



# **ProLine Pruner**

**Model No. 53035 — 8900001 & Up**

**Operator's Manual**



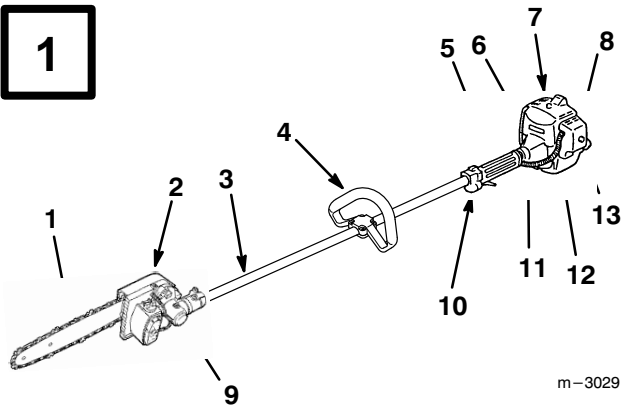
## **WARNING:**



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

# Figures

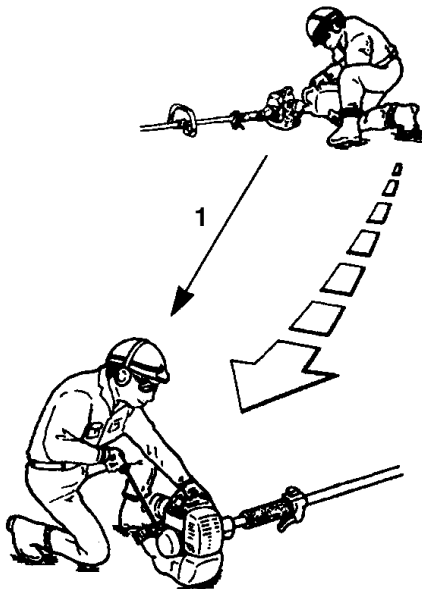
**1**



m-3029

- |  |  |
|--|--|
| 1. Chain and Guide Bar                                     | 9. Gearcase                              |
| 2. Pruner Head   | 10. Throttle Trigger and Stop Switch     |
| 3. Shaft Assembly  | 11. Throttle Cable and Stop Switch Wires |
| 4. Loop Handle   | 12. Fuel Tank                            |
| 5. Shaft Grip  | 13. Air Filter                           |
| 6. Clutch Drum Housing                                     |  |
| 7. Engine  |  |
| 8. Model and Serial Number Decal (on rear of engine stand) |  |

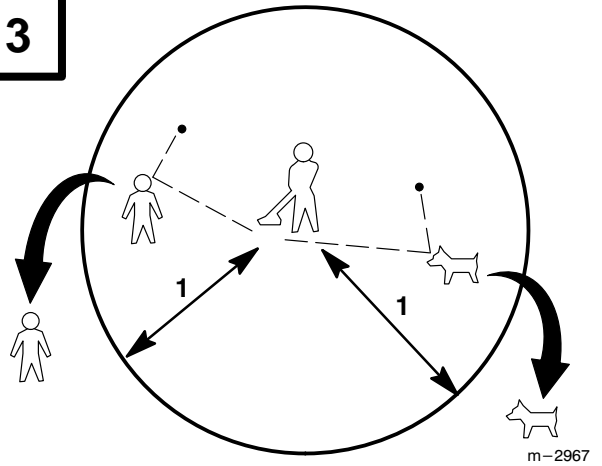
**2**



m-2966

1. 10 feet (3m) Minimum

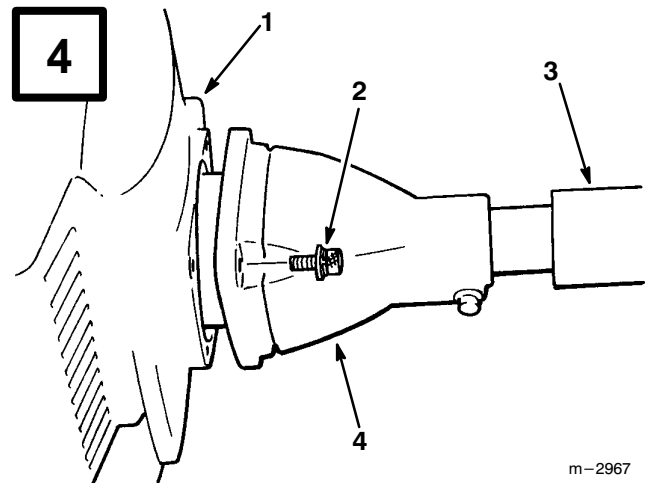
**3**



m-2967

1. 50 ft. (15 m) Minimum

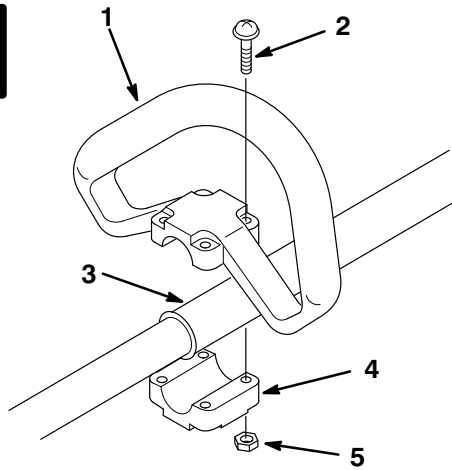
**4**



m-2967

- |                      |                        |
|----------------------|------------------------|
| 1. Engine            | 3. Shaft               |
| 2. M5 x 20 Screw (4) | 4. Clutch Drum Housing |

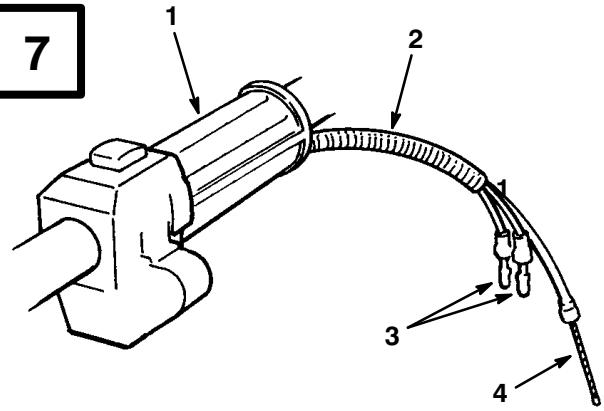
**5**



m-2970

- 1. Loop Handle
- 2. Screw (4)
- 3. Rubber Sleeve
- 4. Bottom Clamp
- 5. Nut (4)

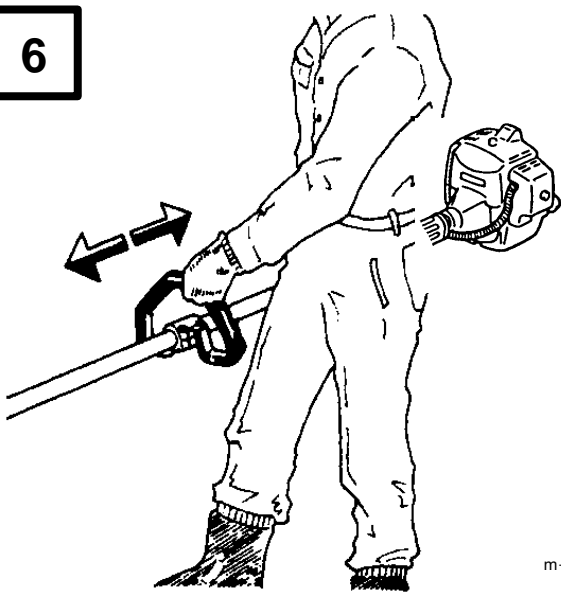
**7**



m-2972

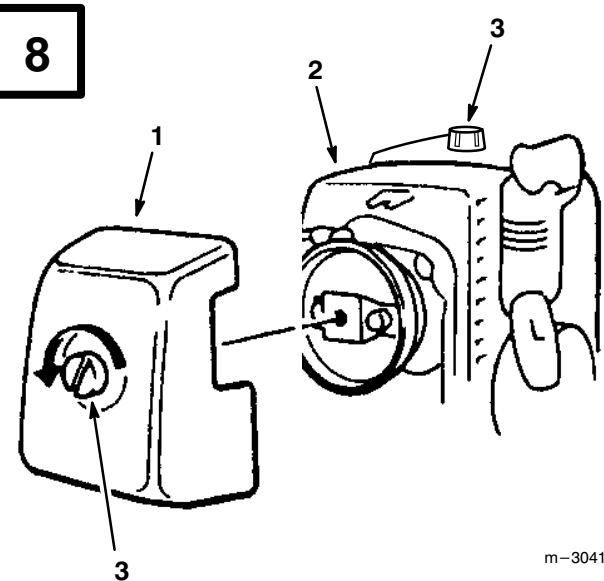
- 1. Shaft Grip
- 2. Plastic Tube
- 3. Stop Switch Wires
- 4. Throttle Cable

**6**



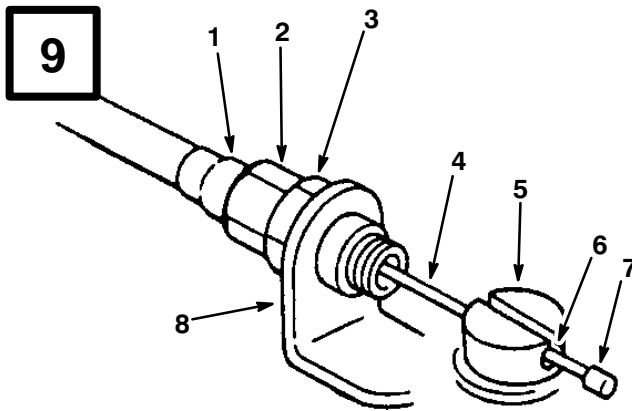
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**8**



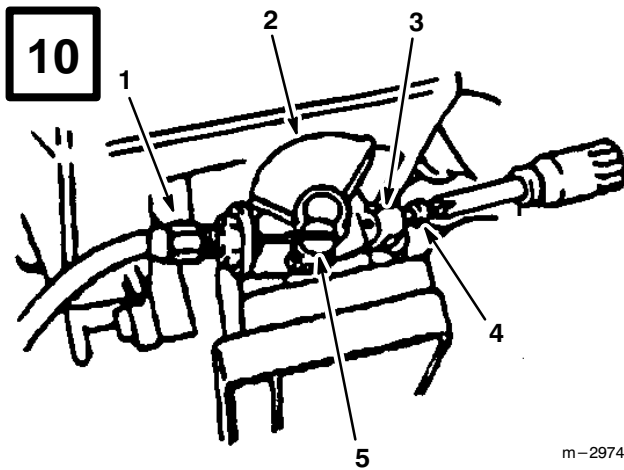
m-3041

- 1. Air Cleaner Cover
- 2. Cylinder Cover
- 3. Knob



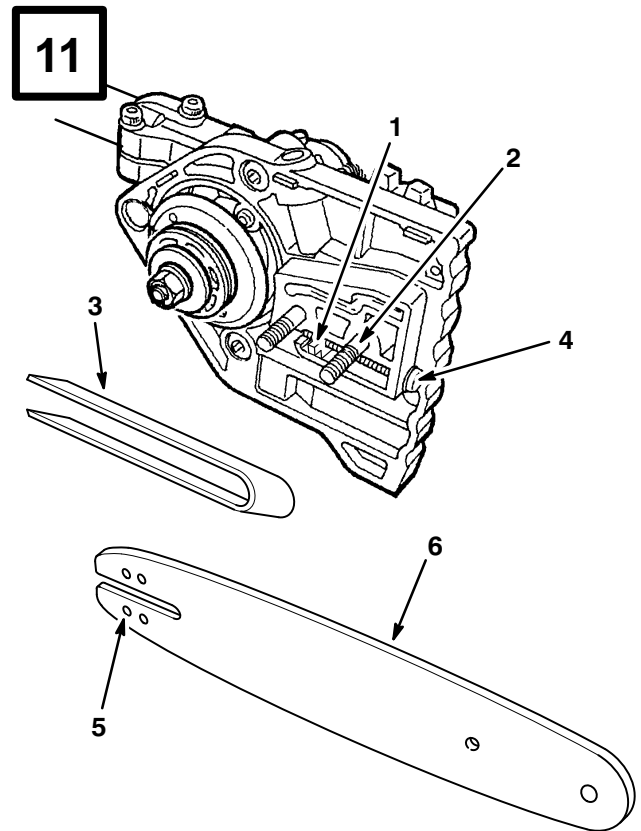
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- |                           |                       |
|---------------------------|-----------------------|
| 1. Throttle Cable Housing | 5. Slotted Fitting    |
| 2. Cable Adjuster Sleeve  | 6. Recessed Hole      |
| 3. Locknut                | 7. Cable Lug          |
| 4. Throttle Cable         | 8. Carburetor Bracket |



m-2974

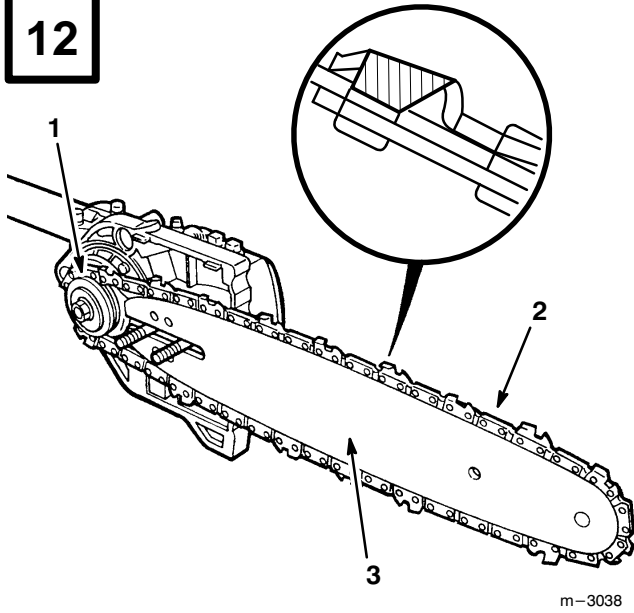
- |  |                              |
|--|------------------------------|
| 1. Cable Adjuster Sleeve                           | 4. Idle Speed Adjuster Screw |
| 2. Carburetor Throttle Cam                         | 5. Slotted Fitting           |
| 3. Throttle Stop/Idle Speed Adjuster Screw Bracket |                              |



m-3037

- |  |  |
|--|--|
| 1. Chain Tensioner Adjustment Pin                                  | 4. Chain Tensioner Screw               |
| 2. Bar Stud (2)  | 5. Chain Tensioner Adjustment Pin Hole |
| 3. Bar Stud Spacer (required with 11-inch bar; provided with unit) | 6. Guide Bar                           |

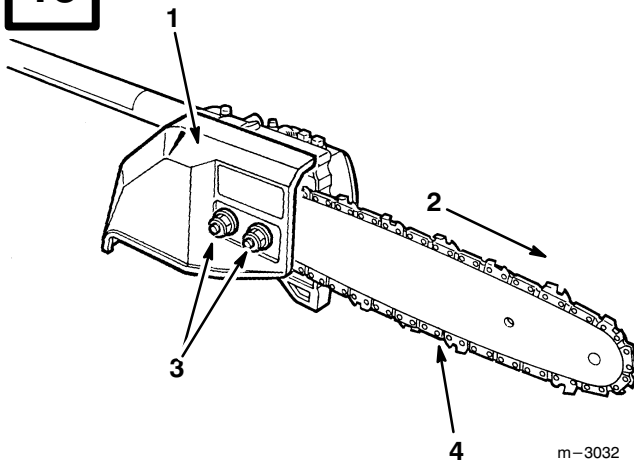
**12**



m-3038

1. Rim Sprocket
2. Chain
3. Guide Bar

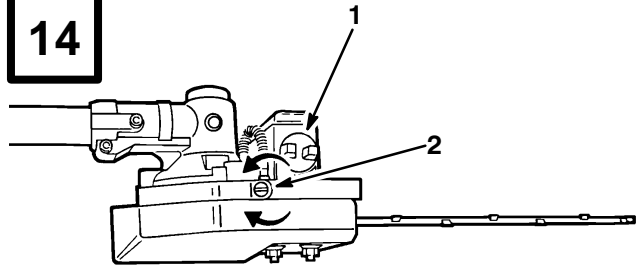
**13**



m-3032

1. Sprocket Cover
2. Chain Travel Direction
3. Bar Stud Nuts
4. No Clearance or Slack between Chain and Bottom of Guide Bar

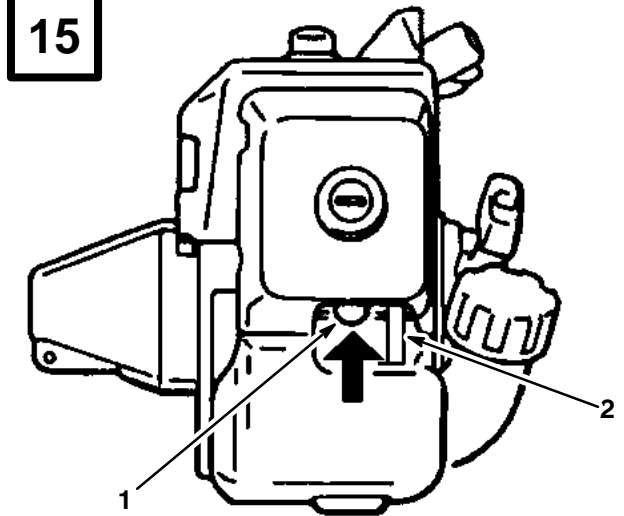
**14**



m-3039

1. Oil Tank Filler Cap
2. Oil Discharge Adjustment Screw

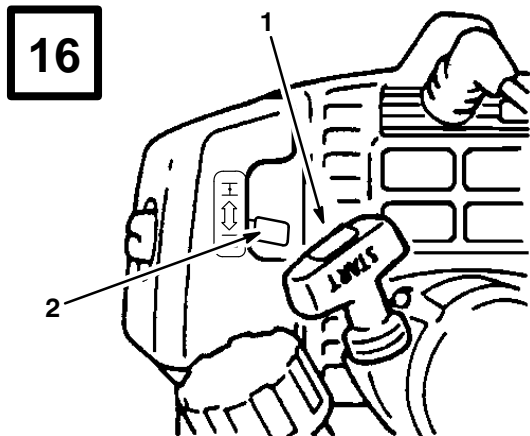
**15**



m-2978

1. Primer Bulb
2. Fuel Return Line

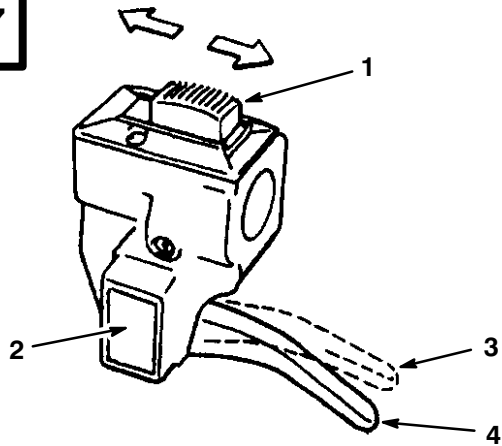
**16**



m-2938

1. Starter Handle
2. Choke Lever (typical)

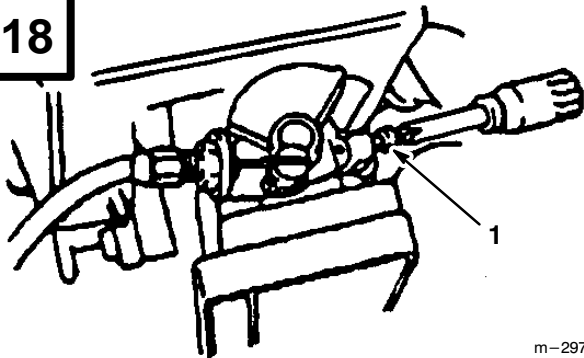
**17**



m-2939

1. Stop Switch
2. Fast-idle Lock
3. Throttle Trigger (in fast-idle start position)
4. Throttle Trigger (in idle position)

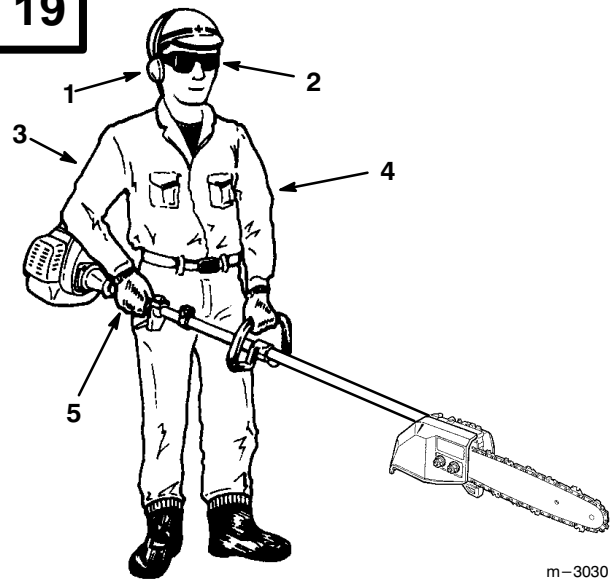
**18**



m-2974

1. Idle Speed Adjustment Screw

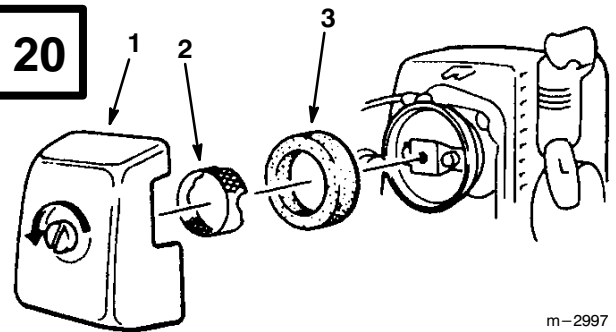
**19**



m-3030

1. Hearing Protection
2. Eye Protection
3. Right Arm Slightly Bent
4. Left Arm Fully Extended, Hand Holding Loop Handle
5. Hand Holding Throttle Grip, Fingers on Throttle Trigger

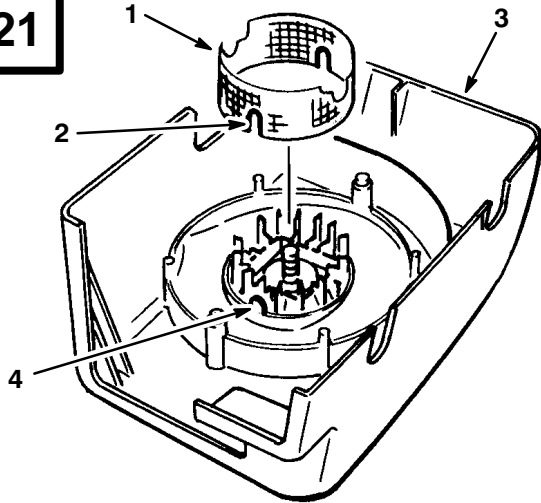
**20**



m-2997

1. Air Filter Cover
2. Filter Screen
3. Foam Ring

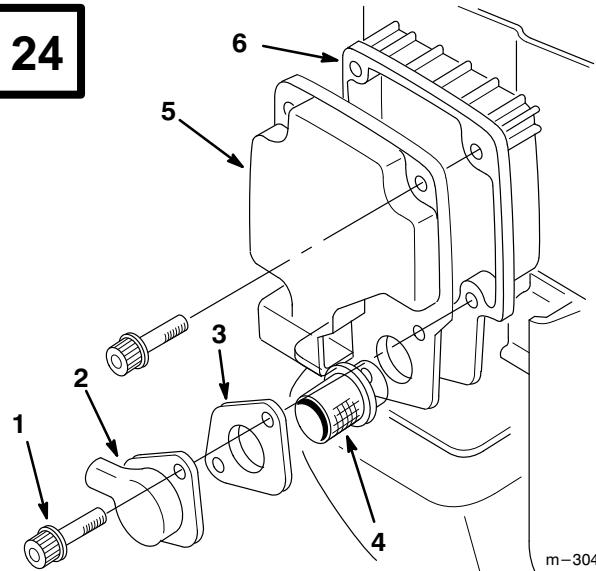
**21**



m-3010

- |                     |                           |
|---------------------|---------------------------|
| 1. Filter Screen    | 3. Air Filter Cover       |
| 2. Cutout (typical) | 4. Plastic Post (typical) |

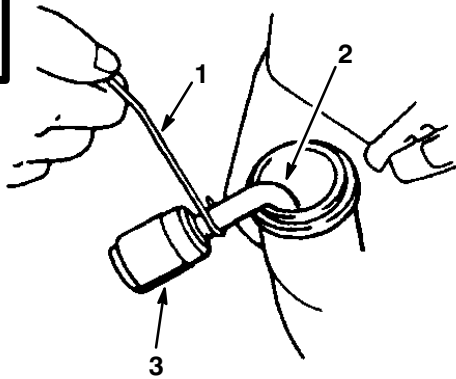
**24**



m-3042

- |                          |                   |
|--------------------------|-------------------|
| 1. Socket Head Screw (5) | 4. Spark Arrester |
| 2. Tail                  | 5. Muffler Cover  |
| 3. Gasket                | 6. Muffler Body   |

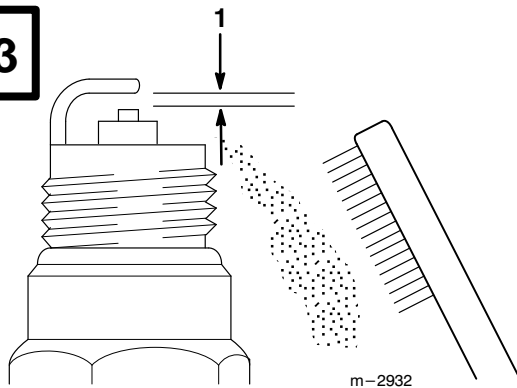
**22**



m-2931

- |                      |                |
|----------------------|----------------|
| 1. Wire              | 3. Fuel Filter |
| 2. Fuel Pick-up Hose |                |

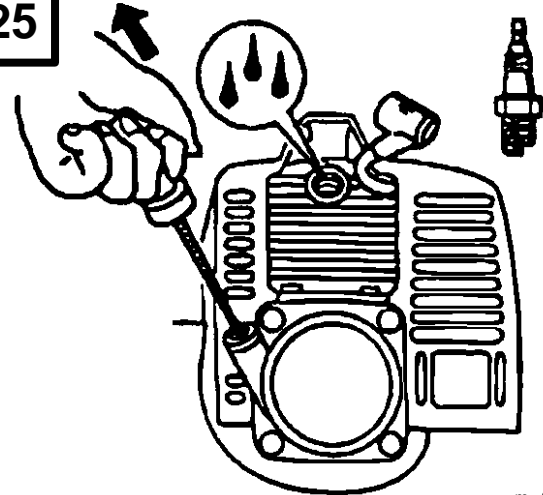
**23**



m-2932

1. .024"-.028" (0.6-0.7 mm)

**25**



m-3002



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## Introduction

Thank you for purchasing a Toro product.

All of us at Toro want you to be completely satisfied with your new product, so feel free to contact your local Authorized Service Dealer for help with service, genuine Toro parts, or other information you may require.

Whenever you contact your Authorized Service Dealer or the factory, always know the model and serial numbers of your product. These numbers will help the Service Dealer or Service Representative provide exact information about your specific product. You will find the model and serial number decal located in a unique place on the product (Fig. 1).

For your convenience, write the product model and serial numbers in the space below.

**Model No.** \_\_\_\_\_

**Serial No.** \_\_\_\_\_

Read this manual carefully to learn how to operate and maintain your product correctly. Reading this manual will help you and others avoid personal injury and damage to the product. Although Toro designs, produces and markets safe, state-of-the-art products, you are responsible for using the product properly and safely. You are also responsible for training persons who you allow to use the product about safe operation.

The Toro warning system in this manual identifies potential hazards and has special safety messages that help you and others avoid personal injury, even death. DANGER, WARNING and CAUTION are signal words used to identify the level of hazard. However, regardless of the hazard, be extremely careful.

**DANGER** signals an extreme hazard that will cause serious injury or death if the recommended precautions are not followed.

**WARNING** signals a hazard that may cause serious injury or death if the recommended precautions are not followed.

**CAUTION** signals a hazard that may cause minor or moderate injury if the recommended precautions are not followed. Two other words are also used to highlight information. “Important” calls attention to special mechanical information and “Note” emphasizes general information worthy of special attention.

# Safety

## Operator Safety

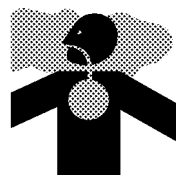
1. Read and understand this Operator’s Manual before using this product. Be thoroughly familiar with the proper use of this product.
2. Never allow children to operate the Pruner. It is not a toy. Never allow adults to operate the unit without first reading the Operator’s Manual.
3. Always wear eye protection that complies with ANSI (American National Standards Institute) Z87-1.



4. Always wear hearing protection.



5. Always wear heavy, long pants, a long sleeved shirt, boots and gloves. Do not wear loose clothing, jewelry, short pants, sandals, or go barefoot. Secure hair so it is above shoulder length.
6. Never operate this Pruner when you are tired, ill, or under the influence of alcohol, drugs or medication.
7. Never start or run the engine inside a closed room or building. Breathing exhaust fumes can cause death.



8. Keep handles clean of oil, fuel and dirt.

## Pruner Safety

1. Make sure the Pruner is assembled correctly and that the Pruner guide bar and chain are correctly installed and securely fastened as instructed in the Assembly section.
2. Inspect the Pruner before each use. Replace damaged parts. Check for fuel leaks. Make sure all fasteners are in place and tightened securely. Follow the maintenance instructions beginning on page 11.
3. Make sure the Pruner chain does not rotate at engine idle speed. Refer to Idle Speed Adjustment, page 10.
4. Inspect the Pruner chain and guide bar and replace any parts that are cracked, worn or damaged before using the Pruner.
5. Never use a cutting chain or replacement parts that are not approved by Toro.
6. Maintain the Pruner according to the recommended maintenance intervals and procedures in the Maintenance section on page 11.

7. Shut off the engine and be certain the cutting chain has completely stopped rotating before inverting the Pruner, performing maintenance on or working on the machine.
8. If running problems or excessive vibration occur, stop immediately and inspect the unit for the cause. If the cause cannot be determined or is beyond your ability to correct, return the Pruner to your servicing dealer for repair.

## Fuel Safety

1. Gasoline is highly flammable and must be handled and stored carefully. Use a container approved for fuel for storing gasoline and/or fuel/oil mixture.
2. Mix and pour fuel outdoors and where there are no sparks or flames.
3. Do not smoke near fuel or Pruner, or while using the Pruner.
4. Do not overfill the fuel tank. Stop filling 1/4–1/2 inch (6mm–13mm) from the top of the tank.
5. Wipe up any spilled fuel before starting the engine.
6. Move the Pruner at least 10 feet (3 m) away from the fueling location before starting the engine (Fig. 2).
7. Do not remove the Pruner fuel tank cap while the engine is running, or right after stopping the engine.
8. Allow the engine to cool before refueling.
9. Drain the tank and run the engine dry before storing the unit.
10. Store fuel and Pruner away from open flame, sparks and excessive heat. Make sure fuel vapors cannot reach sparks or open flames from water heaters, furnaces, electric motors, etc.

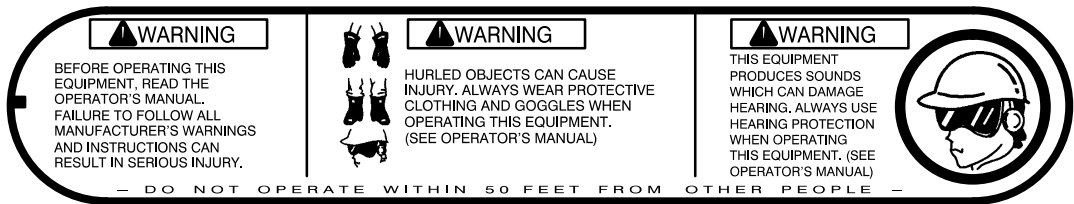
## Pruner Operating Safety

1. THIS PRUNER CAN CAUSE SERIOUS INJURIES. Read the instructions carefully. Be familiar with all controls and the proper use of the Pruner.
2. The Pruner is designed to cut wood and can therefore be potentially dangerous. Careless or improper use can cause serious or even fatal injury.
3. This Pruner can conduct electricity. Do not use where contact can be made with live electrical circuits. Never use around electrical power sources and lines. Failure to observe this warning can result in serious injury or death.
4. Beware of where material will fall after being cut. Do not stand underneath falling material.
5. Avoid using the Pruner near rocks, gravel, stones and similar material that would cause harmful missiles.
6. Keep children, bystanders and animals outside a 50 ft. (15 m) radius from the operator and Pruner (Fig. 3).
7. If you are approached while operating the Pruner, stop the engine and Pruner chain motion.
8. Use the Pruner only in daylight or good artificial light.
9. Do not put hands or feet near or under any rotating parts. Keep clear at all times. Keep all parts of your body away from the Pruner chain and hot surfaces such as the muffler.
10. Keep firm footing and balance. Do not overreach.
11. Use the right tool for the job. Do not use the Pruner for any job that is not recommended by Toro.

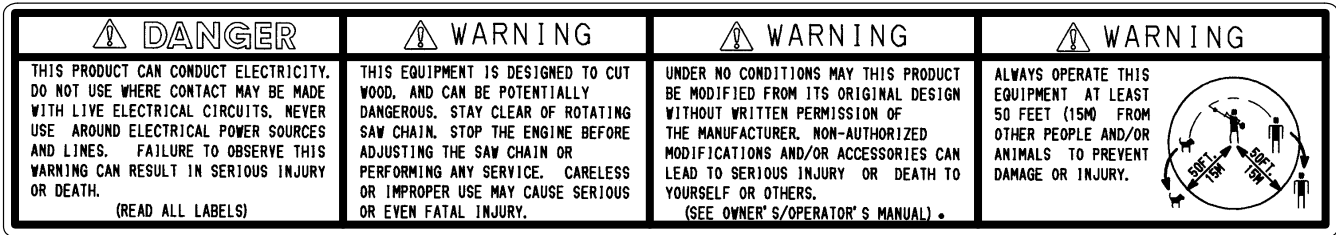
# Safety and Instruction Decals



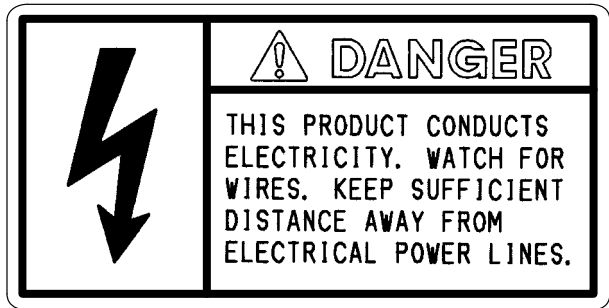
Safety decals and instructions are easily visible to the operator and are located near any area of potential danger. Replace any decal that is damaged or lost.



ON SHAFT  
(Part No. M221501)



ON SHAFT  
(Part No. M221529)



ON SHAFT  
(Part No. M219937)



ON ENGINE  
(Part No. M266291)

# Assembly

## Assembling Engine and Drive Shaft Assembly

The drive shaft, clutch drum housing and gearcase are assembled. Attach the clutch drum housing to the engine using the four M6 x 20 screws supplied with the unit (Fig. 4).

## Loop Handle Installation

The loop handle kit contains a package of four screws and nuts, a rubber sleeve and the bottom clamp for the loop handle (Fig. 5).

1. Slip the rubber sleeve around the shaft approximately 9 inches (22.8 cm) from the end of the stop switch/throttle trigger assembly for an initial handle position (Fig. 5).
2. Rotate the rubber sleeve so the split is to one side (Fig. 5).
3. Place the loop handle and the bottom clamp over the rubber sleeve (Fig. 5).
4. Install the four screws and nuts. Leave the screws finger-tight (Fig. 5).
5. Reposition the loop handle up or down the drive shaft to the most comfortable position, but no closer than 9 inches (22.8 cm) from the end of the stop switch (Figs. 5 and 6).
6. Tighten the screws and nuts (Fig. 5).

## Connecting Stop Switch Wires

1. Install the plastic tube (packed with the drive shaft assembly) around the throttle cable and stop switch wires (Fig. 7).
2. Loosen the knob and remove the air cleaner cover to access the stop switch wires (Fig. 8).

3. Plug the stop switch wires into the matching connectors from the engine.

## Connecting Throttle Cable

1. With the air cleaner cover removed, insert the throttle cable through the cable adjuster sleeve on the carburetor bracket. Make sure the end of the cable housing is seated positively in the sleeve (Figs. 9 and 10).
2. Position the slotted fitting on the carburetor so the recessed hole for the cable lug is away from the cable adjuster sleeve (Fig. 9).
3. Rotate the carburetor throttle cam clockwise and slip the throttle cable through the slot in the slotted fitting, making sure the cable lug drops into the recessed hole (Figs. 9 and 10).
4. Operate the throttle trigger a few times to make sure that it works correctly (Fig. 17).
5. Adjust the cable adjuster sleeve so the stop on the carburetor throttle cam just contacts the throttle stop when the throttle trigger is fully depressed (Figs. 9 and 10).
6. When the throttle cable is adjusted correctly, tighten the locknut (Fig. 9).
7. Reinstall the air cleaner cover and tighten the knobs (Fig. 8).

## Installing Guide Bar and Chain

1. Remove the nuts from the two bar studs (Fig. 11).
2. Fit the guide bar over the two bar studs (Fig. 11).

If you are using the 11-inch Prolite bar, make sure the bar stud spacer is installed over the bar studs, and is completely against the bar mount. Place the bar in its rearmost position (Fig. 11).

Do not engage the chain tensioner adjustment pin in the chain tensioner adjustment pin hole at this time (Fig. 11).

## CAUTION

- Always wear gloves when handling the Pruner chain.

3. Place the chain over the rim sprocket and into the groove on the guide bar. Make sure the cutting teeth edges are facing forward on the top side of the guide bar (Fig. 12).
4. Pull the guide bar forward until the chain tensioner adjustment pin hole is positioned over the chain tensioner adjustment pin. If necessary, turn the chain tensioner screw in the appropriate direction to align the pin with the hole. Check that the drive links on the chain fit correctly into the rim sprocket and guide bar groove (Figs. 11 and 12).
5. Install the sprocket cover onto the two bar studs. Install the bar stud nuts, but leave the nuts finger-tight (Fig. 13).
6. Rotate the chain tensioner screw until all slack is removed between the chain and the bottom of the guide bar, but loose enough to allow you to pull the chain around the guide bar by hand (Figs. 11 and 13).
7. Tighten the bar stud nuts and recheck the chain tension (Fig. 13).

**IMPORTANT:** When using a new chain, you must check the chain tension frequently and adjust the tension as necessary until the chain breaks in.

A correctly adjusted chain gives optimum cutting performance and prevents premature wear to both the chain and guide bar.

# Before Operation

## Chain Oil

The chain and guide bar are lubricated by a centrifugal pump. The oil discharge rate is controlled by the oil discharge adjustment screw on the top of the pruner head (Fig. 14).

Remove the oil tank filler cap, fill the tank, then replace the cap (Fig. 14).

**IMPORTANT:** Only use oil designed for lubricating chain saw chains and guide bars. Do not use waste oil. Never run the chain dry. In temperatures below freezing, check the chain oil viscosity (pour point). If the oil is not rated for use below freezing, it may not provide adequate lubrication, resulting in damage to the oil pump, chain and guide bar.

**IMPORTANT:** When filling the oil tank for the first time, or when the tank is completely empty, wait approximately 60–90 seconds before starting the Pruner. This will give the oil time to flow from the tank to the pump. Otherwise, an air lock can occur which will prevent oil from moving through the pump. This will result in damage to the chain and guide bar.

## Oil and Fuel



### DANGER

#### POTENTIAL HAZARD

- In certain conditions gasoline is extremely flammable and highly explosive.

#### WHAT CAN HAPPEN

- A fire or explosion from gasoline can burn you, others, and cause property damage.

#### HOW TO AVOID THE HAZARD

- Use a funnel and fill the fuel tank outdoors, in an open area, when the engine is cold. Wipe up any gasoline that spills.
- Do not fill the fuel tank completely full. Add gasoline to the fuel tank until the level is 1/4" to 1/2" (6 mm to 13 mm) below the bottom of the filler neck. This empty space in the tank allows gasoline to expand.
- Never smoke when handling gasoline, and stay away from an open flame or where gasoline fumes may be ignited by a spark.
- Store gasoline in an approved container and keep it out of the reach of children.
- Never buy more than a 30-day supply of gasoline.

1. Do not smoke near fuel.
2. Mix and pour fuel outdoors and where there are no sparks or flames.
3. Always shut off the engine before refueling. Never remove the Pruner fuel tank cap while the engine is running or right after just stopping the engine.



### WARNING

#### POTENTIAL HAZARD

- Gasoline contains gasses that can build up pressure inside a gas tank.

#### WHAT CAN HAPPEN

- Fuel can be sprayed on you when removing gas cap.

#### HOW TO AVOID THE HAZARD

- Remove fuel cap slowly to avoid injury from fuel spray.

4. Always open the fuel tank cap slowly to release any possible overpressure inside the tank.
5. Do not overfill the fuel tank. Stop filling 1/4–1/2 inch (6mm–13mm) from the top of the tank.
6. Tighten the tank fuel cap carefully but firmly after refilling.
7. Wipe up any spilled fuel before starting the engine.
8. Check the chain oil level and fill the tank as necessary (Fig. 14).
9. Move the Pruner at least 10 feet (3 m) away from the fueling location and fuel storage container before starting the engine (Fig. 2).

### Recommended Oil Type

Only use a two-cycle engine oil formulated for use in high-performance, air-cooled two-cycle engines. Toro brand 2-cycle oil is formulated for use in high-performance, air-cooled two-cycle engines.

**IMPORTANT: Do not use National Marine Manufacturer's Association (NMMA) or BIA certified oils. This type of 2-cycle engine oil does not have the proper additives for air-cooled, 2-cycle engines and can cause engine damage.**

**Do not use automotive motor oil. This type of oil does not have the proper additives for air-cooled, 2-cycle engines and can cause engine damage.**

## Recommended Fuel Type

Use clean, fresh lead-free gasoline, including *oxygenated* or *reformulated* gasoline, with an octane rating of 85 or higher. To ensure freshness, purchase only the quantity of gasoline that can be used in 30 days. Use of lead-free gasoline results in fewer combustion chamber deposits and longer spark plug life. Use of premium grade fuel is not necessary or recommended.

## Use Of Fuel Additives

**IMPORTANT: NEVER USE METHANOL, GASOLINE CONTAINING METHANOL, GASOHOL CONTAINING MORE THAN 10% ETHANOL, PREMIUM GASOLINE, OR WHITE GAS BECAUSE ENGINE FUEL SYSTEM DAMAGE COULD RESULT.**

**DO NOT USE FUEL ADDITIVES OTHER THAN THOSE MANUFACTURED FOR FUEL STABILIZATION DURING STORAGE SUCH AS TORO'S STABILIZER/CONDITIONER OR A SIMILAR PRODUCT. TORO'S STABILIZER/CONDITIONER IS A PETROLEUM DISTILLATE BASED CONDITIONER/STABILIZER.**

**TORO DOES NOT RECOMMEND STABILIZERS WITH AN ALCOHOL BASE SUCH AS ETHANOL, METHANOL OR ISOPROPYL. ADDITIVES SHOULD NOT BE USED TO TRY TO ENHANCE THE POWER OR PERFORMANCE OF MACHINE.**

## Mixing Gasoline And Oil

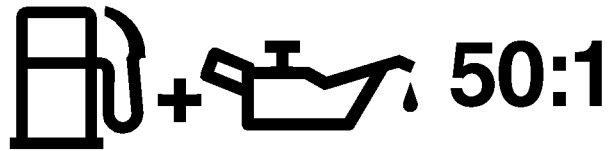
**IMPORTANT:** The engine used on this Pruner is of a 2-cycle design. The internal moving parts of the engine, i.e., crankshaft bearings, piston pin bearings and piston to cylinder wall contact surfaces, require oil mixed with the gasoline for lubrication.

**Failure to add oil to the gasoline or failure to mix oil with the gasoline at the appropriate ratio will cause major engine damage which will void your warranty.**

**For your fuel premix, only use a quality oil designed for 2-cycle air cooled engines. Toro 50:1 2-Cycle Oil is formulated to meet the requirements of high-performance, air-cooled two-cycle engines.**

### Fuel Mixture

The fuel:oil ratio is 50 parts gasoline to 1 part oil or 50:1.



**Note:** Never use a mixing ratio less than 50:1 regardless of the oil package mixing instructions. Ratios less the 50:1, (for example, 60:1, 80:1, 100:1), reduce the amount of lubrication to the internal moving parts of the engine and can cause damage.

### Fuel Mixture Chart

Gasoline	50:1 2-cycle oil
1 gallon	2.6 oz.
2 gallons	5.2 oz.
5 gallons	12.8 oz.



## Mixing Instructions

**IMPORTANT: Never mix gasoline and oil directly in the Pruner fuel tank.**

1. Always mix fuel and oil in a clean container approved for gasoline.
2. Mark the container to identify it as fuel mix for the Pruner.
3. Use regular unleaded gasoline and fill the container with half the required amount of gasoline.
4. Pour the correct amount of oil into the container then add the remaining amount of gasoline.
5. Close the container tightly and shake it momentarily to evenly mix the oil and the gasoline before filling the fuel tank on the Pruner.
6. When refilling the Pruner fuel tank, clean around the fuel tank cap to prevent dirt and debris from entering the tank during cap removal.
7. Always shake the premix fuel container momentarily before filling the fuel tank
8. Always use a spout or funnel when fueling to reduce fuel spillage.
9. Fill the tank only to within 1/4–1/2 inch (6mm–13mm) from the top of the tank. Avoid filling to the top of the tank filler neck.

## Starting And Stopping

### Before Starting The Engine

1. Fill the fuel tank as instructed in the Before Operation section of this manual.
2. Rest the Pruner on the ground.
3. Make sure the Pruner chain is clear of any broken glass, nails, wire, rocks or other debris.

4. Keep all bystanders, children and animals away from the working area.

### Cold Starting Procedure

The carburetors on Toro engines contain a choke system. To start a “cold” engine properly, perform the following procedure:

1. Pump the primer bulb at the bottom of the carburetor until fuel can be seen flowing through the fuel return line to the fuel tank (Fig. 15). (Flowing fuel should be almost clear, not foamy or full of bubbles.)
2. Move the choke lever to the closed ( $\overline{\text{I}}$ ) position and move the stop switch to the “ON” position (Figs. 16 and 17).
3. Lock the throttle trigger in the fast-idle start position, then pull the starter handle (Figs. 16 and 17).
4. After the engine starts, move the choke lever to the open ( $\overline{\text{O}}$ ) position, then squeeze and release the throttle trigger to allow it to return to the idle position (Figs. 16 and 17).

If the engine stops running before you move the choke lever to the open ( $\overline{\text{O}}$ ) position:

- A. Go ahead and open the choke (Fig. 16).
- B. Make sure the throttle trigger is set to the fast-idle start position (Fig. 17).
- C. Pull the starter handle until the engine starts (Fig. 16).

### Hot Restart

To start an engine that is already warmed up (hot restart), or if the ambient temperature exceeds 68°F (20°C):

1. Pump the primer bulb at the bottom of the carburetor until fuel can be seen flowing through the fuel return line to the fuel tank (Fig. 15).

2. Move the choke lever to the open ( $\overline{\text{---}}$ ) position and move the stop switch to the “ON” position (Figs. 16 and 17).
3. Leave the throttle trigger in the idle position and pull the starter handle (Figs. 16 and 17).
4. If the engine fails to start after three to four pulls, follow the instructions in the Cold Starting Procedure section above.

If the engine fails to start after you follow the above procedures, contact an authorized Toro dealer.

### To Stop The Engine:

1. Release the throttle trigger (Fig. 17).
2. Slide the stop switch to the “STOP” position (Fig. 17).

## Idle Speed Adjustment

This Pruner is equipped with non-adjustable fuel mixture carburetor. The engine idle speed is the only adjustment for the operator.

The Pruner chain may be rotating during idle speed adjustment. Wear the recommended personal protective equipment and observe all safety instructions. Keep hands and body away from the Pruner chain.

When the throttle trigger is released, the engine should return to an idle speed between 2400 and 2800 RPM, or just below the clutch engagement speed. The Pruner chain must not rotate and the engine should not stall (stop running) at engine idle speed.

To adjust the engine idle speed, rotate the idle speed adjustment screw on the carburetor (Fig. 18).

- Turn the idle speed screw in (clockwise) to increase the engine idle speed.
- Turn the screw out (counterclockwise) to decrease the engine idle speed.

**If idle speed adjustment is necessary, and after adjustment the Pruner chain rotates or the engine stalls, stop using the Pruner immediately!**

Contact your local authorized Toro Dealer for assistance and servicing.

## Operation

### WARNING

#### POTENTIAL HAZARD

- Engine must be running to make some carburetor adjustments.
- When engine is running, Pruner chain is rotating and other parts are moving.

#### WHAT CAN HAPPEN

- Contact with rotating Pruner chain or other moving parts could cause serious personal injury or death.

#### HOW TO AVOID THE HAZARD

- Keep hands, feet and clothing away from Pruner chain and other moving parts.
- Keep all bystanders and pets away from unit while making carburetor adjustments.

### WARNING

#### POTENTIAL HAZARD

- The Pruner can conduct electricity.

#### WHAT CAN HAPPEN

- Contact with live electrical wires or circuits can cause serious injury or death.

#### HOW TO AVOID THE HAZARD

- Never use the Pruner around electrical lines, circuits or components.

### CAUTION

- Read the Safety instructions on page 2 concerning proper use of the Pruner.

Before using the Pruner, check the following:

1. Make sure the chain oil tank on the pruner head is full (Fig. 14).

**IMPORTANT: When filling an empty oil tank, wait approximately 60–90 seconds before starting the Pruner. This will give the oil time to flow from the tank to the pump. Otherwise, an air lock can occur which will prevent oil from moving through the pump. This will result in damage to the chain and guide bar.**

**IMPORTANT: Never run the chain dry.**

2. The Pruner should be on the operator's right side (Fig. 19).
3. The operator's right hand should be holding the shaft grip, with his or her fingers on the throttle trigger. The right arm should be slightly bent (Fig. 19).
4. The left hand should be holding the loop handle with the fingers and thumb fully enclosed around the grip. The left arm should be extended. Reposition the loop handle up or down the drive shaft if necessary for a comfortable position (Fig. 19).
5. The Pruner weight should be evenly distributed between the arms (Fig. 19).
6. Always release the throttle trigger and allow the engine to return to idle speed when not cutting.
7. Stop the Pruner engine when moving between work sites.

### CAUTION

- **Always wear gloves and protective clothing when operating the Pruner.**

- If the Pruner chain becomes jammed, stop the engine immediately.

- Make certain all moving parts have stopped and disconnect the spark plug before inspecting the equipment for damage.
- Never use a Pruner that has a damaged chain or guide bar.

## Maintenance

**NOTICE:** Maintenance, replacement or repair of the emission control devices and systems may be performed by any nonroad engine repair establishment or individual. However, to obtain no charge repairs under the terms and provisions of the Toro warranty statement, any service or emission control part repair or replacement must be performed by an Authorized Toro Service Dealer.

## Adjusting the Chain Tension

**IMPORTANT:** When using a new chain, you must check the chain tension frequently and adjust the tension as necessary until the chain breaks in.

**A correctly adjusted chain gives optimum cutting performance and prevents premature wear to both the chain and guide bar.**

1. Slightly loosen the two bar stud nuts (Fig. 13).
2. Rotate the chain tensioner screw until all slack is removed between the chain and the bottom of the guide bar, but loose enough to allow you to pull the chain around the guide bar by hand (Figs. 11 and 13).
3. Tighten the two bar stud nuts (Fig. 13).

## Adjusting the Chain Oil Discharge Rate

To check the chain oil discharge rate:

1. Position the nose of the guide bar about eight inches (20 cm) from a smooth surface.
2. Run the engine wide open for 30–60 seconds. You should see a light oil spray on the surface.

The chain oil discharge rate is controlled by the oil discharge adjustment screw on the top of the pruner head (Fig. 14).

**IMPORTANT: Shut off the engine before adjusting the oiler.**

- Turn the discharge adjustment screw counterclockwise to increase the chain oil output.
- Turn the discharge adjustment screw clockwise to decrease the chain oil output.

## Air Filter

### Maintenance Interval

- The air filter should be cleaned **daily**, or more often when working in extremely dusty conditions.
- Replace after every 100 hours of operation.

### Air Filter Cleaning

1. Loosen the knob and remove the air filter cover (Fig. 20).
2. Remove the foam ring and filter screen from the air filter cover (Fig. 20).
3. Clean the foam ring and filter screen with warm, soapy water. Let the screen and ring dry completely.
4. Apply a light coat of SAE 30 motor oil to the foam ring and squeeze out all excess oil.

5. Reassemble the filter screen and foam ring to the air filter cover (Fig. 20).

**IMPORTANT: The air filter screen is designed to fit into the air filter cover ONE WAY ONLY. Make sure the cutouts in the screen fit onto the matching plastic posts in the air filter cover. The fit should be snug (Fig. 21).**

6. Reinstall the air filter cover and tighten the knob (Fig. 20).

## Fuel Filter

### Maintenance Interval

The fuel filter should be replaced after every 100 hours of operation.

### Fuel Filter Replacement

The fuel filter is attached to the end of the fuel pick-up hose inside the fuel tank (Fig. 22).

To replace the fuel filter:

1. Make sure the fuel tank is empty.
2. Remove the fuel cap.
3. Using a wire hook, gently pull the fuel filter out through the fuel filler opening (Fig. 22).
4. Grasp the fuel hose next to the fuel filter fitting and remove the filter, but do not release the hose.
5. While still holding on to the fuel hose, attach the new fuel filter.
6. Drop the new fuel filter back into the fuel tank.
7. Make sure that the fuel filter is not stuck in a corner of the tank, and that the fuel hose is not doubled over (kinked) before refueling.

# Spark Plug

## Maintenance Interval

- The spark plug should be removed from the engine and checked after each 25 hours of operation.
- Replace the spark plug after every 100 hours of operation.

## Spark Plug Maintenance

1. With the engine at ambient (room) temperature, loosen the knob and remove the air cleaner cover (Fig. 8).
2. Loosen the knob and lift off the cylinder cover (Fig. 8).
3. Twist the high tension lead boot on the spark plug back and forth a couple of times to loosen the boot, then pull the boot off of the spark plug.
4. Remove the spark plug.
5. Clean the electrodes with a stiff brush (Fig. 23).
6. Adjust the electrode air gap to .024–.028 in. (0.6–0.7mm) (Fig. 23).
7. Replace the spark plug if it is oil-fouled, damaged, or if the electrodes are worn down.
8. Do not overtighten the spark plug when installing. The tightening torque is 95–148 in. lbs. (10.7–16.6 N•m).
9. Reinstall the cylinder and air cleaner covers (Fig. 8).

# Cylinder Cooling Fins

## Maintenance Interval

The cylinder cooling fins should be cleaned after every 25 hours of operation, or once a week, whichever comes first.

Air must flow freely around and through the cylinder cooling fins to prevent engine overheating. Leaves, grass, dirt and debris buildup on the fins will increase the operating temperature of the engine, which can reduce engine performance and shorten engine life.

## Cooling Fin Cleaning

1. With the engine at ambient (room) temperature, loosen the knob and remove the air cleaner cover (Fig. 8).
2. Loosen the knob and lift off the cylinder cover (Fig. 8).
3. Clean all dirt and debris from the cooling fins and from around the cylinder base.
4. Reinstall the cylinder and air cleaner covers (Fig. 8).

# Spark Arrester

## WARNING

### POTENTIAL HAZARD

- Muffler surface becomes hot when Pruner is in operation and remains hot for some time after the engine is shut off.

### WHAT CAN HAPPEN

- Contact with hot muffler surfaces could cause a burn.

### HOW TO AVOID THE HAZARD

- Make sure the muffler is cool before inspecting and cleaning the spark arrester.

## Maintenance Interval

- The spark arrester should be inspected and cleaned after every 25 hours of use.
- Replace the screen if it cannot be thoroughly cleaned, or if it is damaged.

## Spark Arrester Maintenance

1. With the engine at ambient (room) temperature, loosen the knob and remove the air cleaner cover (Fig. 8).
2. Loosen the knob and lift off the cylinder cover (Fig. 8).
3. Remove the two socket head screws holding the spark arrester assembly to the muffler (Fig. 24).
4. Remove and clean the tail, gasket and spark arrester with a safety solvent and a stiff brush. If any part cannot be thoroughly cleaned, it must be replaced.
5. Reinstall the spark arrester, gasket and tail onto the muffler, then reinstall and tighten the two socket head screws (Fig. 24).
6. Reinstall the cylinder and air cleaner covers (Fig. 8).

## Exhaust Muffler

### Maintenance Interval

The muffler should be inspected and cleaned after each 100 hours of use.

### Muffler Maintenance

1. With the engine at ambient (room) temperature, loosen the knob and remove the air cleaner cover (Fig. 8).
2. Loosen the knob and lift off the cylinder cover (Fig. 8).
3. Remove the two socket head screws holding the spark arrester assembly to the muffler and remove the tail, gasket and spark arrester (Fig. 24).
4. Remove the three socket head screws holding the muffler cover to the muffler body and remove the muffler cover (Fig. 24).

5. Clean the muffler body and cover with a safety solvent and a stiff brush (Fig. 24).

**IMPORTANT: Be careful not to allow any dirt or debris to fall into the exhaust ports, as this can cause engine damage.**

6. To reassemble the muffler cover to the muffler:
  - A. Apply liquid gasket (p/n M261910) to the muffler cover sealing surfaces, then reinstall the cover onto the muffler body (Fig. 24).
  - B. Apply removable Loctite to the three socket head muffler cover screws, then reinstall and tighten the three screws (Fig. 24).
7. Reinstall the spark arrester, gasket and tail onto the muffler, then reinstall and tighten the two socket head screws (Fig. 24).
8. Reinstall the cylinder and air cleaner covers (Fig. 8).

## Gearcase Maintenance

The gearcase is a sealed unit which has been greased at the factory. No gearcase maintenance or lubrication is required or recommended.

## General Cleaning and Tightening

### WARNING

#### POTENTIAL HAZARD

- When engine is running, cutting chain is rotating and other parts are moving.

#### WHAT CAN HAPPEN

- Contact with rotating cutting chain or other moving parts could cause serious personal injury or death.

#### HOW TO AVOID THE HAZARD

- Always turn off your Pruner before you clean or perform any maintenance on it.


The Toro Pruner will provide maximum performance for many, many hours if it is maintained properly. Good maintenance includes regular checking of all fasteners for correct tightness, and cleaning the entire machine.

# Storage

For long-term storage of the Pruner (Fig. 25):

- 1. Empty the fuel tank into a suitable fuel storage container.
- 2. Pump the primer bulb on the carburetor until all fuel is discharged through the clear fuel return hose.
- 3. Run the engine to remove any fuel that may remain in the carburetor.
- 4. Perform all regular maintenance procedures and any needed repairs.

- 5. Remove the spark plug and squirt a very small amount of oil into the cylinder.

 **CAUTION**

**POTENTIAL HAZARD**

- Oil may squirt out of the spark plug opening when you pull the starter handle.

**WHAT CAN HAPPEN**

- Oil can cause eye injuries.

**HOW TO AVOID THE HAZARD**

- Protect your eyes and keep your face away from the spark plug opening.

- 6. Pull the starter handle once.
- 7. Slowly pull the starter handle to bring the piston to the top of the cylinder (TDC).
- 8. Reinstall the spark plug.
- 9. Store the Pruner in a dry place away from excessive heat, sparks or open flame.

# Troubleshooting

Problem	Cause	Action
Engine Will Not Start	STOP switch set to off position	Move switch to on position
	Empty fuel tank	Fill fuel tank
	Primer bulb wasn't pushed enough	Press primer bulb until fuel flows through fuel return line
	Engine flooded	Use warm engine starting procedure
Engine Will Not Idle	Idle speed set incorrectly	Set idle speed
Engine Lacks Power or Stalls When Cutting	Throttle wire has come loose	Tighten throttle wire
	Dirty air filter	Clean or replace air filter

If further assistance is required, contact your local authorized Toro service dealer.

# Specifications

Engine Displacement	26cc
Shaft	Straight (59") steel drive shaft with 6 ball bearings, 5 bushings
Anti Vibration	Dual Isolation – grip and engine mount
Carburetor	Walbro – Choke Type
Ignition System	Solid State
Fuel Tank Capacity	0.85 qts. (0.8 liter)
Gas to Oil Ratio	50:1

Bar Length	10" Bar 3/8" Pitch
Weight	15.5 lbs. (7 kg)
Oiler	Auto (continuous)
Spark Plug	NGK BPM6Y
Spark Plug Gap	.024–.028 in (0.6–0.7mm)
Tool Kit	yes
CARB Approved	yes
Safety Goggles Included	yes



# Federal and California Emission Control Warranty Statement

## A Two Year Limited Warranty

### Your Warranty Rights and Obligations

The U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB) and Toro are pleased to explain the emission control system warranty on your 1995 and later utility/lawn/garden equipment engine. In California, new utility/lawn/garden equipment engines must be designed, built and equipped to meet the State's stringent anti-smog standards. In other states, new 1997 and later model year utility/lawn/garden equipment engines must be designed, built and equipped, at the time of sale, to meet the U.S. EPA regulations for small nonroad engines. The equipment engine must be free from defects in materials and workmanship which cause it to fail to conform with U.S. EPA standards for the first two years of engine use from the date of sale to the ultimate purchaser. Toro must warrant the emission control system on your utility/lawn/garden equipment engine for the period of time listed above provided there has been no abuse, neglect or improper maintenance of your utility/lawn/garden equipment engine.

Your emission control system may include parts such as the carburetor or fuel injection system, the ignition system, and catalytic converter. Also included may be hoses, belts, and connectors and other emission related assemblies.

Where a warrantable condition exists, Toro will repair your engine at no cost to you including diagnosis, parts and labor.

### Manufacturer's Warranty Coverage:

Utility/Lawn/Garden equipment engines are warranted for two years from the date of delivery. If any emission-related part on your engine is defective in materials or workmanship, the part will be repaired or replaced by Toro free of charge.

### Owner's Warranty Responsibilities:

- As the engine owner, you are responsible for the performance of the required maintenance listed in your owner's manual. Toro recommends that you retain all receipts covering maintenance on your equipment, but Toro cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance.
- Any replacement part or service that is equivalent in performance and durability may be used in non-warranty maintenance or repairs, and shall not reduce the warranty obligations of the engine manufacturer.
- As the engine owner, you should, however, be aware that Toro may deny you warranty coverage if your engine or a part has failed due to abuse, neglect, improper maintenance or unapproved modifications or parts.
- You are responsible for presenting your equipment engine to a TORO Service Dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days.
- If you have any questions regarding your warranty rights and responsibilities or if you need a referral to a TORO Service Dealer, please feel free to contact us at the following address:

Toro Customer Service Department  
8111 Lyndale Avenue South  
Bloomington, MN 55420-1196  
612-888-8801  
800-348-2424

### Warranted Parts:

The warranty period begins on the date the engine or equipment is delivered to a retail purchaser. The manufacturer warrants to the initial owner and each subsequent purchaser that the engine is free from defects in materials and workmanship which cause the engine to fail to conform with applicable regulations for a period of two years.

Failures caused by abuse, neglect, or improper maintenance are not covered. The use of add-on or modified parts can be grounds for disallowing a warranty claim. The manufacturer is not liable to cover failures of warranted parts caused by the use of add-on or modified parts. Toro is liable for damages to other engine components caused by the failure of a warranted part still under warranty. The owner is responsible for the performance of the required maintenance, as defined by the manufacturer in the written instructions.

Any warranted part which is not scheduled for replacement as required maintenance, or which is scheduled only for regular inspection to the effect of "repair or replace as necessary" shall be warranted for the warranty period. Any warranted part which is scheduled for replacement as required maintenance shall be warranted for the period of time up to the first scheduled replacement point for that part. Coverage under this warranty extends only to the parts listed below (the emissions system parts) to the extent that these parts were present on the engine when purchased.

- Fuel Metering System
  - Cold start enrichment system including the choke mechanism or priming system
  - Fuel pump
  - Air fuel ratio feed back system
  - Carburetor and internal parts
  - Fuel injection system
- Air Induction System
  - Air cleaner
  - Reed intake system
  - Intake manifold
  - Controlled hot air intake system
- Ignition System
  - Spark plug(s)
  - Ignition coils and electronics
  - Advance/retard mechanisms
- Catalytic Converter/Thermal Reactor System
  - Catalytic converter
  - Thermal reactor
  - Exhaust manifold
- Air Injection System
  - Air injection system or pulse valve
  - Valves affecting distribution of air
- Exhaust Gas Recirculation (EGR) System
  - EGR valve body and piping system connecting to the intake side of the engine
  - EGR control system
- Particulate Controls
  - Traps filters, precipitators and any other device used to capture particulate emissions
- Miscellaneous Items Used in the Above Systems
  - Vacuum, temperature, and time sensitive valves and switches
  - Electronic controls
  - Hoses, connectors, and assemblies of same

#### **How to Get Warranty Service:**

Should you feel your TORO Product requires warranty service, contact the dealer who sold you the product or any Authorized TORO Service Dealer or TORO Master Service Dealer. The Yellow Pages of your telephone directory is a good reference source. The dealer will either arrange service at his/her dealership or recommend another Authorized Service Dealer who may be more convenient. You may need proof of purchase (copy of registration card, sales receipt, etc.) for

warranty validation. The owner shall not be charged for diagnostic labor which leads to the determination that a warranted part is defective, if the diagnostic work is performed at a warranty station.

**The Toro Company is not liable for indirect, incidental or consequential damages in connection with the use of the TORO Products covered by this warranty, except for damages to other engine components caused by the failure of a warranted part still under warranty. Some states do not allow exclusions of incidental or consequential damages, so the above exclusion 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.**



## THE TORO TOTAL COVERAGE GUARANTEE

A One-Year Limited Warranty  
(A Two-Year Full Warranty for Residential Use)

### What Is Covered By This Express Warranty?

The Toro Company promises to repair any TORO Product used for commercial, institutional, or rental purposes if defective in materials or workmanship for a period of one year from the date of purchase. The cost of parts and labor are included, but the customer pays the transportation cost. Transportation within a 15-mile radius of a TORO ProLine Service Dealer is covered under this warranty for Riding Products, Mid-size Mowers and Turf Maintenance Equipment.

### What Products Are Covered By This Warranty?

The following products and their attachments are covered by this warranty:

- Z-Master Zero Radius Tractors
- ProLine Mid-size Mowers
- Groundsmaster Riding Mowers
- ProLine Hand-held Gas Products
- Backpack Blowers
- Commercial WPM
- Turf Maintenance Equipment
- Debris Management Equipment

### How About Residential Use?

TORO Products used for residential use are covered by a full two-year warranty.

### How Do You Get Warranty Service?

Should you feel your TORO Product contains a defect in materials or workmanship, contact the dealer who sold you the product or any TORO ProLine Service Dealer. The Yellow Pages of your telephone directory is a good reference source; look under TORO Commercial Service Dealers. The Service Dealer will either arrange service at his/her dealership or recommend another authorized Service Dealer who may be more convenient. You may need proof of purchase (copy of registration card, sales receipt, etc.) for warranty validation.

If for any reason you are dissatisfied with a Service Dealer's analysis of the defect in materials or workmanship or if you need a referral to a TORO ProLine Service Dealer, please feel free to contact us at the following address:

Toro Customer Service Department  
8111 Lyndale Avenue South  
Bloomington, MN 55420-1196  
612-888-8801 or 800-348-2424

### What Must You Do To Keep The Warranty In Effect?

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.

### What Does This Warranty Not Cover? and

### How Does Your State Law Relate To This Warranty?

There is no other express warranty except for special emission system coverage on some products and as described above. This express warranty does not cover:

- Cost of regular maintenance service or parts, such as filters, fuel, lubricants, tune-up parts, blade sharpening, brake and clutch adjustments.
- Any product or part which has been altered or misused or required replacement or repair due to normal wear, accidents, or lack of proper maintenance.
- Repairs necessary due to improper fuel, contaminants in the fuel system, or failure to properly prepare the fuel system prior to any period of non-use over three months.
- Pickup and delivery charges for distances beyond a 15-mile radius from a TORO ProLine Service Dealer.

All repairs covered by this warranty must be performed by a TORO Service Dealer using Toro approved replacement parts.

**The Toro Company is not liable for indirect 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. Some states do not allow exclusions of incidental or consequential damages, so the above exclusion 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.**

### COUNTRIES OTHER THAN THE UNITED STATES OR CANADA

Customers who have purchased TORO products exported from 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 The Toro Company.