



**VANGUARD®**

**MID-BLOCK  
V-TWIN  
ENGINES**

26.0 - 28.0 GROSS HP\* • 19,4 - 20,9 GROSS KW\*



**TRUST VANGUARD POWER.™**

# TO MAKE THE CUT, WE BROKE THE MOLD.

## Vanguard® Mid-Block V-Twin Engines

Vanguard power application engineers knew a more-of-the-same zero-turn engine just wouldn't cut it. So you get more from Vanguard's Mid-Block commercial-grade engines — more power, performance, efficiency and, ultimately, more profitable commercial cutting.

We also engineered in 30% more open area so you can expect engines that run cooler and thrive in extreme conditions. Put it all together and the Vanguard Mid-Block engine set the new standard for displacement and performance in the zero-turn category.

### A DEDICATED TEAM

- > The assembly process is led by certified Briggs & Stratton Master Service Technicians (MSTs) — the highest rating in Briggs & Stratton global service training.

### HAND-ASSEMBLED

- > Assembled using direct current (DC) electric hand tools (instead of air tools).

### PRECISION-TESTED

- > Every Vanguard Mid-Block engine undergoes an advanced load test to ensure proper extended-duty engine performance for final approval and release.

### POWER APPLICATION EXPERTISE READY TO ASSIST

- > Vanguard experts ensure the power of our engines is applied in a way that helps the entire machine deliver peak performance and long life.

### Vertical Shaft 810cc Engines

26.0 Gross HP\* (19,4 Gross kW\*)

28.0 Gross HP\* (20,9 Gross kW\*) EFI

Cover image shown with optional Oil Guard™ System.





KEY FEATURES	HIGHER DURABILITY	SUPERIOR AIR MANAGEMENT	REDUCED NOISE, VIBRATION & HARSHNESS
Heavy-Duty Cylinder & Sump	●		
Vanguard Head & Seats	●		
Forged Connecting Rods	●		
Fire Ring Head Gaskets	●		
Cast Aluminum Valve Covers	●		
Forged Crankshaft	●		●
Automotive Material Pistons	●		●
5" Cyclonic Air Cleaner	●	●	
Innovative Debris Chopper Fan		●	
Cooling Fin Inspection Panel		●	
High-Flow Blower Housing and Static Guard		●	
Balanced Flywheel			●

## GET MORE POWER, USE LESS FUEL



Adding electronic fuel injection (EFI) to our Mid-Block engines dramatically reduces fuel consumption compared to carbureted equivalents. And our engineers didn't just design Vanguard EFI to look good on paper; they made sure it delivers in real-world application environments.

## EXCEPTIONAL FUEL SAVINGS

### SPEED SENSING

directs the right amount of fuel precisely when it's needed.

### FUEL DELIVERY

pressurizes the fuel before it reaches the injectors — eliminating cracking and leaking issues.

### OPTIONAL FEATURE

## 500-HOUR OIL CHANGE INTERVALS



The Vanguard Oil Guard™ System features a dry sump and external oil reservoir with an integrated oil filter. Circulating oil out of the engine heat through a cooler reservoir dramatically extends its lifespan.

<sup>1</sup> See [vanguardpower.com](http://vanguardpower.com) for warranty details.

## GETTING THE JOB DONE

# ENGINE TECHNICAL SPECIFICATIONS



**CARBURETED**

**EFI**

ENGINE	26.0 GROSS HP* (19,4 GROSS kW*)	28.0 GROSS HP* (20,9 GROSS kW*)
DISPLACEMENT cc/CID	810/49,42	810/49,42
BORE in/mm	3.30/83,8	3.30/83,8
STROKE in/mm	2.89/73,4	2.89/73,4
WEIGHT lbs/kg	92/41,7	92/41,7
LENGTH in/mm	19.94/506,5	19.94/506,5
WIDTH in/mm	18.53/470,7	18.53/470,7
HEIGHT in/mm	22.89/581,4	22.89/581,4
OIL CAPACITY oz/l	67/1,98	67/1,98
VALVE CONFIGURATION	Overhead Valve (OHV)	Overhead Valve (OHV)
CYLINDER	Dura-Bore™ Cast Iron Sleeve	Dura-Bore™ Cast Iron Sleeve
AIR CLEANER	5" Cyclonic Air Cleaner	5" Cyclonic Air Cleaner
IGNITION	Magnetron®	ECM-Fired Transistor
LUBRICATION	Full Pressure Lube	Full Pressure Lube

## OPTIONS

OIL GUARD™ SYSTEM	●	●
1" AND 1-1/8" DIAMETER CRANKSHAFTS	●	●
FLEXIBLE OIL DRAIN EXTENSION	●	●
OIL PRESSURE SWITCH	●	●
LOW-MOUNT MUFFLER		●

# VANGUARD®

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\* All power levels are stated gross HP and gross kilowatts at 3,600 RPM per SAE J1940 as rated by Briggs & Stratton.  
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