WSM

WORKSHOP MANUAL

Z724XKW, Z726XKW



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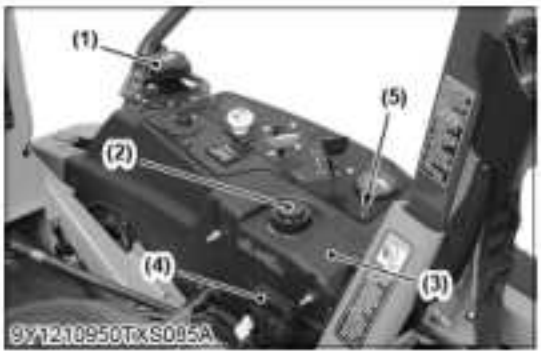
GENERAL

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Removing the Fender R.H.

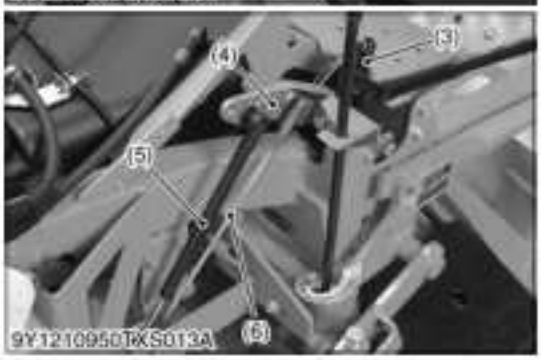
1. Remove a fuse box (4) from the fender R.H. (3).
2. Remove three bolts holding the fender R.H. to the frame.
3. Remove the adjusting dial (1).
4. Remove the rear wheel R.H..
5. Disconnect the transmission oil tank (2) from the fender.
6. Disconnect the wire harness from the panel.
7. Remove the control panel four bolts (5).
8. Remove the R.H. fender.
9. Disconnect the brake switch.
10. Remove the fuel tank.

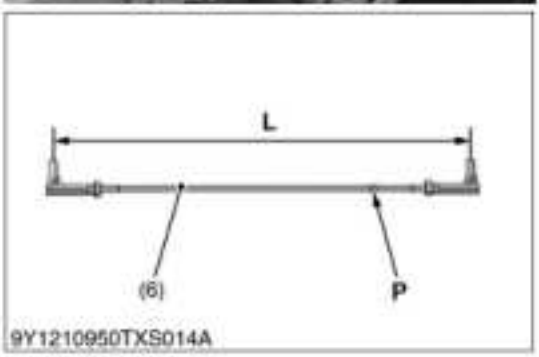
(1) Adjusting Dial
(2) Transmission Oil Tank
(3) Fender R.H.
(4) Fuse Box
(5) Bolt

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(3) Removing Motion Control Lever







Removing Motion Control Lever

1. Remove the control lever (1).
2. Remove the lever cover (2).
3. Remove the rear wheel.
4. Disconnect the control rod assembly (3) from the speed arm (4).
5. Disconnect the damper (5) from the speed arm.
6. Remove the speed arm (4) assembly.

(When reassembling)

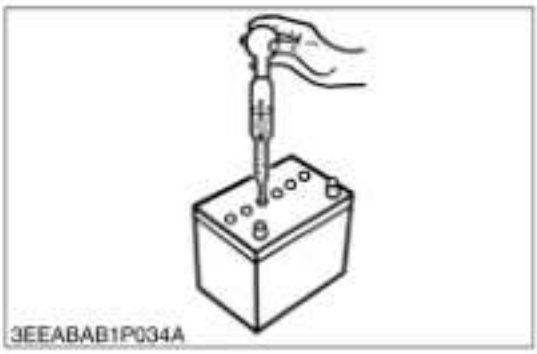
- Install the control rod (6) with the pressed portion **"P"** up.

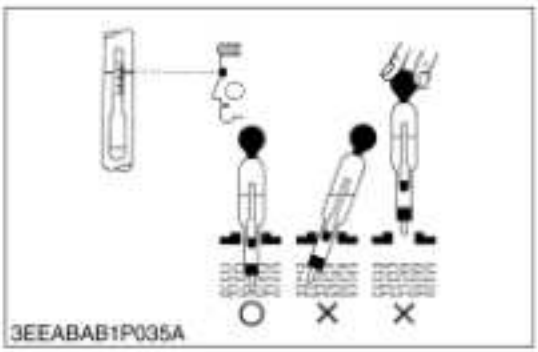
(1) Control Lever
(2) Lever Cover
(3) Control Rod Assembly
(4) Speed Arm
(5) Damper
(6) Control Rod

L: 418 to 422 mm (16.5 to 16.6 in.) (Reference)
P: Pressed portion

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Battery Specific Gravity

1. Check the specific gravity of the electrolyte in each cell with a hydrometer.
2. When the electrolyte temperature differs from that at which the hydrometer was calibrated, correct the specific gravity reading following the formula mentioned in **(Reference)**.
3. If the specific gravity is less than 1.215 (after it is corrected for temperature), charge or replace the battery.
4. If the specific gravity differs between any two cells by more than 0.05, replace the battery.

■ **NOTE**

- **Hold the hydrometer tube vertical without removing it from the electrolyte.**
- **Do not suck too much electrolyte into the tube.**
- **Allow the float to move freely and hold the hydrometer at eye level.**
- **The hydrometer reading must be taken at the highest electrolyte level.**

Reference)

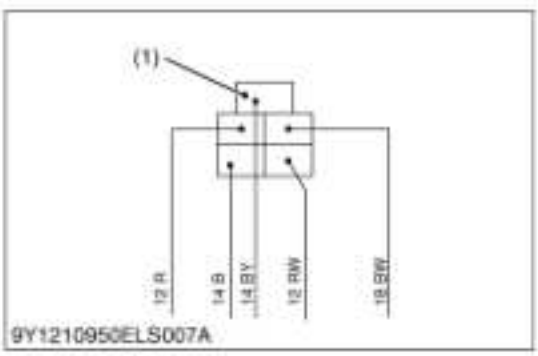
- Specific gravity slightly varies with temperature. To be exact, the specific gravity decreases by 0.0007 with an increase of 1 °C (0.0004 with an increase of 1 °F) in temperature, and increases by 0.0007 with a decreases of 1 °C (0.0004 with a decrease of 1 °F).
  Therefore, using 20 °C (68 °F) as a reference, the specific gravity reading must be corrected by the following formula:
  – Specific gravity at 20 °C = Measured value + 0.0007 × (electrolyte temperature –20 °C)
  – Specific gravity at 68 °F = Measured value + 0.0004 × (electrolyte temperature –68 °F)

Specific Gravity	State of Charge
1.260 Up. Gr.	100 % Charged
1.230 Up. Gr.	75 % Charged
1.200 Up. Gr.	50 % Charged
1.170 Up. Gr.	25 % Charged
1.140 Up. Gr.	Very Little Useful Capacity
1.110 Up. Gr.	Discharged

At an electrolyte temperature of 20 °C (68 °F)

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(2) Main Switch



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Connector Voltage

1. Turn the main switch off.
2. Disconnect the **5P** connector (1) from the main switch.
3. Measure the voltage with a voltmeter across the connector **R** terminal and chassis.
4. If the voltage differs from battery voltage, the wiring harness is damaged.

Voltage	**R** terminal – Chassis	Battery voltage

(1) **5P** Connector

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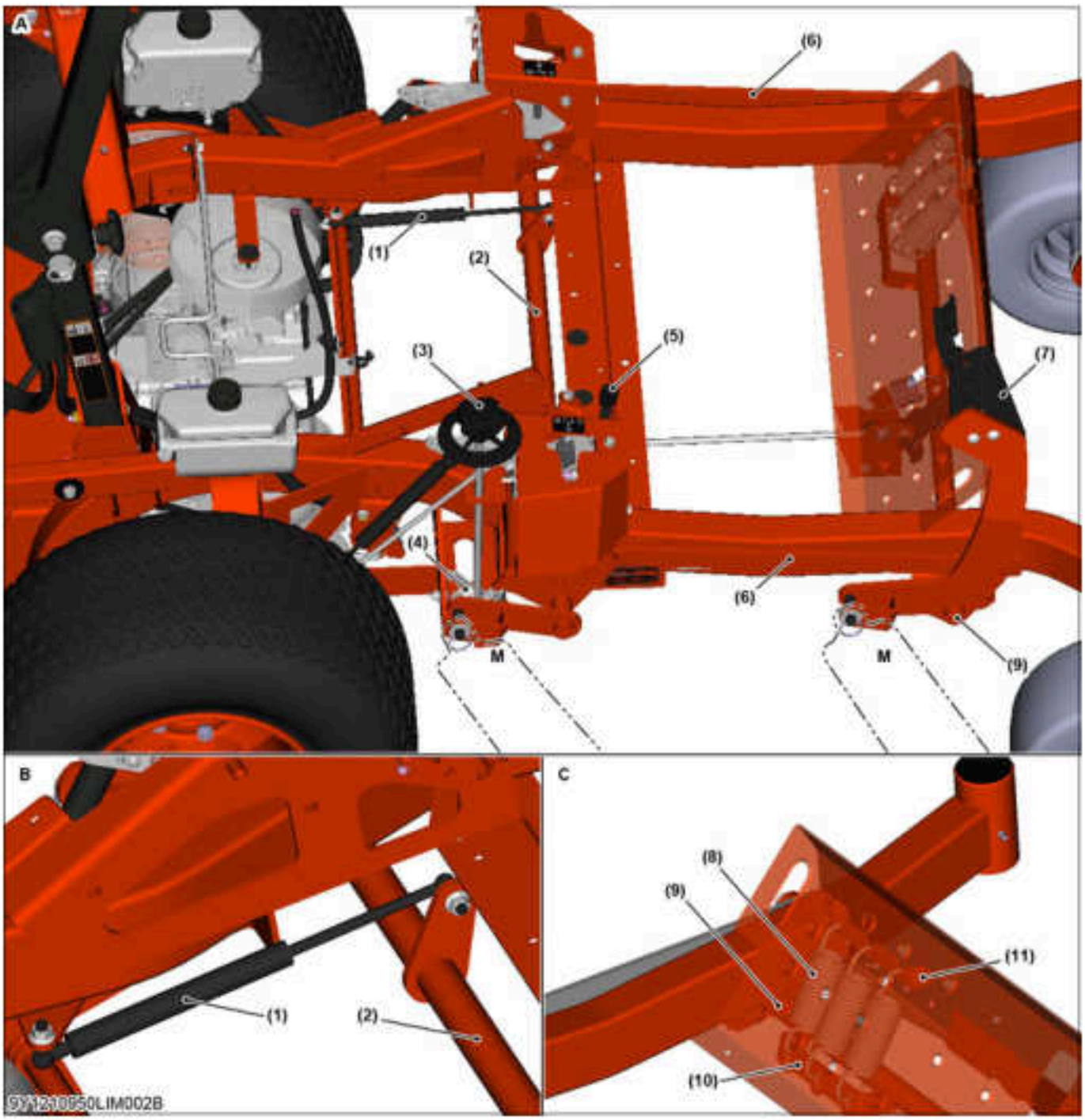
1. TROUBLESHOOTING

Symptom	Probable Cause and Checking Procedure	Solution	Reference Page
Blade Does Not Turn	1. PTO system malfunctioning	Check electric clutch	5-S13 to5-S14
	2. Broken mower belt	Replace mower belt	G-47
Blade Speed Is Slow	1. Loosen mower belt	Replace mower belt or tension spring	G-47, 6-S10
	2. Clogged grass	Remove grass	–
	3. Flattened out or worn cup washer	Replace cup washer	6-S15
	4. Engine rpm too low	Mow at full throttle, check and reset engine rpm	–
Mower Is Not Lifted	1. Broken linkage system	Replace linkage system	4-S3
Mower Belt Slipping	1. Weaken tension spring	Replace	6-S10
	2. Worn mower belt	Replace	G-47
	3. Mower plugged	Unplug and clean mower deck	–
	4. Debris in pulleys	Clean	–
Discharge Chute Plugged	1. Grass too wet	Wait for grass to dry	–
	2. Grass too long	Raise cutting height and cut grass twice	–
	3. Cutting too low	Raise cutting height	–
	4. Engine rpm too low	Mow at full throttle	–
	5. Ground speed too fast	Slow down	–
Streaking of Grass Uncut	1. Ground speed too fast	Slow down	–
	2. Engine rpm too low	Mow at full throttle, check and reset engine rpm	–
	3. Grass too long	Cut grass twice	–
	4. Blades dull or damaged	Replace blades or sharpen blade	6-S15
	5. Debris in mower deck	Clean mower deck	–
Uneven Cut	1. Mower deck not level	Level mower deck	6-S5, 6-S9
	2. Ground speed too fast	Slow down	–
	3. Blades dull	Sharpen blade	6-S15
	4. Blades worn or damaged	Replace blades	6-S15
	5. Low tire inflation	Add air to correct pressure	G-20
	6. Anti-scalp rollers not adjusted correctly	Adjust anti-scalp rollers	6-S5
Blades Scalping Grass	1. Cutting height too low	Raise cutting height	–
	2. Turning speed too fast	Reduce speed on turns	–
	3. Ridges in terrain	Change mowing pattern	–
	4. Rough or uneven terrain	Adjust wheels pressure and anti-scalp rollers	G-20, 6-S5
	5. Anti-scalp rollers not adjusted correctly	Adjust wheels pressure and anti-scalp rollers	G-20,6-S5
	6. Bent blade(s)	Replace blade(s)	6-S15

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1. STRUCTURE



(1) Gas Spring
(2) Rear Lift Shaft
(3) Cam Dial
(4) Cam
(5) Mower Lock Lever
(6) Connecting Link
(7) Lift Pedal
(8) Spring
(9) Front Lift Shaft
(10) Hook (Shaft)
(11) Hook (Frame)
M: Mower

A: Front lift shaft (9) and rear lift shaft (2) are held in the frame. They are connected by the connecting links (6) on each side. Front lift shaft (9) has a lift pedal (7) and a hook (shaft) (10) welded on the front lift shaft (9) in the front part of step.

C: Hook (shaft) (10) is turned up by 3 springs (8) hung from the hook (frame) (11).

This tension helps the front lift shaft (9) turn and lift the mower.

B: Also to help the lift movement, a gas spring (1) is attached to the rear lift shaft.

Push the lift pedal (7), the front lift shaft turns clockwise. With this movement, rear lift shaft connected by the connecting links also turns. The mower attached to each shaft lifts up. This way you can lift the mower and adjust the cutting height to meet the ground undulation.

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Removing the Electric Clutch

DANGER

To avoid serious injury or death:

- **Park the machine on a hard and level surface.**
- **Lift up and hold with jack stands or blocking the rear of the machine, do not operate the machine during the work.**

CAUTION

- **The electric clutch is heavy and will drop from its operating position when the bolt and washer are removed. Make sure to support the electric clutch to prevent damage or injury.**

1. Disconnect the electric clutch harness (2) from the electric clutch (1).
2. Remove the mower belt (4) from the electric clutch.
3. Remove the electric clutch.

(When reassembling)

■ IMPORTANT

- **Align the slot "A" in the electric clutch with the PTO clutch stopper (3) as shown in the photo.**
- **Tighten the bolt (5) to the tightening torque below.**

Tightening torque	Bolt (Electric clutch)	74.6 to 81.3 N·m 7.61 to 8.29 kgf·m 55.1 to 59.9 lbf·ft

(1) Electric Clutch
(2) Electric Clutch Harness
(3) PTO Clutch Stopper
(4) Mower Belt
(5) Bolt

A: Slot

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Removing HST Pulley

WARNING

To avoid serious injury or death:

- **Be careful when you remove the HST pulley. When the belt is removed, the pulley will fall from its operating position.**

1. Turn the HST tension arm (3) with a square wrench to release tension from the tension spring (4).
2. Remove the HST belt (2) and HST pulley (1).
3. Disconnect the tension spring (4) from the frame.

(When reassembling)

■ IMPORTANT

- **Apply "HENKEL LOCTITE C5-A copper based anti-seize lubricant" or equivalent to the engine shaft.**
- **Attach the HST pulley (1) with long side down.**

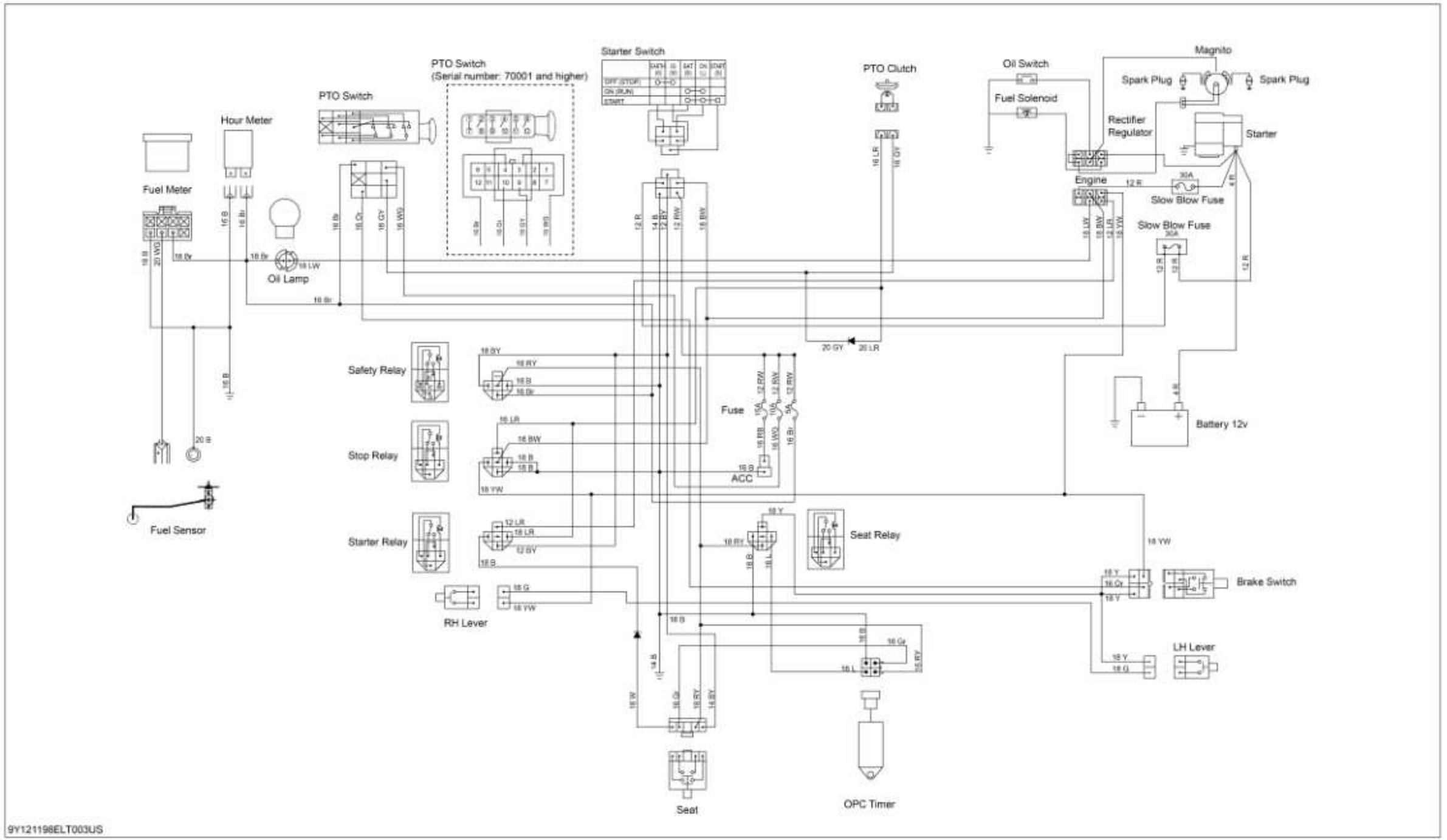
(1) HST Pulley
(2) HST Belt
(3) HST Tension Arm
(4) Tension Spring

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[2] Z724XKW-2, Z726XKW-2 (SERIAL NUMBER 50001 AND HIGHER)



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