

# **YAKTA**

# **YXR910**

**OPERATOR'S MANUAL**



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yakta.com





## **WARNING**

**READ ALL THE SAFETY RULES AND INSTRUCTIONS INCLUDED WITH THIS MOWER BEFORE OPERATING.**

**FAILURE TO FOLLOW SAFETY INSTRUCTIONS WHEN OPERATING A ZERO-TURN MOWER CAN LEAD TO SEVERE INJURIES OR EVEN DEATH.**

### **IT'S CRITICAL THAT THE OPERATOR USING THIS MOWER DOES SO SAFELY!**

Being aware of dangers and knowing how to avoid accidents depends on you and every person using the mower. Be smart, careful, and make sure you are properly trained to use the mower safely. Properly storing, transporting, and maintaining the mower is also an important part that helps prevent injury.



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# 1 BASIC INFORMATION

Welcome to the Yakta family. You've chosen more than just a machine; you've embraced a commitment to high-quality innovation, reliability, and strength. We're excited for you to experience powerful performance, with your new Yakta zero-turn mower. As you begin this journey, remember, every innovation, every detail, is for you. Here's to a mowing experience that helps you enjoy the outdoors more. This manual is your go-to guide for keeping your Yakta zero-turn mower in top-notch condition. By taking care of your mower with the help of this manual, you and your lawn care can be transformed.

**BEFORE YOU START UP YOUR MOWER, TAKE TIME TO THOROUGHLY READ THIS MANUAL FROM BEGINNING TO END.**

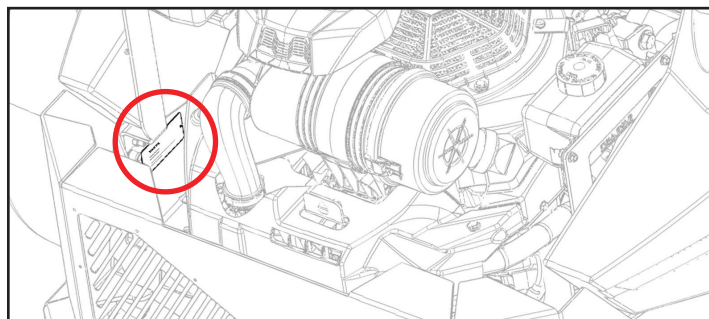
This manual is packed with important instructions for operating, maintaining, and staying safe with your new mower. Following these guidelines is essential for extending your mower's life, ensuring it runs like a dream, and keeping safety a top priority.

## NEED A HAND?

If questions arise or you're in need of expert service, visit your Yakta Dealer or reach out to Yakta's Client Care Team.



To make your service experience smooth, keep your mower's model and serial numbers on hand. You'll find this information on the frame behind the seat.



We're always working on making Yakta mowers even better. Mower designs may be updated, and prior owners might not be directly informed. If you spot a change in your model, or if curiosity strikes for the latest info, reach out to your Yakta Dealer, visit [yakta.com/manuals](http://yakta.com/manuals), or scan the QR code below for the latest updates.



## YAKTA'S WARRANTY

Your mower is covered for 5 years or 2,000 hours, covering everything except the battery, blades, and tires.

**IN ORDER TO GET THE 5-YEAR / 2,000-HOUR COVERAGE, YOU NEED TO PROVIDE PROOF OF REGULAR MAINTENANCE AS OUTLINED BY PARTS MANUFACTURERS AND THIS MANUAL.**

**THIS MANUAL FOCUSES ON YAKTA PARTS AND HOW TO OPERATE YOUR MOWER. SOME ENGINE AND DRIVE SYSTEM MAINTENANCE IS INCLUDED, BUT IT IS YOUR RESPONSIBILITY TO MAKE SURE YOU ARE UP TO DATE ON THE MAINTENANCE AND SAFETY REQUIREMENTS FROM THIRD PARTY COMPONENTS.**

Make sure to read your manual for your engine (Kawasaki FX1000V EFI or Vanguard BIG BLOCK EFI 61G877-0014-J1) that came with your mower. Scan the QR code to get an online copy:

### KAWASAKI ENGINES



### VANGUARD



# SAFETY

Read the manual for Hydro-Gear's ZT-5400 online, scan the QR code:

HYDRO-GEAR



## SAFETY

**BEFORE YOU START YOUR MOWER, MAKE SURE TO READ THROUGH THIS MANUAL.**

Not following the guidelines in this manual could lead to severe injuries, accidents, or even death. This manual is part of your mower and should always be within easy reach.

Remember, a mower is only as safe as its operator. Preventing accidents and being aware of potential hazards is crucial and depends on the operator's training, awareness, and caution. Before anyone uses the mower, they should be well-trained and know the controls well. Proper maintenance, storage, and care of your mower is also important.

If you ever lose your manual, get in touch with your Yakta Dealer for a new one or visit [yakta.com/support](http://yakta.com/support).

## ALERT SYMBOLS AND SIGNAL WORDS



This symbol means it's time to pay close attention because the upcoming information is critical for your safety. Carefully read and understand all messages that are connected to this symbol.

### SIGNAL WORDS:

We use these words on the mower's safety decals and throughout this manual to highlight potential dangers and their potential risks:

**⚠ DANGER!**

"**DANGER**" is for extreme hazards that can result in severe injury or death if you don't take proper safety precautions.

**⚠ WARNING!**

"**WARNING**" points to a significant risk that could injure you or even lead to death if you're not carefully following precautions.

**⚠ CAUTION!**

"**CAUTION**" is a heads-up for safety practices that, if not followed, might cause personal harm.

## BEFORE USING YOUR MOWER

1. **READ** this manual completely and thoroughly as well as any other manuals that came with your mower.
2. Only individuals who are aware of and understand all features and safety measures should operate this mower. If a user cannot read English, it is up to the owner to explain these safety instructions.
3. **DO NOT** operate with passengers.
4. **NEVER** let children use or operate this machine.
5. **ALWAYS** mow with the side discharge chute installed and down or with a proper grass catcher or mulch plate attached.
6. **NEVER** operate when others are in the mowing area. **STOP IMMEDIATELY** if someone comes within the area.
7. **REMOVE** any objects from the lawn that could be thrown by the blades.
8. **NEVER** operate this mower under the influence of drugs or alcohol.
9. **ALWAYS** wear protective gear like safety shoes and glasses. **ALWAYS** keep long hair tied back. **AVOID** wearing loose clothes or jewelry that could get caught in the mower.

# SAFETY



## WARNING

**DO NOT** operate without protecting your hearing. Make sure to use ear protection. Using this mower for a long time without it could hurt your hearing.

10. Keep the mower in good shape. Fix or replace any damaged safety devices, shields, or decals before use. Regularly check the tightness of the bolts and screws on the mower.
11. Before starting, ensure all hydraulic fluid connections are secure and that hoses and lines are in good shape.
12. Be careful with fuel. **NEVER** refuel while the engine is running or hot, let the engine cool first. Refuel outdoors on a level surface, and **NEVER** indoors. Use a funnel to avoid spills and clean any spills immediately. Store fuel in approved containers and keep it away from flames and sparks.
13. Make sure to follow all relevant laws in your area related to your mower, including but not limited to operation, transportation, and storage.

## WHILE USING YOUR MOWER

Before mowing, learn all about the controls and how to stop the mower quickly. Make sure everyone using the mower knows these basics.



## WARNING

**NEVER** use the machine on slopes that are steeper than 17 degrees. **DO NOT** use mower on steep inclines.



Be extra careful on slopes and during sharp turns to avoid flipping or losing control. Don't mow close to slopes, ditches, retaining walls, or any other drop offs.

Start and stop the mower smoothly to keep mower steady.

**ALWAYS** make sure chute discharge is directed away from bystanders and property to keep them safe from any flying debris.

If something is clogging the mower, turn it off and wait for all parts to stop moving before clearing the blockage.



## WARNING

**DO NOT** clear debris from discharge chute if someone is in the operator's seat.

**NEVER** use your hand to unclog the chute. Instead, wait until the engine is off and the blades have stopped, then use a stick or similar tool to remove the material.

Pay attention to what's on the ground and overhead for hazards like holes, rocks, roots, or low branches. Check the area before you start mowing. If you hit something unexpected, check for damage immediately.

Avoid mowing in reverse. If you must, stop the cutter deck and look behind you first.

Be cautious when you can't see around corners or past shrubs.

Slow down for turns.

Turn off the cutter deck before crossing surfaces like roads or driveways.

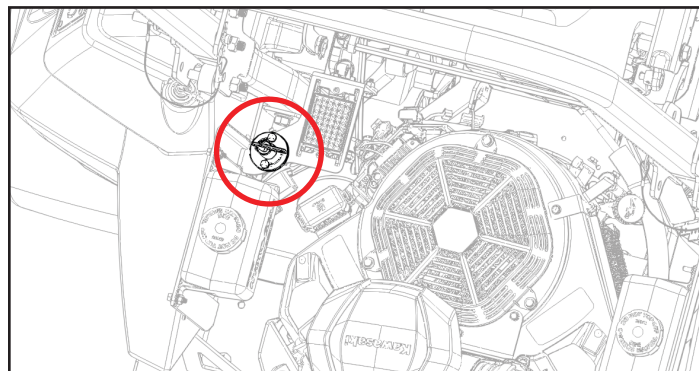
Mow only in well-lit areas.

**NEVER** lift the mowing deck while the blades are spinning.

Keep your hands and feet away from blades and moving parts.

If you need to leave the mower, make sure it's safe: turn it off, set the brake, and lower all attachments. **DO NOT** leave your mower when it is running.

There is a battery disconnect on the left-hand side of the frame near the fuse box and hydraulic oil reservoir.





# SAFETY



## CAUTION

**AVOID** contact with the engine or exhaust while it's running or just after it's been turned off. They could be hot enough to burn you.



## DANGER

**NEVER** operate the engine indoors or in a confined space without adequate airflow. Exhaust gases contain carbon monoxide, a dangerous gas that can lead to brain damage or death if inhaled.

## ROLL OVER PROTECTION STRUCTURE (ROPS) SAFETY



## WARNING

**ALWAYS** keep the roll bar fully extended and locked to protect you in the event of a rollover, and make sure to fasten your seat belt.

**Check that the seat is firmly attached to the mower before use.**



## WARNING

Without the roll bar raised, there's no protection if the mower tips over.

- Lower the roll bar only if you must.
- **DO NOT** wear the seat belt if the roll bar is down.
- Take it slow and steady.
- Lift the roll bar back up as soon as you can.

The ROPS is critical for your safety. Do not dismantle any parts of the ROPS from the mower. Without the roll bar raised, there's no protection if the mower tips over.

The roll bar should be locked and kept upright. **ALWAYS** secure your seat belt when it is up. Make sure the seat belt is properly fastened and easy to release in case of an emergency.

**DO NOT** attempt to repair or modify ROPS. Only utilize sanctioned accessories. Get new ROPS parts to replace any damaged parts.

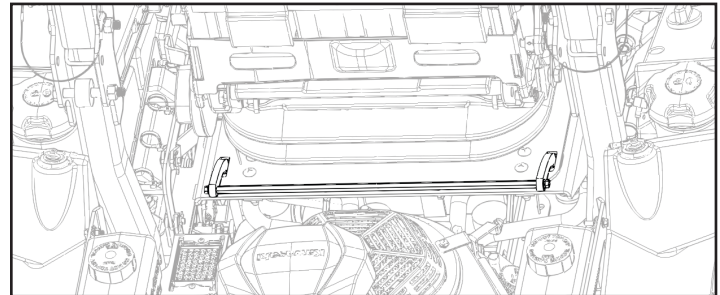
Rollovers can happen if wheels go over edges, down banks, or into water. Zero-turn mowers can tip over on steep slopes.

If a rollover happens, have a Yakta Dealer examine the ROPS.

Be aware of overhead hazards before driving underneath to avoid any contact.

## SEAT LATCH

The seat is securely fastened to the mower, so it remains in place in the event of a rollover. For access under the seat, pull up on the handle located directly behind the seat.



Be aware of overhead hazards before driving underneath to avoid any contact.

## TRANSPORTING AND UNLOADING YOUR MOWER



## WARNING

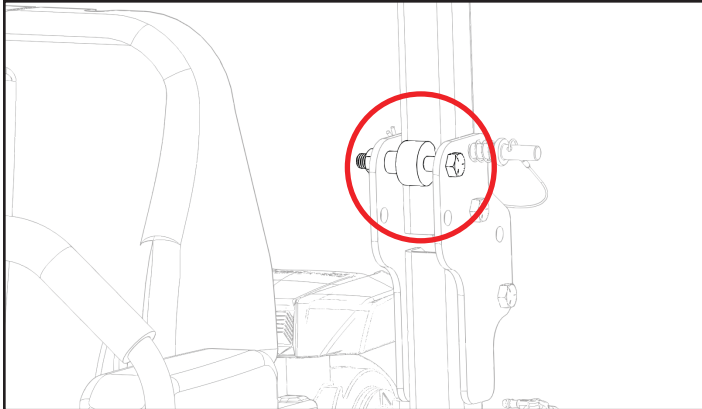
**Exercise extreme care when you are engaged in tasks related to transporting your mower, such as loading, unloading, and carrying it over distances.**

**ALWAYS** use a solid, single-piece ramp for loading; **DO NOT** use separate ramps for each side of the mower.

# SAFETY

1. Use a trailer or heavy-duty truck that can properly carry your mower.
2. **DO NOT** use a ramp steeper than 17 degrees from the ground when loading or unloading.
3. Secure the mower firmly with at least two strong straps or chains attached to the frame or through the tie-downs. Follow the guidelines provided by the strap manufacturer.
4. Before transport, ensure the drive arms are in neutral, the parking brake is engaged, and the wheels are blocked from moving.

When you get your mower, the ROPS might be flipped forward. If it is, you will have to unbolt the stop and pull out the pin to flip up the bar. **Make sure you reinsert the pin and bolt the stop back into position after flipping the bar up.**



## MAINTENANCE AND STORAGE SAFETY



### WARNING

**Hydraulic fluid is highly pressurized and can pierce the skin, leading to serious injuries. Should hydraulic fluid enter your skin, it requires immediate removal by a doctor to prevent gangrene. Avoid placing any part of your body or hands near openings that may release hydraulic fluid under high pressure. NEVER use your hands to search for leaks.**

**Before you do any maintenance on the hydraulic system, make sure to release any pressure. Make sure you have read the proper Hydro-Gear manual, and you know what you are doing. We recommend getting hydraulic system serviced from a Yakta Dealer only.**

Scan to get Hydro-Gear ZT-5400 manual:



**DO NOT** let someone try to fix the mower if they have not been taught how.

For any kind of fix or check-up, put the mower on a level ground.

Make sure everything has stopped moving before you start working on it. Make sure the mower cannot accidentally start when you are working on it or making changes. Turn off the clutch, disengage attachments, pull back on the lever to engage the parking brake, stop the engine, and remove the battery disconnect key or pull off spark plug wires.

Be careful when you deal with the mower blades.

**DO NOT** try to fix or change anything on the mower while it is running unless instructed by Yakta Dealer. If the engine must be on, stay away from any parts that move.

Check that screws, nuts, and bolts are tight and in place.

**DO NOT** alter any part of the mower to make it go faster than intended.

## SLOPE SAFETY

Slopes greatly increase the risk of losing control and rollovers, which can cause serious injury or even death. The person operating the equipment must make sure they know how to use the mower safely on a slope. Extra care is necessary when driving on any incline. Before you begin, make sure to:

- Fully understand the instructions about slopes in the manual and on the equipment.
- Measure the slope with a tool that shows angles to check how steep it is. Stay off slopes that are steeper than 17 degrees.
- Clear away or mark any obstacles like pits, trenches, lumps, stones, or other dangers that might be hidden by tall grass. Rough ground could flip the machine over.
- Consider the current condition of the slope. **DO NOT** use the equipment in conditions where you are not sure about grip, steering, or stability. Wet grass, sidehill mowing across slopes, or heading downhill could make the wheels lose grip and the machine slide. Remember, the machine can still slide even if you stop the wheels. Use good judgement and common sense to decide if it is safe.

# SAFETY

- Be aware of potential dangers at the bottom slopes like cliffs, ditches, or water. These hazards could cause the mower to flip if the tires go over the edge or if the ground gives way.

Keep a safe gap of at least double the width of the equipment from any dangers. Use other equipment to cut grass in riskier areas.

Try to avoid stopping quickly, starting quickly, or turning quickly on slopes. Carefully and slowly change direction or speed if you need to.

Be extra cautious if you're using any add-ons or attachments since these can affect the equipment's balance. Make sure to balance the weight properly if needed.

Whenever possible, keep the mowing deck low to the ground on slopes to maintain stability. Lifting the deck while on an incline might make the machine tip over.

## SAFETY DECALS

**SAFETY DECALS ARE NOT MEANT TO REPLACE SAFETY INSTRUCTIONS IN THIS MANUAL. DECALS ARE ON THE MACHINE TO ENHANCE SAFETY.**

### **⚠ DANGER!**

**GUARD IS REMOVED  
INSTALL GUARD TO AVOID  
INJURY**

### **⚠ DANGER!**

**KEEP CLEAR: SPINNING BLADES  
BLADES & THROWN OBJECTS  
CAN INJURE**

### **⚠ DANGER!**

**DO NOT OPEN SEAT BOX WHILE  
ENGINE IS RUNNING TO AVOID INJURY**

### **ATTENTION!**

**MAX TOW WEIGHT: 600LB  
NOT FOR HIGHWAY USE**



**READ OPERATOR  
MANUAL BEFORE USE**  
[YAKTA.COM/MANUALS](http://YAKTA.COM/MANUALS)

### **⚠ WARNING!**

#### **TAKE PRECAUTIONS TO AVOID INJURY**

Read & understand instruction manual before operation | Ensure all safety measures are in place, including guards, shields, and other safety devices | Do not operate under the influence | Never carry passengers | Keep clear of other individuals | Ensure park brake is engaged before leaving the machine | Must be over 16 to operate | Wear proper hearing protection while machine is in use

#### **USE CAUTION WHEN OPERATING ON SLOPES:**

Do not operate on slopes over 17° | Reduce speed on slopes | Wet conditions can make slopes more hazardous

### **⚠ WARNING!**

**DO NOT OPERATE WITHOUT  
DISCHARGE CHUTE IN PLACE**

### **⚠ WARNING!**

#### **ROTATING COMPONENTS**

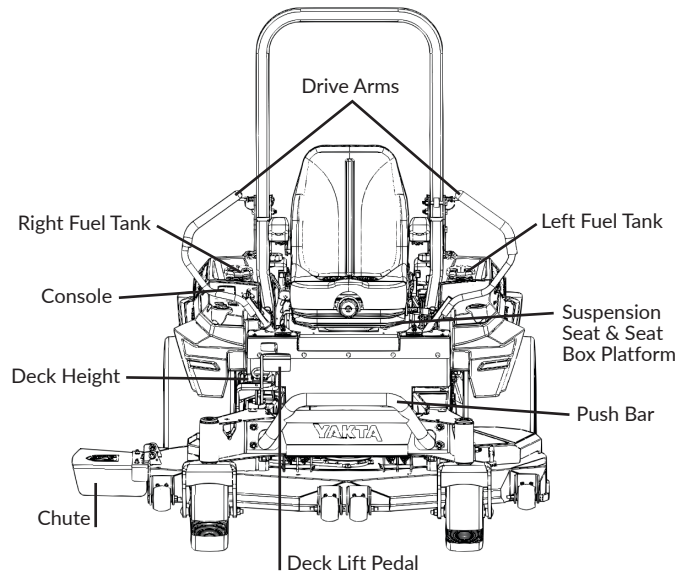
**PRIOR TO ANY MAINTENANCE, SHUT  
ENGINE OFF**

**KEEP LIMBS & CLOTHING CLEAR  
ENSURE GUARDS ARE SECURE AT ALL TIMES  
READ INSTRUCTION MANUAL BEFORE  
OPERATION**

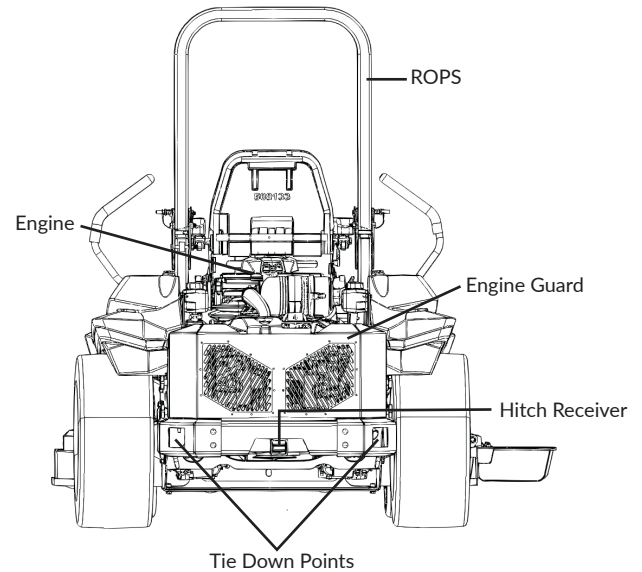
# 3

## OVERVIEW OF YOUR MOWER

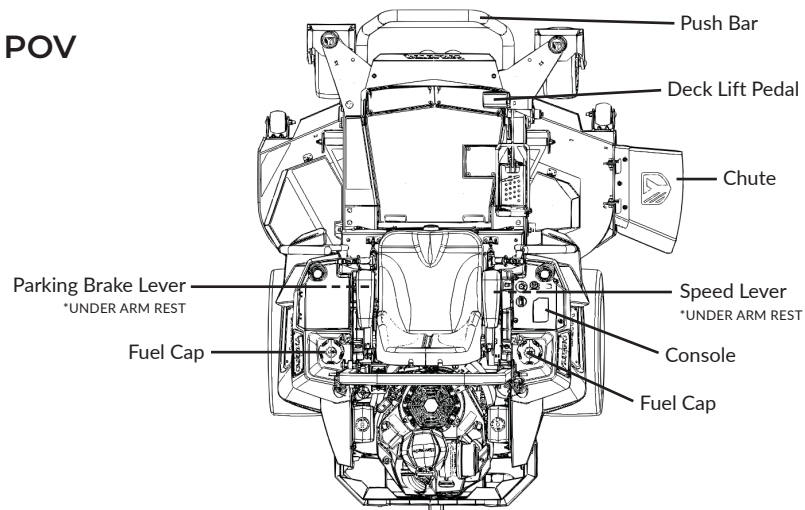
FRONT VIEW



BACK VIEW



OPERATOR POV



# 4 USING YOUR MOWER



## CAUTION

**Before you start up your mower, please take the time to thoroughly read this manual from beginning to end.**

**Know how to use all controls and where to find them before using the mower.**

**Make sure you know how to stop quickly in case of an emergency.**

For a safe and effective mowing session, read the following to learn about the parts of your mower and how to use them correctly.

## BEST PRACTICES TO GET THE MOST OUT OF YOUR MOWER

Always be alert and aware while mowing. Listen for strange sounds and look at how the mower handles. Any odd behavior might indicate an issue.

Before you start the mower, check for any signs of wear or trouble: dirt buildup, leftover grass, dangling wires, loose connections, and anything else out of the ordinary.

## CONSOLE

The console contains important switches, dials, and buttons, as well as information that can be useful for operating, maintaining, and troubleshooting your mower.

### PARTS OF CONSOLE

**Ignition Switch:** Turn the key to start your mower.

**Throttle Control:** Adjust engine speed.

**Power Take-Off (PTO) Switch:** When down, PTO is off meaning the blade are not engaged. Pull PTO up to turn on and start the blade system.

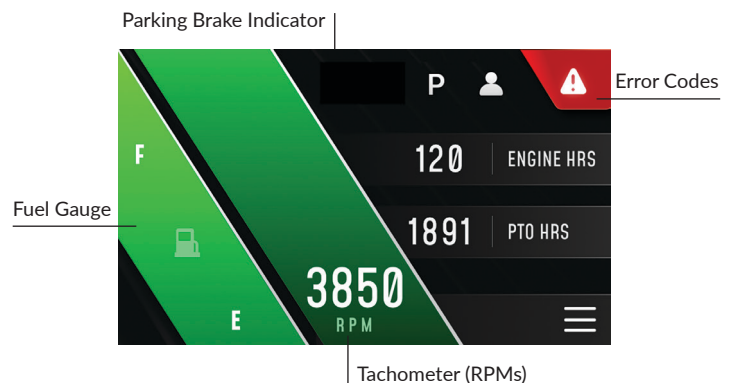
**Fuel Gauge:** Displays amount of fuel.\*

\* for analog fuel gauges.



### DIGITAL DISPLAY

Display screen includes fuel gauge, tachometer (rpms), parking brake indicator, engine hours, PTO hours, error codes, and mower specs.



Through the display console, you can:

- View diagnostics, general settings, and vehicle health.
- Reset maintenance interval alerts, set the time, and clear diagnostic codes.

Error codes are listed near the end of this manual.

**Note:** If anything happens to the display screen, the mower is still fully functional.

# USING YOUR MOWER

## RESETTING MAINTENANCE TIMER

1. Click on the menu in the bottom right corner.
2. Click "VEHICLE HEALTH", then "ADVANCED SETTINGS."
3. Click anywhere on engine or drive system, depending on what you want to reset.
4. Click "RESET TIMER," and then "YES, RESET TIMER."

## RESETTING ALERTS

1. Click on the menu in the bottom right corner.
2. Click "VEHICLE HEALTH", then "ADVANCED SETTINGS."
3. Click anywhere on engine or drive system, depending on what you want to reset.
4. Click "RESET TIMER," and then "YES, RESET TIMER."

## SAFETY INTERLOCK SYSTEM

Your Yakta mower has a safety system that stops it from starting or running under unsafe conditions. You can start the mower while standing beside it, but only if the park brake is engaged, the PTO switch is off and the drive arms are in the neutral position. The blades will disengage if you get off the seat while the PTO switch is up.



### WARNING

**ALWAYS** keep the safety interlock system working as it should.  
**DO NOT** ever try to turn it off or skip over it.

**If the safety system isn't working right, DO NOT start your mower.**

## STARTING UP, PARKING, AND SHUTTING DOWN

### STARTING YOUR MOWER

When ready to use,

1. Turn the key to the "on" position.
2. Twist the throttle dial to low.

3. Turn and hold the key in the "start" position until the engine starts.

**DO NOT** try starting your mower for more than five seconds at a time. Wait 15 seconds in between tries if it doesn't start right away.

4. Release the key after the engine starts.
  - a. If the weather is cold, run the engine for three to five minutes with the throttle in low.

**Note:** If your mower does not start, make sure that:

- Drive arms are in the neutral position.
- Park Brake is engaged.
- PTO switch is down.

### PARKING AND SHUTTING DOWN

1. Choose a flat, even area to park the mower.
2. Press the PTO switch down to stop power to blades.
3. If you are in the high-speed position, push the speed lever forward to put the mower in the low-speed position.
4. Put the drive levers in neutral.
5. Pull back the lever on the left-hand side to activate the parking brake.
6. Turn the throttle to its lowest setting and keep the engine running for approximately one minute.
7. Turn the key to stop.

**STAY SEATED UNTIL ALL PARTS OF THE MOWER HAVE COMPLETELY STOPPED MOVING. IN AN EMERGENCY, TURN THE KEY OFF TO STOP THE ENGINE.**

**Note:** In the rare event that the parking brake fails to engage after you pull the lever, **DO NOT** panic. Drive your mower to flat ground and turn off the mower as normal. Take your mower to your Yakta Dealer or call Yakta Client Care.

## MOVING, TURNING, AND MOWING

Zero-turn mowers have a unique way of moving compared to other machines or vehicles.

**Make sure you learn how to operate your mower in an empty space where it's safe, such as a big, open area without any nearby buildings or barriers. Set your mower to the low-speed range. Practice steering and controlling the speed of your Yakta mower at a slow pace to get used to it.**

# USING YOUR MOWER

Remember to move the drive arms slowly to keep the ride smooth. Get a good feel for how the mower handles before you start cutting grass. The drive arms on the mower work like a shopping cart's handle: the way you push or pull them to move around is very similar.

**Note:** this mower has a two-speed lever. Transport-speed is a higher-speed setting, while cutting-speed is a lower-speed setting. **Using the transport-speed setting is not recommended for cutting and may result in worse cutting performance.**

## MOVING

After starting the mower, push the parking brake lever on your left side forward to disengage the park brake.

When you are ready, turn the throttle dial to get more power out of the engine. To go faster, park the mower then pull back on the speed lever to shift to the transport-speed range.

## GOING FORWARD

Gently push both drive arms forward at the same rate. The farther you push them out, the faster you'll go.

To stop, bring the handles back to neutral.

### TURNING WHILE GOING FORWARD

To turn left while moving forward, pull the left handle towards you.

For a right turn while moving forward, pull the right handle towards you.

## REVERSING/BACKING UP



### CAUTION

**AVOID mowing in reverse unless absolutely necessary. Always make sure PTO switch is down and blades have stopped. Look behind you for any obstacles or people before backing up.**

To reverse, pull both handles towards you from the neutral position.

To stop reversing, push the handles back to neutral.

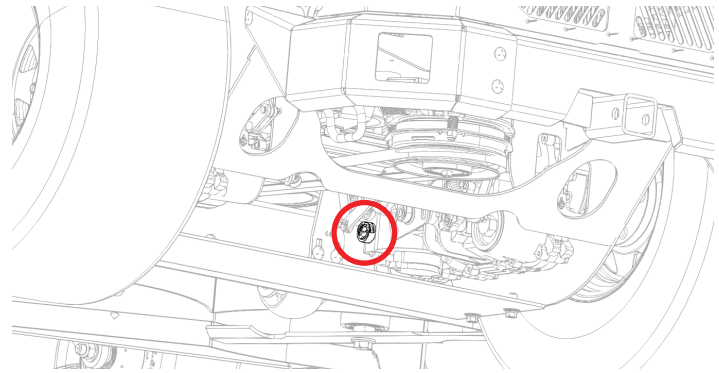
### TURNING WHILE GOING BACKWARD

To turn left in reverse, push the left handle away from you.

To turn right in reverse, push the right handle away from you.

## MOVING A NON-OPERATING/STALLED MOWER

1. Ensure the mower is off and all components have stopped moving.
2. Pull the brake lever to engage the parking brakes.
3. Find the bypass actuator rod on both transaxles.
4. Use a flat-head screwdriver to turn the rod a quarter turn.



5. Push the brake lever on the left-hand side of your mower to disengage the parking brakes.
6. Push or tow the mower to where you want it to go.
7. Re-engage the park brake by pulling the lever back.
8. Turn the bypass rods back to their initial positions once the mower is relocated.

## STARTING AND STOPPING THE MOWER BLADES

1. With the mower in the cutting-speed setting, turn the throttle dial all the way up.
2. Pull up PTO switch to engage PTO at full throttle.

**Note:** If you hear a squeal when you first engage the deck belt, there is nothing to worry about. Your mower has a soft clutch feature, but it could still squeal when first engaged.

3. To stop the blades from spinning, push down PTO switch.

**Note:** When mowing, keep the engine at full power for the best cutting performance. If you feel the engine getting overloaded, adjust your speed to keep the blades spinning fast.



# USING YOUR MOWER

## UNCLOGGING YOUR MOWER

### DANGER

**NEVER** put any part of your body into the mower's chute.

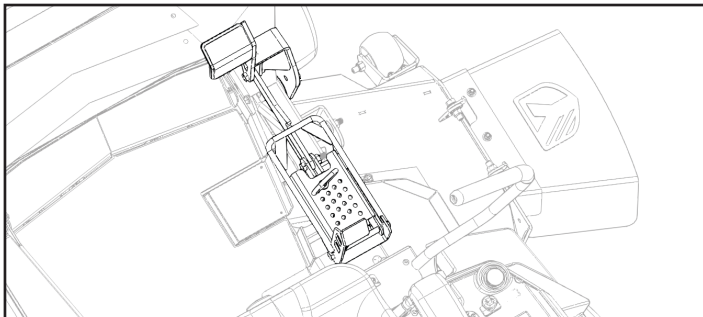
If something is stuck, shut down the mower and wait for all parts of the mower to stop moving before attempting to clear any blockage. Use a stick or another long object to carefully remove any debris, then you can resume mowing.

## LIFTING AND LOWERING THE DECK

### WARNING

**ONLY** adjust the deck height when the blades are not spinning. Make sure the PTO switch is down and the blades are disengaged before making adjustments.

1. Turn off the mower blades.
2. With your right foot, push the deck height adjustment pedal forward and hold it.
3. Take the height selector pin out of its slot and move it to the appropriate slot for your desired grass height.
4. Slowly release the pedal to set the deck to the new height.



## TOWING WITH YOUR MOWER

### WARNING

Be careful when towing with your zero-turn mower to avoid injury or damage.

**MAX TOWING WEIGHT: 600 LBS**

**DO NOT** allow passengers on any towed equipment.

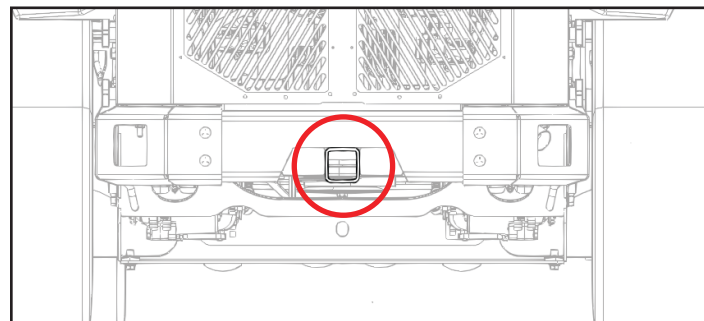
Attach your equipment to the hitch receiver for towing. Do not attach the equipment anywhere else.

**DO NOT** tow on slopes.

Move slower and allow more room for stopping.

Avoid zero-radius turns while towing to prevent damage to both the mower and the attached equipment.

Always follow the manufacturer's guidelines regarding the equipment you are towing.





# ADJUSTING THE SETTINGS AND FEATURES

Before you start making adjustments, push down the PTO switch to disengage blades, make sure the parking brake lever is pulled back to engage parking brake, turn off the engine, and park your mower on a flat surface.

## ADJUSTING THE ROLL BAR



### WARNING

**ALWAYS keep the roll bar fully extended and locked to protect you in the event of a rollover, and make sure to fasten your seat belt.**

**Check that the seat is firmly attached to the mower before use.**



### WARNING

**Without the roll bar raised, there's no protection if the mower tips over.**

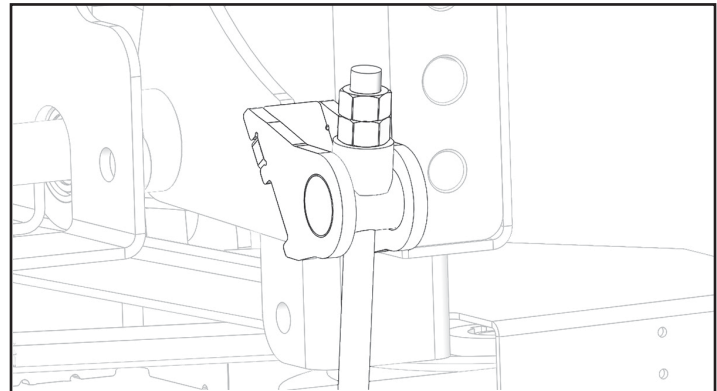
- **Lower the roll bar ONLY IF you absolutely needed.**
- **DO NOT wear the seat belt if the roll bar is down.**
- **Take it slow and steady.**
- **Lift the roll bar back up as soon as you can.**

1. Pull the pins out on both sides.
2. Gently lower or raise the roll bar to desired position.
3. To secure ROPS, reinsert both pins in the lower holes when lowering the roll bar and upper holes when raising the roll bar.

## LEVELLING THE DECK

Make sure the mower is parked on level ground. If it's not, levelling the deck will likely be inaccurate.

1. Use deck lift pedal to lift the deck all the way up and pin it in place.
2. Lift the footboard.
3. Locate the rod eye bolt in one of the corners where the deck attaches to the frame.
4. Tighten or loosen the two nuts on top to move that corner of the deck.
5. Repeat on as many corners as you need until the deck is level.



## ADJUSTABLE BAFFLES

Your mower deck comes with three adjustable baffles to help prevent front blow out. Each baffle is secured to the deck with two 3/8" carriage bolts. Use a 9/16" wrench to loosen the bolts to move the baffles up or down.

## SEAT ADJUSTMENTS

### SEAT POSITION

1. Push in the lever at the bottom right of the seat.
2. Move the seat forward or back to your preferred distance.
3. Release the lever to secure the seat.

# ADJUSTING THE SETTINGS AND FEATURES

## LUMBAR SUPPORT

Twist lever forward/down to engage different levels of lumbar support.

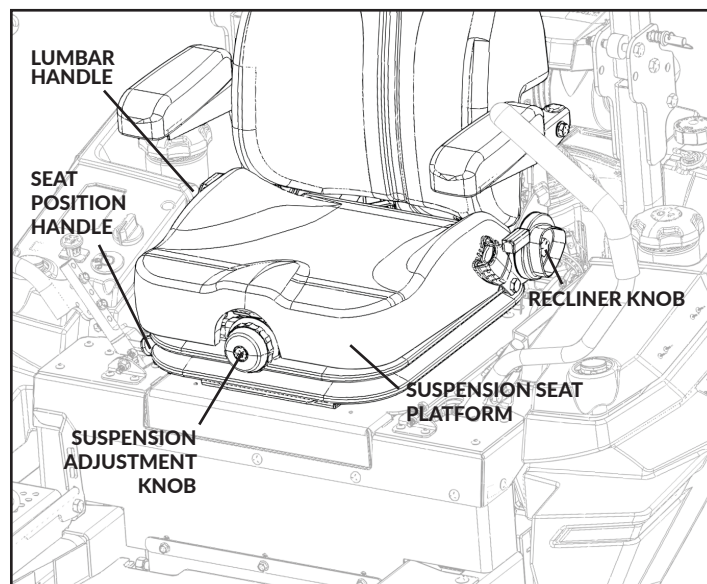
## RECLINING THE SEAT

Twist knob clockwise to slowly recline the seat back.

**Note:** Seat reclines on its own, you do not need to push against it.

## ARM RESTS

Rotate the arm rests up or down.

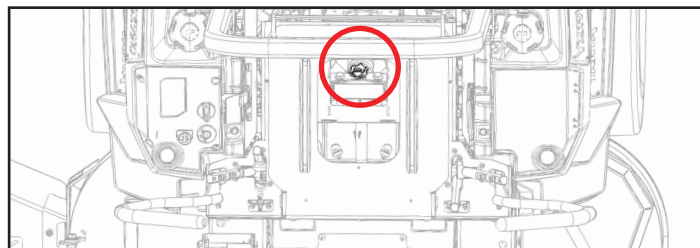


## SUSPENSION SEAT ADJUSTMENTS

Rotate the dial on the front of the seat to adjust for varying operator weights. Clockwise for heavier operators, counterclockwise for lighter.

## SUSPENSION SEAT PLATFORM

1. Flip up the seat using the seat latch.
2. Rotate the dial under the seat to adjust for varying operator weights.



# ADJUSTING THE SETTINGS AND FEATURES

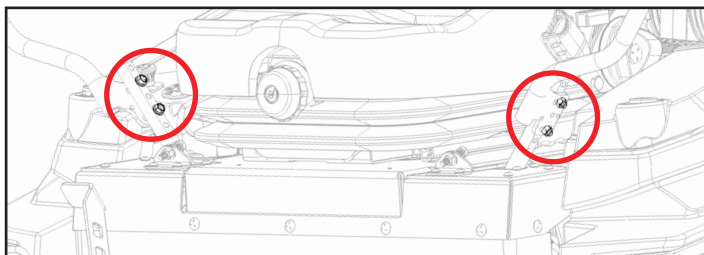
## DRIVE ARM ADJUSTMENTS



### WARNING

**Make sure the mower is completely off and no parts are moving before you adjust any part of the drive arms.**

1. Position the seat for your comfort first.
2. Use a wrench to remove the two bolts on one of the drive arms.
3. Reposition the top part so it will be the most comfortable.
4. Reattach the bolts and do the same for the other drive arm. Make sure the controls are symmetrical.

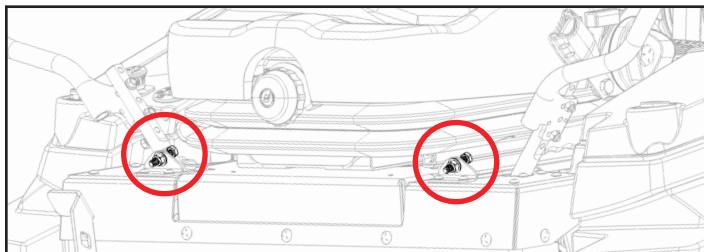


## FINE-TUNING THE DRIVE ARM INPUT

### ADJUSTING TRACKING ISSUES

If the mower is pulling to one side, first make sure the tire pressure is correct. If the tires are filled properly, adjust one of the drive arms. If your mower goes left when moving forward, the right-hand wheel is moving faster, so adjust the right-side drive arm.

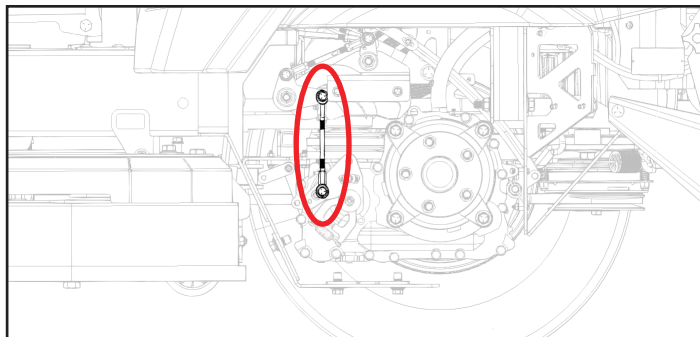
1. Adjust the bolt at the front of the T-slot so that the drive arm can't move as far forward.
2. Fine tune your adjustments until the tracking issue stops.



## RESETTING NEUTRAL

If you notice unintended movement (creep) when the drive arms are in neutral, the linkage to the transaxles may need adjustment. **We recommend taking your mower to your Yakta Dealer for this.**

1. Reach through the cut out behind the drive tires to find the rod. Take off the wheels and lift the mower for easier access.
2. To adjust, use a wrench to loosen the nuts at both ends of the rod.
3. Twist the rod to lengthen or shorten it as needed.
4. Re-tighten the nuts once the correct length is set.
5. After adjusting, make sure the drive arms are balanced in neutral and the problem is fixed.
6. Reach out to your Yakta dealer if the issue continues.



# 6

# MAINTAINING YOUR MOWER

Routine maintenance is your best defense against major/expensive breakdowns and needless downtime. Regularly perform these maintenance tasks to keep your mower in prime condition. Only use OEM parts from Yakta Dealers.

**ALWAYS** prioritize safety when doing maintenance. For detailed safety measures, review the earlier section on safety.

## RECOMMENDED MAINTENANCE SCHEDULE

Keeping up with routine care is key to making your Yakta mower last longer. The schedule here is a suggestion for mowers used in ideal conditions. If your mower goes through a lot of dust, wetness, cold, or long hours, you should do these tasks more often. Get in touch with your Yakta Dealer for advice tailored to your mower's specific maintenance needs.

### IT IS YOUR RESPONSIBILITY TO MAKE SURE YOU ARE UP TO DATE ON THE MAINTENANCE AND SAFETY REQUIREMENTS FROM THIRD PARTY PARTS.

Make sure to read your manual for your Kawasaki FX1000V EFI or Vanguard BIG BLOCK EFI 61G877-0014-J1 engine that came with your mower. Scan the QR code to get an online copy:

#### KAWASAKI ENGINES



#### VANGUARD



Read the manual for Hydro-Gear's ZT-5400 online, scan the QR code:



# MAINTAINING YOUR MOWER

Maintenance	Each Time You Use Your Mower	Every 50 Hours or Yearly	Every 100 Hours or Yearly	Every 200 Hours or Yearly	Every 250 Hours or Yearly	Every 300 Hours or Yearly	Every 400 Hours or Yearly	Every 500 hours or Yearly	Every 600 hours or Yearly
Quick look over: Check the whole machine for any parts that are loose or broken including:									
• Belts.	•								
• Idler pulleys.	•								
• Springs.	•								
• Hoses.	•								
• Nuts, Bolts, and Screws.	•								
Tire pressure: Use a tire gauge to check the pressure.	•								
Battery check: Make sure the battery is connected well and isn't damaged. Also check the electrolyte level.	•								
Blade inspection: Make sure blades are sharp, undamaged, and bolted tight to spindles.	•								
Safety check: Look at the Roll-Over Protection System (ROPS) and its hardware.	•								
Check fluid levels and look for any leaks:									
• Engine oil.	•								
• Transaxle oil.	•								
• Fuel.	•								
Clean off and remove grass from mower, including:									
• Engine, focusing on the oil tube and drain, fan housing, and air intake screen.	•								
• Transaxles.	•								
• Mower deck.	•								
• Muffler area.	•								
Remove engine cleanout cover and check for dust and debris inside fan housing. Clean or blow out if needed.		•							
For Kawi: Replace the engine oil.			•						
Tighten all nuts and screws.			•						
For Kawi: Check and clean engine oil cooler fins.			•						
Clean dust and dirt from cylinder and cylinder head fins.			•						
Check, clean, and regap spark plugs.			•						
For Vanguard: Clean air filter.			•						
For Vanguard: Service exhaust system.			•						
For Vanguard: Check muffler				•					
For Kawasaki: Change engine oil filter.				•					
For Kawi: Replace air filter primary element in engine and check the secondary element.					•				
For Vanguard: Check valve clearance. Adjust if needed.					•				

# MAINTAINING YOUR MOWER

Maintenance	Each Time You Use Your Mower	Every 50 Hours or Yearly	Every 100 Hours or Yearly	Every 200 Hours or Yearly	Every 250 Hours or Yearly	Every 300 Hours or Yearly	Every 400 Hours or Yearly	Every 500 hours or Yearly	Every 600 hours or Yearly
Get certified engine mechanic at Yakta Dealership to:									
• Clean the combustion chamber.						•			
• Check and adjust valve clearance.						•			
• Clean and lap valve seating surface.						•			
Change transaxle oil. *							•		
For Vanguard:									
• Change air filter.							•		
• Replace fuel filter.							•		
• Service air cooling system.							•		
• Clean oil cooler fins.							•		
For Kawi: Replace air filter secondary element in engine.								•	
For Vanguard: Replace the engine oil and oil filter.								•	
For Vanguard: Replace safety filter.									•

\*Change transaxle oil after the first 100 hours, and then every 400 hours after.

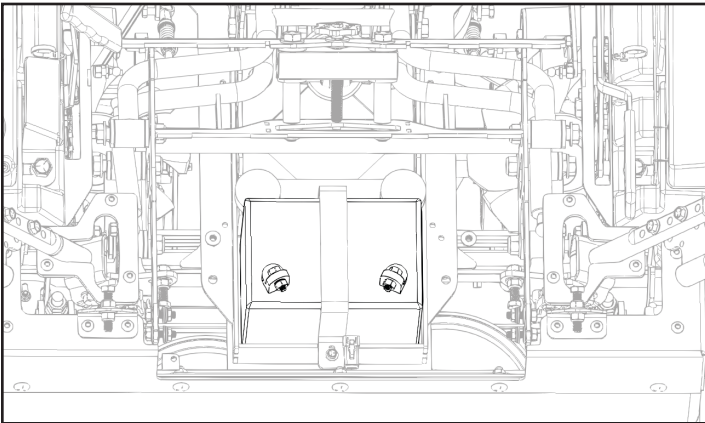
**Note:** Schedule and tasks for transaxle and engine maintenance from Hydro-Gear, Vanguard, and Kawasaki Engine manuals in November 2023.

## TIRE PRESSURE

Keep tires inflated properly to get the highest-quality mow. The recommended pressure for the rear tires is 14 PSI. If you have pneumatic front tires, the recommended pressure is 28 PSI.

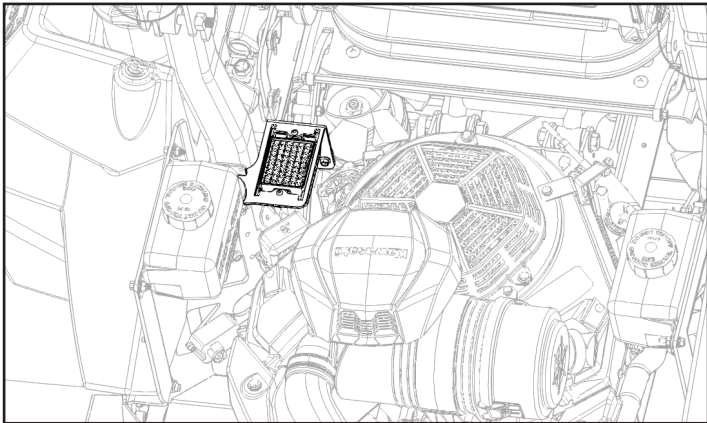
## ELECTRICAL SYSTEM

Your Yakta mower has a 12-volt, negative ground electrical system. The recommended battery is Interstate Battery Group Size U1 with 350 CCA.



## FUSES

The fuse box is attached to the frame of your mower on the left-hand side near the ROPS. The fuse box is attached to the frame of your mower behind the battery, under the seat. If you have a problem with the electrical, check the fuses and swap out any blown fuses with a new one. The main fuse is in the fuse box and exists to protect the mower's electrical system. Every fuse protects a part of the mower's electrical system.



# MAINTAINING YOUR MOWER

## BATTERY



### WARNING

Be cautious around batteries as they may leak or explode. Work in a well-ventilated area and keep battery away from open flames, sparks, or embers.

**ALWAYS** wash hands thoroughly after handling. Lead in the terminals can cause cancer and reproductive health issues.

The batteries also contain sulfuric acid; avoid tilting them excessively to prevent spills and burns. If battery fluid touches your skin, immediately call the American Association of Poison Control Centers at 1 (800) 222-1222.]

## CHARGING THE BATTERY



### CAUTION

Charging a frozen battery is dangerous because it could burst and hurt someone. Let the battery get to room temperature before you hook it up to a charger.

## JUMP STARTING THE BATTERY

Whenever you can, take the battery out of the mower to charge it up.

Use a 12-volt battery for jump starting. If a car is helping, it should have a negative ground system.

1. Attach the positive cable to the positive (+) terminal of the battery.
2. Attach the negative cable to the negative (-) terminal of the battery.
3. Start the mower with the other battery. If you're using a car, start the car first, then the mower.
4. Take off the negative cable from the minus (-) sign first.
5. Then take off the positive cable from the plus (+) sign.



### CAUTION

**Do not let mower and car touch each other to prevent a short circuit**

## HYDRAULIC SYSTEM



### WARNING

Hydraulic fluid is under extreme pressure and can pierce the skin, leading to serious injuries. If hydraulic fluid enters your skin, it requires immediate medical removal to prevent gangrene. **AVOID** placing any parts of your body or hands near high-pressure streams or leaks.

**ALWAYS** release all hydraulic pressure before doing any maintenance work on the system.

Maintenance of the hydraulic system should ideally be conducted by an authorized Yakta dealer for safety and system integrity.

## REVIEW HYDRO-GEAR'S ZT-5400 MANUAL BEFORE DOING ANY MAINTENANCE.

Scan QR code to download the manual:



**Note:** For 5-year / 2,000-hour coverage on Hydro-Gear transaxles, proof of regular maintenance as outlined in this manual is required.

## CHECKING THE OIL

Check the hydraulic oil **ONLY** when it's cool. If you've been using the mower, turn off the engine, let it sit and cool off for a full two hours first. Make sure the mower is parked on a level surface before checking the hydraulic oil.

**ALWAYS** keep in mind that dirt can stop a hydraulic system from working properly. Clean off any dirt and debris from around the reservoir cap before taking it off.

1. Twist the cap on the reservoir to the left to take it off. Then look to see how much oil is in there. You should be able to see the oil at the bottom, but make sure it's not over the line marked "FULL COLD."

**Note:** The first time using your mower, the oil level may be slightly high because of air in the oil lines. Using the mower should remove that air and return the oil level to the fill line.

# MAINTAINING YOUR MOWER

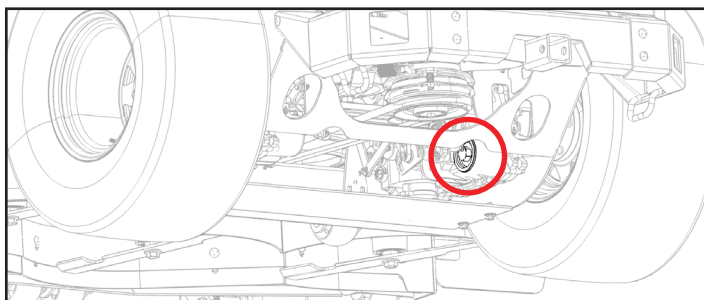
2. If you need to add oil, only put in enough to reach the "FULL COLD" line.  
**ONLY** use the recommended fluid in this system: 20W-50.
3. After adding oil, put the cap back on and tighten it well.

## DRAINING AND REPLACING THE OIL

Change the fluid after 100 hours the first time, then every 400 hours.

1. Make sure the mower's parking brake is engaged and it is parked on a level surface.
2. Apply the transaxle bypass.
3. Take the cap off the oil reservoir.
4. Put a container that's big enough to catch the oil underneath the transaxle. Ideally a pan of 12" diameter or more and 8 qt. capacity
5. Remove the oil filter cover, O-ring, and filter from the transaxle to let the oil flow out into the container.
6. Put a new filter and O-ring on the oil filter cover.
7. Put the oil filter, O-ring and cover back on to close the drain. Torque to 480-580 in.lbs.
8. Slowly add oil to the reservoir to refill the system until it reaches the fill line.
9. Put the cap back on and tighten it well.
10. Recheck the fluid level in the reservoir after operating your mower for about 1 minute.
11. If fluid levels are good, purge the air from the drive system. **This should be done with the drive wheels off the ground.**
  - a. **With bypass still open**, run the engine then **slowly** move drive arms forward and backward 5-6 times. Fluid levels will drop as air leaves the system.
  - b. **With bypass closed**, repeat the step above. **Stop the engine.** Check fluid level and add more if need.
13. Repeat purging process if needed until forward and backward movement feels normal, meaning air is out of drive system.

Remember to check the rules in your area for how to dispose of used oil correctly.



Recommended oil type and capacity as follows. Flip up the seat to see a decal with that information.:

TRANSAXLE OIL	
TYPE	CAPACITY (DRY)
API-SL 20W-50 Engine Oil	5L in each transaxle (left hand and right hand side)

## ENGINE



### WARNING

**ALWAYS wear the proper safety gear to avoid burns or contact with engine oil.**

**NEVER drain or handle engine oil when it is hot, wait until it is warm before working on it.**

**Remove battery disconnect key or pull off spark plug wires to prevent accidentally starting the engine while servicing.**

**Note:** For 5-year / 2,000-hour coverage on engine, proof of regular maintenance as outlined by in the engine manual and in this manual is required.

Read your engine manual for maintenance tasks not included below and check for the most updated details. Scan QR code to download the manual online:

### KAWASAKI ENGINES



### VANGUARD





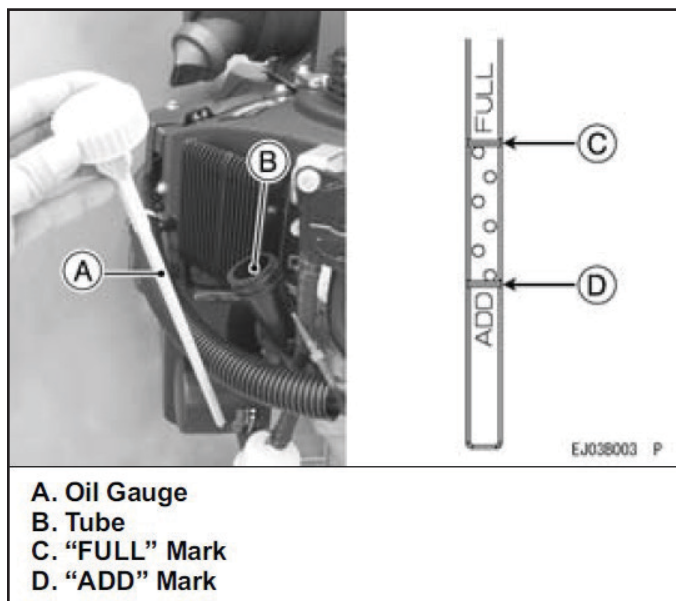
# MAINTAINING YOUR MOWER

## CHECKING YOUR ENGINE'S OIL

Every day before starting your mower, check the oil in your engine.

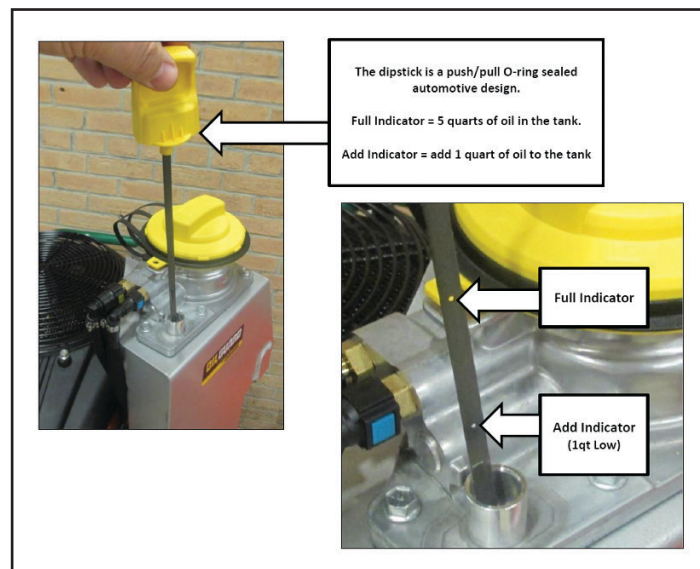
For Kawasaki engine:

1. Park the mower on flat ground.
2. Clean around the oil gauge before removing it.
3. Untwist the dipstick to remove it and wipe it off.
4. Dip it back into the oil and remove it again to check the level.
5. If below "add" mark, add more oil.



For Vanguard engine:

1. Run the engine for a few minutes to warm up the oil. DO NOT work with oil when it is hot.
2. Park the mower on flat ground.
3. Clean around the oil dipstick before removing it.
4. Pull out the dipstick to remove it and wipe it off.
5. Dip it back into the oil and remove it again to check the level.
6. If oil is below the Add Indicator, add 1 quart of oil to the tank.
  - a. Turn the tank cap counterclockwise on the Oil Guard and take it off to show the oil filter.
  - b. Add oil through the top of the oil filter. DO NOT REMOVE THE FILTER TO PREVENT CONTAMINATION.



# MAINTAINING YOUR MOWER

## CHANGING YOUR ENGINE'S OIL

Change your oil every 100 hours for the Kawasaki engine or 500 hours for the Vanguard.

1. Move the oil drain extender hose to a position where you can easily put a container underneath to collect the oil.
2. When the engine is off but warm, twist cap on drain extender to empty oil into container.
3. After the oil has drained, make sure the drain cap is closed before tucking the hose back into its loop on the engine. Don't keep it dangling from the mower to avoid potential snags and leaks.
4. If you are changing the oil filter, do so now (see below).
5. Fill up engine oil.
6. Run engine for three minutes
7. Check oil levels.
  - a. If too low, add more oil.
  - b. If there's too much oil, use a syringe or another similar device to get the extra out through the oil filler.

Recommended oil type and capacity as follows. Flip up the seat to see a decal with that information.:

ENGINE OIL		
ENGINE	OIL TYPE	CAPACITY (DRY)
Kawasaki FX1000V EFI	API-SL 10W-40 Engine Oil	1.7L (without oil filter change) 1.9L (with oil filter change)
Vanguard Big Block (with Oil Guard)	Synthetic API-SL 5W-30 Engine Oil	4.73L

## CHANGING THE OIL FILTER

Change the oil filter on the Kawasaki engine every 200 hours. For the Vanguard engine, change the oil filter every 500 hours.

For Kawasaki engine:

1. Make sure you have a container in place to catch any oil that comes out with the oil filter.
2. Take the filter off by rotating counterclockwise.
3. Wipe where the filter was and coat the seal with clean engine oil.
4. Insert new filter, turning it clockwise until sealed plus a 2/3 turn further.
5. Fill up engine oil.
6. Run engine for three minutes.
7. Check oil levels.
  - a. If too low, add more oil.
  - b. If there's too much oil, use a syringe or another similar device to get the extra out through the oil filler.

For Vanguard engine:

1. Make sure you have a container in place to catch any oil that comes out with the oil filter.
2. Take the filter off by rotating counterclockwise.
3. Wipe clean oil on the O-rings of the oil filter.
4. Insert new filter, turning it clockwise
5. Fill up engine oil.
6. Place the tank cap back on by turning it clockwise.
7. Run engine for three minutes.
8. Check oil levels.
  - a. If too low, add more oil.
  - b. If there's too much oil, drain some of it using the hose.

# MAINTAINING YOUR MOWER

## REPLACING THE AIR FILTER ELEMENTS

### CAUTION

**NEVER** operate the engine without the air filter in place.

**Keeping the engine air filter in good condition is crucial for the engine's performance and its lifespan. Check the engine manual that came with your mower for the correct way to maintain the air filter system.**

If there's a lot of dust, you might need to change the air filters more often than recommended 250 hours for the primary element/air filter and 500 hours for secondary element/safety filter.

**Note:** Kawasaki does not recommend cleaning the engine's air filter.

To check and service the air filter elements:

1. Remove or open fasteners to remove the air filter cover.
2. Remove the air filter.

For Vanguard: if the filter isn't dirty, carefully tap it against a hard surface. If the filter is dirty, replace it.

For Kawasaki: Replace air filter.

1. Put the cover back on.
2. Reattach the fasteners, making sure they are tight.

Remember that the 5-year / 2,000-hour coverage on your engine requires proof of regular maintenance as outlined by the engine manual and in this manual.

## FUEL SYSTEM

### WARNING

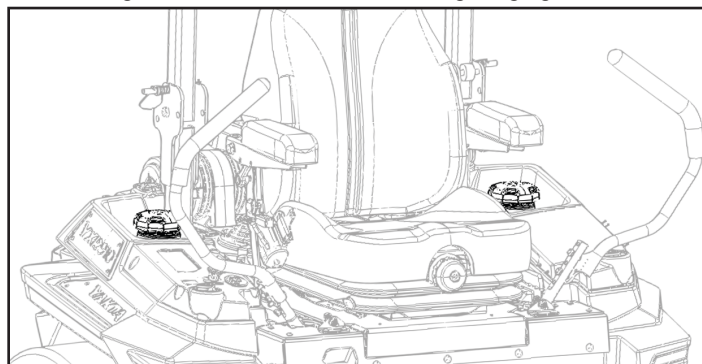
**Handle gasoline with extreme caution. It is highly flammable, and its vapors can explode.**

**NEVER** open the fuel cap or fill the tank when the engine is on or if it's still warm.

**AVOID** any sources of flame or sparks near the fuel.

**DO NOT** overfill the fuel tank. Prevent hazardous spills and potential damage to property. Any fuel spills should be cleaned up immediately.

The fuel caps are located on both sides of the mower. Fuel capacity for your mower is 16 gallons. There is an electronic or analog fuel gauge on each tank.



## BELTS

### CHECKING THE DECK BELT

1. Unlatch pulley covers to take them off.
2. Lift up footboard.
3. Check for any signs of excess wear, tear, breaks, cracks, etc.
4. Replace as needed.

### REPLACING THE DECK BELT

1. With the pulley cover off, pull and hold the deck tensioner handle toward the spindle pulley to loosen the belt.
2. While holding the handle, use your other hand to slip the belt off the nearby

# MAINTAINING YOUR MOWER

pulley.

3. Slowly release the deck tensioner handle to take the belt off the remaining pulleys and engine.
4. Place the new belt around the clutch pulley and on all pulleys except one.
5. Pull and hold the handle again to ease the tension on the belt.
6. Put belt on last pulley and gently release the deck tensioner handle.

**Note:** We recommend taking the mower to your Yakta Dealer to change the drive belt.

## BLADES



### WARNING

**Mower blades are very sharp and can cut you. ALWAYS cover the blades with a thick cloth or wear strong gloves when you are working on them.**

For a quality cut on your lawn, you need to keep the mower blades sharp. Sharp blades help your grass look better and let your engine run its best. Check if the blades are sharp and bolted tightly to the spindles before every use, and after you hit something hard by mistake.



### WARNING

**DO NOT mow with a bent, cracked, broken, or damaged blade. Pieces can break off and be thrown out of mower which could cause injury or damage.**

## TAKING OFF A BLADE

1. Safely jack up or lift the mower deck.
2. Under the deck, carefully hold the blade to prevent movement.
3. Use a 15/16" wrench to remove the 5/8" bolt at the bottom of the spindle. Use a 1-1/8" wrench to hold the spindle shaft above the blade to keep it shaft from rotating.
4. Take the blade off the spindle.

## PUTTING ON A BLADE

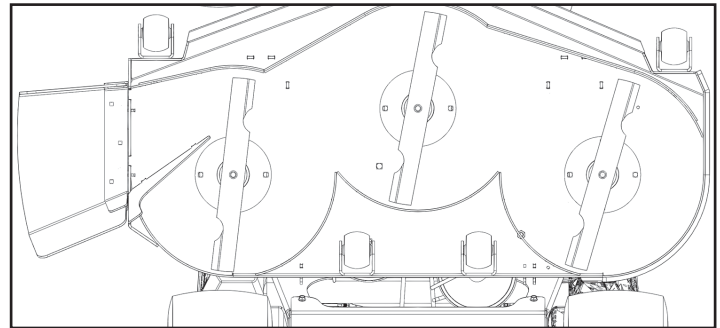
Check that each blade is straight by laying it on a level surface before you put it back on. If a blade is bent or warped, you need to get a new one.

Don't use any nuts or bolts that are broken, squashed, stripped, or worn out.

When you install the blade, the curved part should face upwards, towards the mower deck.

Use a wrench to tighten the blade bolts to 115-120 ft-lbs. of torque.

Before using the mower, **ALWAYS** spin the blades by hand after you install them to make sure they move freely and don't touch each other or the mower.



## SHARPEN THE BLADE

Use bench grinder or angle grinder and vise. Sharpen along the blade's original angle. Sharpen blades from the top only.

**DO NOT** grind the blade down past 1/3 of the original thickness. For best cut quality, always use blades bought from Yakta Dealer.

## BALANCING MOWER BLADES

Make sure the blades are balanced before you put them back on. You can use blade balancing tools from a hardware store, which is the best way to do this.

Or you can hang the blade on a nail or a 5/8" bolt stuck straight up. If one side dips down, it's not balanced. Fix any unevenness before you put the blade back on the mower:

1. Grind some material off the heavy end of the blade and recheck balance. Repeat until the blade sits evenly.
2. Put blade back on mower.

# LONG-TERM AND OFF-SEASON STORAGE



## CAUTION

Failing to follow these directions may result in engine damage or poor performance.

If you plan on not using your mower for 30 days, it's important to closely follow the storage instructions.

For additional details, review the engine manual that was included with your mower.

Scan for an online copy of your engine manual:

KAWASAKI FX1000V EFI



VANGUARD BIG BLOCK EFI 61G877-0014-J1



**Note:** Failing to follow storage instructions listed here and in engine manual will void the warranty. You are responsible for staying updated on any changes to third party parts and reviewing procedures in their manuals.

## GETTING YOUR MOWER READY TO STORE

1. Give your mower a gentle wash with soap and water. Remove all grass, dirt,

and debris. **DO NOT** use a pressure washer. Be careful not to soak the control panel and electronics.

2. Paint over any areas where the metal is showing through to prevent rust. To get paint for touchups, reach out to Yakta's Client Care at [clientcare@yakta.com](mailto:clientcare@yakta.com) or call 1-866-926-9248.
3. Look over your mower for any parts that might need replacing and get them from your Yakta Dealer.
4. Keep your mower in a spot that's clean, dry, and sheltered from bad weather.

## PREPPING THE ENGINE



## WARNING

**NEVER turn on the engine or drain the oil in a confined space without adequate airflow. Keep away from any flame or spark.**

**Gas must be stored in a container made to store gas and kept in a safe location.**



## WARNING

**Gasoline is toxic. Dispose of it according to local regulations.**

Make sure you complete the following steps in order:

## FUEL

Fuel gets old after about a month and could harm your engine.

1. Add fuel stabilizer to fuel tanks, following the stabilizer's instructions.
2. Run the engine for 5 minutes
3. Drain the fuel.
4. Run the engine at low idle until it stalls.

# LONG-TERM AND OFF-SEASON STORAGE

## ENGINE OIL

Change your oil when the engine is warm so it's ready to use after storage. Follow the instructions earlier in this manual.

## SPARK PLUGS

1. Take out the spark plugs and drop 1/2 teaspoon of engine oil into each hole.
2. Crank engine a few times to spread the oil inside.
3. Put the plugs back in.
4. Crank the engine slowly again to trap air inside the cylinders.

## CLEAN AND STORE

1. Wipe down the engine's surface with an oily rag.
2. Wrap engine with plastic and store.

## BATTERY CARE



### WARNING

**Batteries can leak and explode. Ensure good ventilation and keep battery away from ignition sources, such as flames, sparks, and embers.**

**ALWAYS clean your hands thoroughly after handling components of battery terminals such as post and connectors. These parts contain lead, which can cause cancer and reproductive health issues.**

**Batteries contain toxic substances: sulfuric acid can cause SEVERE burns. Avoid tilting the battery more than 45 degrees to prevent spills.**

**If contact with battery fluid occurs, immediately call the American Association of Poison Control Centers at 1 (800) 222-1222.**

If you're not going to use the mower for a while, it's best to disconnect the battery and store it somewhere away from the mower.

1. Disconnect the battery and take it out of the mower.
2. Clean any dirt or rust off the battery, including the connectors and terminals.
3. If the battery isn't fully charged, charge it.
4. Put the battery somewhere that isn't too hot or cold and keep it somewhere dry.

5. Keep the battery charged, especially when it's below freezing.

## GETTING READY FOR A NEW MOWING SEASON

Before you use your mower after it's been stored, here's what to do to keep it running well and lasting long. Go over the safety section of the manual again and make sure everything is in place and operating properly.

1. Thoroughly clean your mower to remove dirt. Make sure you get rid of any mess around the engine and muffler. Blowing air on it works well.
2. Check tire pressure and inflate to the recommended level.
3. Change the engine oil if you didn't change it before storing.
4. Check that there's enough hydraulic oil.
5. Install a fully charged battery and connect the wires.
6. Fill up with new fuel.
7. Turn on the engine and let it run for 5 minutes. Check that the controls for steering are okay.
8. After turning off the engine, check for any loose parts, leaks, or other issues. Make sure every bolt is tight and all the clips are in place.
9. Review safety section of manual again before operating mower.

# 8 TROUBLESHOOTING

## TROUBLESHOOTING

Below is a table of common troubleshooting issues, possible causes, and solutions.

**For live troubleshooting, please don't hesitate to reach out to Yakta's Client Care team by emailing [clientcare@yakta.com](mailto:clientcare@yakta.com) or calling 1-866-926-9248.**

Keep in mind that some issues may need to be fixed by a Yakta Service Expert. Don't worry, your mower has the best zero-turn mower warranty: 5 years / 2,000 hours that includes everything except batteries, blades, and tires. **Note:** For 5-year / 2,000-hour coverage on engine and drive system, proof of regular maintenance as outlined by manufacturers and this manual is needed.

Review your engine manual and drive system manuals for more troubleshooting help. Scan the QR codes for digital downloads.

Scan the QR code to get an online copy:

### KAWASAKI ENGINES



### VANGUARD



Read the manual for Hydro-Gear's ZT-5400 online, scan the QR code:

### HYDRO-GEAR



# TROUBLESHOOTING

What is Happening	Possible Cause	Fixes
Mower does not start, has no power, or has low power.	Safety interlock system is engaged.	Make sure that drive arms are in neutral position, Park brake is engaged and PTO switch in down.
	No fuel.	Fill up the tank.
	Contaminated fuel.	Clean out and replace the fuel.
	Clogged fuel filter, tube, or air vent, air filter.	Change filter or tube, or clean off fuel cap.
	Battery cables are not well connected or are broken.	Check the battery. If the cables are loose or corroded, clean and tighten them.
	Battery not charged.	Charge the battery.
	Spark plugs are loose.	Replace the spark plugs.
	Faulty pistons, cylinders, piston rings, head gaskets, valves, spark plugs.	Contact Yakta Dealer.
	Loose cylinder head bolts.	Contact Yakta Dealer.
	Incorrect type or grade of fuel, or water in fuel.	Change the fuel.
	Faulty fuel system or ignition coils.	Contact Yakta Dealer.
	Control linkage not aligned or is out of shape.	Repair or replace linkage.
	Pulley or drive belt is slipping or damaged.	Repair or replace drive belt or pulley.
	Contaminated oil or oil level is low.	Add oil or change oil.
	Too much load.	Reduce vehicle loading.
	There is air within the hydraulic system.	Purge hydraulic system.
	Fuel valve position is not "ON."	Open fuel valve lever.
	Engine switch position is "OFF."	Turn engine position to "START."
	Over-rich fuel/air mix	Contact Yakta Dealer.
	The brake is not fully disengaged.	Disengage brake, replace if needed.
Mower pulls to one side.	The tire pressure is either incorrect or uneven.	Check tire pressure.
	The drive arms are misaligned.	Adjust drive arm bolt.
	The control linkage is either bent or needs adjustment.	Repair or replace linkage.
	The transaxle bypass is not moving smoothly.	Repair or replace bypass valve.
	The parking brake is not fully disengaged.	Replace brake spring.



# TROUBLESHOOTING

What is Happening	Possible Cause	Fixes
Mower only operates on one side.	The control linkage is bent or requires adjustment.	Repair or replace linkage.
	Drive belt is slipping, or there is damage to the pulley.	Service belt or pulley.
Mower creeps with drive arms in neutral.	Transaxle linkage not properly aligned.	Adjust transaxle linkage (see section #5).
Mower making a lot of noise.	Contaminated oil or oil level is low.	Add oil or change oil.
	Too much load.	Reduce vehicle loading.
	Loose parts.	Repair or replace parts.
	Air in hydraulic system.	Purge hydraulics.
	Brake partially engaged.	Fix brake, replace spring if needed.
Engine overheating.	Air intake, air path, or air filter clogged with dirt.	Clean to unclog.
	Not enough oil.	Add more oil to the engine.
	Buildup in combustion chamber.	Contact Yakta Dealer.
Throttle won't increase engine speed.	Faulty electric governor.	Contact Yakta Dealer.
Engine speed dropped too low.	Debris or dust inside engine.	Clean according to engine manual.
	Temperature sensor or circuit malfunction.	Contact Yakta Dealer.
	Low oil.	Add oil.
	Malfunction of oil switch, circuit, lubrication system, throttle sensor, throttle valve, or wiring issue.	Contact Yakta Dealer.
	Low battery voltage.	Charge or replace battery.
Transaxle is running too hot.	Debris buildup around transaxle.	Clean off debris.
	Fan damaged.	Repair or replace fan.
	Oil level low or contaminated oil.	Fill to proper level or change oil.
	Too much load.	Reduce vehicle loading.
	Air trapped in hydraulic system.	Purge hydraulic system.
	Parking brake partially engaged.	Disengage brake, replace spring if needed.
Transaxle leaking oil.	Damaged seals, housing, or gaskets.	Replace damaged components.
	Air in the hydraulic system.	Purge hydraulic system.

# TROUBLESHOOTING

What is Happening	Possible Cause	Fixes
Uneven or poor cut.	Deck is not level.	Level the deck by adjusting the rod eye bolts connecting the mower deck to the frame.
	Tire pressure is incorrect or uneven.	Check tire pressure and fill to proper amount.
	Blades are not sharp or are not working.	Sharpen or replace blades.
	Cutting too fast.	Check that mower is in cutting-speed setting. Cut at a lower speed.
	Belt tension is off.	Check tensioner arm to add tension or change belt.
	Cutting height too short or tall.	Adjust deck height.
Blades are not rotating.	Something clogging the system.	Shut down mower and use stick or tool to unclog deck.
	Safety interlock system is engaged.	Make sure you are sitting on the seat.

# 9 ERROR CODES

The following brief descriptions and error codes will appear on the display console.

Errors will be color coded on the console:

- Green (low) = Issue that doesn't affect how your mower performs or operates.
- Yellow (medium) = Issue that will impact performance or operation.
- Red (high) = severe issue where permanent damage is possible. Red alerts will pop up on the home screen immediately to notify the operator.

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
29	Accelerator Position Sensor Short Circuit to <b>Power/High</b>	The accelerator position sensor is measuring higher than expected voltage. Check wiring and connections. Check the sensor for damage. The accelerator position sensor or ported vacuum switch may be shorted to power.	Medium	K
29	Accelerator Position Sensor Short Circuit to <b>Ground/Low</b>	The accelerator position sensor is measuring lower than expected voltage. Check wiring and connections. Check the sensor for damage. The accelerator position sensor or ported vacuum switch may be shorted to ground	Medium	K
51	Intermittent Failure	The throttle position sensor is experiencing an intermittent failure. Check wiring and connections. Check the Throttle Position Sensor (TPS). Test the Electronic Throttle Control (ETC). Replace the ETC or TPS sensor if necessary.	Low	K / V
51	The Throttle Position Sensor Signal has Higher than Expected Voltage	The throttle position sensor is measuring higher than expected voltage. The sensor may be shorted to power. Check wiring and connections. Check the Throttle Position Sensor (TPS). Test the Electronic Throttle Control (ETC). Replace the ETC or TPS sensor if necessary.	Medium	K / V
51	The Throttle Position Sensor Signal has Lower than Expected Voltage, Possible Open Circuit	The throttle position sensor is measuring lower than expected voltage. The sensor may be shorted to ground or open circuit. Check wiring and connections. Check the Throttle Position Sensor (TPS). Test the Electronic Throttle Control (ETC). Replace the ETC or TPS sensor if necessary.	Medium	K / V

# ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
51	Signal Voltage Out of Range	The signal voltage from the throttle valve position sensor is out of the expected range. Check wiring and connections. Check the Throttle Position Sensor (TPS). Test the Electronic Throttle Control (ETC). Replace the ETC or TPS sensor if necessary.	High	K / V
51	Signal Voltage Out of Range	The throttle valve position is different from the set point. The signal voltage from the throttle valve position sensor is out of the expected range. Check wiring and connections. Check the Throttle Position Sensor (TPS). Test the Electronic Throttle Control (ETC). Replace the ETC or TPS sensor if necessary.	High	K / V
91	Signal Voltage <b>High</b>	Voltage from the throttle control dial is above 4.9V. Check wiring and connections. Replace Throttle Control Dial if necessary.	Medium	V
91	Signal Voltage <b>Low/Open</b>	Voltage from the throttle control dial is below 0.1V. Check wiring and connections. Replace Throttle Control Dial if necessary.	Medium	V
100	Low Oil Pressure detected	Stop engine immediately! Continuing to operate the engine may result in severe engine damage. Ensure engine oil is filled to the correct level. Ensure the engine oil is the correct viscosity.	High	K
102	Signal Voltage <b>High</b>	The Manifold Absolute Pressure (MAP) sensor is measuring higher than expected signal voltage. The sensor may be shorted to power. Check wiring and connections. Check the sensor for proper operation Replace the sensor or Electronic Throttle Control (ETC) if necessary.	Medium	V
102	Signal Voltage <b>Low/Open</b>	The Manifold Absolute Pressure (MAP) sensor is measuring lower than expected signal voltage. The sensor may be shorted to ground or there may be an open circuit. Check wiring and connections. Check the sensor for proper operation. Replace the sensor or Electronic Throttle Control (ETC) if necessary.	Medium	V

## ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
105	Intermittent Failure	The Manifold Absolute Temperature (MAT)/Intake Air Temperature sensor is experiencing an intermittent failure. Check wiring and connections. Check the sensor for proper operation. Replace the sensor or Electronic Throttle Control (ETC) if necessary.	Low	K / V
105	Signal Voltage <b>High</b>	The Manifold Absolute Temperature (MAT)/Intake Air Temperature sensor is measuring higher than expected signal voltage. The sensor may be shorted to power. Check wiring and connections. Check the sensor for proper operation. Replace the sensor or Electronic Throttle Control (ETC) if necessary.	Medium	K / V
105	Signal Voltage <b>Low/Open</b>	The Manifold Absolute Temperature (MAT)/Intake Air Temperature sensor is measuring lower than expected signal voltage. The sensor may be shorted to ground or there may be an open circuit. Check wiring and connections. Check the sensor for proper operation. Replace the sensor or Electronic Throttle Control (ETC) if necessary.	Medium	K / V
106	Intake Air Pressure Sensor Short to <b>Power</b>	The Manifold Absolute Pressure (MAP) sensor is measuring higher than expected signal voltage. The sensor may be shorted to power. Check wiring and connections. Check the sensor for proper operation. Replace the sensor or Electronic Throttle Control (ETC) if necessary. This issue may be in the ECU. Replace ECU if necessary.	High	K
106	Intake Air Pressure Sensor Short to <b>Ground</b>	The Manifold Absolute Pressure (MAP) sensor is measuring lower than expected signal voltage. The sensor may be shorted to ground or there may be an open circuit. Check wiring and connections. Check the sensor for proper operation. Replace the sensor or Electronic Throttle Control (ETC) if necessary. This issue may be in the ECU. Replace ECU if necessary.	High	K
107	Intake System Restriction	Check the intake system and air filter. Ensure the intake system is clear of debris. Ensure the air filter is clean and free of debris. Replace if necessary.	Medium	K
110	Head Over Temperature	Stop engine immediately! Continuing to operate the engine may result in severe engine damage. The measured engine temperature is above the safe threshold value.	High	K / V

# ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
110	Intermittent Failure	The engine head temperature sensor is experiencing an intermittent failure. Check wiring and connections. Check the sensor for damage.	Low	K / V
110	Signal Voltage <b>High/Open</b>	The engine head temperature sensor is measuring higher than expected voltage. Check wiring and connections. There may be a short circuit to power or open circuit. Check the sensor voltage. Replace the sensor if measured voltage is above 4.5V.	Medium	K / V
110	Signal Voltage <b>Low/Open</b>	The engine head temperature sensor is measuring lower than expected voltage. System voltage may be below 9V. Check the battery and system voltage. There may be a short circuit to ground. Check the sensor voltage. Replace the sensor if the measured voltage is below 0.5V.	Medium	K / V
110	Intermittent Failure	The engine head temperature sensor is experiencing an intermittent failure. Check wiring and connections. Check the sensor for damage	Low	K
110	Over Heat Detected	Stop engine immediately! Continuing to operate the engine may result in severe engine damage. The intermediate engine temperature limit has been exceeded.	High	K
158	Battery Voltage After Key Above Normal	The battery voltage is above the expected value. Check the battery voltage with the engine running at full speed. Check the charging system if the measured battery voltage is above 15V.	Medium	K
158	Battery Voltage After Key Below Normal	The battery voltage is below the expected value. Check the battery voltage. Charge or replace the battery if the measured voltage is below 12V. If the battery voltage is above 12V, check the wiring in the main vehicle connector and ECU connector. Check the fuses on the engine.	Low	K
158	Voltage <b>High</b>	The battery voltage is above the expected value. Check the battery voltage with the engine running at full speed. Check the charging system if the measured battery voltage is above 15V.	Medium	V

## ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
158	Voltage <b>Low</b>	The measured battery voltage is below the expected value. Check the battery voltage. Charge or replace the battery if the measured voltage is below 12V. If the measured battery voltage is above 12V, check the violet wire in main vehicle connector and ECM connector. Check the 2A fuse on the engine.	Low	V
168	Battery Voltage Above Normal	The battery voltage is above the expected value. Check the battery voltage with the engine running at full speed. Check the charging system if the measured battery voltage is above 15V.	Medium	K
168	Battery Voltage Below Normal	The battery voltage is below the expected value. Check the battery voltage. Charge or replace the battery if the measured voltage is below 12V. If the battery voltage is above 12V, check the wiring in the main vehicle connector and ECU connector. Check the fuses on the engine.	Low	K
168	Voltage <b>High</b>	The battery voltage is above the expected value. Check the battery voltage with the engine running at full speed. Check the charging system if the measured battery voltage is above 15V.	Medium	V
168	Voltage <b>Low</b>	The measured battery voltage is below the expected value. Check the battery voltage. Charge or replace the battery if the measured voltage is below 12V. If the measured battery voltage is above 12V, check the violet wire in main vehicle connector and ECM connector. Check the 2A fuse on the engine.	Low	V
190	Over Speed Detected	Stop engine immediately! Continuing to operate the engine may result in severe engine damage. The engine speed far exceeds 3600 RPM. Verify that the top unloaded engine speed is approximately 3600 RPM. If the engine over speed continues, contact your dealer.	High	K / V
629	CAN Bus Network Offline	The engine CAN BUS network is offline. Check wiring and connections. Ensure that the CAN system is functioning properly. Contact your dealer if issue continues.	Medium	K

# ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
636	Additional Edges Detected/Noise Detected	The crankshaft position sensor has detected additional edges or noise. Check wiring and connections. Check the Crankshaft Position Sensor (CKP). Check the CKP sensor gap. Test the spark plugs and ensure they function properly. Check the valve lash and adjust as necessary. Replace the CKP sensor if necessary.	Medium	K / V
636	Sensor Open Circuit	The crankshaft position sensor may be part of an open circuit. Check wiring and connections. Check the sensor for damage.	High	K
636	Loss of Synchronization Gap	The crankshaft position sensor has detected the loss of the synchronization gap. Check wiring and connections. Check the sensor for damage.	Medium	K
636	Missing or Additional Tooth Detected	The crankshaft position sensor has detected a missing tooth or an additional tooth. Check wiring and connections. Check the Crankshaft Position Sensor (CKP). Check the CKP sensor gap. Test the spark plugs and ensure they function properly. Check the valve lash and adjust as necessary. Replace the CKP sensor if necessary.	Medium	K / V
636	Sensor Loss of Synchronization	The crankshaft position sensor has detected a loss of synchronization. Check wiring and connections. Check the sensor for damage.	Medium	K
636	Additional Tooth Detected	The crankshaft position sensor has detected an additional tooth. Check wiring and connections. Check the Crankshaft Position Sensor (CKP). Check the CKP sensor gap. Test the spark plugs and ensure they function properly. Check the valve lash and adjust as necessary. Replace the CKP sensor if necessary.	Medium	K
637	Gap Position incorrect	The gap for the crankshaft position sensor is incorrect. Check the Crankshaft Position Sensor (CKP). Check the CKP sensor gap. Check wiring and connections. Ensure the spark plugs function properly. Ensure the CKP sensor functions properly.	High	V



## ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
637	Missing Crankshaft Sensor signal	The signal for the crankshaft position sensor is missing. Check Wiring and connections. Check the Crankshaft Position Sensor (CKP) for damage. Ensure CKP sensor functions properly. There may be an open circuit.	High	V
637	Crankshaft Fail During Valid Teeth Phase	The Crankshaft Position Sensor (CKP) has detected a failure. Disconnect and reconnect the CKP sensor. Replace the CKP sensor if necessary. Repair or replace the wiring harness if necessary.	High	V
639	Data Error	The engine CAN BUS network is offline or experiencing a data error. Check wiring and connections. Ensure that the CAN system is functioning properly. Contact your dealer if issue continues.	Medium	V
651	Signal Voltage <b>High</b>	The cylinder 1 fuel injector is measuring higher than expected voltage. Check wiring and connections. Replace the wiring harness if necessary. Replace the ECM/ECU if the wiring harness does not solve issue. There may be a short to power.	Medium	K / V
651	Signal Voltage <b>Low/Open</b>	The cylinder 1 fuel injector is measuring lower than expected voltage. Check the wiring harness from the injector connector to the ECM/ECU connector. Replace the wiring harness if necessary. There may be a short to ground or open circuit.	Medium	K / V
652	Signal Voltage <b>High</b>	The cylinder 2 fuel injector is measuring higher than expected voltage. Check wiring and connections. Replace the wiring harness if necessary. Replace the ECM/ECU if the wiring harness does not solve issue. There may be a short circuit to power.	Medium	K / V
652	Signal Voltage <b>Low/Open</b>	The cylinder 2 fuel injector is measuring lower than expected voltage. Check the wiring harness from the injector connector to the ECM/ECU connector. Replace the wiring harness if necessary. There may be a short circuit to ground or open circuit.	Medium	K / V
724	Circuit Voltage Returned to ECM is Too <b>High</b>	The voltage at the ECM from the oxygen (O2) sensor is higher than expected. Check wiring and connections. There may be a short circuit to power. Check the O2 sensor. Replace the O2 sensor if wiring is OK.	Medium	V

# ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
724	Circuit Voltage Returned to ECM is Too <b>Low</b> or Shorted to Ground	The voltage at the ECM from the oxygen (O2) sensor is lower than expected. Check wiring and connections. There may be a short circuit to ground. Check the O2 sensor. Replace the O2 sensor if wiring is OK.	Medium	V
724	Circuit from O2 Sensor is <b>Open</b>	The oxygen (O2) sensor is not sending any voltage. Check wiring and connections. There may be an open circuit. Check the O2 sensor. Replace the O2 sensors if wiring is OK.	Medium	V
818	5V Supply <b>High</b>	The 5V supply system voltage is higher than expected. Check wiring and connections. There may be a short circuit to power. Locate and repair the 5V wire shorted to battery voltage.	Medium	V
818	5V Supply <b>Low</b> or Shorted to Ground	The 5V supply system voltage is lower than expected. Check wiring and connections. There may be a short circuit to ground. If the wiring is OK, replace the ECM/ECU.	Medium	V
818	Over Temperature of 5V Voltage Regulator	Check wiring and connections. The voltage regulator temperature for the 5V system is exceeding the safe threshold value.	Medium	V
1075	Fuel Pump Voltage <b>High</b>	The fuel pump is measuring higher than expected voltage. Check wiring and connections. There may be a short circuit to power	Medium	K
1075	Fuel Pump Voltage <b>Low/ Open Circuit</b>	The fuel pump is measuring lower than expected voltage. Check wiring and connections. There may be a short circuit to ground or open circuit.	Medium	K
1268	Signal Voltage <b>High</b>	The ignition coil for cylinder 1 has a signal voltage that is higher than expected. Check wiring and connections. Ensure spark plugs function properly. There may be a short circuit to power.	Medium	K / V
1268	Signal Voltage <b>Low/Open</b>	The ignition coil for cylinder 1 has a signal voltage that is lower than expected. Check wiring and connections. Ensure Spark plugs function properly. There may be a short circuit to ground or open circuit.	Medium	K

## ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
1268	Signal Voltage <b>Low/Open</b>	The ignition coil for cylinder 1 has a signal voltage that is lower than expected. Check wiring and connections. Ensure Spark plugs function properly. There may be a short circuit to ground or open circuit.	Medium	V
1269	Signal Voltage <b>High</b>	The ignition coil for cylinder 2 has a signal voltage that is higher than expected. Check wiring and connections. Ensure spark plugs function properly. There may be a short circuit to power.	Medium	K / V
1269	Signal Voltage <b>Low/Open</b>	The ignition coil for cylinder 2 has a signal voltage that is lower than expected. Check wiring and connections. Ensure Spark plugs function properly. There may be a short circuit to ground or open circuit.	Medium	K
1269	Signal Voltage <b>Low/Open</b>	The ignition coil for cylinder 2 has a signal voltage that is lower than expected. Check wiring and connections. Ensure Spark plugs function properly. There may be a short circuit to ground or open circuit.	Medium	V
1347	Circuit Shorted <b>High</b>	The fuel pump is measuring higher than expected voltage. Check wiring and connections. There may be a short circuit to power. Ensure the fuel pump operates properly.	Medium	V
1347	Circuit Shorted <b>Low</b>	The fuel pump is measuring lower than expected voltage. Check wiring and connections. There may be a short circuit to ground. Ensure the fuel pump operates properly.	Medium	V
1347	Circuit Open	The fuel pump is not measuring any voltage. Check wiring and connections. There may be an open circuit. Ensure the fuel pump operates properly.	Medium	V
1485	Circuit Shorted <b>High</b>	Check wiring and connections. There may be a short circuit to power. The main relay should be felt and heard as it clicks on when the ignition is turned to the on position. Replace the relay if a click is not felt or heard.	Medium	V
1485	Circuit Shorted <b>Low</b>	Check wiring and connections. There may be a short circuit to ground. The main relay should be felt and heard as it clicks on when the ignition is turned to the on position. Replace the relay if a click is not felt or heard.	Medium	V

# ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
1485	Circuit Open	Check wiring and connections. There may be an open circuit. The main relay should be felt and heard as it clicks on when the ignition is turned to the on position. Replace the relay if a click is not felt or heard.	Medium	V
1695	Lean Air/Fuel Ratio (Under Load)	Stop engine immediately! Continuing to operate the engine may result in severe engine damage. The oxygen (O2) sensor has detected a lean air/fuel ratio. Ensure that the fuel system is free of debris or other restrictions. Check for vacuum and exhaust leaks. Check for faulty fuel injectors. Check the O2 sensor. Replace the O2 sensor if necessary.	High	V
1695	Sensor Correction Too <b>High</b> (Lean Air/Fuel Ratio)	Stop engine immediately! Continuing to operate the engine may result in severe engine damage. The oxygen (O2) sensor correction is too high, the fuel delivery has increased to the maximum. Ensure that the fuel system is free of debris or other restrictions. Check for vacuum and exhaust leaks. Check for faulty fuel injectors. Check the O2 sensor. Replace the O2 sensor if necessary.	High	V
1695	Sensor Correction Too <b>Low</b> (Rich Air/Fuel Ratio)	Stop engine immediately! Continuing to operate the engine may result in severe engine damage. The oxygen (O2) sensor correction is too high, the fuel delivery has decreased to the minimum. Ensure that the fuel system is free of debris or other restrictions. Check for vacuum and exhaust leaks. Check for faulty fuel injectors. Check the O2 sensor. Replace the O2 sensor if necessary.	High	V
2634	Short Circuit to <b>Power/High</b>	Check wiring and connections. There may be a short circuit to power. The main relay should be felt and heard as it clicks on when the ignition is turned to the on position. Replace the relay if a click is not felt or heard.	Medium	K
2634	Short Circuit to <b>Ground/Low</b>	Check wiring and connections. There may be a short circuit to ground. The main relay should be felt and heard as it clicks on when the ignition is turned to the on position. Replace the relay if a click is not felt or heard.	Medium	K
2634	Open Circuit	Check wiring and connections. There may be an open circuit. The main relay should be felt and heard as it clicks on when the ignition is turned to the on position. Replace the relay if a click is not felt or heard.	Medium	K

## ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
3464	Signal Voltage Out of Range	The signal voltage from the throttle valve position sensor is out of the expected range. Check wiring and connections, check the Throttle Position Sensor (TPS), test the Electronic Throttle Control (ETC), replace the ETC or TPS sensor if necessary. May be internal to the ECU.	High	K
3464	The Throttle Position Sensor Signal has <b>Higher</b> Than Expected Voltage	The throttle position sensor is measuring higher than expected voltage, the sensor may be shorted to power. Check wiring and connections, check the Throttle Position Sensor (TPS), test the Electronic Throttle Control (ETC), replace the ETC or TPS sensor if necessary. May be internal to the ECU.	Medium	K
3464	The Throttle Position Sensor Signal has <b>Lower</b> Than Expected Voltage, Possible Open Circuit	The throttle position sensor is measuring lower than expected voltage, the sensor may be shorted to ground or open circuit. Check wiring and connections, check the Throttle Position Sensor (TPS), test the Electronic Throttle Control (ETC), replace the ETC or TPS sensor if necessary. May be internal to the ECU.	Medium	K
3597	Short Circuit to Power/ <b>High</b>	Power output supply voltage from the ECU is higher than expected. Check wiring and connections. There may be a short circuit to power. The issue may also be internal to the ECU.	Medium	K
3597	Short Circuit to Ground/ <b>Low</b>	Power output supply voltage from the ECU is lower than expected. Check wiring and connections. There may be a short circuit to ground. The issue may also be internal to the ECU.	Medium	K
5080	Short Circuit to Power/ <b>High</b>	The multifunction indicator lamp (MIL) voltage is higher than expected. Check wiring and connections. There may be a short to power.	Low	K
5080	Short Circuit to Ground/ <b>Low</b> , Possible Open Circuit	The multifunction indicator lamp (MIL) voltage is lower than expected. Check wiring and connections. There may be a short to ground or open circuit.	Low	K
5083	Short Circuit to Power/ <b>High</b>	The engine temperature light is malfunctioning, the voltage is higher than expected. Check wiring and connections. There may be a short circuit to power.	Low	K

# ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
5083	Short Circuit to Ground/ <b>Low</b> , Possible Open Circuit	The engine temperature light is malfunctioning, the voltage is lower than expected. Check wiring and connections. There may be a short circuit to ground or an open circuit.	Low	K
5099	Short Circuit to Power/ <b>High</b>	The oil warning lamp is malfunctioning, the voltage is higher than expected. Check wiring and connections. There may be a short circuit to power.	Low	K
5099	Short Circuit to Ground/ <b>Low</b> , Possible Open Circuit	The oil warning lamp is malfunctioning, the voltage is lower than expected. Check wiring and connections. There may be a short circuit to ground or an open circuit.	Low	K
5374	Sensor Value is Out of Range	The throttle position sensor is measuring a minimum value that is out of range. Check wiring and connections. Check the throttle position sensor. Replace the sensor if necessary.	Medium	K
5375	Short Circuit to Power/ <b>High</b>	The electronic throttle control valve driver #1 is measuring higher than expected voltage. Check wiring and connections. There may be a short circuit to power.	Medium	K
5375	Short Circuit to Ground/ <b>Low</b>	The electronic throttle control valve driver #1 is measuring lower than expected voltage. Check wiring and connections. There may be a short circuit to ground.	Medium	K
5376	Electronic Throttle Control Valve Driver Exceeds Safe Temperature	The electronic throttle control valve driver temperature is exceeding the safe temperature threshold. The issue may be internal to the ECU.	Medium	K
5376	Electronic Throttle Control Valve Driver Temperature Status	The temperature status of the electronic throttle control valve driver.	Low	K

## ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
5378	Short Circuit to Power/ High	The electronic throttle control valve driver #2 is measuring higher than expected voltage. Check wiring and connections. There may be a short circuit to power.	Medium	K
5378	Short Circuit to Ground/ Low	The electronic throttle control valve driver #2 is measuring lower than expected voltage. Check wiring and connections. There may be a short circuit to ground.	Medium	K
5419	Throttle Position Sensor Value Out of Range	The throttle position sensor voltage value is out of the expected range. Check wiring and connections, check the Throttle Position Sensor (TPS), test the Electronic Throttle Control (ETC), replace the ETC or TPS sensor if necessary.	Medium	K
5419	Driver Pin 1 Shorted <b>High</b>	Pin 1 on the throttle valve driver is measuring higher than expected voltage. There may be a short circuit to power. Check wiring and connections. Test the Electronic Throttle Control (ETC). Replace the ETC if necessary.	Medium	V
5419	Driver Pin 1 Shorted <b>Low</b>	Pin 1 on the throttle valve driver is measuring lower than expected voltage. There may be a short circuit to ground. Check wiring and connections. Test the Electronic Throttle Control (ETC). Replace the ETC if necessary.	Medium	V
5419	Driver Circuit open	The throttle valve driver is malfunctioning and may be part of an open circuit. Check wiring and connections. Test the Electronic Throttle Control (ETC). Replace the ETC if necessary. The issue may be internal to the ECM/ECU.	Medium	K / V
5419	Driver Shorted Between Pins 1 and 2	The throttle valve driver is malfunctioning. There may be a short circuit between pins 1 and 2 on the valve driver. Check wiring and connections. Test the Electronic Throttle Control (ETC). Replace the ETC if necessary.	Medium	V
5419	Pulse Width Modulation Out of range	The throttle valve driver is malfunctioning. The pulse width modulation (PWM) signal is out of the expected range. Test the electronic throttle control (ETC). Replace the ETC if necessary.	Medium	V

# ERROR CODES

Error Code	Short Description	Detailed Description and Corrective Actions	Priority Level	Engine Type Kawasaki (K) Vanguard (V)
5419	Throttle Actuator Driver Short Circuit	The throttle actuator drive is malfunctioning. There may be a short circuit to power or ground. Check wiring and connections. Test the electronic throttle control (ETC). Replace the ETC if necessary.	Medium	K
5419	Driver Over Temperature <b>WARNING</b>	Stop engine immediately! Continuing to operate the engine may result in severe damage to the electronic throttle control (ETC). The throttle valve driver is above the safe temperature threshold.	High	V
5871	Heater Shorted <b>High</b>	The heated oxygen (O2) sensor is measuring higher than expected voltage. There may be a short circuit to power. Check wiring and connections. Check the O2 sensor. Replace the O2 sensor if necessary.	Medium	V
5871	Heater Shorted <b>Low</b>	The heated oxygen (O2) sensor is measuring lower than expected voltage. There may be a short circuit to ground. Check wiring and connections. Check the O2 sensor. Replace the O2 sensor if necessary.	Medium	V
5871	Heater Open Circuit	The heated oxygen (O2) sensor is malfunctioning. The sensor may be part of an open circuit. Check wiring and connections. Check the O2 sensor. Replace the O2 sensor if necessary.	Medium	V



# 10 RECORD OF SERVICE AND NOTES

Remember: to get 5-year/2,000-hour warranty coverage on the engine and transaxles, you need to keep a record of regular maintenance as outlined by the manufacturers and this manual.

DATE	SERVICE NOTES

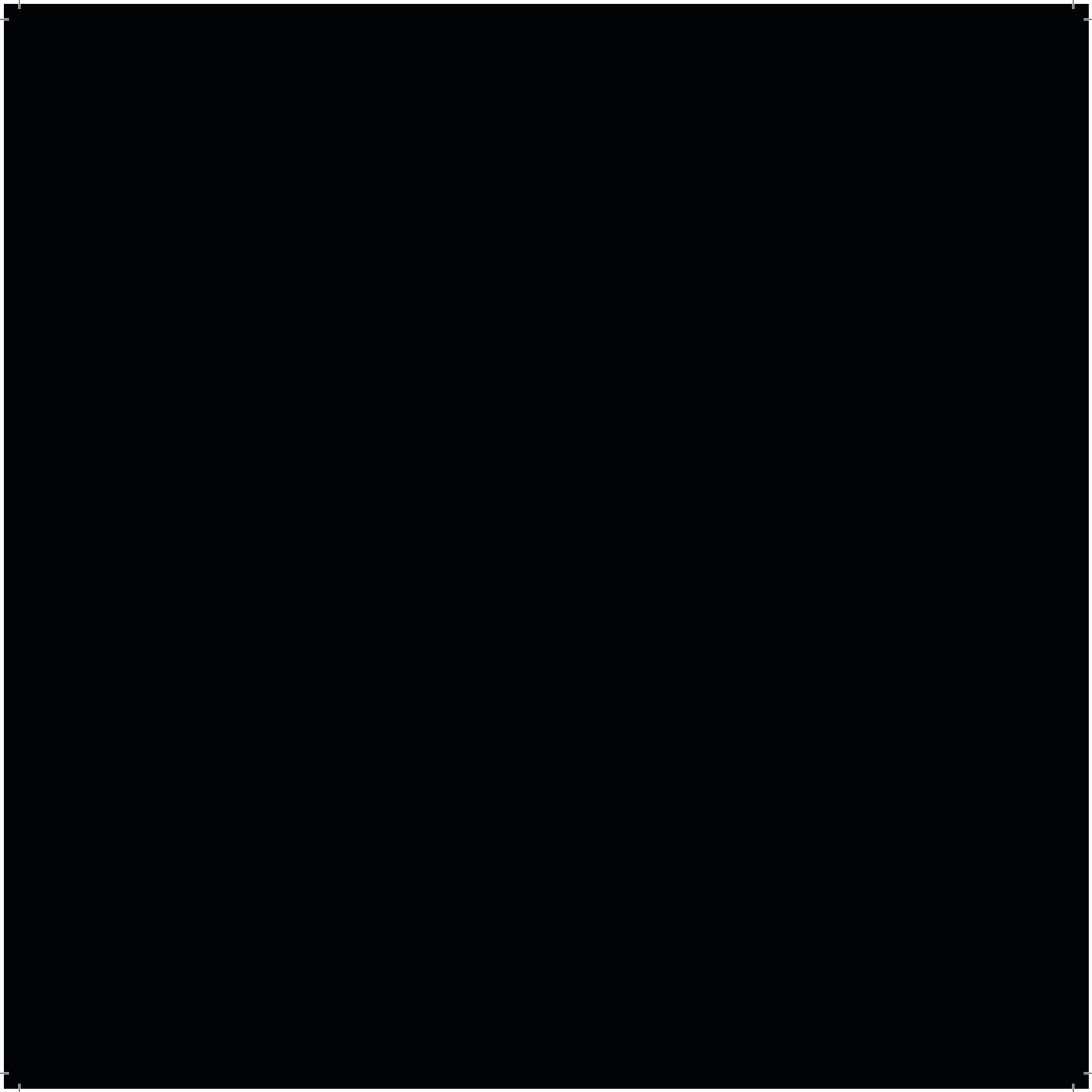
**YOUR RESPONSIBILITY:** It is your duty to thoroughly read and comprehend the instructions in this manual before using your mower. The owner assumes responsibility for any accidents that may happen.

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