YAKTA

PRODUCT MANUAL

YXR920

JUNE 2025

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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.

CONTENTS

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.

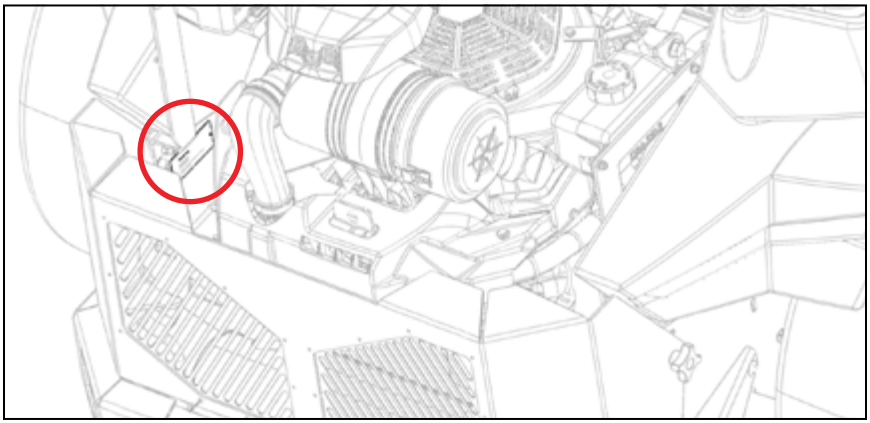
BEFORE YOU START UP YOUR MOWER, TAKE TIME TO THOROUGHLY READ THIS MANUAL FROM BEGINNING TO END.

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**, or scan the QR code below for the latest updates.

YAKTA'S WARRANTY

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

IN ORDER TO GET YOUR WARRANTY 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 the engine that came with your mower. Scan the QR code to get an online copy:

KAWASAKI FX1000V EFI

VANGUARD BIG BLOCK EFI 61G877-0014-J1

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

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**.

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

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

"**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.

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.

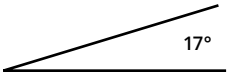
10. Keep the mower in good shape. Fix or replace any damaged safety devices, shields, or decals before use. Regularly check the tightness of the bolts and screws on the mower.
11. Before starting, ensure all hydraulic fluid connections are secure and that hoses and lines are in good shape.
12. Be careful 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. **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.

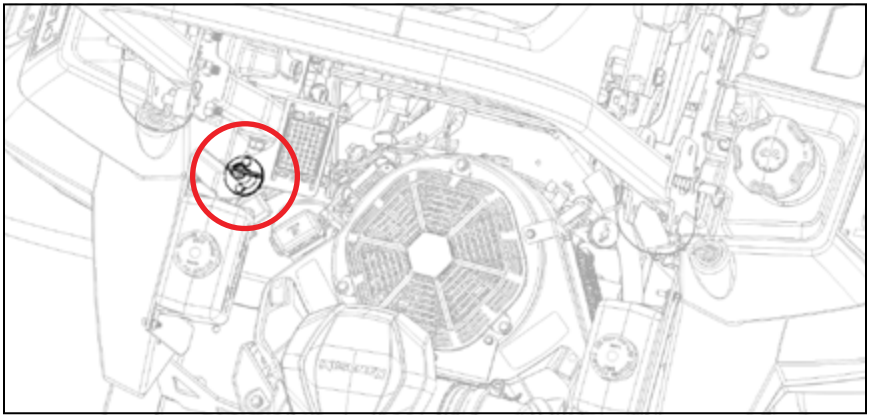
Be cautious when you can't see around corners or past shrubs. Slow down for turns.

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 an emergency battery shutoff behind the seat of the mower. Turn and remove the key to disconnect to battery.



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.

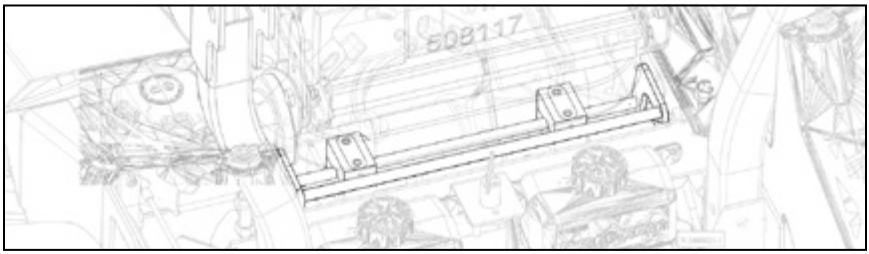
DO NOT attempt to repair or modify ROPS. Only utilize sanctioned accessories. Get new ROPS parts to replace any damaged parts.

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.

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 & UNLOADING YOUR MOWER

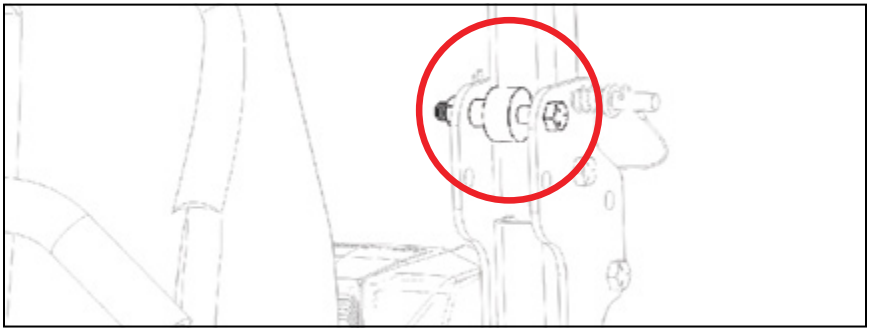
WARNING

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.

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 & 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, put on 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.
- 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.

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.

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.

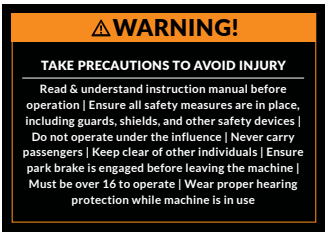
Try to avoid stopping quickly, starting quickly, or turning quickly on slopes. Carefully and slowly change direction or speed if you need to.

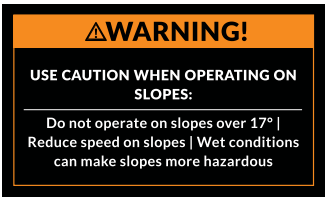
Be extra cautious if you're using any add-ons or attachments since these can affect the equipment's balance. Make sure to balance the weight properly if needed.

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!

KEEP CLEAR: SPINNING BLADES
BLADES & THROWN OBJECTS
CAN INJURE

⚠DANGER!

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

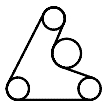
⚠DANGER!

GUARD IS REMOVED
INSTALL GUARD TO AVOID
INJURY

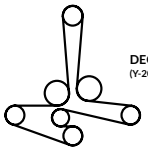
ATTENTION!

MAX TOW WEIGHT: 600LB
NOT FOR HIGHWAY USE

DECK BELT ROUTING (TOP-DOWN VIEW)



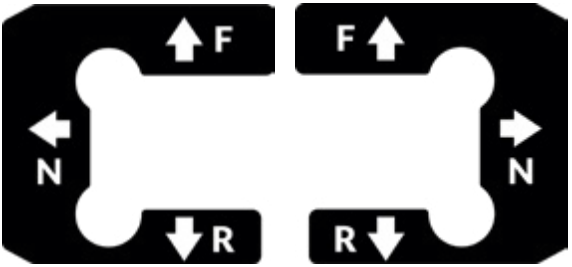
TRACTION DRIVE
(Y-2001558)



DECK DRIVE
(Y-2001876)

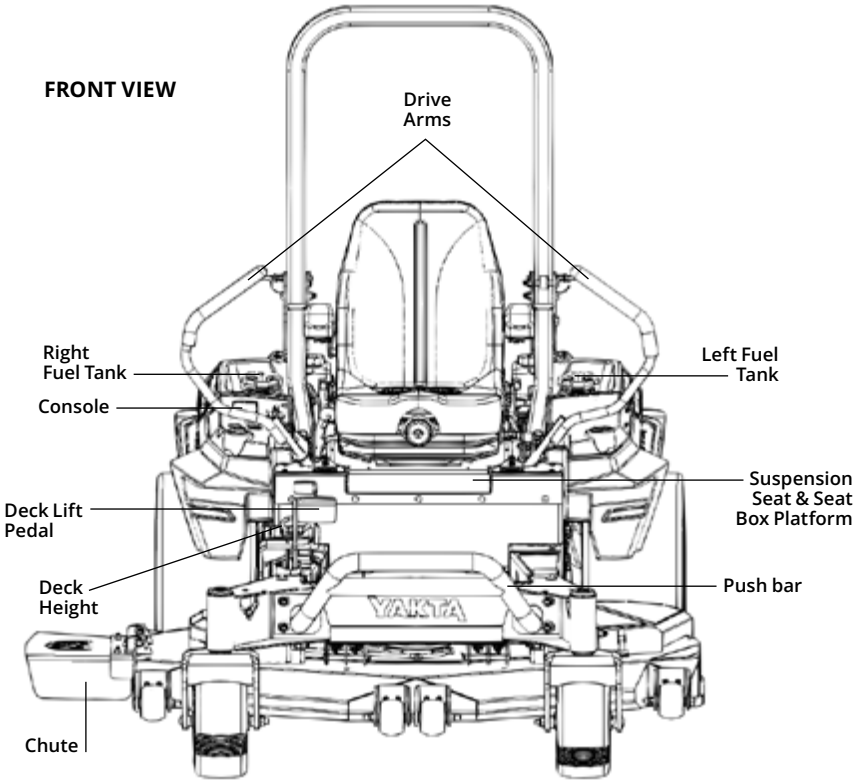
OIL TYPES & QUANTITIES

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 w/Oil Guard	Synthetic API-SL 5W-30 Engine Oil	4.73L
TRANSAXLE OIL		
	TYPE	CAPACITY (DRY)
	API-SL 20W-50 Engine Oil	5L in each transaxle (left hand and right hand side)

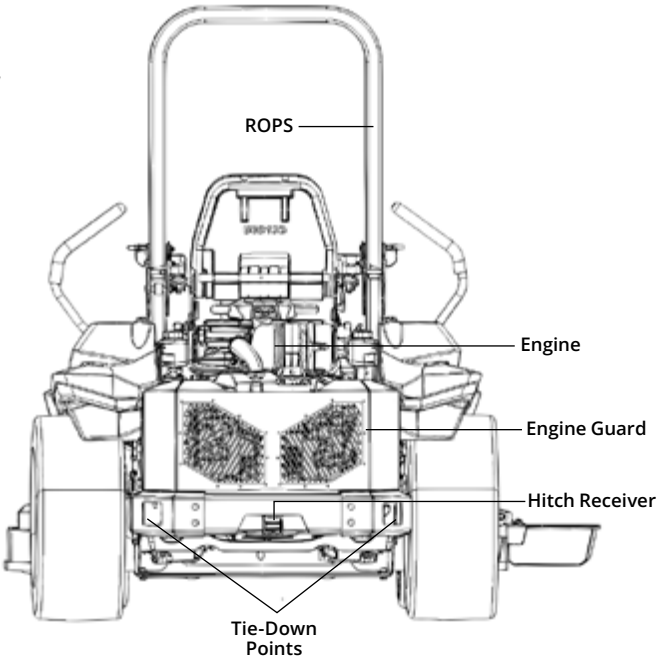


Forward, Neutral, and Reverse

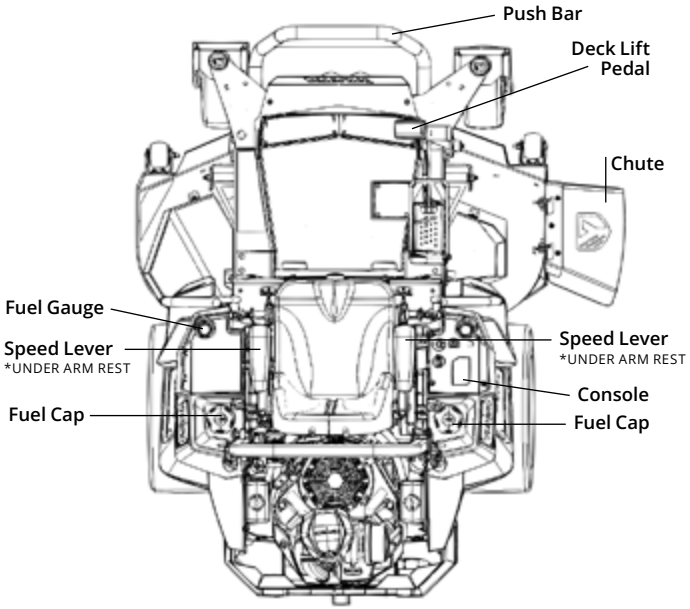
OVERVIEW OF YOUR MOWER



BACK VIEW



OPERATOR POV



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.

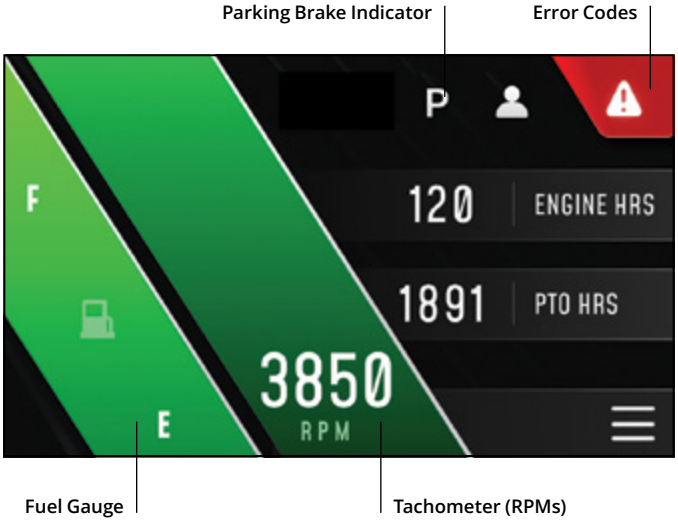
Power Take-Off (PTO) Switch: When down, PTO is off meaning the blade are not engaged. Pull PTO up to turn on and start the blade system.

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.

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 and the PTO switch is off. 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, & 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 park position.
- PTO switch is down.

PARKING & SHUTTING DOWN

1. Choose a flat, even area to park the mower.
2. Press the PTO switch down to stop power to blades.
3. Put the drive levers in neutral, and then move them outward to activate the parking brake.
4. Turn the throttle to its lowest setting and keep the engine running for approximately one minute.
5. 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 when the drive arms are pushed out, **DO NOT** panic.

Drive your mower to flat ground and turn off the mower as normal. The parking brake linkages likely need to be adjusted. Take your mower to your Yakta Dealer.

MOVING, TURNING, & 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. PRACTICE STEERING AND CONTROLLING THE SPEED OF YOUR YAKTA MOWER AT A SLOW PACE TO GET USED TO IT.

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.

MOVING

After starting the mower, pull the drive arms out of the park position to disengage the park brake.

When you are ready, turn the throttle dial to get more power out of the engine.

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.

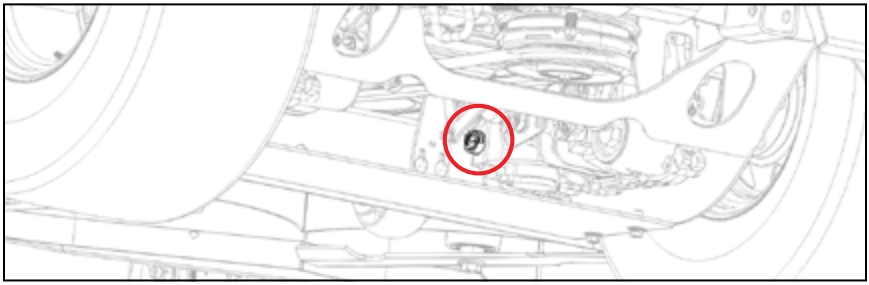
To reverse, pull both handles towards you from the neutral position. To stop reversing, push the handles back to neutral.

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. Push drive arms out to engage the parking brakes.
3. Find and switch the silver bypass lever on the transaxle under the fan on the underside of the mower.

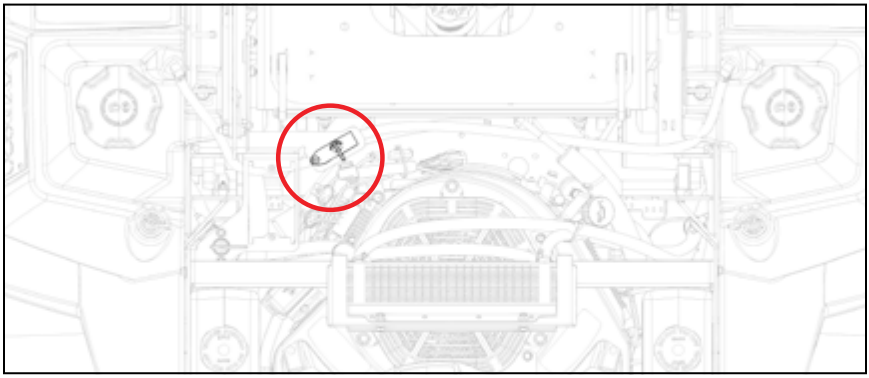


4. Push the drive arms in to disengage the parking brakes.
5. Push or tow the mower to where you want it to go.
6. Re-engage the park brake.
7. Return the bypass levers to their initial positions once the mower is relocated.

WHEN ONE TANK RUNS OUT OF FUEL

Use the fuel selector to switch between left and right tank when you run out of fuel on one side.

1. Turn the fuel selector valve to draw fuel from the remaining tank. The knob must point in direction of fuel flow, which means it points away from the tank you want to use.
   - To use the left fuel tank, turn the knob to the right.
   - To use the right fuel tank, turn the knob to the left.
2. Ensure the valve is fully turned to prevent fuel flow issues.



STARTING & STOPPING THE MOWER BLADES

1. 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.

UNCLOGGING YOUR MOWER

DANGER

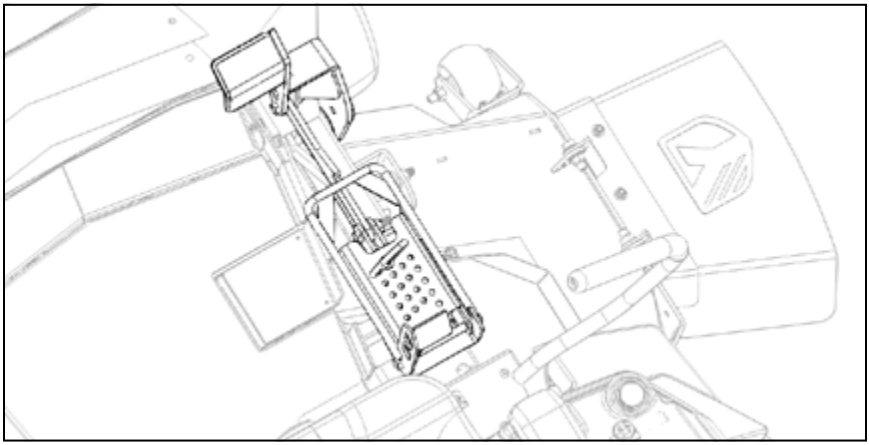
NEVER put any part of your body into the mower's chute.

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 & 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.

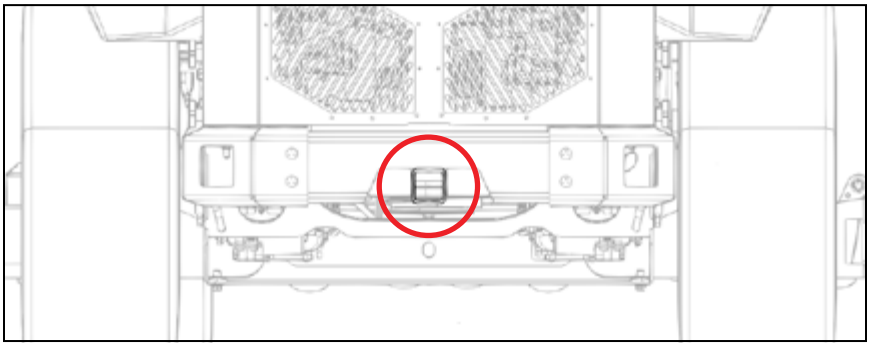
Attach your equipment to the hitch receiver for towing. Do not attach the equipment anywhere else.

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.



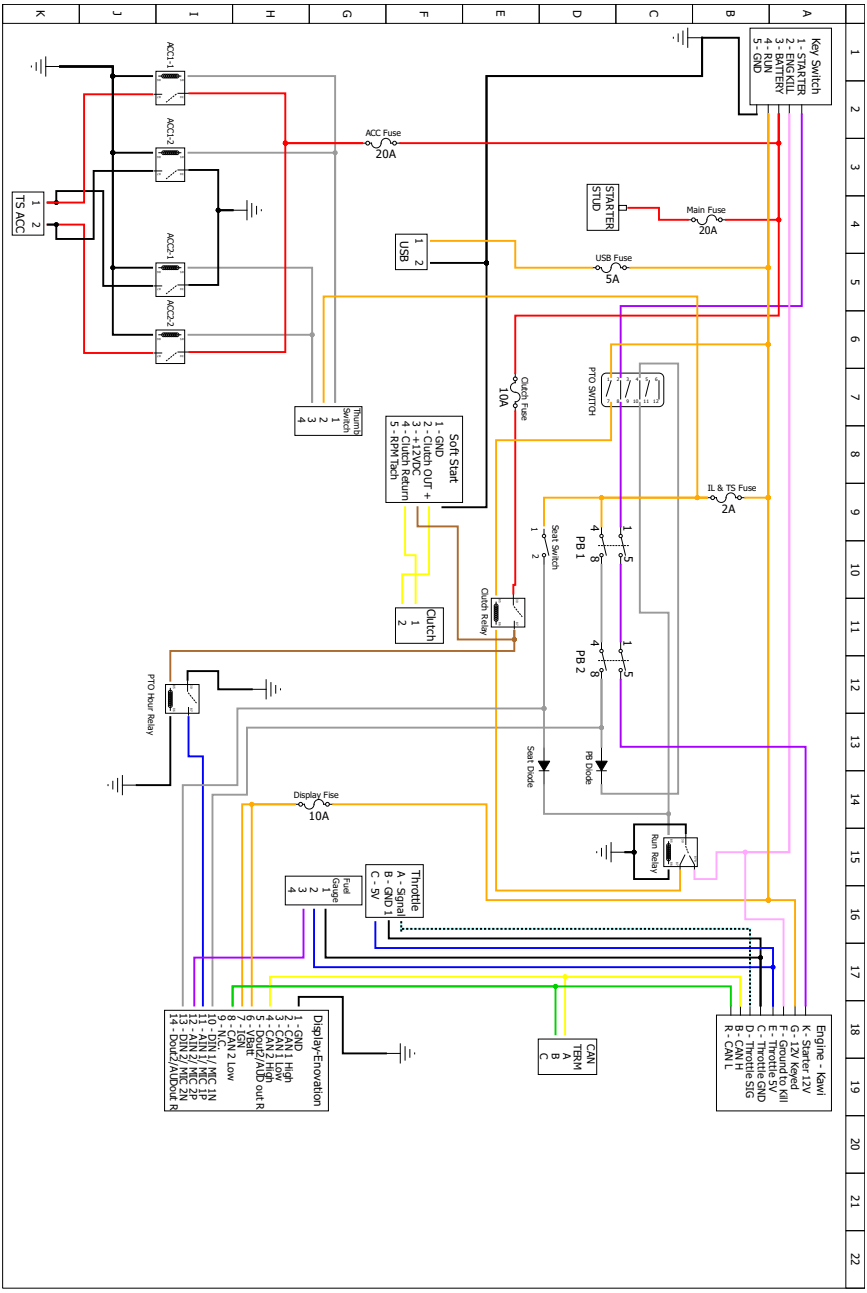
COMMON SERVICE PARTS

DESCRIPTION	PART NUMBER
61" Mower Blades	Y-2000216
72" Mower Blades	Y-2002609
Deck Belt	Y-2001876
Drive Belt	Y-2001558
Engine Oil Filter	Y-9000200
Transaxle Oil Filter	Y-9000198

TORQUE SEPCS

SIZE	THREAD PITCH	GRADE 5	GRADE 8
#3	32	23 in-lb	28 in-lb
#8	32	41 in-lb	52 in-lb
#10	24	60 in-lb	75 in-lb
#12	24	94 in-lb	117 in-lb
1/4	20	7 ft-lb	11 ft-lb
5/16	18	15 ft-lb	21 ft-lb
3/8	16	27 ft-lb	37 ft-lb
7/16	14	43 ft-lb	57 ft-lb
1/2	13	61 ft-lb	88 ft-lb
9/16	12	87 ft-lb	125 ft-lb
5/8	11	121 ft-lb	175 ft-lb
3/4	10	215 ft-lb	311 ft-lb
7/8	9	349 ft-lb	492 ft-lb

WIRING DIAGRAM



ADJUSTING THE SETTINGS & FEATURES

Before you start making adjustments, push down the PTO switch to disengage blades, make sure drive arms are pushed out to engage parking brake, turn off the engine, and park your mower on a flat surface.

For video instructions of many adjustments and service tasks, scan the QR code:

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.

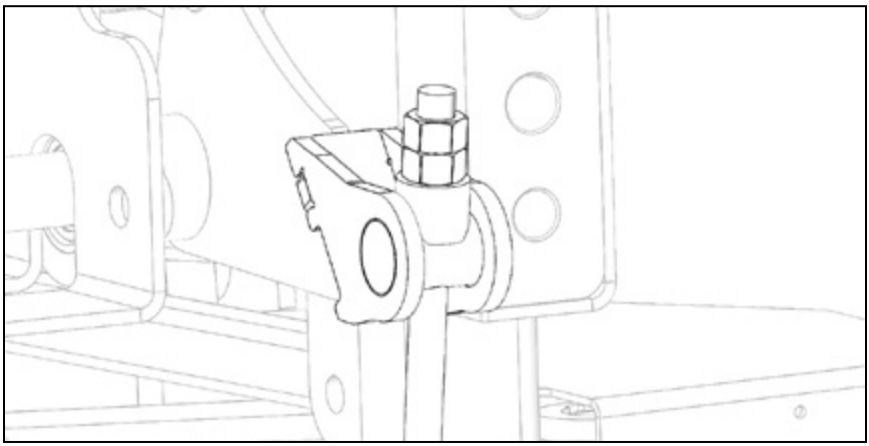
- Lower the roll bar **ONLY IF** you absolutely needed.
- **DO NOT** wear the seat belt if the roll bar is down.
- Take it slow and steady.
- Lift the roll bar back up as soon as you can.

1. Take out the hairpin.
2. Pull the pins out on both sides.
3. Gently lower or raise the roll bar to desired position.
4. Reinsert both pins.
5. Reattach hairpin to secure ROPS.

LEVELLING THE DECK

Make sure the mower is parked on level ground and check the tire pressure to ensure it is consistent from side to side, we recommend around 14 PSI. 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. Use a 2 x 3/4" wrench to 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.

LUMBAR SUPPORT

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

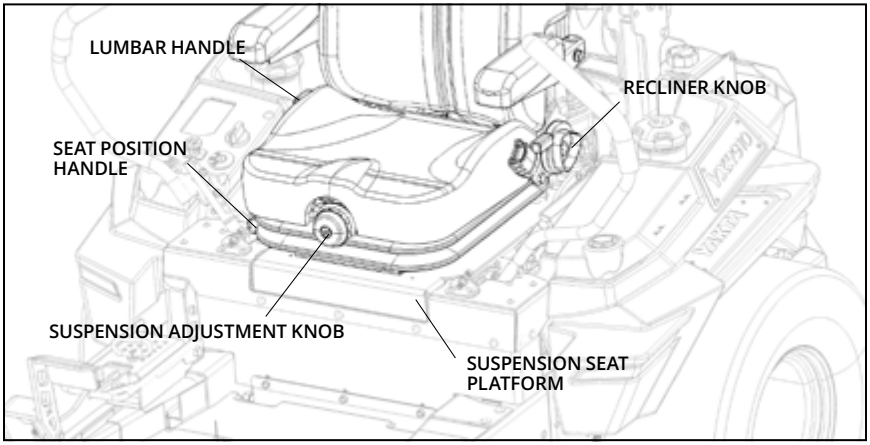
RECLINING THE SEAT

- 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.

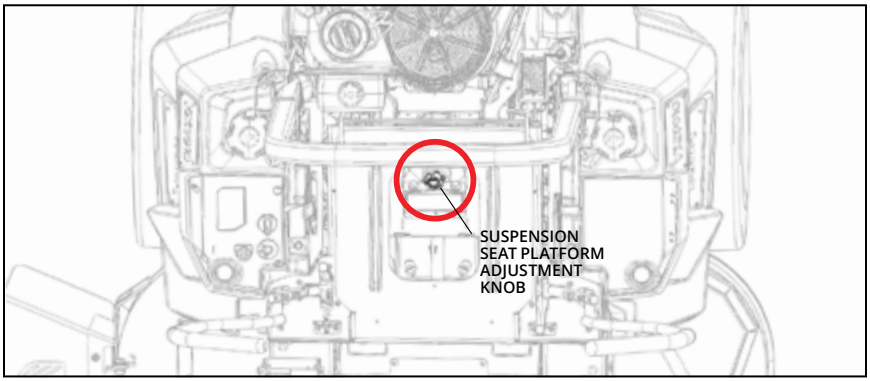


SUSPENSION SEAT ADJUSTMENTS

- 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.

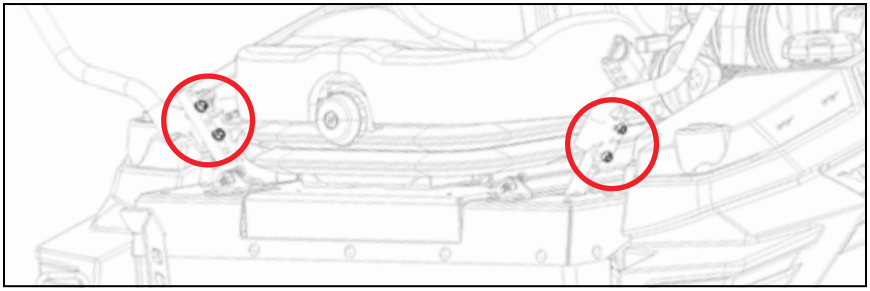


DRIVE ARM ADJUSTMENTS

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 loosen the two bolts on one of the drive arms.
3. Reposition the top part so it will be the most comfortable.
4. Tighten the bolts and do the same for the other drive arm. Make sure the controls are symmetrical.

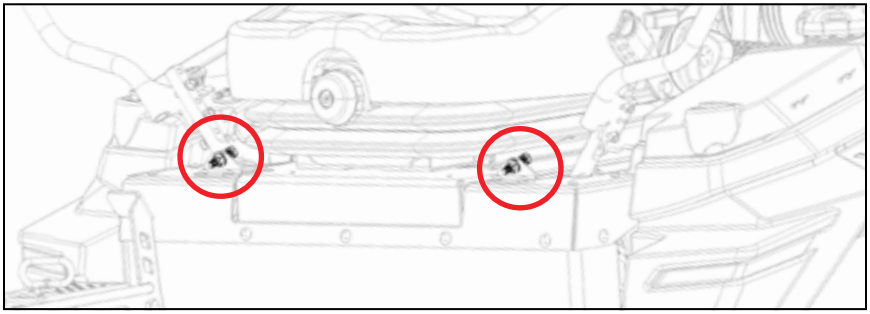


FINE-TUNING THE DRIVE ARM INPUT

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.



CAUTION

We highly recommend taking your mower to your Yakta Dealer for the following services.

DRIVE LINK ADJUSTMENT

Tools Required:

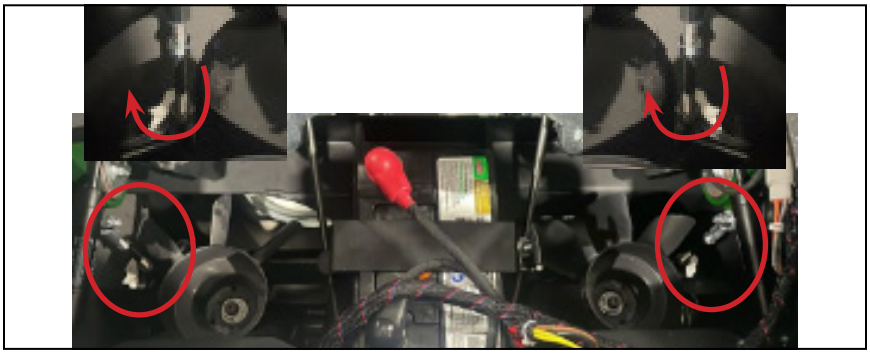
- 1/4" Wrench
- 1/2" Wrench

Drive links require adjustment when the neutral position isn't maintained, causing potential safety risks. When the machine is in neutral, it should not move forward or backwards. Before testing and servicing, ensure obstacles, debris and potential obstructions are removed from the area. We recommend taking your mower to your Yakta Dealer for this.

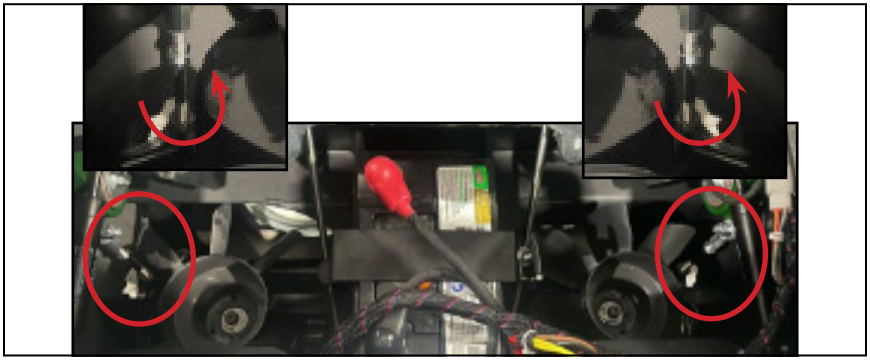
1. Start the unit and leave the drive arms in the neutral position. Is the unit creeping in any direction?
    - **IF MACHINE MOVES FORWARD** in the neutral position, loosen upper and lower jam nuts.

NOTE: Lower jam nut is reverse thread.

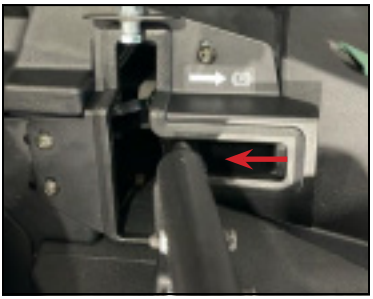
- Then, extend the drive linkages by turning the rod counterclockwise.



- **IF MACHINE MOVES BACKWARDS** in the neutral position, loosen upper and lower jam nuts. (Note: Lower jam nut is reverse thread) Then, shorten the drive linkages by turning the rod clockwise.



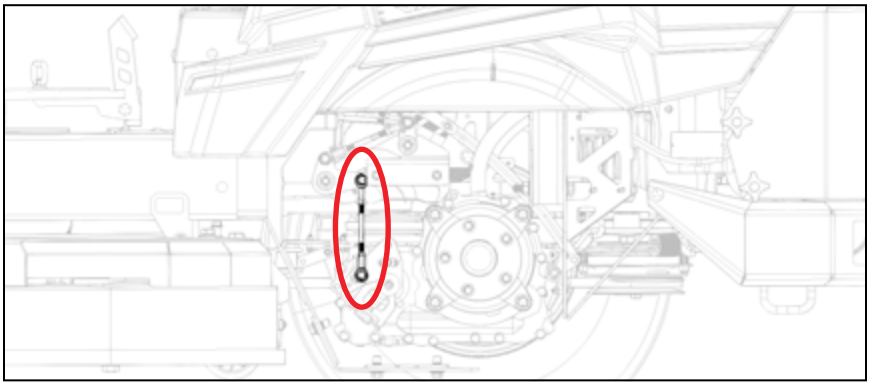
2. Adjust the rods until the machine stays stationary when drive arms in the neutral position.
3. Ensure the machine is not pushing through the park brake.
    - When machine is out of park position, are there any abnormal movements, creeping (any direction), noise, etc.? If so, return to step 1.



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. Retighten 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.



CLUTCH ADJUSTMENT

Tools Required:

- 0.015-0.022 Feeler Gauge
- 9/16" Wrench

If a clutch fails to pull in or will not continue to pull in when it gets hot, the air gap may need adjustment. It may be easier to take the PTO off the mower to make adjustments.

NOTE: There are three inspection slots on the brake shroud.

1. Place the feeler gauge in the slot between the armature and rotor.
2. Slowly tighten down the brake nut until there is contact with the feeler gauge.

CAUTION

DO NOT set gap below 0.015" or damage to clutch may occur.

3. Once gap is set rotate rotor and armature, check gap with feeler gauge and make slight adjustments if required.
4. Apply full voltage to the clutch and rotate it to make sure there is no contact with the brake shroud. If there is contact back off the brake nuts until no contact is felt.

CLUTCH REPLACEMENT

Tools Required:

- Torque Wrench
- Ratchet with 5/8" Socket
- Strap Wrench

A defective or damaged clutch requires replacement to maintain the integrity of your Yakta unit.

⚠ CAUTION

Before servicing machine, be sure engine and clutch are disengaged and cooled off, machine is parked in a level area, and the park brake is set.

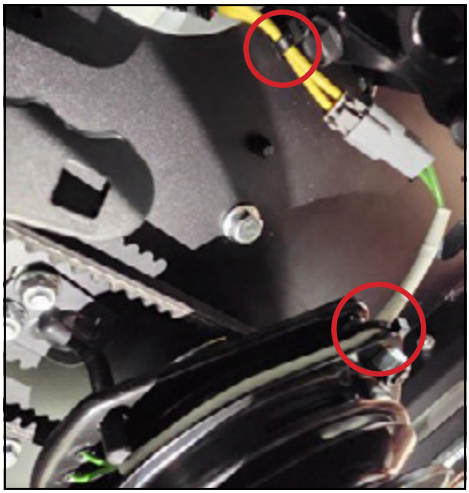
1. Remove the deck belt, loosen or remove the transaxle drive belt, unplug the clutch wire as shown below.

2. Use the strap wrench on the drive pulley of the engine to prevent the engine from turning while removing the bolt.

3. Use the Ratchet and the 5/8" socket to remove the crank bolt, pointed out below, then slide the clutch off the crankshaft.

4. Slide the new clutch onto the crankshaft, ensuring the keyway is lined up properly, and the clutch anti-rotate pin is properly engaged as shown below.

5. Use the strap wrench to prevent the engine from turning while torquing as outlined above, then retighten the crankshaft bolt using the 5/8" socket and a torque wrench (Factory torque 68 Nm | 46 ft lbs).
6. Reinstall the electrical plug, ensuring it will not contact the drive belt or the deck belt. Use a zip tie to secure it to the clutch as shown below.



7. Test run the clutch, check for proper function, abnormal vibration or noise.

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 the engine that came with your mower. Scan the QR code to get an online copy:

KAWASAKI FX1000V EFI

VANGUARD BIG BLOCK EFI 61G877-0014-J1

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

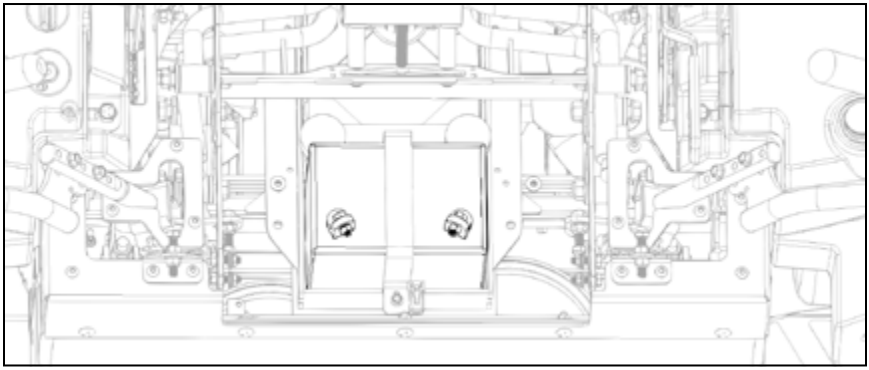
MAINTENANCE	EACH TIME YOU USE YOUR MOWER	EVERY 50 HOURS OR YEARLY	EVERY 100 HOURS OR YEARLY	EVERY 300 HOURS OR YEARLY
Quick look over: Check the whole machine for any parts that are loose or broken including:				
• Belts.	•			
• Idler pulleys.	•			
• Springs.	•			
• Hoses.	•			
• Nuts, Bolts, & Screws.	•			
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 fuel levels.	•			
Clean off and remove grass from mower, deck, and muffler area.	•			
Tighten all nuts and screws.			•	
Check and clean engine oil cooler fins.			•	
Get certified engine mechanic at Yakta Dealership to:				
• Clean combustion chamber.				•
• Check and adjust valve clearance.				•
• Clean and lap valve seating surface.				•

TIRE PRESSURE

Keep tires inflated properly to get the highest-quality mow. The recommended pressure for the rear tires is 15 PSI.

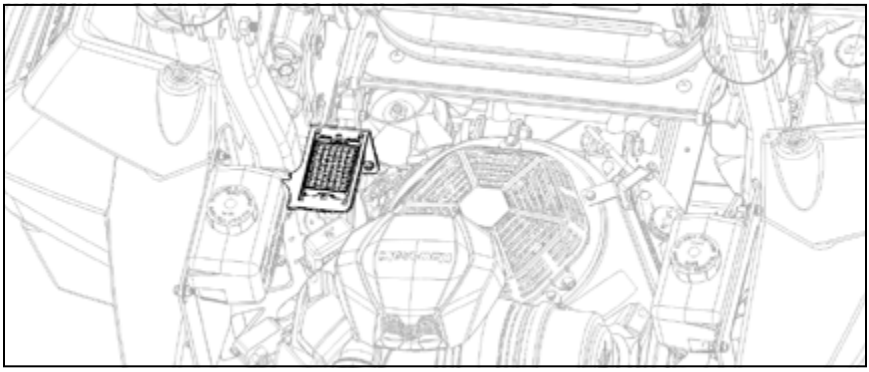
ELECTRICAL SYSTEM

Your Yakta mower has a 12-volt, negative ground electrical system. The recommended battery is Interstate Battery Group Size U1 with 300 CCA.



FUSES

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.



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

A working mower usually keeps the battery charged during regular use. But if the mower has not been used for a long time, it might need to be charged.

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

A working mower usually keeps the battery charged during regular use. But if the mower has not been used for a long time, it might need to be charged.

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.

2. If you need to add oil, only put in enough to reach the "**FULL COLD**" line.

3. **ONLY** use the recommended fluid in this system: 20w-50 Motor Oil.
4. After adding oil, put the cap back on and tighten it well.

For draining & replacing the oil procedure, see Hydro-Gear manual.

Scan QR code to download the manual:

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

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 and check for the most updated details. Scan QR code to download the manual online:

KAWASAKI FX1000V EFI

VANGUARD BIG BLOCK EFI 61G877-0014-J1

FUEL SYSTEM

WARNING

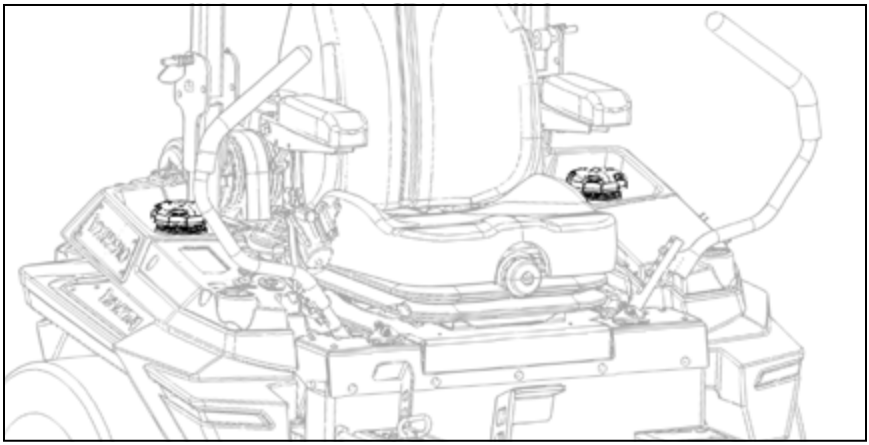
Handle gasoline with extreme caution. It is highly flammable, and its vapors can explode.

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 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

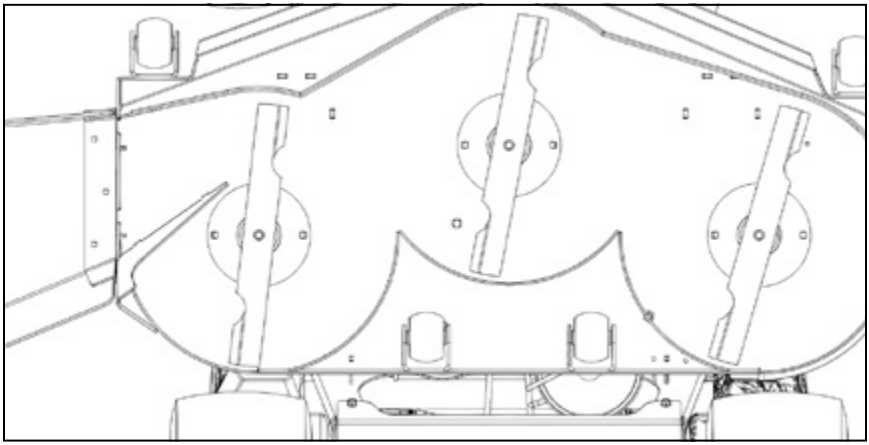
Check that each blade is straight by laying it on a level surface before you put it back on. If a blade is bent or warped, you need to get a new one.

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:

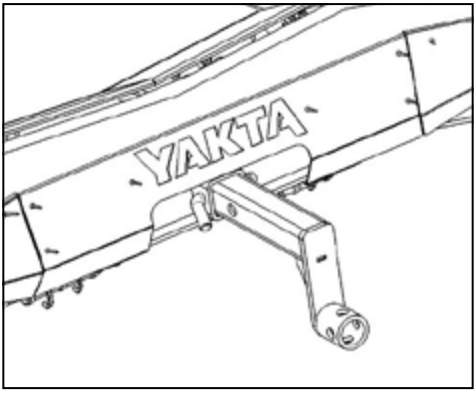
1. Grind some material off the heavy end of the blade and recheck balance. Repeat until the blade sits evenly.
2. Put blade back on mower.

USING YOUR MOWER JACK KIT

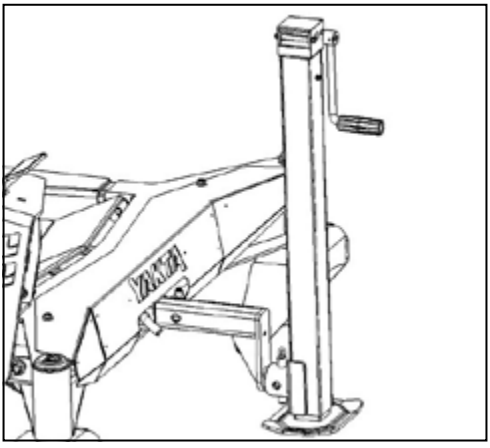
Easily use the mower jack kit (available separately) to safely lift the front end of your mower for cleaning the deck, switching out blades, and maintenance.

TO LIFT MOWER:

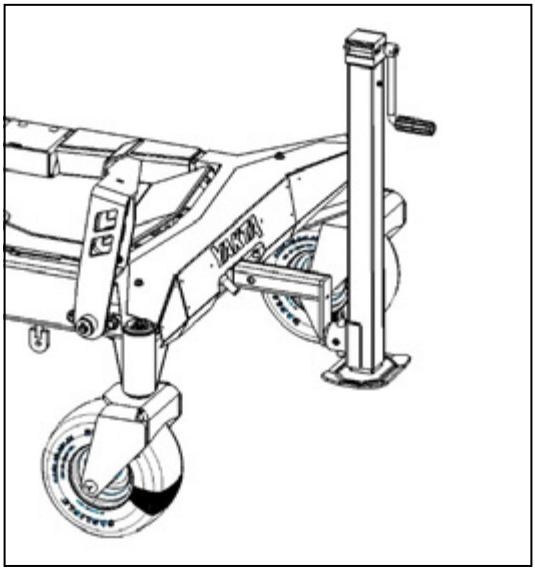
1. Install the jack adapter bracket into the front hitch receiver. Secure with bent clevis pin.



2. Mount the jack on the bracket as shown and secure with detent pin.



3. To lift the mower off the ground: crank the handle clockwise or use a drill to extend the jack and lift off the ground.
    - To use a drill: You can remove the detachable handle and use a drill by attaching the drill chuck to the hex adapter. **Ensure you use a drill and NOT an impact.**



JACK UP **JACK DOWN**

4. Perform tasks.

TO LOWER MOWER:

1. Crank the handle in the opposite direction until the mower firmly rests on the ground again.
2. Remove jack from bracket.
3. Remove bracket from front hitch receiver.

LONG-TERM & OFF-SEASON STORAGE

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

Scan QR code 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 or call 1-866-925-8201.
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.

FUEL

WARNING

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

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. Drain fuel from both tanks.
3. Run the engine for 5 minutes.

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. Service the engine and hydraulic system as mentioned in those manuals.
4. Install a fully charged battery and connect the wires.
5. Fill up with new fuel.
6. 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.
7. Review safety section of manual again before operating mower.

TROUBLESHOOTING

Provided 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 or calling 1-866-925-8201.

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: To get your warranty 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:

KAWASAKI

VANGUARD

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

HYDRO-GEAR

WHAT'S 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 park position and PTO switch in down.
	No fuel.	Switch to other tank or fill up the tank.
	Contaminated fuel.	Clean out and replace the fuel.
	Clogged fuel filter, tube, or air vent.	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.
	The brake is not fully disengaged.	Disengage brake, replace if needed.
	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.
Engine will not crank.	Park Brake Plunger Switch Broken or not engaging.	Inspect plunger switch, replace if damaged.
	Ignition switch fuse blown.	Replace Ignition fuse with a 10 amp fuse.
Engine will crank but not start.	Interlocks & Thumbswitch fuse blown.	Inspect and replace 2 amp Interlocks & Thumbswitch fuse if blown.

WHAT'S HAPPENING	POSSIBLE CAUSE	FIXES
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.
	Bump stop bolts out of adjustment.	Adjust bump stop bolts to correct a machine not driving straight .
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).
Machine rolls on an incline.	Park Brake not tight enough.	Adjust park brake linkage.
Mower creeps with drive arms in neutral.	Transaxle linkage not properly aligned.	Adjust transaxle linkage (see section).
Machine rolls on an incline.	Park Brake not tight enough.	Adjust park brake linkage.
Mower making a lot of noise.	Contaminated oil or oil level is low.	Add oil or change oil.
	Too much load.	Replace clutch fuse located in fuse box.
	Loose parts.	Repair or replace parts.
	Transaxle bypass sticking.	Replace soft start module.
	Air in hydraulic system.	Purge hydraulics.
	Brake partially engaged.	Follow PTO clutch testing procedure.
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.

WHAT'S HAPPENING	POSSIBLE CAUSE	FIXES
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.
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.	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.
	Wiring is damaged	Inspect wiring and all connections
	Fuse has blown or damaged	Replace clutch fuse located in fuse box
	Soft start is damaged	Replace soft start module
	Clutch is Defective	Follow PTO clutch testing procedure

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 & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (V)
29	Accelerator Position Sensor Short Circuit to **Power/High**	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 **Ground/Low**	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
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

ERROR CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (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 **High**	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 **Low/ Open**	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 **High**	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 **Low/ Open**	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
102	Signal Voltage **Low/ Open**	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
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

ERROR CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (V)
105	Signal Voltage **High**	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 **Low/ Open**	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 **Power**	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 **Ground**	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	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 **High/ Open**	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 **Low/ Open**	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

ERROR CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & 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
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 **High**	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
158	Voltage **Low**	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 **High**	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 CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (V)
168	Voltage **Low**	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
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

ERROR CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (V)
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
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 **High**	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 **Low/ Open**	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 **High**	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 **Low/ Open**	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

ERROR CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (V)
724	Circuit Voltage Returned to ECM is Too **High**	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
724	Circuit Voltage Returned to ECM is Too **Low** 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 **Open**	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 **High**	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 **Low** 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 **High**	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 **Low/Open Circuit**	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 **High**	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 **Low/ Open**	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 CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (V)
1268	Signal Voltage **Low/ Open**	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 **High**	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 **Low/ Open**	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 **Low/ Open**	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 **High**	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 **Low**	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 **High**	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 **Low**	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
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

ERROR CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (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 **High** (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 **Low** (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 **Power/ High**	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 **Ground/Low**	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
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

ERROR CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (V)
3464	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. May be internal to the ECU.	Medium	K
3464	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. May be internal to the ECU.	Medium	K
3597	Short Circuit to Power/ **High**	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/**Low**	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/ **High**	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/**Low**, 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/ **High**	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
5083	Short Circuit to Ground/**Low**, 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/ **High**	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

ERROR CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (V)
5099	Short Circuit to Ground/**Low**, 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/ **High**	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/**Low**	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
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 **High**	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

ERROR CODE	SHORT DESCRIPTION	DETAILED DESCRIPTION & CORRECTIVE ACTIONS	PRIORITY LEVEL	ENGINE TYPE KAWASAKI (K) VANGUARD (V)
5419	Driver Pin 1 Shorted **Low**	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
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 **WARNING**	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 **High**	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 **Low**	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

RECORD OF SERVICE AND NOTES

Remember: to get your 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

DATE	SERVICE NOTES

DATE	SERVICE NOTES

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.

YAKTA

If you have any questions regarding your product or require assistance, please contact Yakta's Client Care Team at **1-866-925-8201** or by email at **clientcare@yakta.com**.

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