily.



3. The engine oil drain (B) is routed underneath the engine and secured in a clamp on the engine cradle. Remove the oil drain hose from the clamp and route it to where the oil can be drained into a small pan. Place a small pan under the oil drain cap to catch the oil. Using the appropriate tools, remove the oil drain cap (C) and drain the engine oil into the small pan.
4. After draining, replace the oil drain cap, wipe up any spilled oil, and re-route the engine oil drain so that it is stored in the clamp.
5. Place an absorbent shop cloth under the engine oil filter (D). Remove the engine oil filter and replace with a new one.
6. Remove the shop cloth and wipe up any spilled oil.
7. Add new oil through the engine oil fill (E). See the engine operator's manual for specific oil recommendations.
8. Re-install the dipstick.

## Service Air Filter

Refer to the engine owner's manual for air filter service instructions.

## Engine Maintenance

For engine maintenance schedules and procedures, please refer to the engine operator's manual.

## Check / Add Coolant Level



If engine is warm, DO NOT remove radiator cap.

Escaping steam can cause burns.

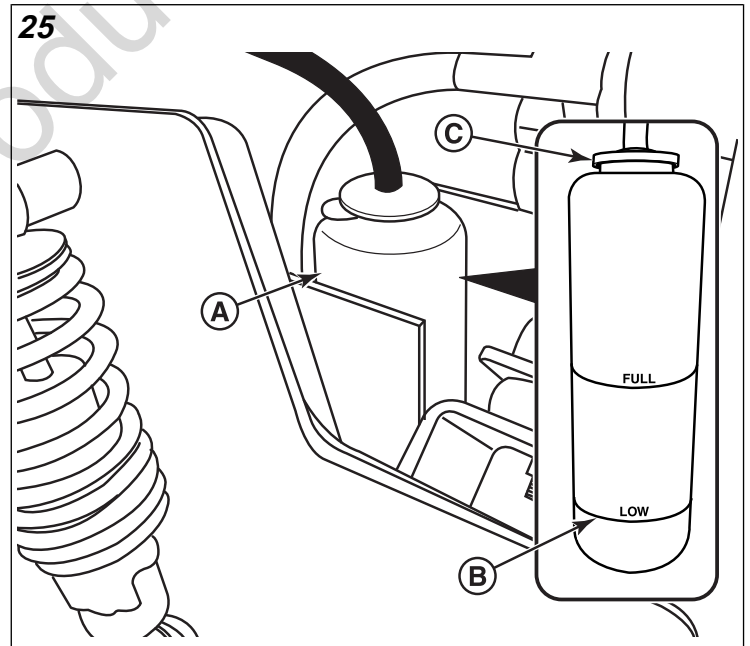
Never remove the radiator cap or radiator reservoir cap while the engine is hot or running. Severe thermal burns or injury can occur by escaping steam or hot coolant.

- Do NOT touch hot radiator or open reservoir when engine is running.
- Stop and allow engine to cool before removing the radiator cap or the reservoir cap and before changing or adding coolant.

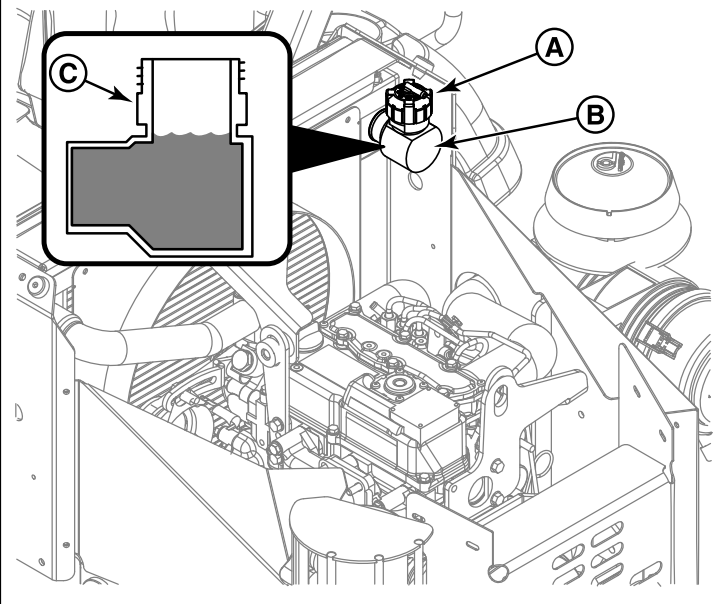
The engine coolant level and quality should be checked before each use, when the engine is cool and off.

The cooling system is a closed type. Never open the radiator cap unless you are flushing the system. Opening the radiator cap may induce air into the cooling system and may cause overheating.

1. Open the hood to gain access to the overflow reservoir (A, Figure 25) and the radiator fill cap (A, Figure 26). The overflow reservoir is located on the left hand side of the engine compartment towards the rear of the engine. The radiator fill cap is located on the upper right hand corner of the radiator.



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1. First, check the coolant level and the radiator fill port (B, Figure 26). The coolant level should be to the bottom of the radiator fill port's fill neck (C).
2. If the coolant level is insufficient, remove the cap (A) and add coolant to bottom of the radiator fill port's fill neck.
3. Reinstall the cap to the radiator fill port.
4. Then, check the coolant level at the overflow reservoir (A, Figure 25). The coolant level should be at the LOW (COLD) mark (B).
5. If the coolant level is insufficient, remove the cap (C) from the reservoir and add coolant to the LOW (COLD) mark.
6. Reinstall the cap to the overflow bottle.

*Note:* Proper coolant mix is a 50/50 mixture of ethylene glycol and distilled water. See engine owners manual for specific engine coolant specifications.

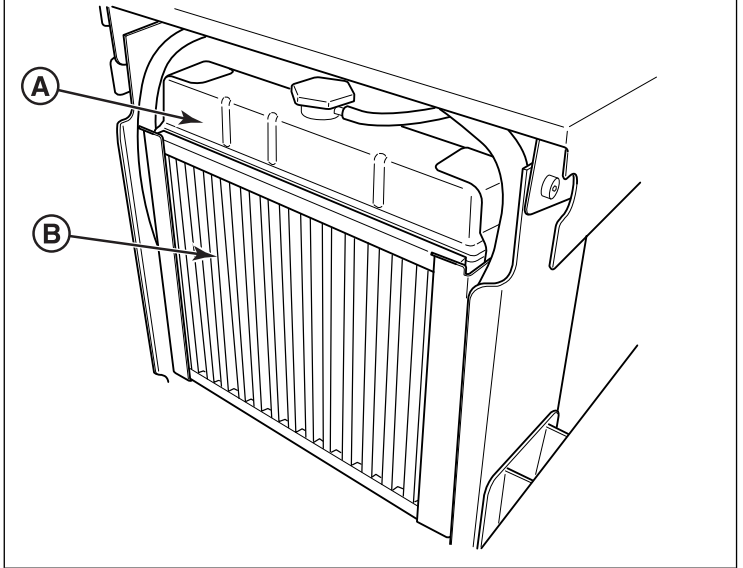
## Change Engine Coolant

See engine owners manual for specific engine coolant change procedures. The drain valve is located at the base of the left-hand side of the radiator.

## Clean Radiator & Screen

Clean the radiator (A, Figure 27) and screen before each use, or as required (depending on conditions) to allow proper air-flow through radiator.

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1. Raise the seat plate.
2. Lift the radiator screen (B) straight up to remove the screen. Flush the screen with water or blow clean with air. Flush the radiator core with water or blow clean with air. See engine owners manual for proper radiator cleaning procedures.
3. Reinstall the radiator screen. Make sure the screen is fully seated in the carrier.
4. Lower the seat plate.

## Check / Fill Transmission Oil Level

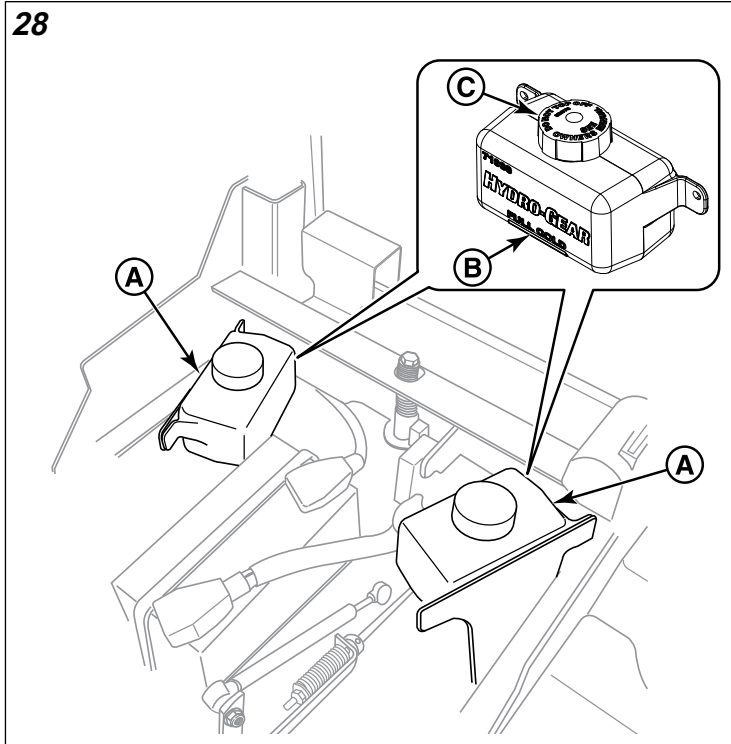
This unit is equipped with two transmission oil tanks. One transmission oil tank only supplies oil to one transmission. The level of oil in both transmission tanks must be checked, and if necessary, filled.

**Oil Type:** SAE 20W-50 motor oil

1. Raise the seat plate to gain access to the transmission oil tanks (A, Figure 28).



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- Check the oil level when the unit is cold. The oil should be up to the "FULL COLD" mark (B) on the transmission oil tanks. If the oil is below this level, proceed to step #3.
- Before removing the tank cap (C), make sure that the area around the tank cap and fill neck of the tank is free of dust, dirt, and other debris. Remove the tank caps.
- Add oil up to the "FULL COLD" mark.
- Re-install the tank cap.
- After adding oil to the tanks, it may be necessary to purge air from the hydraulic system. If the unit is not driving properly perform the *Purging the Air from the Hydraulic System* procedure.

## Transmission Oil Filter Change

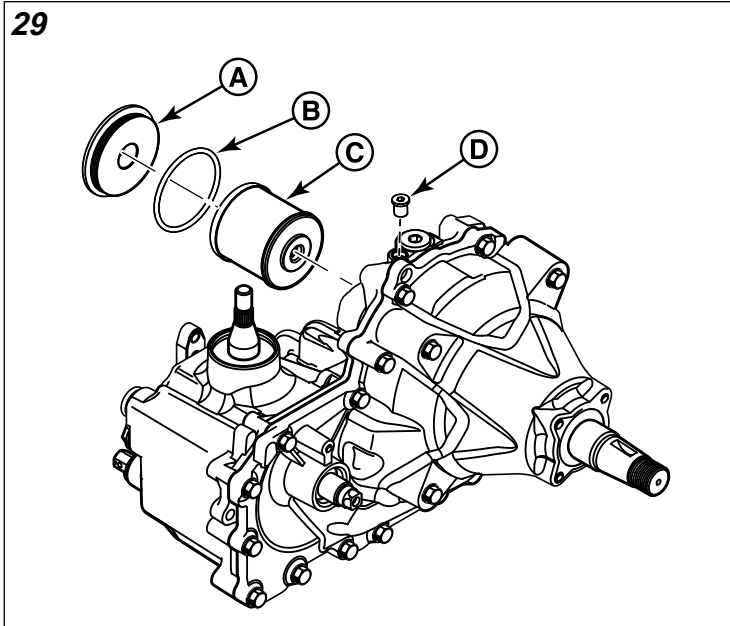
**Change Interval:** Every 400 Hours or Yearly (Initial hydraulic oil and filter change after first 100 hours of operation).

**Filter Part Number:** 5104385X1

**Note:** Removing the oil filter from the transaxle will drain the oil tank. Have a suitable container ready to catch any spilled oil. The manufacturer recommends that this be a dealer-only service item.

- Locate the hydraulic oil filter on the side of the transaxle.
- Remove the oil filter cover (A, Figure 29) from the transaxle to drain the oil. Remove the O-ring (B) from the cover and discard the O-ring.

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- After the oil has drained from the transaxle, remove the oil filter (C) from the transaxle housing.
- Install a new filter and a new O-ring onto the filter cover and install the filter cover. Torque the filter cover to 480-580 in-lbs (54.2 - 65.5 Nm).
- Remove the top oil fill vent port (D) and fill the transaxle with new 20W50 motor oil through the expansion tank until the oil reaches the oil fill vent port.
- Install the top oil fill vent port plug and continue filling the system with oil until the fill line is reached in the expansion tank.
- Repeat this process for the other side of the machine.
- Perform the *Purging the Air from the Hydraulic System* procedure.

## Purging the Air from the Hydraulic System

Due to the effects air has on efficiency in hydraulic drive systems, it is critical that it be purged from the system. These purge procedures should be implemented any time a hydraulic system has been opened to facilitate maintenance or any additional oil has been added to the system.

The resulting symptoms of air in the hydraulic system may be:

- Noisy operation.
- Lack of power or drive after short term operation.
- High operation temperature and excessive expansion of oil.

Before starting, make sure the transaxles/transmissions are at the proper oil levels. If it is not, fill to the specifications outlined in the *Check / Fill Transmission Oil Level* procedure.

### Purging Air from the Hydraulic System:

- Chock the front wheels to prevent the machine from rolling. Raise the rear of the machine so that the vehicle's rear tires

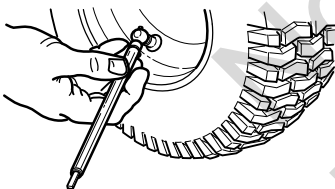
do not contact the ground. Position jack stands under the rear bumper of the machine to secure it.

2. Open the transaxle's bypass valves (see *Pushing the Rider by Hand* for the location and function of the bypass valves), start the engine, release the parking brake, and slowly move the zero-turn rider's ground speed control levers in both forward and reverse directions (5 to 6 times), as air is purged from the unit, the oil level will drop.
3. Stop the engine and engage the parking brake.
4. Close the transaxle's bypass valves, start the engine, release the parking brake, and slowly move the zero-turn rider's ground speed control levers in both forward and reverse directions (5 to 6 times), as air is purged from the unit, the oil level will drop.
5. Stop the engine. Remove the jack stands from underneath the machine.
6. Repeat the process detailed above but with the unit's drive wheels on the ground. The procedure should be performed in an area free of any objects or bystanders.

It may be necessary to repeat the process detailed above until all the air is completely purged from the system. When the transaxles/transmissions operate at normal noise levels and move smoothly forward and reverse at normal speeds, then the transaxles/transmissions are considered purged.

## Checking Tire Pressures

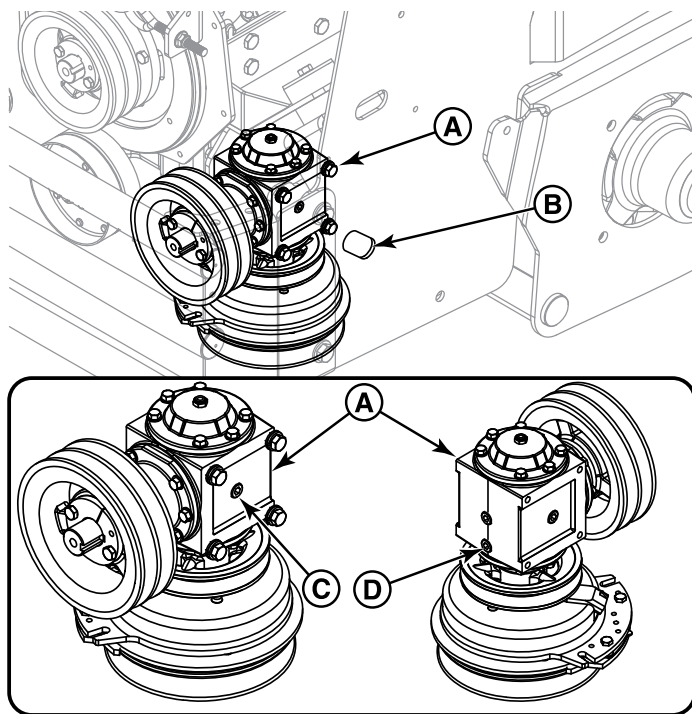
Tire pressure should be checked periodically, and maintained at the levels shown in the Specifications chart. Note that these pressures may differ slightly from the "Max Inflation" stamped on the side-wall of the tires. The pressures shown provide proper traction and extend tire life.



## Check / Add Gearbox Oil Level

This unit is equipped with a sealed gearbox (A, Figure 30) that needs its oil checked periodically. Refer to the Maintenance Schedule for the specific intervals for checking the gearbox oil level.

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### To check the gearbox oil level:

1. There is a port (B) on the right side of the machine that allows you to access the gearbox's fill plug (C). Remove the fill plug from the gearbox.
2. Once the fill plug is removed, oil should seep out of the fill plug hole. If no oil drains out, fill with Amsoil® SAE 75W-140 weight gear oil (or equivalent) until oil starts to seep from the hole and then replace the fill plug.

## Change the Gearbox Oil


**Change interval:** Every 250 Hours (Initial Gearbox Oil Change after first 50 hours of operation)

1. Park the machine on a flat, level surface. Disengage the PTO, engage the parking brake, turn the ignition switch to OFF, and remove the key from the ignition.
2. Remove the gearbox drive belt. See *Gearbox Drive Belt Replacement*.
3. Remove the mower deck drive belt. See *Mower Deck Drive Belt Replacement*.
4. Remove the transmission drive belt. See *Transmission Drive Belt Replacement*.
5. The gearbox (A, Figure 30) is secured to the frame of the unit and the right side gearbox support plate by eight (8) 5/16 bolts. Remove these bolts and remove the gearbox from the unit. In some instances it may be necessary to remove the two (2) 5/16 bolts that secure the right side gearbox support plate in place.
6. Position the gearbox so that the oil can be drained from the gearbox into a container without spilling on the pulleys and/or PTO clutch.

7. Remove the oil drain plug (D) and completely drain the gearbox oil into the container.
8. Replace the drain plug.
9. Remove the oil fill plug (C) and fill with Amsoil® SAE 75W-140 weight gear oil (or equivalent) until oil starts to seep from the fill hole, then replace the oil fill plug.
10. Using a parts solvent, thoroughly clean any excess oil that may have spilled on the pulley, pulley grooves, and/or PTO clutch.
11. Re-install the transmission drive belt. See *Transmission Drive Belt Replacement*.
12. Re-install the mower deck drive belt. See *Mower Deck Drive Belt Replacement*.
13. Re-install the gearbox drive belt. See *Gearbox Drive Belt Replacement*.


## Lubrication

Lubricate the unit at the locations shown in Figures 31, 32, and 33 as well as the following lubrication points.

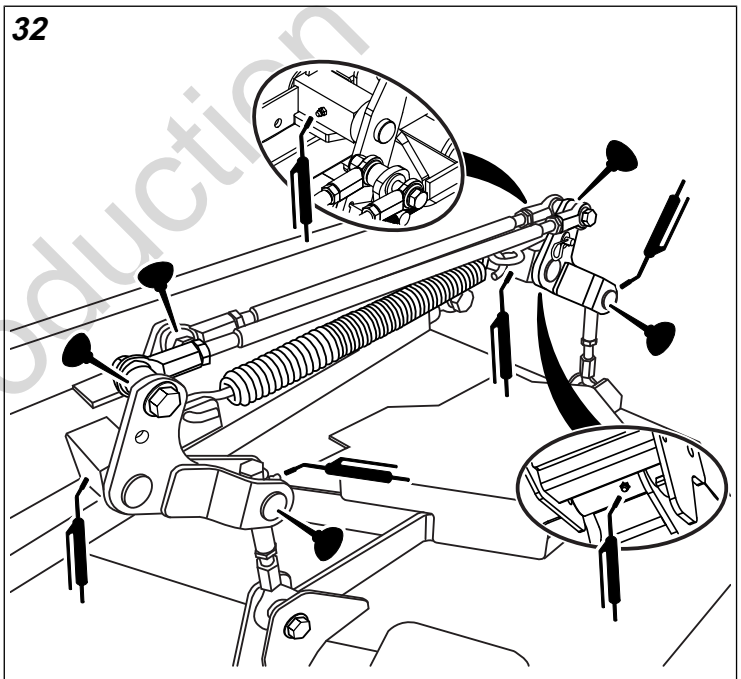
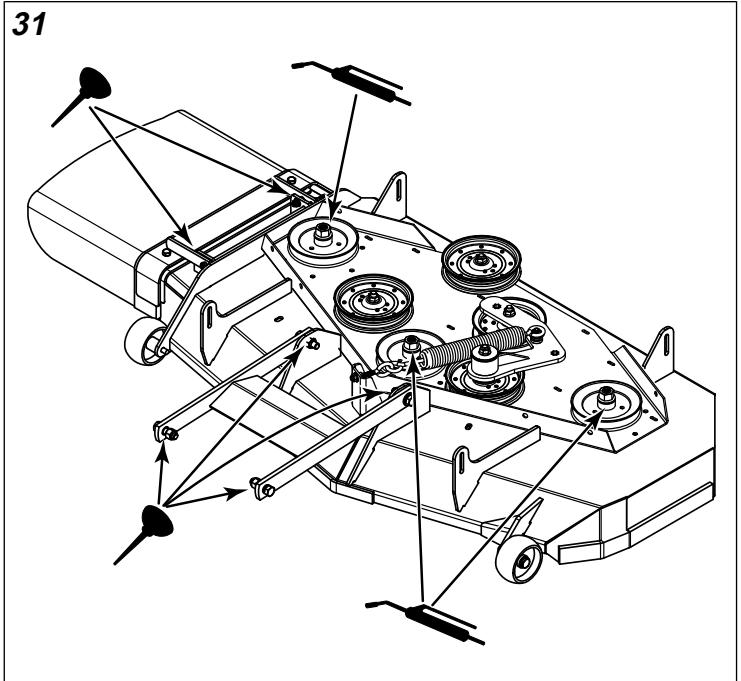
Grease	
front caster wheel axles & yokes	
deck lift pivot blocks	
mower deck spindles	
mower deck idler arm	
transmission cradle pivot points	

Use grease fittings when present. Disassemble parts to apply grease to moving parts when grease fittings are not installed.

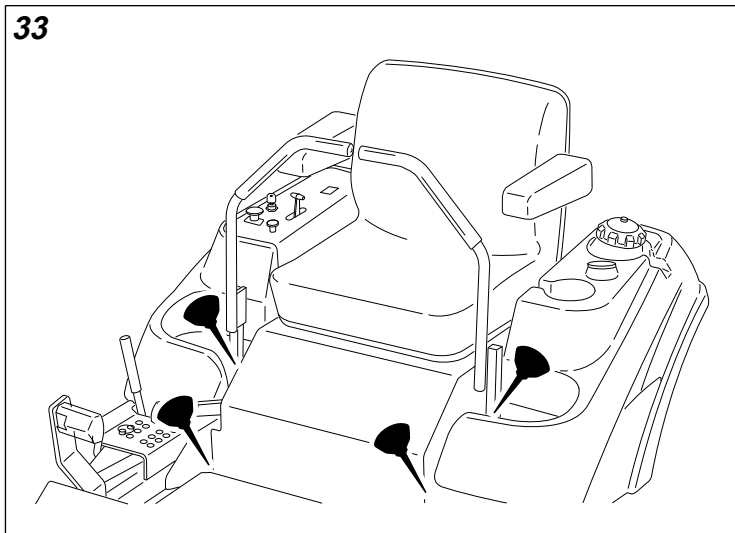
Not all greases are compatible. Red grease (p/n 5022285) is recommended, automotive-type, high-temperature, lithium grease may be used when this is not available.

Oil	
control handle pivots	
seat plate pivots	
deck lift pivots	
discharge chute hinge	

Generally, all moving metal parts should be oiled where contact is made with other parts. Keep oil and grease off belts and pulleys. Remember to wipe fitting and surfaces clean both before and after lubrication.



33

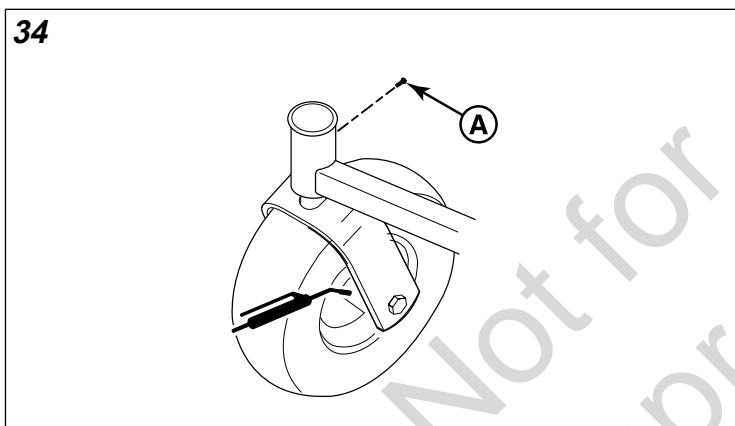


## Lubricate the Front Casters

Interval: Annually

1. Remove the 1/4-28 bolt (A, Figure 34) screwed into the caster and install a 1/4-28 grease fitting.

34

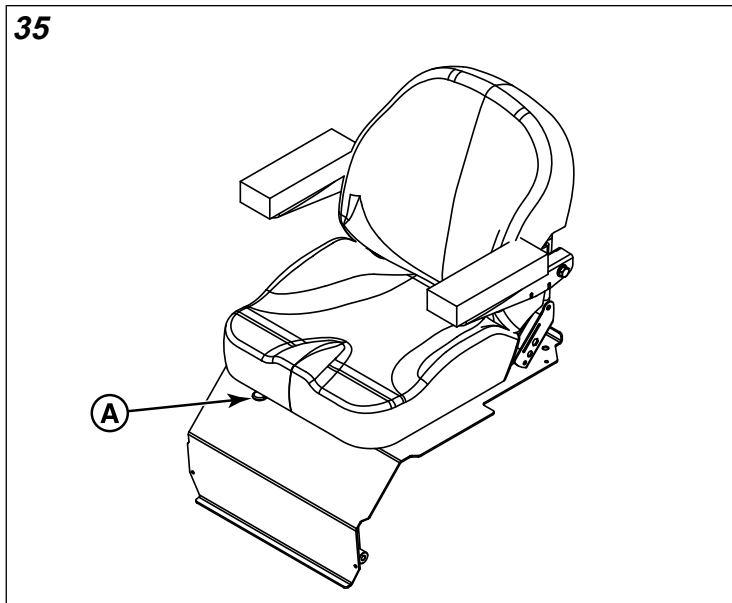


2. Grease the front caster.
3. Remove the 1/4-28 grease fitting and reinstall the 1/4-28 bolt.
4. Repeat the process for the other side of the machine.

## Seat Adjustment

The seat can be adjusted forward and back. Move the lever (A, Figure 35) towards the left, position the seat as desired, and then release the lever to lock the seat into position.

35



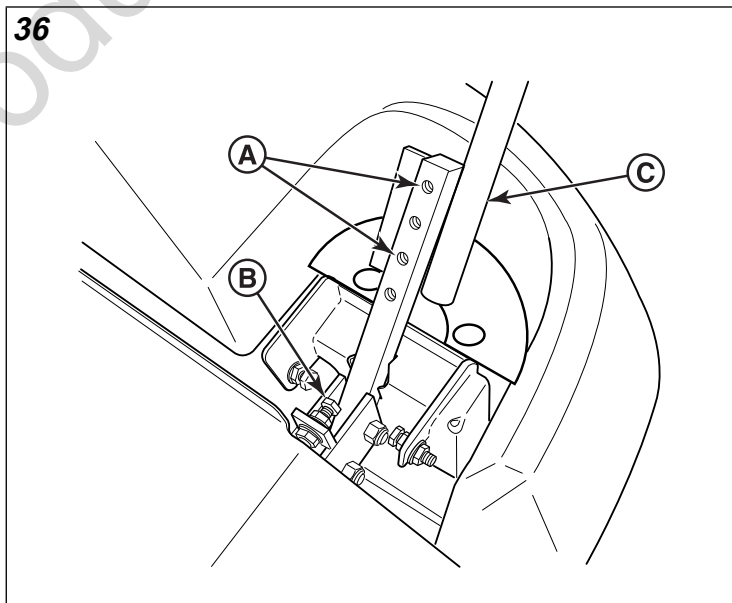
## Ground Speed Control Lever Adjustment

The control levers can be adjusted in three ways. The alignment of the control levers, the placement of the levers (how close the ends are to one another) and the height of the levers can be adjusted.

### To Adjust the Handle Alignment

Loosen the mount bolts (A, Figure 36) and pivot the lever(s) (C) to align with each other.

36



### To Adjust the Handle Placement

Loosen the jam nuts and adjust the placement bolt (B) in or out to properly adjust the lever end spacing.

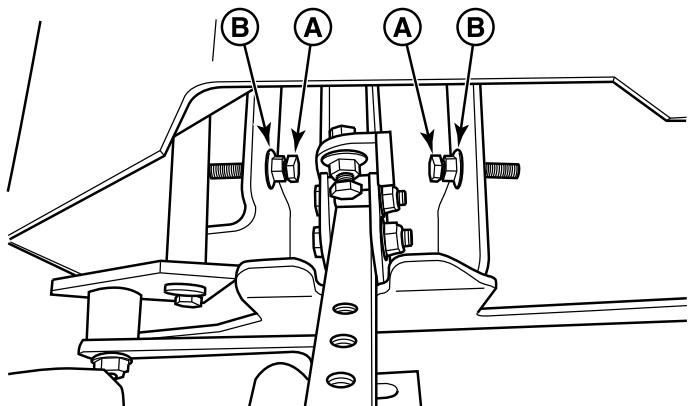
### To Adjust the Handle Height

Remove the mounting hardware and reposition the handle either up or down from its original position. You will need to readjust the handle alignment as described above.

## Speed Balancing Adjustment

If the rider veers to the right or left when the ground speed control levers are in the maximum forward position, the top speed of each of these levers can be balanced by turning the adjustment bolt(s) (A, Figure 37). Only adjust the speed of the wheel that is traveling faster.

37



### To Reduce the Speed of the Faster Wheel

1. Loosen the securing nut (B).
2. Turn the top speed adjustment bolt **counter-clockwise** to reduce the speed.
3. Retighten the securing nut when adjustment is complete.



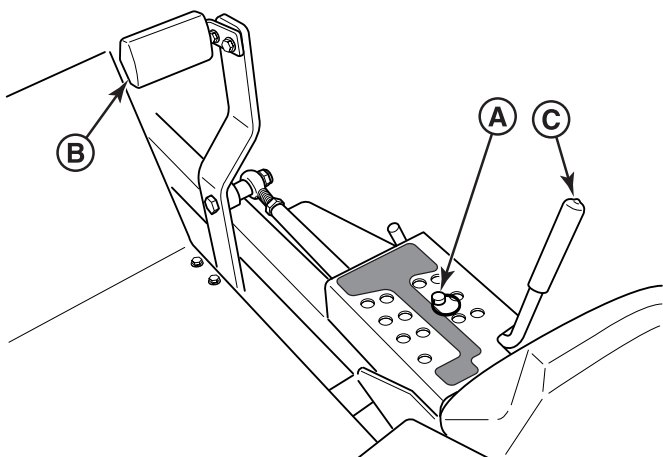
#### WARNING

**DO NOT** adjust the tractor for a faster overall speed forward or reverse than it was designed for.

## Cutting Height Adjustment

The cutting height adjustment pin (A, Figure 38) controls the mower's cutting height. The cutting height is adjustable between 1-1/2" (3,8 cm) and 5" (12,7 cm) in 1/4" (0,64 cm) increments.

38



1. Depress the deck lift foot pedal (B) until it locks into the 5" (12,7 cm) position.
2. Place the cutting height adjustment pin in the desired cutting height.
3. Depress the deck lift foot pedal then push the lock lever (C) towards the right to release the lock.
4. Release the deck lift foot pedal until it comes to rest against the cutting height adjustment pin.

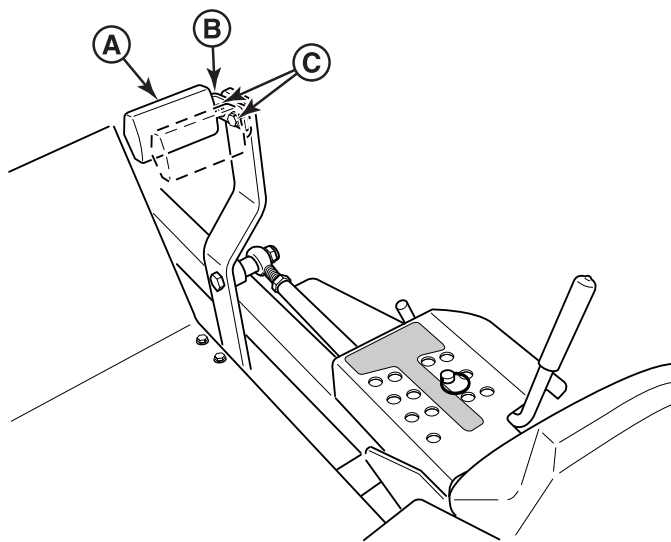
## Foot Pedal Adjustment

The deck lift foot pedal can be adjusted to accommodate the operator's height for optimal comfort.

### To adjust pedal position:

1. Remove the foot pedal (A, Figure 39) from the pedal mount tab (B).

39



2. Remove the pedal mount hardware (C) and rotate the tab 180 degrees.
3. Reinstall the pedal mount hardware and tighten securely.
4. Reinstall the foot pedal on the pedal mount tab in the proper orientation as shown in Figure 39.

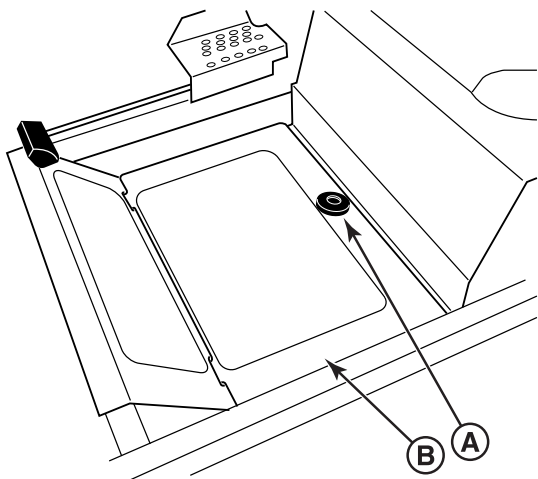
## Floor Pan Removal & Installation

This unit is equipped with a removable floor pan which can be removed to provide better access to the mower deck.

1. Loosen and remove the retaining hardware (A, Figure 40) that secures the floor pan to the frame of the unit.



40

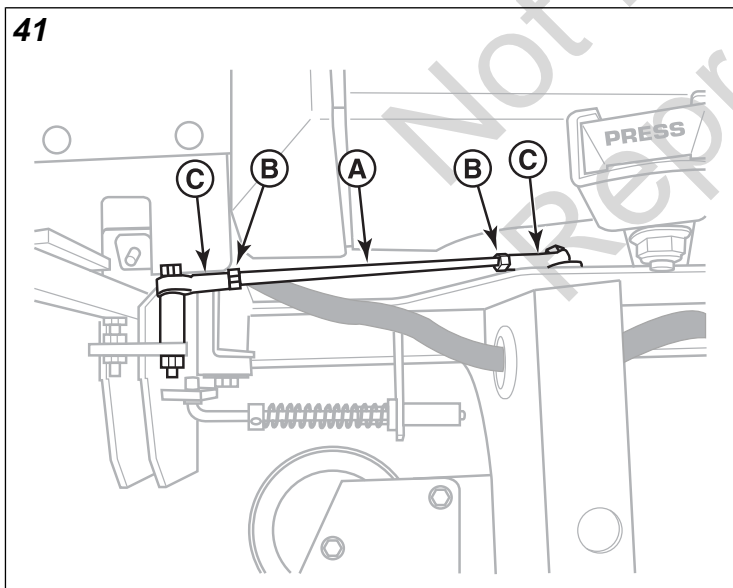


2. Tilt the back end of the floor pan up and then remove it from the unit.
3. To re-install the floor pan: Reverse the removal procedure.

## Neutral Adjustment

The neutral system for this mower consists of two neutral linkage rods and a pivot that connects the ground speed control lever to the transmission. The lower rod that connects the transmission to the pivot is factory preset and should not be changed for neutral adjustment purposes. The adjustment is achieved by changing the length of the upper rod (A, Figure 41) that connects the ground speed control lever to the pivot.

41



**Determining if Adjustment is Necessary:** If the tractor "creeps" while the ground speed control levers are locked in the NEUTRAL, then it may be necessary to adjust the linkage rods.

**Note:** Perform this adjustment on a hard, level surface such as a concrete floor.

1. Disengage the PTO, engage the parking brake and turn off the engine.
2. There are two nuts (B) on the linkage rod. Loosen the nuts from the ball joints (C) and turn the linkage rod to adjust.
  - If the machine creeps forward, turn the rod **clockwise** (while standing at the rear of the machine, facing forward);
  - If the machine creeps backward, turn the rod **counter-clockwise** (while standing at the rear of the machine, facing forward).
3. Lock the jam nut against the ball joints when neutral is achieved.

**Note:** This adjustment should not be performed while the machine is running. It may take several attempts to achieve neutral, depending on how much the machine creeps.

## Return-to-Neutral Adjustment

Prior to performing this procedure the *Neutral Adjustment* procedure must be completed.

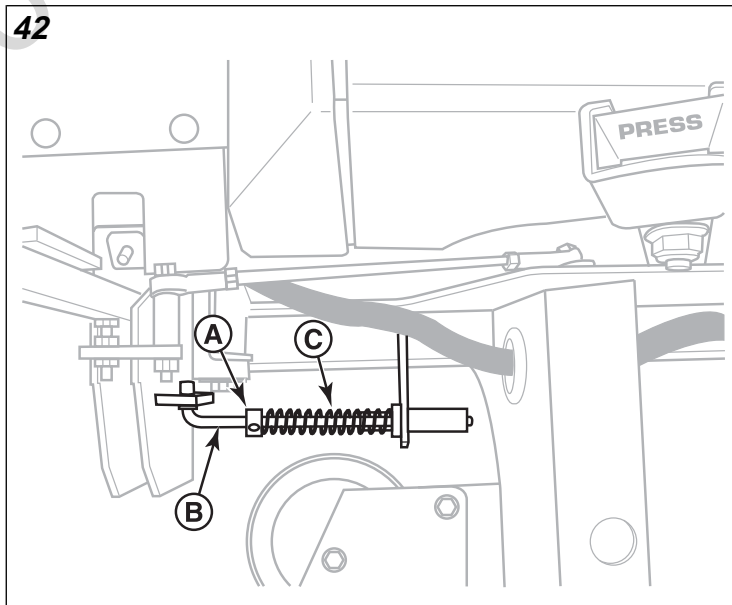


### WARNING

To avoid serious injury, perform adjustments only with the engine stopped, ignition key removed, and zero-turn rider parked on level ground.

1. Lock the ground speed control lever in the neutral position.
2. Loosen the set collar (A, Figure 42) on the neutral return rod (B).

42



3. Position the set collar along the neutral return rod until it contacts and very lightly compresses the neutral return spring (C). Tighten the set collar.
4. Move the ground speed control levers into the operating position, pull rearward, and release.



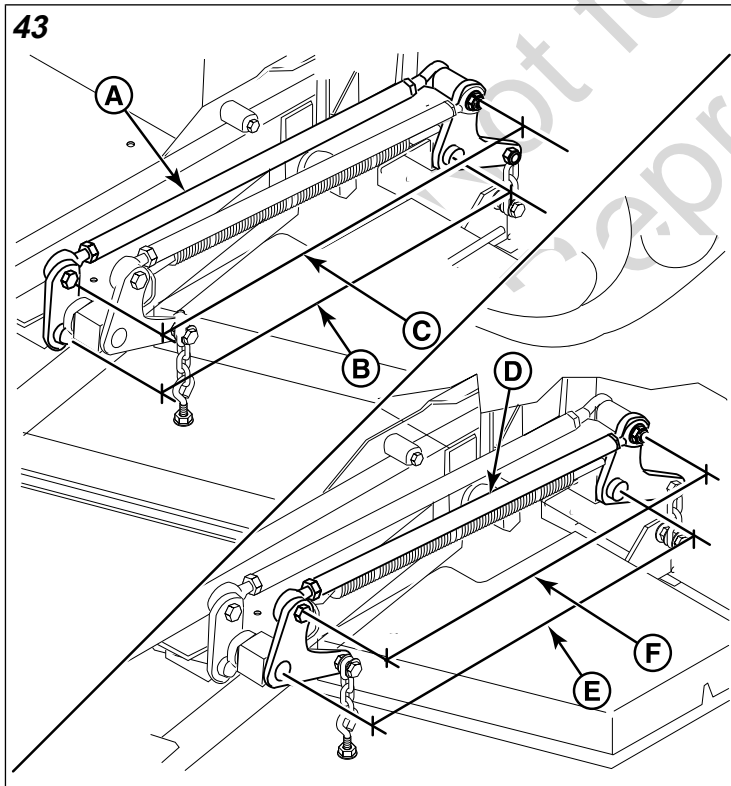
5. Move the ground speed control levers out towards the neutral position.
  - if the ground speed control lever aligns with the notch in the neutral lock plate, adjustment is complete.
  - if the ground speed control lever stops its return motion past the notch (while standing at the rear of the machine), reposition the set collar so the neutral return spring is less compressed.
  - if the ground speed control lever stops its return motion before the notch (while standing at the rear of the machine), re-position the set collar so that the neutral return spring is more compressed.
6. Repeat the process as necessary until the ground speed control lever aligns with the notch in the neutral lock plate.

*Note:* It is important to note that after every adjustment of the neutral return rod, the lever must be pulled rearward and released to properly check the return-to-neutral position.

## Deck Lift Rod Timing Adjustment

### Checking the Deck Lift Rod Timing

1. Park machine on a flat, level surface. Disengage the PTO, stop the engine, and engage the parking brake. Verify the tires are inflated to the correct pressure.
2. To check the inner lift rod (A, Figure 43) timing, measure and record the distance between the inner lift pivots (B) and the inner rod pivots (C). Repeat for other side of unit.

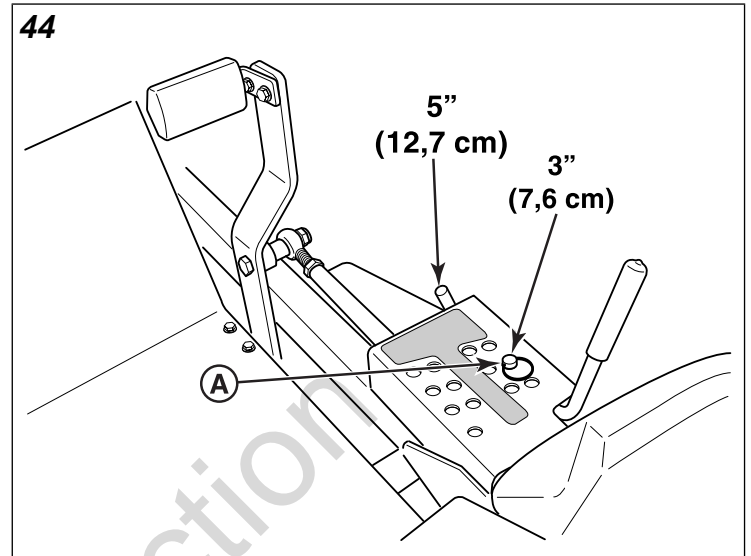


3. To check the outer lift rod (D) timing, measure and record the distance between the outer lift pivots (E) and the outer rod pivots (F). Repeat for other side of unit.

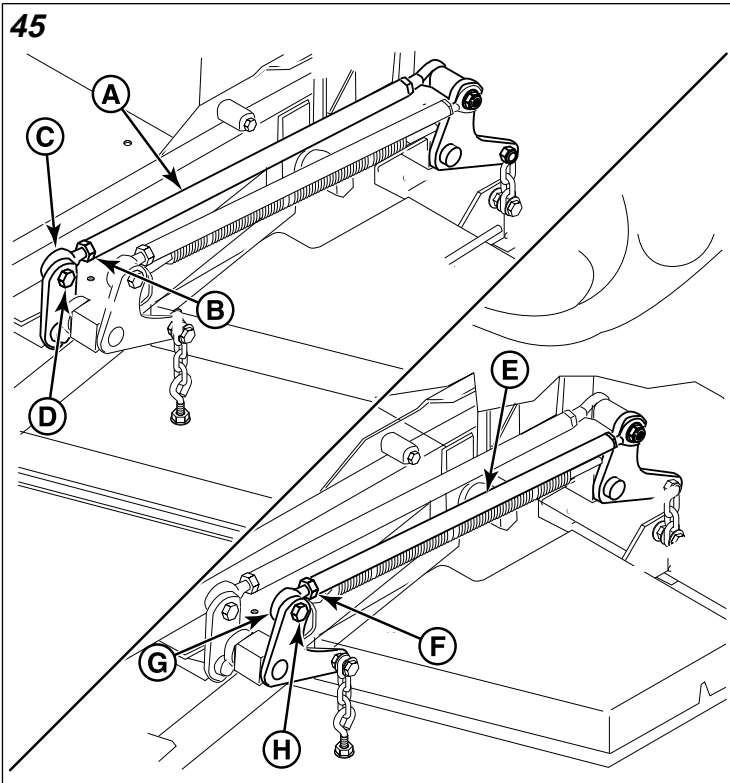
4. If the measurements for the inner rods are equal, and the measurements for the outer rods are equal, no further adjustment is required. If the measurements are NOT equal (greater than 1/8" (3,17 mm) difference), adjustment is required, continue with Adjusting the Deck Lift Rod Timing.

### Adjusting the Deck Lift Rod Timing

1. Lock the deck lift pedal in the 5" (12,7cm) position. Remove the height adjustment pin (A, Figure 44) and lower the mower deck.



2. To ensure that the deck is in the lowest position, push the pedal by hand towards the rear of the unit and install the height adjustment pin in the 3" (7.6 cm) position to hold in place.
3. Block up the mower deck until all hanger chains are slack.
4. To adjust the inner lift rod (A, Figure 45): Loosen the jam nut (B) on the front ball joint (C) then remove the 1/2" hardware (D) fastening the ball joint to the lift pivot arm. Turn the ball joint **clockwise** to shorten the distance between the rod pivots or **counter-clockwise** to lengthen the distance between the rod pivots. Reinstall the ball joint on the lift pivot arm and secure with the 1/2" hardware previously removed. Tighten the jam nut against the lift rod.



5. To adjust the outer lift rod (E): Loosen the jam nut (F) on the front ball joint (G) then remove the 1/2" hardware (H) fastening the ball joint to the lift pivot arm. Turn the ball joint **clockwise** to shorten the distance between the rod pivots or **counter-clockwise** to lengthen the distance between the rod pivots. Reinstall the ball joint on the lift pivot arm and secure with the 1/2" hardware previously removed. Tighten the jam nut against the lift rod.
6. Remove blocks from under the mower deck.
7. Remove the cutting height adjustment pin from in front of the deck lift pedal arm. Lift mower deck and reinstall adjustment pin in desired mowing height.

## Deck Leveling Adjustment

Before adjusting the deck level, the deck lift rod timing must be checked and/or adjusted.

### Determining if the Deck Leveling Needs to be Adjusted

1. Park the unit on a flat, level surface. Disengage the PTO, engage the parking brake, turn the ignition switch to OFF, and remove the ignition key.
2. Lock the deck lift pedal in the TRANSPORT position. Place the cutting height adjustment pin in the 4" position and lower the deck lift pedal until the deck lift arm contacts the cutting height adjustment pin.
3. Verify that the tires are inflated to the correct pressure.
4. Verify that the mower blades are flat, and not bent or broken. A bent or broken blade must be replaced.



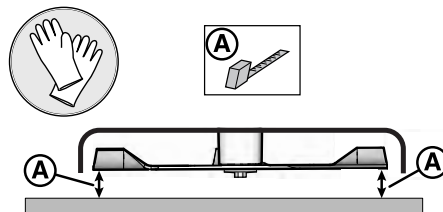
### WARNING

**Avoid Injury! Mower blades are sharp.**

Always wear gloves when handling blades or working near blades.

5. See Figure 46. Position the outside mower blades so they face front-to-back.

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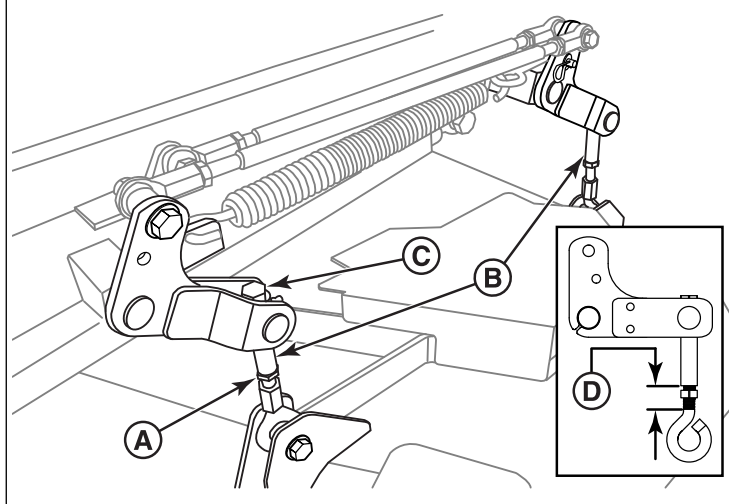
6. Measure the front tip (A, Figure 46) of the blade from the cutting edge to the ground.
7. Measure the rear tip (A) of the blade from the cutting edge to the ground.
8. Repeat the process on the other side of the machine.
  - the front measurements should equal 4" (10,2 cm).
  - the rear measurements should equal 4-1/4" (10,8 cm)

If the measurements do not equal the measurements as listed above, adjust the deck leveling.

### Deck Leveling Procedure

1. Place the deck height adjustment pin in the 4" (10,2 cm) position.
2. Loosen the jam nut (A, Figure 47) on the deck linkages (B).

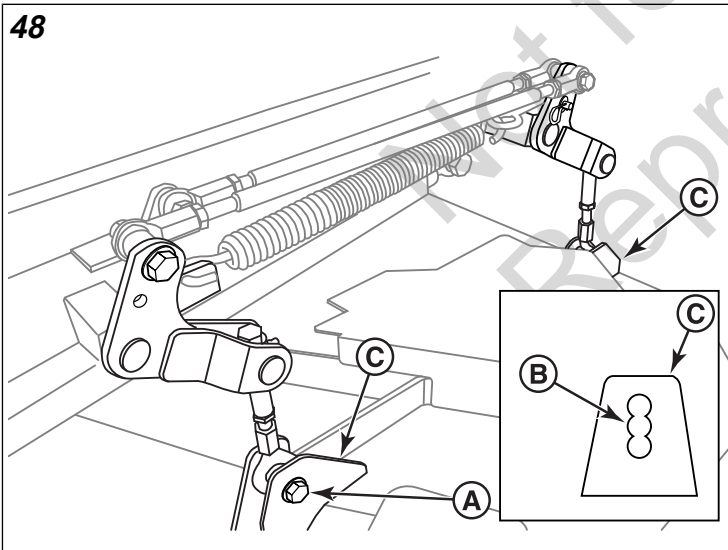
47



3. Turn the hex adjusters on the deck linkages (C) **clockwise** to raise the mower deck or **counter-clockwise** to lower the mower deck.

**Note:** If you are lowering the mower deck measure the amount of visible threads (D) on the deck linkages. If the amount of visible threads shown reaches 2" (5,1 cm) for the front linkages or 1-1/2" (3,8 cm) for the rear linkages, do not lower the mower deck by adjusting the deck linkage any further.

4. Re-check the measurements from the tips of the mower blades to the ground. The front measurements should equal 4" (10,2 cm) and the rear measurements should equal 4-1/4" (10,8 cm).
  - if the measurements are correct, tighten the jam nuts on the deck linkages. The adjustment procedure is complete.
  - If the measurements are not correct, the hole that the deck linkage is mounted in on the mower deck will have to be changed.
5. Place blocking underneath all four corners of the mower deck.
6. Re-position the hardware (A, Figure 48) that secures the deck linkage to the mower deck.
  - If the mower deck was being raised when it was unable to achieve the correct measurements, position the hardware in the next lower hole (B) in the mower deck mount (C).
  - If the mower deck was being lowered when it was unable to achieve the correct measurements, position the hardware in the next higher hole in the mower deck mount.



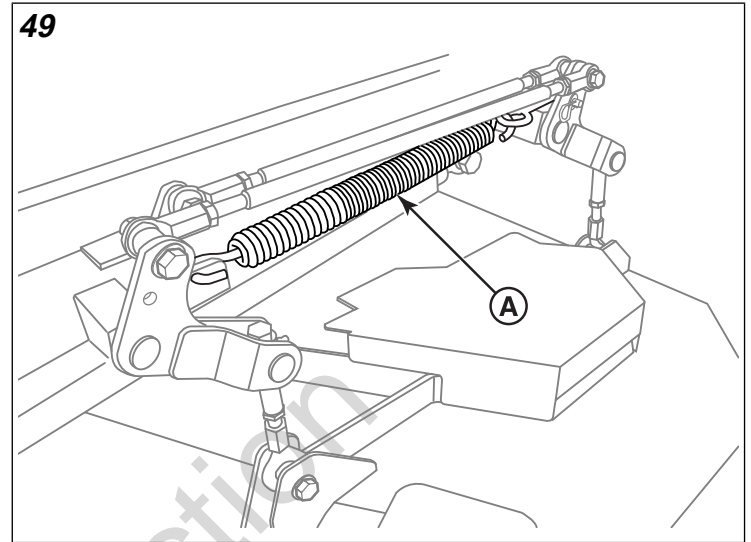
7. Remove the blocking from under the mower deck.
8. Re-check the measurements from the tips of the mower blades to the ground. The front measurements should equal 4" (10,2 cm) and the rear measurements should equal 4-1/4" (10,8 cm).
  - if the measurements are correct, tighten the jam nuts on the deck linkages. The adjustment procedure is complete.

- If the measurements are not correct, turn the hex adjusters on the deck linkages until the measurements are correct.

9. Tighten the jam nuts on the deck linkages.

## Deck Lift Assist Springs

Some models are equipped with deck lift assist springs (A, Figure 49) that assist the operator in raising the mower deck with the deck lift pedal. The deck lift assist springs are factory set to provide optimal lifting performance.



Although it is fastened with a multi-position anchor, this is **not** an adjustment point.

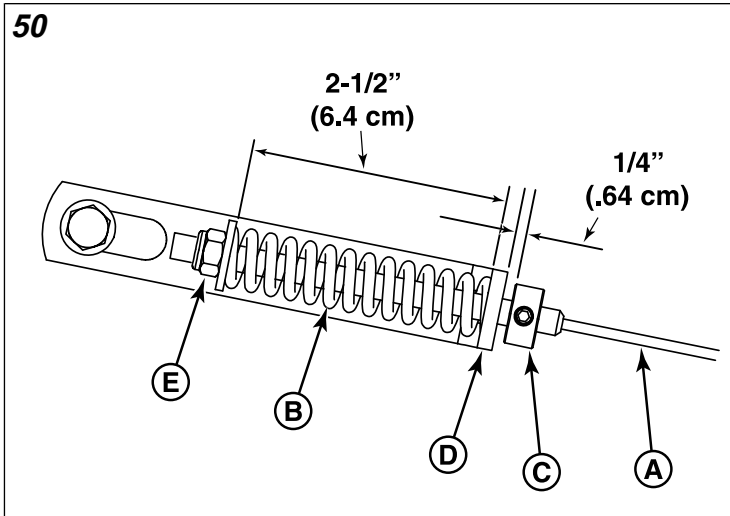
Do NOT attempt to adjust the spring length or lifting performance will be compromised.

## Parking Brake Adjustment

The parking brake mechanism consists of two parking brake cables (A, Figure 50 & Figure 51) that connect the parking brake cable shaft to the parking brake control arms on the transmissions. There is a parking brake spring (B, Figure 50 & Figure 51) on each parking brake cable. The left-hand side parking brake cable (A, Figure 50) is located underneath the seat plate by the parking brake shaft. The right-hand parking brake cable (A, Figure 51) is located underneath the engine deck by the right-hand transmissions parking brake control arm. The position of the parking brake cables is factory preset and should not be changed for parking brake adjustment procedures. The adjustment is achieved by changing the compressed spring length of the parking brake spring.

1. Park the machine on a flat, level surface such as a concrete floor. Engage the parking brake, disengage the PTO, turn the ignition switch to OFF, and remove the key from the ignition. Chock the tires.
2. Raise the seat plate to gain access to the left-hand parking brake spring (B, Figure 50).

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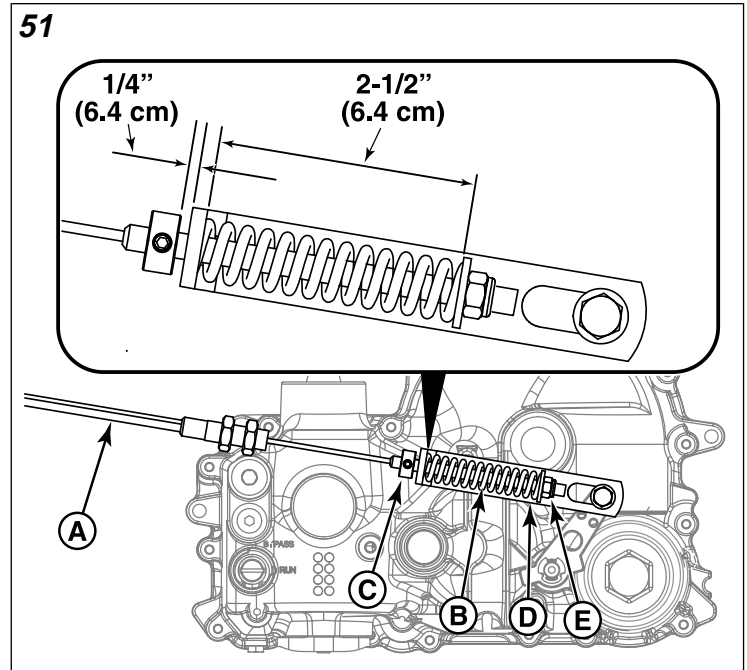
3. With the parking brake engaged measure the left-hand side parking brake spring. The left hand parking brake spring should measure 2-1/2" (6.4 cm) when compressed.
4. If the length of the left hand spring does not measure 2-1/2" (6.4 cm), the length of the spring will need to be adjusted.
5. Disengage the parking brake.
6. Loosen the set collar (C) and slide it away from the back of the parking brake spring bracket (D).

**CAUTION**

Do not adjust the left-hand parking brake spring to be shorter than 2-1/4" (5.72 cm) when compressed. This may damage the spring mechanism.

7. Turn the adjustment nut (E) to compress or release the spring.
8. Engage the parking brake and re-measure the spring. Continue this process until the compressed length measures 2-1/2" (6.4 cm).
9. With the parking brake engaged position the set collar 1/4" (.64 cm) away from the parking brake spring bracket and tighten.
10. Locate the right-hand parking brake spring (A, Figure 51) located by the right-hand transmission. With the parking brake engaged measure the right-hand side parking brake spring. The right-hand parking brake spring should measure 2-1/2" (6.4 cm) when compressed.

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11. If the length of the right-hand spring does not measure 2-1/2" (6.4 cm), the length of the spring will need to be adjusted.
12. Disengage the parking brake.
13. Loosen the set collar (C) and slide it away from the back of the parking brake spring bracket (D).

**CAUTION**

Do not adjust the right-hand parking brake spring to be shorter than 2-1/4" (5.72 cm) when compressed. This may damage the spring mechanism.

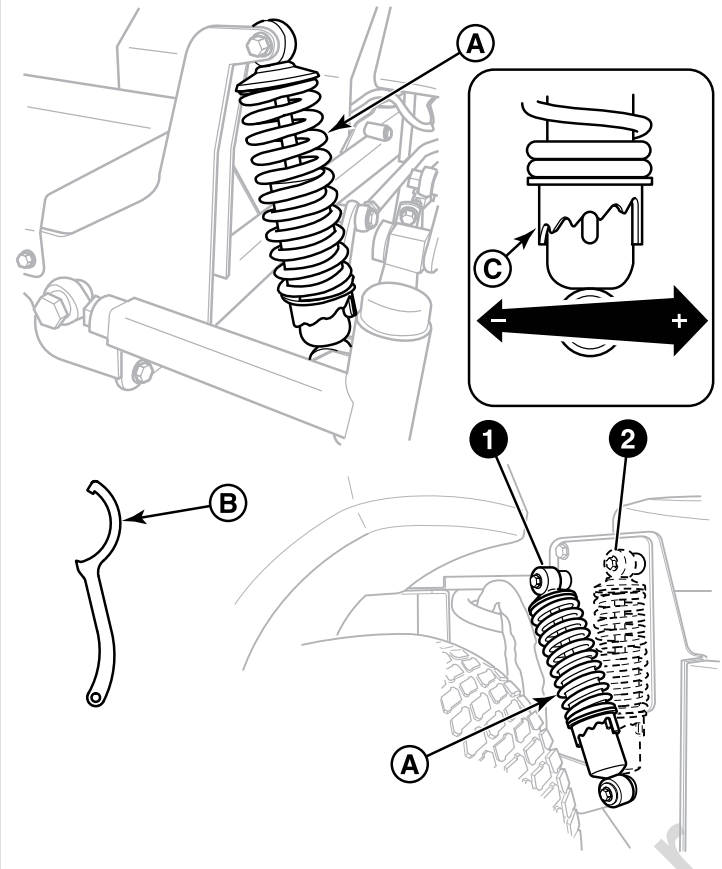
14. Turn the adjustment nut (E) to compress or release the spring.
15. Engage the parking brake and re-measure the spring. Continue this process until the compressed length measures 2-1/2" (6.4 cm).
16. With the parking brake engaged position the set collar 1/4" (.64 cm) away from the parking brake spring bracket and tighten.

**If this does not correct the braking problem, see your dealer.**

## Suspension Adjustment

The shock assemblies (A, Figure 52) can be adjusted in two ways to allow the operator to customize the ride according to the operator's weight and/or operating conditions. You have the option of adjusting the spring pre-load and/or the upper mounting position.





#### Items to consider be adjusting the suspension:

- Less spring pre-load should be used with light weight operators, which will provide a softer, more cushioned ride.
- More spring pre-load should be used with heavy weight operator's, which will provide a stiffer, more rigid ride.

#### To Adjust the Spring Pre-load:

1. Park the machine on a flat, level surface. Disengage the PTO, stop the engine, and engage the parking brake.
2. Chock the front wheels to prevent the machine from rolling. Raise the rear of the machine and secure with jack stands.
3. Remove the rear drive tires.

*Note:* Spring loaded components can kick back causing injury. Use two hands when adjusting the shock springs. This will prevent the wrench from slipping while pressure is being applied.

4. Using the supplied spanner wrench (p/n 5022853) (B, Figure 52), insert the tip of the wrench into the notch in the pre-load adjuster. While holding the wrench in place with one hand, turn **counter-clockwise** to increase the pre-load, turn **clockwise** to decrease the pre-load. Make sure both shocks are set to the same amount of pre-load.
5. Re-install the rear drive tires. Torque the lug bolts to 85-95 ft.lbs. (115-129 Nm). Remove the jack stands from under the machine.

#### To Adjust the Upper Mounting Position (Rear Shocks):

1. Park the machine on a flat, level surface. Engage the parking brake, disengage the PTO, turn the ignition switch to OFF, and remove the key from the ignition.
2. Chock the front wheels to prevent the machine from rolling. Raise the rear of the machine and secure with jack stands. The jack stands must be under the bumper of the machine.
3. Position the jack underneath the rear cross member of the transmission cradle and slowly raise the rear suspension to relieve the pressure on the upper shock mounting bolts.
4. Remove the upper shock mounting hardware and pivot the shock to the position labelled #2 in figure 52. Adjust the jack to align the shock mounts to shocks.
5. Remove the jack from under the transmission cradle.
6. Remove the jack stands from underneath the machine.

#### Electric PTO Clutch Adjustment



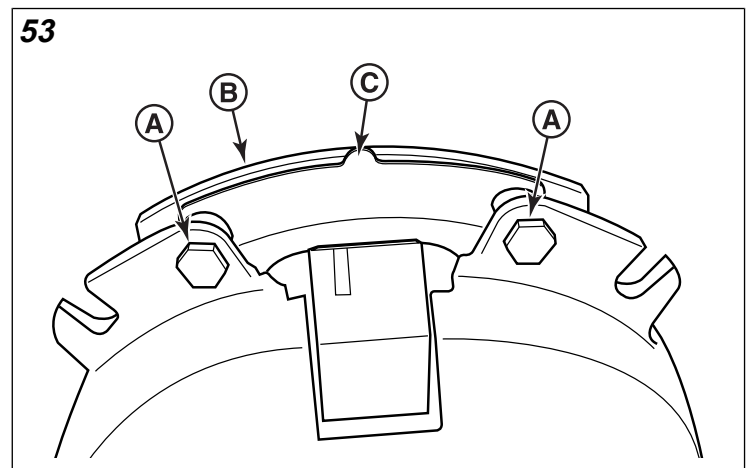
#### WARNING

To avoid serious injury, perform adjustments only with the engine stopped, the ignition key removed, and the unit parked on level ground.

Check the electric PTO clutch adjustment after the initial 25 hour break-in period and then after every 100 hours of operation. If the electric PTO clutch is slipping or the electric PTO clutch will not engage, the air gap can be adjusted by removing the re-gap shim to allow the electric PTO clutch to function.

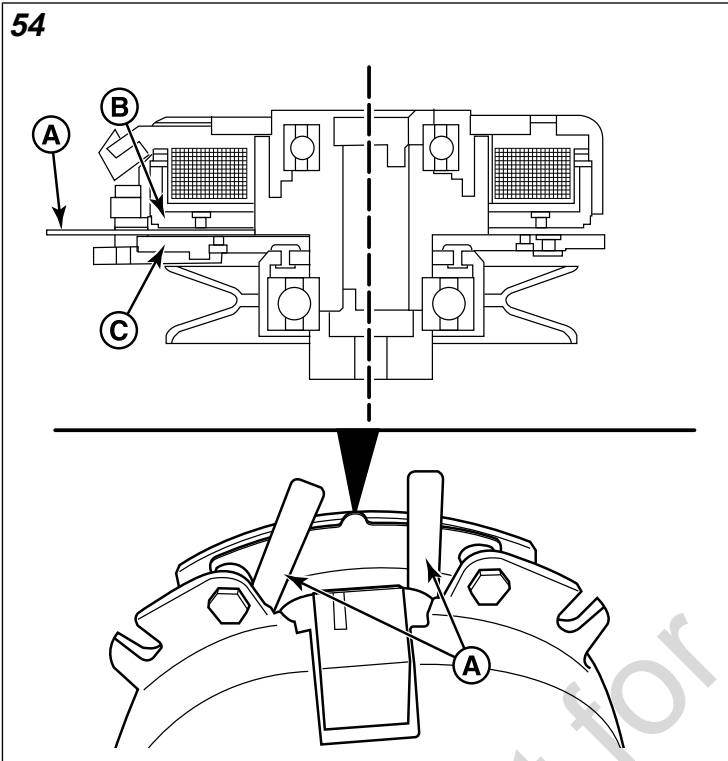
1. Loosen both brake mounting bolts (A, Figure 53) 1/2 to 1 full turn as shown in Figure 53.

*Note:* Do not remove the brake pole (B) from the electric PTO clutch. The brake pole **must** remain in the correct position to ensure proper brake torque.



2. Using needle nose pliers, grasp the tab of the re-gap shim (C) and remove the re-gap shim from the electric PTO clutch.
3. Re-torque each brake mounting bolt to 10 ft. lbs. (13,5 Nm).

4. Using a .010" thick feeler gauge (A, Figure 54), verify that the gap is present between the rotor (B) and armature face (C) on both sides of the brake pole as shown in Figure 54.
  - If the gap is less than .010, the electric PTO clutch will need to be replaced;
  - If sufficient gap is present, proceed to the **Blade Brake Check** procedure.



### Blade Brake Check

Mower blades and mower deck drive belt should come to a complete stop within seven (7) seconds after electric PTO switch is turned off.

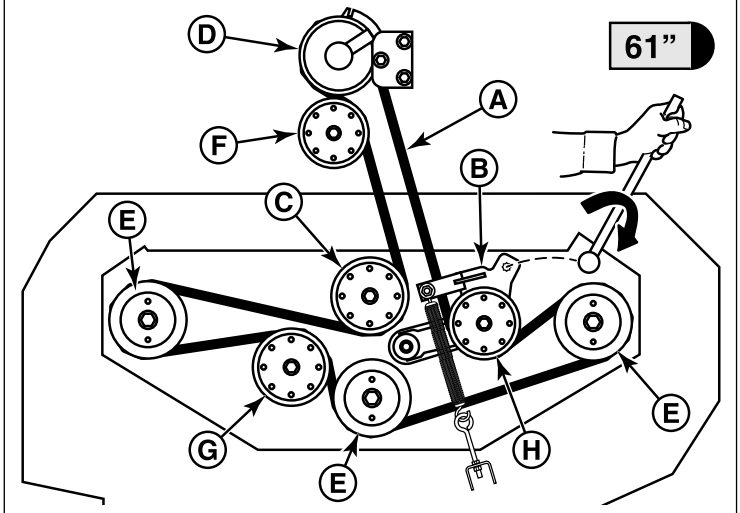
1. With parking brake engaged, PTO disengaged and an operator in the seat, start the engine.
2. Have an assistant observe the mower drive belt through the open end of the left-hand arbor cover. Engage the PTO and wait several seconds. Disengage the PTO and check the amount of time it takes for the mower drive belt to stop.
3. If the mower drive belt does not stop within seven (7) seconds, perform the **Electric PTO Clutch Adjustment**. If the belt still does not stop within seven (7) seconds, see your dealer.

### Mower Deck Drive Belt Replacement

*Note:* To avoid damaging belt, do not pry over pulleys.

1. Park the mower on a smooth level surface such as a concrete floor. Disengage the PTO, engage the parking brake, turn off the engine and remove the ignition key.
2. Lower the mower deck to its lowest cutting position and remove the mower deck guards and floor pan to gain access to the mower deck drive belt (A, Figure 55).

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### WARNING

Use extreme caution when rotating the idler arm with the breaker bar, due to the increased tension in the spring as the idler arm is being rotated. Injury may result if the breaker bar is prematurely released while the spring is under tension.

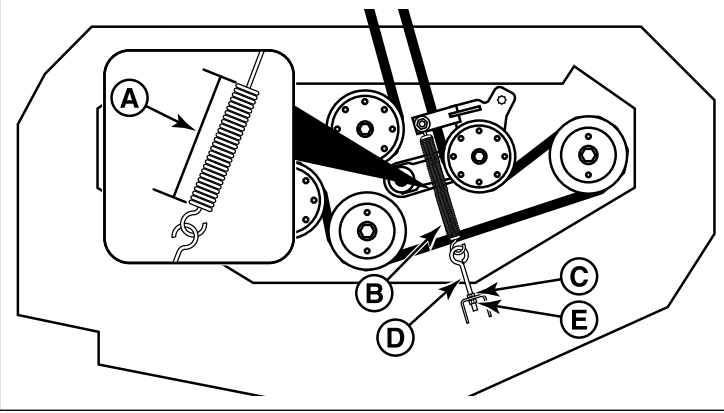
3. Using a 1/2" breaker bar, place the square end in opening located in the idler arm (B) and rotate the idler arm **counter-clockwise**, which will relieve the tension on the belt exerted from the idler arm.
4. Slide the drive belt over the edge of the rear stationary pulley (C). Carefully release the tension on the breaker bar.
5. Remove the old belt and replace with a new one. Make sure that the V-side of the belt runs in the pulley grooves.
6. Install the drive belt so that the V-side of the belt runs in the pulley grooves of the PTO pulley (D) and the spindle pulleys (E), and that the flat side of the belt contacts the face of the rear guide pulley (F), the front stationary pulley (G), and the adjustable idler pulley (H).
7. Carefully rotate the breaker bar **counter-clockwise** and install the belt on the rear stationary idler pulley so that the flat side of the belt contacts the face of the pulley.
8. Carefully release the tension on the breaker bar.

### Check the Mower Deck Drive Belt Idler Tensioning Spring Length

1. Set the mower deck to the 3-1/2" (8.9 cm) cutting height.
2. Measure the coil-to-coil length (A, Figure 56) of the mower belt idler tensioner spring (B). The measurement should equal 11-1/4" (28,6 cm). If not, perform the *Adjust the Mower Deck Drive Belt Idler Tensioning Spring Length* procedure.



56



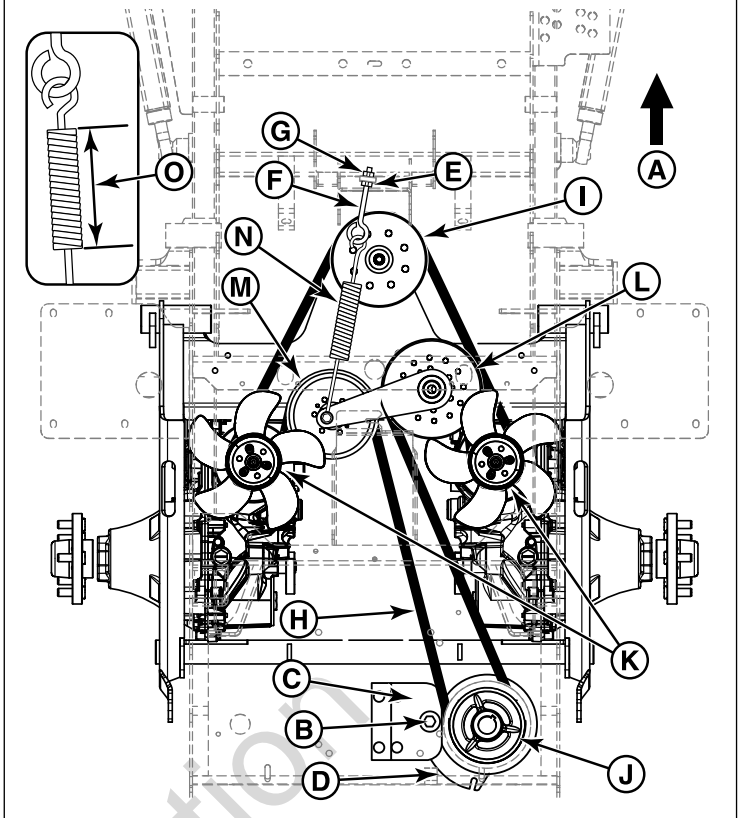
### Adjust the Mower Deck Drive Belt Idler Tensioning Spring Length

1. Loosen the jam nut (C, Figure 56) on the eye bolt (D).
2. Turn the adjustment nut (E) until the coil-to-coil measurement of 11-1/4" (28,6 cm) is achieved.
3. Re-tighten the jam nut.
4. Re-install the mower deck guards and floor pan.
5. Run the mower under no-load condition for about five (5) minutes to break in the new belt.

### Transmission Drive Belt Replacement

Figure 57 depicts the transmission drive belt setup as seen from the top side of the unit and the arrow (A, Figure 57) indicates the front of the unit.

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1. Park the zero-turn riding mower on a smooth, level surface such as a concrete floor. Disengage the PTO, engage the parking brake, turn off the ignition, and remove the key.
2. Remove the mower deck drive belt. See Mower Deck Drive Belt Replacement for removal instructions.
3. Remove the hardware (B) that secures the clutch anchor pad (C) to the PTO clutch (D) and disconnect the wire harness from the PTO clutch.



#### WARNING

**STORED ENERGY DEVICE:** Improper release of the belt tension spring can result in personal injury. Use extreme caution when removing the spring.

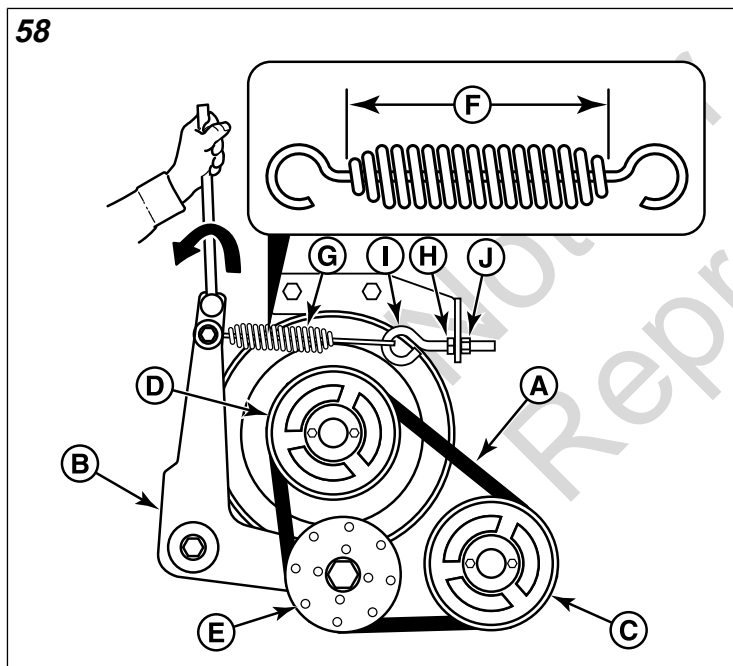
4. Loosen the jam nut (E) on the spring anchor eye bolt (F).
5. Loosen the adjustment nut (G) on the spring anchor eye bolt to release the majority of the belt tension. Use caution to remove the nut to completely release the tension.
6. Remove the old belt from the unit (H). It is easiest if the belt is removed from the front stationary idler pulley (I) first and then all the other pulleys. In order to completely remove the belt from the machine the hardware that secures the rear guide pulley (F, Figure 55) to the unit may need to be loosened.
7. Install the new belt onto the unit (H, Figure 57). Make sure that the V-side of the belt runs in the grooves of the crankshaft drive pulley (J) and the transaxle pulleys (K) and that the flat side of the belt contacts the face of the right-side

stationary idler pulley (L) and the adjustable idler pulley (M). Install the belt onto the front stationary idler pulley last, making sure that the V-side of the belt fits into the pulley grooves. If you loosened the hardware that secures the rear guide pulley (F, Figure 55) to the unit re-tighten it now.

8. Re-install the spring anchor eye bolt into the spring anchor tab and loosely fasten the adjustment nut.
9. Tighten the nut until the spring (N, Figure 57) achieves a coil-to-coil measurement (O) of 7" (17,8 cm).
10. Tighten the jam nut.
11. Re-install the clutch anchor pad to the PTO clutch and secure using the hardware previously removed. Reconnect the wire harness to the PTO clutch.
12. Re-install the mower belt. See *Mower Deck Drive Belt Replacement* for re-installation instructions.

## Gearbox Drive Belt Replacement

1. Park the zero-turn rider on a smooth, level surface such as a concrete floor. Engage the parking brake, disengage the PTO, turn the ignition switch to OFF, and remove the key from the ignition.
2. Raise the hood to gain access to the gearbox drive belt (A, Figure 58) located on the rear of the engine.



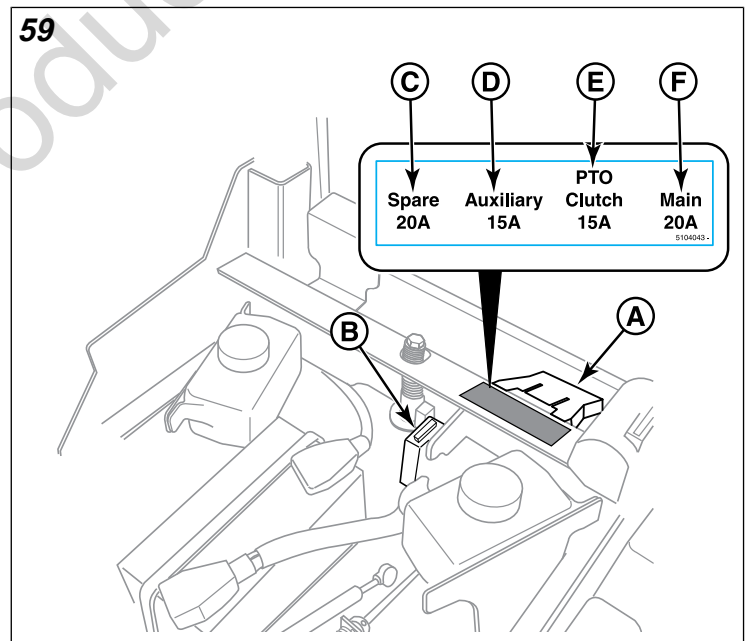
3. Using a 1/2" breaker bar, place the square end in the square hole located in the end of the idler arm (B). Carefully rotate the breaker bar **counter-clockwise**, which will relieve the tension exerted from the idler arm.
4. Slide the gearbox drive belt over the edge of the gearbox pulley (C). Carefully release the tension on the breaker bar.
5. Remove the old gearbox drive belt and replace with a new one. Make sure that the V-sides of the belt runs in the pulley grooves.

6. Install the new gearbox drive belt on the crankshaft pulley (D) and the lower stationary pulley (E). Carefully rotate the breaker bar **counter-clockwise** and install the belt on the gearbox pulley. Carefully release the tension on the breaker bar.
7. Measure the coil-to-coil length (F) of the tensioning spring (G). The measurement should equal 5-7/8" (14,9 cm). If the measurement does not equal 5-7/8" (14,9 cm), the coil-to-coil length of the spring must be adjusted.
8. Loosen the jam nut (H) on the spring anchor eye bolt (I).
9. Turn the adjustment nut (J) until the coil-to-coil measurement of the tensioning spring equals 5-7/8" (14,9 cm).
10. Re-tighten the jam nut.
11. Close the hood and secure with the hood latches.
12. Run the mower under no-load condition for about five (5) minutes to break in the new belt.

## Fuse Identification and Location

This unit is equipped with a fuse block (A, Figure 59) that houses four fuses and a separate 40 amp fuse (B).

The fuse block is located on the left hand of the machine and is bolted to the back of the frame rail directly in front of the radiator screen. The separate 40 amp fuse is located on the opposite side of the frame rail by the left transmission oil reservoir.



- B. **Main Power:** 40 amp fuse
- C. **Spare:** 20 amp fuse
- D. **Auxiliary:** 15 amp fuse
- E. **PTO Clutch:** 15 amp fuse
- F. **Main:** 20 amp fuse

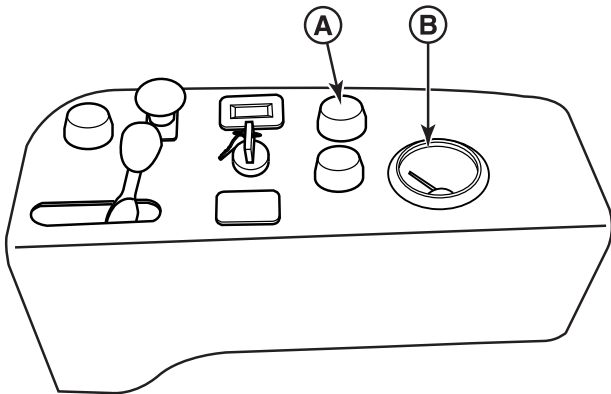
## Deck Shut Down Module

This unit is equipped with a deck shut down module that will automatically shut down the mower deck if the engine loses oil pressure or begins to overheat.

### What to do if the deck shuts down during operation:

- Immediately check your dash panel to see if the oil pressure indicator lamp (A, Figure 60) is lit or the water temperature gauge (B) is reading a high temperature.

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### If the oil pressure indicator lamp is lit:

- Shut the unit off immediately and see your dealer.

### If the water temperature gauge reads a high temperature:

- Move the ground speed control levers to the neutral position, disengage the PTO switch, engage the parking brake and reduce to half throttle speed. Leave the engine running so the radiator fan will continue to run and coolant will continue to circulate.
- Check the engine coolant level. See *Check Engine Coolant Level*. Add coolant if necessary.
- Check to see if the radiator screen is dirty or plugged. See *Clean Radiator & Screen*. Clean radiator screen if necessary.
- If these procedures do not cause the engine to begin to cool down, shut the unit off and see your dealer.

### After the Problem has been resolved:

- The PTO switch must be disengaged before it can be re-engaged.

## Battery Maintenance

This unit is equipped with a maintenance-free BCI51 battery.



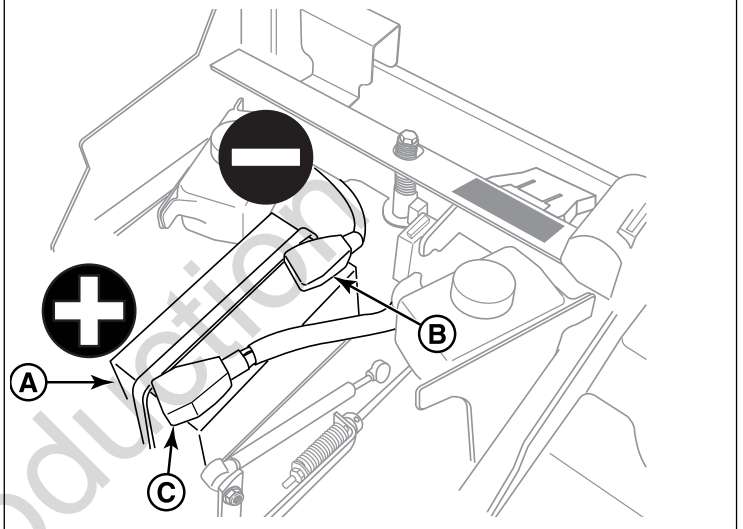
### Keep open flames and sparks away from the battery

- Be careful when handling the battery.
- Avoid spilling electrolyte.
- Keep flames and sparks away from the battery.
- When removing or installing battery cables, disconnect the negative cable FIRST and reconnect it LAST. If not done in this order, the positive terminal can be shorted to the frame by a tool.

### Cleaning the Battery and Cables

1. Raise the seat plate to gain access to the battery (A, Figure 61)

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2. Disconnect the cables from the battery, negative [-] cable first (B).
3. Clean the battery terminals and cable ends with a wire brush until shiny.
4. Reinstall the battery and reattach the battery cables, positive [+] cable first (C).
5. Coat the cable ends and the battery terminals with petroleum jelly or non-conducting grease.

## Battery Service



Keep open flames and sparks away from the battery; the gasses coming from it are highly explosive. Ventilate the battery well during charging.

### Checking Battery Voltage

A voltmeter can be used to determine condition of battery. When engine is off, the voltmeter shows battery voltage, which should be 12 volts. When engine is running, the voltmeter shows voltage of charging circuit which normally is 13 to 14 volts.

A dead battery or one too weak to start the engine may not mean the battery needs to be replaced. For example, it may mean that the alternator is not charging the battery properly. If there is any doubt about the cause of the problem, see your dealer. If you need to replace the battery, follow the steps under Cleaning the Battery & Cables in the Regular Maintenance Section.

### Charging a Completely Discharged Battery



#### WARNING

- Do NOT charge battery with key switch ON.
  - Never use a quick battery charger to start engine.
  - Always disconnect negative (-) battery cable before charging battery,
1. Be aware of all the safety precautions you should observe during the charging operation. If you are unfamiliar with the use of a battery charger and hydrometer, have the battery serviced by your dealer.
  2. Add distilled water sufficient to cover the plate (fill to the proper level near the end of the charge). If the battery is extremely cold, allow it to warm before adding water because the water level will rise as it warms. Also, an extremely cold battery will not accept a normal charge until it becomes warm.
  3. Always unplug or turn the charger off before attaching or removing the clamp connections.
  4. Carefully attach the clamps to the battery in proper polarity (usually red to [+] positive and black to [-] negative).
  5. While charging, periodically measure the temperature of the electrolyte. If the temperature exceeds 125° F (51.6° C), or if violent gassing or spewing of electrolyte occurs, the charging rate must be reduced or temporarily halted to prevent battery damage.
  6. Charge the battery until fully charged (until the specific gravity of the electrolyte is 1.250 or higher and the electrolyte temperature is at least 60° F). The best method of making certain a battery is fully charged, but not over charged, is to measure the specific gravity of a cell once per hour. The battery is fully charged when the cells are gassing freely at low charging rate and less than 0.003 change in specific gravity occurs over a three hour period.

### Jump Starting With Auxiliary (Booster) Battery

Jump starting is not recommended. However, if it must be done, follow these directions. Both booster and dis-charged batteries should be treated carefully when using jumper cables. Follow the steps below EXACTLY, being careful not to cause sparks. Refer to Figure 62.

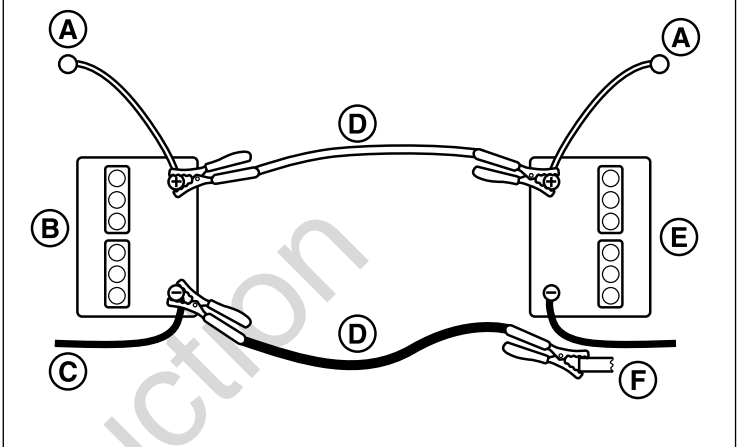


#### WARNING

For your personal safety, use extreme care when jump starting. Never expose battery to open flame or electric spark – battery action generates hydrogen gas which is flammable and explosive. Do not allow battery acid to contact skin, eyes, fabrics, or painted surfaces. Batteries contain a sulfuric acid solution which can cause serious personal injury or property damage.

To avoid engine damage, do not disconnect battery while engine is running. Be sure terminal connections are tight before starting.

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This hook-up is for negative grounded vehicles.	
Callout	Description
A	To Starter Switch
B	Starting Vehicle Battery
C	To Ground
D	Jumper Cable
E	Discharged Vehicle Battery
F	Engine Block
Make sure vehicles do not touch.	

1. Both batteries must be of the same voltage.
2. Position the vehicle with the booster battery adjacent to the vehicle with the discharged battery so that booster cables can be connected easily to the batteries in both vehicles. Make certain vehicles do not touch each other.
3. Wear safety glasses and shield eyes and face from batteries at all times. Be sure vent caps are tight. Place damp cloth over vent caps on both batteries.
4. Connect positive (+) cable to positive post of discharged battery (wired to starter or solenoid).
5. Connect the other end of same cable to same post marked positive (+) on booster battery.
6. Connect the second cable negative (-) to other post of booster battery.
7. Make final connection on engine block of stalled vehicle away from battery. Do not lean over batteries.

8. Start the engine of the vehicle with the booster battery. Wait a few minutes, then attempt to start the engine of the vehicle with the discharged battery.
9. If the vehicle does not start after cranking for ten (10) seconds, STOP PROCEDURE. More than ten (10) seconds seldom starts the engine unless some mechanical adjustment is made. Allow a sixty (60) second cool down period between starting attempts. Failure to follow these guidelines can burn out starter motor.
10. After starting, allow the engine to return to idle speed. Remove the cable connection at the engine or frame. Then remove the other end of the same cable from the booster battery.
11. Remove the other cable by disconnecting at the discharged battery first and then disconnect the opposite end from the booster battery.
12. Discard the damp cloths that were placed over the battery vent caps.



Any procedure other than the preceding could result in:

- (a) personal injury caused by electrolyte squirting out the battery vents,
- (b) personal injury or property damage due to battery explosion,
- (c) damage to the charging system of the booster vehicle or of the immobilized vehicle.

Do not attempt to jump start a vehicle having a frozen battery because the battery may rupture or explode. If a frozen battery is suspected, examine all fill vents on the battery. If ice can be seen or if the electrolyte fluid cannot be seen, do not attempt to start with jumper cables as long as the battery remains frozen.

## Troubleshooting

While normal care and regular maintenance will extend the life of your equipment, prolonged or constant use may eventually require that service be performed to allow it to continue to operating properly.

This troubleshooting guide lists the most common problems, their causes and remedies.

Refer to **Maintenance Procedures** for instructions on how to perform most of these minor adjustments and service repairs yourself. If you prefer, all of these procedures can be performed for you by your local authorized dealer.



Remove ignition key prior to performing maintenance on the unit.

To avoid serious injury, perform maintenance on the unit or mower deck only when the engine is stopped and the parking brake is engaged.

Always remove the ignition key, disconnect the spark plug wire(s) and fasten it away from the plug(s) before beginning the maintenance, to prevent accidental starting of the engine.

## Troubleshooting Charts

### Troubleshooting the Zero-Turn Rider

<b>Problem: Engine will not turnover or start.</b>	
Cause	Remedy
Parking brake not engaged.	Engage parking brake.
PTO (electric clutch) switch in ON position.	Place in OFF position.
Ground Speed Control Levers are not in the NEUTRAL position.	Position the Ground Speed Control Levers into the NEUTRAL position.
Out of fuel.	If engine is hot, allow it to cool, then refill the fuel tank. Prime the fuel system.
Glow plugs are not pre-heated.	Pre-heat the glow plugs.
Fuse blown.	Replace fuse.
Battery terminals require cleaning.	Clean the battery terminals.
Battery discharged or dead.	Recharge or replace
Wiring loose or broken.	Visually check wiring & replace broken or frayed wires. Tighten loose connections.
Solenoid or starter motor faulty.	See authorized service dealer.
Safety interlock switch faulty	Replace as needed. See authorized service dealer.
Water in fuel.	Drain fuel and replace with fresh fuel.
Gas is old or stale.	Drain fuel and replace with fresh fuel.

<b>Problem: Engine starts hard or runs poorly.</b>	
Cause	Remedy
Fuel mixture too rich.	Clean air filter.
Air in the fuel system.	Prime the fuel system.

<b>Problem: Engine knocks.</b>	
Cause	Remedy
Low oil level.	Check / Add oil as required.
Using wrong grade oil.	See engine manual.

<b>Problem: Excessive oil consumption.</b>	
Cause	Remedy
Engine running too hot.	Clean radiator screens and air cleaner.
Using wrong weight oil.	See engine manual.
Too much oil in crankcase.	Drain excess oil.

<b>Problem: Engine exhaust is black.</b>	
Cause	Remedy

<b>Problem: Engine exhaust is black.</b>	
Dirty air filter.	Replace air filter. See engine manual.
Air in the fuel system.	Prime the fuel system.

<b>Problem: Engine loses power.</b>	
Cause	Remedy
Malfunction in the Altitude Module or Altitude Solenoid.	See your dealer.
Unit is being operated in a high altitude environment.	Normal function of the engine is to limit horsepower in high altitude environments. See engine manual.

<b>Problem: Engine runs but mower will not drive.</b>	
Cause	Remedy
Transmission release valve(s) in "bypass" position.	Turn valves to "run" position.
Belt is broken.	See <i>Transmission Drive Belt Replacement</i> .
Drive belt slips.	See problem and cause below.
Brake is not fully released.	See authorized service dealer.

<b>Problem: Unit drive belt slips.</b>	
Cause	Remedy
Pulleys or belt greasy or oily.	Clean as required.
Tension too loose	Adjust spring tension. See <i>Transmission Drive Belt Replacement</i> .
Belt stretched or worn	Replace belt.

<b>Problem: Brake will not hold.</b>	
Cause	Remedy
Brake is incorrectly adjusted.	See <i>Parking Brake Adjustment</i> .
Brake pads worn.	Replace with new brake pads.

<b>Problem: Unit steers or handles poorly.</b>	
Cause	Remedy
Steering linkage is loose.	Check and tighten any loose connections.
Improper tire inflation	See <i>Checking Tire Pressures</i> .

## Troubleshooting the Mower

<b>Problem: Mower will not raise.</b>	
Cause	Remedy
Lift linkage not properly attached or damaged.	See authorized dealer.

<b>Problem: Engine stalls easily with mower engaged.</b>	
Cause	Remedy
Engine speed too slow.	Set to full throttle.
Ground speed too fast.	Decrease ground speed.
Cutting height set too low.	Increase the cutting height.
Discharge chute jamming with cut grass.	Cut grass with discharge pointing towards previously cut area.

<b>Problem: Excessive mower vibration.</b>	
Cause	Remedy
Blade mounting bolts are loose.	Tighten to 70 ft.lbs. (94 Nm)

<b>Problem: Excessive mower vibration.</b>	
Mower blades, arbors, or pulleys are bent.	Check and replace as necessary.
Mower blades are out of balance.	Remove, sharpen, and balance blades. See <i>Servicing the Mower Blades</i> .
Belt installed incorrectly.	Reinstall belt correctly.

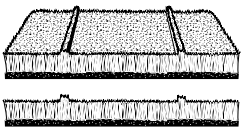
<b>Problem: Excessive belt wear or breakage.</b>	
Cause	Remedy
Bent or rough pulleys.	Repair or replace.
Using incorrect belt.	Replace with correct belt.
Incorrect belt tension.	Adjust to correct tension.

<b>Problem: Drive belt slips or fails to drive.</b>	
Cause	Remedy
Incorrect belt tension.	Adjust to correct tension.
Drive belt is broken.	Replace with new belt.

<b>Problem: Mower does not engage.</b>	
Cause	Remedy
Electrical wiring damage.	Locate & repair damaged wire.
PTO clutch not adjusted.	See <i>Electric PTO Clutch Adjustment</i> section.
Battery voltage too low.	Recharge battery and check alternator. See <i>Battery Service</i> .

<b>Problem: Mower disengages during operation and will not re-engage (See Deck Shut Down Module)</b>	
Cause	Remedy
Unit has overheated.	Allow engine to cool, disengage the mower and then re-engage the mower.
Unit has lost oil pressure.	Shut down unit and see dealer.

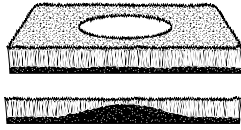
## Troubleshooting Common Cutting Problems

<b>Problem: Streaking</b>	
Streaking is when thin strips of uncut grass are left behind the mower. Streaking is usually caused by operator error or poor blade maintenance.	
	
Cause	Remedy
Blades are not sharp.	Sharpen your blades.
Blades are worn down too far.	Replace your blades.
Engine speed is too slow.	Always mow at full throttle.
Ground speed is too fast.	Slow down.
Deck is plugged with grass.	Clean out the mower.
Not overlapping cutting rows enough.	Overlap your cutting rows
Not overlapping enough when turning.	When turning your effective cutting width decreases—overlap more when turning.



### Problem: Scalping

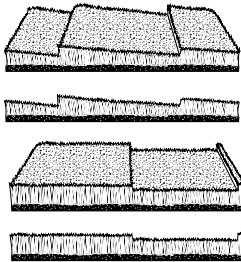
Scalping is when the mower deck comes close to or hits the ground. Scalping can be caused by the mower deck misadjustment, unevenness in the lawn, or by mower deck bouncing because the ground speed is too fast.



Cause	Remedy
Lawn is uneven or bumpy.	Roll or level the lawn.
Mower deck cutting height is set too low.	Raise the cutting height.
Ground speed is too fast.	Slow down.
Deck is not leveled correctly.	Correctly level the deck.
Tire pressure is low or uneven.	Check and inflate the tires.

### Problem: Stepped Cutting

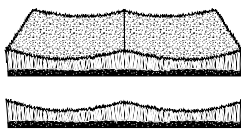
Stepped cutting is sharp ridges or uneven levels left in the lawn surface. Stepped cutting is usually caused by mower deck damage or misadjustment, or damage to the mower blades.



Cause	Remedy
Deck is not leveled correctly.	Level the deck correctly.
Tires are not properly inflated.	Check and inflate the tires.
Blades are damaged.	Replace the blades.
Deck shell is damaged.	Repair or replace the deck.
Mower spindle is bent or loose.	Repair or replace the spindle.
Blades are installed incorrectly.	Reinstall the blades correctly.

### Problem: Uneven Cutting

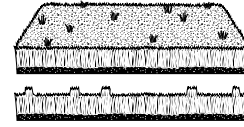
Uneven cutting is waviness or smooth troughs in the lawn surface. Uneven cutting is usually caused by mower deck damage or misadjustment.



Cause	Remedy
Deck is not leveled correctly.	Level the deck correctly.
Blades are dull or worn.	Sharpen or replace the blades.
Blades are damaged.	Replace the blades.
Deck is clogged with grass clippings.	Clean out the deck.
Deck shell is damaged.	Repair or replace the deck.
Mower spindle is bent or loose.	Repair or replace the spindle.
Blades are installed incorrectly.	Reinstall the blades correctly.
Tires are not properly inflated.	Check and inflate the tires.

### Problem: Stringers

Stringers are sparse patches of uncut grass left behind the mower. Stringers are usually caused by operator error or poor blade maintenance.



Cause	Remedy
Blades are not sharp or nicked.	Sharpen your blades.
Blades are worn down too far.	Replace your blades.
Engine speed is too slow.	Always mow at full throttle.
Ground speed is too fast.	Slow down.
Deck is plugged with grass.	Clean out the mower.

## Specifications

*Note:* Specifications are correct at time of printing and are subject to change without notice.

### ENGINE

Fits models: 5901475

24 Gross HP <sup>1</sup> Yanmar	
Make	Yanmar
Model	3TNM74F-SAFS
Displacement	60.60 Cu. in (993 cc)
Electrical System	12 volt, 40 amp alternator; Battery: 500 CCA
Oil Capacity	3.3 US Qt. (3.1 L) w/ filter

**<sup>1</sup>Power Ratings:** Actual sustained equipment horsepower will likely be lower due to operating limitations and environmental factors.

### CHASSIS

Fuel Tank Capacity	11 gallons (41.6 L) total
<b>Rear Wheels</b>	
Tire Size	24 X 12.00 - 12
Inflation Pressure	15 psi (1.03 bar)
<b>Front Wheels</b>	
Tire Size	13 X 6.5 - 6
Inflation Pressure	25 psi (1.72 bar)

### TRANSMISSIONS

LH	1710-1057L
RH	1710-1057R
Type	ZT-4400 Transaxles
Hydraulic Fluid	SAE 20W-50 motor oil
<b>Speeds</b>	
Forward	0-10 MPH (0-16.09 km/h)

Reverse	0-5 MPH (0-8.05 km/h)
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## DIMENSIONS

Overall Length	86-1/4" (219 cm)
Overall Width	63-5/8" (161.6 cm) with discharge chute up 76-7/8" (195.3 cm) with discharge chute down
Height	57" (145 cm) with Roll bar in folded down position 69" (175 cm) with Roll bar in upright position
Weight (aprox.)	1606 lbs (728.5 kg)

# Warranty

## Warranty Statement

BRIGGS & STRATTON WARRANTY POLICY (January 2014)

### LIMITED WARRANTY

Briggs & Stratton warrants that, during the warranty period specified below, it will repair or replace, free of charge, any part that is defective in material or workmanship or both. Transportation charges on product submitted for repair or replacement under this warranty must be borne by purchaser. This warranty is effective for and is subject to the time periods and conditions stated below. For warranty service, find the nearest Authorized Service Dealer in our dealer locator map at [ferrismowers.com](http://ferrismowers.com). The purchaser must contact the Authorized Service Dealer, and then make the product available to the Authorized Service Dealer for inspection and testing.

**There is no other express warranty. Implied warranties, including those of merchantability and fitness for a particular purpose, are limited to the warranty period listed below, or to the extent permitted by law. Liability for incidental or consequential damages are excluded to the extent exclusion is permitted by law.** Some states or countries do not allow limitations on how long an implied warranty lasts, and some states or countries do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation and exclusion may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state or country to country.\*\*

WARRANTY PERIOD		
Covered Parts	Standard Warranty Period	Rental Warranty Period
Riding mowers - except as noted below +	4 years (48 months) or 500 hours, whichever occurs first. Unlimited hours during the first 2 years (24 months)	90 days
Walk mowers - except as noted below + (over 30 inches of cutting width)	2 years (24 months) unlimited hours	90 days
+Coil over shocks and all suspension-related components	4 years (48 months) unlimited hours	90 days

+Hydro Drive Belt, Gearbox Drive Belt, Tires, Brake Pads, Hoses, Battery, Blades	90 days	90 days
+Mower Deck Drive Belt (Conventional Single Belt Deck Drive Systems)	1 year (12 months) or 100 hours, whichever occurs first	90 days
+Mower Deck Drive Belts (Two Belt Deck Drive Systems)	3 years (36 months) or 300 hours, whichever occurs first. (Parts and labor in year one; parts only in years two and three.)	90 days
+Attachments	1 year	90 days
+Engine*	See Engine Operator's Manual	See Engine Operator's Manual

\* Emissions-related components are covered by the Emissions Warranty Statement

\*\* In Australia - Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure. For warranty service, find the nearest Authorized Service Dealer in our dealer locator map at [ferrismowers.com](http://ferrismowers.com) (Select region: Australia), or by calling 1300 274 447, or by emailing or writing to [salesenquires@briggsandstratton.com.au](mailto:salesenquires@briggsandstratton.com.au), Briggs & Stratton Australia Pty Ltd, 1 Moorebank Avenue, NSW, Australia, 2170.

The warranty period begins on the date of purchase by the first retail or commercial customer.

To ensure prompt and complete warranty coverage, register your product at the website shown above or at [www.onlineproductregistration.com](http://www.onlineproductregistration.com), or mail the completed registration card (if provided), or call 1-800-743-4115 (in USA).

Save your proof of purchase receipt. If you do not provide proof of the initial purchase date at the time warranty service is requested, the manufacturing date of the product will be used to determine the warranty period. Product registration is not required to obtain warranty service on Briggs & Stratton products.

### ABOUT YOUR WARRANTY

Warranty service is available only through *Ferris* Authorized Service Dealers. This warranty only covers defects in materials or workmanship. It does not cover damage caused by improper use or abuse, improper maintenance or repair, normal wear and tear, or stale or unapproved fuel.

**Improper Use and Abuse** - The proper, intended use of this product is described in the Operator's Manual. Using the product in a way not described in the Operator's Manual or using the product after it has been damaged will not be covered under this warranty. Warranty coverage will also not be provided if the serial number on the product has been removed or the product has been altered or modified in any way, or if the product has evidence of abuse such as impact damage, or water/chemical corrosion damage.

**Improper Maintenance or Repair** - This product must be maintained according to the procedures and schedules provided in the Operator's Manual, and serviced or repaired using genuine Briggs & Stratton parts or equivalent. Damage caused by lack of maintenance or use of non-original or non-equivalent parts is not covered by warranty.

**Normal Wear and Tear** - Like all mechanical devices, the unit is subject to wear even when properly maintained. This warranty does not cover replacement or repairs when normal use has exhausted the life of a part or the equipment. Except as noted in the warranty period, maintenance and wear items such as filters, belts, cutting blades, and brake pads (except engine brake pads) are not covered by warranty due to wear characteristics alone, unless the cause is due to defects in material or workmanship.

**Stale or Unapproved Fuel** - In order to function correctly, this product requires fresh fuel that conforms to the criteria specified in the Operator's Manual. Engine or equipment damage caused by stale fuel or the use of unapproved fuels (such as E15 or E85 ethanol blends) is not covered by warranty.

**Other Exclusions** - This warranty excludes damage due to accident, abuse, modifications, alterations, improper servicing, freezing or chemical deterioration. Attachments or accessories that were not originally packaged with the product are also excluded. This warranty does not include used, reconditioned, second-hand, or demonstration equipment or engines. This warranty also excludes failures due to acts of God and other force majeure events beyond the manufacturer's control.

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# ***OPERATOR'S MANUAL***

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