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You keep your Simplicity mower in good working order by using clean gasoline, regularly replacing the effects of normal use. I have compiled tables with the root causes and
recommended remedies for a wide variety of ailments. In case you run into further issues, you can follow the provided links to additional in-depth publications in the equipment's operator's manual. If you don't feel confident in your ability
to conduct the repair safely due to a lack of experience, training, or health, it's best to call in an expert. Issue 1: It Won't Start on the Simplicity MowerIf your Simplicity mower won't start, check for obstructions to the gas, air, and spark that the engine requires to start. Also, check that you are using the correct procedure to turn on your mower.
Before trying to start the mower, make sure the parking brake is engaged and the PTO switch is in the tankPut in fresh gasBad or stale gasOver time, fuel deteriorates, reducing its effectiveness and increasing the risk of blocking the fuel system. Empty the
tank and replace the fuel with fresh fuel. To prevent the fuel from deteriorating and to aid in the cleaning of the fuel system, use a fine wire. If the top
has been knocked off, substitute it. Faulty spark plug spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection, or is improperly gapped. Put in a new spark plug that is either too dirty or damaged, has a poor connection or damaged, has a poor connection or damaged. Put in a new spark plug that it is either too dirty or damaged, has a poor connection or damaged. Put in a new spark plug that it is either too dirty or damaged, has a poor connection or damaged. Put in a new spark plug that it is either to
filter, take it apart. If the filter is damaged, you should get a new one. Stuck fuel filter. Swap out the fuel pump has failed or is leaking, there will be insufficient pressure to pump the fuel pump has failed or is leaking, there will be insufficient pressure to pump the fuel filter. Swap out the fuel filter.
might result from the accumulation of sediment and dirt in the fuel lines. Clear the fuel line is broken, substitute it. Unclean carburetor bad fuel and ethanol deposits can cause the carburetor to get dirty and clogged, cutting off the fuel supply. Carburetor parts should be cleaned
thoroughly. If it needs to be fixed or replaced, do so. Weak battery or dirty/loose terminals and check that the cables are snug. Defective safety switch To
avoid accidental ignition of your lawnmower, safety switches are installed. Your lawnmower might not kick on if a switch stops working. If the safety switch is broken, you will be unable to start it. A faulty switch should be checked out
and perhaps replaced. Cracked recoil to see if it can be restrung, and replace any worn or broken components, such as the pulley. If the recoil mechanism fails, you should replace it. Issue 2: It Died of Power Loss on the Simplicity
MowerMost of the same things that could keep your Simplicity from starting could also cause it to stop working mid-mowing. If the engine will sputter and eventually stop
working due to a lack of oxygen. Reasons Cause of IssueOptionPoor fuelFuel degrades over time, resulting in less efficient gasoline stable and the fuel system and cause engine harm. Empty the tank and replace the fuel with fresh fuel. To keep the gasoline stable and the fuel system clean, you can use an additive like Sea Foam. Air filter
obstructionThe air filter might become clogged with dirt and grass, blocking airflow. To clean the filter, take it apart. If the filter is damaged, you should get a new one. Unclean or damaged cooling fins The engine block is not cooled properly because the cooling fins are clogged with debris. Clean the cooling fins and replace any that are broken. Fuel
line blockageThe engine may not get the fuel it needs if dirt and sediment build up in the fuel lines. To remove the obstruction from the gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning and compressed air. Faulty Gasoline line, you can use carb cleaning air cleanin
carburetor. If your gasoline pump is malfunctioning, you need to substitute it. Unclean carburetor's individual parts should be cleaned. Substitute if broken. Damaged Gas CapWhen the gas cap isn't vented properly, a vacuum
accumulates inside the tank, preventing fuel from flowing freely. If your gas cap is leaking, you need to get a new one. Low Oil Pressure in EngineWhen engine oil levels drop too low, excessive friction and heat are produced in the crankcase. The crankcase will pressurize if too much oil is used. Adjust the oil level in the engine. If the issue persists after
trying this, you should call an engine mechanic for help. There may be damage to the engine clean mower deck by scraping it frequently. Wet grass is more likely to stick to the deck, so wait until it dries before cutting it. Ignition
Coil ProblemsWhen heated, the coil might come apart and cause a short, cutting off power to the spark plug. If there is a break in continuity in the ignition coil, it must be replaced. Clogged Spark Plug. When a spark plug becomes severely dusty or worn, it should be cleaned or
replaced. Issue 3: Lawn Mower Smokes on the Simplicity MowerWhen your Simplicity starts puffing out smoke, either the engine is overheating, there is damage to the internal components, or oil is burning off a hot surface. Reasons Cause of IssueOptionBlocked air filter When the air filter gets clogged with dirt and grass, the engine can't breathe. Take
apart the filter so it may be cleaned. If the filter is worn out, replace it. Crankcase oil overfilledAn oversupply of oil can raise engine pressure and force oil into the cylinders via the valve mechanism. Get the oil level down to where it should be, as specified by the manufacturer. Oil Level Too LowIf your engine doesn't have enough oil, friction will
increase and heat will build up. Take it in for an inspection at a small engine repair shop. Adding oil may help, but by that point it may be too late to save your engine. Internal issues with your Simplicity, take it to a shop that
specializes in small engines. Issue 4: Inadequate Hydrostatic Transmission on the Simplicity Mower Hydrostatic transmissions are standard on zero-turns and lawn tractors from Simplicity. When the hydraulic is old or underpowered, the transmission may be sluggish. Weakness can also occur if the drive belt or tensioner pulley is
damaged.ReasonsCause of IssueOptionBroken drive belt If your pump's drive belt is worn, it won't be able to pull its weight.Belts that are worn out or frayed should be replaced.Ineffective tension arm.Inadequate or stale hydraulic oilIf your
hydraulic oil is low or old, it won't lubricate the system properly, and your hydraulic swill feel feeble. Hydraulic fluid is always full by doing regular oil checks. Issue 5: Lawnmower Won't Go Straight Or Steer Properly on the Simplicity MowerIncorrect tire
pressures, faulty dampers, and worn steering components are just a few of the things that might negatively impact your Simplicity mower's maneuverability. A zero-turn mower may pull to the right or left if the tracking is incorrect. Reasons Cause of IssueOptionIncorrect tire pressure Mowers with uneven tire pressure can pull to one side. Maintain the
recommended tire pressure by checking it regularly. Your mower's tires on both sides should be inflated to the same level. Poor zero-turn dampers will lurch to one side when being propelled. Get a new damper and put it in Zero turn requires tracking modification Mowers have a tendency to veer to one side if one tire is
going quicker than the other. The tire's rotation speed can be altered by adjusting the corresponding bolt. Please consult the user guide. Riding mower's faulty steering due to worn bushings, washers, and gears. The failing components of your steering system need to be inspected
and replaced. Issue 6: The Mower Won't Start on the Simplicity MowerA broken or missing drive belt, a worn tensioner pulley, or a missing idler spring can all prevent a Simplicity lawn mower from functioning. Incorrect placement of the transmission bypass rod or drive release lever might prevent a hydrostatic riding mower or zero-turn mower from
moving. Air in the hydraulic system or transmission damage are two other possibilities. Reasons Cause of IssueOption The bypass rod or drive release lever. On a riding mower, you'll find something called a bypass rod. On a zero-turn,
the drive release lever needs to be in the "operating" position. A disengagement of the bypass rod is required. Drive pump belt has worn out ff the drive belt comes off, the mower won't go anywhere. Wearing the belt may also prevent any movement. Belts should be replaced when they show signs of wear. Verify the pulley belt is properly
fastened. Failure of the tensioner pulley Failure of the tensioner pulley Failure of the tensioner pulley Broken spring in the idler arm spring breaks or disappears. The missing or broken spring must be replaced. Inadequate or stale hydraulic oil f your hydraulic oil is low or old, it
won't lubricate the system properly, and your hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oil checks. Warm hydraulic fluid is always full by doing regular oi
hydraulic oil down first. Mowers that perform well while cold but lose power when the hydraulic system heats up should be examined at a local Simplicity dealer. Air in hydraulic system after changing hydraulic fluid. Take the necessary steps to purge the system of air. Issue 7:
Vibrations from the Mower on the Simplicity MowerLoose hardware, worn or imbalanced blades, or debris stuck in the mower can all contribute to a Simplicity's vibration can be dampened by using engine nuts while the engine is operating. Fasten the
engine down and re-bolt if necessary. Inadequate clutch Vibration can result from a falling out of the clutch Unbalanced or broken blades might also
produce vibration. Repair or replace any unbalanced or broken blades. The blade shaft was covered in foreign substance. Vibrations can be caused by foreign objects tangling with your blade shaft of any obstructions. Inspect for broken spindles. Damaged bearings in the spindle
housingCheck if the spindle housing bearings are faulty, since they could be the source of the vibration. Either the bearing or the entire spindle housing must be replaced. Broken pulleys or deck beltBelt and pulleys or
debrisSmall objects like stones, acorns, woodchips, and other debris might become caught in the mower's pulleys or other moving parts. Your mower may vibrate sometimes as a result. Mower deck and machine must be inspected for crevices that could trap small objects. Take out the invaders! Issue 8: Heat Stops Mower on the Simplicity MowerWhen
it becomes hot, there are a number of things that can cause a Simplicity mower to stop working. It's common for this to happen when there are problems with the fuel, the oil, the amount of oil, the amoun
airflowRemove the filter and clean it. Replace the filter if it is in bad condition. Bad or Old FuelAs gas degrades, it leaves behind varnish and other sticky deposits. Get rid of stale gas. Add a fuel system cleanser and stabilizer, such as Sea Foam or STA-BIL, to your new gas tank before filling it up. Dirty carburetorThe residue left by old fuel might
Oiling the EngineWhen there is too much oil in the engine, the pressure might force its way through the valves and into the engine doesn't have enough oil, friction will increase and heat will build up. Take it to a shop
that specializes in small engines or a Simplicity dealer so the damage may be assessed. It may be too late to fix your engine by the time you try to add oil. Blockage of Cooling Fins in Engine Blocking airflow is dirt and debris that has accumulated in the cooling fins. The engine block is kept cool by a flow of air pushed by the cooling fins. Remove dust
clippings accumulate on a deck, it becomes difficult for the blades to rotate under the surface. When the deck by scraping it on a regular basis. Don't mow the grass when it's damp to prevent accumulation. Engine gasket, piston ring, or valve train issuesUnresolved issues with
 adjusted.Once the engine has warmed up, the choke should be opened. Verify the choke plate, choke cable, and choke lever are all in the correct positions.Old gasThe breakdown of fuel leaves behind varnish, which can limit fuel flow and eventually lead to component failure. Fuel system cleaning and fuel stabilization can be achieved by draining the
dirt clogs the fuel filter. A clogged fuel filter. A clogged fuel filter should be changed. Dirty carburetor one. Broken fix it or get a new one. Broken fix i
gas will reach the carburetor. Put on a new fuel cap. Spark Plug ClogThe spark plug wire is secured tightly. High Speed on the Ground Mowing thick, tall, or wet grass at a high ground speed might put a strain on your Simplicity's
engine. Mow at a pace appropriate to the ground and weather circumstances. Slow Motoring Mower blade engagement is a power-hungry operation. The mower will sputter and stall if the engine rpm is too low. Raise the accelerator pedal to its highest setting. Deck Clogged Grass clippings and other debris on the deck make the engine work harder to
turn the blades. Clean off the mower's deck. Dull Lawnmower Blades through a clogged mower deck. Take off the mower blades and get them sharpened. Reinstall them after balancing them. Issue 10: No Cutting Action from Lawnmower When the clutch won't engage the mower
blades, it's time to check for potential causes. Choke cable and linkages for manually engaged clutches, or battery and PTO switch for electric clutch types. Belts that are broken, shiny, or otherwise damaged should be replaced. Belt
right way.PTO Switch FailureThe blades won't spin if the battery can't activate the clutch because the PTO switch. Awful GripWhen the clutch is worn or broken, power cannot be transmitted from the engine to the blades. A worn-out clutch should be changed out. The Clutch Cable, Lever, Spring, and Linkages
Have Worn OutWhen the clutch cable, lever, spring, or links on a manual engagement clutch are worn, the clutch may not engage. Fix broken stuff. Draining Battery has less than 12.7 volts, you should charge it. Faulted safety switch The blades won't spin if the
why Issue 11: Gas Mower Leaks Finding a leak in a Simplicity mower can be challenging, especially if you don't notice it in time for the gas residue to evaporate. The best course of action is to trace the fuel line from the tank to each component along its route. If you're still having trouble, a faulty gas cap seal could be the source of the
problem.ReasonsCause of IssueOptionFaulty Gasket in the Carburetor BowlWhen the gasket dries up, the seal breaks and gas begins to leak. Change the gasket in the bowl of the carburetor BowlWhen the gasket in the bowl of the carburetor and swap
out any worn components. Broken Gasoline Pipes Cracks can form in aging fuel lines. Fix the leaky fuel line. Damaged Gas TankPoly tanks have a tendency to deteriorate and spring leaks at the seams. The gas tank must be changed. Repair the tank if a replacement is not immediately available. Failure of the Fuel Cutoff ValveA leaking shutoff valve is a
major problem. Switch out the stopper. Defective Fuel filter The plastic fuel filter housing or fuel filter casoline pump are possible. Change out the gas pump. Cracked Seal on Gas CapThe gas cap's seal might dry out and
become ineffective over time. Change the gas cap. Broken Priming BulbIt's possible for the priming bulb to break or for the line behind it to become slack. Get a new priming bulb and install it. Issue 12: Mower Makes a Clicking Sound and Won't StartThe Simplicity engine might make a clicking or humming sound, and it might not turn over. This may
occur if the starter on the mower is not receiving power. While a faulty starter solenoid is likely to blame, you should also examine any components that restrict power from reaching the solenoid. Reasons Cause of IssueOption Battery Cables and Wiring DamagedPoor conductivity can be caused by wiring, cables, or terminals that are loose or
damaged. Take care of corrosion and replace any broken parts. Check the connections of all wires and cables. Poor or Weak Battery The engine won't turn over or start with a poor battery is dead, you should put it on a trickle charger. Discard a dead battery and get a new one. Poor Ground Strong, corrosion-free connections are essential
between the battery and the starter solenoid's ground terminals. Self-grounded (a 3-post solenoid fails, the starter solenoid fails, the starter motor won't turn over. If the starter solenoid fails the test, it must be replaced. Starter Motor
ProblemsIf the starter motor is faulty, the vehicle won't start. Fix it by getting a new beginning. Issue 13: Mower Produces an Uneven or Poor CutSeveral factors can make a Simplicity deliver an unsatisfactory shave. Tire pressures must be checked first, followed by the mower deck's individual parts. The lawnmower might be performing as expected.
You merely need to adjust your speed to the current weather and road conditions. Damaged or dull lawnmower bladeUneven surface on mower's deck. Too rapid ground speedIncorrectly fitted blade's bent spindle. Damage to the deckDirt clogs deckBelt or pulley problems
on the mower deckMechanical failureIssue 14: Overheated Engine odor, you should turn off the engine owerheating, such as insufficient oil, improper oil, or debris blocking airflow to the radiator. Reasons Cause of IssueOptionIncorrect motor oilIs
you're using an air-cooled engine with the wrong oil for the temperature outside, your engine could overheat. Remove the old oil and replace it with new, air-cooled oil of the appropriate viscosity for use in the open air. Oil Level Too LowIncreased friction and heat result from a lack of lubrication. It's time to get some new oil and change the old. A small
engine mechanic should inspect the engine for damage caused by low oil. Blocking engine cooling fins from cooling fins on your engine are blocked or broken, the airflow that keeps your cylinder heads and block cool will be compromised. Remove debris from cooling fins. Fix the broken fins. Lacking or improperly installed engine guard the engine
guard protects the engine while allowing air to flow freely around it. Fasten the engine guard tightly. Air filter obstruction the engine will have to work harder to locate air if the air filter is excessively dusty. Take care of the clogged air filter. Debris on mower deck the engine has to work harder to locate air if the air filter is excessively dusty. Take care of the clogged air filter. Debris on mower deck the engine has to work harder to locate air if the air filter is excessively dusty. Take care of the clogged air filter. Debris on mower deck the engine will have to work harder to locate air if the air filter is excessively dusty. Take care of the clogged air filter. Debris on mower deck the engine will have to work harder to locate air if the air filter is excessively dusty. Take care of the clogged air filter. Debris on mower deck the engine will have to work harder to locate air if the air filter is excessively dusty. Take care of the clogged air filter.
debris from the mower deck by scraping it. Faulty mower blades need to be sharpened and balanced. Motor overworked when attempting to cut more grass than the mower blades need to be sharpened and balanced. Motor overwork the engine. Adjust your speed to the lawn
mowing environment. Do not attempt to trim wet grass. Cut the grass twice or three times if it has gotten too long. Jun 1, 2014 / Simplicity steering problems My 2004 Simplicity steering problems My 2004 Simplicity steering wheel. It
finally breaks loose so you can turn, but the next time you try to turn, same problem. Is there a grease fitting somewhere that I can't find? Jun 2, 2014 / Simplicity steering problems Is it manual or power steering? Pull up the boot that surrounds the steering column which is just below the steering wheel & make sure the universal joint is tight. I think
there are two hex head bolts. Also make sure the pinion & sector gear are properly engaged when looking from the underside of the mower. - Bob Jun 2, 2014 / Simplicity steering problems Thanks Bob, It is power steering, so I'll look for the conditions you brought up. I'm afraid it's the whole power steering column, a major expense. I'll get back to
you and tell you what I've found. Kirk Jun 2, 2014 / Simplicity steering problems Hi Kirk, If the u joint loosens then it will be hard to turn. Make sure you have enough hydraulic oil in the tank also. If there is a priority system, then if low, the transmission may get priority. The u joint is easily replaced. But I just reworked mine with larger cap screws.
The clearance is very tight in that area. So, if the cap screws loosen (which they can & I have seen) they will catch in that area, causing it hard to turn. Good luck Jun 3, 2014 / Simplicity steering problems Thanks, Great input! I'll give those suggestions a try. Jul 15, 2014 / Simplicity steering problems Thanks, Great input! I'll give those suggestions a try. Jul 15, 2014 / Simplicity steering problems Thanks, Great input! I'll give those suggestions a
try. Hello, I found this thread by way of google. I have the exact same problem with my Simplicity Prestige. I purchased it May of 2004 and it is has the power steering and hydraulics for lifting deck etc. You described exactly what I am running into, turning left I will hear it bind and it will get stuck, I have to forcefully turn it and it will move again.
Thanks Mike **Update, while I was thinking about it, I ran out to the garage to look at the u-joint under the steering boot and one of the hex bolts had come completely out and the other one was loose. I put the other back in and tightened them both up and it seemed to steer normal. I will know when I mow tonight. Thanks for the suggestions. Last
edited: Jul 15, 2014 Sep 13, 2016 / Simplicity steering problems Found this on google search. I have a simplicity conquest lawn tractor about 3 years old. Steering randomly catching and locking up. I have power steering. Had to forcefully move the wheel. Same solution above. (thank you guys!!) (u-joint is for the tilt wheel) Lift up from bottom the
ribbed boot right under steering wheel. Only need a few inches pulled up from bottom. There will be 2 bolts on outside casing. If the nuts come off the bolt will rub against U-joint causing it to bind. I found one nut off but in was laying inside down below. This type of problem you don't want continue long. If the u-joint keeps rubbing the bolt threads
will get damaged. Was a tight spot to get a wrench into. I found a old flat steel wrench that fit. Talked to my dealer, seems lots of bolts anymore are from china. I had all sorts of problems with broken or loose bolts on this tractor. Some bolts anymore are from china. I had all sorts of problems with broken or loose bolts on this tractor. Some bolts feel too light and I can tell they aren't good quality. My older simplicity conquest was built better. Sep 13,
2016 / Simplicity steering problems Using blue Locktite on threads or self locking nuts should be used. Apr 7, 2017 / Simplicity steering problems I have a similar issue w/ steering on a Simplicity mower - I believe it's a manual mower - the steering problems I have a similar issue w/ steering on a Simplicity mower - I believe it's a manual mower - the steering is very loose & you have to oversteer to keep it going straight. I looked down below where the steering
shaft connects to the gear - and it appears that it connects in a slot - and as you steer, that slot moves - so you have to steer alot to get a little movement - the nut is very tight, so it's not a "being loose" thing on the gears - but I don't understand why the huge slot is there - and why it is slipping. Apr 7, 2017 / Simplicity steering problems I have a
similar issue w/ steering on a Simplicity mower - I believe it's a manual mower - the steering is very loose & you have to oversteer to keep it going straight. I looked down below where the steering shaft connects to the gear - and it appears that it connects in a slot - and as you steer, that slot moves - so you have to steer alot to get a little movement -
the nut is very tight, so it's not a "being loose" thing on the gears - but I don't understand why it is slipping. I believe you'll find the storing shaft end, and very worn pinion and sector gear because of the same lack of
lubrication. And no, on most lawn tractors manufacturers don't make that lube task easy. Since 1922, the simplicity manufacturing company has been known for quality tractors. However, various problems are common in their tractors and mowers nowadays, specifically electrical issues. So, what are these common Simplicity mower electrical
 problems? The mower not starting and the engine stopping while working are common Simplicity mowers, the engine will lose power when the PTO switch is pulled. There are also more problems with the Simplicity mowers, including zero turns and
 Broadmoor, have several reported electrical problems. The following table lists these problems along with their solutions. ProblemSolutionsThe engine won't startReplace if damagedEngine stops suddenlyCheck and replace wiring and replace a faulty
fuseEngine dies when PTO switch is pulledReplace any faulty coil wire diode and a faulty seat or parking brake switchSolenoid Problems reported with the simplicity mowers is the engine not starting. The issue is among the problematic ones, and the mower may take up to half an hour before it
starts. A faulty ignition switch is often the cause of most starting problems. However, a bad battery may also be the cause, as it's unable to hold the charge needed to start the engine. Also, the problem might be on other parts, like the spark plug. Solutions Check the possible causes of a mower not starting and try the following solutions. Test and
replace the battery with a new one Replace the ignition switch, a process you can do by yourself or get a professional Replace the ignition costing the most. Another common problem with the Simplicity mowers is the engine stopping mid-work. A fuse
or circuit breaker might be causing a sudden loss of power and be the cause. Use a 12-volt test light or a DMM on a resistant setting to investigate to check for low resistance. Solutions After investigate to check for low resistance the circuit breaker or fuse if they're
faulty Troubleshooting this problem is time-consuming and can cost around $50 and $150 to fix. Another user complained that the engine would stop only when the PTO switch. A faulty diode on the coil wire, solenoid, and battery is also a possible cause of the issue. Also, the
seat switch, a safety feature on most mowers, and the parking brake switch might be behind the problem as well. Solutions Since there is more than one possible cause, troubleshoot each part that is likely failing. Use OHM Meter to check the diode on the coil wire; replace it if there's no power Replace the PTO switch Check and fix a faulty parking
brake or seat switch Depending on the problem, you can expect to spend at least $100 to fix this issue with the PTO causing the engine to stop. A solenoid which sometimes develops problems. Some cause of the solenoid problems is incorrect voltage, rusting,
and power failure. With the Solenoid problems, the mower may have issues starting the mower, and the battery may be affected negatively. To test and fix the solenoid, follow the steps below. Step 1: Locate the starter, which is mostly under the front cover hood Step 2: Disconnect red, positive cables attached to the solenoid Step 3: Using a
multimeter and with the engine on, test the solenoid, and if it reads zero, it's faulty Step 4: To remove the faulty solenoid should cost you between $10 and $30 to buy. Reinstall the new solenoid by following the instructions above or the user manual
The electric system is crucial in any vehicle as it provides various parts with the power for their operations. However, the electrical problems discussed in the article are common in the various simplicity mowers. Troubleshoot the issues to learn the cause of
the problem and use the provided solutions. If you're uncomfortable testing or fixing the problems, you can always hire a trusted mechanic. Jul 6, 2016 / Simplicity Broadmoor 16 HP Hydro mower, model #1692776. Mower was starting and would run fine right after it started, but after
about 10 or 15 minutes of mowing it got progressively slower and slower until it would barely move. Engine was still running at full speed, but the mower wouldn't move. Figured the main PTO belt needed replacement after almost 20 years, so swapped it out with a new belt. Appears to be on correctly, but now I can't start the mower. PTO is off,
brake pedal is pushed down, seat interlock switch engaged, but although it started fine with the old belt, I'm not even getting the belt is that you have to drop the electrically operated PTO to get clearance to remove & replace the belt, but then
you put it right back on the engine shaft, which didn't seem that hard. However, I figure I must have messed up something, but I don't see anything obvious. Any ideas? Until I can get it running, I won't be able to find out if the belt swap helped with the original problem (slowing down after it ran for a while). Jul 6, 2016 / Simplicity Broadmoor starting
problem (new) Have a 19 yr old Simplicity Broadmoor 16 HP Hydro mower, model #1692776. Mower was starting and would run fine right after it started, but after about 10 or 15 minutes of mowing it got progressively slower and slower until it would barely move. Engine was still running at full speed, but the mower wouldn't move. Figured the
main PTO belt needed replacement after almost 20 years, so swapped it out with a new belt. Appears to be on correctly, but now I can't start the mower. PTO is off, brake pedal is pushed down, seat interlock switch engaged, but although it start the mower. PTO is off, brake pedal is pushed down, seat interlock switch engaged, but although it start the mower. PTO is off, brake pedal is pushed down, seat interlock switch engaged, but although it start the mower. PTO is off, brake pedal is pushed down, seat interlock switch engaged, but although it start the mower. PTO is off, brake pedal is pushed down, seat interlock switch engaged, but although it start the mower. PTO is off, brake pedal is pushed down, seat interlock switch engaged.
you do that seems at all tricky when changing the belt is that you have to drop the electrically operated PTO to get clearance to remove & replace the belt, but then you put it right back on the engine shaft, which didn't seem that hard. However, I figure I must have messed up something, but I don't see anything obvious. Any ideas? Until I can get it
running, I won't be able to find out if the belt swap helped with the original problem (slowing down after it ran for a while). you probably have 2 issues one with the starting and the other wire that is part of the starting
circuit. out of the switch, follow the wire that comes out of the ignition switch that goes to the starter solenoid. is the solinoid clicking? you could have also reinstalled the clutch wrong and it is catching and not letting the engine spin. if you can, try to spin the engine by hand. i am throwing alot out here but these are all possibilities. as far as the belt
being the issue, i doubt it. when a hydro starts to go bad, it slows down. think about the oil on the inside. when it thins out, it will "leak" internally and not the unit build up pressure. and
depending upon the brand, this could be easy or hard. let me know if i can confuse you any more. Jul 6, 2016 / Simplicity Broadmoor starting problem (new) you probably have 2 issues one with the starting and the other with the hydros themselves. when you removed the belt you did one of two things, knocked a wire off of the brake pedal or another
 wire that is part of the starting circuit. out of the switch, follow the wire that comes out of the ignition switch that goes to the starter solenoid. is the solinoid clicking? you could have also reinstalled the clutch wrong and it is catching and not letting the engine spin. if you can, try to spin the engine by hand. i am throwing alot out here but these are all
possibilities. as far as the belt being the issue, i doubt it. when a hydro starts to go bad, it slows down. think about the oil on the inside. when it thins out, it will "leak" internally and not the unit build up pressure. unless there is an external hose, there is probably no of knowing this with
out pulling the unit apart. and depending upon the brand, this could be easy or hard. let me know if i can confuse you any more. Thanks, that helps. I'll have to crawl under the thing again to check out your suggestions. And no, I'm not getting far enough electrically to even click the solenoid when I turn the key to start, so that's primarily why I think
it's an interlock problem somewhere. I did notice in the manual that certain indicator lights on the dash are supposed to light up with the ignition key on but before starting the engine. The only one I see lighting in that situation is the oil pressure light, but after I started checking I noticed that I have at least 2 or 3 bulbs that are burned out (19 years
worth of shaking, I suppose). I should probably buy some replacements since that might help with the troubleshooting! I assume a burned out indicator bulb can't cause a starting problem, correct? Before I gave up and came online for help, I did spin the engine a bit by manually pulling on the new drive belt and it did seem to rotate. The operators
manual mentions using a feeler gauge to check clearances in the PTO. I didn't make that check and was wondering if re-tightening it back to the motor shaft could have thrown those clearances off and that's somehow causing a problem? I was afraid that I might have an internal hydro problem, but was hoping that might not be the case. According to
assuming I could figure out a way to get to that tube without taking the back half of the mower apart. Many engine performance problems can be linked to maintenance issues such as stale fuel, dirty air filter, fouled spark plug, and deteriorated oil. Below are some common problems that can prevent an engine from starting. Basic maintenance
specifications related to these issues are available in your Operator's Manual. If the below troubleshooting suggestions do not get your equipment up and running, we recommend consulting with a local Simplicity Dealer. FUEL PROBLEMS Is the fuel fresh? If the fuel is over 30 days old, replace with fresh, treated fuel. Is the fuel tank empty? Fill the
fuel tank; if the engine is still hot, wait until it has cooled before filling the tank. Is the shut-off valve closed? Open the fuel shut-off valve Is the fuel tank cap clogged or un-vented? Make sure the cap is vented and that air holes are not clogged.
IGNITION PROBLEMS Is the spark plug fouled? Remove the spark plug; clean the contact or replace the kill switch shorted? Repair or replace the kill switch. Is the flywheel key damaged? Did the engine stop suddenly after striking an object? If the engine
stopped abruptly (after the blade striking an object for example) the flywheel key may be sheared. The examination, diagnosis, and correction of this condition is usually best performed by a local Simplicity Dealer. COMPRESSION PROBLEMS Are the valves, piston, cylinder, or connecting rod damaged? In order to determine if there is a compression
problem, a compression test usually needs to be performed. If the test indicates poor compression, the valves, piston, and cylinder need to be physically inspected for damage. The examination, diagnosis, and correction of this condition is usually best performed by a local Simplicity Dealer. Please read and abide by any applicable Safety Information
contained in your Operator's Manual. The material provided above is not intended to replace work performed by an Authorized Simplicity Dealer. Terms and Conditions apply to all of the information presented on this website. Always be sure to completely read and understand your Operator's Manual. Home » Blog » Lawn Mowers » Gas-Powered
Lawn Mowers » 16 Reasons Your Simplicity Lawn Mower Won't Start It's that time again when your lawn needs to be mowed, but unfortunately, your Simplicity mower will not start. The grass doesn't stop growing and bringing your mower to your local repair shop during mowing season can take forever to get back. What can you do? There are some
starting issues that you can easily fix to avoid the long wait. A Simplicity lawn mower will not start when it isn't getting sufficient fuel, air, or spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty carburetor, a faulty fuel pump, dirty spark due to a plugged air filter, fuel clogs, a dirty spark due to a plugged air filter, fuel clogs, a dirty spark due to a plugged air filter, fuel clogs, a dirty spark due to a plugged air filter, fuel clogs, a dirty spark due to a plugged air filter, fuel clogs, a dirty spark due to a plugged air filter, fuel clogs, a dirty spark due to a plugged air filter, fuel clogs, a dirty spark due to a plugged 
your Simplicity mower from starting. Follow the safety instructions in your Simplicity owner's manual to prevent injury while working on your lawn mower. This post may include affiliate links. Purchases made through these links may provide a commission for us, at no extra cost to you. As an Amazon Associate, we earn from gualifying purchases.
Follow all safety instructions provided in your equipment operator's manual before diagnosing, repairing, or operating. Consult a professional if you don't have gas in the tank. Even though this is an obvious
fact, it can be overlooked during the heat of the moment when you're frustrated because you can't get your mower to start. Running out of gas can simply be due to overlooking your fuel levels and forgetting to refill the tank. It can also be the cause of going through more fuel than normal because you developed a fuel leak you are unaware of. Fix: Fill
your gas-powered mower with fresh gasoline with an octane rating of 87-grade or higher. Choose the right kind of gas with an ethanol level no greater than 10%. Running gas that's been sitting in your lawn mower or stored in your garage for a long time can cause damage to your fuel system. Old gas becomes less effective as quickly as 30 days
after purchase and begins to break down. Ethanol and the moisture it attracts will separate from the gasoline sinking to the bottom of the fuel system and evaporate leaving behind a gummy residue creating blockages in the fuel system. It is
necessary to purchase fuel from a busy gas station and use it within a 30-day time period. If you are unable to consume the fuel this quickly, don't worry, you can use a fuel additive like Sea Foam Motor Treatment to stabilize the fuel siphon
and add fresh fuel. Your gas cap is designed with a vent to allow air to pass through the cap. When this vent gets plugged, the fuel tank will create a vacuum preventing your mower with and without the cap. If it starts and runs without
the fuel cap, but dies after you let your mower run with the fuel cap on for a while, you most likely have a cap problem. Fix: Replace with a new fuel cap. You can find one online or visit your local Simplicity dealership. Another reason your Simplicity mower won't run may be due to a bad spark plug connection or a damaged spark plug. A plug that
has carbon buildup, burnt electrodes, or cracked porcelain can fail and cause your engine to misfire. Fix: Remove your spark plug and inspect it for signs of carbon buildup or cracked porcelain insulators. You can attempt to clean the plug with a wire brush. Replace with a new spark plug(s) if you find it is dark in color, has broken porcelain, or burnt
electrodes. Make sure to gap them according to manufacturer specifications and that your spark plug wires are securely in place. When the air filter in your Simplicity lawn mower gets extremely dirty, it can starve the engine of air causing the mower to not start. Not only can a plugged air filter prevent the mower from starting, but even if it does
start, it can also cause your Simplicity to overheat. Fix: Clean a paper air filter by removing it to ensure you are not dropping any loose dirt into the air intake. You will need to wipe out any remaining dirt in the housing with a clean dry cloth. Knock the excess dirt out of the filter by tapping it from the air intake.
against a hard surface. Do not use an air compressor to clean the air filter. Once you have gotten as much dirt out of the filter as possible, hold it up to the light to see light shine through the paper. If you can, you can reuse the filter. You can find information on other types of air filters.
and how to clean them here. The fuel pump exists to pump fuel to the carburetor. When the fuel tank sits below the carburetor a pump is needed to help move the gas. A fuel pump, just like any other mechanical part, can fail over time. A likely cause is due to old fuel deteriorating the pump components. Fix: To identify a failing fuel pump, first,
inspect your vacuum fuel pump for cracks. If you see fuel outside of the fuel pump or cracks in the pump will no longer be able to create the pressure needed to pump fuel. Using the fuel shut-off valve, if your mower has a valve, or clamps to stop and start fuel flow will help you control fuel flow. Stop and start flow to make sure you are
getting fuel to the pump. Once you verify your pump is getting fuel, check to make sure that fuel is being pumped out of the pump in a steady or pulsating flow to identify whether or not your fuel pump is bad. Your fuel filter is a line of defense to prevent dirt and debris into the engine by straining the fuel. Make sure that fuel is running into the
filter is also running out of the filter. If it does not, you must replace it because it is most likely clogged. Fix: Replace the fuel filter in your fuel filter on your Simplicity if needed. You will find an arrow on the fuel filter housing that must be installed with the arrow pointed in the direction of
your fuel flow. Old fuel and dirt leave deposits that can clog your Simplicity mower's fuel line. Fix: Remove the fuel line, spray carb cleaner into the tube, and use compressed air to blow air through the tube until the line is free of dirt and gummy residue. You can also replace it with a new fuel line. The function of the carburetor is to regulate the
right amount of gas with the right amount of gas with the right amount of air so your engine can create combustion. Carburetor is no longer to regulate the fuel your engine receives, your Simplicity's engine will run rough or it may not even start at all. Fix: If you are
somewhat mechanical, you can try to clean the carburetor yourself, otherwise, bring it to your lawn mower repair shop. You can find steps for cleaning your carburetor in this article. You may choose to replace the carburetor if it appears to be in very bad condition. Your Simplicity lawn mower requires a charged battery in order to start. If your
cables happen to be loose or your battery terminals show signs of corrosion, they can cause your mower starting problems. Fix: Test your battery with a multimeter. You need a reading of about 12.7 volts. Charge your battery does not hold a
charge, you will need to replace it with a new battery. Your lawn mower may use several safety switches in its operator's presence control system. The switches are designed to kill the engine when the operator is in or out of the seat causing your mower not to start. Fix: You can
temporarily bypass the safety switch to identify a bad switch. Do not operate a mower without the safety switch installed for your safety. Always have safety switch and turn it only to find nothing happens. Your Simplicity mower does not
start. The ignition switch can be the culprit. You can use a multimeter to test the ignition switch Fix: Replace the switch if bad The ignition switch can be the culprit. You can use a multimeter to test the ignition switch if bad The ignition switch is bad The ignition switch if bad The ignition switch is bad The ignition switch if bad The ignition switch is bad The ignition switch if bad The ignition switch is bad The ignition switch if bad The ignition switch is bad The ig
continuity of your ignition coil using an ohm meter. Replace the ignition coil if you find a break in the continuity. A lawn mower solenoid is an electromagnetic switch that is like an on-off switch that actuates the starter motor to turn over the engine. A click or hum when turning your ignition key is an indication to check your solenoid. Another
indication your Simplicity mower solenoid may be bad is when a wire attached to your solenoid gets hot and begins to smoke or melt. FIX: Test your Simplicity mower solenoid by following the steps here. Replace your solenoid if it is found to be bad. While the charging system isn't the main reason your Simplicity mower won't start, it can contribute
to a weak battery that prevents the mower from starting. When the charging system fails to charge the battery, the battery may not be able to start the mower the next time you go to use it. A bad stator or alternator can be the problem along with several other electrical parts. Read this article to test your charging system here using an ohmmeter.
Fix: If you believe the problem to be in your charging system, I suggest you allow a small engine mechanic to identify which part of the charging system is your mower to start unless you
follow their starting procedures which include setting your parking brake. Make sure the choke setting is correct. The choke so it doesn't continue to restrict airflow once the engine is warm or it will shut down. Fix: Refer to your Simplicity operating
manual to ensure you are operating your lawn mower correctly so you don't set off the safety features that won't allow it to start. Page 2 Page 3 Oct 23, 2021 Apr 27, 2021 Apr 28, 2021 Apr 29, 2021 Apr 20, 2021 Ap
2018 Page 7 Feb 7, 2018 Page 8 Mar 2, 2017 Nov 10, 2016 Sep 25, 2016 Aug 31, 2016 Page 9 Jul 3, 2016 Jun 8, 2014 Jun 30, 2014 Jun 30, 2014 Jun 5, 2014 Apr 25, 2014 Apr 25, 2014 Apr 25, 2014 Apr 23, 2014 Page 12 Feb 8, 2014 Jan 11, 2014 Jan 6, 2014 Jan 6, 2014 Jan 2, 2014 Jan 2015 Page 10 Page 11 Jul 29, 2014 Jun 30, 201
Oct 3, 2013 Page 13 Sep 24, 2012 Sep 9, 2012 May 10, 2018 / Simplicity won't start I thought it was just a bad battery last year when I got my rider from my sister. Replaced the battery this spring and started it a few times, and mowed the lawn last night. Was going to change oil and now won't turn over. What should I look to 1st? May 10, 2018 /
Simplicity won't start First thing to check is to see if the charging system is working. To do that you will charge the battery terminals. You should have over 12 volts at idle and over 13.6 volts at high speed. If you don't get these readings, post
back your readings and all your engine model numbers and we will tell you how to proceed. May 11, 2018 / Simplicity won't even turn over. Starter??? It's a: 12.5 HP I/C Model 289707 Type 0113 01 Code 9406304D First thing to check is to
see if the charging system is working. To do that you will charge the battery and then see if it will start. If it starts and you have a volt meter, measure the voltage accross the battery terminals. You should have over 12 volts at idle and over 13.6 volts at high speed. If you don't get these readings, post back your readings and all your engine model
numbers and we will tell you how to proceed. May 12, 2018 / Simplicity won't start Try this procedure and let us know what happens. Electrical* problems can be very easy or very difficult, depending on four things. 1. * How well you understand basic electricity. 2. *What tools you have and know how to use. 3. *How well you follow directions. 4. *You
don't overlook or assume anything and verify everything. Remember we cannot see what you are doing. *You must be as accurate as you can when you report back. *The two basic tools we will ask you to use are a test light and a multi-meter. *If you have an assistant when going through
these tests it would be very helpful. *These steps work the best when done in order, so please don't jump around. *Now let's solve this problem. First, check the fuse(s), check battery connections for corrosion (clean if necessary) and *voltage - above 12.5 volts should be good.* Second, check for power from the battery to one of the large terminals on
the solenoid. *One of the wires is connected directly to the battery and has power all the time so one of the large terminals should light a test light or show 12 volts on a meter at all times.* Third, *check for power at the small terminal of the solenoid while depressing the clutch/brake pedal and holding the key in the start position (you may need an
assistant to sit in the seat to override the safety switch). If your solenoid is a four wire solenoid, make sure the solenoid body is not corroded where it bolts to the chassis of the mower as this is your ground path
back to the battery. *If in doubt, remove the solenoid and clean the mounting area down to bare metal. *If there is no power to the small terminal of the solenoid while holding the key in the start position q(you may
need an assistant to sit in the seat to override the safety switch).* Fifth, check for power at the starter while holding the key in the start position (assistant again).* Sixth, check your ground circuit back to the battery. After you have gone through each of the above steps, let us know what happened when you did each step. *At that point we will have
great info to tell you how to proceed. *Remember you are our eyes, ears, and fingers, so please be as accurate as possible. Be as specific as possible with voltage readings as this will try to guide you through it. *Youtube also has some videos
and as you know a picture is worth a thousand words. May 15, 2018 / Simplicity won't start As you have a good battery, I would look next at each of the safety switches. If any are not working properly, the tractor will be dead as you described. I had this happen a tractor or two ago, finally traced it to my seat switch (located under the seat). The
plastic switch holder had weakened and didn't hold the switch in its proper place. New switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it. If all those ok, the next suspect is the ignition switch fixed it.
Courrier/25 HP B&S, ZT-turned mower off and won't start. I finished mowing Sat and turned my mower off to blow the grass clippings off the deck. When I went to start it, nothing at all. I checked the battery charge, cables, and
connections. Nothing. My safety switch is attached to the seat and depresses as it should. Could it be a bad ignition switch or the seat safety switch? May 16, 2023 / Simplicity manufacturing web page & download the parts book and electrical manual Then you will see that the
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seat switch is not the root cause of all electical evils in fact they very rarely ever fail . If there is no power at all then either a battery cable has fallen off or fuse is blown May 16, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. Check battery. Check ground wires and starter connections. Check seat safety switch. Check

safety switches related to electric parking brake/steering levers. You've already checked that the PTO switch is off. May 16, 2023 / Simplicity manufacturing web page & download the parts book and electrical manual Then you will see that the seat switch is not the root cause of all electical evils in fact they very rarely ever fail . If there is no power at all then either a battery cable has fallen off or fuse is blown Thank you, I will do that. I looked through my owner's manual, but no help. Thank you May 16, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. Check battery. Check ground wires and starter connections. Check seat safety switch. Check safety switch is off. Thanks for the advice. I will run tests on these things. May 16, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. Thank you, I will do that. I looked through my owner's manual, but no help. Thank you If it is a fuse, where would it be located? That was my first thought, but I could not find an inline fuse anywhere, and nothing was mentioned in my owner's manual. May 17, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. L Thank you, I will do that. I looked through my owner's manual, but no help. Thank you Like Toro Simplicity do a wiring diagram book every couple of years with all the models in it. May 18, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. disconnect and reconnect the cable connections. safety switches. battery post terminal loose? Page 2 May 18, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. I have completed all connections are secure. My mower is garage kept and inspected every time I clean it off after use. All power/electrical lines are in good condition with no wear areas, breaks, or rusted connections or components. At this point, I am thinking it is the ignition switch, the seat safety switch, or possibly the starter solenoid. I have someone coming out to test these things on Sat. Thanks for everyone's input. May 20, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. Also check for Bad PTO switch, not that it is just off. May 20, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. Jump 12v to the small connection of the starter solenoid and see what response you get. Nothing, probably a bad solenoid or ground on it. Clicks and rotates starter, then you're back to checking safety's and wiring. May 20, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. I have completed all connections are secure. My mower is garage kept and inspected every time I clean it off after use. All power/electrical lines are in good condition with no wear areas, breaks, or rusted connections or components. At this point, I am thinking it is the ignition switch, or possibly the starter solenoid. I have someone coming out to test these things on Sat. Thanks for everyone's input. I had an identical problem with my Husqvarna that would come and go so I was sure it was a safety interlock issue. New seat switch, cleaned ignition contacts, checked fuses. It'd start and run for weeks then act up. Replaced the starter solenoid and haven't start. when you say "nothing"...please elaborate. for example... 1. when key turn to START = the engine rolls over but does not start? 3. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over but does not start? 3. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like heavy resistance? 4. when key turn to START = engine rolls over ...like hea rolls over and starts, but then when key returns to RUN, engine stops? please explain the symptoms with a little more detail. Because it matters these details. "nothing" can mean alot of different things to alot of different things to alot of different things to alot of different things wrt to the above list of symptoms. 1. if the anti back dire solenoid is not clicking, then either the circuit to it is borked or the device itself has failed. This can cause engine start problems...usually this means the engine may run for a moment then gets starved of fuel. 2. if the engine rolls over but does not start, we can assume the starting circuit (and safety switches) are operating normally...look for fuel or ignition related problems. 3. if it rolls over sometimes and sometimes it struggles to roll over...then we can again assume the starting circuit (and safety switches) are operating normally, but there is something causing resistance to turning engine over. This can be related to a poor battery state of charge or a bad connection, or a failing flywheel starter motor/solenoid....make sure battery is fully charged and check all power AND ground connections...look for any corrosion and see if you can bypass the starter solenoid to test ...it may have failed internally. Likewise, try the same with spark plugs removed. It's possible the engine has a problem and this creates alot of resistance to turn it over. If it turns over easily with sparks plugs removed...then, look at valves clearance. 4. if engine rolls over and starts but when key returns to run and engine stops means that there is a fuel/carb problem most likely. check make sure the choke is not stuck and the spring to it is not broken or loose...the choke valve must be able to rotate easily. Also, sometimes a failing ignition module (coil) can produce these symptoms....It can start and run momentarily, but then fail to produce an adequate spark when "excited" under load. Make sure the spark plugs and spark plugs are not damaged too, report back what you mean by "nothing"....The list above may or may not change with recommendation based on the details of what you mean by "nothing" hope this is helpful May 23, 2023 / Simplicity Courrier/25 HP B&S, ZT-turned mower off and won't start. when you say "nothing"...please elaborate. for example... 1. when key turn to START = the engine rolls over but does not start? 3. when key turn to START = engine rolls over sometimes, but hesitates to roll over ...like heavy resistance? 4. when key turn to START = engine rolls over and starts, but then when key returns to RUN, engine stops? please explain the symptoms with a little more detail. Because it matters these details. "nothing" can mean alot of different things to alot of different people. Here are some things wrt to the above list of symptoms. 1. if the anti back dire solenoid is not clicking, then either the circuit to it is borked or the device itself has failed. This can cause engine rolls over but does not start, we can assume the starting circuit (and safety switches) are operating normally...look for fuel or ignition related problems. 3. if it rolls over sometimes and sometimes it struggles to roll over...then we can again assume the starting circuit (and safety switches) are operating normally, but there is something causing resistance to turning engine over. This can be related to a poor battery state of charge or a bad connection, or a failing flywheel starter motor/solenoid....make sure battery is fully charged and check all power AND ground connections...look for any corrosion and see if you can bypass the starter solenoid to test ...it may have failed internally. Likewise, try the same with spark plugs removed. It's possible the engine has a problem and this creates alot of resistance to turn it over. If it turns over easily with sparks plugs removed...then, look at valves clearance. 4. if engine rolls over and starts but when key returns to run and engine stops means that there is a fuel/carb problem most likely. check make sure the choke is not stuck and the spring to it is not broken or loose...the choke valve must be able to rotate easily. Also, sometimes a failing ignition module (coil) can produce an adequate spark when "excited" under load. Make sure the spark plugs and spark plugs wires are not damaged too. report back what you mean by "nothing"....The list above may or may not change with recommendation based on the details of what you mean by "nothing" hope this is helpful Thanks for the input. When the starter solenoid; the engine does not turn over, the lights do not come on the engine doesn't try to start. I figured out the issue when my buddy brought his tester over. There are two fuses on the mower and the mower started right up. Of course, this was after I had replaced the solenoid and the PTO switch and was thinking about buying a new ignition switch. Lesson learned. Thanks for everyone's attempt to help. I know this is a lot like someone telling a mechanic at the garage that their car is acting strange and making a noise that they can't seem to put into words and keeps everyone guessing. May 23, 2023 / Simplicity Courrier/25 HP B&S, ZTturned mower off and won't start. Good to hear you got it sorted mowers with electric PTO have 2 fuses 7,5A for the PTO & 20 A or the mower This is why we are always suggesting people get a copy of their mowers wiring diagram Enjoy your \$ 80 fuse , hope you did not throw out the old parts Now go mow Home » Blog » Lawn Mowers » Gas-Powered Lawn Mowers » Simplicity Mower Won't Turn Over or Crank (7 Reasons) You ran into a problem getting a riding mower or zero-turn to start. You can't even get the engine to turn over. This is most likely because the starter motor isn't getting the power to spin the engine. A Simplicity lawn mower won't turn over or crank when the battery is weak, the wiring and components are loose or corroded, the fuse is blown, the ignition switch is faulty, the starter motor is bad, or the starter motor is bad, or the starter motor is bad, the safety precautions found in your operator's manual. Always disconnect the negative black cable from the battery prior to performing repairs to the electrical system. This post may include affiliate links. Purchases made through these links may provide a commission for us, at no extra cost to you. As an Amazon Associate, we earn from qualifying purchases. Follow all safety instructions provided in your equipment operator's manual before diagnosing, repairing, or operating. Consult a professional if you don't have the skills, or knowledge or are not in the condition to perform the repair safely. When your battery, you should keep it fully charged and stored in cold weather can freeze damaging the battery. Test your battery using the steps in the article "5 Things That Are Draining the Life of Your Lawn Mower Battery. Use a battery charger to charge your 12-volt battery. Before you continue, wear protective gear to protect your eyes and skin from electrical shock. Follow these steps to charge your lawn mower battery and terminals. You may need to use a screwdriver to uncover the battery from the casing. Connect the battery and terminals. You may need to use a screwdriver to uncover the battery from the casing. battery terminal. Attach the negative cable to the negative cable or the one with the negative sign. Do not touch anything that doesn't have a rubber coating to prevent electrocution. Set the charger's voltage and amperage level to the desired level. The average volt level for lawn mower batteries is usually 12 volts. More amperage charges the battery faster. Start with two amps and work up to no more than 10 amps. A slow charge is best. If the battery fails to hold a charge it must be replaced with a new battery with you. Most places will charge you a core fee unless you provide them with your old battery. With the constant vibration of the mower, the wires and components on your Simplicity mower to make sure they are securely attached so there isn't a break in continuity. Check over the electrical items for corrosion that can also affect continuity. If you find corrosion on wiring, components, or terminals, first remove the battery cables and then the corrosion that can also affect continuity. If you find corrosion using a wire brush and a baking sold solution (2 cups water to 3 heaping tablespoons of baking soda). Replace the terminals if the corrosion is too severe to clean sufficiently. A fuse is installed to protect your electrical system. Check your mower to make sure you don't have a blown fuse. If you're unsure if the fuse is installed to protect your electrical system. One can check it by placing a multimeter probe on each prong of the fuse to measure resistance. A resistance reading near 0 means your fuse is good. An infinity resistance reading indicates a bad fuse. Replace a blown fuse with the same amperage as the fuse you are replacing. If you continue to blow fuses, you should bring your Simplicity to your lawn mower dealership or lawn mower dealership or lawn mower dealership or lawn mower moves. the key and turn it. Your mower will fail to turn over and start. Check the switch using a multimeter to check continuity to determine if the ignition switch is the problem. To do this, look for the multimeter set to measure resistance, touch one probe to the B prong and the other probe to the S prong. A good ignition key switch will measure resistance and will need to be replaced. Your Simplicity has an operator presence control system installed to keep you safe. A safety switch will measure infinite resistance and will need to be replaced. Your Simplicity has an operator presence control system installed to keep you safe. A safety switch will measure infinite resistance and will need to be replaced. Your Simplicity has an operator presence control system installed to keep you safe. A safety switch will measure infinite resistance and will need to be replaced. Your Simplicity has an operator presence control system installed to keep you safe. A safety switch will measure infinite resistance and will need to be replaced. Your Simplicity has an operator presence control system installed to keep you safe. A safety switch will measure infinite resistance and will need to be replaced. Your Simplicity has an operator presence control system installed to keep you safe. fail to turn over. Test your switch using a multimeter. You can also temporarily bypass the safety switch to identify a bad switch, but only do this for troubleshooting purposes. Never operate a mower without the safety switch is bypassed. A safety when you're going to need it. A starter solenoid is an electromagnetic switch that, when engaged, initiates the starter motor to turn over your engine. The starter solenoid can go bad when the spring becomes weak or the copper plate begins to corrode. A weak starter, bad battery, or bad ground can also cause the solenoid to fail. Before you test your starter solenoid, you must have a fully charged battery. Continue testing the solenoid by using the steps to diagnose a bad starter solenoid in "How to Tell Your Lawn Mower Solenoid is Bad". Once you have ruled out the battery, cables, wiring, ground, and starter solenoid as being the reason your Simplicity won't turn over, it's time to look at the starter. The starter can be removed and tested. I recommend having your local repair shop that specializes in starter and alternator repairs test your starter and rebuild it if possible before just throwing a pricey new starter at your mower.

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