Form No. 3403-169 Rev B

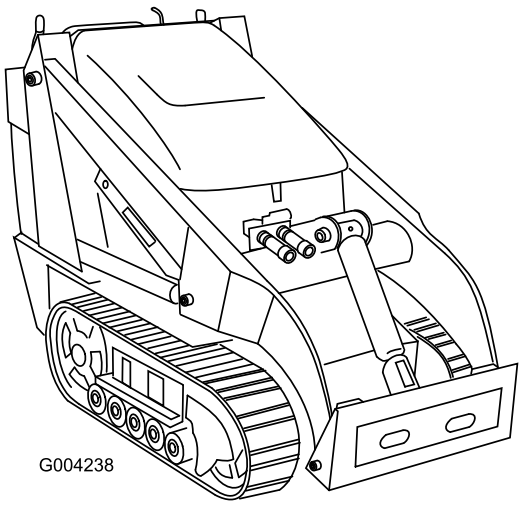
TORO®

Count on it.

Operator's Manual

TX 427 Compact Tool Carrier

Model No. 22321—Serial No. 314000001 and Up
Model No. 22321G—Serial No. 314000001 and Up
Model No. 22322—Serial No. 314000001 and Up



G004238

Register at www.Toro.com.
Original Instructions (EN)

CE

3403-169 B

⚠ WARNING

CALIFORNIA
Proposition 65 Warning

This product contains a chemical or chemicals known to the State of California to cause cancer, birth defects, or reproductive harm.

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

This product complies with all relevant European directives, for details please see the separate product specific Declaration of Conformity (DOC) sheet.

⚠ DANGER

There may be buried power, gas, and/or telephone lines in the work area. Shock or explosion may occur if you dig into them.

Have the property or work area marked for buried lines and do not dig in marked areas. Contact your local marking service or utility company to have the property marked (for example, in the United States, call 811 for the nationwide marking service).

Because in some areas there are local, state, or federal regulations requiring that a spark arrester be used on the engine of this machine, a spark arrester is available as an option. If you require a spark arrester, contact your Authorized Toro Service Dealer.

Genuine Toro spark arresters are approved by the USDA Forestry Service.

Important: It is a violation of California Public Resource Code Section 4442 to use or operate the engine on any forest-covered, brush-covered, or grass-covered land without a spark arrester muffler maintained in working order, or the engine constricted, equipped, and maintained for the prevention of fire. Other states or federal areas may have similar laws.

This spark ignition system complies with Canadian ICES-002

The enclosed engine owner's manual is supplied for information regarding the US Environmental Protection Agency (EPA) and the California Emission Control Regulation of emission systems, maintenance, and warranty. Replacements may be ordered through the engine manufacturer.

Introduction

This machine is a compact tool carrier intended for use in various earth and materials moving activities for landscaping and construction work. It is designed to operate a wide variety of attachments each of which perform a specialized function.

Read this information carefully to learn how to operate and maintain your product properly and to avoid injury and product damage. You are responsible for operating the product properly and safely.

You may contact Toro directly at www.Toro.com for product safety and operation training materials, accessory information, help finding a dealer, or to register your product.

Whenever you need service, genuine Toro parts, or additional information, contact an Authorized Service Dealer or Toro Customer Service and have the model and serial numbers of your product ready. Figure 1 identifies the location of the model and serial numbers on the product. Write the numbers in the space provided.

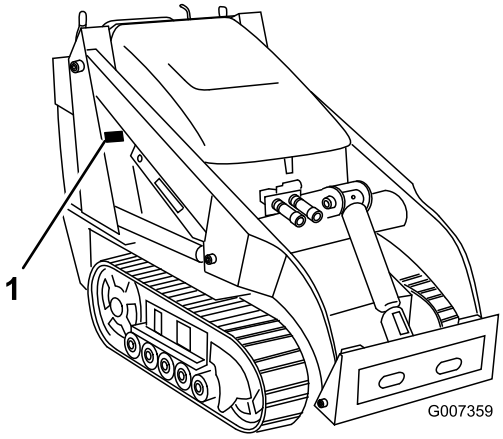


Figure 1

1. Model and serial number location

Model No. _____

Serial No. _____

This manual identifies potential hazards and has safety messages identified by the safety-alert symbol (Figure 2), which signals a hazard that may cause serious injury or death if you do not follow the recommended precautions.



Figure 2

1. Safety-alert symbol

This manual uses 2 words to highlight information. **Important** calls attention to special mechanical information

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and **Note** emphasizes general information worthy of special attention.

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Safety

Improper use or maintenance by the operator or owner can result in injury. To reduce the potential for injury, comply with these safety instructions and always pay attention to the safety-alert symbol ⚠, which means: *Caution*, *Warning*, or *Danger*—personal safety instruction. Failure to comply with the instruction may result in personal injury or death.

Safe Operating Practices

This product is capable of amputating hands and feet. Always follow all safety instructions to avoid serious injury or death.

⚠ WARNING

Engine exhaust contains carbon monoxide, an odorless, deadly poison that can kill you.

Do not run the engine indoors or in an enclosed area.

Training

- Read the *Operator's Manual* and other training material. If the operator(s) or mechanic(s) cannot read English, it is the owner's responsibility to explain this material to them.
- Become familiar with the safe operation of the equipment, operator controls, and safety signs.
- All operators and mechanics should be trained. The owner is responsible for training the users.
- Never let children or untrained people operate or service the equipment. Local regulations may restrict the age of the operator.
- The owner/user can prevent and is responsible for accidents or injuries occurring to himself or herself, other people or property.

Preparation

⚠ DANGER

There may be buried power, gas, and/or telephone lines in the work area. Shock or explosion may occur if you dig into them.

Have the property or work area marked for buried lines and do not dig in marked areas. Contact your local marking service or utility company to have the property marked (for example, in Australia, call 1100 for the nationwide marking service).

- Evaluate the terrain to determine what accessories and attachments are needed to properly and safely perform the job. Use only accessories and attachments approved by the manufacturer.
- Wear appropriate clothing including safety glasses, long pants, safety shoes, and hearing protection. Tie back long hair. Do not wear jewelry.
- Inspect the area where the equipment is to be used and remove all objects such as rocks, toys, and wire which can be thrown by the machine.
- Use extra care when handling fuels. They are flammable and vapors are explosive.
  - Use only an approved container
  - Never remove the fuel cap or add fuel with the engine running. Allow the engine to cool before refueling. Do not smoke.
  - Never refuel or drain the machine indoors.
- Check that the operator's presence controls, safety switches, and shields are attached and functioning properly. Do not operate unless they are functioning properly.

Operation

- Only operate in good light, keeping away from holes and hidden hazards.
- Be sure all drives are in neutral and parking brake is engaged before starting the engine. Start the engine only from the operator's position.
- Slow down and use extra care on hillsides. Be sure to travel in the recommended direction on hillsides. Turf conditions can affect the machine's stability.
- Slow down and use caution when making turns and when changing directions on slopes.
- Do not change the engine governor setting or overspeed the engine.
- Stop on level ground, lower implements, disengage the auxiliary hydraulics, engage parking brake, shut off the engine, and remove the key before leaving the operator's position for any reason.
- Keep hands and feet away from moving attachments.
- Look behind and down before backing up to be sure of a clear path.
- Never carry passengers and keep pets and bystanders away.
- Slow down and use caution when making turns and crossing roads and sidewalks.
- Do not operate the machine while ill, tired, or under the influence of alcohol or drugs.
- Use care when loading or unloading the machine into a trailer or truck.
- Use care when approaching blind corners, shrubs, trees, or other objects that may obscure vision.
- Read all attachment manuals.

- Ensure that the area is clear of other people before operating the traction unit. Stop the traction unit if anyone enters the area.
- Never leave a running traction unit unattended. Always lower the loader arms, shut off the engine, set the parking brake, and remove the key before leaving.
- Do not exceed the rated operating capacity, as the traction unit may become unstable which may result in loss of control.
- Do not carry a load with the arms raised. Always carry loads close to the ground.
- Do not over-load the attachment and always keep the load level when raising the loader arms. Logs, boards, and other items could roll down the loader arms, injuring you.
- Never jerk the controls; use a steady motion.
- Watch for traffic when operating near or crossing roadways.
- Do not touch parts which may be hot from operation. Allow them to cool before attempting to maintain, adjust, or service.
- Check for overhead clearances (i.e., branches, doorways, electrical wires) before driving under any objects and do not contact them.
- Ensure that you operate the traction unit in areas where there are no obstacles in close proximity to the operator. Failure to maintain adequate distance from trees, walls, and other barriers may result in injury as the traction unit backs up during operation if the operator is not attentive to the surroundings. Operate the unit only in areas where there is sufficient clearance for the operator to safely maneuver the product.
- Before digging, have the area marked for underground utilities, and do not dig in marked areas.
- Locate the pinch point areas marked on the traction unit and attachments and keep hands and feet away from these areas.
- Before operating the traction unit with an attachment, ensure that the attachment is properly installed.
- Lightning can cause severe injury or death. If lightning is seen or thunder is heard in the area, do not operate the machine; seek shelter.

Slope Operation

Slopes are a major factor related to loss-of-control and tip-over accidents, which can result in severe injury or death. All slopes require extra caution.

- Do not operate the traction unit on hillsides or slopes exceeding the angles recommended in Stability Data (page 7), and those in the attachment *Operator's Manual*. See also the Slope Indicator (page 8).
- **Operate up and down slopes with the heavy end of the traction unit uphill.** Weight distribution changes. An empty bucket makes the rear of the traction unit the heavy end, and a full bucket makes the front of the traction unit the heavy end. Most other attachments make the front of traction unit the heavy end.
- Raising the loader arms on a slope affects the stability of the machine. Whenever possible, keep the loader arms in the lowered position when on slopes.
- Do not remove or add attachments on a slope.
- Remove obstacles such as rocks, tree limbs, etc. from the work area. Watch for holes, ruts, or bumps, as uneven terrain could overturn the traction unit. Tall grass can hide obstacles.
- Use only Toro-approved attachments. Attachments can change the stability and the operating characteristics of the traction unit. Warranty may be voided if used with unapproved attachments.
- Keep all movements on slopes slow and gradual. Do not make sudden changes in speed or direction.
- Avoid starting or stopping on a slope. If the traction unit loses traction, proceed slowly, straight down the slope.
- Avoid turning on slopes. If you must turn, turn slowly and keep the heavy end of the traction unit uphill.
- Do not operate near drop-offs, ditches, or embankments. The traction unit could suddenly turn over if a track goes over the edge of a cliff or ditch, or if an edge caves in.
- Do not operate on wet grass. Reduced traction could cause sliding.
- Do not park the traction unit on a hillside or slope.

Maintenance and Storage

- Park the machine on level ground, disengage the auxiliary hydraulics, lower the attachment, set the parking brake, shut off the engine, and remove the key. Wait for all movement to stop before adjusting, cleaning, or repairing.
- Clean debris from attachments, drives, mufflers, and engine to help prevent fires. Clean up oil or fuel spills.
- Let the engine cool before storing and do not store near flame.
- Do not store fuel near flames or drain indoors.
- Never allow untrained personnel to service the machine.
- Use jack stands to support components when required.
- Carefully release pressure from components with stored energy.
- Disconnect the battery before making any repairs. Disconnect the negative terminal first and the positive last. Connect positive first and negative last.
- Keep hands and feet away from moving parts. If possible, do not make adjustments with the engine running.
- Charge batteries in an open, well-ventilated area, away from spark and flames. Unplug the charger before connecting or disconnecting it from the battery. Wear protective clothing and use insulated tools.

- Keep all parts in good working condition and all hardware tightened. Replace all worn or damaged decals.
- If any maintenance or repair requires the loader arms to be in the raised position, secure the arms in the raised position with the hydraulic cylinder locks.
- Keep nuts and bolts tight. Keep equipment in good condition.
- Never tamper with safety devices.
- Keep the traction unit free of grass, leaves, or other debris buildup. Clean up oil or fuel spills. Allow the traction unit to cool before storing.
- Use extra care when handling fuels. They are flammable and vapors are explosive.
  - Use only an approved container.
  - Never remove the fuel cap or add fuel when the engine is running. Allow the engine to cool before refueling. Do not smoke.
  - Never refuel the traction unit indoors.
  - Never store the traction unit or fuel container inside where there is an open flame, such as near a water heater or furnace.
  - Never fill a container while it is inside a vehicle, trunk, pickup bed, or any surface other than the ground.
  - Keep container nozzle in contact with the tank during filling.
- Stop and inspect the equipment if you strike an object. Make any necessary repairs before starting.
- Use only genuine Toro replacement parts to ensure that original standards are maintained.
- Battery acid is poisonous and can cause burns. Avoid contact with skin, eyes, and clothing. Protect your face, eyes, and clothing when working with a battery.
- Battery gases can explode. Keep cigarettes, sparks, and flames away from the battery.
- Keep your body and hands away from pinhole leaks or nozzles that eject high-pressure hydraulic fluid. Use cardboard or paper to find hydraulic leaks; never use your hands. Hydraulic fluid escaping under pressure can penetrate skin and cause injury requiring surgery within a few hours by a qualified surgeon; otherwise, gangrene may result.

Sound Pressure Level

Sound Pressure Level This unit has a sound pressure level at the operator's ear of 90 dBA, which includes an Uncertainty Value (K) of 1 dBA.

Sound pressure level was determined according to the procedures outlined in EN 11201.

Sound Power

This unit has a guaranteed sound power level of 103 dBA, which includes an Uncertainty Value (K) of 1 dBA.

The sound power level was determined according to the procedures outlined in ISO 6395.

Vibration Level

Measured vibration level for right hand = 1.1 m/s^2

Measured vibration level for left hand = 1.1 m/s^2

Uncertainty Value (K) = 0.6 m/s^2

Measured values were determined according to the procedures outlined in EN ISO 20643.

Stability Data

The following tables list the maximum slope recommended for the traction unit in the positions listed in the tables. Slopes over the listed degree may cause the traction unit to become unstable. The data in the tables assume that the loader arms are fully lowered; raised arms may affect the stability.

In each attachment manual is a set of 3 stability ratings, 1 for each hill position. To determine the maximum slope you can traverse with the attachment installed, find the degree of slope that corresponds to the stability ratings of the attachment. Example: If the attachment installed on a TX 427 traction unit has a Front Uphill rating of B, a Rear Uphill rating of D, and a Side Uphill rating of C, then you could drive forward up a 20° slope, rearward up a 12° slope, or sideways on a 14° slope, as listed in the following table for the TX 427 traction unit.

Model 22321 and 22321G

Configuration	Maximum Recommended Slope when Operating with: Front Uphill 	Rear Uphill 	Side Uphill 
Traction unit without attachment	11°	21°	19°
Traction unit with an attachment rated with one of the following stability ratings for each slope position:*			
A	25°	25°	20°
B	20°	20°	18°
C	17°	17°	14°
D	10°	12°	9°
E	5°	5°	5°

Model 22322

Configuration	Maximum Recommended Slope when Operating with: Front Uphill 	Rear Uphill 	Side Uphill 
Traction unit without attachment	12°	20°	23°
Traction unit with an attachment rated with one of the following stability ratings for each slope position:*			
A	25°	25°	25°
B	22°	22°	22°
C	18°	16°	16°
D	10°	10°	10°
E	5°	5°	5°

Slope Indicator

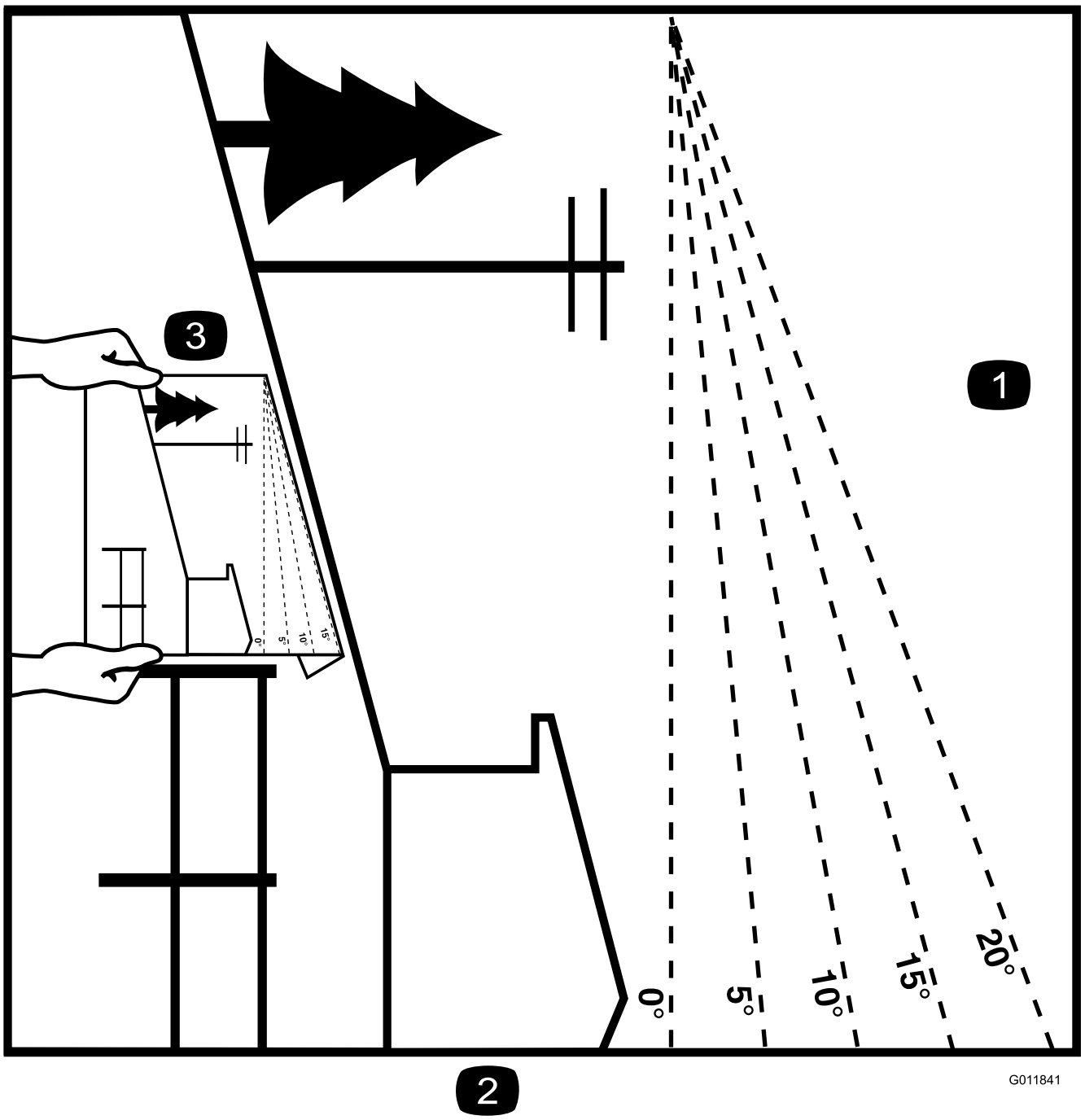


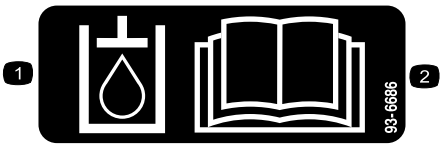
Figure 3

This page may be copied for personal use.

1. To determine the maximum slope you can safely operate the machine on, refer to the Stability Data section. Use the slope indicator to determine the degree of slope of hills before operating. **Do not operate this machine on a slope greater than that specified in the Stability Data section.** Fold along the appropriate line to match the recommended slope.
2. Align this edge with a vertical surface, a tree, building, fence pole, etc.
3. Example of how to compare slope with folded edge

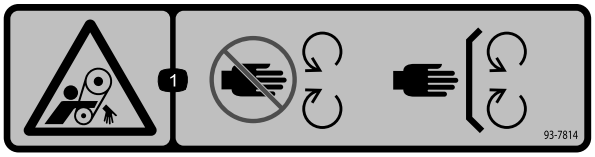
Safety and Instructional Decals

Safety decals and instructions are easily visible to the operator and are located near any area of potential danger. Replace any decal that is damaged or lost.



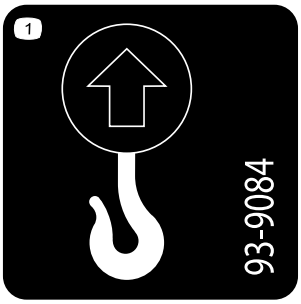
93-6686

1. Hydraulic fluid
2. Read the *Operator's Manual.*



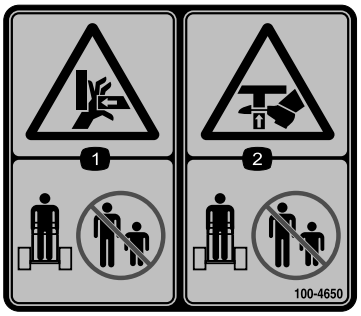
93-7814

1. Entanglement hazard, belt—stay away from moving parts.



93-9084

1. Lift point
2. Tie-down point



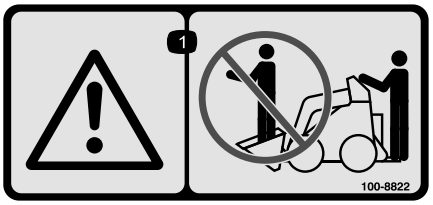
100-4650

1. Crushing hazard of hand—keep bystanders a safe distance away from the machine.
2. Crushing hazard of foot—keep bystanders a safe distance away from the machine.



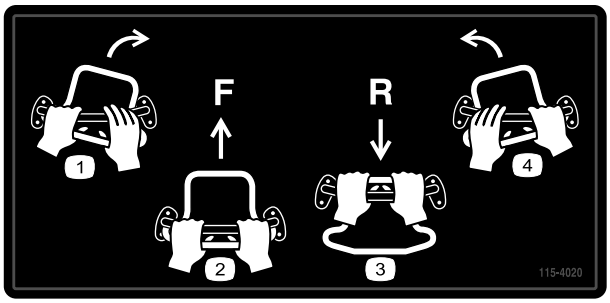
100-8821

1. Crushing hazard and cutting hazard of hand—stay a safe distance away from the front of the traction unit when the loader arms are raised.



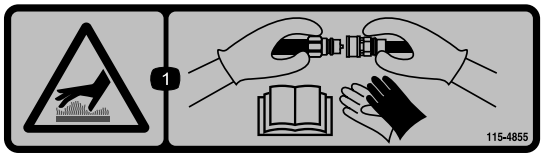
100-8822

1. Warning—do not carry passengers.



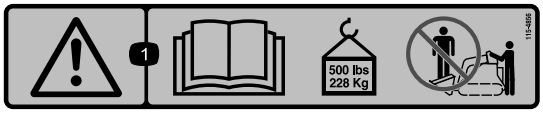
115-4020

1. Turn right
2. Forward
3. Reverse
4. Turn left



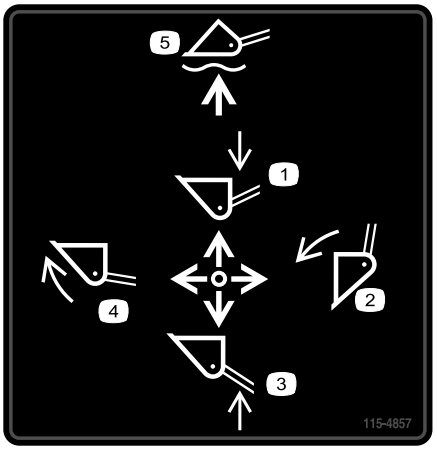
115-4855

1. Hot surface/burn hazard—wear protective gloves when handling the hydraulic couplers and read the *Operator's Manual* for information on handling hydraulic components.



115-4856

1. Warning—read the *Operator's Manual*; maximum load rating of 500 lb (228 kg); no riders.



115-4857

1. Lower the loader arms.
2. Dump the bucket.
3. Raise the loader arms.
4. Curl the bucket.
5. Float the bucket on the ground.



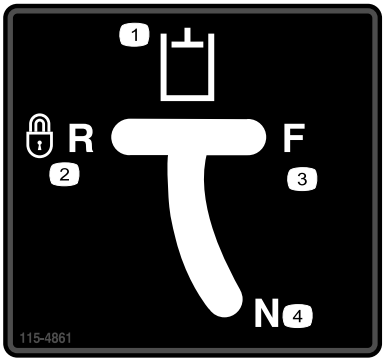
115-4858

1. Crushing hazard of hands or feet—install the cylinder lock.



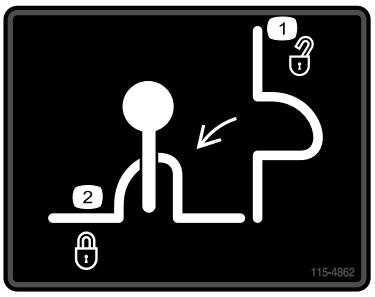
115-4859

1. Disengaged
2. Parking brake
3. Engaged



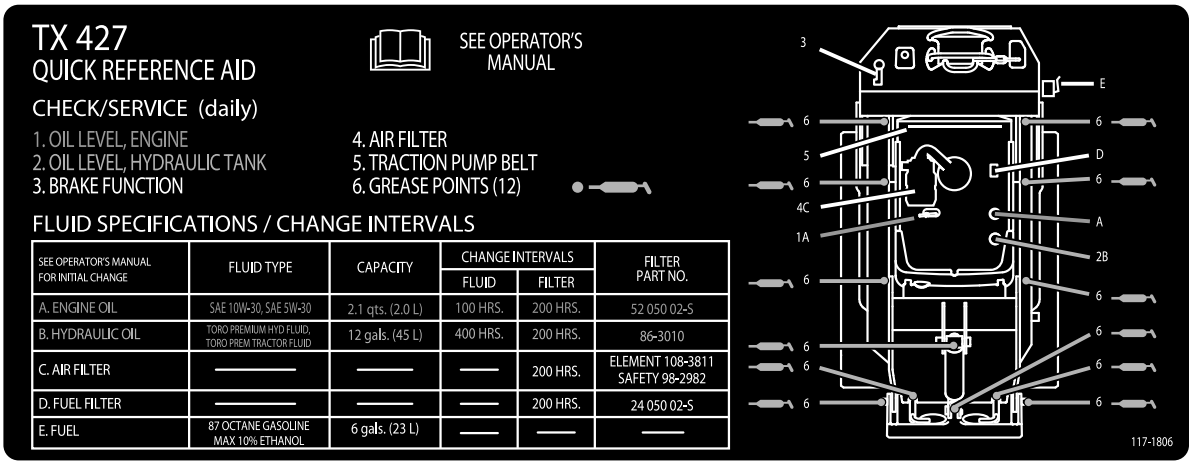
115-4861

1. Auxiliary hydraulics
2. Locked reverse (detent)
3. Forward
4. Neutral (off)

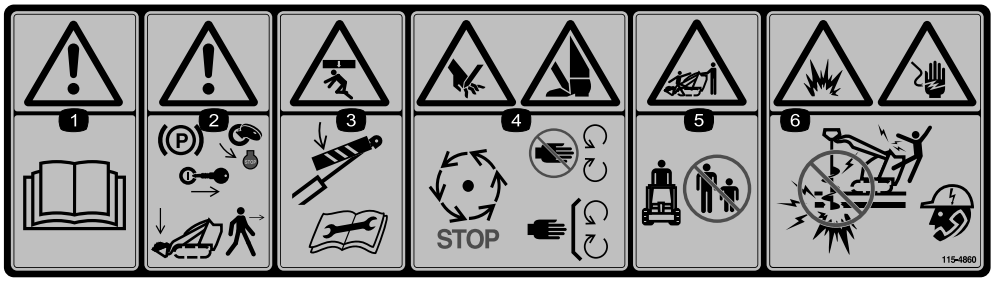


115-4862

1. Loader-valve lock—unlocked
2. Loader-valve lock—locked

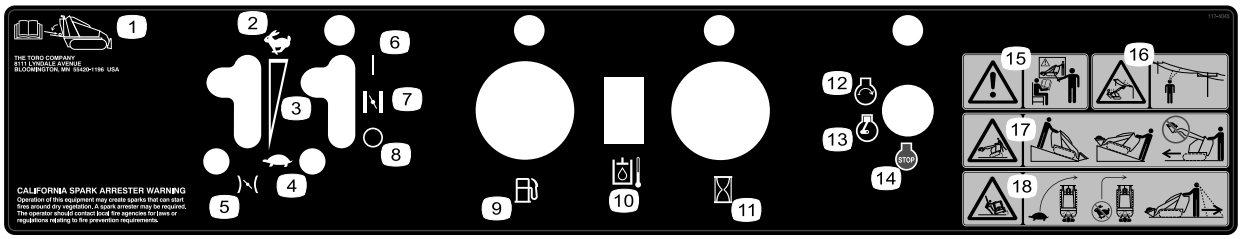


117-1806



115-4860

1. Warning—read the *Operator's Manual.*
2. Warning—set the parking brake, shut off the engine, remove the ignition key and lower the loader arms before leaving the machine.
3. Crushing hazard—install the cylinder lock and read the instructions before servicing or performing maintenance.
4. Cutting hazard of hands or feet—wait for all moving parts to stop; stay away from moving parts; keep all guards and shields in place.
5. Crushing/dismemberment hazard of bystanders—keep bystanders a safe distance away from the machine.
6. Explosion and electric shock hazard—do not dig in areas with buried gas or electrical lines; contact local power organizations before digging.



117-4045

1. Read the *Operator's Manual*, located inside the rear-access cover.
2. Fast
3. Continuous-variable setting
4. Slow
5. Throttle
6. On
7. Choke
8. Off
9. Fuel
10. Hydraulic-fluid temperature
11. Hour meter
12. Engine—start
13. Engine—run
14. Engine—shut off
15. Warning—do not operate this machine unless you are trained.
16. Electric shock hazard, overhead power lines—stay away from overhead power lines.
17. Tipping hazard—move the traction unit with the heavy end up hill; carry loads low; never jerk the controls; use a steady, even motion.
18. Tipping hazard—slow the traction unit when turning, do not travel fast when turning, look behind and down when reversing.

Product Overview

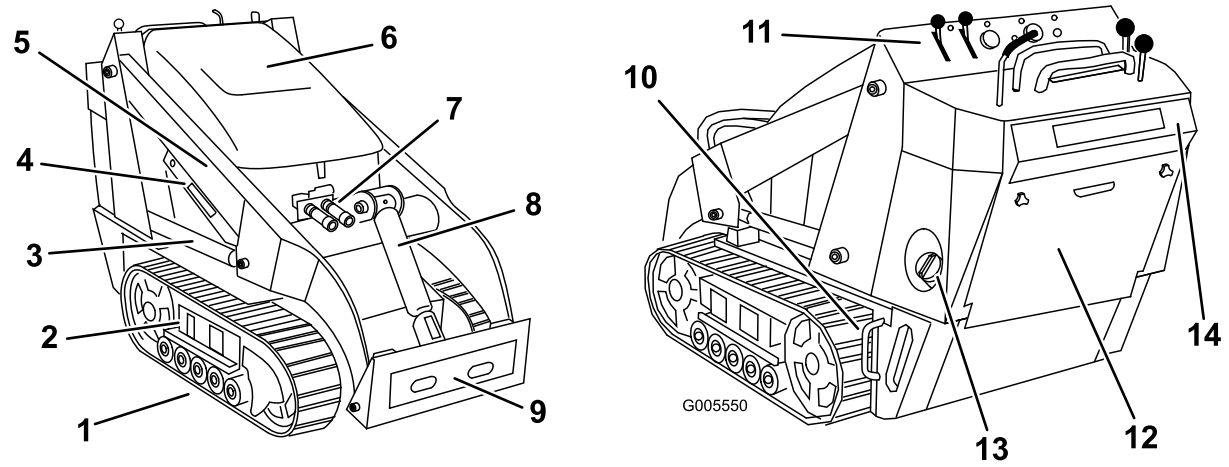


Figure 4

1. Track
2. Track-adjustment chamber
3. Lift cylinder
4. Cylinder lock
5. Loader arms
6. Hood
7. Auxiliary-hydraulic couplers
8. Tilt cylinder
9. Mount plate
10. Tie-down/lift loop
11. Control panel
12. Rear-access cover
13. Fuel tank
14. Reverse-safety plate

Controls

Become familiar with all the controls (Figure 5) before you start the engine and operate the traction unit.

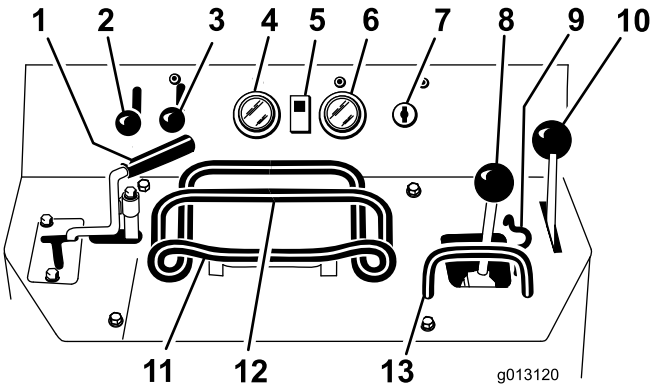


Figure 5

1. Auxiliary-hydraulics lever
2. Throttle lever
3. Choke lever
4. Fuel gauge
5. Hydraulic-fluid temperature light
6. Hour meter/tachometer
7. Key switch
8. Loader arm/attachment tilt lever
9. Loader-valve lock
10. Parking-brake lever
11. Traction control
12. Reference bar
13. Loader-control-reference bar

Key Switch

The key switch, used to start and shut off the engine, has 3 positions: OFF, RUN, and START.

- To start the engine, rotate the key to the RUN position, the glow-plug light comes on. When the glow-plug light turns off, turn the key to the START position. Release the key when the engine starts and it moves automatically to the RUN position.
- To shut off the engine, rotate the key to the OFF position.

Throttle Lever

Move the control forward to increase the engine speed and rearward to decrease speed.

Choke Lever

Before starting a cold engine, move the choke lever forward. After the engine starts, regulate the choke to keep the engine running smoothly. As soon as possible, move the choke lever all the way rearward.

Note: A warm engine requires little or no choking.

Reference Bar

When driving the traction unit, use the reference bar as a handle and a leverage point for controlling the traction control and the auxiliary-hydraulics lever. To ensure smooth, controlled operation, do not take both hands off the reference bar while operating the traction unit.

Traction Control

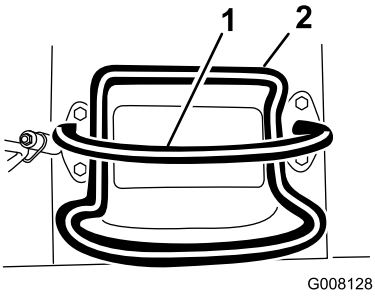


Figure 6

1. Reference bar (does not move to give you a reference point and a fixed handle to hold while operating the traction unit)
2. Traction control (moves to control the machine)

- To move forward, move the traction control forward (Figure 7).

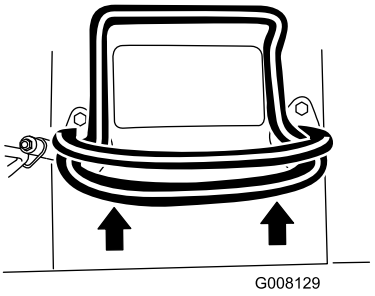


Figure 7

- To move rearward, move the traction control rearward (Figure 8). **When reversing, look behind for obstructions and keep your hands on the reference bar.**

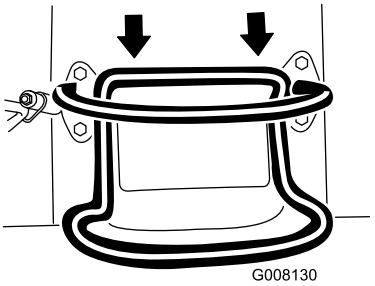


Figure 8

- To turn right, rotate the traction control clockwise (Figure 9).

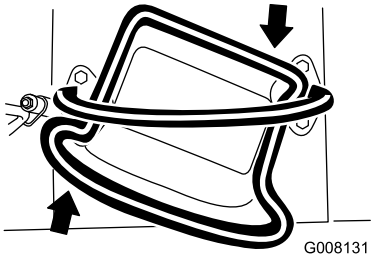


Figure 9

- To turn left, rotate the traction control counterclockwise (Figure 10).

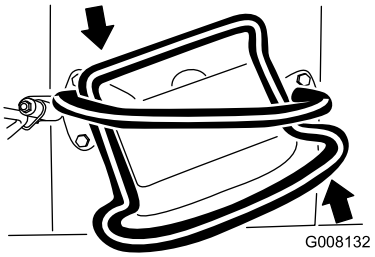


Figure 10

- To stop, release the traction control (Figure 6).

Note: The farther you move the traction control in any direction, the faster the machine moves in that direction.

Loader Arm/Attachment Tilt Lever

To tilt the attachment forward, slowly move the lever to the right (Figure 11).

To tilt the attachment rearward, slowly move the lever to the left (Figure 11).

To lower the loader arms, slowly move the lever forward (Figure 11).

To raise the loader arms, slowly move the lever rearward (Figure 11).

You can also push the lever fully forward into a detent position (Figure 11) to release the loader arms so that the attachment rests on the ground. This allows attachments such as the leveler and the hydraulic blade to follow the contours of the ground (i.e., float) when grading.

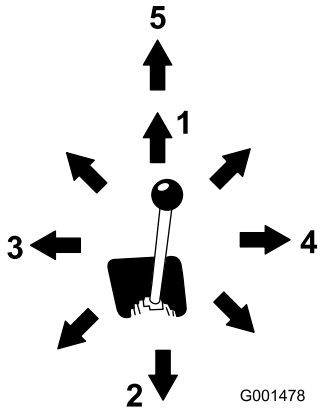


Figure 11

1. Lower the loader arms
2. Raise the loader arms
3. Tilt the attachment rearward
4. Tilt the attachment forward
5. Detent (Float) position

By moving the lever to an intermediate position (such as, forward and left), you can move the loader arms and tilt the attachment at the same time.

Loader-Valve Lock

The loader-valve lock secures the loader arm/attachment tilt lever so that you cannot push it forward. This helps to ensure that no one accidentally lowers the loader arms during maintenance. Secure the loader arms with the lock anytime you need to stop the machine with the loader arms raised.

To set the lock, lift up on it so that it clears the hole in the control panel and swing it to the left in front of the loader arm lever, pushing it down into the locked position (Figure 12).

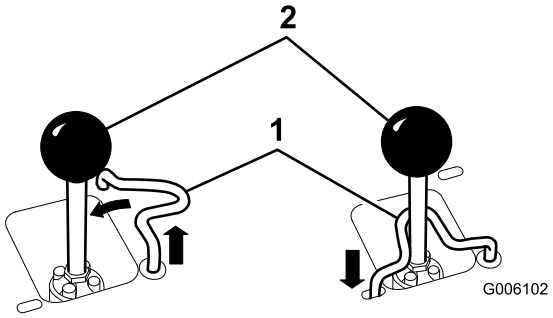


Figure 12

1. Loader-valve lock
2. Loader arm/attachment tilt lever

Loader-Control-Reference Bar

The loader-control-reference bar helps stabilize your hand while operating the loader arm/attachment tilt lever.

Auxiliary-Hydraulics Lever

To operate a hydraulic attachment in the forward direction, rotate the auxiliary-hydraulics lever rearward and pull it down to the reference bar (Figure 13, number 1).

To operate a hydraulic attachment in reverse direction, rotate the hydraulics lever rearward, then move it left into the upper slot (Figure 13, number 2).

If you release the lever while in the forward position, the lever automatically returns to the neutral position (Figure 13, number 3). If it is in the reverse position, it remains there until you pull it out of the slot.

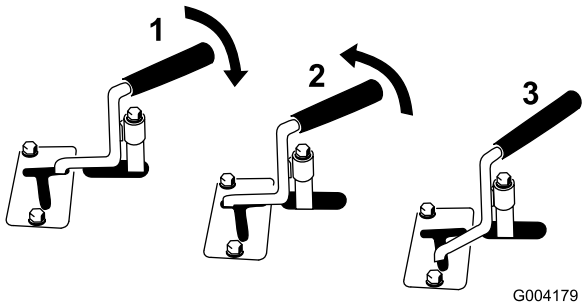


Figure 13

1. Forward-flow hydraulics
2. Reverse-flow hydraulics
3. Neutral

Parking-Brake Lever

To set the parking brake, push the brake lever forward and to the left and then pull it rearward (Figure 14).

Note: The traction unit may roll slightly before the brakes engage in the drive sprocket.

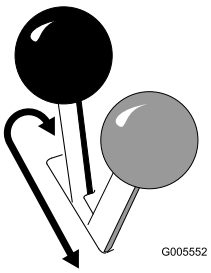


Figure 14

To release the brake, push the lever forward and then right, into the notch.

Fuel Gauge

This gauge measures the amount of fuel in the fuel tank.

Hydraulic-Fluid Temperature Light

If the hydraulic fluid gets too hot, this light illuminates and an audible alarm sounds. If this happens, shut off the engine and allow the traction unit to cool.

Hour Meter/Tachometer

When the engine is off, the hour meter/tachometer displays the number of hours of operation that have been logged on the traction unit. When the engine is running, it displays the speed of the engine in revolutions per minute (rpm).

After 50 hours and then every 100 hours thereafter (150, 250, 350, etc.), the screen displays CHG OIL to remind you to change the engine oil. After every 100 hours, the screen displays SVC to remind you to perform the other maintenance procedures based on a 100-, 200-, or 400–hour schedule. These reminders come on starting 3 hours prior to the service interval time and flash at regular intervals for 6 hours.

Specifications

Note: Specifications and design are subject to change without notice.

Model 22321 and 22321G	
Width	86 cm (34 inches)
Length	180 cm (71 inches)
Height	117 cm (46 inches)
Weight	853 kg (1,880 lb)
Operating capacity	227 kg (500 lb)
Tipping capacity	671 kg (1,480 lb)
Wheelbase	79 cm (31.2 inches)
Dump height (with narrow bucket)	119 cm (47 inches)
Reach—fully raised (with narrow bucket)	55 cm (22 inches)
Height to hinge pin (narrow bucket in highest position)	168 cm (66 inches)

Model 22322	
Width	104 cm (41 inches)
Length	180 cm (71 inches)
Height	117 cm (46 inches)
Weight	941 kg (2,075 lb)
Operating capacity	227 kg (500 lb)
Tipping capacity	647 kg (1,427 lb)
Wheelbase	79 cm (31.2 inches)
Dump height (with narrow bucket)	119 cm (47 inches)
Reach—fully raised (with narrow bucket)	55 cm (22 inches)
Height to hinge pin (narrow bucket in highest position)	168 cm (66 inches)

Attachments/Accessories

A selection of Toro approved attachments and accessories is available for use with the machine to enhance and expand its capabilities. Contact your Authorized Service Dealer or Distributor or go to www.Toro.com for a list of all approved attachments and accessories.

Important: Use only Toro approved attachments. Other attachments may create an unsafe operating environment or damage the traction unit.

Operation

Note: Determine the left and right sides of the machine from the normal operating position.

Important: Before operating, check the fuel and oil level, and remove debris from the traction unit. Also, ensure that the area is clear of people and debris. You should also know and have marked the locations of all utility lines.

⚠ CAUTION

This machine produces sound levels in excess of 85 dBA at the operator's ear and can cause hearing loss through extended periods of exposure.

Wear hearing protection when operating this machine.

Adding Fuel

- For best results, use only clean, fresh (less than 30 days old), unleaded gasoline with an octane rating of 87 or higher ((R+M)/2 rating method).
- **Ethanol**: Gasoline with up to 10% ethanol (gasohol) or 15% MTBE (methyl tertiary butyl ether) by volume is acceptable. Ethanol and MTBE are not the same. Gasoline with 15% ethanol (E15) by volume is not approved for use. **Never use gasoline that contains more than 10% ethanol by volume**, such as E15 (contains 15% ethanol), E20 (contains 20% ethanol), or E85 (contains up to 85% ethanol). Using unapproved gasoline may cause performance problems and/or engine damage which may not be covered under warranty.
- **Do not** use gasoline containing methanol.
- **Do not** store fuel either in the fuel tank or fuel containers over the winter unless a fuel stabilizer is used.
- **Do not** add oil to gasoline.

Important: To reduce starting problems, add fuel stabilizer to the fuel all season, mixing it with fuel less than 30 days old; run the machine dry before storing it for more than 30 days.

Do not use fuel additives other than a fuel stabilizer/conditioner. Do not use fuel stabilizers with an alcohol base such as ethanol, methanol, or isopropanol.

⚠ DANGER

In certain conditions, fuel is extremely flammable and highly explosive. A fire or explosion from fuel can burn you and others and can damage property.

- **Fill the fuel tank outdoors, in an open area, when the engine is cold. Wipe up any fuel that spills.**
- **Never fill the fuel tank inside an enclosed trailer.**
- **Do not fill the fuel tank completely full. Add fuel to the fuel tank until the level is 6 to 13 mm (1/4 to 1/2 inch) below the bottom of the filler neck. This empty space in the tank allows fuel to expand.**
- **Never smoke when handling fuel, and stay away from an open flame or where fuel fumes may be ignited by a spark.**
- **Store fuel in an approved container and keep it out of the reach of children. Never buy more than a 30-day supply of fuel.**
- **Do not operate without the entire exhaust system in place and in proper working condition.**

⚠ DANGER

In certain conditions during fueling, static electricity can be released, causing a spark which can ignite the fuel vapors. A fire or explosion from fuel can burn you and others and can damage property.

- **Always place fuel containers on the ground away from your vehicle before filling.**
- **Do not fill fuel containers inside a vehicle or on a truck or trailer bed because interior carpets or plastic truck bed liners may insulate the container and slow the loss of any static charge.**
- **When practical, remove equipment from the truck or trailer and refuel the equipment with its wheels on the ground.**
- **If this is not possible, then refuel such equipment on a truck or trailer from a portable container rather than from a fuel-dispenser nozzle.**
- **If you must use a fuel-dispenser nozzle, keep the nozzle in contact with the rim of the fuel tank or container opening at all times until fueling is complete.**

Filling the Fuel Tank

1. Park the traction unit on a level surface, lower the loader arms, and shut off the engine.
2. Remove the key and allow the engine to cool.
3. Clean around the fuel tank cap and remove it.

Note: The cap is tethered to the fuel tank.

4. Add unleaded fuel to the fuel tank, until the level is just below the bottom of the filler neck.

   Important: This space in the tank allows fuel to expand. Do not fill the fuel tank completely full.

5. Install the fuel tank cap securely, turning it until it clicks.
6. Wipe up any fuel that may have spilled.

Checking the Engine-Oil Level

Service Interval: Before each use or daily

1. Park the traction unit on a level surface, lower the loader arms, and shut off the engine.
2. Remove the key and allow the engine to cool.
3. Open the hood.
4. Clean around the oil dipstick (Figure 15).

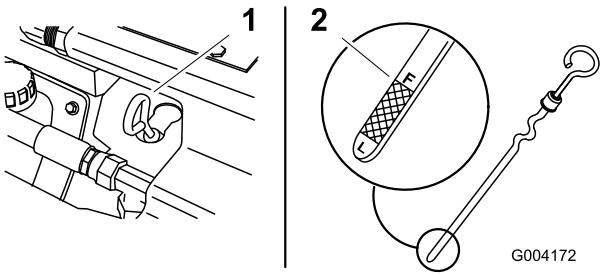


Figure 15

1. Oil dipstick
2. Metal end

5. Pull out the dipstick and wipe the metal end clean (Figure 15).
6. Slide the dipstick fully into the dipstick tube (Figure 15).
7. Pull the dipstick out and look at the metal end.
8. If the oil level is low, clean around the oil-filler cap and remove the cap (Figure 16).

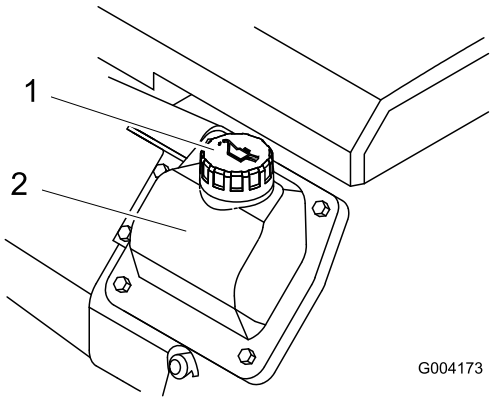


Figure 16

1. Filler cap
2. Valve cover

9. Slowly pour only enough oil into the valve cover to raise the level to the F (Full) mark.

   Important: Do not overfill the crankcase with oil to prevent damaging the engine.

10. Replace the filler cap and dipstick.
11. Close the hood.

Checking the Hydraulic-Fluid Level

Service Interval: Every 25 hours

Hydraulic Tank Capacity: 45.4 L (12 US gallons)

Refer to Changing the Hydraulic Fluid (page 41) for hydraulic-fluid specifications.

Important: Always use the correct hydraulic fluid. Unspecified fluids will damage the hydraulic system.

1. Remove the attachment, if one is installed; refer to Removing an Attachment (page 22).
2. Park the traction unit on a level surface, lower the loader arms, and fully retract the tilt cylinder.
3. Shut off the engine, remove the key, and allow the engine to cool.
4. Open the hood and remove the left side screen.
5. Clean the area around the filler neck of the hydraulic tank (Figure 17).
6. Remove the cap from the filler neck and check the fluid level on the dipstick (Figure 17).

   The fluid level should be between the marks on the dipstick.

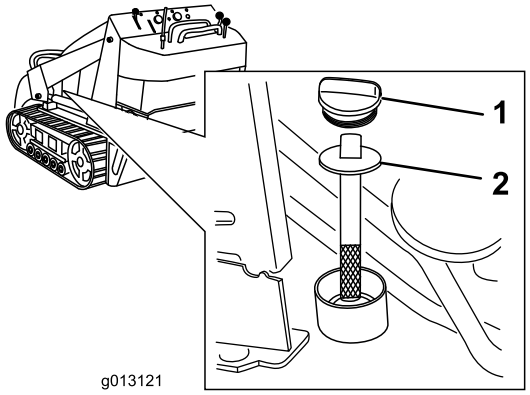


Figure 17

1. Filler-neck cap
2. Dipstick

7. If the level is low, add enough fluid to raise it to the proper level.
8. Install the cap on the filler neck.
9. Replace the left side screen and close the hood.

Starting and Stopping the Engine

Starting the Engine

1. Ensure that the auxiliary hydraulics lever is in neutral.
2. Move the choke lever forward to the ON position if you are starting a cold engine.
3. Move the throttle lever midway between SLOW (turtle) and FAST (rabbit) positions.

   Note: A warm or hot engine may not require choking.
4. Turn the ignition key to the START position. When the engines starts, release the key.

   Important: Do not engage the starter for more than 10 seconds at a time. If the engine fails to start, allow a 30 second cool-down period between attempts. Failure to follow these instructions can burn out the starter motor.
5. After the engine starts, gradually move the choke lever back to the OFF position. If the engine stalls or hesitates, pull the choke out again until the engine warms up.
6. Move the throttle lever to desired setting.

   Important: If the engine is run at high speeds when the hydraulic system is cold (i.e., when the ambient air temperature is near freezing or lower), hydraulic system damage could occur. When starting the engine in cold conditions, allow the engine to run in the middle throttle position for 2 to 5 minutes before moving the throttle to fast (rabbit).

   Note: If outdoor temperature is below freezing, store the traction unit in a garage to keep it warmer and aid in starting.

Stopping the Engine

1. Move the throttle lever 3/4 of the way to the FAST position.
2. Lower the loader arms to the ground.
3. Turn the ignition key off.

   Note: If you set the throttle lower than halfway to fast, the engine continues to run for 1 second after turning the key to the OFF position, preventing a loud afterfire bang.

   Note: If the engine has been working hard or is hot, let it run for a minute before turning the ignition key off. This helps cool the engine before you shut it off. In an emergency, you can shut off the engine immediately.

Stopping the Traction Unit

To stop the traction unit, release the traction control, move the throttle lever to slow (turtle), lower loader arms to the ground, and shut off the engine. Set the parking brake and remove the key.

⚠ CAUTION

A child or untrained bystander could attempt to operate the traction unit and be injured.

Remove the key from the switch when leaving the traction unit, even if just for a few seconds.

Moving a Non-functioning Traction Unit

Important: Do not tow or pull the traction unit without first opening the tow valves, or the hydraulic system will be damaged.

1. Shut off the engine.
2. Open the rear-access cover.
3. Using a wrench, turn the tow valves on the hydraulic pumps twice counter-clockwise (Figure 18).

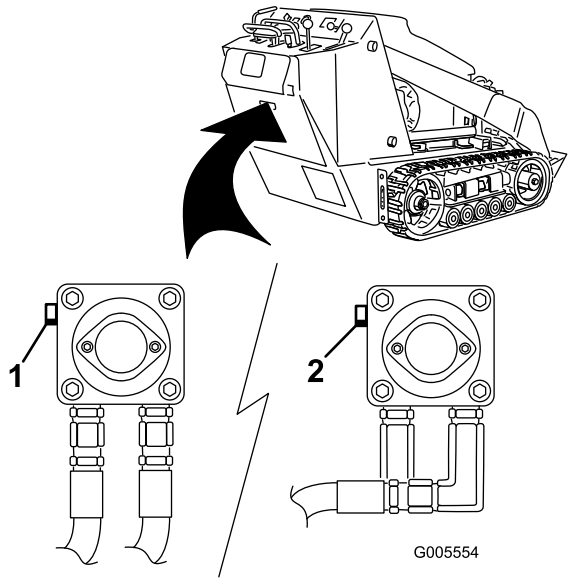


Figure 18

1. Left tow valve (right track) 2. Right tow valve (left track)

4. Tow the traction unit as required.
5. When the traction unit has been repaired, close the tow valves before operating it.

Using the Cylinder Lock

⚠ WARNING

The loader arms may lower when in the raised position crushing anyone under them.

Install the cylinder lock before performing maintenance that requires raised loader arms.

Installing the Cylinder Lock

1. Remove the attachment.
2. Raise the loader arms to the fully raised position.
3. Shut off the engine.
4. Remove the lynch pin securing the cylinder lock to the loader arm (Figure 19).

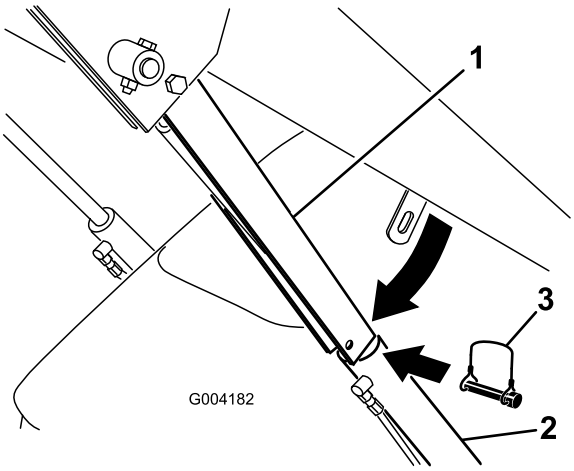


Figure 19

1. Cylinder lock
2. Lift cylinder
3. Lynch pin

5. Lower the cylinder lock over the cylinder rod and secure it with the lynch pin (Figure 19).
6. **Slowly** lower the loader arms until cylinder lock contacts the cylinder body and rod end.

Removing/Storing the Cylinder Lock

Important: Ensure that the cylinder lock is removed from the rod and fully secured in the storage position before operating the traction unit.

1. Start the engine.
2. Raise the loader arms to the fully raised position.
3. Shut off the engine.
4. Remove the lynch pin securing the cylinder lock.
5. Rotate the cylinder lock up to the loader arm and secure it with the lynch pin.
6. Lower the loader arms.

Using Attachments

Important: If you are using an attachment with a serial number of 200999999 or earlier, the manual for the attachment may contain information specific to the use of the attachment with other traction units, such as settings for the flow divider control and speed selector lever and the use of a counterweight on the traction unit. These systems are built into the TX, and you should ignore any references to them.

Installing an Attachment

Important: Use only Toro-approved attachments. Attachments can change the stability and the operating characteristics of the traction unit. The warranty of the traction unit may be voided if used with unapproved attachments.

Important: Before installing the attachment, ensure that the mount plates are free of any dirt or debris and that the pins rotate freely. If the pins do not rotate freely, grease them.

1. Position the attachment on a level surface with enough space behind it to accommodate the traction unit.
2. Start the engine.
3. Tilt the attachment mount plate forward.
4. Position the mount plate into the upper lip of the attachment receiver plate (Figure 20).

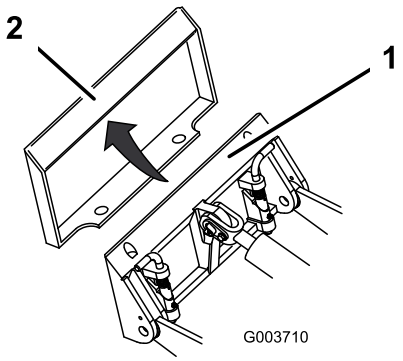


Figure 20

1. Mount plate
2. Receiver plate

5. Raise the loader arms while tilting back the mount plate at the same time.

   Important: The attachment should be raised enough to clear the ground, and the mount plate should be tilted all the way back.

6. Shut off the engine.

7. Engage the quick-attach pins, ensuring that they are fully seated in the mount plate (Figure 21).

   Important: If the pins do not rotate to the engaged position, the mount plate is not fully aligned with the holes in the attachment receiver plate. Check the receiver plate and clean it if necessary.

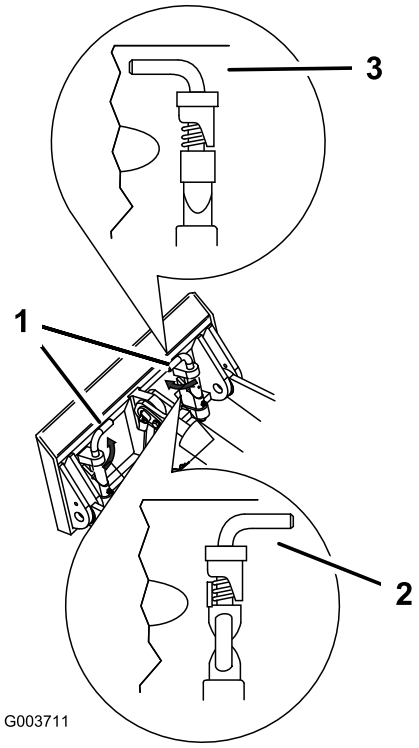


Figure 21

1. Quick-attach pins (shown in engaged position)
2. Disengaged position
3. Engaged position

⚠ WARNING

If you do not fully seat the quick-attach pins through the attachment mount plate, the attachment could fall off the traction unit, crushing you or bystanders.

Ensure that your quick-attach pins are fully seated in the attachment mount plate.

Connecting the Hydraulic Hoses

⚠ WARNING

Hydraulic fluid escaping under pressure can penetrate skin and cause injury. Fluid injected into the skin must be surgically removed within a few hours by a doctor familiar with this form of injury; otherwise, gangrene may result.

- **Keep your body and hands away from pinhole leaks or nozzles that eject high-pressure hydraulic fluid.**
- **Use cardboard or paper to find hydraulic leaks; never use your hands.**

⚠ CAUTION

Hydraulic couplers, hydraulic lines/valves, and hydraulic fluid may be hot. If you contact hot components, you may be burned.

- **Wear gloves when operating the hydraulic couplers.**
- **Allow the traction unit to cool before touching hydraulic components.**
- **Do not touch hydraulic-fluid spills.**

If the attachment requires hydraulics for operation, connect the hydraulic hoses as follows:

1. Shut off the engine.
2. Move the auxiliary-hydraulics lever forward, backward, and back to the neutral position to relieve pressure at the hydraulic couplers.
3. Move the auxiliary-hydraulics lever forward into the DETENT position.
4. Remove the protective covers from the hydraulic couplers on the traction unit.
5. Ensure that all foreign matter is cleaned from the hydraulic connectors.
6. Push the attachment male connector into the female connector on the traction unit.

   Note: When you connect the attachment male connector first, you relieve any pressure buildup in the attachment.
7. Push the attachment female connector into the male connector on the traction unit.
8. Confirm that the connection is secure by pulling on the hoses.
9. Move the auxiliary-hydraulics lever to the NEUTRAL position.

Removing an Attachment

1. Lower the attachment to the ground.
2. Shut off the engine.
3. Disengage the quick-attach pins by turning them to the outside.
4. If the attachment uses hydraulics, move the auxiliary-hydraulics lever forward, backward, and back to the neutral position to relieve pressure at the hydraulic couplers.
5. If the attachment uses hydraulics, slide the collar back on the hydraulic couplers and disconnect them.

   Important: Connect the attachment hoses together to prevent hydraulic system contamination during storage.
6. Install the protective covers onto the hydraulic couplers on the traction unit.
7. Start the engine, tilt the mount plate forward, and back the traction unit away from the attachment.

Securing the Traction Unit for Transport

When transporting the traction unit on a trailer, always use the following procedure:

Important: Do not operate or drive the traction unit on roadways.

1. Lower the loader arms, set the parking brake, and shut off the engine.
2. Secure the traction unit to the trailer with chains or straps using the tie-down/lift loops (Figure 4) to secure the rear of the traction unit and the loader arms/mount plate to secure the front of the traction unit.

Lifting the Traction Unit

You can lift the traction unit using the tie-down/lift loops as lift points (Figure 4).

Loading the Machine

Use extreme caution when loading or the unloading machine onto a trailer or a truck. Use a full-width ramp that is wider than the machine for this procedure. Load and unload the machine with the heavy end up the ramp. If the machine has an attachment, drive the machine forward up the ramp and back it down the ramp (Figure 22); if the machine does not have an attachment, back the machine up the ramp and drive it forward down the ramp (Figure 23).

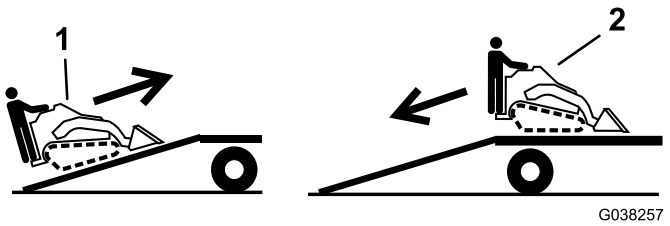


Figure 22
Machines with an attachment

1. Drive the machine forward up the ramp.
2. Back the machine down the ramp.

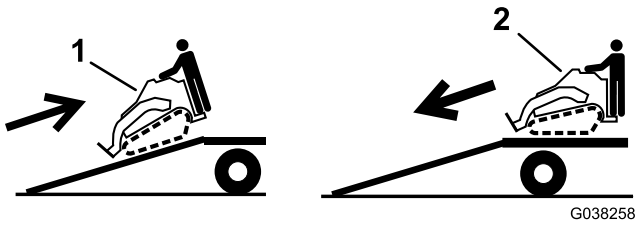


Figure 23
Machines without an attachment

1. Back the machine up the ramp.
2. Drive the machine forward down the ramp.

Important: Do not use narrow individual ramps for each side of the machine.

Ensure that the ramp is long enough so that the angle with the ground does not exceed 17 degrees (Figure 24). On flat ground, this requires a ramp to be at least 4 times as long as the height of the trailer or truck bed to the ground. A steeper angle may cause mower components to get caught as the machine moves from the ramp to the trailer or truck. Steeper angles may also cause the machine to tip or lose control. If you are loading the machine on or near a slope, position the trailer or truck so that it is on the down side of the slope and the ramp extends up the slope. This minimizes the ramp angle.

⚠ WARNING

Loading a machine onto a trailer or truck increases the possibility of tip-over and could cause serious injury or death.

- **Use extreme caution when operating a machine on a ramp.**
- **Use only a full-width ramp; do not use individual ramps for each side of the machine.**
- **Do not exceed a 17-degree angle between the ramp and the ground or between the ramp and the trailer or truck.**
- **Ensure that the length of ramp is at least 4 times as long as the height of the trailer or truck bed to the ground. This ensures that ramp angle does not exceed 17 degrees on flat ground.**
- **Load and unload the machine with the heavy end up the ramp.**
- **Avoid sudden acceleration or deceleration while driving the machine on a ramp as this could cause a loss of control or a tip-over situation.**

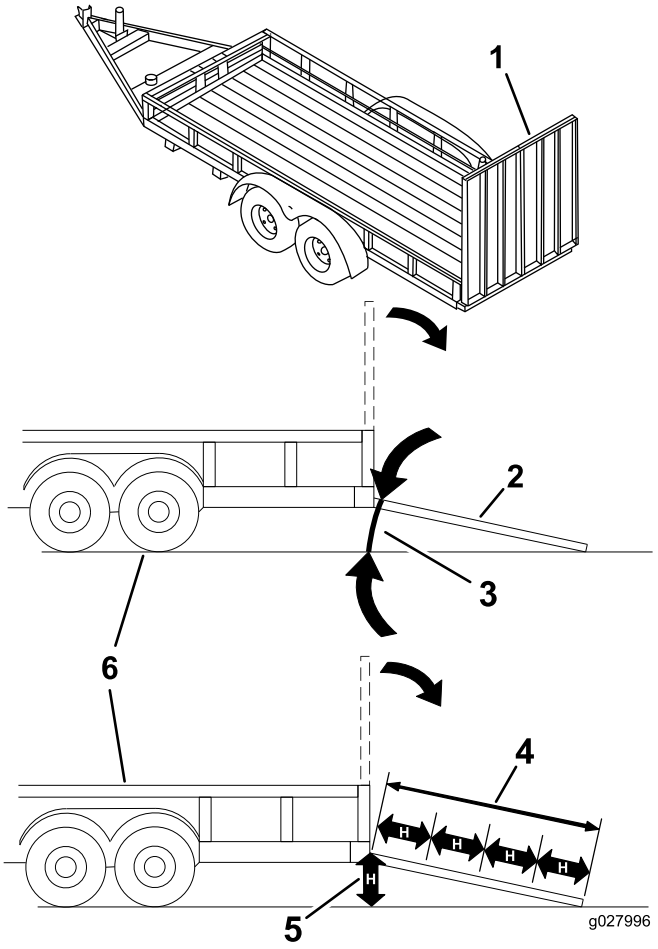


Figure 24

1. Full-width ramp in stowed position
2. Side view of full-width ramp in loading position
3. Not greater than 17 degrees
4. Ramp is at least 4 times as long as the height of the trailer or truck bed to the ground
5. H= height of the trailer or truck bed to the ground
6. Trailer

Maintenance

Note: Determine the left and right sides of the machine from the normal operating position.

Recommended Maintenance Schedule(s)

Maintenance Service Interval	Maintenance Procedure
After the first 8 hours	• Replace the hydraulic filter.
After the first 50 hours	• Change the engine oil and filter. • Check and adjust the track tension.
Before each use or daily	• Check the engine-oil level. • Grease the traction unit. (Grease immediately after every washing.) • Check the air-filter-service indicator. • Clean the tracks. • Check the tracks for excessive wear (If the tracks are worn, replace them.) • Remove debris from the traction unit and side screens. • Check for loose fasteners.
Every 25 hours	• Check the hydraulic-fluid level. • Remove air-cleaner cover, clean out debris, and check the air-filter-service indicator. • Inspect the drive belt for wear or damage.
Every 100 hours	• Change the engine oil. • Check the battery electrolyte level (replacement battery only). • Check the battery cable connections. • Check and adjust the track tension. • Check the hydraulic lines for leaks, loose fittings, kinked lines, loose mounting supports, wear, weather, and chemical deterioration. • Check for dirt build-up in the chassis.
Every 200 hours	• Replace the carbon-canister air filter (Service more frequently if conditions are extremely dusty or sandy). • Replace the carbon-canister purge-line filter (Service more frequently when using the vibratory plow attachment). • Change the oil filter. • Check the spark plugs. • Change the fuel filter. • Replace the drive belt. • Replace the hydraulic filter.
Every 250 hours	• Check and grease the road wheels.
Every 400 hours	• Change the hydraulic fluid.
Every 1,500 hours	• Replace all moving hydraulic hoses.
Yearly or before storage	• Check and adjust the track tension. • Touch up chipped paint.

Important: Refer to your engine owner's manual for additional maintenance procedures.

Note: After 50 hours and then every 100 hours thereafter (150, 250, 350, etc.), the hour meter displays CHG OIL to remind you to change the engine oil. After every 100 hours, the screen displays SVC to remind you to perform the other maintenance procedures based on a 100-, 200-, or 400-hour schedule. These reminders come on starting 3 hours prior to the service interval time and flash at regular intervals for 6 hours.

⚠ CAUTION

If you leave the key in the ignition switch, someone could accidently start the engine and seriously injure you or other bystanders.

Remove the key from the ignition and disconnect the wire from the spark plug before you do any maintenance. Set the wire aside so that it does not accidentally contact the spark plug.

Premaintenance Procedures

Before opening any of the covers, shut off the engine and remove the key. Allow the engine to cool before opening any covers

Important: If you will be tilting the machine more than 25 degrees, clamp off the vent hose on the top of the fuel tank (Figure 62) to prevent fuel from fouling the carbon canister.

Opening the Hood

1. Loosen the hood-locking screw (Figure 25)

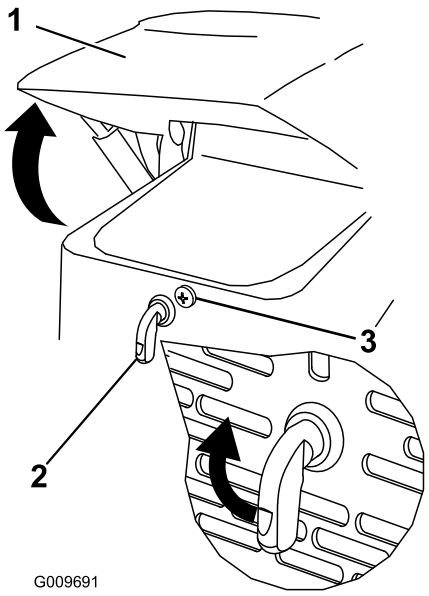


Figure 25

1. Hood
2. Hood-latch lever
3. Hood-locking screw

2. Turn the hood latch clockwise (Figure 25).
3. Swing the hood up (Figure 25).
4. Swing the prop rod up and secure it in the bracket on the hood (Figure 26).

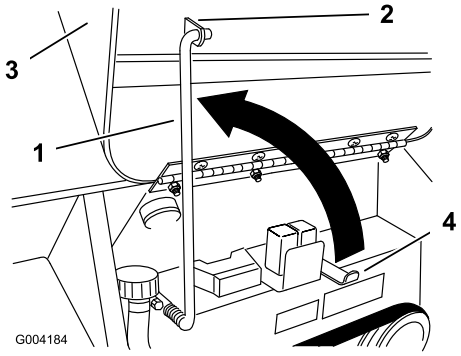


Figure 26

1. Prop rod
2. Bracket
3. Hood
4. Prop-rod holder

Closing the Hood

1. Pull the prop rod out of the bracket on the hood and lower it into its holder.
2. Lower the hood and secure it by pushing down on the front of the hood until it locks in place.
3. Tighten the hood-locking screw to secure the latch (Figure 25).

Opening the Rear-Access Cover

1. Unscrew the 2 hand knobs securing the rear-access cover to the machine (Figure 27).

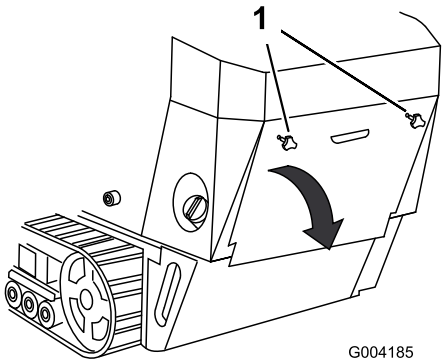


Figure 27

1. Hand knobs

2. Tilt the rear-access cover down and remove to access the internal components (Figure 27).

Closing the Rear-Access Cover

1. Move the rear-access cover in place over the back of the traction unit making sure that the tabs line up in the slots.
2. Push the access cover forward, lining up the hand-knob screws with the threaded holes in the machine.
3. Screw the hand knobs tight to secure the rear-access cover in place.

Removing the Side Screens

1. Open the hood.
2. Slide the side screens (Figure 28) up and out of the slots in the front screen and frame.

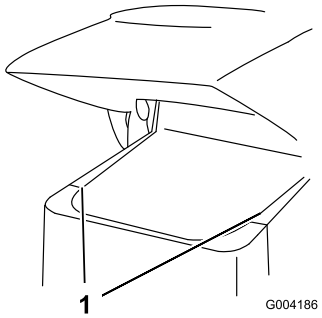


Figure 28

1. Side screen

Installing the Side Screens

Slide the side screens into place in the slots in the front screen and frame.

Removing the Front Screen

⚠ CAUTION

If the engine has been running, the heat shield will be very hot and could burn you.

Allow the traction unit to cool completely before touching the heat shield.

1. Open the hood and remove both side screens.
2. Loosen the bolts securing the weights (Figure 29).

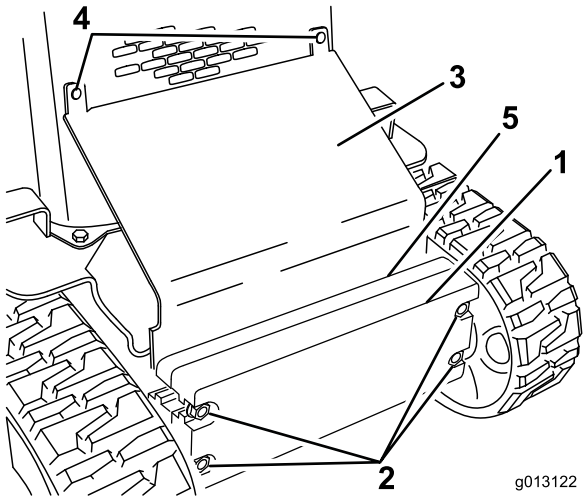


Figure 29

1. Front weight
2. Bolts
3. Sloped plate
4. Carriage bolts
5. Rear weight

3. Remove the carriage bolts and nuts securing the sloped plate (Figure 29).
4. Lift the sloped plate up and off the traction unit.
5. Remove the 4 bolts securing the front screen to the traction-unit frame (Figure 30).

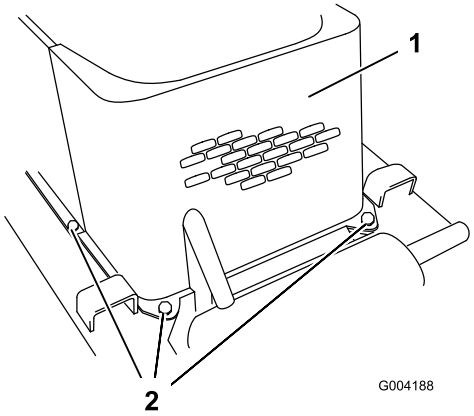


Figure 30

1. Front screen
2. Bolts (left side bolt not shown)

6. Remove the shoulder bolts and nuts securing the oil cooler to the top of the front screen (Figure 31).

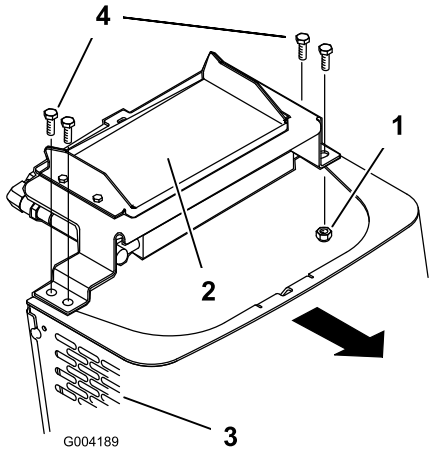


Figure 31

1. Nut
2. Oil cooler
3. Front screen
4. Shoulder bolts

7. Remove the front screen.
8. When finished, install the front screen with the 4 bolts removed previously.
9. Install the oil cooler to the front screen with the 4 shoulder bolts and nuts removed previously.
10. Slide the sloped plate between the frame and the weights and secure it to the front screen grill using the carriage bolts and nuts removed previously (Figure 29).
11. Tighten the bolts securing the front weights (Figure 29).
12. Install the side screens and close the hood.

Lubrication

Greasing the Traction Unit

Service Interval: Before each use or daily (Grease immediately after every washing.)

Grease Type: General-purpose grease.

1. Lower the loader arms and shut off the engine. Remove the key.
2. Clean the grease fittings with a rag.
3. Connect a grease gun to each fitting (Figure 32).

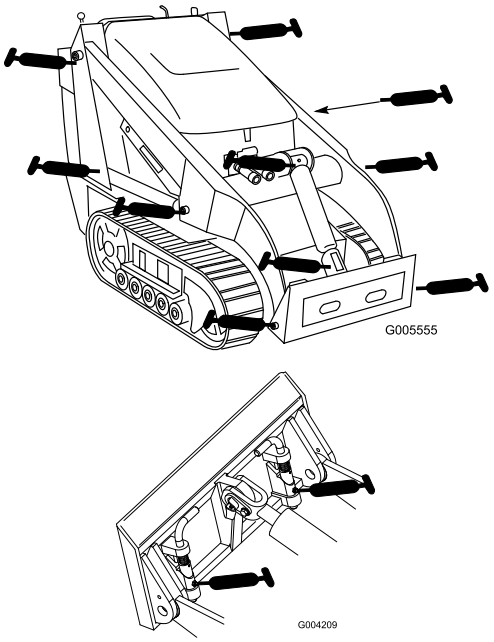


Figure 32

4. Pump grease into the fittings until grease begins to ooze out of the bearings (approximately 3 pumps).
5. Wipe up any excess grease.

Engine Maintenance

Servicing the Air Cleaner

Service Interval: Before each use or daily—Check the air-filter-service indicator.

Every 25 hours—Remove air-cleaner cover, clean out debris, and check the air-filter-service indicator.

Servicing the Air-Cleaner Cover and Body

Important: Service the air-cleaner filter only when the service indicator shows red (Figure 33). Changing the air filter before it is necessary only increases the chance of dirt entering the engine when you remove the filter.

1. Lower the loader arms, shut off the engine, and remove the key.
2. Open the hood.
3. Check the air-cleaner body for damage which could cause an air leak.. Check the whole intake system for leaks, damage, or loose hose clamps. Replace of repair and damaged components.
4. Release the latches on the air cleaner and pull the air-cleaner cover off the air-cleaner body (Figure 33).

   Important: Do not remove the air filters.

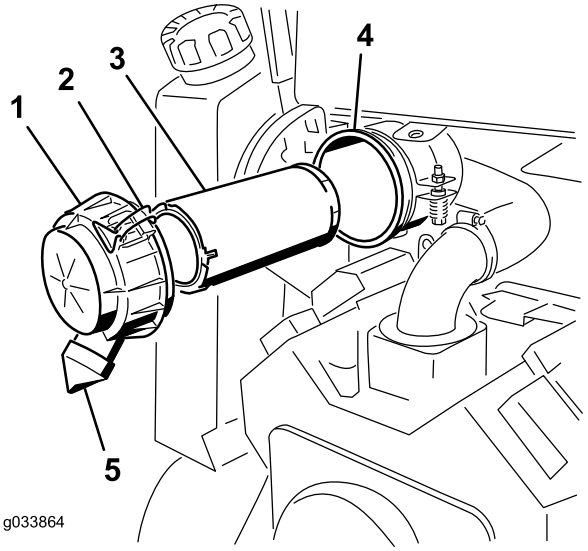


Figure 33

1. Air-cleaner cover
2. Latches
3. Primary filter
4. Air-filter body
5. Rubber outlet

5. Squeeze the dust cap sides to open it and knock the dust out.
6. Clean the inside of the air-cleaner cover with compressed air.
7. Check the air-filter-service indicator.
   - If the service indicator is clear, clean any debris from cover and install cover.

     Ensure that the cover is seated correctly and seals with the air-cleaner body.
   - If the service indicator is red, replace the air filter as described in Replacing the Filters (page 28).

Replacing the Filters

1. Gently slide the primary filter out of the air-cleaner body (Figure 33). Avoid knocking the filter into the side of the body.

   Important: Do not attempt to clean the primary filter.
2. Inspect the new filter(s) for damage by looking into the filter while shining a bright light on the outside of the filter. Holes in the filter appear as bright spots. Inspect the element for tears, an oily film, or damage to the rubber seal. If the filter is damaged, do not use it.
3. Carefully slide the primary filter into the filter body (Figure 33). Ensure that it is fully seated by pushing on the outer rim of the filter while installing it.

   Important: Do not press on the soft inside area of the filter.
4. Install the air-cleaner cover with the side indicated as UP facing up and secure the latches (Figure 33).
5. Close the hood.

Servicing the Carbon Canister

Replacing the Carbon-Canister Air Filter

Service Interval: Every 200 hours—Replace the carbon-canister air filter (Service more frequently if conditions are extremely dusty or sandy).

1. Lower the loader arms, shut off the engine, and remove the key.
2. Remove the rear-access cover; see Opening the Rear-Access Cover (page 25).
3. Remove and discard the air filter (Figure 34).

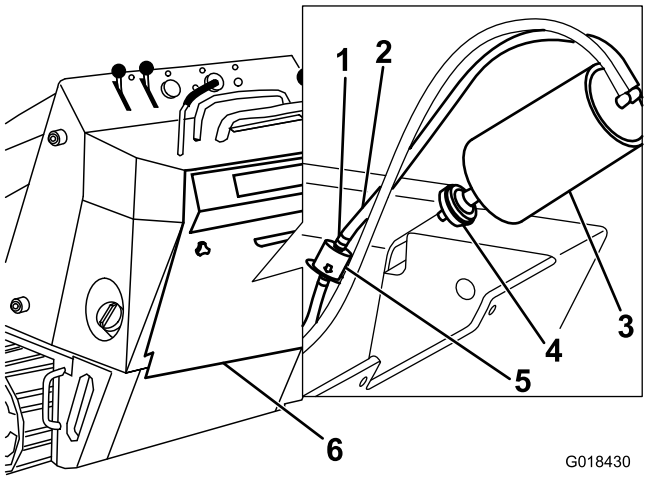


Figure 34

1. Hose clamp
2. Hose to carbon canister
3. Carbon canister
4. Air filter
5. Purge-line filter
6. Rear access door

4. Install a new filter onto the carbon canister (Figure 34).
5. Install the rear-access cover; see Closing the Rear-Access Cover (page 26).

Replacing the Carbon-Canister Purge-line Filter

Service Interval: Every 200 hours—Replace the carbon-canister purge-line filter (Service more frequently when using the vibratory plow attachment).

Note: Check the purge-line filter occasionally for dirt. If the filter appears to be dirty, replace it.

1. Lower the loader arms, shut off the engine, and remove the key.
2. Remove the rear-access cover; see Opening the Rear-Access Cover (page 25).
3. Move the spring-type hose clamps on both sides of the carbon-canister purge-line filter away from the filter (Figure 34).
4. Remove and discard the purge-line filter (Figure 34).
5. Install a new filter into the hose with the arrow on the filter pointing away from the carbon canister and secure it with the hose clamps (Figure 34).
6. Install the rear-access cover; see Closing the Rear-Access Cover (page 26).

Servicing the Engine Oil

Service Interval: After the first 50 hours

Every 100 hours—Change the engine oil.

Every 200 hours—Change the oil filter.

Note: Change the oil and filter more frequently when operating conditions are extremely dusty or sandy.

Oil Type: Detergent oil (API service SG, SH, SJ, or higher)

Crankcase Capacity: with filter, 2.0 L (2.1 US qt)

Viscosity: See table below

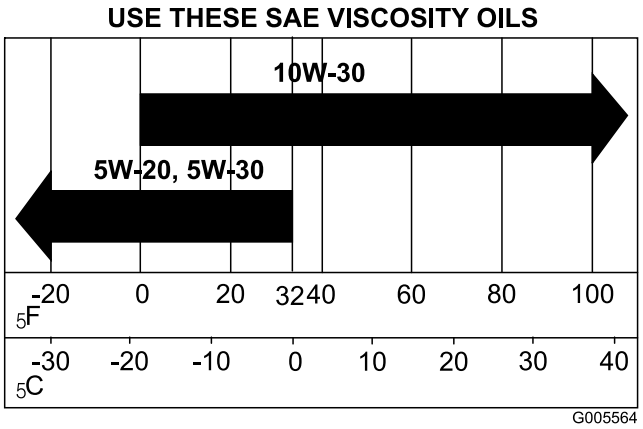


Figure 35

Changing the Oil

1. Start the engine and let it run for 5 minutes. This warms the oil so that it drains better.
2. Park the traction unit so that the drain side is slightly lower than the opposite side to ensure that the oil drains completely.
3. Lower the loader arms, set the parking brake, shut off the engine, and remove the key.

⚠ CAUTION

Components will be hot if the traction unit has been running. If you touch hot components, you may be burned.

Allow the traction unit to cool before performing maintenance or touching components under the hood.

4. Remove the drain plug (Figure 36).

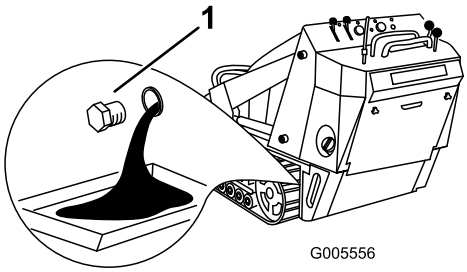


Figure 36

1. Oil drain valve

5. When the oil has drained completely, replace the plug.

   Note: Dispose of the used oil at a certified recycling center.

6. Remove the oil fill cap and slowly pour approximately 80% of the specified amount of oil in through the valve cover.
7. Check the oil level; refer to Checking the Engine-Oil Level (page 18).
8. Slowly add additional oil to bring the level to the F (Full) mark on the dipstick.
9. Replace the fill cap.

Changing the Oil Filter

1. Drain the oil from the engine; refer to Changing the Oil (page 29).
2. Place a shallow pan or rag under the filter to catch oil.
3. Remove the old filter (Figure 37) and wipe the surface of the filter adapter gasket.

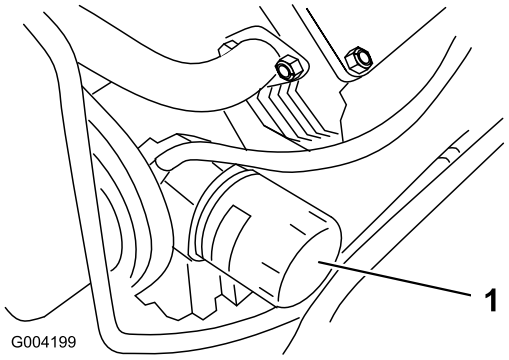


Figure 37

1. Oil filter

4. Pour new oil of the proper type through the center hole of the filter. Stop pouring when the oil reaches the bottom of the threads.
5. Allow 1 to 2 minutes for the oil to be absorbed by filter material, then pour off the excess oil.
6. Apply a thin coat of new oil to the rubber gasket on the replacement filter.
7. Install the replacement oil filter to the filter adapter. Turn the oil filter clockwise until the rubber gasket contacts the filter adapter, then tighten the filter an additional 1/2 turn.
8. Fill the crankcase with the proper type of new oil; refer to Changing the Oil (page 29).

Servicing the Spark Plugs

Service Interval: Every 200 hours—Check the spark plugs.

Ensure that the air gap between the center and side electrodes is correct before installing each spark plug. Use a spark-plug wrench for removing and installing the spark plugs and a gapping tool/feeler gauge to check and adjust the air gap. Install new spark plugs if necessary.

Type: Champion XC12YC, or equivalent. Air Gap: 0.75 mm (0.03 inch)

Removing the Spark Plugs

1. Lower the loader arms, shut off the engine, and remove the key.
2. Open the hood.
3. Pull the wires off the spark plugs (Figure 38).

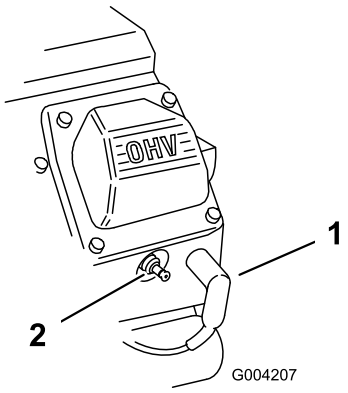


Figure 38

1. Spark-plug wire
2. Spark plug

4. Clean around the spark plugs.
5. Remove both spark plugs and metal washers.

Checking the Spark Plugs

1. Look at the center of both spark plugs (Figure 39). If you see light brown or gray on the insulator, the engine is operating properly. A black coating on the insulator usually means that the air cleaner is dirty.

   Important: Never clean the spark plugs. Always replace the spark plugs when they have a black coating, worn electrodes, an oily film, or cracks.

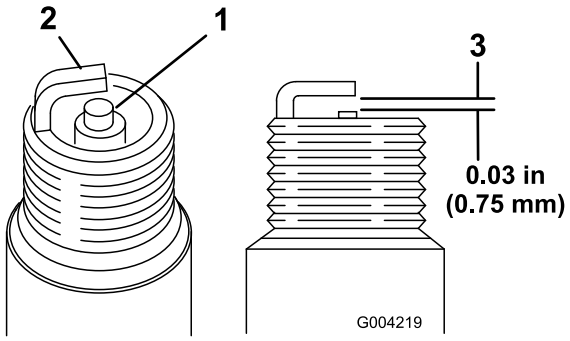


Figure 39

1. Center-electrode insulator
2. Side electrode
3. Air gap (not to scale)

2. Check the gap between the center and side electrodes (Figure 39).
3. Bend the side electrode (Figure 39) if the gap is not correct.

Installing the Spark Plugs

1. Thread the spark plugs into the spark plug holes.
2. Tighten the spark plugs to 27 N·m (20 ft-lb).
3. Push the wires onto the spark plugs (Figure 38).
4. Close the hood.

Fuel System Maintenance

Changing the Fuel Filter

Service Interval: Every 200 hours/Yearly (whichever comes first)

1. Lower the loader arms, shut off the engine, and remove the key.
2. Open the hood and remove the left side screen.
3. Loosen the tank cap to relieve pressure.
4. Clamp the fuel lines on both sides of the fuel filter (Figure 40).

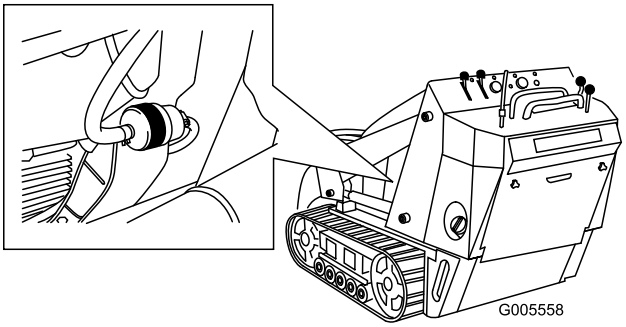


Figure 40

1. Filter
2. Hose clamp

5. Squeeze the ends of the hose clamps together and slide them away from the filter (Figure 40).
6. Place a drain pan under the fuel lines to catch any leaks, then remove the filter from the fuel lines.
7. Slide the fuel lines on the new fuel filter fittings, ensuring that the arrow on the filter points away from the fuel line coming from the fuel tank and toward the line going to the fuel pump.

   Important: Never install a dirty filter.
8. Move the hose clamps close to the filter.
9. Remove the clamp blocking fuel flow and open the fuel valves.
10. Secure the tank cap.
11. Replace the side screen and close the hood.

Draining the Fuel Tank

⚠ DANGER

In certain conditions, fuel is extremely flammable and highly explosive. A fire or explosion from fuel can burn you and others and can damage property.

- **Drain fuel from the fuel tank when the engine is cold. Do this outdoors in an open area. Wipe up any fuel that spills.**
- **Never smoke when draining fuel, and stay away from an open flame or where a spark may ignite the fuel fumes.**

1. Lower the loader arms, shut off the engine, and remove the key.
2. Syphon the fuel from the tank using a pump-type syphon.

Note: Now is the best time to install a new fuel filter because the fuel tank is empty.

Electrical System Maintenance

Servicing the Battery

Service Interval: Every 100 hours—Check the battery electrolyte level (replacement battery only).

Every 100 hours—Check the battery cable connections.

WARNING

CALIFORNIA
Proposition 65 Warning

Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. Wash hands after handling.

Important: The following procedures apply when servicing a (dry) battery that has replaced the original battery. The original (wet) battery does not require service.

Always keep the battery clean and fully charged. Use a paper towel to clean the battery case. If the battery terminals are corroded, clean them with a solution of 4 parts water and 1 part baking soda. Apply a light coating of grease to the battery terminals to reduce corrosion.

Voltage: 12 V, 585 A (cold cranking)

Checking the Electrolyte Level

1. Shut off the engine and remove the key.
2. Remove the 4 bolts securing the battery cover and remove it from over the battery.
3. Look at the side of the battery. The electrolyte must be up to the Upper line (Figure 41). Do not allow the electrolyte to fall below the Lower line (Figure 41).

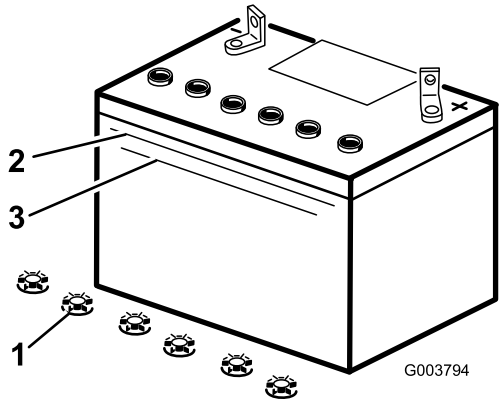


Figure 41

1. Filler caps
2. Upper line
3. Lower line

4. If the electrolyte is low, add the required amount of distilled water; refer to Adding Water to the Battery (page 33).

Adding Water to the Battery

The best time to add distilled water to the battery is just before you operate the traction unit. This lets the water mix thoroughly with the electrolyte solution.

⚠ DANGER

Battery electrolyte contains sulfuric acid which is a deadly poison and causes severe burns.

- **Do not drink electrolyte and avoid contact with skin, eyes or clothing. Wear safety glasses to shield your eyes and rubber gloves to protect your hands.**
- **Fill the battery where clean water is always available for flushing the skin.**

1. Disconnect the negative (black) cable from the negative (-) battery post.

   ⚠ WARNING

   Incorrect battery cable routing could damage the tractor and cables, causing sparks. Sparks can cause the battery gasses to explode, resulting in personal injury.

   - **Always disconnect the negative (black) battery cable before disconnecting the positive (red) cable.**
   - **Always connect the positive (red) battery cable before connecting the negative (black) cable.**

2. Disconnect the positive (red) cable from the positive (+) battery post.
3. Remove the battery from the traction unit.

   Important: Never fill the battery with distilled water while the battery is installed in the traction unit. Electrolyte could be spilled on other parts and cause corrosion.

4. Clean the top of the battery with a paper towel.
5. Remove the filler caps from the battery (Figure 41).
6. Slowly pour distilled water into each battery cell until the electrolyte level is up to the Upper line (Figure 41) on the battery case.

   Important: Do not overfill the battery because electrolyte (sulfuric acid) can cause severe corrosion and damage to the chassis.

7. Wait 5 to 10 minutes after filling the battery cells. Add distilled water, if necessary, until the electrolyte level is up to the Upper line (Figure 41) on the battery case.
8. Install the battery filler caps.

Charging the Battery

⚠ WARNING

Charging the battery produces gasses that can explode.

Never smoke near the battery and keep sparks and flames away from battery.

Important: Always keep the battery fully charged (1.265 specific gravity). This is especially important to prevent battery damage when the temperature is below 0°C (32°F).

1. Check the electrolyte level; refer to Checking the Electrolyte Level (page 32).
2. Make sure that the filler caps are installed in the battery.
3. Charge the battery for 10 to 15 minutes at 25 to 30 A or 30 minutes at 4 to 6 A (Figure 42). Do not overcharge the battery.

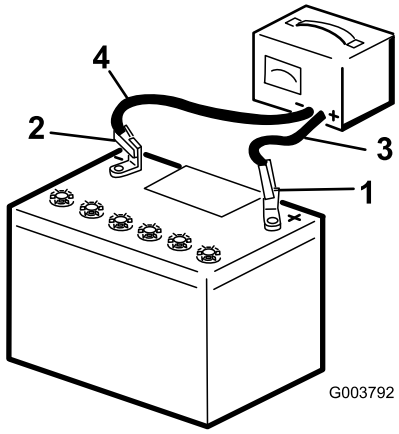


Figure 42

1. Positive battery post
2. Negative battery post
3. Red (+) charger lead
4. Black (-) charger lead

4. When the battery is fully charged, unplug the charger from the electrical outlet, then disconnect the charger leads from the battery posts (Figure 42).

Drive System Maintenance

Servicing the Tracks

Service Interval: After the first 50 hours—Check and adjust the track tension.

Before each use or daily—Clean the tracks.

Before each use or daily—Check the tracks for excessive wear (If the tracks are worn, replace them.)

Every 100 hours—Check and adjust the track tension.

Every 250 hours/Yearly (whichever comes first)—Check and grease the road wheels.

Cleaning the Tracks

1. With a bucket on the loader arms, lower the bucket to the ground so that the front of the traction unit lifts off the ground a few centimeters (inches).
2. Shut off the engine, and remove the key.
3. Using a water hose or pressure washer, remove dirt from each track system.

Important: Ensure that you use high-pressure water to wash only the track area. Do not use a high-pressure washer to clean the rest of the traction unit. Do not use high pressure water between the drive sprocket and the traction unit or you may damage the motor seals. High-pressure washing can damage the electrical system and hydraulic valves or deplete grease.

Important: Ensure that you fully clean the road wheels, the tension wheel, and the drive sprocket (Figure 43). The road wheels should rotate freely when clean.

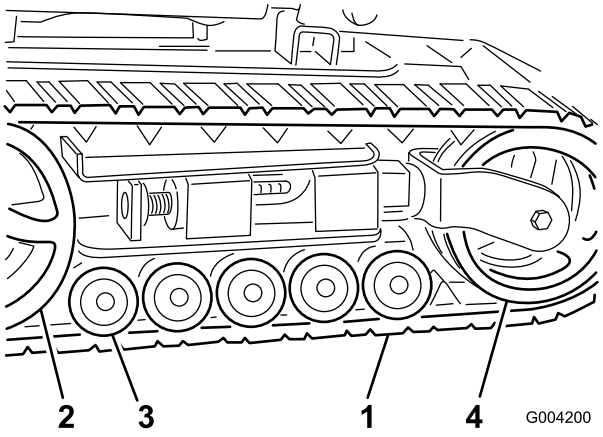


Figure 43

1. Track
2. Drive sprocket
3. Road wheels
4. Tension wheel

Adjusting the Track Tension

There should be 7 cm (2-3/4 inches) between the tension nut and the back of the tension tube (Figure 44). If not, adjust the track tension using the following procedure:

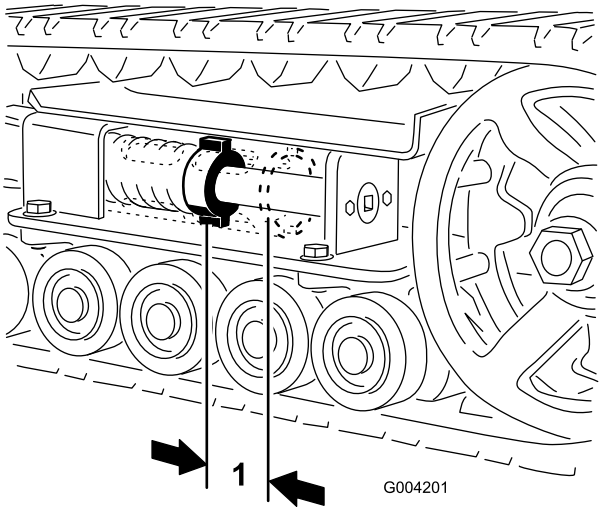


Figure 44

1. 7 cm (2-3/4 inches)

1. Lower the loader arms, shut off the engine, and remove the key.
2. Lift/support the side of the unit to be worked on so that the track is off the ground.
3. Remove the locking bolt and nut (Figure 45).

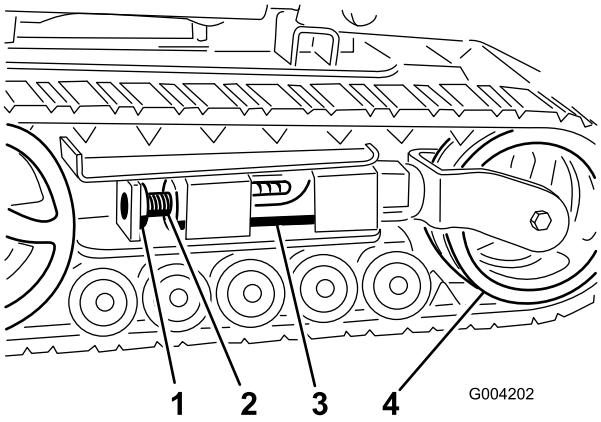


Figure 45

1. Locking bolt
2. Tensioning screw
3. Tension tube
4. Tension wheel

4. Using a 1/2 inch drive socket wrench, turn the tensioning screw counter-clockwise until the distance between the tension nut and the back of the tension tube (Figure 44) is 7 cm (2-3/4 inches).
5. Align the closest notch in the tension screw to the locking bolt hole and secure the screw with the locking bolt and nut (Figure 45).
6. Lower the traction unit to the ground.

Replacing the Tracks

Models 22321 and 22321G

When the tracks are badly worn, replace them.

1. Lower the loader arms, shut off the engine, and remove the key.
2. Lift/support the side of the unit to be worked on so that the track is 7.6 to 10 cm (3 to 4 inches) off the ground.
3. Remove the locking bolt and nut (Figure 45).
4. Using a drive socket wrench (1/2 inch), release the drive tension by turning the tensioning screw clockwise (Figure 45 and Figure 46).

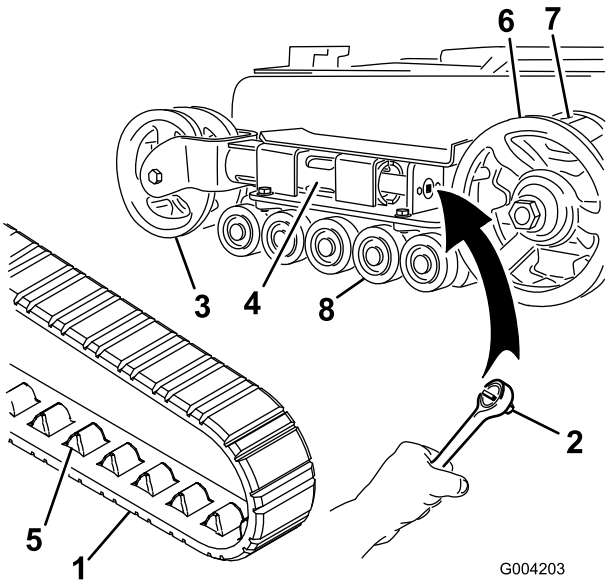


Figure 46

1. Track
2. Socket wrench (1/2 inch)
3. Tension wheel
4. Tension tube
5. Track lug
6. Drive sprocket
7. Sprocket cog
8. Road wheels

5. Push the tension wheel toward the rear of the unit to move the tension tube against the frame (Figure 46). (If it does not touch the frame, continue turning the tensioning screw until it does.)
6. Begin removing the track at the top of the tension wheel, peeling it off the wheel while rotating the track forward.
7. When the track is off the tension wheel, remove it from the drive sprocket and road wheels (Figure 46).
8. Beginning at the drive sprocket, coil the new track around the sprocket, ensuring that the lugs on the track fit between the cogs on the sprocket (Figure 46).
9. Push the track under and between the road wheels (Figure 46).

10. Starting at the bottom of the tension wheel, install the track around the wheel by rotating the track rearward while pushing the lugs into the wheel.
11. Turn the tensioning screw counter-clockwise until the distance between the tension nut and the back of the tension tube (Figure 44) is 7 cm (2-3/4 inches).
12. Align the closest notch in the tension screw to the locking bolt hole and secure the screw with the locking bolt and nut.
13. Lower the traction unit to the ground.
14. Repeat steps 2 through 13 to replace the other track.

Model 22322

When the tracks are badly worn, replace them.

1. Lower the loader arms, shut off the engine, and remove the key.
2. Lift/support the side of the unit to be worked on so that the track is 7.6 to 10 cm (3 to 4 inches) off the ground.
3. Remove the locking bolt and nut (Figure 45).
4. Using a drive socket wrench (1/2 inch), release the drive tension by turning the tensioning screw clockwise (Figure 45 and Figure 47).

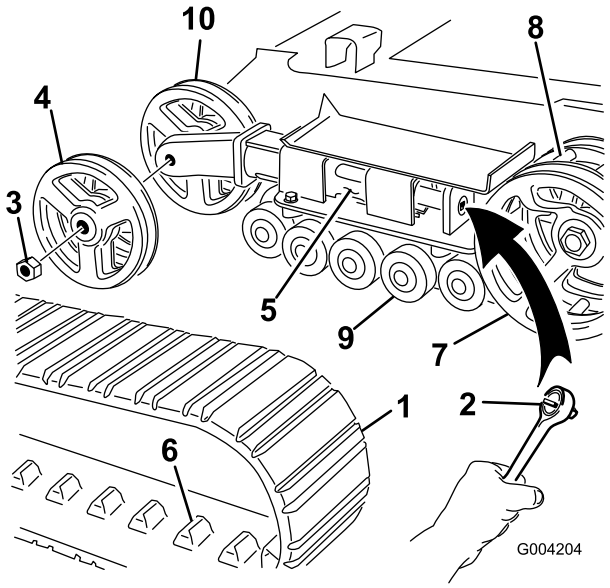


Figure 47

1. Track
2. Socket wrench (1/2 inch)
3. Tension wheel nut
4. Outer tension wheel
5. Tension tube
6. Track lug
7. Drive sprocket
8. Sprocket cog
9. Road wheels
10. Inner tension wheel

5. Push the tension wheel toward the rear of the unit to move the tension tube against the frame (Figure 47). (If it does not touch the frame, continue turning the tensioning screw until it does.)
6. Remove the nut securing the outer tension wheel and remove the wheel (Figure 47).
7. Remove the track (Figure 47).
8. Remove the nut securing the inner tension wheel and remove the wheel (Figure 47).
9. Pull the 4 large washers out of the 2 wheels, 1 on each side of each wheel.
10. Clean the old grease and dirt out of the area between where the washers were installed and the bearings inside the wheels, then fill this area on each side of each wheel with grease.
11. Install the large washers on the wheels over the grease.
12. Install the inner tension wheel and secure it with the nut removed previously (Figure 47).
13. Torque the nut to 407 N·m (300 ft-lb).
14. Install the new track, ensuring that the lugs in the track fit between the cogs in the middle of the drive sprocket (Figure 47).
15. Install the outer tension wheel and secure it with the nut removed previously (Figure 47).
16. Torque the nut to 407 N·m (300 ft-lb).
17. Turn the tensioning screw counter-clockwise until the distance between the tension nut and the back of the tension tube (Figure 44) is 7 cm (2-3/4 inches).
18. Align the closest notch in the tension screw to the locking bolt hole and secure the screw with the locking bolt and nut.
19. Repeat steps 2 through 18 to replace the other track.
20. Lower the traction unit to the ground.

Maintaining the Road Wheels

1. Remove the tracks; refer to Replacing the Tracks (page 35).
2. Remove the 4 bolts securing each lower track guide which contains the road wheels, and remove them (Figure 48).

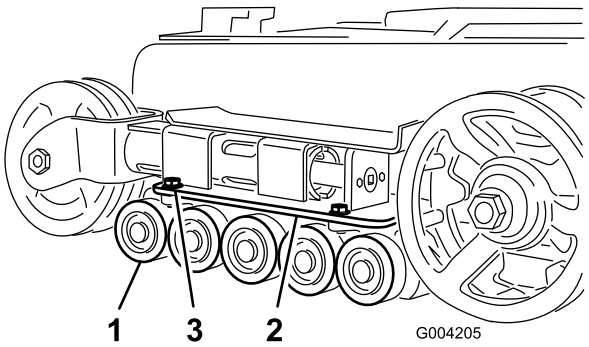


Figure 48

1. Road wheels
2. Lower track guide
3. Track guide bolts (only 2 shown)

3. Remove the snap ring and cap from a road wheel (Figure 49).

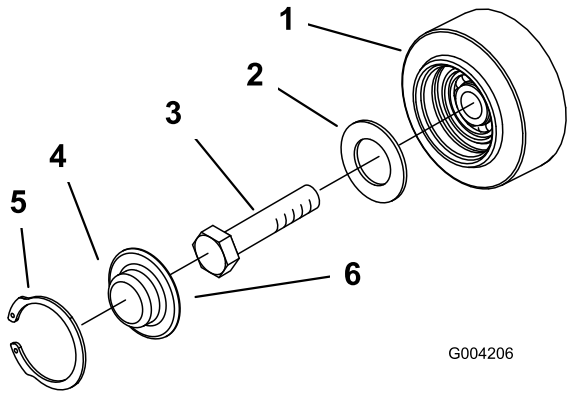


Figure 49

1. Road wheel
2. Gasket
3. Bolt
4. Road wheel cap
5. Snap ring
6. Add grease under the cap

4. Check the grease under the cap and around the gasket (Figure 49). If it is dirty, gritty, or depleted, clean out all of the grease, replace the gasket, and add new grease.
5. Ensure that the road wheel turns smoothly on the bearing. If it is frozen, replace the road wheel as described in the *Road Wheel Kit Installation Instructions* or contact your Authorized Service Dealer for repair.
6. Place the greased road wheel cap over the bolt head (Figure 46).
7. Secure the road wheel cap with the snap ring (Figure 46).
8. Repeat steps 3 through 7 for the other road wheels.
9. Install each track guide to the traction-unit frame using the fasteners you removed previously. Torque the bolts to 91 to 112 N·m (67 to 83 ft-lb).
10. Install the tracks; refer to Replacing the Tracks (page 35).

Belt Maintenance

Inspecting/Replacing the Drive Belt

Service Interval: Every 25 hours—Inspect the drive belt for wear or damage.

Every 200 hours—Replace the drive belt.

Replace the belt if you find any signs of wear, cracks, or damage or after 200 operating hours, whichever comes first.

To replace the drive belt, complete the following procedure:

Note: To complete this procedure, you need a sturdy metal hook to disconnect the idler-pulley spring, such as the Spring-Removal Tool (Toro Part No. 92-5771) available for order from your Authorized Service Dealer.

1. Lower the loader arms, shut off the engine, and remove the key.
2. Open the hood.
3. Connect the hook on the spring-removal tool to the hook on the idler pulley spring, and disconnect the spring from the stud as illustrated in Figure 50.

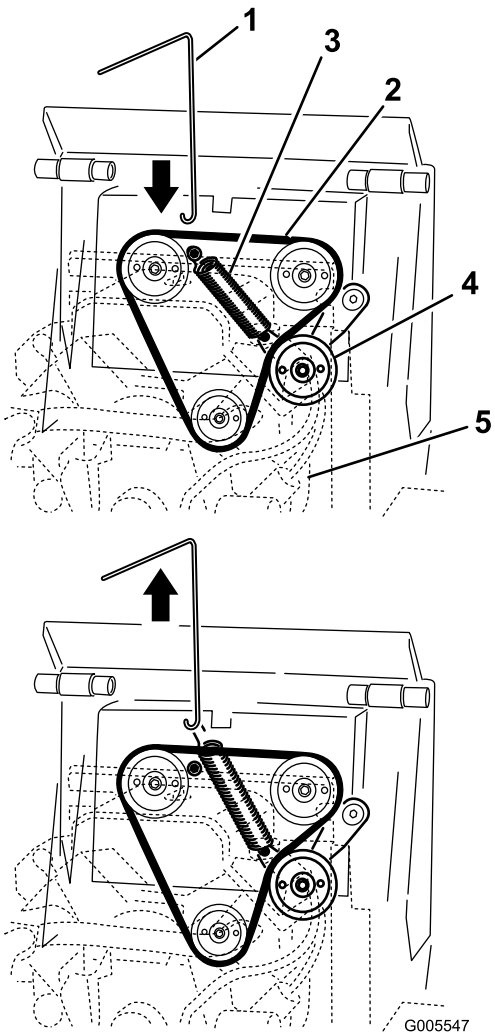


Figure 50

1. Spring-removal tool
2. Drive belt
3. Idler pulley spring (spring cover not shown)
4. Idler pulley
5. Engine (see-through for illustrative purposes)

4. Remove the idler pulley spring from the idler-pulley assembly (Figure 51).

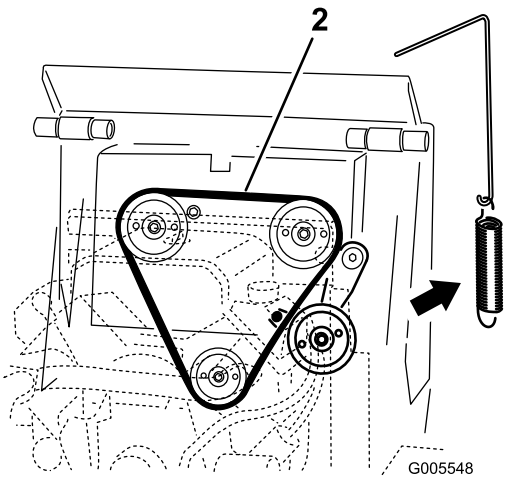


Figure 51

Spring cover not shown

1. Idler-pulley assembly
2. Drive-belt routing

5. Remove the belt from the 3 pulleys (Figure 52).

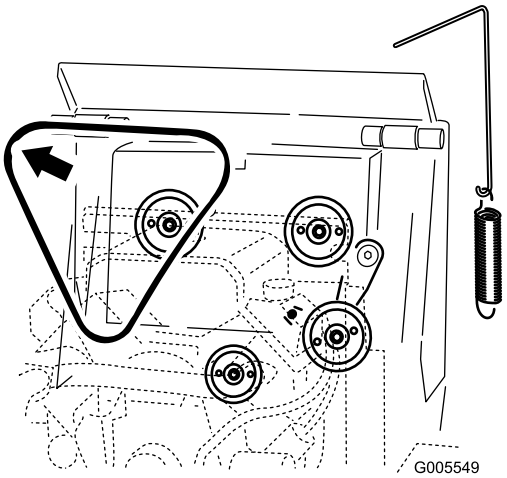


Figure 52

Spring cover not shown

6. Install a new drive belt around the 3 pulleys (Figure 51).
7. Install the end of the idler pulley spring to the arm on the idler-pulley assembly.

   Important: If you have removed the spring cover, ensure to install it over the spring at this time.

8. Using the spring-removal tool, pull the idler spring hook up and around the stud on the traction unit, pulling the idler pulley tight.
9. Remove the spring-removal tool from the spring and close the hood.

Controls System Maintenance

The factory adjusts the controls before shipping the traction unit. However, after many hours of use, you may need to adjust the traction control alignment, the neutral position of the traction control, and the tracking of the traction control in the full forward position.

Important: To adjust the controls properly, complete each procedure in the order listed.

Adjusting the Traction Control Alignment

If the traction control bar does not rest flush and square with the reference bar when in the full backward position, immediately complete the following procedure:

1. Park the traction unit on a flat surface and lower the loader arm.
2. Shut off the engine and remove the key.
3. Pull straight back on the traction control so the front of the control contacts the reference bar (Figure 53).

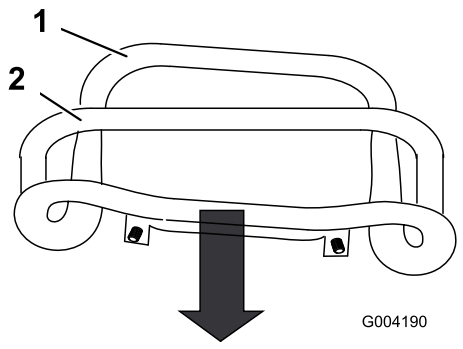


Figure 53

1. Front of the control (out of alignment)
2. Reference bar

4. If the front of the traction control does not rest square and flush with the reference bar, loosen the flange nut and bolt in the stem of the traction control (Figure 54).

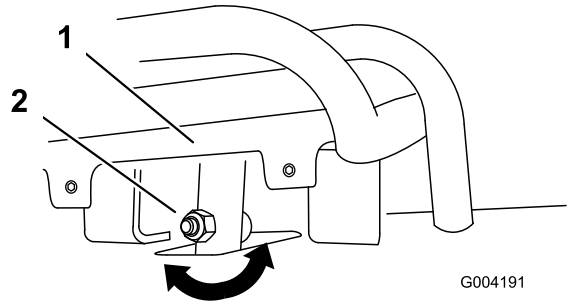


Figure 54

1. Traction control
2. Stem, bolt, and nut

5. Adjust the traction control so that it rests flush against the reference bar when you pull it straight back (Figure 54 and Figure 55).

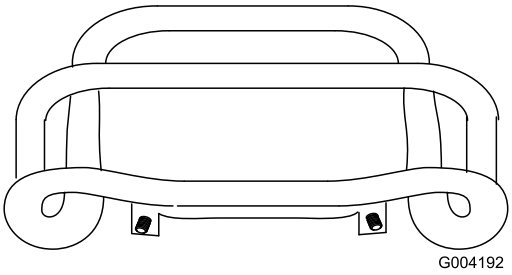


Figure 55

6. Tighten the flange nut and bolt in the traction control stem.

Adjusting the Traction Control Neutral Position

If the traction unit creeps forward or backward when the traction control is in neutral and the unit is warm, immediately complete the following procedure:

1. Lift/support the traction unit so that both tracks are off the ground.
2. Open the rear-access cover.
3. Loosen the jam nuts on the traction rods, under the control panel (Figure 56).

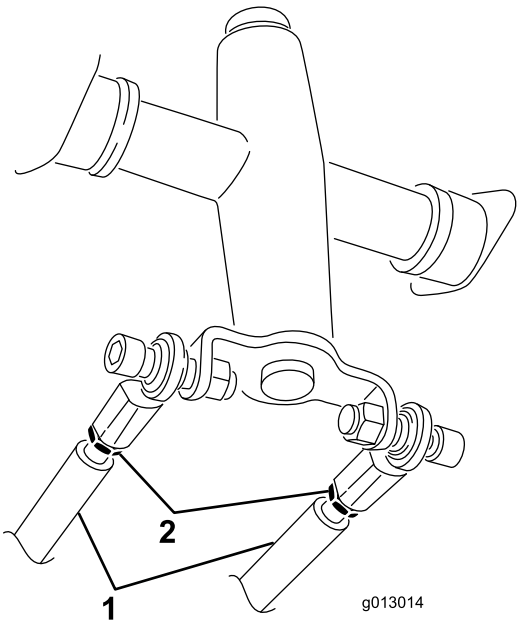


Figure 56

1. Traction rod
2. Jam nut

4. Start the traction unit and set the throttle to about 1/3 open position.

⚠ WARNING

When the traction unit is running, you could be caught and injured in moving parts or burned on hot surfaces.

Stay away from pinch points, moving parts, and hot surfaces when adjusting the running traction unit.

5. If the **left** track moves, lengthen or shorten the **right** traction rod until the track stops moving.
6. If the **right** track moves, lengthen or shorten the **left** traction rod until the track stops moving.
7. Tighten the jam nuts.
8. Close the rear-access cover.
9. Shut off the engine and lower the traction unit to the ground.
10. Drive the traction unit in full reverse, checking to see if the unit tracks straight. If it does not, note the direction the traction unit veers. Repeat the adjustment previously described so that it tracks straight in reverse.

Adjusting the Tracking of the Traction Control, Full Forward Position

If the traction unit does not drive straight when you hold the traction control against the reference bar, complete the following procedure:

1. Drive the traction unit with the traction control against the reference bar, noting which direction the traction unit veers.
2. Release the traction control.
3. If the traction unit veers to the **left**, loosen the **right** jam nut and adjust the tracking set screw on the front of the traction control (Figure 57).
4. If the traction unit veers to the **right**, loosen the **left** jam nut and adjust the tracking set screw on the front of the traction control (Figure 57).

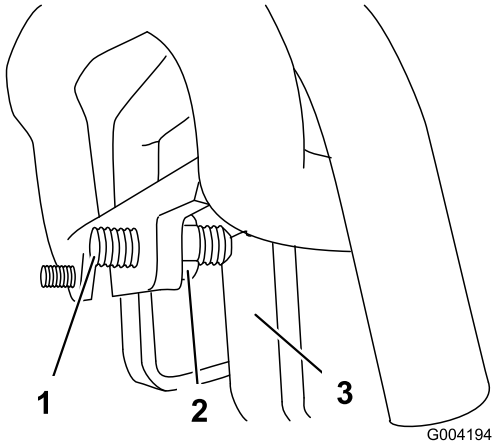


Figure 57

1. Set screw
2. Jam nut
3. Stop

5. Repeat steps 1 through 4 until the traction unit drives straight in the full forward position.

Important: Ensure that the tracking set screws touch the stops in the full forward position to avoid over stroking the hydraulic pumps.

Hydraulic System Maintenance

Replacing the Hydraulic Filter

Service Interval: After the first 8 hours

Every 200 hours

Important: Do not substitute an automotive oil filter or severe hydraulic system damage may result.

1. Position traction unit on a level surface.
2. Lower the loader arms, shut off the engine, and remove the key.
3. Open the rear-access cover.
4. Place a drain pan under the filter (Figure 58).

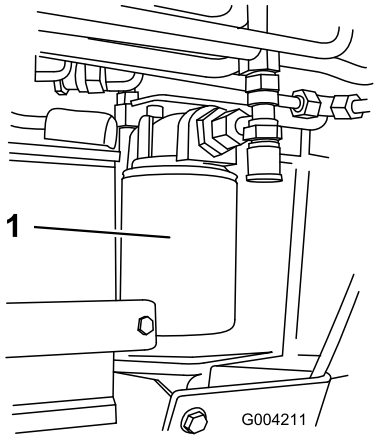


Figure 58

1. Hydraulic filter

5. Remove the old filter (Figure 58) and wipe the surface of the filter adapter gasket clean.
6. Apply a thin coat hydraulic fluid to the rubber gasket on the replacement filter.
7. Install the replacement hydraulic filter onto the filter adapter (Figure 58). Tighten it clockwise until the rubber gasket contacts the filter adapter, then tighten the filter an additional 3/4 turn.
8. Clean up any spilled fluid.
9. Start the engine and let it run for about 2 minutes to purge air from the system.
10. Shut off the engine and check for leaks.

⚠ WARNING

Hydraulic fluid escaping under pressure can penetrate skin and cause injury. Fluid injected into the skin must be surgically removed within a few hours by a doctor familiar with this form of injury; otherwise, gangrene may result.

- **Keep your body and hands away from pinhole leaks or nozzles that eject high-pressure hydraulic fluid.**
- **Use cardboard or paper to find hydraulic leaks; never use your hands.**

11. Check the fluid level in the hydraulic tank (refer to Checking the Hydraulic-Fluid Level (page 18)) and add fluid to raise the level to mark on dipstick. Do not overfill the tank.
12. Close the rear-access cover.

Changing the Hydraulic Fluid

Service Interval: Every 400 hours/Yearly (whichever comes first)

Hydraulic Fluid Specification:

Use only 1 of the following fluids in the hydraulic system:

- **Toro Premium Transmission/Hydraulic Tractor Fluid** (refer to your Authorized Toro Dealer for more information)
- **Toro Premium All Season Hydraulic Fluid** (refer to your Authorized Toro Dealer for more information)
- If either of the above Toro fluids are not available, you may use another **Universal Tractor Hydraulic Fluid (UTHF)**, but they must be only **conventional, petrolium-based** products. The specifications must fall within the listed range for all of the following material properties and the fluid should meet the listed industry standards. Check with your oil supplier to determine if the oil meets these specifications.

  Note: Toro does not assume responsibility for damage caused by improper substitutions, so use only products from reputable manufacturers who stand behind their recommendations.

Material Properties	
Viscosity, ASTM D445	cSt at 40 degrees C: 55 to 62
	cSt at 100 degrees C: 9.1 to 9.8
Viscosity index, ASTM D2270	140 to 152
Pour Point, ASTM D97	-37 to -43 degrees C (-35 to -46 degrees F)

Industry Standards
API GL-4, AGCO Powerfluid 821 XL, Ford New Holland FNHA-2-C-201.00, Kubota UDT, John Deere J20C, Vickers 35VQ25 and Volvo WB-101/BM.

Note: Many hydraulic fluids are almost colorless, making it difficult to spot leaks. A red dye additive for the hydraulic system oil is available in 20 ml (2/3 oz) bottles. One bottle is sufficient for 15 to 22 L (4 to 6 US gallons) of hydraulic fluid. Order part no. 44-2500 from your Authorized Toro Dealer.

1. Position the traction unit on a level surface.
2. Open the hood and remove the left side screen.
3. Install the cylinder lock, shut off the engine, and remove the key.
4. Allow the traction unit to cool completely.
5. Remove the hydraulic-tank cap and dipstick (Figure 59).

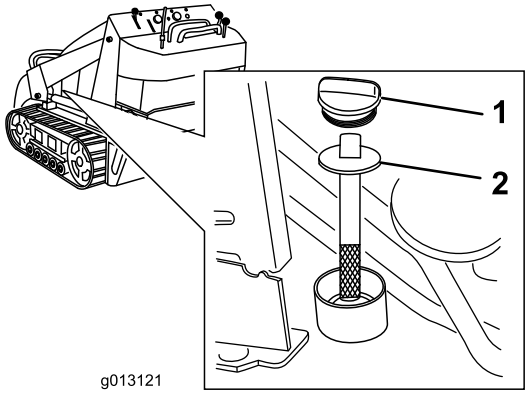


Figure 59

1. Filler-neck cap
2. Dip stick

6. Place a large drain pain (capable of holding 15 US gallons) under the drain plug on the front of the traction unit (Figure 60).

   Note: The drain plug is located behind the front weights, under the sloped plate.

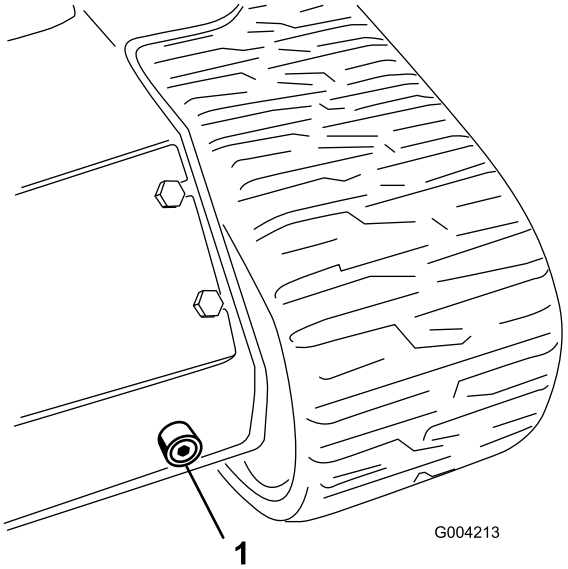


Figure 60

1. Drain plug

7. Remove the drain plug and allow the oil to drain into the pan (Figure 60).
8. When finished, install and tighten the drain plug.

   Note: Dispose of the used oil at a certified recycling center.

9. Fill the hydraulic tank with approximately 45.4 L (12 US gallons) of hydraulic fluid as specified previously.
10. Start the engine and let it run for a few minutes.
11. Shut off the engine.
12. Check the hydraulic-fluid level and top it off if necessary; refer to Checking the Hydraulic-Fluid Level (page 18).
13. Install the side screen and close the hood.

Checking the Hydraulic Lines

Service Interval: Every 100 hours—Check the hydraulic lines for leaks, loose fittings, kinked lines, loose mounting supports, wear, weather, and chemical deterioration. (Make necessary repairs before operating.)

Every 1,500 hours/Every 2 years (whichever comes first)—Replace all moving hydraulic hoses.

⚠ WARNING

Hydraulic fluid escaping under pressure can penetrate skin and cause injury. Fluid injected into the skin must be surgically removed within a few hours by a doctor familiar with this form of injury; otherwise, gangrene may result.

- **Keep your body and hands away from pinhole leaks or nozzles that eject high-pressure hydraulic fluid.**
- **Use cardboard or paper to find hydraulic leaks; never use your hands.**

Cleaning

Removing Debris from the Traction Unit

Service Interval: Before each use or daily

Important: Operating the engine with blocked screens and/or cooling shrouds removed will result in engine damage from overheating.

1. Park the traction unit on a level surface, lower the loader arms, and shut off the engine.
2. Remove the key and allow the engine to cool.
3. Open the hood.
4. Clean any debris from the front and side screens.
5. Wipe away debris from the air cleaner.
6. Clean any debris buildup on the engine and in the oil cooler fins with a brush or blower.

   Important: It is preferable to blow dirt out, rather than washing it out. If water is used, keep it away from electrical items and hydraulic valves. Do not use a high-pressure washer. High-pressure washing can damage the electrical system and hydraulic valves or deplete grease.
7. Clean debris from the hood opening, muffler, and heat shields.
8. Close the hood.

Cleaning the Chassis

Service Interval: Every 100 hours—Check for dirt build-up in the chassis.

Using a flashlight, open the hood and inspect the area under the engine on a regular basis. When the debris is 1 to 2 inches deep, complete the following procedure (refer to Figure 61 throughout this procedure):

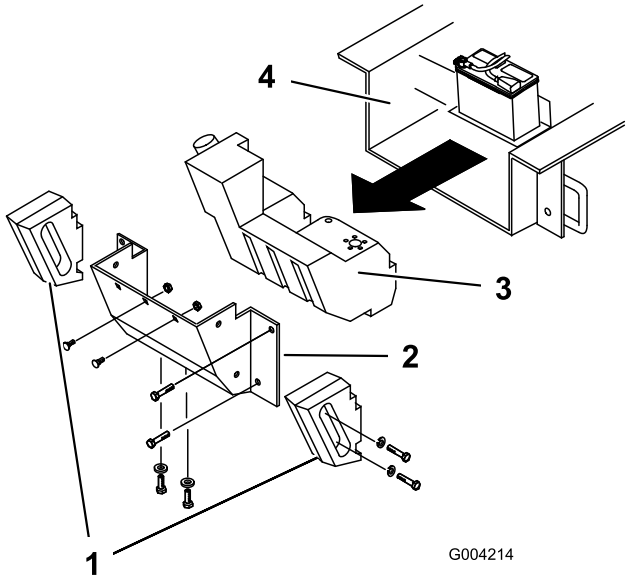


Figure 61

1. Side weights
2. Rear panel
3. Fuel tank
4. Chassis

1. Lift and support the front of the traction unit.
2. Shut off the engine and remove the key.
3. Disconnect the negative battery cable.
4. Remove the bolts, washers, and lock washers securing the 2 side weights, removing the weights (Figure 61).
5. Open the rear-access cover.
6. Remove the 2 carriage bolts and washers from the battery base.
7. Remove the 6 nuts and bolts securing the rear panel, removing the panel (Figure 61).
8. Place a clamp on the fuel line, 2 inches from where it comes out of the fuel tank.
9. Slide the fuel tank to the rear (Figure 61).
10. Disconnect the fuel line from the fitting on the fuel tank.
11. Disconnect the 2 wires leading to the right side of the tank (Figure 62).

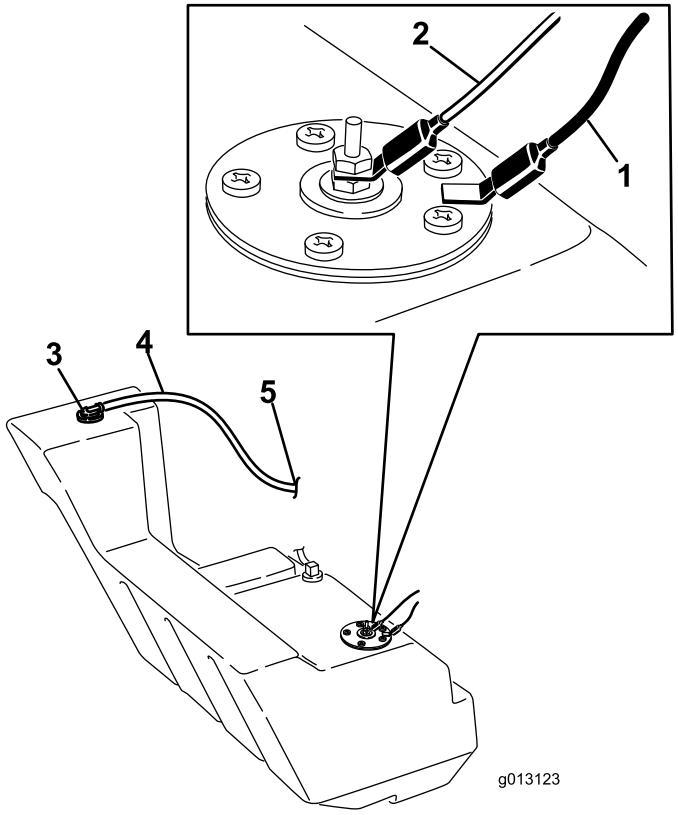


Figure 62

1. Black wire
2. Orange wire
3. Fuel-tank-vent fitting
4. Vent hose
5. To the carbon canister

12. Disconnect the vent hose from the fitting on top of the tank. Plug the fitting so that no fuel can leak out during the procedure.
13. Carefully remove the tank and set it upright to keep from spilling the fuel.

⚠ DANGER

In certain conditions, fuel is extremely flammable and highly explosive. A fire or explosion from fuel can burn you and others and can damage property.

- **Remove the fuel tank outdoors in an open area. Wipe up any fuel that spills.**
- **Do not remove the fuel tank near an open flame or where fuel fumes may be ignited by a spark.**
- **Do not smoke while handling the fuel tank.**

14. Remove any large deposits of debris.
15. Wash out the chassis with water until the water running out the back of the unit is clear.

Important: Take care not to get water into the engine or electrical components.

16. Slide the fuel tank part way into the chassis (Figure 61).

17. Remove the plug from the vent fitting and connect the vent hose to it.
18. Connect the fuel line and remove the clamp.
19. Secure the tank cap and tighten it until it clicks.
20. On the right side of the tank, connect the orange wire to the center post and the black wire to the outside post (Figure 62).
21. Slide the tank all the way into the traction unit.

    Important: The fuel line and wires must be away from the engine pulleys and the frame.
22. Replace the rear panel and secure it with the 6 bolts and nuts removed previously (Figure 61).
23. Secure the battery tray with the bolts and washers removed previously.
24. Install the side weights with the bolts, washers, and lock washers removed previously (Figure 61).
25. Close the rear-access cover.
26. Lower the traction unit to the ground.

Storage

1. Lower the loader arms, shut off the engine, and remove the key.
2. Remove dirt and grime from the external parts of the entire traction unit, especially the engine. Clean dirt and chaff from the outside of the engine cylinder head fins and blower housing.

   Important: You can wash the traction unit with mild detergent and water. Do not pressure wash the traction unit. Avoid excessive use of water, especially near the control panel, engine, hydraulic pumps, and motors.
3. Service the air cleaner; refer to Servicing the Air Cleaner (page 28).
4. Grease the traction unit; refer to Greasing the Traction Unit (page 27).
5. Change the crankcase oil; refer to Changing the Oil (page 29).
6. Remove the spark plugs and check the condition of each; refer to Servicing the Spark Plugs (page 30).
7. With the spark plugs removed from the engine, pour 2 tablespoons of engine oil into each spark plug hole.
8. Place rags over the spark plug holes to catch any oil spray, then use the starter to crank the engine and distribute the oil inside the cylinder.
9. Install the spark plugs, but do not install the wires on the spark plugs.
10. Charge the battery; refer to Charging the Battery (page 33).
11. For storage over 30 days, prepare the traction unit as follows:

    A. Add a petroleum based stabilizer/conditioner to fuel in the tank. Follow the mixing instructions from the stabilizer manufacturer. **Do not use an alcohol based stabilizer (ethanol or methanol).**

       Note: Fuel stabilizer/conditioner is most effective when mixed with fresh fuel and used at all times.

    B. Run the engine to distribute conditioned fuel through the fuel system (5 minutes).

    C. Shut off the engine, allow it to cool and drain the fuel tank using a pump-type syphon.

    D. Start the engine and run it until it shuts off.

    E. Choke the engine.

    F. Start and run the engine until it does not start again.

    G. Dispose of fuel properly. Recycle as per local codes.

    Important: Do not store stabilizer/conditioned fuel over 90 days.

12. Check and adjust the track tension; refer to Adjusting the Track Tension (page 35).
13. Check and tighten all bolts, nuts, and screws. Repair or replace any part that is damaged.
14. Paint all scratched or bare metal surfaces. Paint is available from your Authorized Service Dealer.
15. Store the traction unit in a clean, dry garage or storage area. Remove the key from the ignition switch and keep it in a memorable place.
16. Cover the traction unit to protect it and keep it clean.

Troubleshooting

Problem	Possible Cause	Corrective Action
The starter does not crank.	1. The battery is discharged. 2. The electrical connections are corroded or loose. 3. The relay or switch is damaged.	1. Charge the battery or replace it. 2. Check the electrical connections for good contact. 3. Contact your Authorized Service Dealer.
The engine does not start, starts hard, or fails to keep running.	1. The fuel tank is empty. 2. The choke is not on. 3. The air cleaner is dirty. 4. The spark-plug wires are loose or disconnected. 5. The spark plugs are pitted, fouled, or the gap is incorrect. 6. There is dirt in the fuel filter. 7. Dirt, water, or stale fuel is in fuel system.	1. Fill the fuel tank with fuel. 2. Move the choke lever fully forward. 3. Replace the air-cleaner element. 4. Install the wires on the spark plugs. 5. Install new, correctly gapped spark plugs. 6. Replace the fuel filter. 7. Contact Authorized Service Dealer.
The engine loses power.	1. The engine load is excessive. 2. The air cleaner is dirty. 3. The oil level in crankcase is low. 4. The cooling fins and air passages under the engine blower housing are plugged. 5. The spark plugs are pitted, fouled, or the gap is incorrect. 6. There is dirt in the fuel filter. 7. Dirt, water, or stale fuel is in fuel system.	1. Reduce the ground speed. 2. Replace the air-cleaner element. 3. Check and add oil to the crankcase. 4. Remove any obstructions from the cooling fins and air passages. 5. Install new, correctly gapped spark plugs. 6. Replace the fuel filter. 7. Contact Authorized Service Dealer.
The engine overheats.	1. The engine load is excessive. 2. The oil level in crankcase is low. 3. The cooling fins and air passages under the engine blower housing are plugged.	1. Reduce the ground speed. 2. Check and add oil to the crankcase. 3. Remove any obstructions from the cooling fins and air passages.
There is abnormal vibration.	1. The engine mounting bolts are loose.	1. Tighten the engine mounting bolts.
The traction unit does not drive.	1. The parking brake is on. 2. The hydraulic-fluid level is low. 3. The tow valves are open. 4. The hydraulic system is damaged.	1. Release the parking brake. 2. Check and add hydraulic fluid. 3. Close the tow valves. 4. Contact Authorized Service Dealer.

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International Distributor List

Distributor:	Country:	Phone Number:	Distributor:	Country:	Phone Number:
Agrolanc Kft	Hungary	36 27 539 640	Maquiver S.A.	Colombia	57 1 236 4079
Asian American Industrial (AAI)	Hong Kong	852 2497 7804	Maruyama Mfg. Co. Inc.	Japan	81 3 3252 2285
B-Ray Corporation	Korea	82 32 551 2076	Mountfield a.s.	Czech Republic	420 255 704 220
Brisa Goods LLC	Mexico	1 210 495 2417	Mountfield a.s.	Slovakia	420 255 704 220
Casco Sales Company	Puerto Rico	787 788 8383	Munditol S.A.	Argentina	54 11 4 821 9999
Ceres S.A.	Costa Rica	506 239 1138	Norma Garden	Russia	7 495 411 61 20
CSSC Turf Equipment (pvt) Ltd.	Sri Lanka	94 11 2746100	Oslinger Turf Equipment SA	Ecuador	593 4 239 6970
Cyril Johnston & Co.	Northern Ireland	44 2890 813 121	Oy Hako Ground and Garden Ab	Finland	358 987 00733
Cyril Johnston & Co.	Republic of Ireland	44 2890 813 121	Parkland Products Ltd.	New Zealand	64 3 34 93760
Fat Dragon	China	886 10 80841322	Perfetto	Poland	48 61 8 208 416
Femco S.A.	Guatemala	502 442 3277	Pratoverde SRL.	Italy	39 049 9128 128
FIVEMANS New-Tech Co., Ltd	China	86-10-6381 6136	Prochaska & Cie	Austria	43 1 278 5100
ForGarder OU	Estonia	372 384 6060	RT Cohen 2004 Ltd.	Israel	972 986 17979
G.Y.K. Company Ltd.	Japan	81 726 325 861	Riversa	Spain	34 9 52 83 7500
Geomechaniki of Athens	Greece	30 10 935 0054	Lely Turfcare	Denmark	45 66 109 200
Golf international Turizm	Turkey	90 216 336 5993	Lely (U.K.) Limited	United Kingdom	44 1480 226 800
Hako Ground and Garden	Sweden	46 35 10 0000	Solvert S.A.S.	France	33 1 30 81 77 00
Hako Ground and Garden	Norway	47 22 90 7760	Spypros Stavrinides Limited	Cyprus	357 22 434131
Hayter Limited (U.K.)	United Kingdom	44 1279 723 444	Surge Systems India Limited	India	91 1 292299901
Hydroturf Int. Co Dubai	United Arab Emirates	97 14 347 9479	T-Markt Logistics Ltd.	Hungary	36 26 525 500
Hydroturf Egypt LLC	Egypt	202 519 4308	Toro Australia	Australia	61 3 9580 7355
Irrimac	Portugal	351 21 238 8260	Toro Europe NV	Belgium	32 14 562 960
Irrigation Products Int'l Pvt Ltd.	India	0091 44 2449 4387	Valtech	Morocco	212 5 3766 3636
Jean Heybroek b.v.	Netherlands	31 30 639 4611	Victus Emak	Poland	48 61 823 8369

European Privacy Notice

The Information Toro Collects
Toro Warranty Company (Toro) respects your privacy. In order to process your warranty claim and contact you in the event of a product recall, we ask you to share certain personal information with us, either directly or through your local Toro company or dealer.

The Toro warranty system is hosted on servers located within the United States where privacy law may not provide the same protection as applies in your country.

BY SHARING YOUR PERSONAL INFORMATION WITH US, YOU ARE CONSENTING TO THE PROCESSING OF YOUR PERSONAL INFORMATION AS DESCRIBED IN THIS PRIVACY NOTICE.

The Way Toro Uses Information
Toro may use your personal information to process warranty claims, to contact you in the event of a product recall and for any other purpose which we tell you about. Toro may share your information with Toro's affiliates, dealers or other business partners in connection with any of these activities. We will not sell your personal information to any other company. We reserve the right to disclose personal information in order to comply with applicable laws and with requests by the appropriate authorities, to operate our systems properly or for our own protection or that of other users.

Retention of your Personal Information
We will keep your personal information as long as we need it for the purposes for which it was originally collected or for other legitimate purposes (such as regulatory compliance), or as required by applicable law.

Toro's Commitment to Security of Your Personal Information
We take reasonable precautions in order to protect the security of your personal information. We also take steps to maintain the accuracy and current status of personal information.

Access and Correction of your Personal Information
If you would like to review or correct your personal information, please contact us by email at legal@toro.com.

Australian Consumer Law

Australian customers will find details relating to the Australian Consumer Law either inside the box or at your local Toro Dealer.

The Toro Warranty

A One-Year Limited Warranty

Compact Utility Equipment (CUE) Products

Conditions and Products Covered

The Toro Company and its affiliate, Toro Warranty Company, pursuant to an agreement between them, jointly warrant your Toro Compact Utility Equipment ("Product") to be free from defects in materials or workmanship. The following time periods apply from the date of purchase:

Products	Warranty Period
Pro Sneak Compact Tool Carriers, Trenchers, Stump Grinders, and Attachments	1 year or 1000 operating hours, whichever occurs first
Kohler Engines	3 years*
All other Engines	2 years*

Where a warrantable condition exists, we will repair the Product at no cost to you including diagnosis, labor, and parts.

*Some engines used on Toro Products are warranted by the engine manufacturer.

Instructions for Obtaining Warranty Service

If you think that your Toro Product contains a defect in materials or workmanship, follow this procedure:

1. Contact any Authorized Toro Compact Utility Equipment (CUE) Service Dealer to arrange service at their dealership. To locate a dealer convenient to you, access our website at www.Toro.com. You may also call our Toro Customer Care Department toll free at the number below.
2. Bring the product and your proof of purchase (sales receipt) to the Service Dealer.
3. If for any reason you are dissatisfied with the Service Dealer's analysis or with the assistance provided, contact us at:

   SWS Customer Care Department
   Toro Warranty Company
   8111 Lyndale Avenue South
   Bloomington, MN 55420-1196
   Toll Free: 888-384-9940

Owner Responsibilities

You must maintain your Toro Product by following the maintenance procedures described in the *Operator's Manual*. Such routine maintenance, whether performed by a dealer or by you, is at your expense. Parts scheduled for replacement as required maintenance ("Maintenance Parts"), are warranted for the period of time up to the scheduled replacement time for that part. Failure to perform required maintenance and adjustments can be grounds for disallowing a warranty claim.

Items and Conditions Not Covered

Not all product failures or malfunctions that occur during the warranty period are defects in materials or workmanship. This express warranty does not cover the following:

- Product failures which result from the use of non-Toro replacement parts, or from installation and use of add-on, modified, or unapproved accessories
- Product failures which result from failure to perform required maintenance and/or adjustments
- Product failures which result from operating the Product in an abusive, negligent or reckless manner
- Parts subject to consumption through use unless found to be defective. Examples of parts which are consumed, or used up, during normal product operation include, but are not limited to, belts, wipers, spark plugs, tires, filters, gaskets, wear plates, seals, O-rings, drive chains, clutches.
- Failures caused by outside influence. Items considered to be outside influence include, but are not limited to, weather, storage practices, contamination, use of unapproved coolants, lubricants, additives, or chemicals, etc.
- Normal "wear and tear" items. Normal "wear and tear" includes, but is not limited to, worn painted surfaces, scratched decals, etc.
- Repairs necessary due to failure to follow recommended fuel procedure (consult *Operator's Manual* for more details)
  - Removing contaminants from the fuel system is not covered
  - Use of old fuel (more than one month old) or fuel which contains more than 10% ethanol or more that 15% MTBE
  - Failure to drain the fuel system prior to any period of non-use over one month
- Any component covered by a separate manufacturer's warranty
- Pickup and delivery charges

General Conditions

Repair by an Authorized Toro Compact Utility Equipment (CUE) Service Dealer is your sole remedy under this warranty.

Neither The Toro Company nor Toro Warranty Company is liable for indirect, incidental or consequential damages in connection with the use of the Toro Products covered by this warranty, including any cost or expense of providing substitute equipment or service during reasonable periods of malfunction or non-use pending completion of repairs under this warranty. All implied warranties of merchantability and fitness for use are limited to the duration of this express warranty. Some states do not allow exclusions of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above exclusions and limitations may not apply to you.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Except for the engine warranty coverage and the Emissions warranty referenced below, if applicable, there is no other express warranty. The Emissions Control System on your Product may be covered by a separate warranty meeting requirements established by the U.S. Environmental Protection Agency (EPA) or the California Air Resources Board (CARB). The hour limitations set forth above do not apply to the Emissions Control System Warranty. Refer to the California Emission Control Warranty Statement supplied with your Product or contained in the engine manufacturer's documentation for details.

Countries Other than the United States or Canada

Customers who have purchased Toro products outside the United States or Canada should contact their Toro Distributor (Dealer) to obtain guarantee policies for your country, province, or state. If for any reason you are dissatisfied with your Distributor's service or have difficulty obtaining guarantee information, contact the Toro importer. If all other remedies fail, you may contact us at Toro Warranty Company.

Australian Consumer Law: Australian customers will find details relating to the Australian Consumer Law either inside the box or at your local Toro Dealer.