VANGUARD®

MID-BLOCK V-TWIN ENGINES

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



POWERING NEXT™

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 patented Oil Guard™ System.



3 YEAR COMMERCIAL LIMITED WARRANTY [1]



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

EFI ELECTRONIC FUEL INJECTION

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

OILGUARD SYSTEM

The patented 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.

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

[1] See vanguardpower.com for warranty details.

GETTING THE JOB DONE

ENGINE TECHNICAL SPECIFICATIONS

3 YEAR COMMERCIAL LIMITED WARRANTY[1]





	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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Released September 2026