



ISO Mount Seat Kit

Z Master® Riding Mower

Model No. 78581

Form No. 3376-913 Rev A

Installation Instructions

Installation

Loose Parts

Use the chart below to verify that all parts have been shipped.

Procedure	Description	Qty.	Use
1	No parts required	—	Remove the seat.
2	Nut (3/8-16) Nut (5/16-18) Seat Isolator Bolt (5/16 x 3/4) Washer Plastic cable tie Tilt Frame Assembly	4 12 4 8 4 1 1	Install the seat.
3	No parts required	—	Test the safety interlock system.

1

Removing the Seat

No Parts Required

1. Ensure that all moving parts have stopped. Set the parking brake and remove the key.
2. Slide the seat all the way forward and disconnect the seat wire harness from the main wire harness.
3. Remove the plastic tie holding the seat wire harness to the seat mount frame.
4. Remove the rear hardware, loosen the frame bolts, and slide the seat frame forward in the slots (Figure 1).

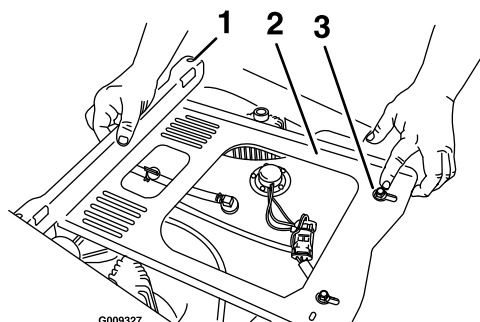


Figure 1

1. Rear hardware location
2. Seat frame
3. Bolts, nuts, and slots



- Remove the seat plate from the seat by removing the spacers and flange nuts (Figure 2).

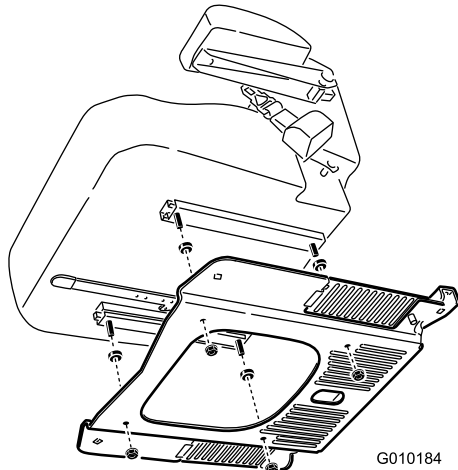


Figure 2

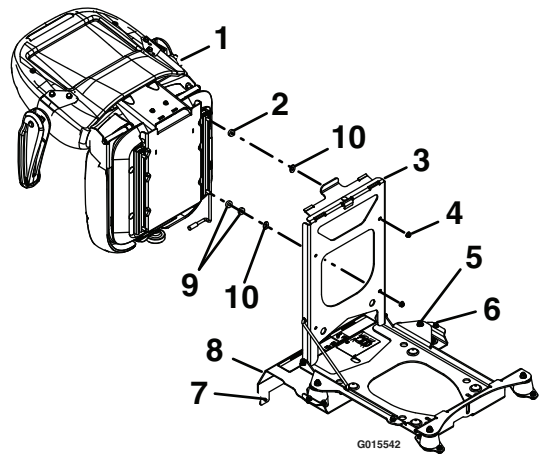


Figure 3

- | | |
|----------------|------------------------|
| 1. Seat | 6. Cover bolt and nuts |
| 2. Spacer | 7. Cover screws |
| 3. Seat frame | 8. Fuel tank cover |
| 4. Nut | 9. Spacers |
| 5. Flange nuts | 10. Washers |

2

Installing the ISO Mount frame

Parts needed for this procedure:

4	Nut (3/8-16)
12	Nut (5/16-18)
4	Seat Isolator
8	Bolt (5/16 x 3/4)
4	Washer
1	Plastic cable tie
1	Tilt Frame Assembly

- Remove and retain the screws, bolts, and nuts for the fuel tank cover.

Note: Be careful so as not to damage the wire harness.

- Mount the 2 isolators to the front side of the fuel tank cover where shown in Figure 3 using 4 of the carriage bolts and nuts.

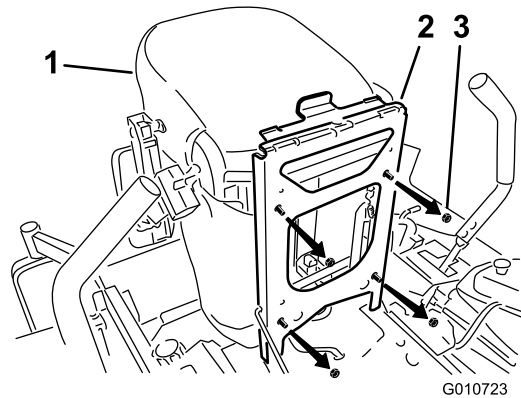


Figure 4

- | | |
|---------------|--------|
| 1. Seat | 3. Nut |
| 2. Seat frame | |

- Secure the seat to the tilt frame assembly with the nuts. Torque to 30.5 N-m (22.5 ft-lbs).
- Plug the seat harness connector into the seat switch located under the seat.
- Slowly lower the seat down and ensure that the wire harness does not get pinched.
- Move the seat to the furthest rear position.

Note: Ensure that the wire harness does not get pinched.

12. Install the plastic tie to prevent the wire harness from being pinched.

3

Testing the Safety Interlock System

No Parts Required

Procedure

⚠ CAUTION

If safety interlock switches are disconnected or damaged the machine could operate unexpectedly causing personal injury.

- Do not tamper with the interlock switches.
- Check the operation of the interlock switches daily and replace any damaged switches before operating the machine.

The safety interlock system is designed to prevent the engine from starting unless:

- The parking brake is engaged.
- The blade control switch (PTO) is disengaged.
- The motion control levers are in the neutral locked position

The safety interlock system also is designed to stop the engine when the traction controls are moved from the locked position with the parking brake engaged or if you rise from the seat when the PTO is engaged.

The hour meter has symbols to notify the user when the interlock component is in the correct position. When the component is in the correct position, a triangle will light up in the corresponding square.

Test the safety interlock system before you use the machine each time. If the safety system does not operate as described below, have an Authorized Service Dealer repair the safety system immediately.

1. Sitting on the seat, engage the parking brake and move the blade control switch (PTO) to on. Try starting the engine; the engine should not crank.
2. Sitting on the seat, engage the parking brake and move the blade control switch (PTO) to off. Move either motion control lever (out of neutral locked position).

Try starting the engine; the engine should not crank. Repeat for other control lever.

3. Sitting on the seat, engage the parking brake, move the blade control switch (PTO) to off and move the motion control levers to neutral lock position. Now start the engine. While the engine is running, release the parking brake, engage the blade control switch (PTO) and rise slightly from the seat; the engine should stop.
4. Sitting on the seat, engage the parking brake, move the blade control switch (PTO) to off and move the motion control levers to neutral lock position. Now start the engine. While the engine is running, center either motion control and move (forward or reverse); the engine should stop. Repeat for other motion control.
5. Sitting on the seat, disengage the parking brake, move the blade control switch (PTO) to off and move the motion control levers to neutral lock position. Try starting the engine; the engine should not crank.



Count on it.