I'm not a robot

Craftsman pyt 9000. Craftsman1 gs6500 review. Craftsman pyt 9000 specs. Craftsman pyt 9000 price.

Nov 1, 2012 / PYT9000 hard starting 2010 PYT9000 42" mower with B&S engine. Initially it started ok but slowly it got harder and harder to start when cold. I now have to jump it with the car battery and it just cranks and cranks and cranks and eventually it starts but only after about 30 minutes of off and on cranking. The engine only has 25 hours on the timer and it only starts with full choke. It never starts without choking. Runs fine and restarts eaisly afterwarmup. Yes, it's got fresh fuel and it's getting spark. Any ideas? Thanks, Jim Nov 1, 2012 / PYT9000 hard starting Sometimes the choke cable stretches and when pulling on the choke cable does not "fully" choke the engine. Best way to check is to pull the choke cable out, then, with the air filter assy. removed, look to see if the choke butterfly is fully closed. If it isn't, push your choke control back in "just a little" and adjust the choke control until the choke is closed. You now should have enough throw in the clutch cable to fully open and close your choke. Nov 1, 2012 / PYT9000 hard starting Hello w6gpm, You're thread has been moved as requested. Best of luck on your repair. :smile: Lawn & Garden Tractors Specifications, Service, and Repair of Farm and Lawn Tractors ..... General Information Tractor Model ..... Craftsman Professional PYT9000Tractor Type ..... Lawn tractorManufacture Years ..... 2009-2011Fuel Type ..... GasolineAttachments ..... Mower DeckCraftsman PYT9000 EngineBriggs 44M777 Engine Engine Model ..... Briggs and Stratton 44M777Engine Type ..... 4-cycle vertical-shaft V-twin OHV air-cooled gasolineNumber of Cylinders ..... 2Displacement, cu.in (cc) ..... 44.2 (724)Engine Bore, in (mm) ..... 3.12 (79.0)Engine Stroke, in (mm) ..... 2.89 (73.0)Maximum Engine Power, hp (kW) ..... 24.0 (17.8)Rated Engine Speed, rpm ..... 3300Idle Speed, rpm ..... 1400-1600Cylinder Bore Type ..... Cast ironFuel System ..... CarburetorCarburetor Type ..... FloatFuel Pump ..... Integral typeGovernor Type ..... MechanicalLubrication System ..... Full pressure with oil filterIgnition System ..... Electronic SparkSpark Plug ..... Champion RC12YCSpark Plug Gap, in (mm) ..... 0.030 (0.76)Fuel Tank Capacity, gal (L) ..... 3.0 (11.5)Oil Capacity, qts (L) ..... 2.0 (1.9)Briggs 44P777 Engine Engine Model ..... Briggs and Stratton 44P777Engine Type ..... 4-cycle vertical-shaft V-twin air-cooled gasolineNumber of Cylinders ..... 2Displacement, cu.in (cc) ..... 44.2 (724)Engine Bore, in (mm) ..... 3.12 (79.0)Engine Stroke, in (mm) ..... 2.89 (73.0)Maximum Engine Power, hp (kW) ..... 26.0 (19.4)Rated Engine Speed, rpm ..... 1400-1600Maximum Torque, Nm (ft-lbs) ..... 56.4 (41.8)Torque Speed, rpm ..... 2400Cylinder Sleeve ..... Cast ironFuel System ..... CarburetorCarburetor Type ..... FloatGovernor Type ..... MechanicalLubrication System ..... Full pressure with oil filterAir Cleaner ..... Dual-Clean paper filter with a foam pre-cleanerCooling System ..... Forced airIgnition System ..... ElectronicSpark Plug Gap, in (mm) ..... 0.030 (0.76)Armature Air Gap, in (mm) ..... 0.008-0.012 (0.20-0.30)Intake Valve Clearance, in (mm) ..... 0.004-0.006 (0.10-0.15)Exhaust Valve Clearance, in (mm) ..... 0.004-0.006 (0.10-0.15)Fuel Tank Capacity, gal (L) ..... 3.0 (11.5)Oil Capacity, qts (L) ..... 2.0 (1.9)Electrical System Electrical System Rating, Volts ..... 12Starter Type ..... ElectricNumber of Batteries ..... 1Battery, CCA ..... 230Electric Ground ..... NegativePower Take Off PTO Operational Type ..... IndependentPTO Clutch ..... ElectricPTO Speed, rpm ..... 3300Craftsman PYT9000 Transmission Transmission Model ..... Hydro-Gear 311-0510Transmission Type ..... Belt-driven hydrostaticNumber of Forward Gears ..... InfiniteNumber of Reverse Gears ..... InfiniteOverall Transaxle Rotation ..... 22.15:1Axle Shaft Diameter, in (mm) ..... 0.75 (19.1)Maximum Forward Speed, mph (kph) ..... 5.2 (8.4)Maximum Reverse Speed, mph (kph) ..... 2.3 (3.7)Wheels and Tires Drive Wheels ..... 2WD 4x2Steering Configuration ..... Front steerSteering System ..... Manual sector and pinionBrakes Type ..... Mechanical discFront Tire Size ..... 15x6.00-6Rear Tire Size ..... 208.00-8Craftsman PYT9000 Attachments42" Mower Deck Mower Deck Type ..... Mid-mountNumber of Blades ..... 2Cutting Width, in (mm) ..... 42 (1067)Cutting Height, in (mm) ..... 1.5-4.0 (38-101)Cut positions ..... 6Drive System ..... BeltLift System ..... Mechanical46" Mower Deck Mower Deck Type ..... Mid-mountNumber of Blades ..... 2Cutting Width, in (mm) ..... 46 (1160)Cutting Height, in (mm) ..... 1.5-4.0 (38-101)Cut positions ..... 6Drive System ..... BeltLift System ..... Mechanical50" Mower Deck Mower Deck Type ..... Mid-mountNumber of Blades ..... 3Cutting Width, in (mm) ..... 50 (1270)Cutting Height, in (mm) ..... 1.5-4.0 (38-101)Cut positions ..... 12Drive System ..... 2 BeltsLift System ..... Mechanical CRAFTSMAN TRACTORS SPECIFICATIONSGT3000PGT 9000T310LTS 1500LTS 2000 CRAFTSMAN TRACTORS SPECIFICATIONSDYS 4500DYT 4000GT 5000DGT 6000YS 4500 LT 1000LT 1500LT 2500LTX 1000DLT 3000 YT 4000YT 4500YT 3000T1000T1200 GT 6000GT6000 26HPLT 2000DGS 6500DLS 3500 T1400T1600T2000T2200T2400 T2300T2500T3000T3200DLT 2000 GT3000LTS 1500LTS 2000T1110T210 HUSQVARNA TRACTORS

SPECIFICATIONSGT52XLSGT52XLSIGT54LSGT2554LGT2654 LTH2038LTH18538TS242TS348XDYTH18K46 YT46LSTS342TS142TS138TC130 YT42XLSYT48XLSYTH21K46YTH20K46YTH22V42 YTH150CTH140CTH150C

Oct 6, 2014 / 26 HP Kohler Courage on Craftsman DGS 6500, intermittent surging But my "kneejerk" opinion on your problem, makes me think that you have some moisture/dirty water slinking around in your fuel system. I would run some fuel dry andmow until something serious may happen, otherwise, just burn that moisture through the system. I think you are correct with this being a fuel issue. I ran it near empty on fuel at the weed, drained the rest out and purged some fresh gas through the lines up to the carb. Then refueled and ran it for 6+ hours this weekend (with hood on), and had only one short episode of power loss right at the start. Maybe getting that first few gallons of new fuel thorugh it and/or seafoam purged the 'funk' out of the fuel system. I think I am going to put the guts back into the solenoid and keep running. Plenty of leaves/pine needles to pick up with the lawn vac pull behind attachment. Also replaced the brake pucks so no more roller coaster rides down the hill!Thanks all for the advice and Fish for the info on the ignition update. Oct 6, 2014 / 26 HP Kohler Courage on Craftsman DGS 6500, intermittent surging Yeah, those little pockets of water/moisture can haunt for quite a while. I usually add the gas dry liberally, and just mow, and hit the choke when the thing starts running "squirrelly"... After a few mowings of doing that, all of the moisture is burned through, and the mower runs good for the rest of the year..... Oct 6, 2014 / 26 HP Kohler Courage on Craftsman DGS 6500, intermittent surging But my "kneejerk" opinion on your problem, makes me think that you have some moisture/dirty water slinking around in your fuel system. I would run some fuel dry andmow until something serious may happen, otherwise, just burn that moisture through the system. Yeah, but it was "our" thread... Oct 6, 2014 / 26 HP Kohler Courage on Craftsman DGS 6500, intermittent surging For better results, start your own thread. Makes more sense, and a whole lot less confusing, eh? Oct 7, 2014 / 26 HP Kohler Courage on Craftsman DGS 6500, intermittent surging No problem, This site is so huge and dozens of nooks and crannies to make posts, I find it hard to keep up with them all. Way too many different categories. and way toomuch overlapping. Oct 17, 2014 / 26 HP Kohler Courage on Craftsman DGS 6500, intermittent surging Well, the surging came back after a good while of working fine. Now its just low power and I see The right side has no spark. I've cleaned the leads/contacts on the ignition and nothing. Upon closer look, the sealant on the top of the failed ignition is cracked a bit. That's enough of a cause to me. Looks like I should convert to the MDI ignition at this point unless anyone has other direction. Oct 22, 2014 / 26 HP Kohler Courage on Craftsman DGS 6500, intermittent surging Well the MDI conversion kit came yesterday, installed in a few minutes and its running like a charm. Looking at the DSMI that I removed on the side that was burning intermittently, it was more cracked than it appeared and the coating material would actually flap open so quite exposed. I have the other side DSMI that is working if anyone doesn't want to convert quite yet, let me know:smile: Apr 15, 2012 / 26 hp Kohler Pro Courage First off, Hi to Everyone... I have a couple year old Craftsman with a 26 hp Kohler Pro Courage. Last year I let my son, who's now old enough take over the lawn mowing, cut our yards. Even though I changed plugs, oil, filter and blades with him toward the end of mowing season last year to show how to maintenance it, I somehow forgot to tell him about draining the gas and a few other things before he put it away for the winter. Completely my fault as hes just being taught these things. Well, he told me he wanted to start mowing so he got the tractor out of where we store it and started it. I was in the house but I could here the mower looping (surging) after he had it warmed up. Went out and stopped him and realized what a dumb **** I was. I drained all the gas, put fresh in with some antifreeze (for moisture) some good carb injection cleaner and still it surged. Now its only really bad (Idle go's low then high) at mid and low idle. I can hear it some on high idle but as soon as you engage the deck and the governor kicks it up another notch it clears out, so it mows great. Last night I tore it down to the carb. I cleaned out the top jet, took off the top and sprayed it out good with carb cleaner and unscrewed the solenoid and let the bowl drain. I sprayed carb cleaner it the choke opening and let it drain out the bowl. I fired it up and it still surges. I tried while it was running two different brands of carburetor cleaner in the carb but two half used cans of carb cleaner later still no luck. Any ideas? Could the bowl or jets and ports be varnished so bad all that cleaner wouldn't get it? Could it be the float sticking? Any ideas would be GREATLY appreciated as I'm also aware of the fact that maybe something else like a coil could've went bad over the winter? Oh, I pulled the plugs, they still look almost new. Was going to check the voltage but it would fluctuate with the idle. Thanks ahead of time.Wade, in PA... Apr 15, 2012 / 26 hp Kohler Pro Courage From a dealer standpoint welcome to the world of emissions carb. The biggest nightmare for engine repair. Some of the new carbs have passages that are so small and have restricted access that they are not cleanable in some cases. Any ethanol/water sitting in the carb will corrode these passages to the point that the carb is unservicable and may need to be replaced to repair the engine. Apr 15, 2012 / 26 hp Kohler Pro Courage Thanks for the heads up. I think your right, it looks like it does have on of those carbs made in Japan. I've owned 4 wheelers with those carbs and always had problems with them. Kind of reminds me of the ones that sit on the early 2000's Yamaha Wolverines. More than likely all those Yamaha warriors had them too...Guess I'll need to tear it down and take a good look... Do you know where I can get rebuild kit if I can salvage it? Apr 15, 2012 / 26 hp Kohler Pro Courage If you have a small engine repair you can trust I would take the carb to them and have them dip it and then rebuild it. May be cheaper than buying a new carb. Apr 15, 2012 / 26 hp Kohler Pro Courage Ya that would definitely be cheaper. If it has the carb on it I think it does the price is going to be about 300 for a new one...So are you guys in agreeance that you think its definitely the carb? Do these have any kind of CDI module's? Apr 17, 2012 / 26 hp Kohler Pro Courage The CDI module is built into the coil. From your original post I feel that it is definitely the carb. Apr 17, 2012 / 26 hp Kohler Pro Courage The CDI module is built into the coil. From your original post I feel that it is definitely the carb. Thats what it was Rivets...On advise from KennV an ILENGINE I tore it apart and used carb cleaner and air...Runs great now...Thanks for responding... :smile: Sep 13, 2018 / Kohler 26hp sv735-0016 My throttle cable is connected but not opening and closing the throttle plate. Throttle is always open, I can close it, but only by hand. The governor is free, it moves the throttle plate when I push it by hand. Its not the cable it moves in out like it should. Sep 13, 2018 / Kohler 26hp sv735-0016 the throttle cable does not move the throttle plate.The throttle applies tension to the governor arm via a spring so the governor can overcome it.Now what is the problem that caused you to look at the throttle? Just bought the mower used and had an issue with gas flooding the carb. Removed the housing and found the linkage disconnected to the throttle plate arm. So I was moving the throttle lever up and down and noticed the plate inside the carb stays open. Sep 13, 2018 / Kohler 26hp sv735-0016 That is the choke.The throttle butterfly is the one at the back nearest the engine.The one at the front is the choke and that should be sprung open.Kohler use a horridly complicated control system so you will need to check manuel .Go to the kohler web page type in your engine numbers and download the parts manual and the factory service manual .The same unit is used for left or right hand cables and single wire or separate choke & throttle wires so there are levers & springs every where Sep 13, 2018 / Kohler 26hp sv735-0016 That is the choke.The throttle butterfly is the one at the back nearest the engine.The one at the front is the choke and that should be sprung open.Kohler use a horridly complicated control system so you will need to check manuel .Go to the kohler web page type in your engine numbers and download the parts manual and the factory service manual .The same unit is used for left or right hand cables and single wire or separate choke & throttle wires so there are levers & springs every where Yeah I'm looking at the plate behind the choke and it doesn't move when I move the throttle lever up and down, is that normal?. Ill check the service manual. Thanks Sep 13, 2018 / Kohler 26hp sv735-0016 Yes it is normal.When the engine is stationary the governor holds the throttle butterfly wide open.Changing the throttle position just varies the spring tension so when the engine starts the throttle butterfly will close down. Sep 13, 2018 / Kohler 26hp sv735-0016 Yes it is normal.When the engine is stationary the governor holds the throttle butterfly wide open.Changing the throttle position just varies the spring tension so when the engine starts the throttle butterfly will close down. Thanks man much appreciated You are using an out of date browser. It may not display this or other websites correctly.You should upgrade or use an alternative browser. Jun 11, 2019 / PYT-9000 with 26hp B&S professional series Ok, where to begin? LOL.....this "Craftsman Professional series" PYT9000 i've had since 2009 when we bought it brand new. Last summer, the left spindle (has 3, 50" cut) seized and sheared off some of it's housing (still bolted to deck but blade flopping). I get three new spindles this week and go at it this morning replacing them. It's been since last year since it ran so i drained the gas and blew out tank and line, took off and cleaned air filter (it, and oil had just been replaced 2 cuts before spindle failed last year) for good measure, of course checked all fluids. Put about 2 cups of fuel in tank, in case it didn't start, or didn't run right i wouldn't waste/taint much fuel. It bumped, then it bumped, then it fired RIGHT UP and ran strong for about 10 seconds til it burned up that fuel and cut off. I thought WOOHOOO!!! i'm ready to rock! but no, there you go thinking Dave.....lol. I put gas in it, climb back on the seat and turn the ignition and i have NOTHING!!!!! no lights, oil light, hour meter, NOTHING!!!! Checked battery and it's sitting at about 13.4 not running so i know it's good. Did the ignition switch burn up (given i don't even have dummy lights or headlights)????? This old redneck is about to start throwing things.....LOL. I wouldn't even BE toiling with this Craftsman if the Scag i got taken for.....would work properly. So now i've got TWO dead mowers and some tall grass waiting for i guess some goats i'll go get this friggin' week..... Any help would be much appreciated. I am mechanically inclined but honestly i'm not sure of pin config on that ignition switch to know which wires should have juice with switch on/off, etc without the proper wiring diagram for that motor/electrical system. Jun 11, 2019 / PYT-9000 with 26hp B&S professional series It started the first time so can't be too much wrong. Check for loose or corroded battery connections as well as at the solenoid and ground. Jun 11, 2019 / PYT-9000 with 26hp B&S professional series Yeah that's what i was thinking too but i won't lie i'm a little baffled by it. How it started and ran fine til i got up, put gas in and sat back down then NOTHING at ALL. I cleaned battery terminals too, i forgot to mention that so i know at THAT end they are conducting well. I will try to trace where the negative goes to the frame and check that and the negative cable along the way for tears/breaks. The fact i get NOTHING though to ignition switch makes me wonder if that didn't burn up. I mean normally like an automobile when you turn to accessory position before it actually turns over, you get the oil light, hour meter light, headlights, etc and i have NOTHING now. Jun 11, 2019 / PYT-9000 with 26hp B&S professional series your fuse is blownFind the starting solenoid.On the battery cable side will e a single small wire .That wire goes to the BATTERY terminal on the ignition switch , funny enough marked with the letter "B".There is a fuse on that wire.If it blows you have no power to the mower so nothing works apart from the PTO clutch if it is on it's own fuse. Jun 12, 2019 / PYT-9000 with 26hp B&S professional series I'll have to wait til morning to get "good" pics but i'm pretty certain there ISN"T a fuse..... the manual says it's "under the hood, at top of dash panel on the support bar".....nope, it's not. Other forums/and some here in another thread said it could be back in the battery box area under seat.....nope, it's not. The positive cable comes off the battery and goes to some type of module on the inside of the back of frame. Coincidentally, the ground cable goes from battery and grounds against frame on one of the two bolts that hold that "module" to the frame. I followed every bit of harness from there forward, into the engine compartment and up under the dash panel.....i cannot find a fuse ANYWHERE!!! There is a relay, under the dash panel though. it got way too dark with the flashlight batteries draining and i laid the top of my hand open pulling back from inside that frame opening under the battery box so i'm gonna stop for tonight before sasquatch treekocks this craftsman so hard it lands 3 counties over.....lol Jun 12, 2019 / PYT-9000 with 26hp B&S professional series Well the electricity to power that relay has to come from somewhere.So there has to be a + wire feeding into the loom and that wire has a fuse on it otherwise if you get a short the mower burns.Some sort of a module ?most likely the starting solenoid. Jun 12, 2019 / PYT-9000 with 26hp B&S professional series Ok so starting from battery terminals, pics follow into frame/chassis to solenoid. Red wire leaves solenoid and rejoins main harness. Travels frame under left foot rest and splits below fuel tank and feeds display panel, ignition switch and PTO knob. Other split goes to voltage regulator and headlights. Where is this fuse? "Craft1" pic shows that solenoid and at left you see where negative lead grounds to it and frame. "Craft 7" pic shows that relay under the dash panel i spoke of. I cannot find a fuse anywhere which is totally odd. In "Craft1" or "Craft2" pic, the thing the little red wire comes out of (not Craft3 which shows the red wire's white connectors), that looks like a similar relay as under the dash? Last edited: Jun 12, 2019 Jun 12, 2019 / PYT-9000 with 26hp B&S professional series UPDATE*** ok, so the "2nd relay" (that i said looked like the one under dash panel) back at the solenoid at back of frame? Yeah, that's an inline fuse. They had so much black tape on it from the factory it looked like a square black relay like the one under dash panel. I peeled tape back and could see the top of the 20A fuse. Continuity tested it in holder and it failed so i pulled it and ohm'd it and it's for sure blown. Thanks for all the help. Sorry i'm such a hardhead, but it DIDN"T look like a fuse and it for SURE, isn't where Craftsman's manual says it is, lol. Heading out to reattach battery and see if i'm good to go now. Jun 12, 2019 / PYT-9000 with 26hp B&S professional series LOL.....yeah, started right up, ran strong, engaged blades, went up my hill (will say drive belt smoked a little initially as it climbed but then seemed fine). Got a pass up the hill, a pass down the hill, went back up the hill, mowed around HVAC and another obstacle and then blades shut off..... Tried to engage them again and get a "click" when you pull the knob out but no turny turny..... I'd settle for about 1/4 block of cut and an oil well perforator right about now so i knew it HURT her to the CORE when it blew :wink:laughing: Now to figure this out Jun 12, 2019 / PYT-9000 with 26hp B&S professional series The confusing part is the 9000 series was made by two companies. Part of them were made my MTD which is the version that your have, and the others were made by Husqvarna. The MTD fuse is next to the battery under the seat as your found. The Husqvarna version is under the dash clipped to the upright on the right side. Page 2 Jun 12, 2019 / PYT-9000 with 26hp B&S professional series So in "Craft2" pic, i took it and edited it in paint and attached it. That's where the fuse is on the MTD type of the Craftsman PYT9000 series. did NOT look like a fuse holder at first and was way overtaped (even though it didn't protect end where fuse was, lol). It looked at first, a LOT, like that relay i showed under dash panel. Glad i found it, should have known it blew the fuse for a reason (even though i DIDN"T engage blades when it first started yesterday). Pretty sure electric clutch is shorted but about to do all the fun meter testing on it and the PTO knob to verify that theory.:confused2: Jun 12, 2019 / PYT-9000 with 26hp B&S professional series Try it again when the clutch is cold.If it works fine when cold check the clutch air gap.If it is worn & the gap is too big it draws too much power which can cause the fuse to blow after a while. Jun 12, 2019 / PYT-9000 with 26hp B&S professional series I put Craftsman on back burner today because Scag wire harness and electric PTO clutch came today and i dove headfirst into it this afternoon. Getting ready to post progress and queries on that forum. I will check what you said now that it's cool again in the morning before my job and like you said if it works then i'll pursue the gap spacing. Already priced them today though in case i need to swap it like i'm having to on the Scag. That Scag one is HUGE and yet the Craftsman one (both from Xtreme Outdoor power equipment) is only $10 less than the Scag one was. Jun 13, 2019 / PYT-9000 with 26hp B&S professional series LMAO, what a NOOB i am.....LOL... From sitting on the driver's seat the BELT, LOOKS like it's taught and routed correctly but after trying the PTO knob while cold this morning i thought "hmmm, maybe the belt broke?" and yeah, it DID, lol. I'll put a belt on and see where we're at after that. It was a little "chewed" on edges from where spindle broke last year but was a brand new belt then and looked like it MIGHT hold for a while but that was obviously not the case. That first few seconds of smoking probably sealed it's deal. Anyway, yeah, chalk that one up to operator error and prognosis and i'll post again after rebelting the deck. :confused2: Jun 13, 2019 / PYT-9000 with 26hp B&S professional series Not sure of the exact deck but make sure the belt is around the pulley and under the brake pads and keepers.Very easy & common to miss one and have the belt running over rather than under.This will destroy a belt in under a minute running.We have all done it. Jun 13, 2019 / PYT-9000 with 26hp B&S professional series I had the belt right, it still has the diagram on the deck and i'd JUST put in all three brand new spindles/pulleys. The belt was "chewed" slightly (just roughed) on edges from where spindle broke last summer and between that and the PTO clutch IS very tight to turn by hand even without belt on, i think it couldn't take the tension/torque. I'm gonna go ahead and replace the PTO clutch in this also like i did the scag. I haven't ohm'd this one to make sure it's bad but the fact it's that tight to turn tells me it's nearly seized anyway. With BOTH hands, i could get a very TIGHT 1/4 turn out of the pulley at a time. Jun 13, 2019 / PYT-9000 with 26hp B&S professional series There are two different versions of PTO clutches.One free wheels when the PTO is off & gets used on decks that have blade brakes fittedThe other locks when the PTO is off to act as a blade brake because there is none on the deck Jun 14, 2019 / PYT-9000 with 26hp B&S professional series ok, in that vein of thought then, would the one with internal brake be able to spin at ALL by hand with it off? Like i said, it would move about a 1/4 turn with BOTH hands, pretty tightly. I don't see any "brake" system for the blades/belt on the deck unless the tensioner/idler pulley takes that load? (doubt it) Jun 14, 2019 / PYT-9000 with 26hp B&S professional series If working properly noIn reality most will turn with a little difficulty and you will hear the brake draggingMakes it a hitch to diagnose a buggered bearing and they are not the sort of item you want to replace by accident. 2011 PYT 9000 SeriesLawn tractorMTD built Production DistributorCraftsman Professional (a part of Sears) ManufacturerMTD Lawn tractor Original price was $2,490 in 2011 Variants 247.28880California emissions Mechanical Two-wheel drive Manual steering Open operator station. High-back seat with sliding adjustment. Power Take-off (PTO) Mid PTOindependent Electrical Groundnegative Battery CCA230 Battery volts12 References 2011 Customer Buying Guide published by Sears Page information Copyright 2024 TractorData.com TractorData is a family-owned small business located in Minnesota that has been providing reference information on tractors since 1999. Peter Easterlund - owner/author Email: Peter@TractorData.com Updated on January 7, 2022

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