

ELECTRICAL SYSTEM MANUAL

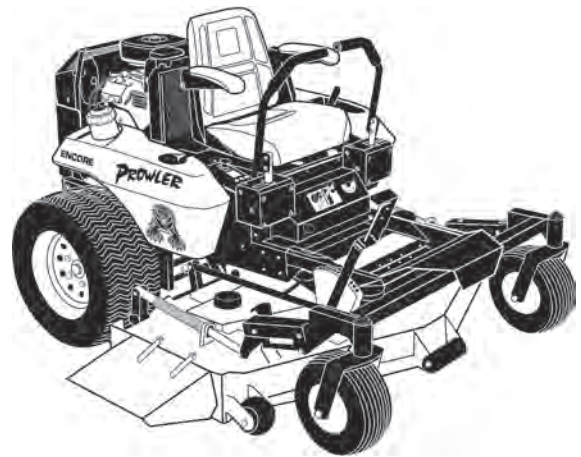
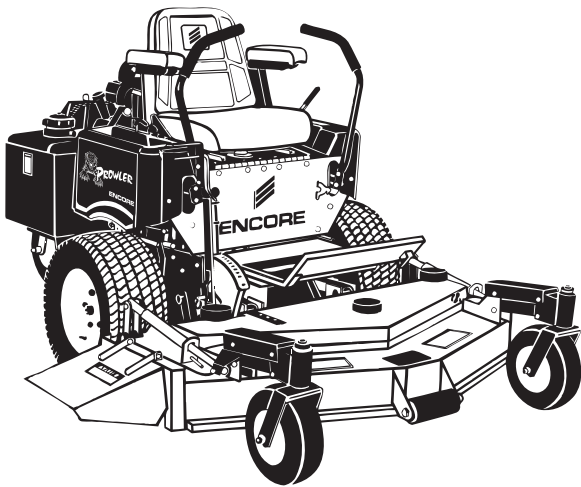
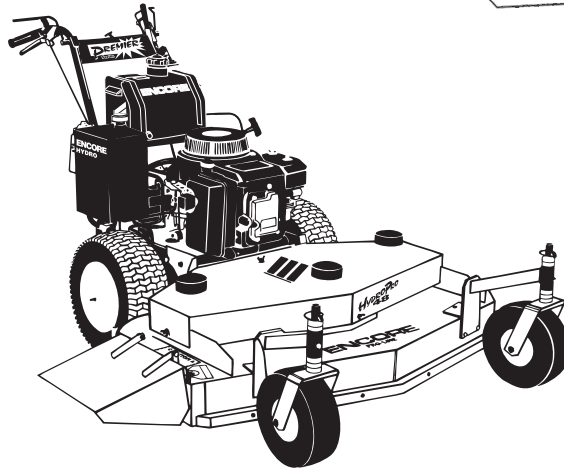
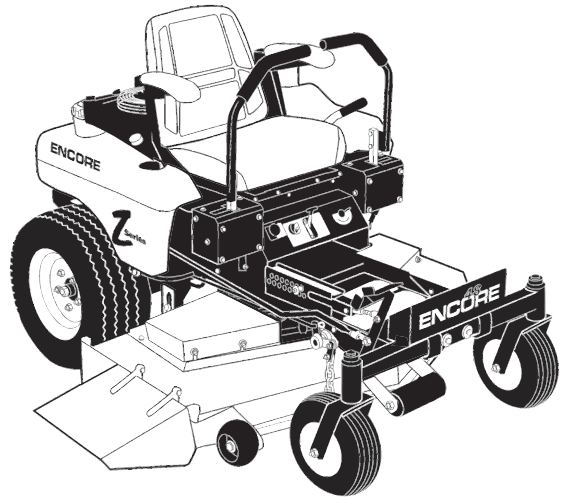
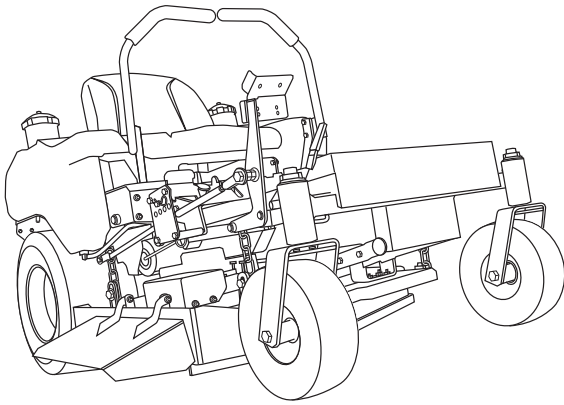


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Circuit Function Section



WALK-BEHIND SAFETY CIRCUIT FUNCTIONS

Blades:

Off Blade Switch Closed
On Blade Switch Open

Transmission:

Neutral Transmission Switch Closed
Any Speed or Rev Transmission Switch Open

OPC:

Levers Up OPC Switch Open
Levers Down OPC Switch Closed

TO START ENGINE:

- a. Transmission switch Closed
- b. Blade switch Closed

ENGINE WILL RUN IF:

1st Condition

- a. Transmission Switch Closed
- b. Blade Switch Closed

2nd Condition

- a. OPC Switch Closed
- b. Blade Switch or Transmission Switch Open

3rd Condition

- a. OPC Switch Closed
- b. Blade Switch or Transmission Switch Closed

Fusion , Mid-Cut w/Safety Module Circuit Functions

SWITCH FUNCTIONS:

Seat Switch	-----On Seat.....	Closed
	Off Seat.....	Open
Control Lever	-----In Neutral (Swung-Out).....	Closed
	Out of Neutral (Swung-In).....	Open
Park Switch	-----Park Brake On	Neutral Side..... Open
		Module Side..... Closed
	Park Brake Off	Neutral Side..... Closed
		Module Side..... Open
Blade Switch	-----Blade Off.....	Clutch Circuit Open
		Module Circuit..... Closed
	Blade On.....	Clutch Circuit Closed
		Module Circuit..... Open

MODULE FUNCTION

The module has control of two circuits

1. The engine kill (does this by connecting the mag to ground)
2. The engine start solenoid (it controls this by switching the ground to the solenoid)

The module senses the status of the safety switches and decides how to switch these two circuits.

TO START ENGINE:

The module will **unground** the mag and **ground** the solenoid when it senses:

- The seat switch closed
- The blade switch off
- The park brake on
- * The control lever in neutral

To Operate the Mower (The Engine Will Run):

The module will keep the engine mag **ungrounded** as long as it senses the **seat switch** closed and as long as the control lever is **in neutral** when the park brake is applied.

* The control lever out of neutral will allow the engine to turn-over, but the mag will still be grounded.

Fusion , Front-Cut w/Safety Module Circuit Functions

SWITCH FUNCTIONS:

Seat Switch	-----On Seat.....	Closed
	Off Seat.....	Open
Control Lever	-----In Neutral (Swung-Out).....	Closed
	Out of Neutral (Swung-In).....	Open
Park Switch	-----Park Brake On	Neutral Side..... Open
		Module Side..... Closed
	Park Brake Off	Neutral Side..... Closed
		Module Side..... Open
Blade Switch	-----Blade Off.....	Clutch Circuit Open
		Module Circuit..... Closed
	Blade On.....	Clutch Circuit Closed
		Module Circuit..... Open
Deck Lift Switch	-----Deck Up.....	Clutch Circuit Open
	Deck Down	Clutch Circuit Closed

MODULE FUNCTION

The module has control of two circuits

1. The engine kill (does this by connecting the mag to ground)
2. The engine start solenoid (it controls this by switching the ground to the solenoid)

The module senses the status of the safety switches and decides how to switch these two circuits.

TO START ENGINE:

The module will **unground** the mag and **ground** the solenoid when it senses:

- The seat switch closed
- The blade switch off
- The park brake on
- * The control lever in neutral

To Operate the Mower (The Engine Will Run):

The module will keep the engine mag **ungrounded** as long as it senses the **seat switch** closed and as long as the control lever is **in neutral** when the park brake is applied.

* The control lever out of neutral will allow the engine to turn-over, but the mag will still be grounded.

Z-Rider , Front-Cut w/Safety Module , And Mid-Cut w/Safety Module (Serial Number Above 41004) Circuit Functions

SWITCH FUNCTIONS:

Seat Switch	-----On Seat.....	Closed
	Off Seat.....	Open
Control Lever	-----In Neutral (Swung-Out).....	Closed
	Out of Neutral (Swung-In).....	Open
Park Switch	-----Park Brake On.....	Neutral Side..... Open
		Module Side..... Closed
	Park Brake Off.....	Neutral Side..... Closed
		Module Side..... Open
Blade Switch	-----Blade Off.....	Clutch Circuit..... Open
		Module Circuit..... Closed
	Blade On.....	Clutch Circuit..... Closed
		Module Circuit..... Open

MODULE FUNCTION

The module has control of two circuits

1. The engine kill (does this by connecting the mag to ground)
2. The engine start solenoid (it controls this by switching the ground to the solenoid)

The module senses the status of the safety switches and decides how to switch these two circuits.

TO START ENGINE:

The module will **unground** the mag and **ground** the solenoid when it senses:

- The seat switch closed
- The blade switch off
- The park brake on
- * The control lever in neutral

To Operate the Mower (The Engine Will Run):

The module will keep the engine mag **ungrounded** as long as it senses the **seat switch** closed and as long as the control lever is **in neutral** when the park brake is applied.

* The control lever out of neutral will allow the engine to turn-over, but the mag will still be grounded.

X-treme , Mid-Cut w/Safety Module Circuit Functions

SWITCH FUNCTIONS:

Seat Switch	-----On Seat.....	Closed
	Off Seat.....	Open
Control Lever	-----In Neutral (Swung-Out).....	Closed
	Out of Neutral (Swung-In).....	Open
Park Switch	-----Park Brake On.....	Neutral Side..... Open
		Module Side..... Closed
	Park Brake Off.....	Neutral Side..... Closed
		Module Side..... Open
Blade Switch	-----Blade Off.....	Clutch Circuit..... Open
		Module Circuit..... Closed
	Blade On.....	Clutch Circuit..... Closed
		Module Circuit..... Open

MODULE FUNCTION

The module has control of two circuits

1. The engine kill (does this by connecting the mag to ground)
2. The engine start solenoid (it controls this by switching the ground to the solenoid)

The module senses the status of the safety switches and decides how to switch these two circuits.

TO START ENGINE:

The module will **unground** the mag and **ground** the solenoid when it senses:

- The seat switch closed
- The blade switch off
- The park brake on
- * The control lever in neutral

To Operate the Mower (The Engine Will Run):

The module will keep the engine mag **ungrounded** as long as it senses the **seat switch** closed and as long as the control lever is **in neutral** when the park brake is applied.

* The control lever out of neutral will allow the engine to turn-over, but the mag will still be grounded.

Prowler Front-Cut & Mid-Cut (Serial Number Below 41004)

Safety Circuit Functions

Switch Functions:

Seat Switch ----- On Seat Closed
 Off Seat Open

Control Lever ----- In neutral (Swung Out) Closed Override run relay side of park switch
 Out of Neutral (Swung In) Open Run Relay circuit

Park Switch ----- Park Brake On Open Run relay circuit
 Closed In series with PTO Switch
 Seat switch override

Park Brake Off Closed Run relay circuit
 Open Seat Switch override

Blade Switch ----- Blade Off Clutch Circuit Open
 Start circuit Closed
 Seat switch override Closed

Blade On Start circuit Open (In series w/park switch)
 Seat switch override Open
 Clutch circuit Closed

Relay Function:

The engines have a two relay system which controls the engine start and engine kill.

1. The engine kill does this by opening the engine run circuit. (This has a 1 sec. Delay for Engine shutoff)
2. The engine start relay controls this by opening the starter relay circuit.

The seat switch closes the ground circuit to both relays. The seat switch can be overridden by the park switch and PTO Switch in series.

To Start Engine:

The run relay will be closed allowing 12v to get to the ignition module and the fuel shutoff solenoid.

The start relay will be closed allowing 12v to get to the starter solenoid when it Senses:

- The seat switch is closed.
- The blade switch is off.
- The park brake is on or off.
- The control lever is in neutral, only if the park brake is on. (NOTE A)

Note A: The control lever out of neutral will allow the engine to turnover, but no electricity will get to the ignition module or fuel solenoid.

To Operate The Mower:

The seat switch will keep the relays closed allowing the engine to run if:

The levers are in neutral (swung out) the Pto switch is off and the park brake is on the operator can exit the seat without engine kill. If the park brake is applied without the level in neutral (swung out) the engine will kill.

Mid-Cut & Front-Cut Prowlers w/20 & 22HP Kawasaki Liquid Cooled Engines SAFETY CIRCUIT FUNCTIONS

Switch Functions:

Seat Switch -----	On Seat	Closed
	Off Seat	Open
Control Lever -----	In neutral (Swung Out)	Closed Override run relay side of park switch
	Out of Neutral (Swung In)	Open Run Relay circuit
Park Switch -----	Park Brake On.....	OpenRun relay circuit
		Closed.....In series with PTO Switch Seat switch override
	Park Brake Off.....	Closed.....Run relay circuit
		Open Seat Switch override
Blade Switch -----	Blade Off	Clutch Circuit Open
		Start circuit..... Closed
		Seat switch override Open
	Blade On	Start circuit..... Open (In series w/park switch)
		Seat switch override Open
		Clutch circuit..... Closed

Relay Function:

The engines have a two relay system which controls the engine start and engine kill.

1. The engine kill does this by opening the engine run circuit. (This has a 1 sec. Delay for Engine shutoff)
2. The engine start relay controls this by opening the starter relay circuit.

The seat switch closes the ground circuit to both relays. The seat switch can be overridden by the park switch and PTO Switch in series.

To Start Engine:

The run relay will be closed allowing 12v to get to the ignition module and the fuel shutoff solenoid.

The start relay will be closed allowing 12v to get to the starter solenoid when it Senses:

- The seat switch is closed.
- The blade switch is off.
- The park brake is on or off.
- The control lever is in neutral, only if the park brake is on. (NOTE A)

Note A: The control lever out of neutral will allow the engine to turnover, but no electricity will get to the ignition module or fuel solenoid.

To Operate The Mower:

The seat switch will keep the relays closed allowing the engine to run if:

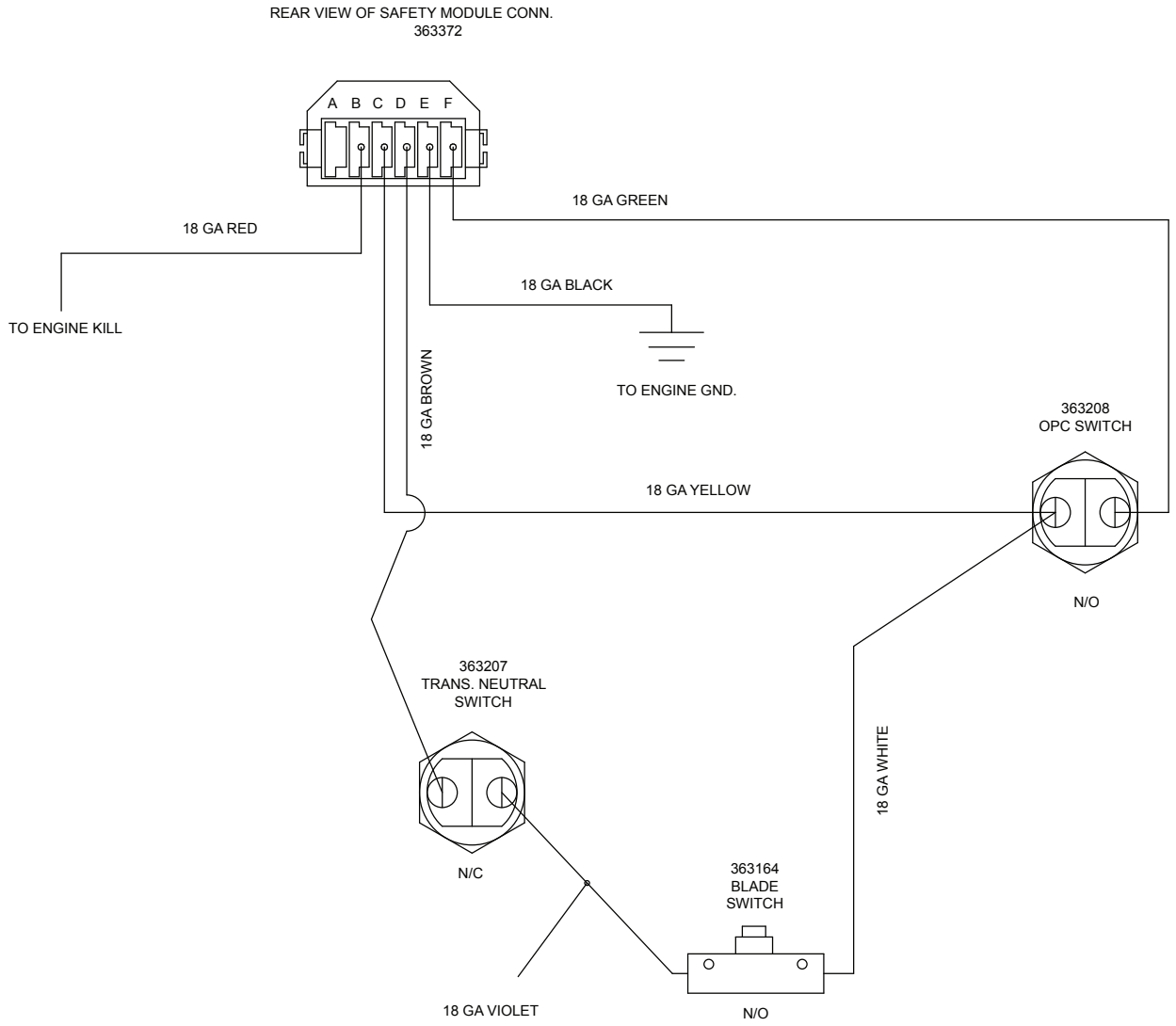
The levers are in neutral (swung out) the Pto switch is off and the park brake is on the operator can exit the seat without engine kill. If the park brake is applied without the level in neutral (swung out) the engine will kill.

Premier Model Section

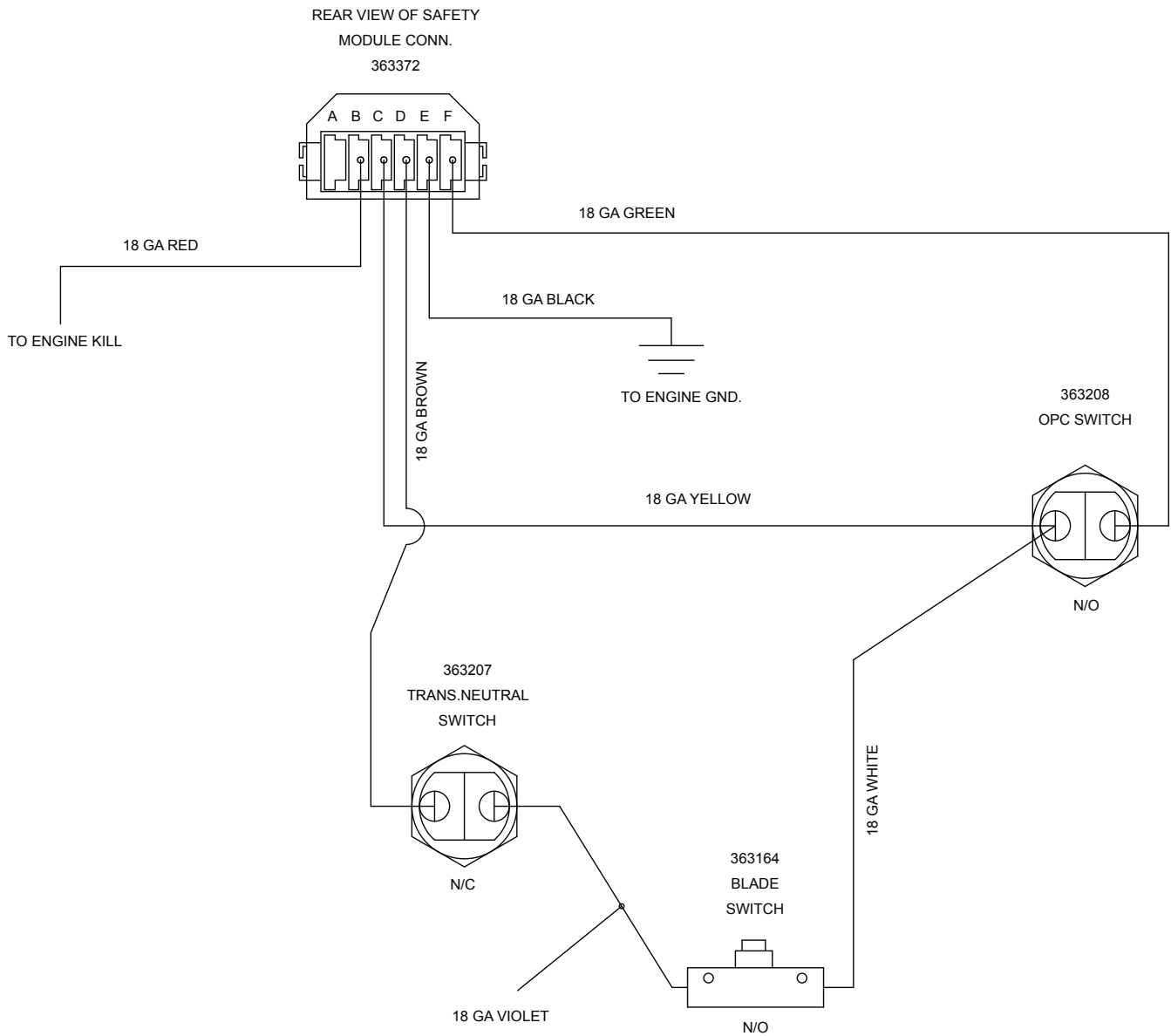


ENCORE PART #: 363388
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WIRE HARNESS FOR 36B100 ; 12 HP BRIGGS

WIRE HARNESS FOR WB32B12 ; 12 HP BRIGGS
WIRE HARNESS FOR WB36B12 ; 12 HP BRIGGS



ENCORE PART #: 363387
 WIRE HARNESS FOR 32K200 ; 14 HP KAWASAKI
 WIRE HARNESS FOR 36K200 ; 14 HP KAWASAKI
 WIRE HARNESS FOR 48K200 ; 14 HP KAWASAKI
 WIRE HARNESS FOR 52K200 ; 14 HP KAWAKAKI

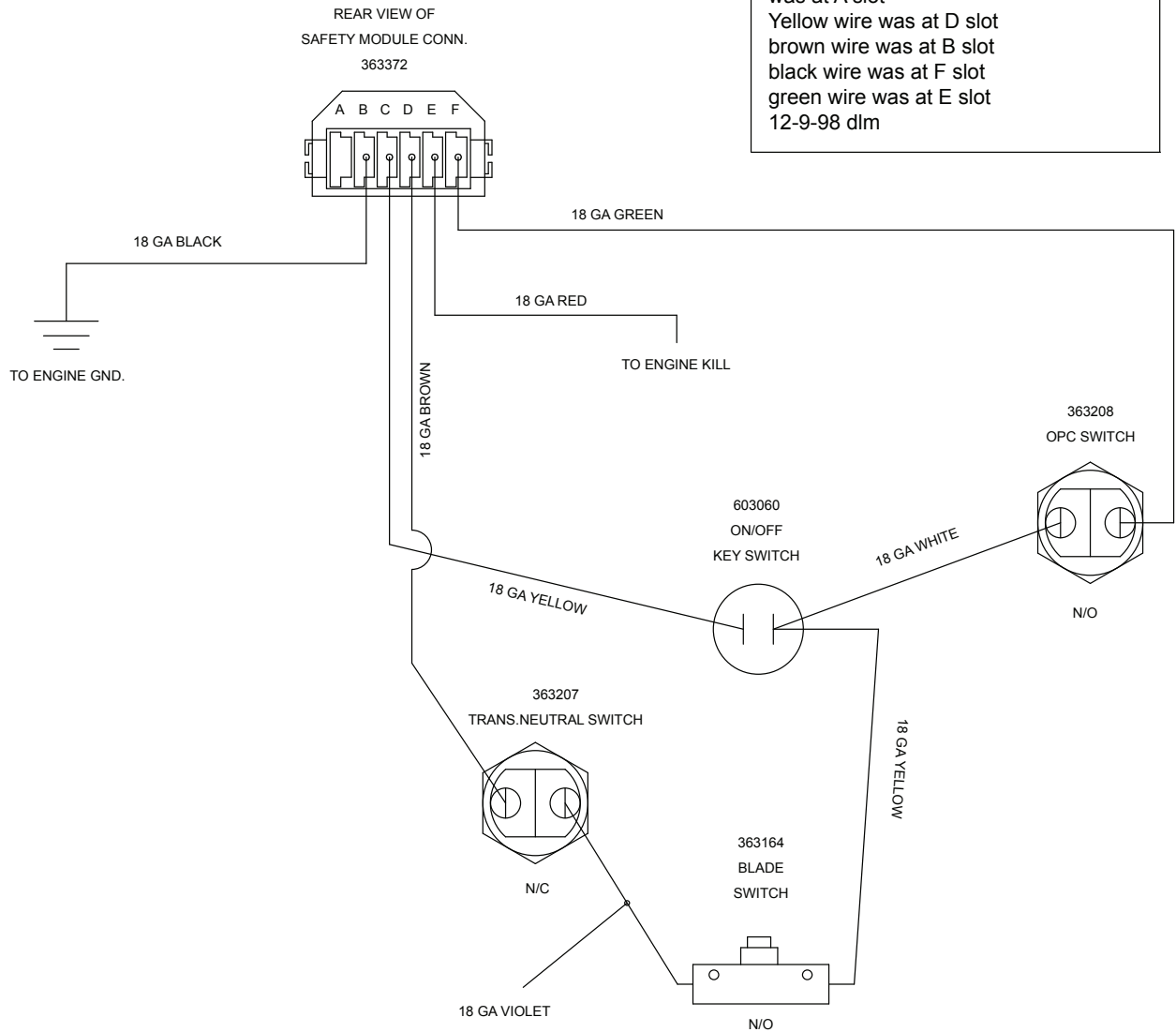


ENCORE PART #: 363371
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 WIRE HARNESS FOR 52K400 ; 17 HP KAWASAKI
 WIRE HARNESS FOR 60K400 ; 17 HP KAWASAKI

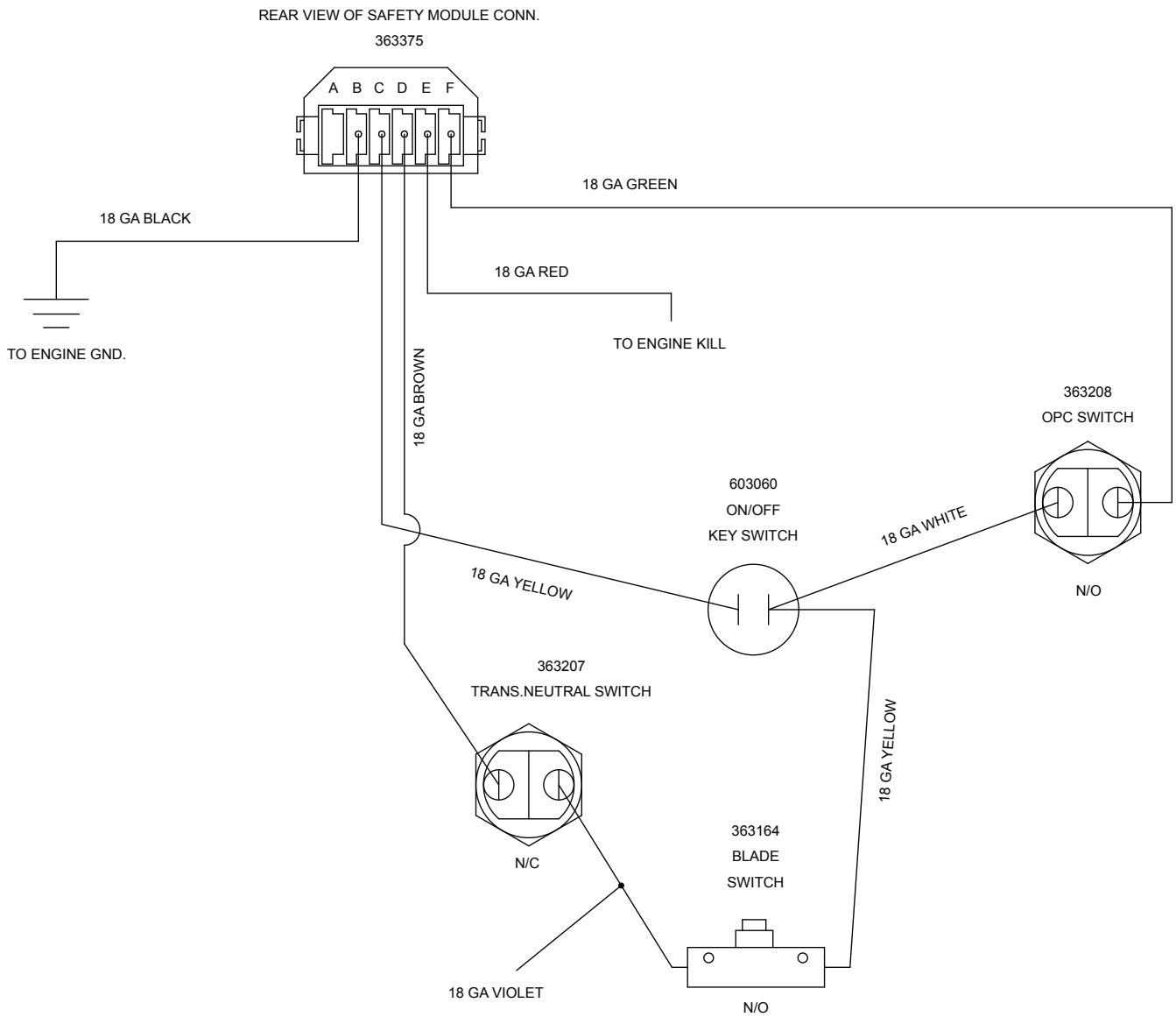
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 WIRE HARNESS FOR WB36K13 ; 13 HP KAWASAKI
 WIRE HARNESS FOR WB36K15 ; 15 HP KAWASAKI
 WIRE HARNESS FOR WB48K15 ; 15 HP KAWASAKI
 WIRE HARNESS FOR WB48K17 ; 17 HP KAWASAKI

NOTE CHANGES AT CONN .red wire was at B slot
 black wire was at E slot
 1-21-99 dlm

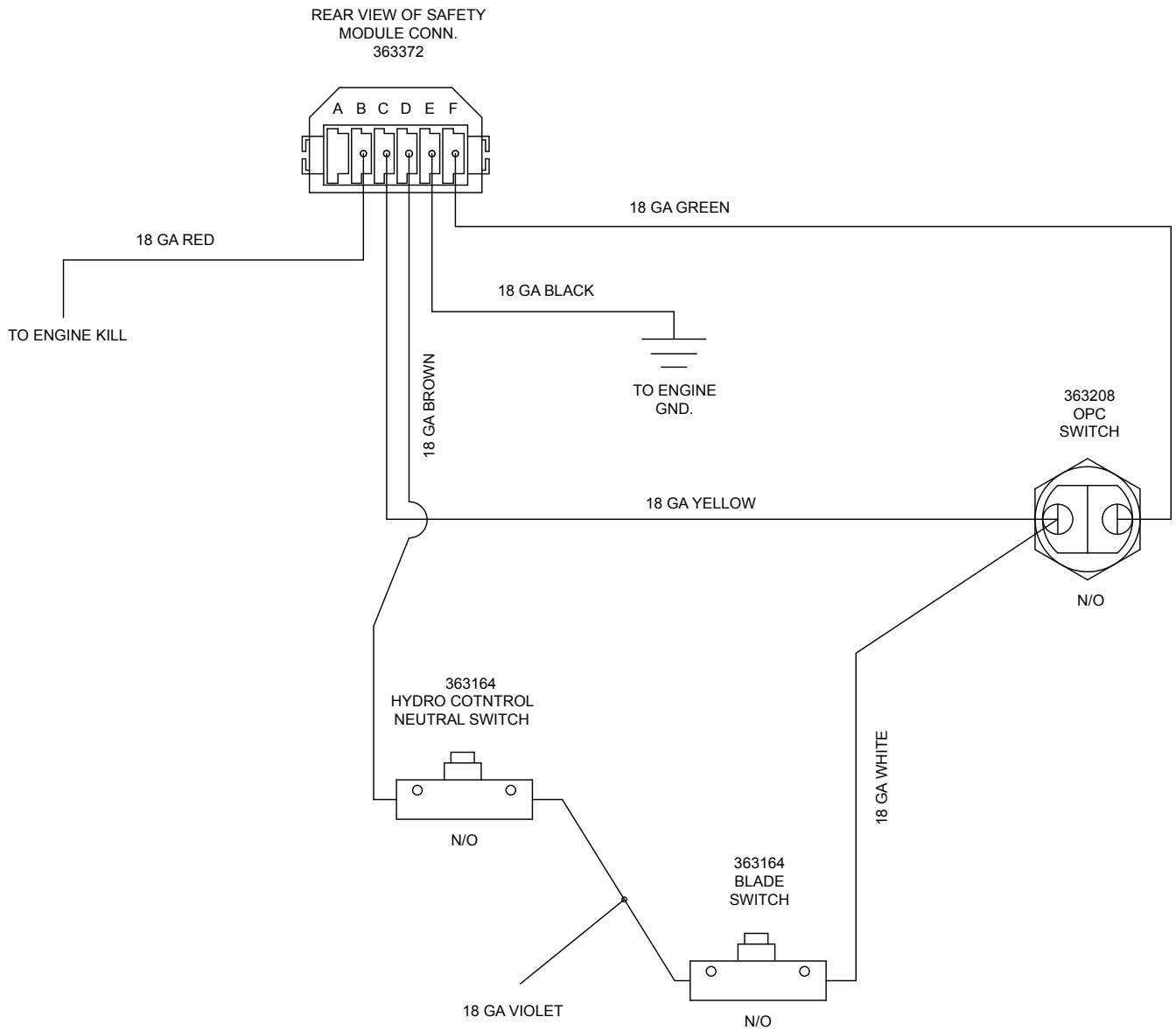
NOTE CHANGES AT CONN .red wire was at A slot
 Yellow wire was at D slot
 brown wire was at B slot
 black wire was at F slot
 green wire was at E slot
 12-9-98 dlm



ENCORE PART #: 363374
 WIRE HARNESS FOR 48T200 ; 14 HP TECUMSEH

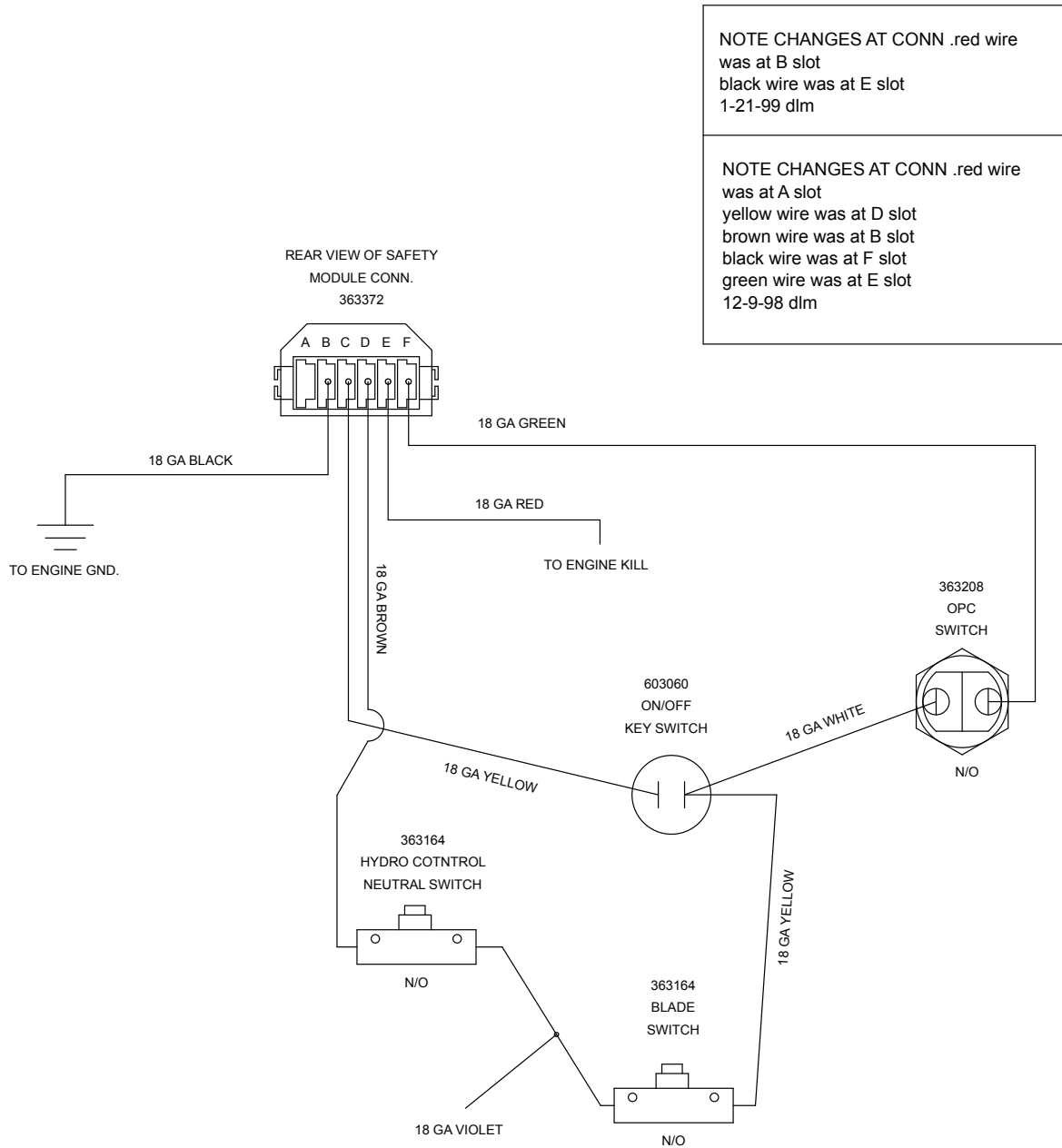


ENCORE PART #: 453164
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 WIRE HARNESS FOR 36K250 ; 14 HP KAWASAKI
 WIRE HARNESS FOR 48K250WT ; 14 HP KAWASAKI

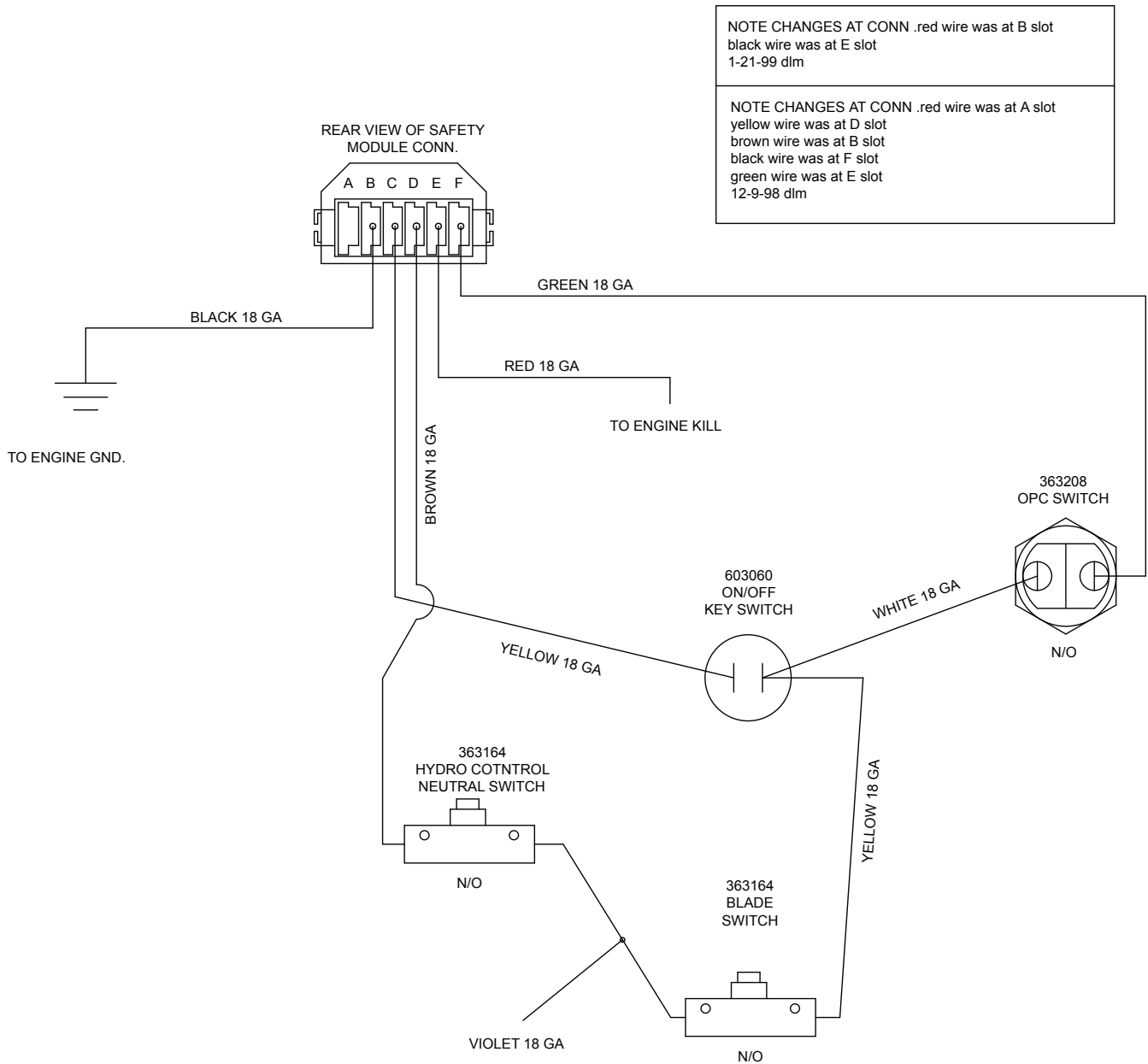


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 WIRE HARNESS FOR 48K450WT ; 17 HP KAWASAKI
 WIRE HARNESS FOR 52K450 ; 17 HP KAWASAKI
 WIRE HARNESS FOR 60K450 ; 17 HP KAWASAKI

WIRE HARNESS FOR WB32K13H ; 13 HP KAWASAKI
 WIRE HARNESS FOR WB36K13H ; 13 HP KAWASAKI
 WIRE HARNESS FOR WB36K15H ; 15 HP KAWASAKI
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 WIRE HARNESS FOR WB48K15H ; 15 HP KAWASAKI
 WIRE HARNESS FOR WB48K17H ; 17 HP KAWASAKI

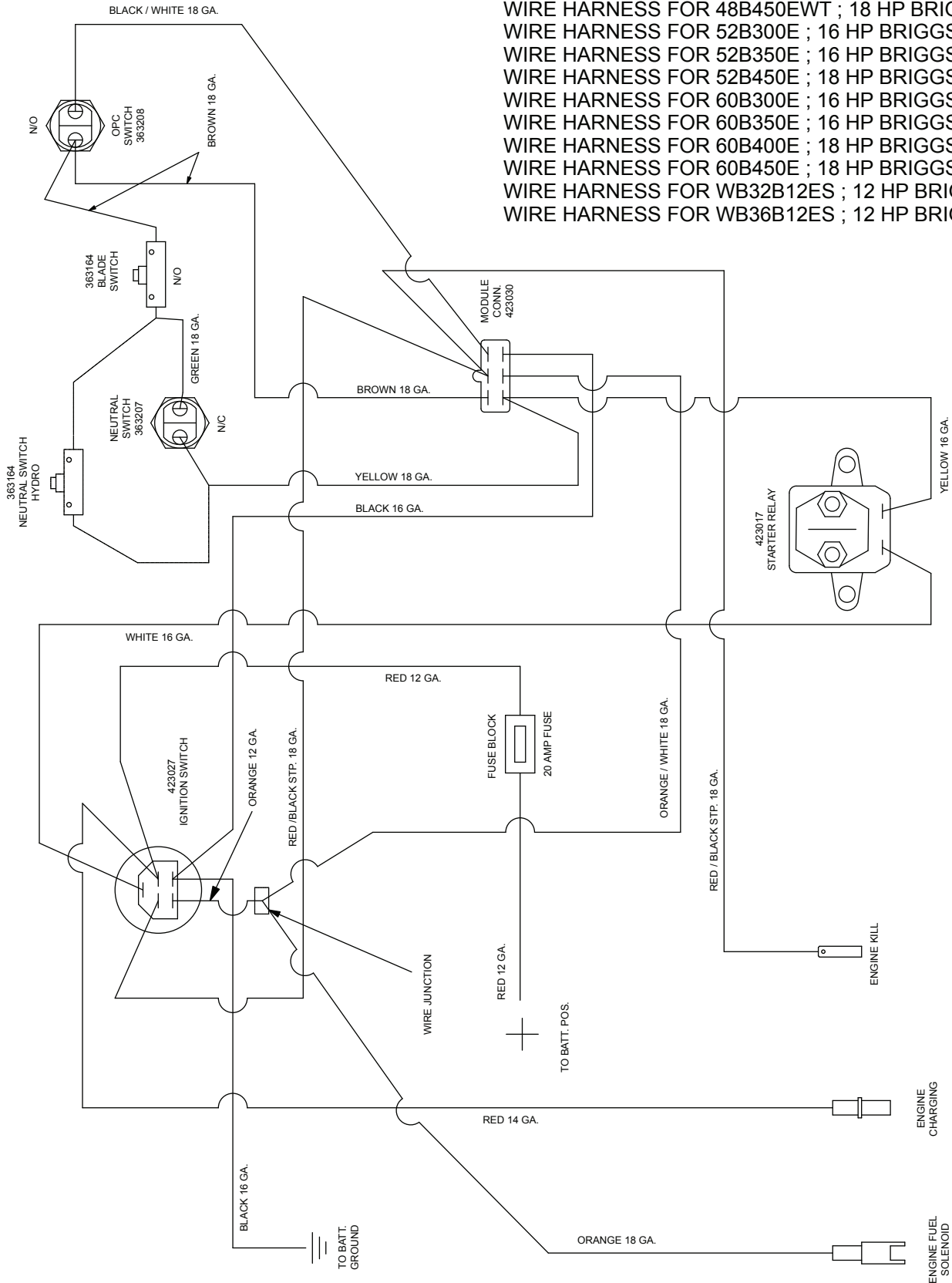


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 WIRE HARNESS FOR 48B450WT ; 18 HP BRIGSS
 WIRE HARNESS FOR 52B350 ; 16 HP BRIGSS
 WIRE HARNESS FOR 52B450 ; 18 HP BRIGSS
 WIRE HARNESS FOR 60B350 ; 16 HP BRIGSS
 WIRE HARNESS FOR 60B450 ; 18 HP BRIGSS



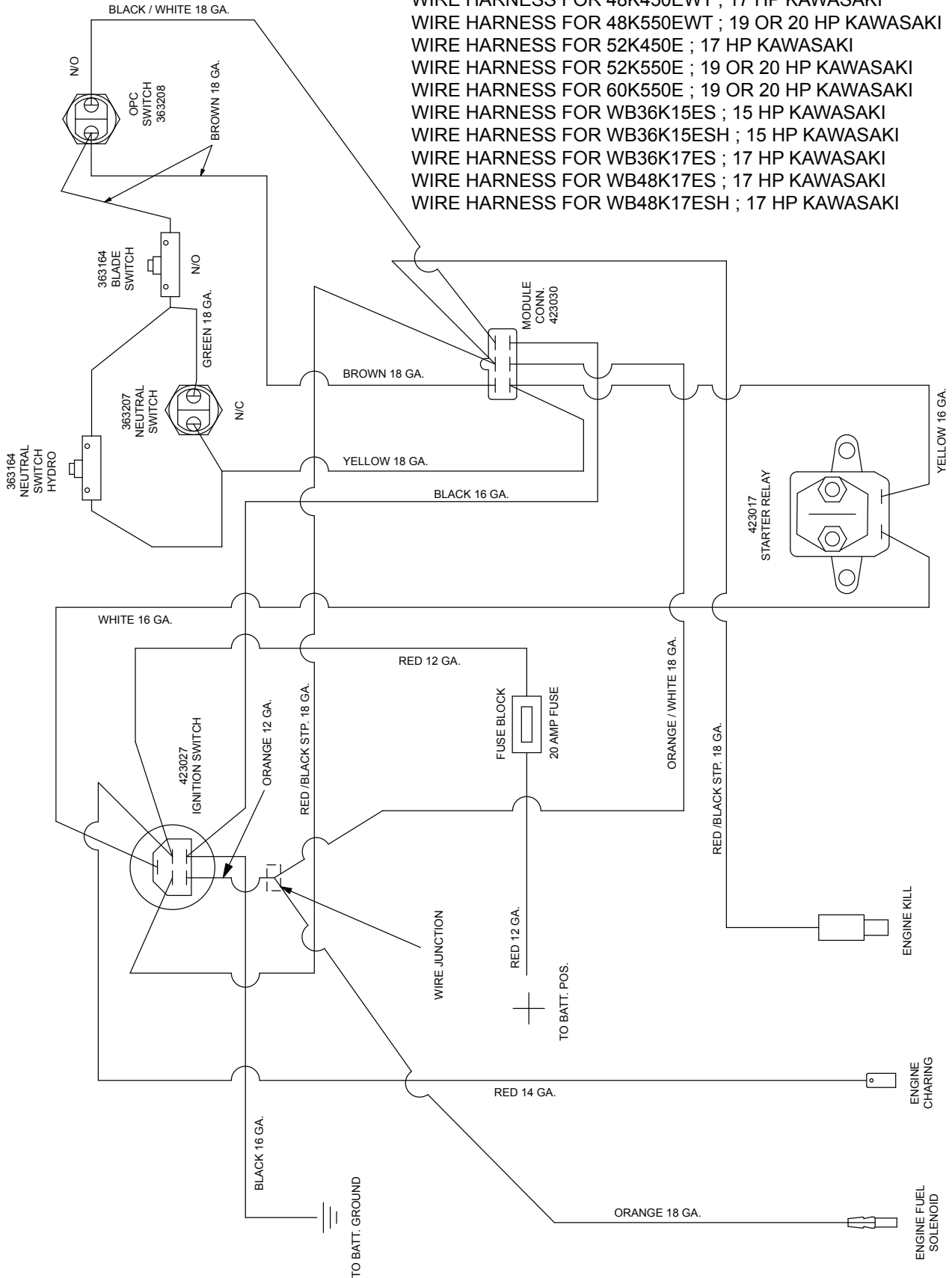
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- WIRE HARNESS FOR 36B100E ; 12 HP BRIGGS
- WIRE HARNESS FOR 48B300E ; 16 HP BRIGGS
- WIRE HARNESS FOR 48B350EWT ; 16 HP BRIGGS
- WIRE HARNESS FOR 48B450EWT ; 18 HP BRIGGS
- WIRE HARNESS FOR 52B300E ; 16 HP BRIGGS
- WIRE HARNESS FOR 52B350E ; 16 HP BRIGGS
- WIRE HARNESS FOR 52B450E ; 18 HP BRIGGS
- WIRE HARNESS FOR 60B300E ; 16 HP BRIGGS
- WIRE HARNESS FOR 60B350E ; 16 HP BRIGGS
- WIRE HARNESS FOR 60B400E ; 18 HP BRIGGS
- WIRE HARNESS FOR 60B450E ; 18 HP BRIGGS
- WIRE HARNESS FOR WB32B12ES ; 12 HP BRIGGS
- WIRE HARNESS FOR WB36B12ES ; 12 HP BRIGGS



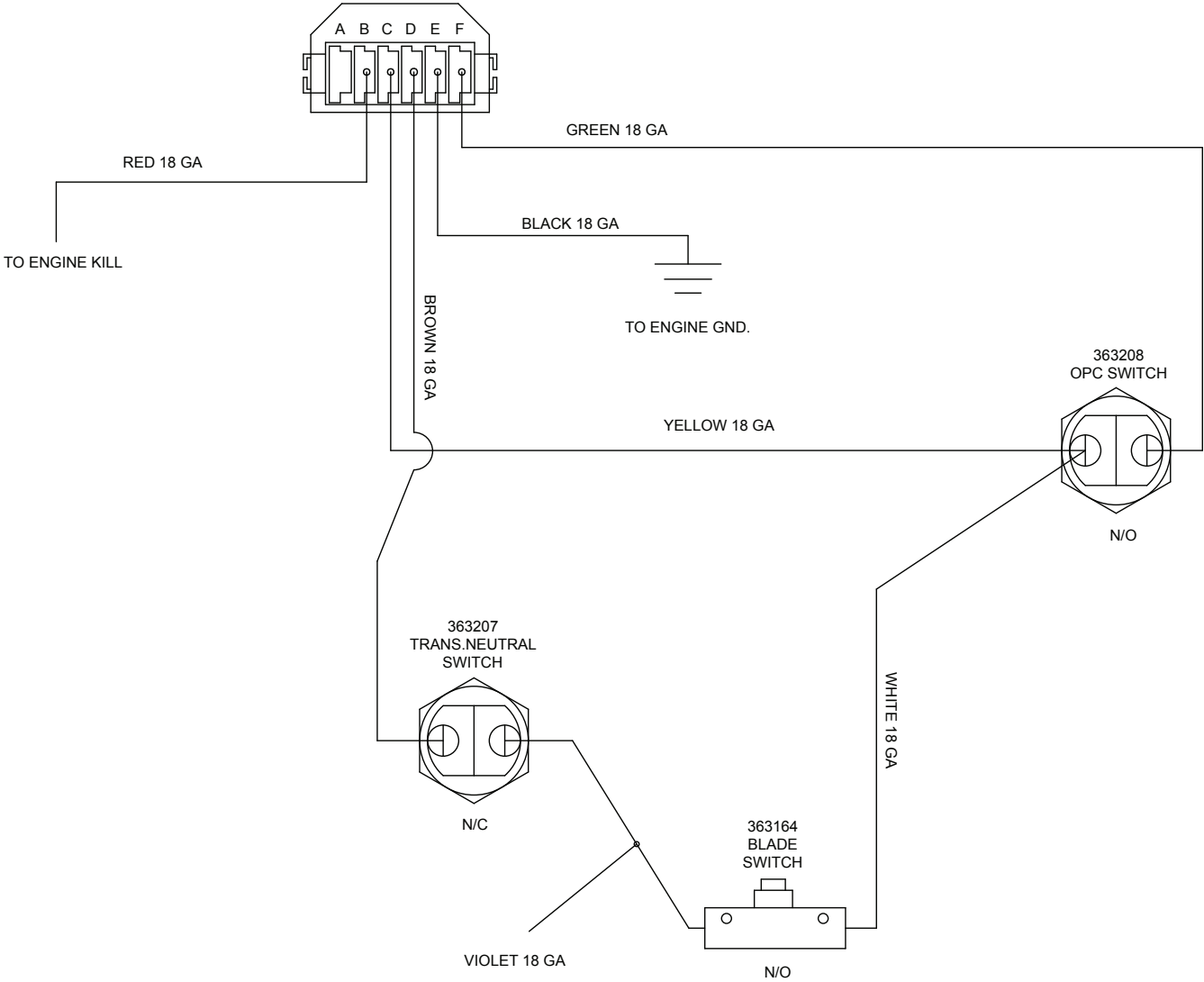
ENCORE PART #: 363373

- WIRE HARNESS FOR 48K450EWT ; 17 HP KAWASAKI
- WIRE HARNESS FOR 48K550EWT ; 19 OR 20 HP KAWASAKI
- WIRE HARNESS FOR 52K450E ; 17 HP KAWASAKI
- WIRE HARNESS FOR 52K550E ; 19 OR 20 HP KAWASAKI
- WIRE HARNESS FOR 60K550E ; 19 OR 20 HP KAWASAKI
- WIRE HARNESS FOR WB36K15ES ; 15 HP KAWASAKI
- WIRE HARNESS FOR WB36K15ESH ; 15 HP KAWASAKI
- WIRE HARNESS FOR WB36K17ES ; 17 HP KAWASAKI
- WIRE HARNESS FOR WB48K17ES ; 17 HP KAWASAKI
- WIRE HARNESS FOR WB48K17ESH ; 17 HP KAWASAKI



ENCORE PART #: 603027
 WIRE HARNESS FOR 48B300 ; 16 HP BRIGGS
 WIRE HARNESS FOR 52B300 ; 16 HP BRIGGS
 WIRE HARNESS FOR 52B400 ; 18 HP BRIGGS
 WIRE HARNESS FOR 60B300 ; 16 HP BRIGGS
 WIRE HARNESS FOR 60B400 ; 18 HP BRIGGS

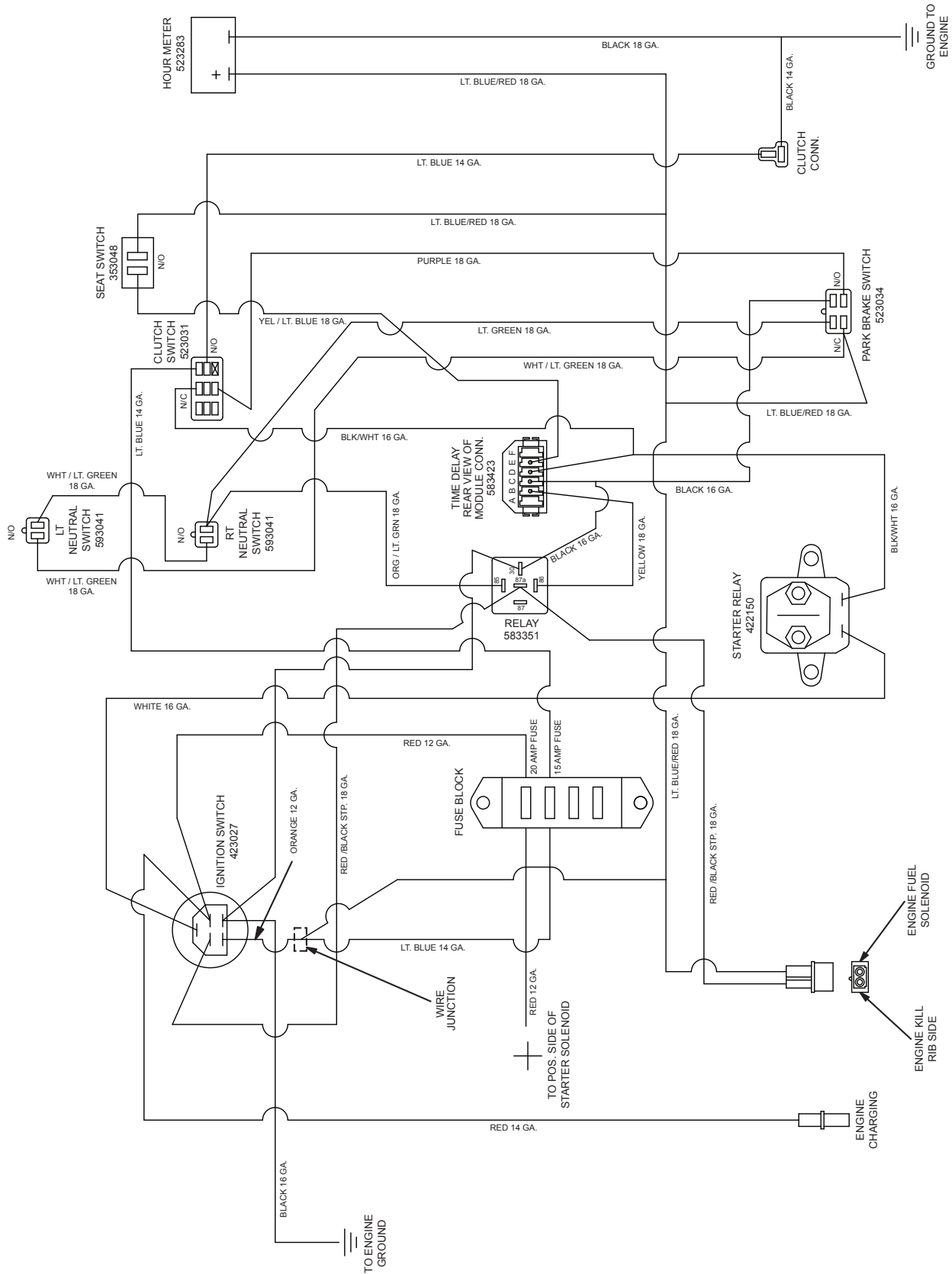
REAR VIEW OF SAFETY MODULE CONN.
 363372



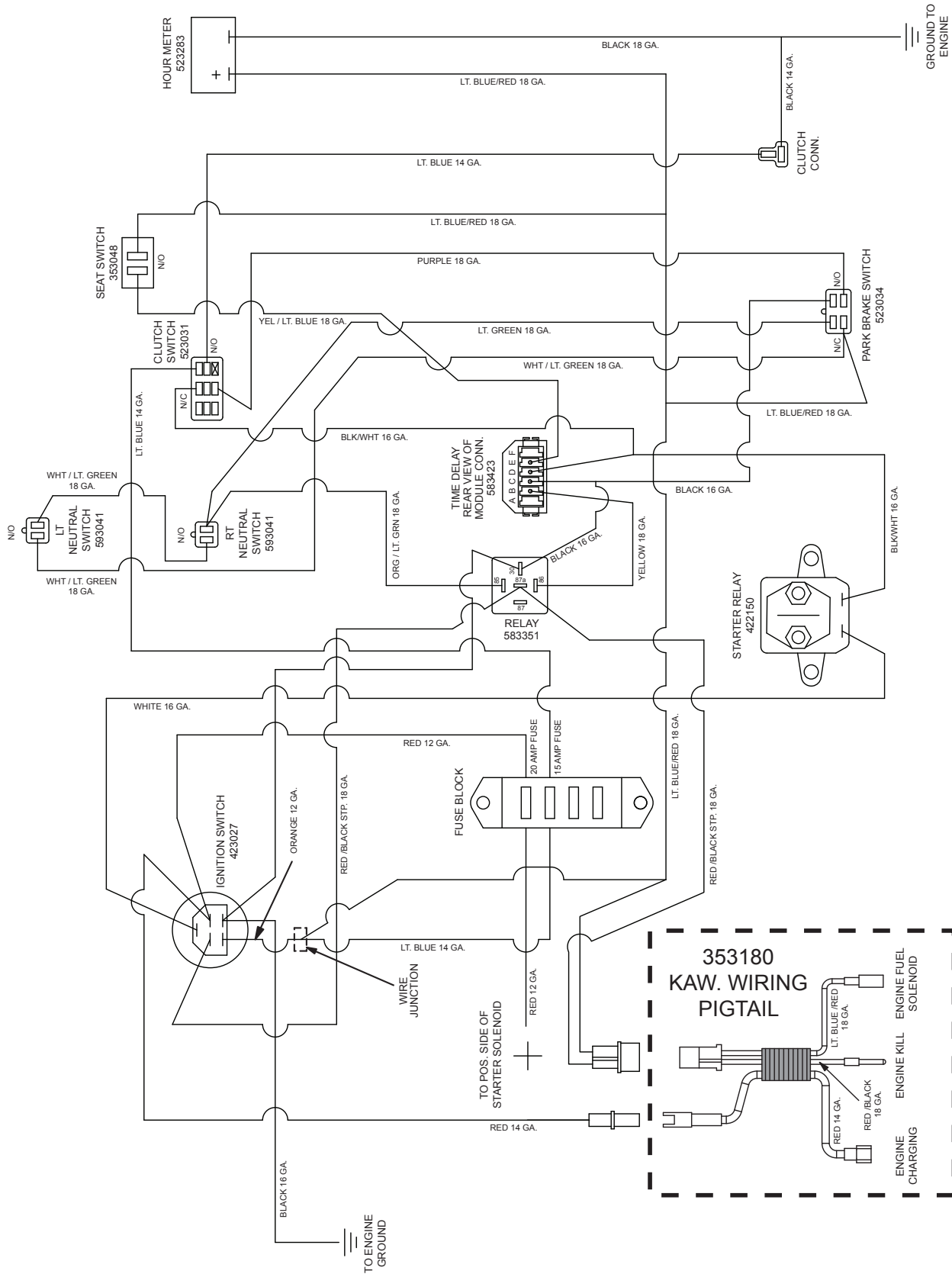
Fuzion Model Section



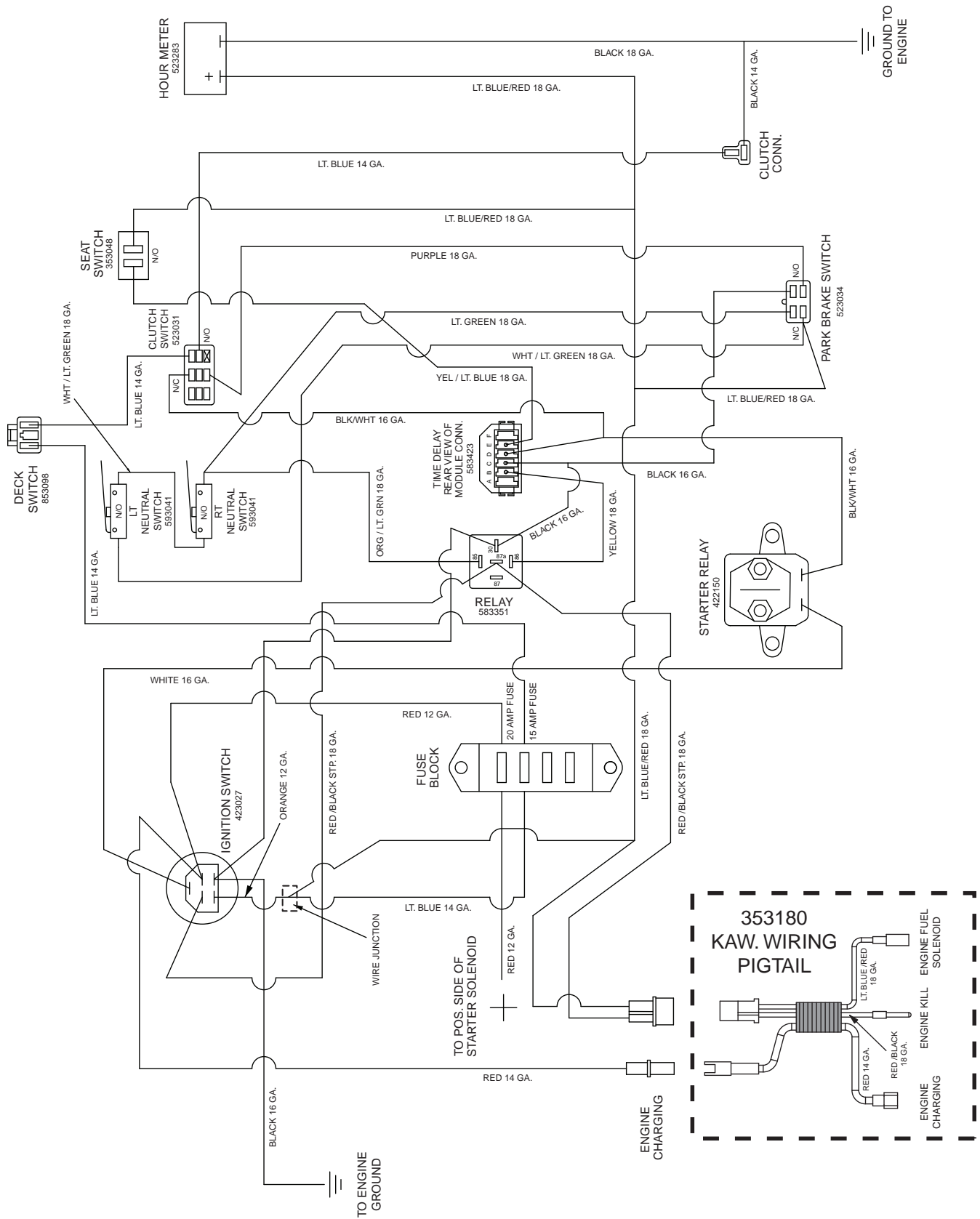
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 WIRE HARNESS FOR F42B18 ; BRIGGS VANGUARD 18HP
 WIRE HARNESS FOR F48B18 ; BRIGGS VANGUARD 18HP



ENCORE PART # 353132 & ENCORE PART # 353180
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 WIRE HARNESS FOR F42K17 ; 17 HP KAWASAKI
 WIRE HARNESS FOR F48K19 ; 19 HP KAWASAKI



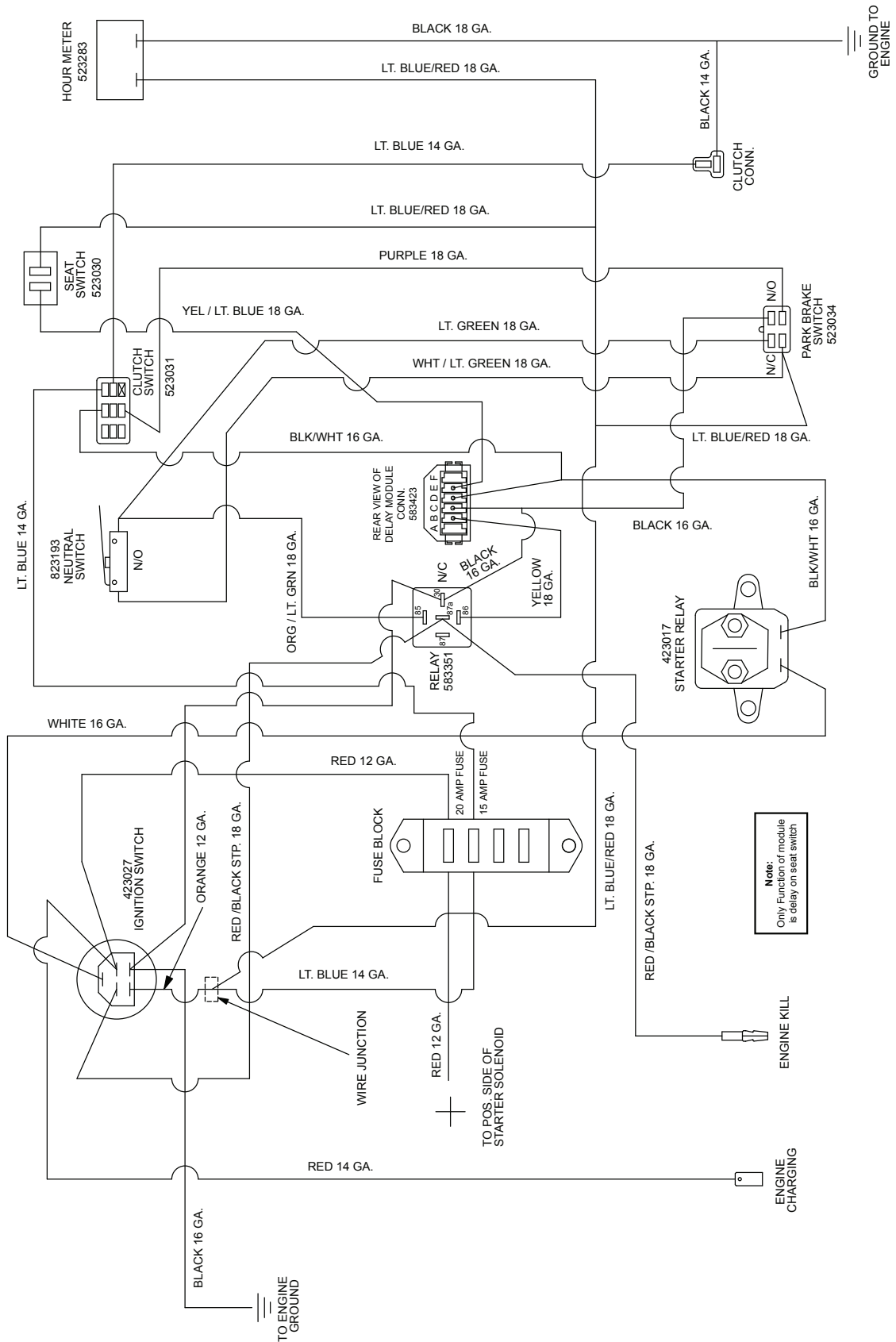
ENCORE PART # 853064 & ENCORE PART # 353180
 WIRE HARNESS FOR F48K17FC; 17 HP KAWASAKI



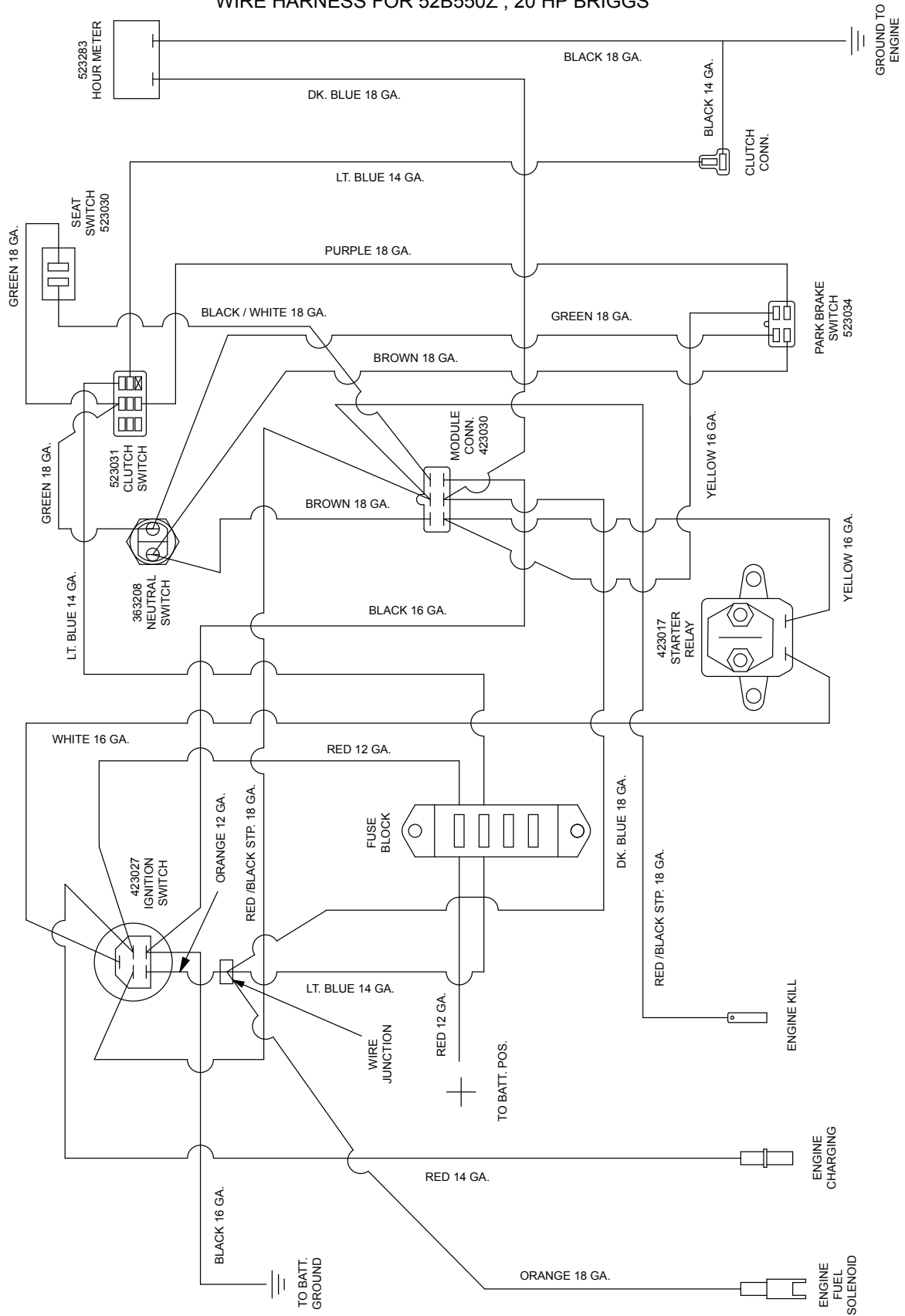
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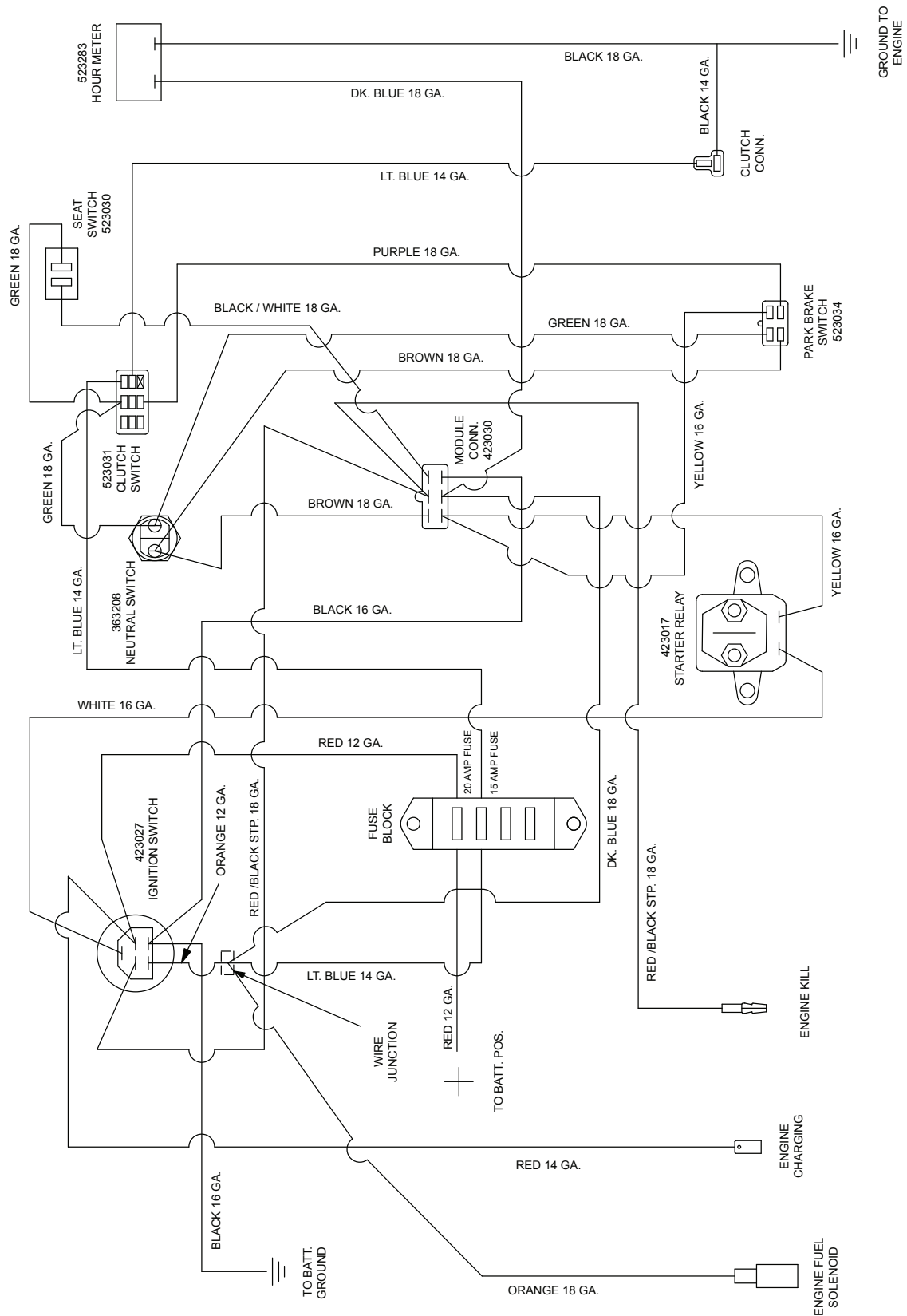
ENCORE PART #: 343077
 WIRE HARNESS FOR 34K350Z ; 15 HP KAWASAKI
 WIRE HARNESS FOR 34K15Z ; 15 HP KAWASAKI



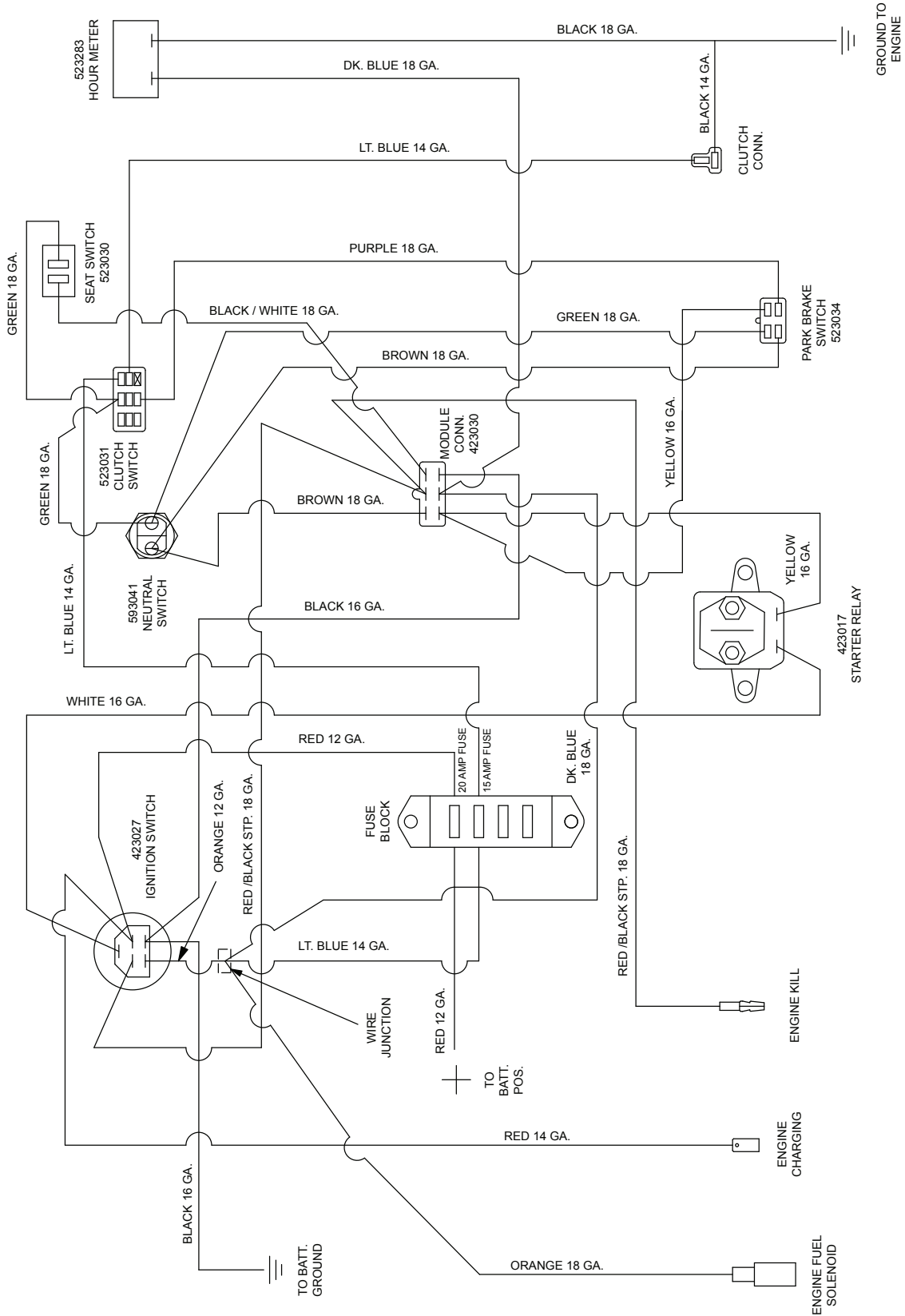
ENCORE PART #: 423078
 WIRE HARNESS FOR 42B350Z ; 16 HP BRIGGS
 WIRE HARNESS FOR 48B450Z ; 18 HP BRIGGS
 WIRE HARNESS FOR 52B550Z ; 20 HP BRIGGS



ENCORE PART #: 423237
 WIRE HARNESS FOR 42K450Z ; 17 HP KAWASAKI
 WIRE HARNESS FOR 48K550Z ; 19 OR 20 HP KAWASAKI
 WIRE HARNESS FOR 52K650Z ; 21 OR 22 HP KAWASAKI



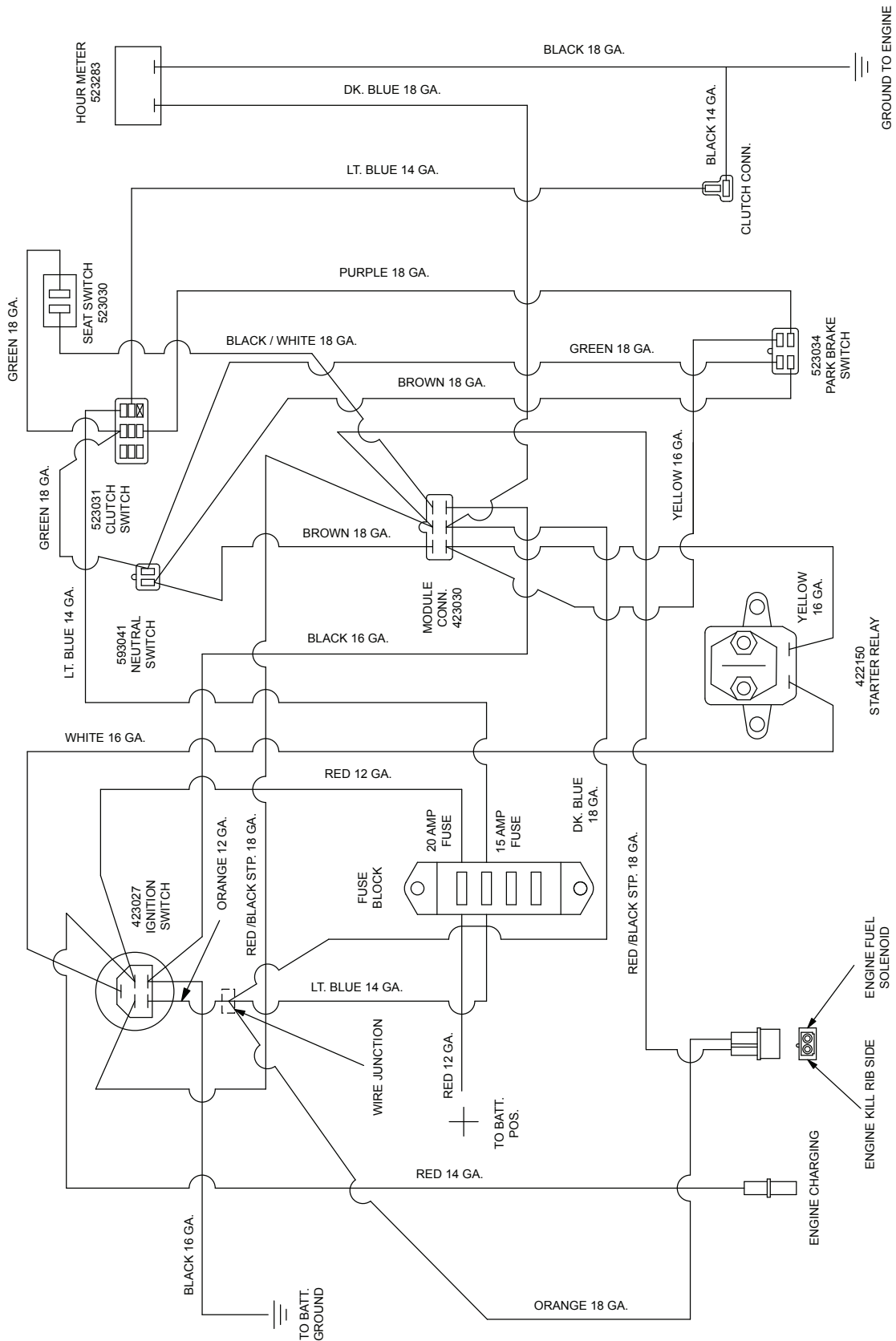
ENCORE PART# 423351
 WIRE HARNESS FOR 42K17Z ; 17 HP KAWASAKI
 WIRE HARNESS FOR 48K19Z ; 19 HP KAWASAKI
 WIRE HARNESS FOR 52K21Z ; 21 HP KAWASAKI
 WIRE HARNESS FOR 60K25Z ; 25 HP KAWASAKI



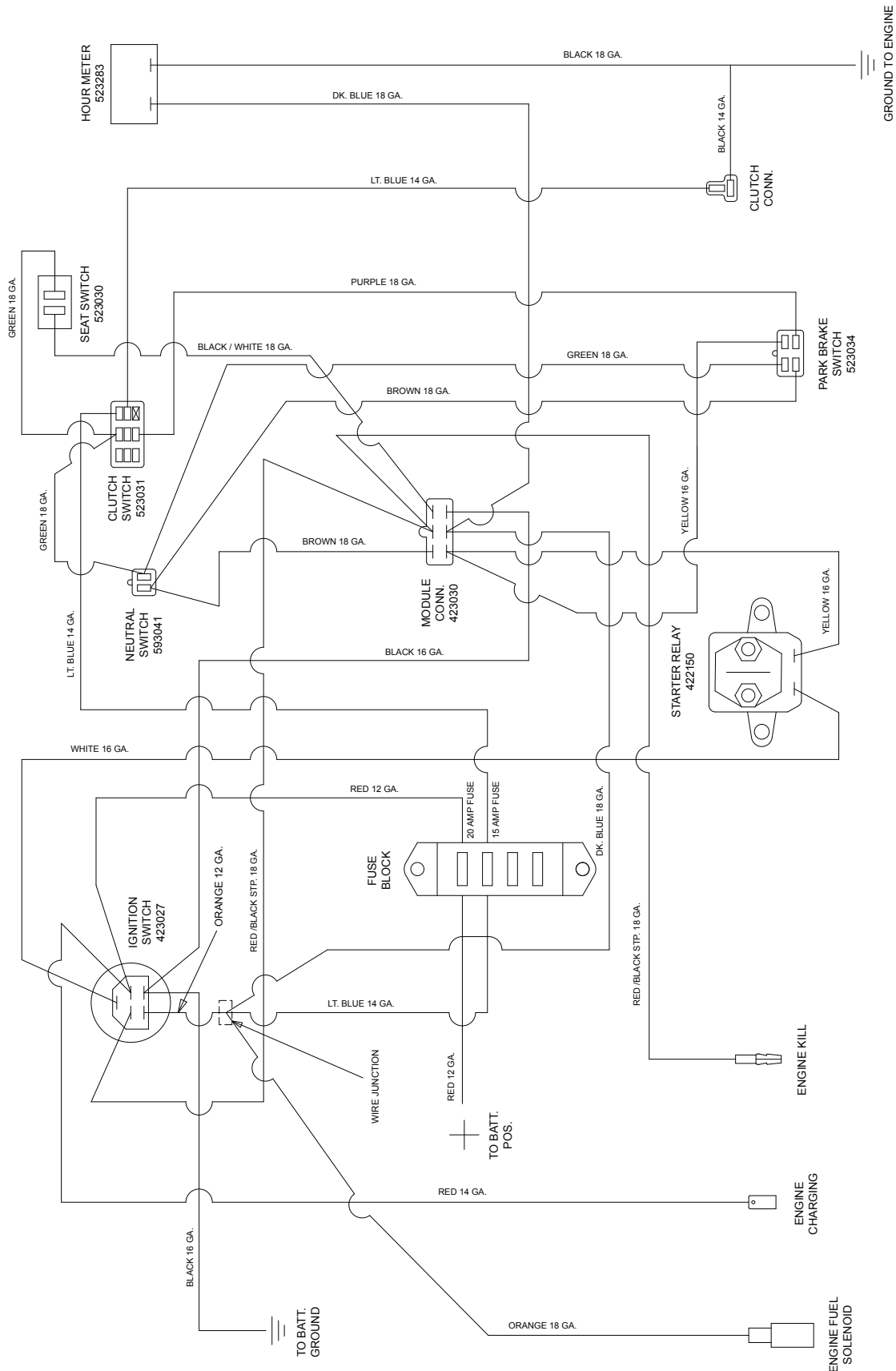
X-treme Model Section

X-TREME³
48" • 52" • 60"

ENCORE PART # 423387
 WIRE HARNESS FOR 48B20X, 20HP BRIGGS
 WIRE HARNESS FOR 52B25X, 25HP BRIGGS
 WIRE HARNESS FOR 60B25X, 25HP BRIGGS



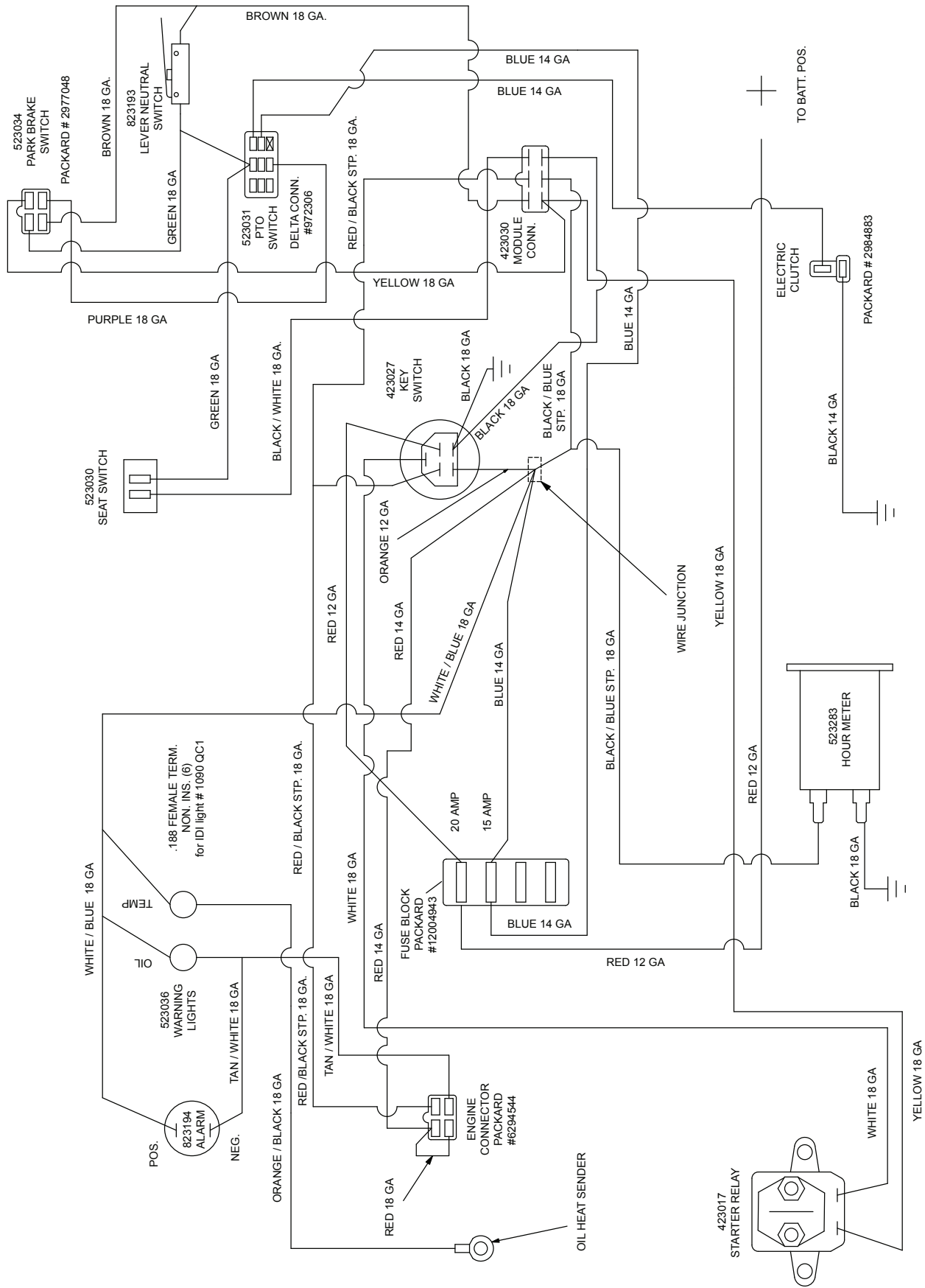
ENCORE PART # 423351
 WIRE HARNESS FOR 48K19X ; 19 HP KAWASAKI
 WIRE HARNESS FOR 52K23X ; 23 HP KAWASAKI
 WIRE HARNESS FOR 60K25X ; 25 HP KAWASAKI



Prowler Model Section



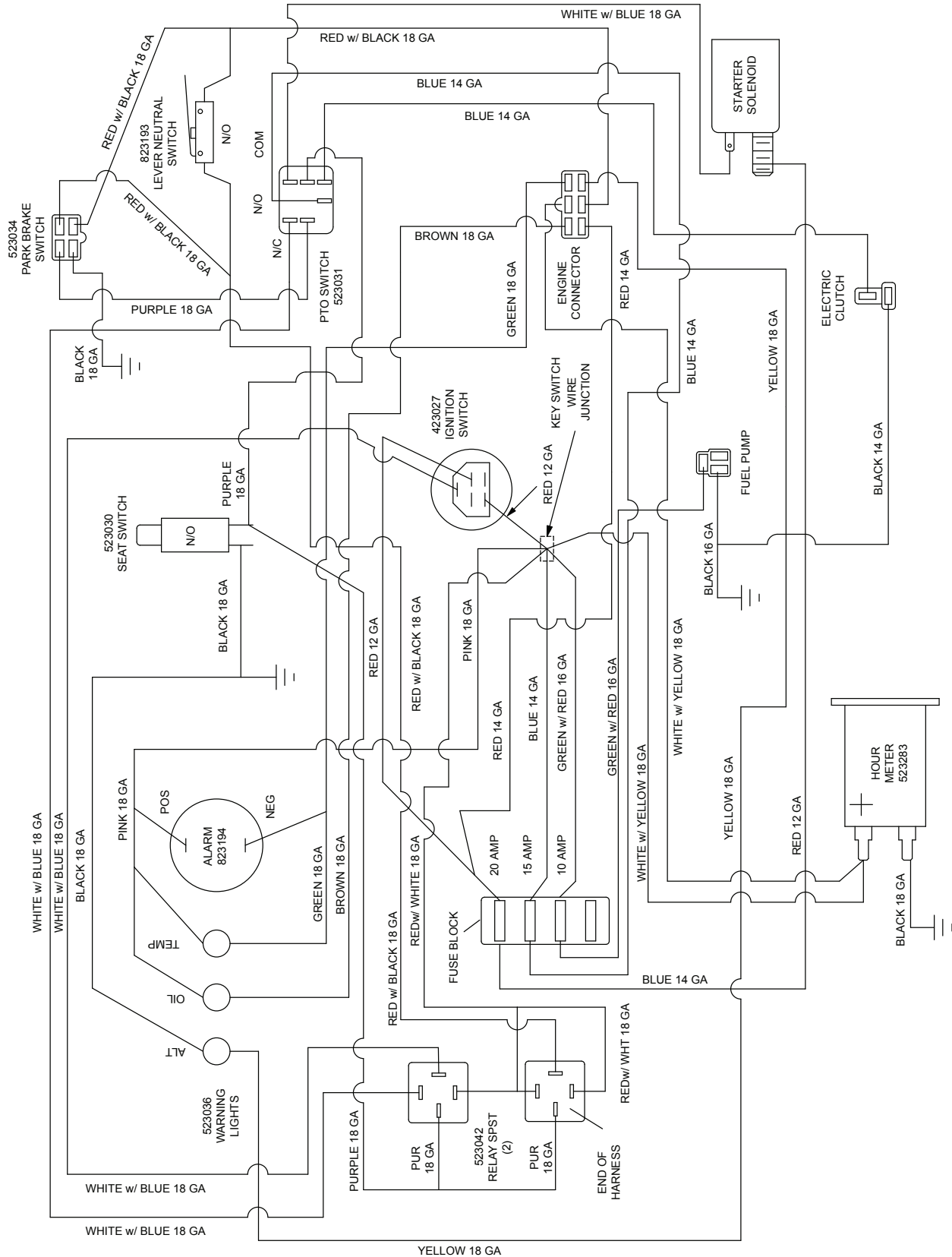
ENCORE PART #: 583177
 WIRE HARNESS FOR 61C750P ; 22 HP KOHLER



F-1

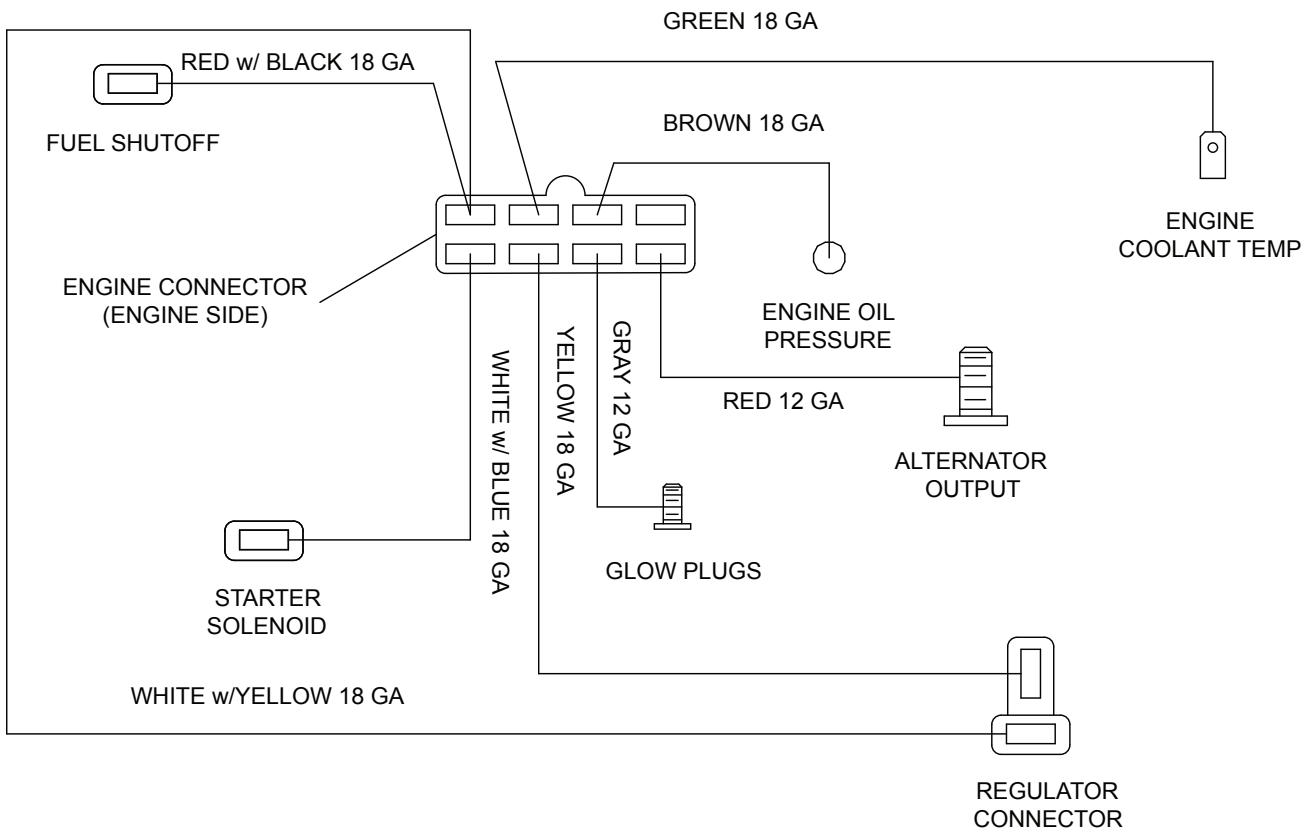
ENCORE PART #: 583211 & 583212
 WIRE HARNESS FOR K650PFC ; 22 HP KAWASAKI
 WIRE HARNESS FOR 52K650ZP ; 22 HP KAWASAKI

WIRE HARNESS FOR 61K650P ; 22 HP KAWASAKI
 WIRE HARNESS FOR 61K650ZP ; 22 HP KAWASAKI



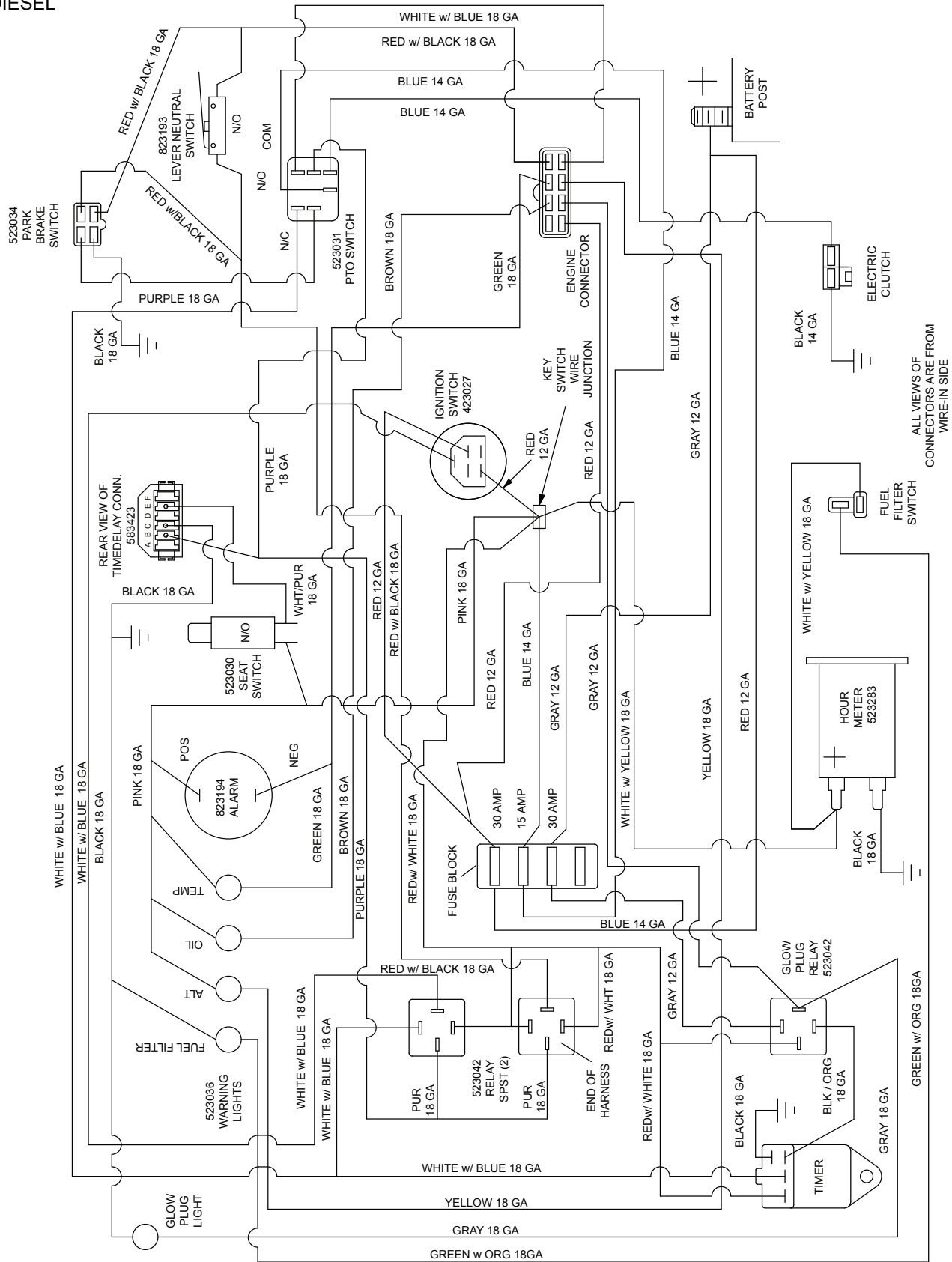
ENCORE PART #: 583276
 ENGINE WIRE HARNESS FOR 61B850P ; 26 HP BRIGGS - DIESEL
 ENGINE WIRE HARNESS FOR 72B850P ; 26 HP BRIGGS - DIESEL
 ENGINE WIRE HARNESS FOR 72B850ZP ; 26 HP BRIGGS - DIESEL
 ENGINE WIRE HARNESS FOR B850PFC ; 26 HP BRIGGS - DIESEL
 ENGINE WIRE HARNESS FOR 61B27LD ; 27 HP BRIGGS - DIESEL
 ENGINE WIRE HARNESS FOR 72B27LD ; 27 HP BRIGGS - DIESEL

ALL VIEWS OF CONNECTORS ARE FROM
 WIRE-IN SIDE



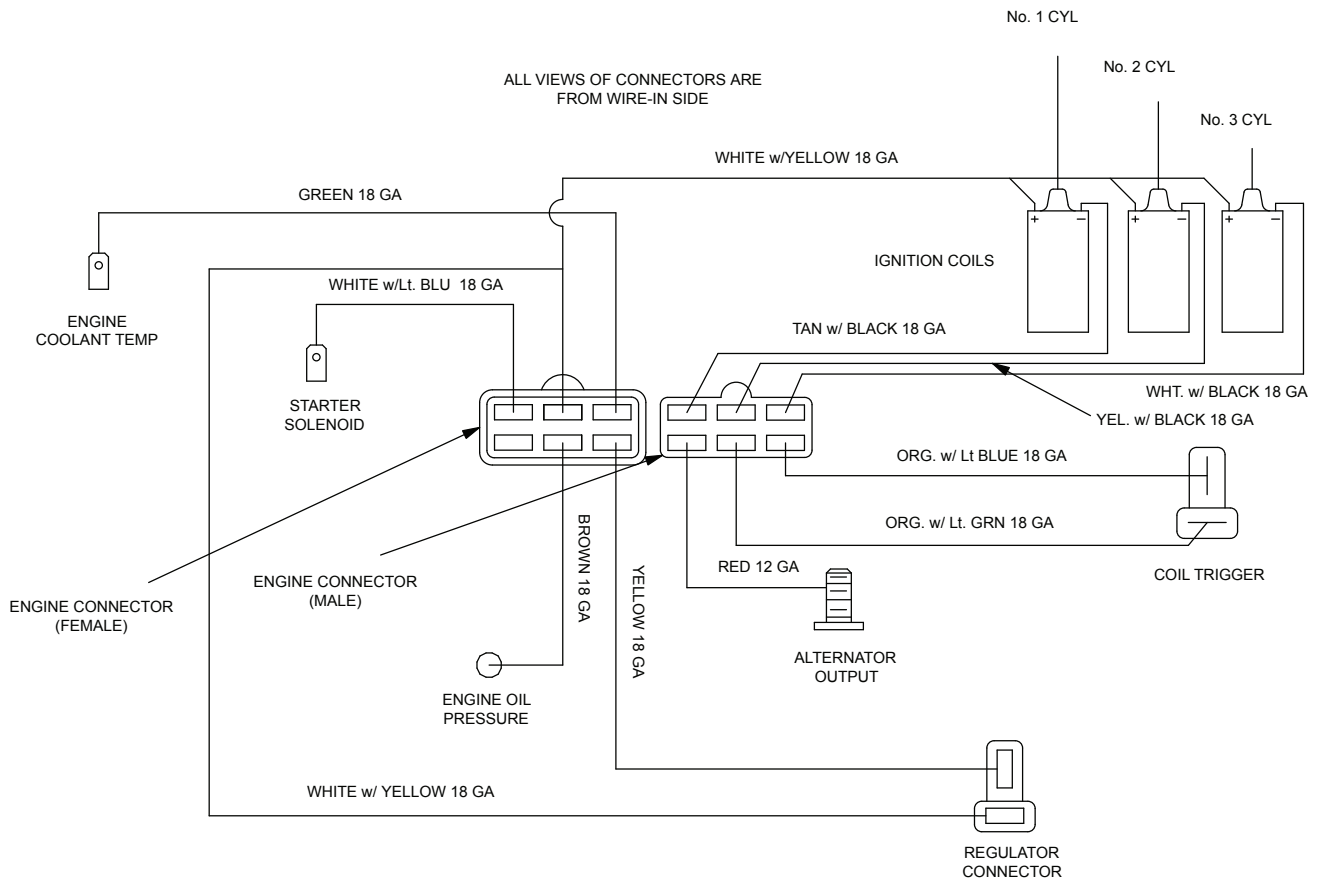
ENCORE PART # : 583275 & 583277
 WIRE HARNESS FOR 61B850P ; 26 HP BRIGGS - DIESEL
 WIRE HARNESS FOR 72B850P ; 26 HP BRIGGS - DIESEL

WIRE HARNESS FOR 72B850ZP ; 26 HP BRIGGS - DIESEL
 WIRE HARNESS FOR B850PFC ; 26 HP BRIGGS - DIESEL



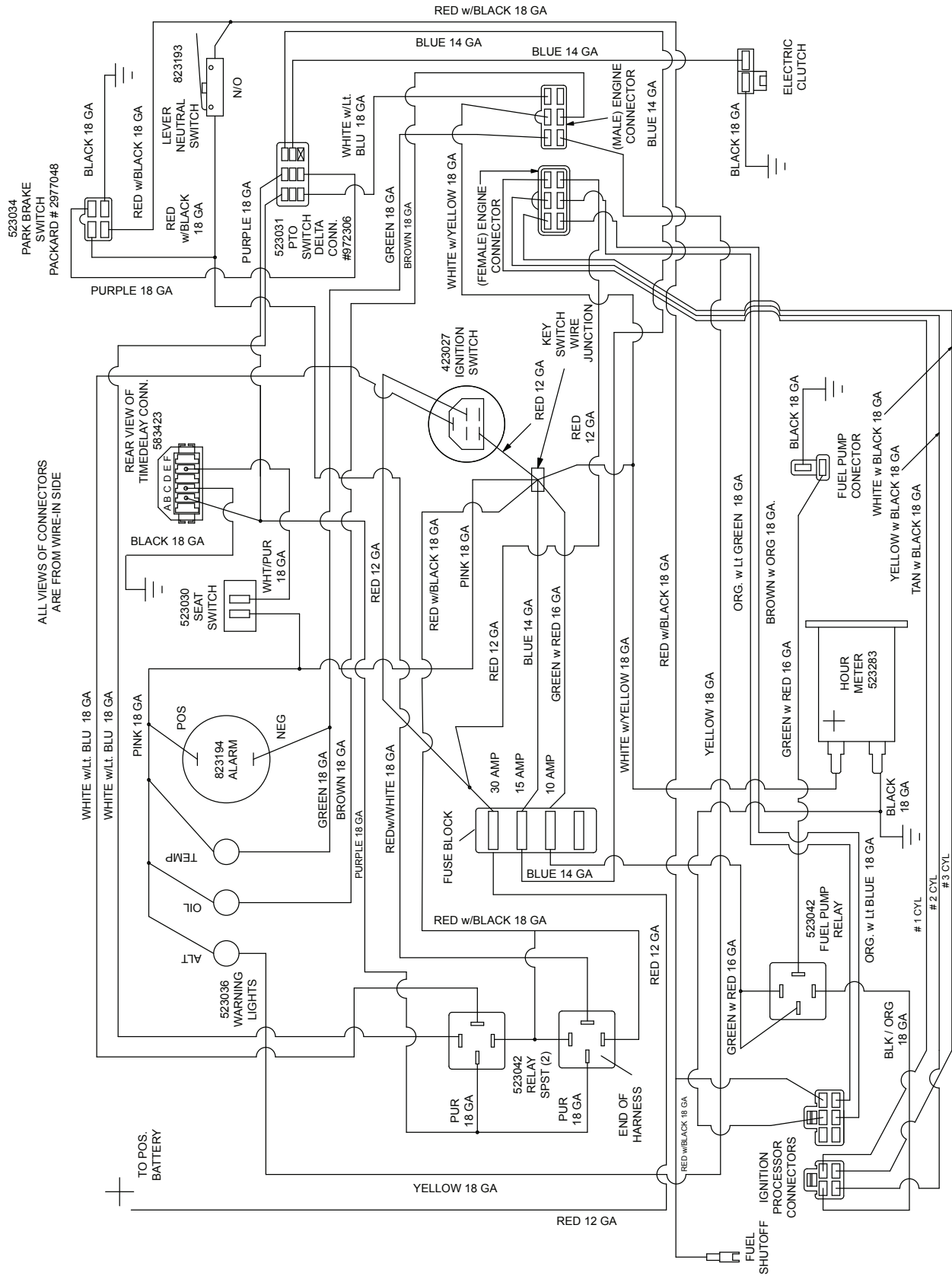
ALL VIEWS OF CONNECTORS ARE FROM WIRE-IN SIDE

ENCORE PART #: 583319
 ENGINE WIRE HARNESS FOR 61B950P ; 31 HP BRIGGS
 ENGINE WIRE HARNESS FOR 72B950P ; 31 HP BRIGGS
 ENGINE WIRE HARNESS FOR B950PFC ; 31 HP BRIGGS
 ENGINE WIRE HARNESS FOR 61B31LP ; 31 HP BRIGGS
 ENGINE WIRE HARNESS FOR 72B31LP ; 31 HP BRIGGS



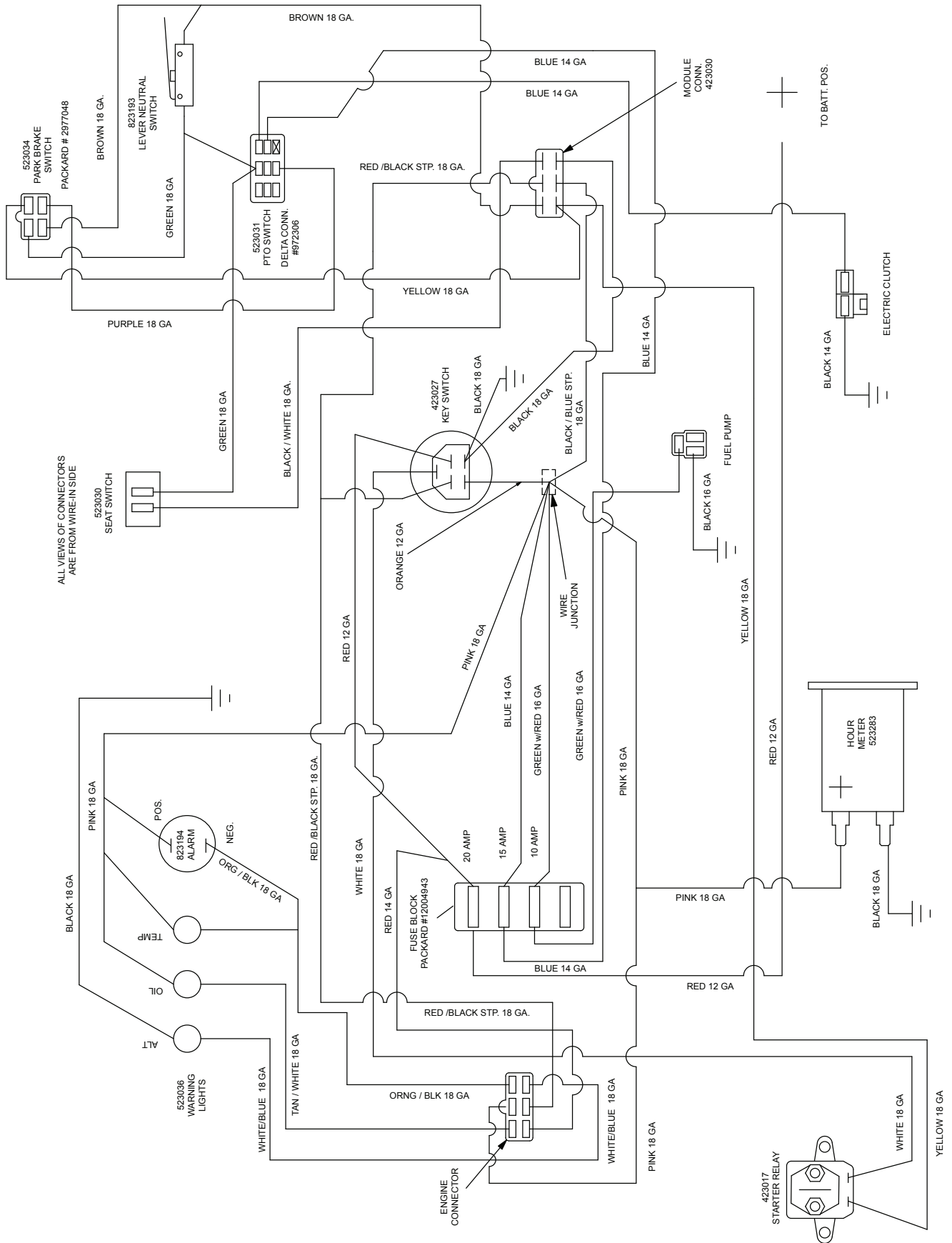
ENCORE PART #: 583317 & 583318
 WIRE HARNESS FOR 61B950P ; 31 HP BRIGGS
 WIRE HARNESS FOR 72B950P ; 31 HP BRIGGS

WIRE HARNESS FOR B950PFC ; 31 HP BRIGGS



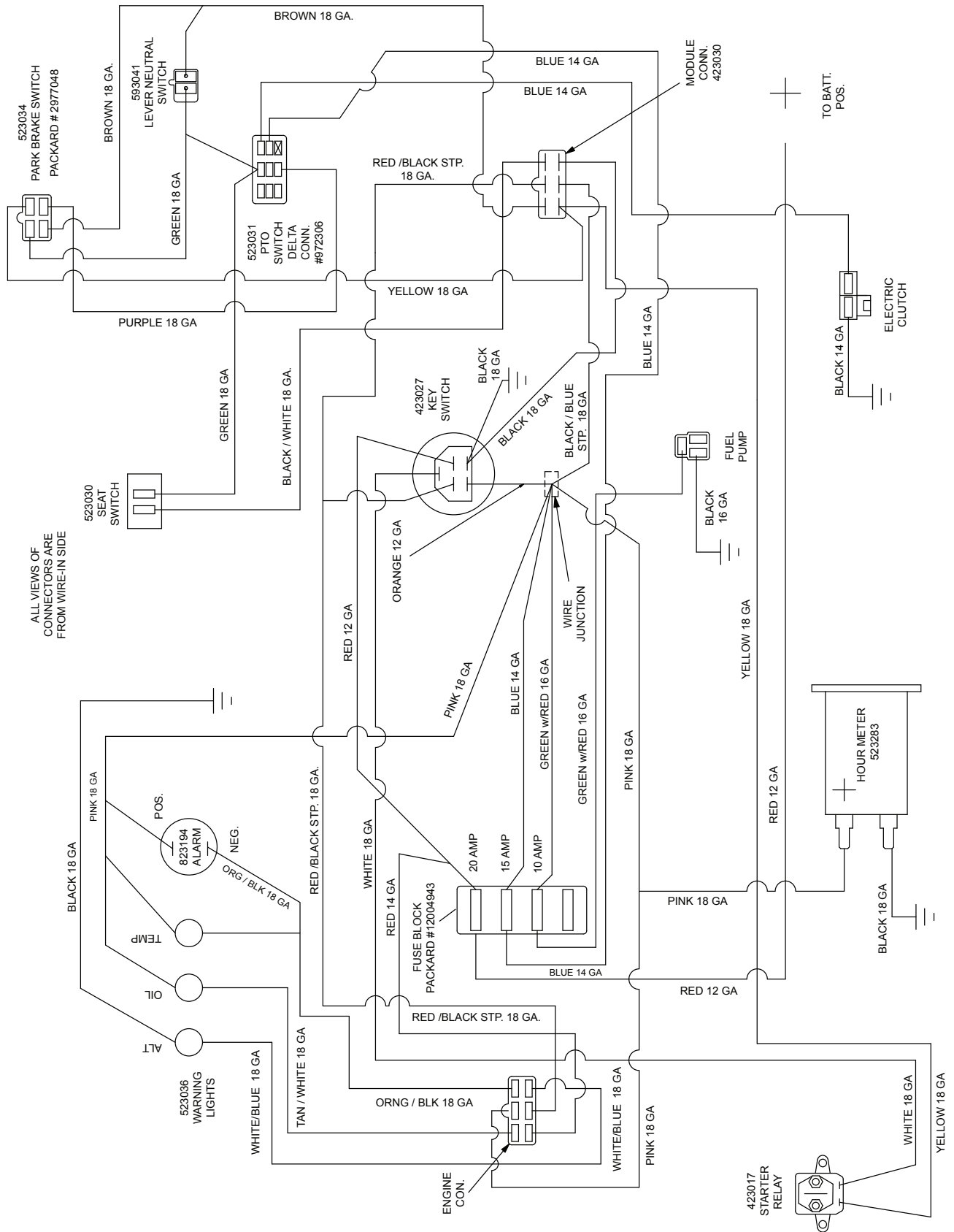
ENCORE PART #: 583484 & 583492
 WIRE HARNESS FOR 61K850ZP ; 27 HP KAWASAKI

WIRE HARNESS FOR K850PFC ; 27 HP KAWASAKI



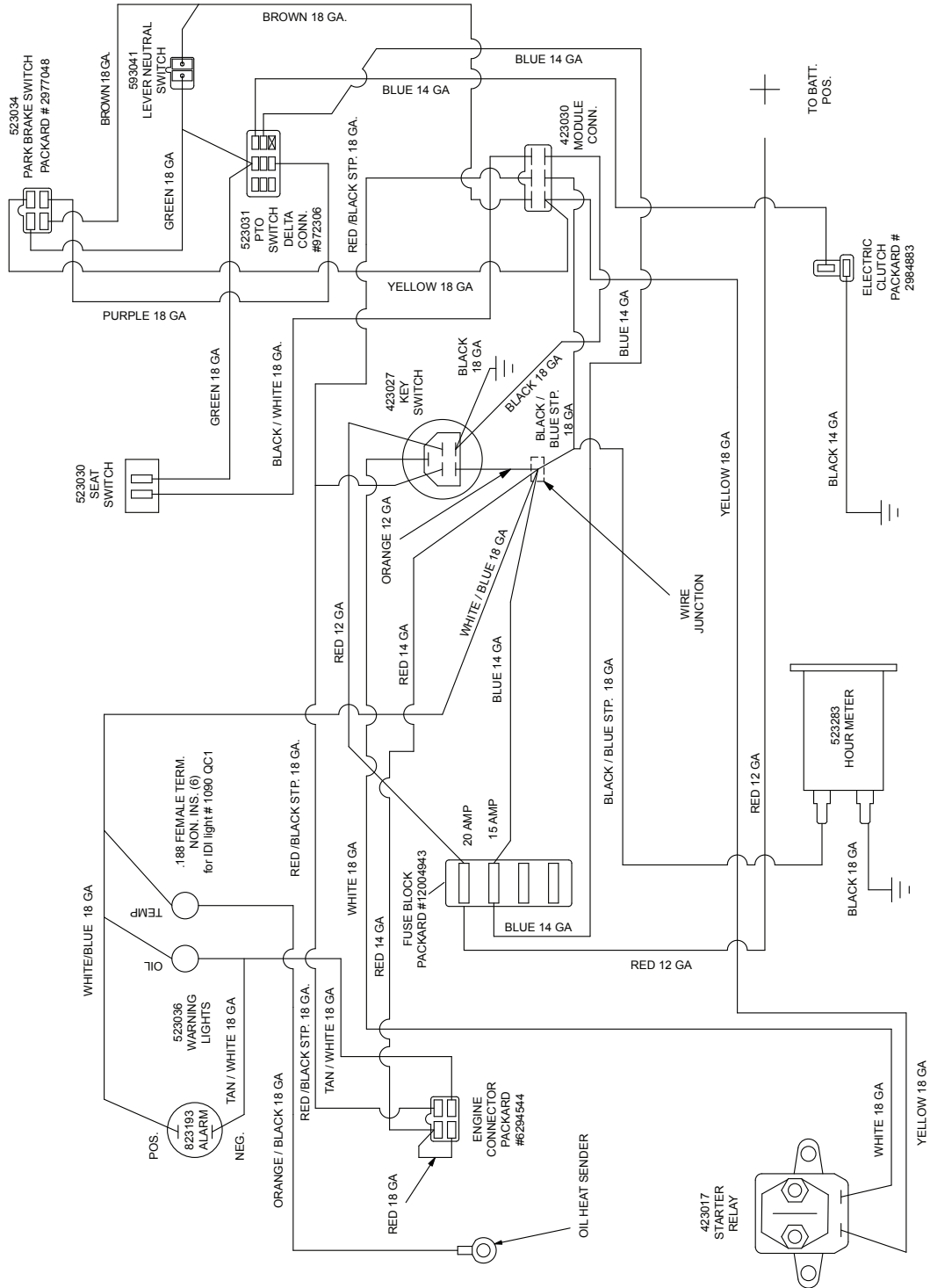
ENCORE PART #: 593049
 WIRE HARNESS FOR 52K27L ; 27 HP KAWASAKI
 WIRE HARNESS FOR 61K27L ; 27 HP KAWASAKI

WIRE HARNESS FOR 72K27L ; 27 HP KAWASAKI
 WIRE HARNESS FOR 61K29L ; 29 HP KAWASAKI
 WIRE HARNESS FOR 72K29L ; 29 HP KAWASAKI

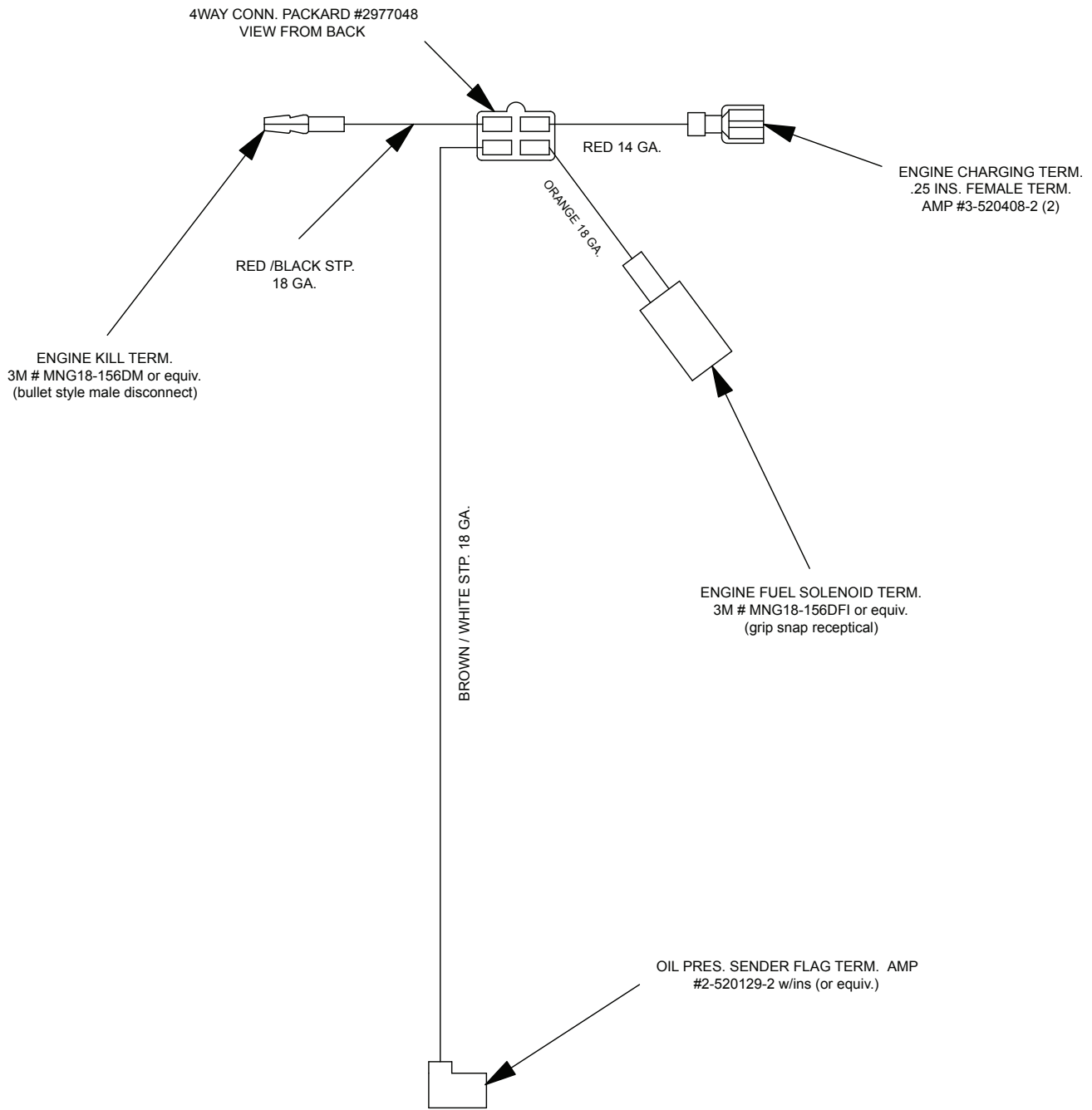


ENCORE PART #: 593050
 WIRE HARNESS FOR 52K23A ; 23 HP KAWASAKI
 WIRE HARNESS FOR 52K25A ; 25 HP KAWASAKI
 WIRE HARNESS FOR 61K25A ; 25 HP KAWASAKI

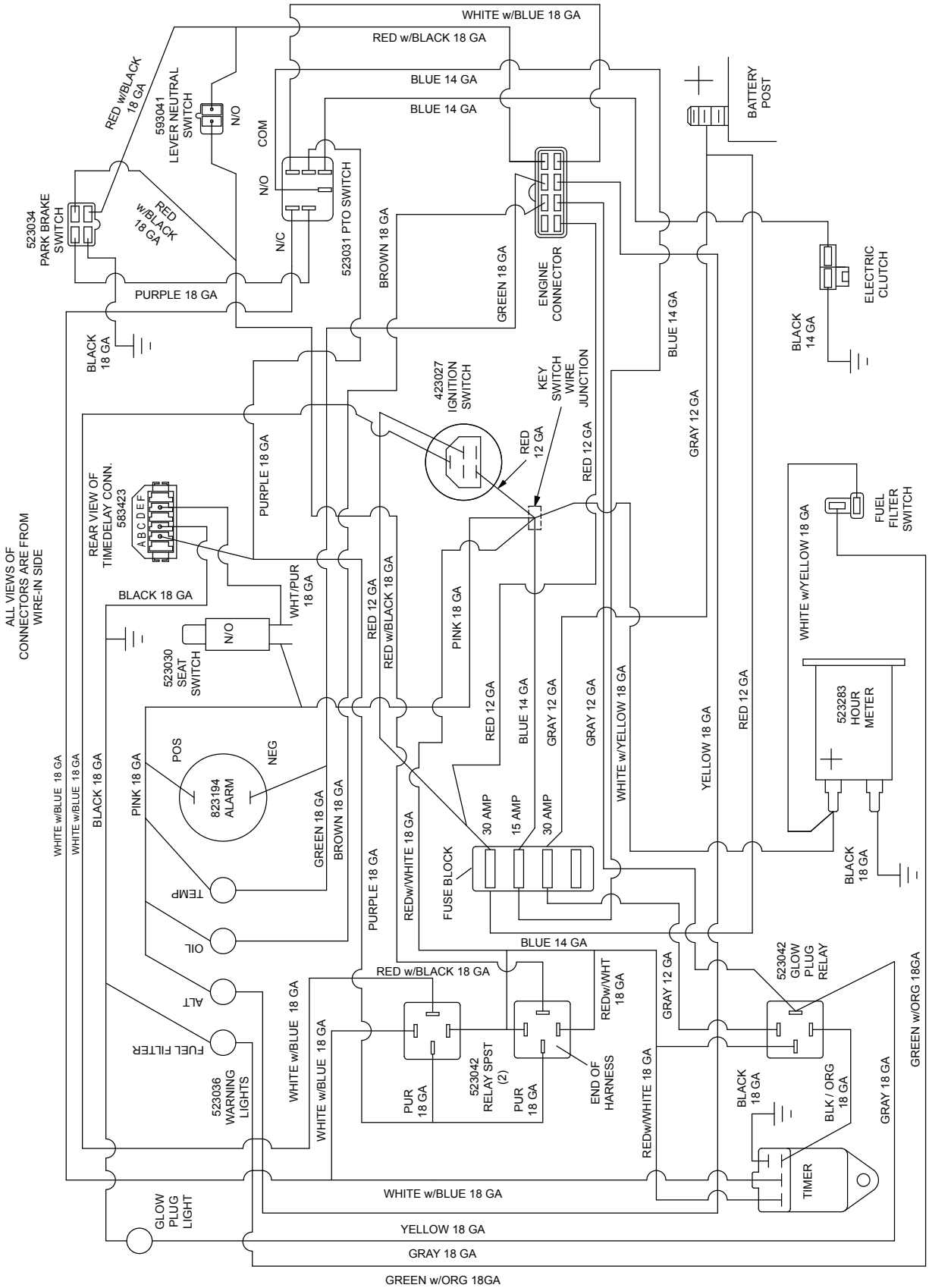
WIRE HARNESS FOR 61K28A ; 28 HP KAWASAKI
 WIRE HARNESS FOR 72K28A ; 28 HP KAWASAKI
 WIRE HARNESS FOR K900PFC ; 28 HP KAWASAKI



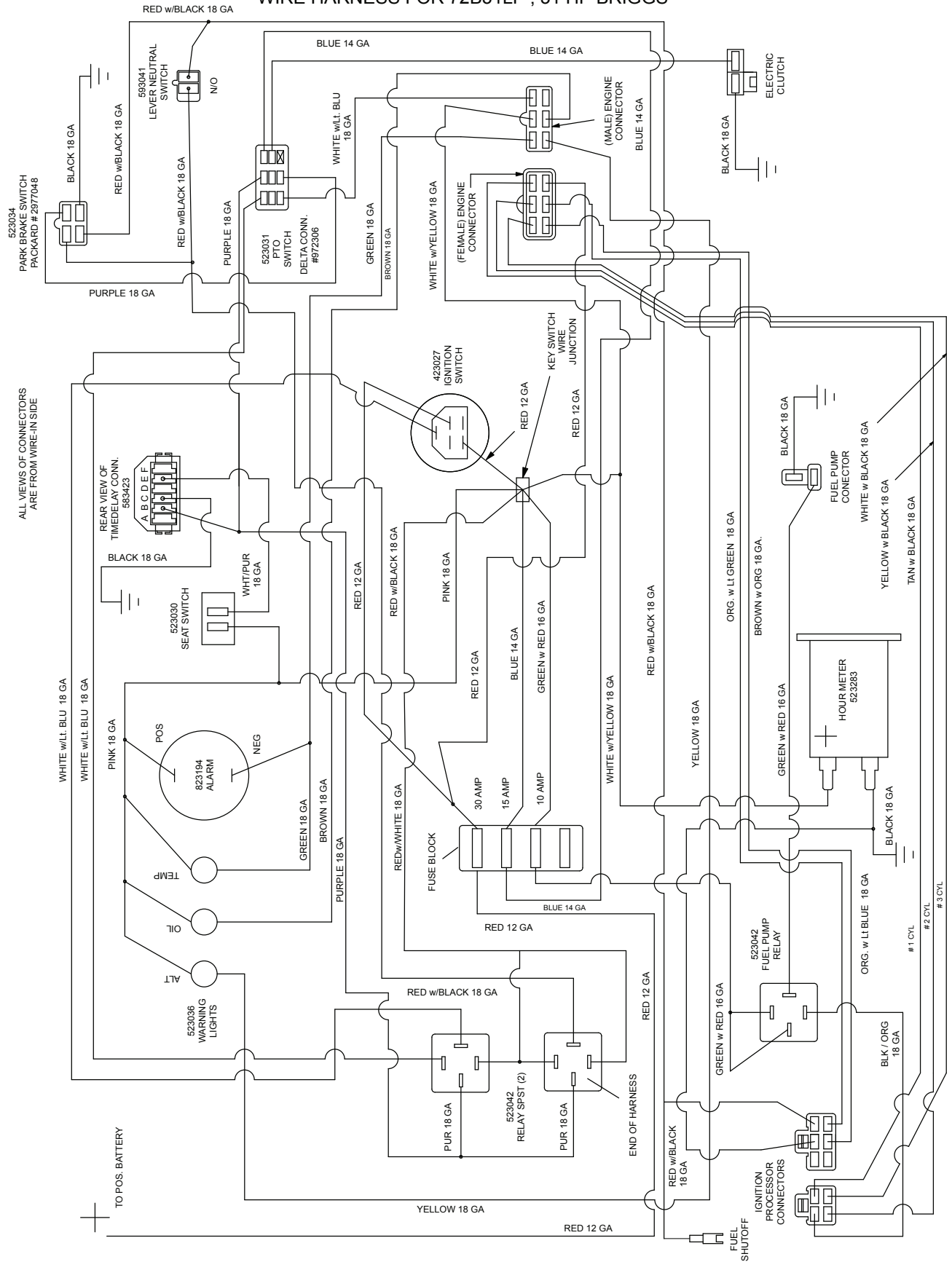
ENCORE PART #: 583495
ENGINE WIRE HARNESS FOR 52K23A ; 23 HP KAWASAKI
ENGINE WIRE HARNESS FOR 52K25A ; 25 HP KAWASAKI
ENGINE WIRE HARNESS FOR 61K25A ; 25 HP KAWASAKI



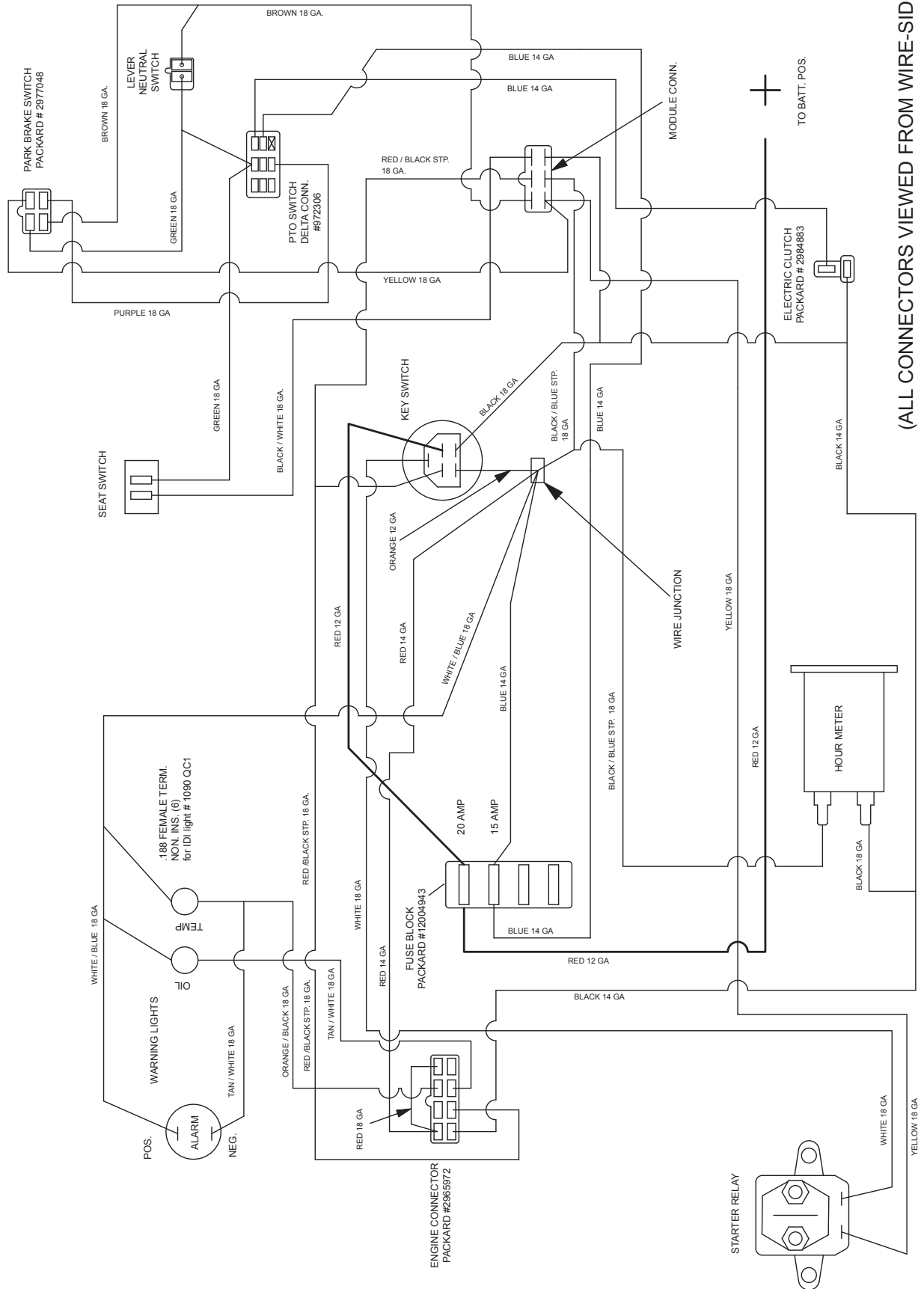
ENCORE PART #: 593051
 WIRE HARNESS FOR 61B27LD ; 27 HP BRIGGS - DIESEL
 WIRE HARNESS FOR 72B27LD ; 27 HP BRIGGS - DIESEL



ENCORE PART #: 593052
 WIRE HARNESS FOR 61B31LP ; 31 HP BRIGGS
 WIRE HARNESS FOR 72B31LP ; 31 HP BRIGGS



ENCORE PART # 593131
 WIRE HARNESS FOR 61VG31A ; BRIGGS VANGUARD 28HP LC
 WIRE HARNESS FOR 72VG31A ; BRIGGS VANGUARD 28HP LC

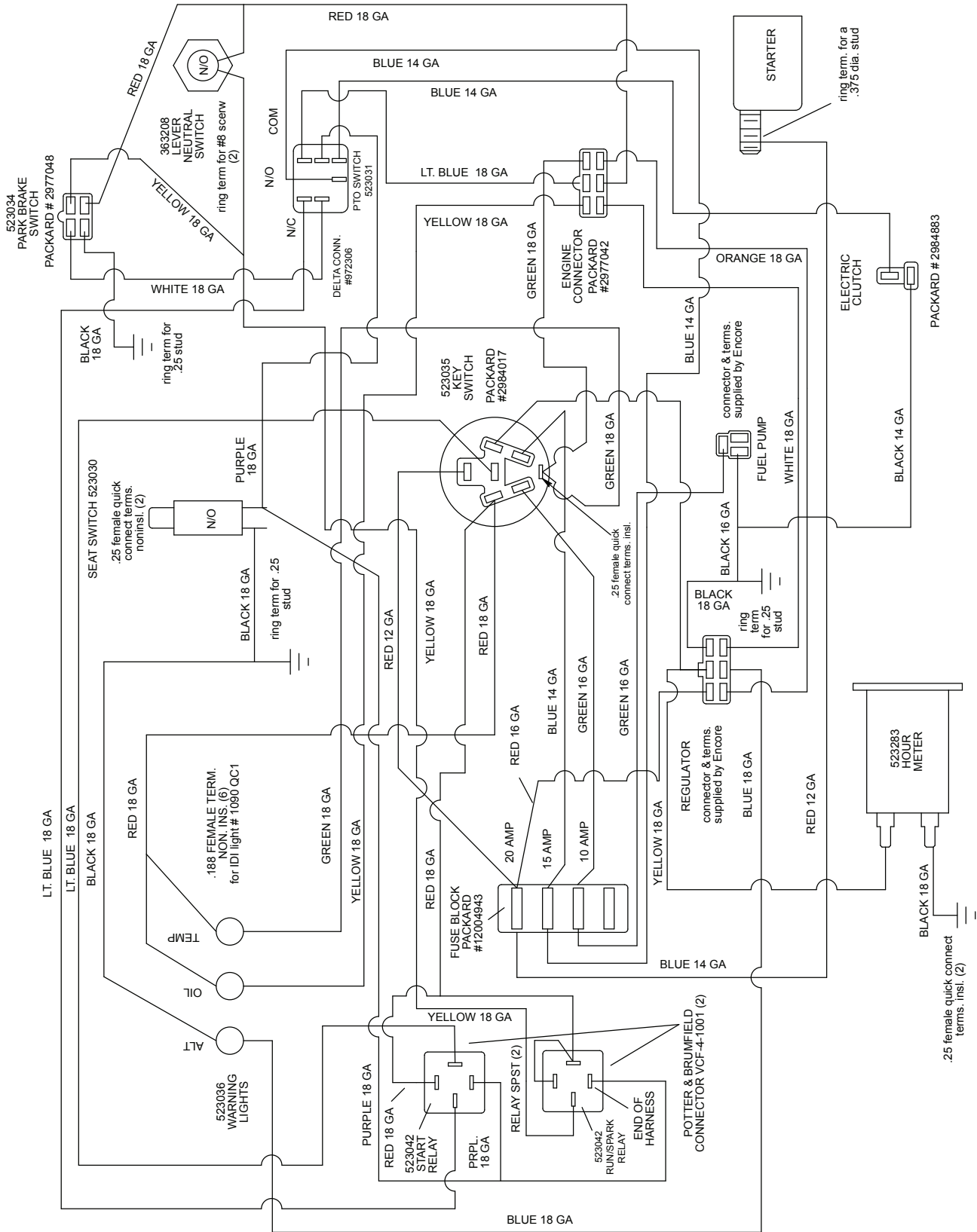


(ALL CONNECTORS VIEWED FROM WIRE-SIDE)

ProLine Rider Section



ENCORE PART #: 523284
 WIRE HARNESS FOR 52K550R ; 20 HP KAWASAKI
 WIRE HARNESS FOR 52K555G ; 20 HP KAWASAKI
 WIRE HARNESS FOR 61K550R ; 20 HP KAWASAKI
 WIRE HARNESS FOR 61K555G ; 20 HP KAWASAKI



Notes:

