

TORO[®]

MODEL NO. 02003-90001 & UP

**OPERATOR'S
MANUAL****GROUND PRO[™] 2000-D**
Traction Units and Cutting Units

To assure maximum safety, optimum performance, and to gain knowledge of the product, it is essential that you or any other operator of the mower read and understand the contents of this manual before the engine is ever started. Pay particular attention to the **SAFETY INSTRUCTIONS** highlighted by this symbol.



The safety alert symbol means **CAUTION**, **WARNING** or **DANGER** – personal safety instruction. Failure to comply with the instruction may result in personal injury.



FOREWORD

The Grounds Pro 2000-D was developed to provide an efficient, reliable and time-saving method of mowing high quality turf. The latest concepts in engineering and design have been incorporated into this machine along with the highest quality parts and workmanship. Excellent service will be derived if proper operation and maintenance practices are followed.

We know, since you have purchased the industry leader in mowing excellence, that future performance and dependability are of prime importance. TORO also is concerned about future use of the machine and of safety to the user. Therefore, this manual should be read by you and those involved with the Grounds Pro 2000-D to ensure that safety, proper set-up, operation and maintenance procedures are followed at all times. The major sections of the manual are:

1. Safety Instructions	4. Operating Instructions
2. Set-up Instructions	5. Maintenance
3. Before Operating Instructions	

Safety, mechanical and some general information in this manual is emphasized. DANGER, WARNING and CAUTION identify safety messages. Whenever the triangular safety alert symbol appears, it is followed by a safety message that must be read and understood. For more complete details concerning safety, read the safety instructions on pages 4 and 5. IMPORTANT identifies special mechanical information and NOTE identifies general information worthy of special attention.



WARNING:



Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, or other reproductive harm.

OPTIONAL SPARK ARRESTER

In some places a spark arrester muffler must be used because of local, state or federal regulations. The spark arrester available from your local Toro Distributor is approved by the United States Department of Agriculture and the United States Forest Service. Order spark arrester part(s) from your local authorized Toro Distributor.

When the mower is used or operated on any California forest, brush or grass covered land, a properly operating spark arrester must be attached to the muffler. The operator is violating state law, Section 442 Public Resources Code if a spark arrester is not used.

Whenever you have questions or need service, contact your local authorized Toro Distributor. In addition to having a complete line of accessories and professional turf care service technicians, the distributor has a complete line of genuine TORO replacement parts to keep your machine operating properly. Keep your TORO all TORO. Buy genuine TORO parts and accessories.

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SAFETY INSTRUCTIONS

Improper use or maintenance by the operator or owner of the machine can result in injury. To reduce the potential for any injury, comply with the following safety instructions.

BEFORE OPERATING

1. Operate the machine only after reading and understanding the contents of this manual. A free replacement manual is available by sending complete model and serial number to:

The Toro Company
8111 Lyndale Ave. S.,
Bloomington, MN 55420-1196.

2. Only trained operators, skilled in slope operation and who have read this manual should operate the machine. Never allow children to operate the machine or adults to operate it without proper instructions.
3. Become familiar with the controls and know how to stop the machine and engine quickly.
4. Do not carry passengers on the machine. Keep everyone, especially children and pets, away from the areas of operation.
5. Keep all shields, safety devices and decals in place. If a shield, safety device or decal is damaged, malfunctioning or illegible, repair or replace it before operating the machine.
6. Always wear substantial shoes. Do not operate machine while wearing sandals, tennis shoes or sneakers. Do not wear loose fitting clothing because it could get caught in moving parts and possibly cause personal injury.
7. Wearing safety glasses, safety shoes, long pants and a helmet is advisable and required by some local ordinances and insurance regulations.
8. Make sure the work area is clear of objects which might be picked up and thrown by the reels.
9. Since diesel fuel is highly flammable, handle it carefully.

- A. Use an approved fuel container.
- B. Do not remove cap from fuel tank when engine is hot or running.
- C. Do not smoke while handling fuel.
- D. Fill fuel tank outdoors and not over one inch (25 mm) from the top of the tank, not the filler neck. Do not overfill.

WHILE OPERATING

10. Do not run the engine in a confined area without adequate ventilation. Exhaust fumes are hazardous and could be deadly.

11. Sit on the seat when starting and operating the machine.

12. Check the interlock switches daily for proper operation, refer to page 25. If a switch should fail, replace the switch before operating the machine. (After every two years, replace all four interlock switches in the wiring system, regardless if they are working properly or not.)

13. When starting the engine:

- A. Engage parking brake.
- B. Be sure traction pedal is in neutral and PTO switch is in disengage position.
- C. After engine starts, release parking brake and keep foot off traction pedal. Machine must not move on a level surface. If movement is evident, the neutral control linkage is incorrectly adjusted: therefore, shut engine off and adjust until machine does not move when traction pedal is released. Refer to Adjusting Transmission for Neutral, page 33.
- D. Hills over 15 degrees should be mowed up and down, not side to side; see slope gauge, page 40.
- E. Mowing hills may be dangerous. However, hills over 20 degrees generally should not be mowed unless special safeguards, skills and conditions exist; see slope gauge, page 40.
- F. Stay alert for holes in terrain and other hidden hazards. Use extreme care when operating close to sand traps, ditches, creeks, steep hillsides or other hazards.
- G. Reduce speed when making sharp turns. Avoid sudden stops and starts. Use reverse pedal for braking. Cutting units must be lowered when going down slopes for steering control.
- H. Before backing up, look to the rear and assure no one is behind the machine. Watch out for traffic when near or crossing roads. Always yield the right of way.

14. Keep hands, feet and clothing away from moving parts and the reel discharge area. Grass baskets, if so equipped, must be in place during reel operation for maximum safety.

15. This product may exceed noise levels of 85 dB(A) at the operator position. Ear protectors are recommended for prolonged exposure to reduce the potential of permanent hearing damage.

16. Raise the cutting units when driving from one work area to another.



SAFETY INSTRUCTIONS

- 17.** Do not touch engine, muffler, exhaust pipe or hydraulic tank while engine is running or soon after it has stopped because these areas could be hot enough to cause burns.
- 18.** If a cutting unit strikes a solid object or vibrates abnormally, stop immediately. Turn engine off, wait for all motion to stop and inspect for damage. A damaged reel or bedknife must be repaired or replaced before operation is continued.
- 19.** Before getting off the seat:
 - A.** Disengage the PTO switch and wait for the reels to stop spinning.
 - B.** Move traction pedal to neutral.
 - C.** Set the parking brake.
 - D.** Stop the engine and remove key from the ignition switch.
- 20.** Whenever machine is left unattended, make sure reels are not spinning, key is removed from ignition switch and parking brake is set.

MAINTENANCE

- 21.** Before servicing or making adjustments to the machine, stop the engine and remove key from switch to prevent accidental starting of the engine.
- 22.** Check performance of all four interlock switches daily. Do not defeat interlock system. It is for your protection.
- 23.** To ensure entire machine is in good operating condition, frequently check and keep all nuts, bolts, screws and hydraulic fittings tight.
- 24.** Make sure all hydraulic line connectors are tight, and all hydraulic hoses and lines are in good condition before applying pressure to the system.
- 25.** Keep body and hands away from pin hole leaks or nozzles that eject hydraulic fluid under high pressure. Use paper or cardboard, not hands, to search for leaks. Hydraulic fluid escaping under pressure can have sufficient force to penetrate skin and do serious damage. If fluid is injected into the skin it must be surgically removed within a few hours by a doctor familiar with this form of injury or gangrene may result.

26. Before disconnecting or performing any work on the hydraulic system, all pressure in system must be relieved by stopping engine and lowering implements to the ground.

27. If major repairs are ever needed or if assistance is desired, contact an Authorized Toro Distributor.

28. To reduce potential fire hazard, keep the engine area free of excessive grease, grass, leaves and accumulation of dirt.

29. If the engine must be running to perform a maintenance adjustment, keep hands, feet, clothing, and any other parts of the body away from the cutting units and any moving parts. Keep everyone away.

30. Do not overspeed the engine by changing governor settings. To assure safety and accuracy, have an Authorized Toro Distributor check maximum engine speed with a tachometer.

31. Engine must be shut off before checking oil or adding oil to the crankcase.

32. To insure optimum performance and safety, use genuine TORO replacement parts and accessories. Replacement parts and accessories made by other manufacturers could be dangerous, and such use could void the product warranty of The Toro Company

SOUND PRESSURE LEVEL

This unit has an equivalent continuous A-weighted sound pressure at the operator ear of: 83 dB(A), based on measurements of identical machines per Directive 84/538/EEC and amendments.

VIBRATION LEVEL

Hand-Arm

This unit does not exceed a vibration level of 2.5 m/s² at the hands based on measurements of identical machines per ISO 5349 procedures.

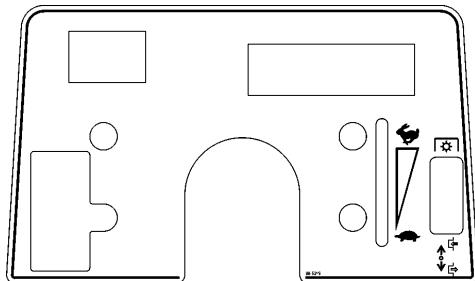
Whole Body

This unit does not exceed a vibration level of 0.5 m/s² at the posterior based on measurements of identical machines per ISO 2631 procedures.

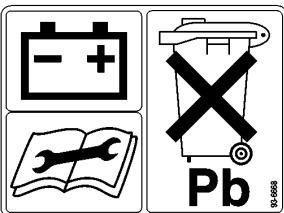


SAFETY AND INSTRUCTION DECALS

The following safety and instruction decals are affixed to the traction unit. If any decal becomes illegible or damaged, install a new decal. Part numbers are listed below and in your Parts Catalog. Order replacements from your Authorized Toro Distributor.



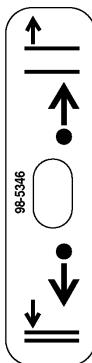
ON INSTRUMENT PANEL
(Part No. 99-3335)



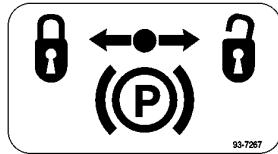
ON BATTERY
(Part No. 93-6668)



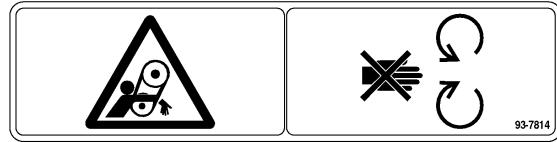
ON BATTERY ACCESS PLATE
(Part No. 98-5322)



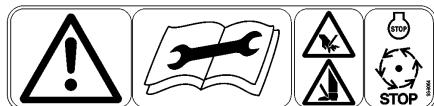
ON INSTRUMENT PANEL
(Part No. 98-5346)



ON PARKING BRAKE
(Part No. 93-7267)



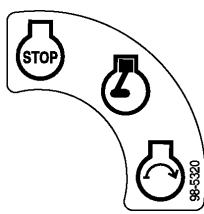
ON FRAME RAIL UNDER HOOD
(Part No. 93-7814)



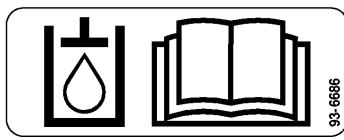
ON CUTTING UNITS
(Part No. 93-8064)



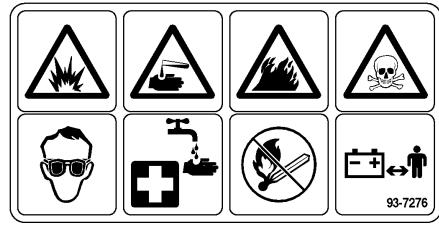
ON FRAME RAIL UNDER HOOD
(Part No. 93-7272)



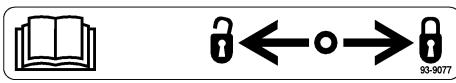
ON STEERING TOWER
(Part No. 98-5320)



ON HYDRAULIC ACCESS COVER
(Part No. 93-6686)



ON BATTERY
(Part No. 93-7276)



ON SEAT PLATE
(Part No. 93-9077)



ON LIFT ARMS
(Part No. 93-6696)



ON FENDER
(Part No. 93-6687)

SPECIFICATIONS

Engine: Briggs & Stratton Daihatsu, diesel, three cylinder, 4 cycle, overhead valve, water cooled, 23 hp @ 3600 rpm, 850 cc displacement, governed speed of 3200 rpm. Mechanical fuel pump. 3.5 quart oil capacity (3.3l).

Cooling System: The cooling system is filled with a 50/50 solution of water and permanent ethylene glycol anti-freeze.

Fuel System: Fuel tank capacity 20 liters. Fuel filter with water separator. Fuel shut-off valve.

Traction Drive: Eaton model 11 hydrostatic transmission integrally coupled to a Peerless model 1310 axle. Travel speed range is 0–13.5Km/h (0–8.5 mph) forward and 4.8 Km/h reverse (0–3 mph).

Controls: Foot-operated traction pedal. Hand-operated throttle, ignition switch, PTO switch, lift lever, parking brake and seat adjustment.

Cutting Drive: Constant tension belt drive system with electric clutch utilizing poly-V belt from engine to jackshaft and BX section V-belt drive from jackshaft to each cutting unit.

Tires and Wheels: Two 23 x 8.5–12 front-drive turf tires with 4-ply construction. Rear tires for the four-wheel configuration, 16 x 6.5–6 turf tires with 4-ply construction.

Electrical Features: 12-volt 530 cca at 180 C, 50 amp reserve capacity at 270 C. battery, 16 amp alternator. Seat switch, traction, PTO and parking brake interlock switches, electrical leads provided for optional light installation.

Steering: Pinion and gear sector with solid control link to rear steer assembly, 2.5 turns lock to lock.

Brakes: Service braking accomplished through dynamic characteristics of hydrostatic transmission. Parking brake controls secondary shaft internal to the axle assembly and is actuated by an overcenter control lever.

Main Frame: All steel welded construction utilizing tubular and formed sheet metal sections

Seat: Standard cushion seat or deluxe suspension seat with arm rest and weight adjustment is adjustable fore and aft. Arm rest kit also available.

Lift System: Category "0" A-Frame mounting system connected to the tractor via parallel linkage. One double-acting 60 mm bore 140 mm stroke hydraulic cylinder receiving oil from hydrostatic transmission charge pump via the control valve with float position. Maximum operating pressure is 1000 psi. When the

traction unit is equipped with cutting units, all three units are raised and lowered via the single control lever. The lift system works in conjunction with the electric clutch to engage and disengage the cutting units.

Overall Dimensions And Weight

Wheel Tread Width	105.3 cm
Width Across Front Tires	132 cm
Wheel Base	138.5 cm
Overall Length w/ Cutting Units Installed	229 cm
Overall Height	119 cm
Tractor Weight	50.4 kg
Weight with 5-Blade Fixed Cutting Units	640 kg
Weight with 8-Blade Floating Cutting Units	696 kg
Overall Width w/Fixed Head Units	195 cm
Overall Width w/Floating Head Units	203 cm
Transport Width w/Fixed Head Units	140 cm
Transport Width w/Floating Head Units	200 cm

Optional Equipment:

L.H. 5 Blade Fixed Cutting Unit (2 req.)	Model No. 03434
R.H. 5 Blade Fixed Cutting Unit	Model No. 03436
L.H. 8 Blade Floating Cutting Unit (2 req.)	Model No. 03437
R.H. 8 Blade Floating Cutting Unit	Model No. 03439
Lift Arm Kit, Fixed Cutting Unit	Model No. 02100
Lift Arm Kit, Floating Cutting Unit	Model No. 02101
Rear Axle, 4 Wheel	Model No. 02201
Full Roller Kit*	Model No. 03440
Sectional Roller Kit*	Model No. 03445
Wiehle Roller Kit*	Model No. 03450
Skid Kit*	Model No. 03446
Anti-Scalp Roller Kit*	Model No. 03447
Grass Basket Kit, Floating C.U.	Model No. 02302
Grass Basket Kit, Fixed C.U.	Model No. 02304
Remote Hydraulics Kit	Model No. 02300
Power Take-off Kit, 1:1 Ratio	Model No. 02301
Power Take-off Kit, 1.5:1 Ratio	Model No. 02303
Standard Seat Kit	Model No. 30769
Deluxe Suspension Seat Kit	Model No. 02305
Arm Rest Kit for Model 30769	Model No. 30707
Debris Blower	Model No. 02202
Large Pulley Kit	Part No. 98-5413
Roller Scraper Kit*	Part No. 60-9560
Comb Kit*	Part No. 67-9400
Rear Weight	Part No. 24-5790
Rear Weight (2)	Part No. 24-5780
Gauge Bar Kit	Part No. 13-8199
Backlap Kit	Part No. 84-5510
Tire Chains	Part No. 82531

*3 per kit

LOOSE PARTS CHART

Note: Use this chart as a checklist to assure all parts necessary for assembly have been received. Without these parts, total set-up cannot be completed. Some parts may have already been assembled at factory.

Axle Assembly	1	
Wheel Assy.	2	
Washer	2	
Cotter Pin	2	
Dust Cover	2	
Capscrews	4	
Mounting Bar	2	
Washer	4	
Locknut	4	
Capscrew	1	
Washer	2	Secure Steering Rod
Locknut	2	
Steering Wheel	1	
Lockwasher	1	Mount Steering Wheel
Nut	1	
Thrust Washers	3	
Flat Washer	3	Mount Cutting Units to Lift Arms.
Lockwasher	3	
Capscrew	3	
Tensioner Rod	4	
Pin	4	Mount Tensioner Rods to Traction Unit
Tensioner Bracket	4	
Capscrew	4	
Nut	4	Install Belt Tension Rod to Cutting Unit
Capscrew	4	(Fixed Cutting Units only).
Washer	8	
Nut	4	
V-Belt	3	Install to Jackshaft Pulleys and Reel Pulleys.
Operators Manual	1	
Parts Catalog	1	Read Before Operating Machine.
Registration Card	1	Fill out and send to the Toro Co.

Specifications and design subject to change without notice.

SET-UP INSTRUCTIONS

INSTALL REAR AXLE (Fig. 1–4)

1. Slide a wheel (**valve stem inboard**) and washer onto a axle shaft.
2. Insert cotter pin through the axle and bend the ends of the pin open.
3. Push the dust cover onto the end of the axle so it snaps over washer.

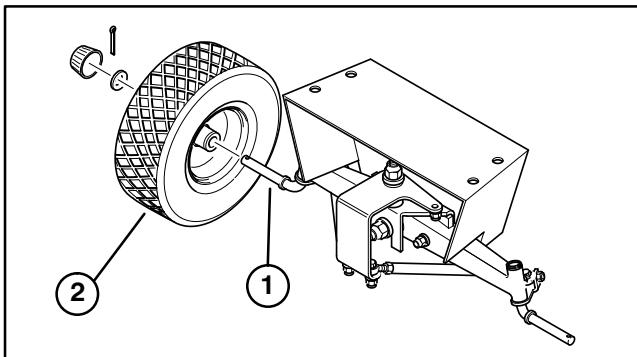


Figure 1
1. Axle shaft
2. Wheel assembly

4. Repeat steps on opposite side.
5. Mount each side of axle assembly to underside of rear frame rails with (2) capscrews, mounting bar, (2) washers and locknuts.

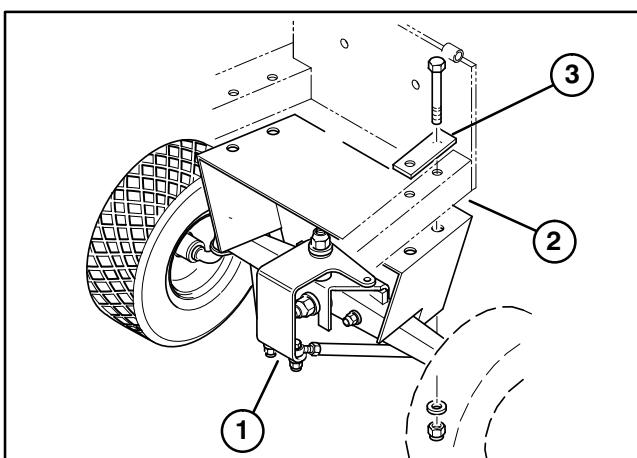


Figure 2
1. Axle assembly
2. Rear frame rails
3. Mounting bars

6. Remove capscrew, washers and locknut securing front end of steering rod to steering sector gear (Fig. 3). Re-position rod so curved end of rod is to the rear. Secure straight end of rod to steering sector gear with fasteners previously removed. Make sure a washer is on each side of steering sector. Tighten nut to 40–45 N·m (30–35 ft-lb).

IMPORTANT: Make sure curved end of steering rod is to the rear.

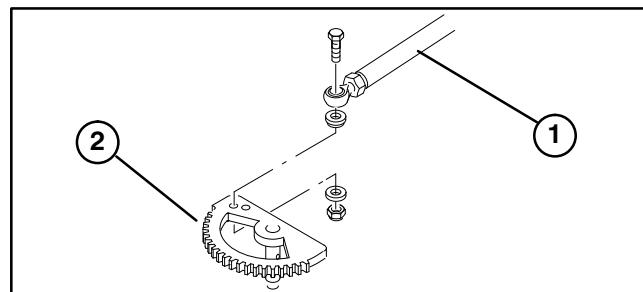


Figure 3
1. Steering rod
2. Steering sector gear

7. Secure other end of steering rod to top of axle pivot with a capscrew, (2) washers and a locknut. Position a washer on each side of axle pivot plate. Tighten nut to 40–45 N·m (30–35 ft-lb).

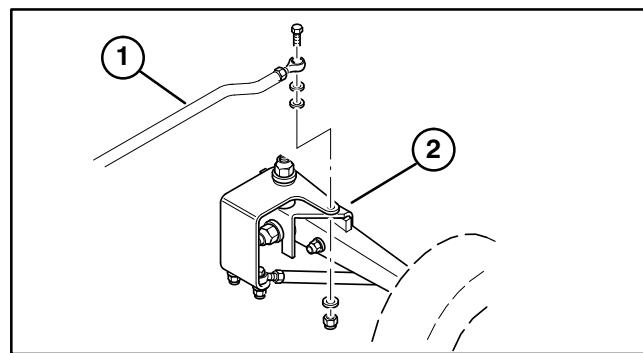


Figure 4
1. Steering rod
2. Axle pivot

8. Wipe grease fittings clean on wheels, wheel spindles and pivot tube. Pump grease into fittings until grease is seen exiting at both bearings, thus assuring cavities are full. Wipe up excess grease.
9. Adjust toe-in and steering stops. Refer to Adjusting Toe-in and Steering Stops, page 33.

INSTALL STEERING WHEEL (Fig. 5)

1. Position rear wheel(s) straight ahead.
2. Remove logo cover by releasing (3) latches from back side with screwdriver.

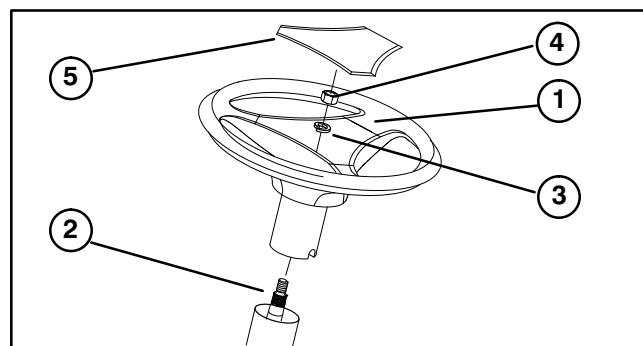


Figure 5
1. Center spoke
2. Shaft spline
3. Lockwasher
4. Nut
5. Logo cover

3. Line up center spoke toward the seat and position the steering wheel onto shaft spline.

SET-UP INSTRUCTIONS

- Secure steering wheel with lockwasher and nut.
- Tighten steering wheel nut to 37 N·m (50 ft-lbs).
- Snap logo cover into place.

INSTALL SEAT (Fig. 6–7)

The Grounds Pro 2000–D is shipped without the seat assembly. Standard Seat Kit, Model 30769 or Deluxe Suspension Seat Kit, Model 02305 must be installed as follows:

Seat Kit, Model No. 30769, Standard Seat:

- Mount a seat adapter plate to each seat spring with (2) spacers, socket head screws and locknuts (Fig. 6).
- Mount each seat adapter plate to bottom of seat with (2) capscrews and washers. Position adapters and springs as shown in figure 6.
- Install seat switch into seat and secure electrical connector.
- Loosely mount front of seat springs to seat plate with (2) capscrews and washers and rear with (2) knobs and washers (Fig. 6).

Note: Mount seat in forward holes to attain forward adjustment.

- Slide seat to desired operating position and tighten knobs.
- Before starting machine, sit on set to activate seat switch.

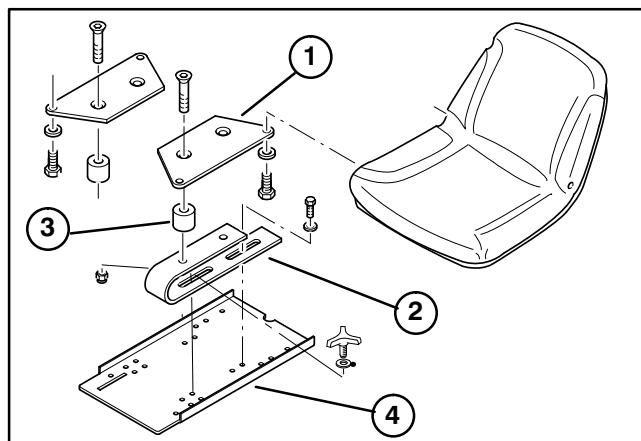


Figure 6

1. Adapter plate
2. Seat spring
3. Spacer
4. Seat plate

Seat Kit, Model No. 02305, Deluxe Suspension Seat:

- Loosely mount seat slides to bottom of seat suspension with (4) large spacers, (2) small spacers, (4) carriage bolts and flange locknuts. Small spacers to be positioned on top of rear large spacers. Seat slide with fore and aft adjusting lever to be mounted on right side of suspension. Over hanging lip of left seat slide to be positioned inward.
- Position threaded mounting studs of seat slides into holes in seat mounting plate.

10

Note: Mount seat in forward holes to attain forward adjustment.

- Mount seat to seat suspension with (4) capscrews, lockwashers and flatwashers.

- Secure seat slide to seat mounting plate with (4) locknuts.

Note: Seat plate may be removed from frame to ease seat spring installation.

- Plug seat switch wire connector into harness wire connector.

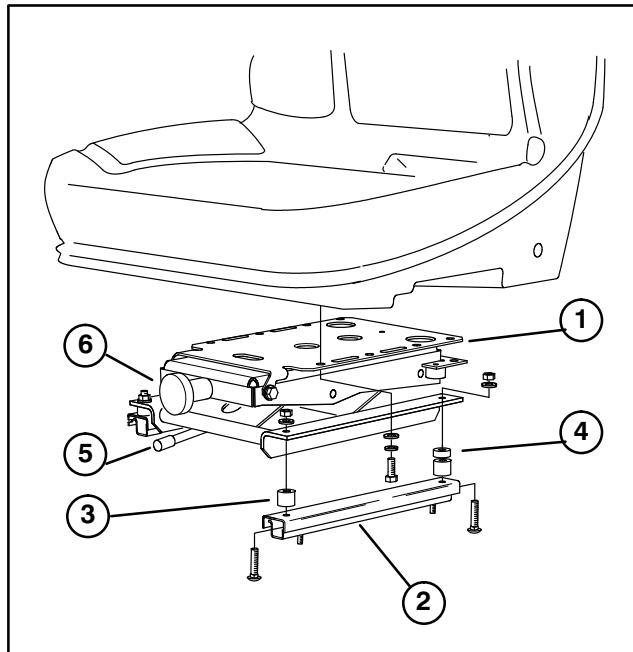


Figure 7

1. Seat suspension	4. Small spacer
2. Seat slide	5. Adjusting handle (fore & aft)
3. Large spacer	6. Adjusting knob (operator weight)

- To adjust seat for operator's comfort and weight proceed as follows:

A. To adjust seat fore and aft, move handle, on front of seat assembly, to the left. Release handle to lock seat position.

B. To adjust for operator's weight, turn spring tension knob; clockwise to increase tension, counterclockwise to decrease spring tension.

INSTALL LIFT ARM KIT (Fig. 8–15)

The Grounds Pro 2000–D is shipped without a lift arm kit. Fixed Cutting Unit Lift Arm Kit, Model 02100 or Floating Cutting Unit Lift Arm Kit, Model 02101 must be installed as follows:

- Slide lift arm kit A-frame onto traction unit A-frame.
- Secure A-frames together with locking pin and hair pin cotter.

SET-UP INSTRUCTIONS

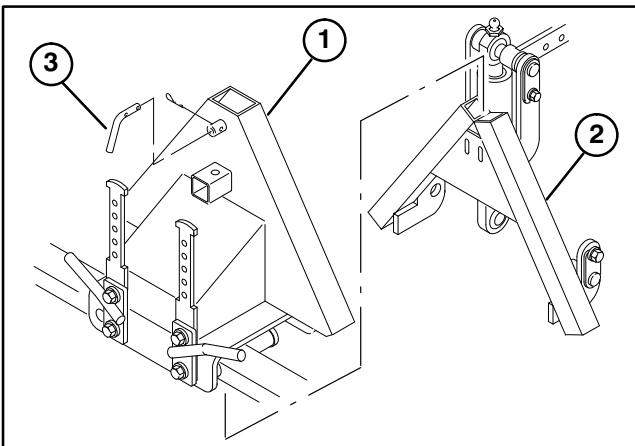


Figure 8
 1. Lift arm A-frame
 2. Traction unit A-frame
 3. Locking pin

3. Mount a rubber stop (Fig. 9) to frame bracket on each side of traction unit as follows:

A. On traction units equipped with a fixed cutting unit lift arm kit, mount a U-bracket to each frame bracket with (2) washers and screws. Then, mount a rubber stop to each U-bracket with (2) screws.

B. On traction units equipped with a floating cutting unit lift arm kit, mount a rubber stop directly to each frame bracket with (2) screws.

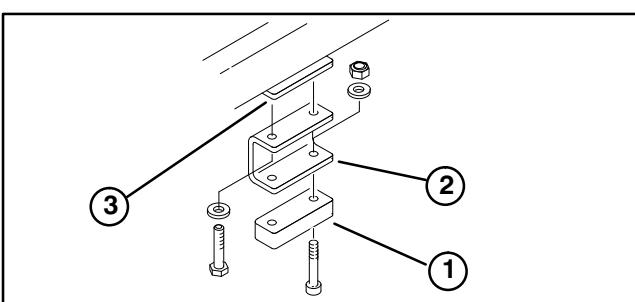


Figure 9
 1. Rubber cutting unit stop
 2. U-bracket
 3. Frame bracket

4. On **front** cutting units only, remove (2) flange head screws securing front of each cutting unit cover to frame (Fig. 10).

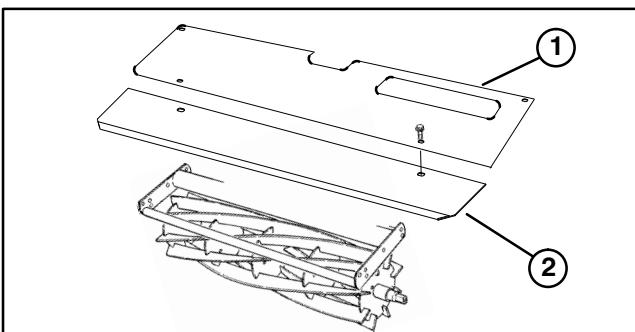


Figure 10
 1. Cutting unit cover 2. Cutting unit shield

5. Insert a cutting unit shield between cover and frame, align mounting holes and secure with flange head screws previously removed (Fig. 10).

6. On **rear, floating** cutting unit, remove fasteners securing each end of carrier frame to cutting unit.

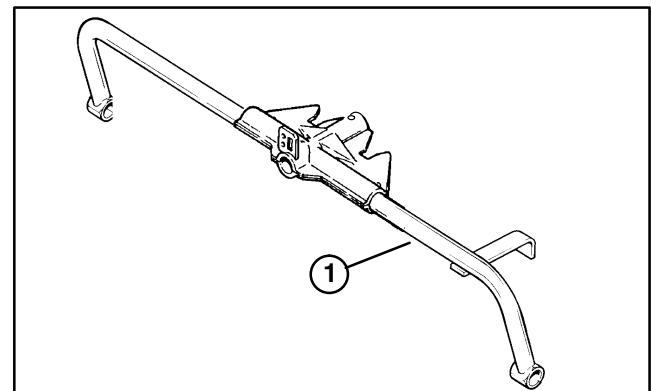


Figure 11
 1. Rear carrier frame

7. On **rear, fixed** cutting unit, remove (2) carriage bolts, washers and locknuts securing side guard to left side plate of cutting unit (Fig. 12).

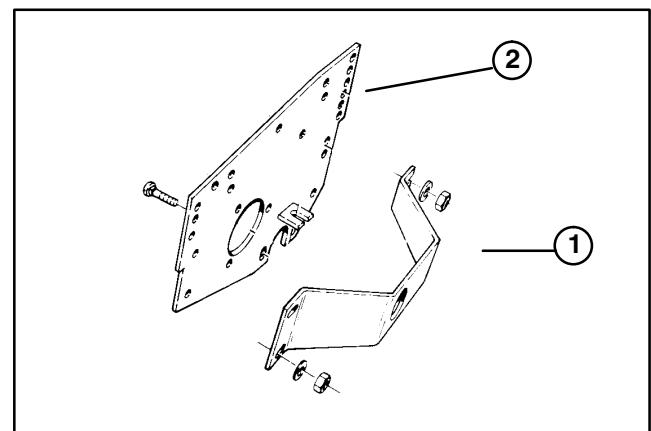


Figure 12
 1. Side guard
 2. Cutting unit side plate

8. Mount a tensioner bracket to left side plate with (2) carriage bolts, washers and locknuts previously removed (Fig. 13).

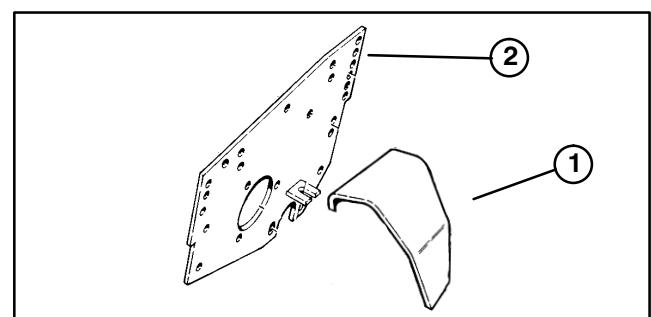


Figure 13
 1. Tensioner bracket

9. Mount new carrier frame (supplied in lift arm kit) to each end of rear cutting unit with fasteners previously removed.

SET-UP INSTRUCTIONS

10. Using a tipper bracket (Fig. 14) as a template, locate, mark and drill (2) 9mm dia. holes in top of each **front, fixed** cutting unit tensioner bracket. Make sure tipper bracket is centered on tensioner bracket, as shown in figure 14. Holes may exist.

11. Mount a tipper bracket to each tensioner bracket with (2) capscrews, washers and locknuts.

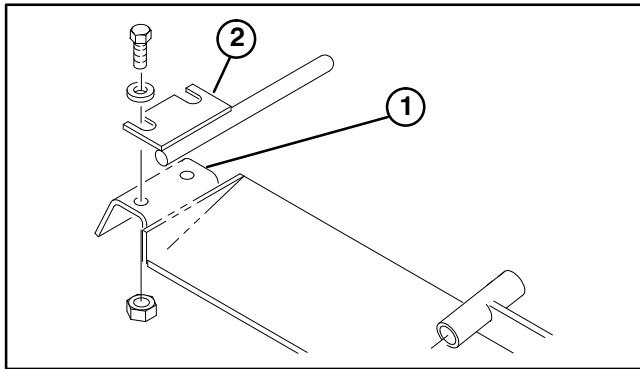


Figure 14
1. Tensioner bracket
2. Tipper bracket

12. On **rear, fixed** cutting unit, remove (4) capscrews and locknuts securing rear pivot support to top of cutting unit (Fig. 15).

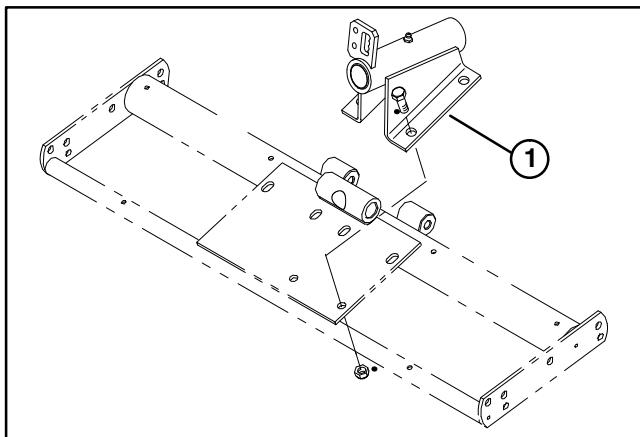


Figure 15
1. Rear pivot support

13. Mount new rear pivot support (supplied in lift arm kit) to top of rear cutting unit with (4) capscrews and locknuts previously removed.

MOUNT FRONT ROLLER (Fig. 16) (Floating Cutting Unit)

1. Remove (2) locknuts securing each angle bracket to cutting unit.

2. Remove height-of-cut pins.

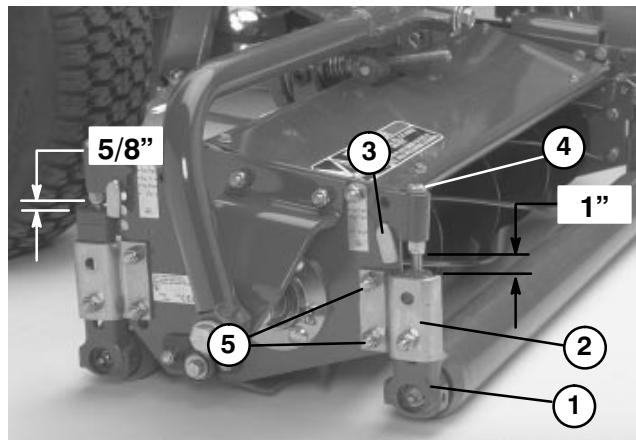


Figure 16
1. Roller bracket
2. Angle bracket
3. Height-of-cut pin
4. Support capscrew
5. Locknuts

3. Insert smaller dia. shaft end of roller into white bushing in roller bracket, making sure flanged end of nylon bushing faces inside toward roller. **Hex of roller bracket must mate with hex of nut adjustment.**

4. Press roller bracket onto other shaft end of roller. **Hex of roller bracket must mate with hex of nut adjustment.**

5. Hold one roller bracket stationary and use other bracket as a wrench to adjust bearing clearance. Roller to rotate freely with no bearing end play.

6. Roller brackets must be aligned for installation onto cutting unit. If necessary to align after bearing adjustment, remove roller bracket on side with flanged nyliner, align with opposite roller bracket within \pm one hex flat and replace.

7. Reinstall Height-of-Cut pins.

8. Reinstall (2) locknuts securing each angle bracket to cutting unit.

SET HEIGHT OF CUT AND LEVEL REAR ROLLER (Fig. 16) (Floating Cutting Unit)

Note: For best results, perform adjustments on cutting units when they are removed from traction unit.

1. Position cutting unit on a flat level table or board.

2. Slightly loosen (crack) nut securing each roller bracket to angle bracket.

3. Adjust support capscrew to achieve 1" \pm 1/16 dimension between Height-of-Cut support and *front* roller bracket (2 places).

4. Adjust support capscrew to achieve 5/8" \pm 1/16 dimension between Height-of-Cut support and *rear* roller bracket (2 places).

5. Remove hairpin cotters securing rear Height-of-Cut pins and reinstall in the 1/2" setting as indicated on Height-of-Cut plate.

SET-UP INSTRUCTIONS

6. Remove hairpin cotters securing front Height-of-Cut pins and reinstall in the 1/4" setting as indicated on Height-of-Cut plate to allow clearance between roller and table.
7. Position a 1/2" or thicker bar under the reel blades and against the front face of the bedknife. Make sure bar covers the full length of reel blades.
8. Verify if rear roller is level, by inserting a piece of paper under each end of roller.
9. Level roller by adjusting appropriate support capscrew on rear roller supports until roller is parallel and entire length of roller contacts table.
10. When roller is level, adjust both rollers to desired Height-of-Cut pins. **Tighten nuts securing roller brackets.**
11. Verify that rollers are level and bedknife is parallel to surface.

SET HEIGHT-OF-CUT AND LEVEL REAR ROLLER (Fig. 17) (Fixed Cutting Units)

Note: For best results, perform adjustments to cutting units when they are mounted on traction unit.

1. Position cutting unit on flat level surface or board.
2. Slightly loosen (crack) nuts securing roller brackets to angle brackets.
3. Adjust support capscrews to achieve $5/8" \pm 1/16"$ dimension between Height-of-Cut support and roller bracket (2 places).

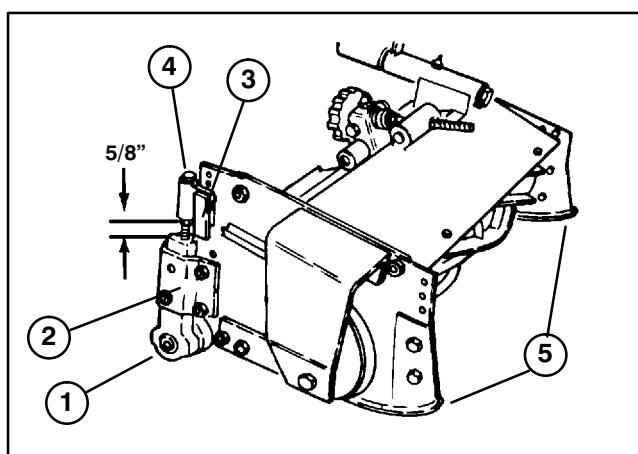


Figure 17

1. Roller bracket	4. Support capscrew
2. Angle bracket	5. Skid
3. Height-of-cut pin	

4. Remove hairpin cotters securing Height-of-Cut pins and reinstall in hole at desired setting as indicated on Height-of-Cut plate.

5. Use a gage block with a thickness equal to the desired height-of-cut and position it against the front edge of the bedknife at one end. Turn the support capscrew to adjust the height of the bedknife equal to the gage block.

6. Repeat the procedure at the other end, then recheck the original end.

7. Tighten nuts securing roller brackets.

8. After initial set-up, height-of-cut may be changed by re-positioning Height-of-Cut pins to desired setting.

9. Adjust skids 1/8" to 1/4" higher than height-of-cut setting.

ADJUST BEDKNIFE PARALLEL TO REEL

(Fig. 18-20)

(Floating or Fixed Cutting Units)

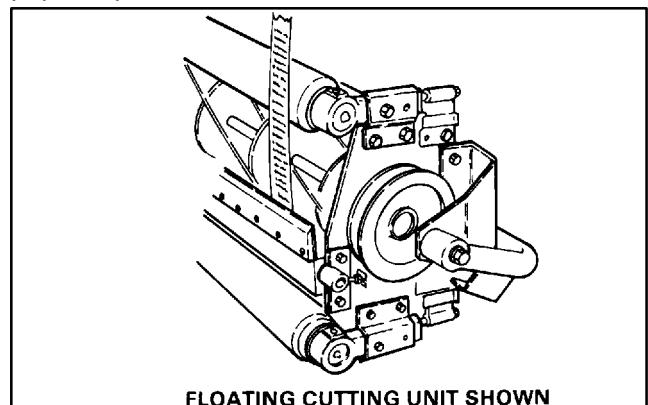
1. Make sure reel contact is removed by turning bedknife adjustment knob counterclockwise (Fig. 18). Tip cutting unit to gain access to reel and bedknife (Fig. 19).



Figure 18

1. Bedknife adjusting screw

2. On either end of reel, insert a long strip of dry newspaper between reel and bedknife. While slowly rotating reel into bedknife, turn bedknife adjusting knob clockwise, one click at a time until paper is pinched lightly, which results in a slight drag when paper is pulled.



FLOATING CUTTING UNIT SHOWN

Figure 19

SET-UP INSTRUCTIONS

- Check for light contact at other end of reel using paper. If light contact is not evident, proceed to next step.
- Loosen (2) carriage bolts on bedbar adjuster (Fig. 20).

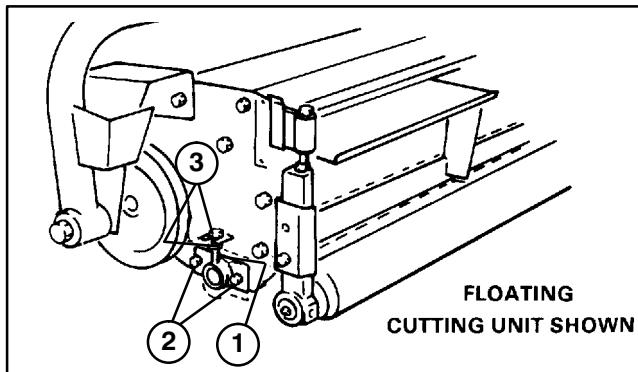


Figure 20
 1. Bedbar adjuster
 2. Carriage bolts
 3. Adjustment nuts

- Adjust nuts to move bedbar adjuster up or down until paper is pinched along entire bedknife surface, when bedknife adjustment knob is adjusted to no more than two clicks beyond first contact of reel bedknife.
- Tighten nuts and carriage bolts and verify adjustment.

VERIFY HEIGHT-OF-CUT SETTING (Fig. 21) (Floating Cutting Unit)

- On gauge bar, set head of screw to desired Height-of-Cut. This measurement is from bar face to underside of screw head. Gauge bar (Toro Part No. 13-8199) may be obtained from your local Toro Distributor.

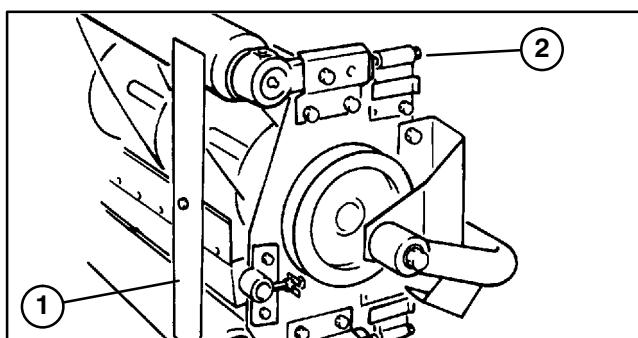


Figure 21
 1. Gauge bar
 2. Front roller support screw

- Slightly loosen (crack) nut securing each front roller bracket to angle bracket.

- Place the bar across the front and rear rollers and adjust the front roller support screws until the underside of screw head engages the bedknife cutting edge. Do this on both ends of reel.
- Tighten nuts securing roller brackets.
- Verify that rollers are level and bedknife is parallel to surface.

ALTERNATE REEL SPEED RPM

To achieve lower clip rates, reel speed rpm may be increased by removing and reversing the upper (90mm) and lower (110mm) jack shaft pulleys on implement drive.

IMPORTANT: Before installing a Power Take-Off Kit (1:1 Ratio) to traction unit, make sure jackshaft pulleys (upper and lower) are positioned as shipped from the factory. If pulleys have been reversed, return to original position (90 mm pulley on top and 110 mm pulley on bottom) or obtain Power Take-Off Kit (1:1.5 Ratio), Model No 02303.

MOUNT CUTTING UNITS (Fig. 22) (Floating Cutting Unit)

- Slide a thrust washer onto lift arm pivot rod.
- Slide cutting unit carrier frame onto pivot rod and secure with a flatwasher, lockwasher and capscrew.

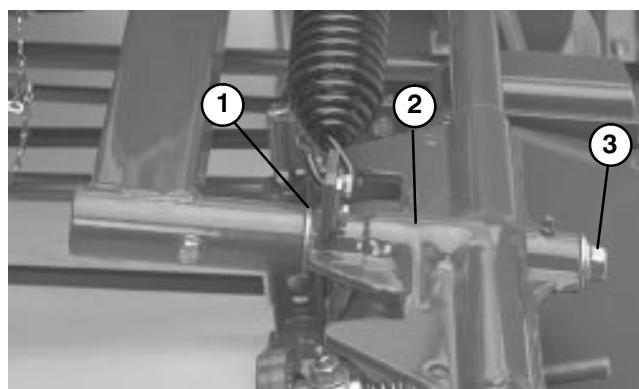


Figure 22
 1. Thrust washer
 2. Carrier frame
 3. Flatwasher, lockwasher and capscrew

MOUNT CUTTING UNITS (Fig. 23) (Fixed Cutting Units)

- Slide a thrust washer onto lift arm pivot rod.
- Slide cutting unit support onto pivot rod and secure with a flatwasher, lockwasher and capscrew.

Note: Thrust washer to be positioned between rear of cutting unit support and flatwasher on rear cutting unit.

Note: When mounting rear cutting unit, thrust washer to be positioned between cutting unit support and flatwasher at rear.

SET-UP INSTRUCTIONS

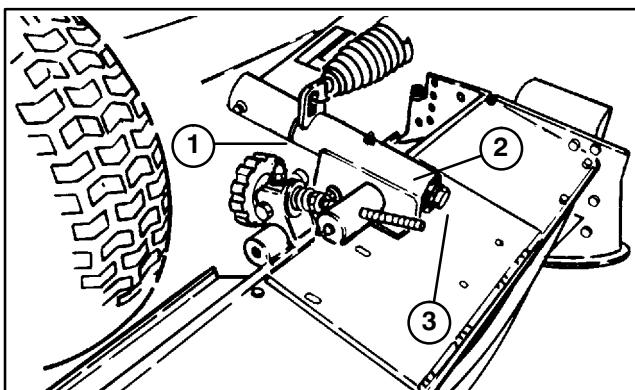


Figure 23

1. Thrust washer
2. Cutting unit support
3. Flatwasher, lockwasher & capscrew

3. Front cutting units should be parallel to front wheels. To adjust, loosen capscrews securing supports to cutting units, adjust cutting units until parallel, then, retighten screws.

INSTALL CUTTING UNIT DRIVE BELTS (Fig. 24–25) (Floating & Fixed Cutting Units)

1. Loosen wing screw securing plastic coupler to jack shaft.

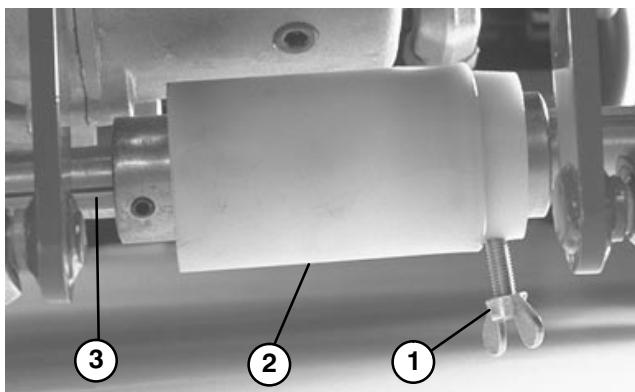


Figure 24

1. Wing screw
2. Coupler
3. Jackshaft

2. Move coupler to the left on shaft.

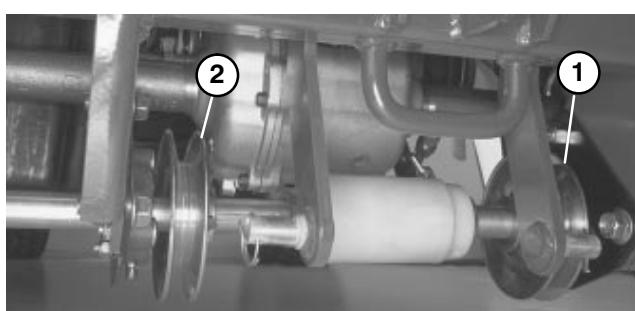


Figure 25

1. Jack shaft pulleys for front cutting units

3. Route (2) V-belts around jackshaft pulleys and front reel pulleys.

4. Slide coupler to the right, aligning with hole in shaft for wing screw and tighten screw.

5. Route a V-belt around jackshaft pulley on right end of shaft and rear reel pulley.

INSTALL BELT TENSIONERS (Fig. 26 & 27) (Floating Cutting Units)

1. Secure a tensioner rod to each traction unit hanger bracket with a pin (Fig. 26).

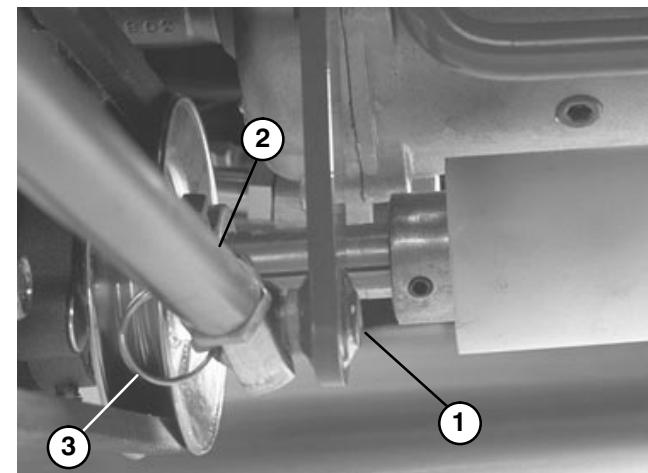


Figure 26

1. Hanger bracket
2. Tensioner rod
3. Klik pin

2. On pulley end of front cutting units and both ends of rear cutting unit, remove nut from bolt securing carrier frame to tensioner bracket.

3. Install a spacer, belt tension rod and washer onto capscrew.

Note: Loosen tension rod jam nut and rotate rod to adjust rod length for installation.

4. Reinstall nut previously removed.

5. The cutting unit drive belts should have a maximum deflection of 1/2 inch with a 10 pound load applied.

SET-UP INSTRUCTIONS

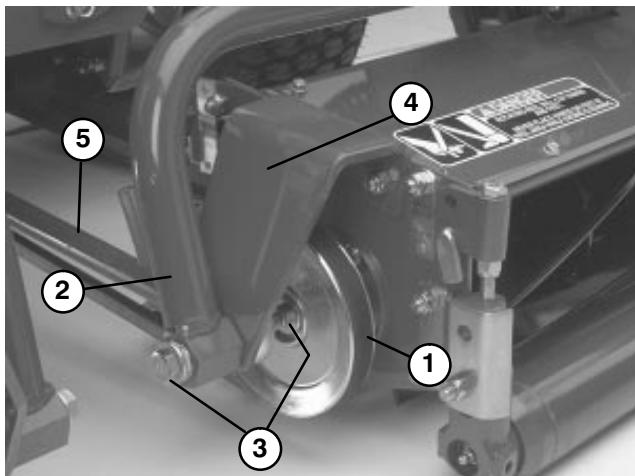


Figure 27

- 1. Cutting unit drive belt
- 2. Carrier frame
- 3. Capscrew, (2) flatwashers & nut
- 4. Tensioner bracket
- 5. Belt tensioner

6. Loosen jam nut on end of belt tension rod. Rotate rod to lengthen or shorten rod to desired length. Tighten jam nut.

INSTALL BELT TENSIONERS (Fig. 26 & 28) (Fixed Cutting Units)

1. Secure a tensioner rod to each traction unit hanger bracket with a pin.
2. On pulley end of front cutting units and both ends of rear cutting unit, install a belt tension bracket to inside of tensioner bracket with a capscrew, washer, nut & spacer.
3. Insert tension rod ball joint onto tension bracket pin and secure with a washer and capscrew.

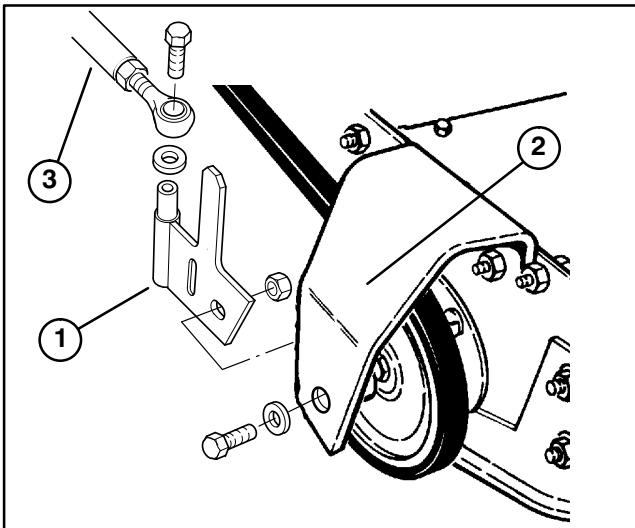


Figure 28

- 1. Belt tension bracket
- 2. Tensioner bracket
- 3. Belt tensioner rod

Note: Loosen tension rod jam nut and rotate rod to adjust rod length for installation.

4. Secure with nut.

5. The cutting unit drive belts should have a maximum deflection of 1/2 inch with a 10 pound load applied.

6. Loosen jam nut on end of belt tension rod. Rotate rod to lengthen or shorten rod to desired length. Tighten jam nut.

ADJUST PULLEY CLEANERS (Fig. 29)

1. Adjust cleaner bracket so it is centered in groove of pulley and tighten carriage bolt and locknut.
2. Adjust cleaner bracket so there is approximately .030 – .060 clearance between bracket and pulley, then tighten capscrew and locknut.

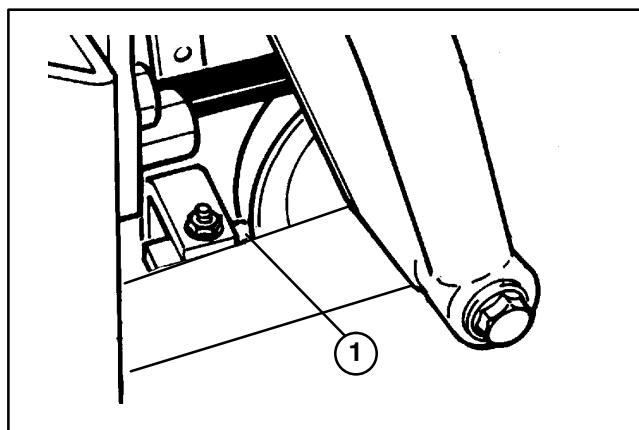


Figure 29
1. Cleaner bracket

INSTALL COUNTERBALANCE SPRINGS (Figs. 30–33)



WARNING

Use caution when tensioning springs as they are under heavy load.

Front Cutting Units

1. Hook one end of spring into second hole (from bottom) on cutting unit lift tab (Fig. 30).

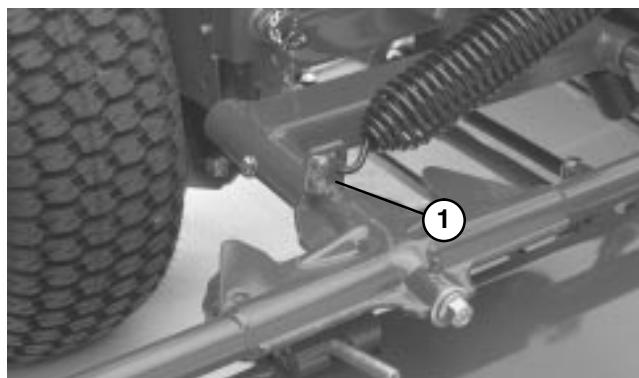


Figure 30
1. Front cutting unit lift tab

SET-UP INSTRUCTIONS

2. Secure other end of spring to appropriate hole on counterbalance arm with spring shackle, clevis pin and cotter pin (Fig. 31) as follows:

A. Use **second hole** from bottom when equipped with 5 blade reels.

B. Use **middle hole** when equipped with 8 blade reels without baskets.

C. Use **top hole** when equipped with 8 blade reels with baskets.

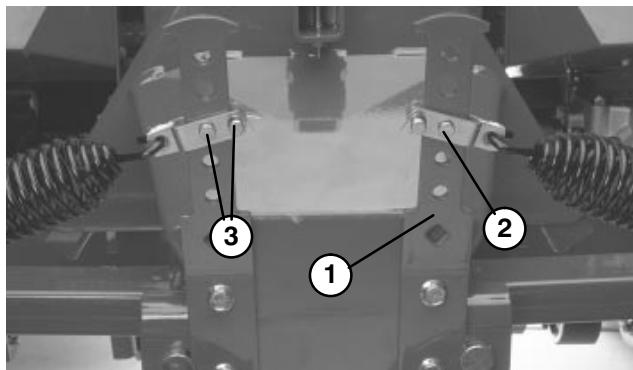


Figure 31
 1. Counterbalance arm
 2. Spring shackle
 3. Clevis pin & cotter pin

3. Tension front counterbalance springs as follows:

A. Remove cotter pin and clevis pin securing spring shackle to counterbalance arm. Do not remove other clevis pin.

B. Move shackle up or down on counterbalance arm, until aligned with desired hole of arm. Reinstall clevis pin and cotter pin.

Rear Cutting Unit

1. Hook one end of spring into appropriate hole in cutting unit lift tab (Fig. 32) as follows:

A. Use **upper hole** when equipped with 5 or 8 blade reels without baskets.

B. Use **lower hole** when equipped with 5 or 8 blade reels with baskets.

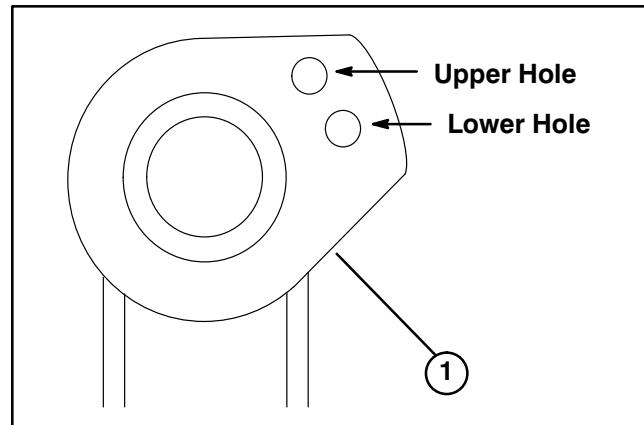


Figure 32
 1. Rear cutting unit lift tab

2. Hook other end of spring to anchor bolt.

3. Loosely secure anchor bolt and spring to upper or lower hole in frame bracket (Fig. 33) with round spacer and counterbalance adjustment knob positioning as follows:

A. Use **upper** hole in bracket when equipped with 5 blade reels.

B. Use **lower** hole in bracket when equipped with 8 blade reels.

4. To tension rear counterbalance spring, rotate counterbalance knob (Fig. 33) until distance between center of anchor bolt opening and inside of frame "X" is as follows:

A. Distance "X" is **50mm** when equipped with 5 or 8 blade reels without baskets.

B. Distance "X" is **15mm** when equipped with 5 or 8 blade reels with baskets.

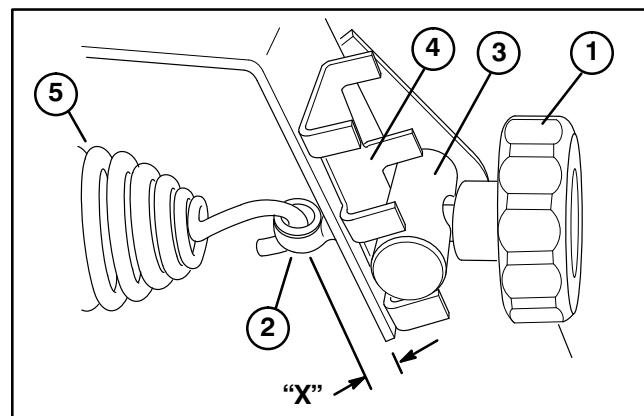


Figure 33
 1. Rear counterbalance knob
 2. Anchor bolt
 3. Spacer
 4. Frame bracket
 5. Counterbalance spring

IMPORTANT: These are recommended settings. Readjust spring positions to attain optimum performance and counterbalance. By raising spring locations, cutting unit weight on ground is reduced and traction is increased.

SET-UP INSTRUCTIONS

REAR BALLAST

This unit complies with ANSI B 71.4-1984 Standard and CE.

ACTIVATE AND CHARGE BATTERY

(Fig. 34-35)

1. If Battery is not filled with electrolyte or activated, bulk electrolyte with 1.260 specific gravity must be purchased from a local battery supply outlet and added to battery.
2. Remove access panel from rear of tower (Fig. 34).

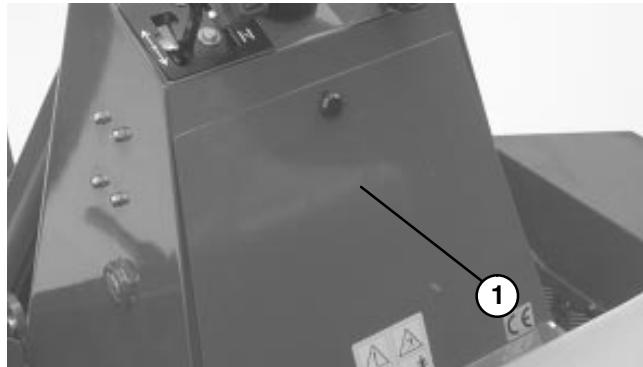
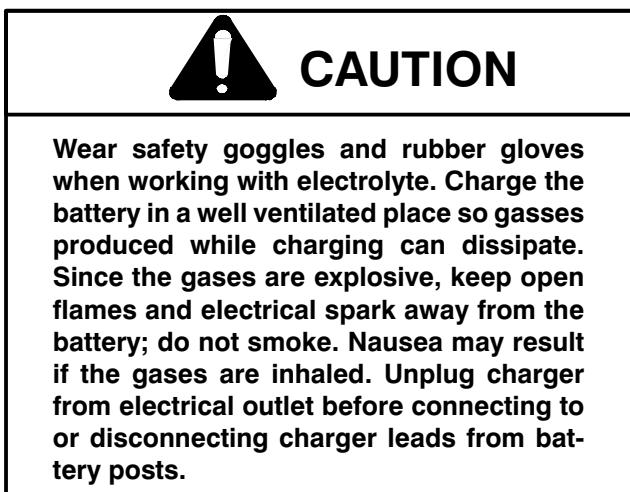


Figure 34
1. Access panel



3. Remove filler cap from battery and slowly fill each cell until electrolyte is just above the plates.

4. Replace filler cap and connect a 3 to 4 amp battery charger to the battery posts. Charge the battery at a rate of 3 to 4 amperes for 4 to 8 hours.

5. When battery is charged, disconnect charger from electrical outlet and battery posts.

6. Remove filler cap. Slowly add electrolyte to each cell until level is up to fill ring. Install filler cap.

IMPORTANT: Do not overfill battery. Electrolyte will overflow onto other parts of the machine and severe corrosion and deterioration will result.



Figure 35
1. Battery

7. Install the positive cable (rubber boot over end) to the positive (+) terminal and the negative cable (black) to the negative (—) terminal of the battery. Slide the rubber boot over the positive terminal to prevent possible short-out from occurring.

BEFORE OPERATING

CHECK ENGINE OIL (Fig. 36)

The engine is shipped with 3.5 quarts (w/ filter) (3.3l) of oil in the crankcase; however, level of oil must be checked before and after engine is first started.

1. Position machine on a level surface.
2. Unscrew dipstick and wipe it with a clean rag. Screw dipstick into the tube and make sure it is seated fully. Unscrew dipstick out of tube and check level of oil. If oil level is low, remove filler cap from valve cover and add enough oil to raise level to FULL mark on dipstick.

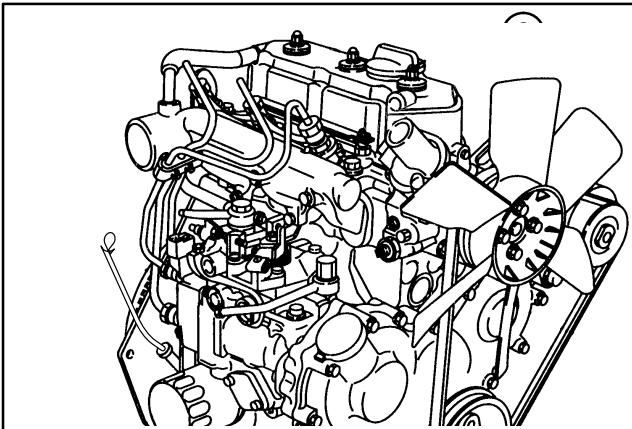


Figure 36

1. Dipstick
2. Filler cap

3. The engine uses any high-quality detergent oil having the American Petroleum Institute -API- "service classification" SE, SF or SG or SH or higher. Recommended viscosity (weight) is SAE 30. (Refer to Engine Operators Manual for the correct oil type and viscosity to use in different temperature conditions).
4. Pour oil into opening in valve cover until the oil level is up to the "FULL" mark on the dipstick. Add the oil slowly and check the level often during this process. DO NOT OVERFILL.

IMPORTANT: Check level of oil every 8 operating hours or daily. Change oil and filter initially after the first 50 hours of operation, thereafter change oil every 100 hours and filter every 200 hours. However, change oil more frequently when engine is operated in extremely dusty or dirty conditions.

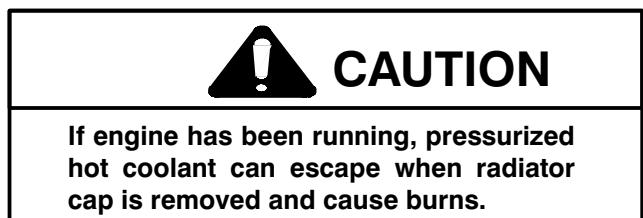
5. Install the filler cap and dipstick firmly in place.

CHECK COOLING SYSTEM (Fig. 37)

Clean debris off hood screens, engine and radiator daily, more often if conditions are extremely dusty and dirty; refer to section on Engine Cooling System.

The cooling system is filled with a 50 / 50 solution of water and permanent ethylene glycol anti-freeze.

Check level of coolant in expansion tank at beginning of each day before starting the engine.



1. Check level of coolant in expansion tank. Coolant level should be between the marks on side of tank.

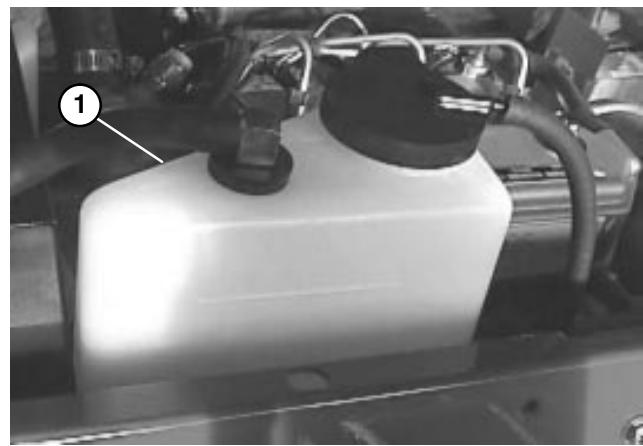


Figure 37

1. Expansion Tank

2. If coolant level is low, remove expansion tank cap and replenish the system. DO NOT OVERFILL.

3. Install expansion tank cap.

FILL FUEL TANK (Fig. 38)

Fuel tank capacity is 20 liters.

1. Remove fuel tank cap.
2. Fill tank to about one inch below top tank, not filler neck with No. 2 diesel fuel. Then install cap.



Figure 38

1. Fuel Tank Cap

BEFORE OPERATING



DANGER

Because diesel fuel is flammable, use caution when storing or handling it. Do not smoke while filling the fuel tank. Do not fill fuel tank while engine is running, hot, or when machine is in an enclosed area. Always fill fuel tank outside and wipe up any spilled diesel fuel before starting the engine. Store fuel in a clean, safety-approved container and keep cap in place. Use diesel fuel for the engine only; not for any other purpose.

DRAINING WATER FROM FUEL FILTER/WATER SEPARATOR (Fig. 39)

Any water accumulation should be drained from the fuel filter/water separator before each use.

1. Position machine on a level surface and stop the engine.
2. Open the drain valve on the fuel filter/water separator and drain any accumulated water.

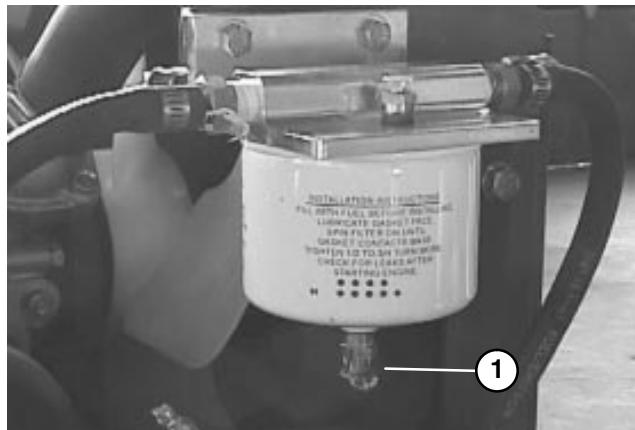


Figure 39

1. Drain valve

NOTE: Because the accumulated water will be mixed with diesel fuel, drain the fuel filter into a suitable container and dispose of properly.

CHECK HYDRAULIC SYSTEM FLUID (Fig. 40–41)

The hydraulic system is designed to operate on SAE 10W–30 engine oil or, as a substitute, SAE 10W–40 engine oil. The reservoir is filled at the factory with approximately 5 quarts of 10W–30 engine oil. Check reservoir oil level before engine is first started and daily thereafter.

1. Position machine on a level surface and stop the engine.
2. Remove access panel exposing hydraulic system dipstick filler cap.

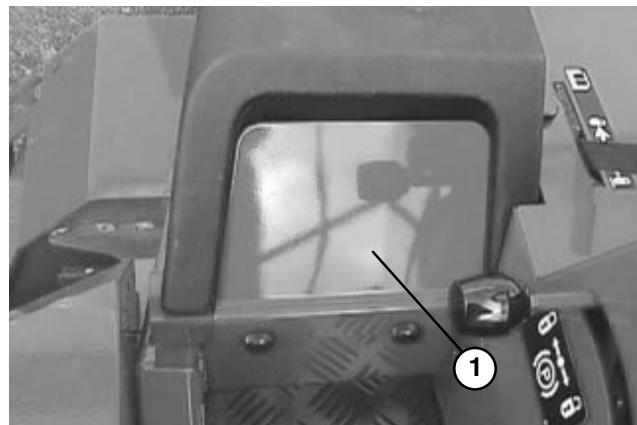


Figure 40

1. Access panel

3. Remove dipstick cap from filler neck and wipe it with a clean rag. Insert dipstick cap onto filler neck; then remove it and check level of oil.
4. If level is not within 1/2 inch from full mark on dipstick, add SAE 10W–30 engine oil to raise level to FULL mark. Do not overfill.

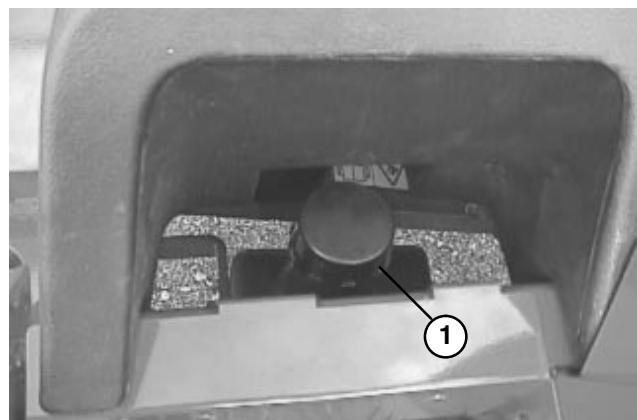


Figure 41

1. Dipstick filler cap

5. Install dipstick filler cap onto filler neck.
6. Run engine for approximately 1 minute, recheck reservoir oil level and add as required.

CHECK TIRE PRESSURE

Correct air pressure in front and rear tires is 12 to 18 psi.

LUBRICATE BEARINGS AND BUSHINGS

The traction unit and cutting unit's grease fittings must be lubricated with No. 2 General Purpose Lithium Base Grease.

BEFORE OPERATING

CHECK REEL TO BEDKNIFE CONTACT

(Fig. 42)

Each day before operating, check reel to bedknife contact, regardless if quality of cut had previously been acceptable. There must be light contact across the full length of the reel and bedknife. Refer to Adjusting Bedknife Parallel To Reel.

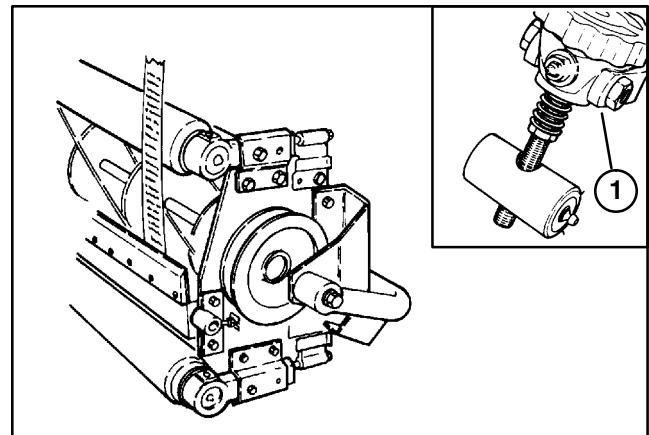


Figure 42
1. Bedknife adjusting knob

CONTROLS

Traction Pedal (Fig. 43) — Traction pedal has three functions: one, to make the machine move forward, two, to move it backward and three, to stop machine. Using the heel and toe of the right foot, depress top of pedal to move forward and bottom of pedal to move backward or to assist in stopping when moving forward. Also, allow pedal to move or move it to neutral position to stop machine. **For operator comfort, do not rest heel of foot on reverse when operating forward (Fig. 44).**

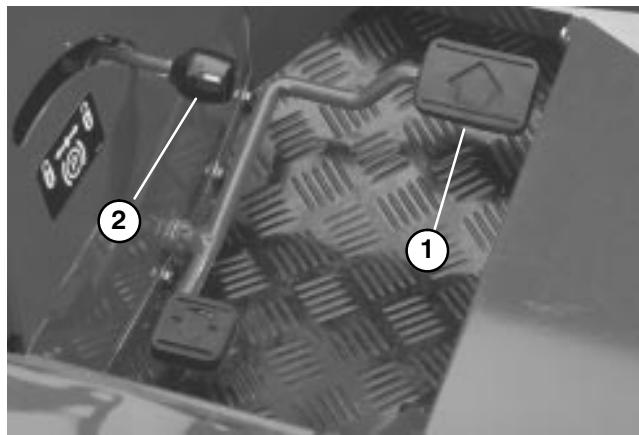


Figure 43
1. Traction pedal
2. Parking brake

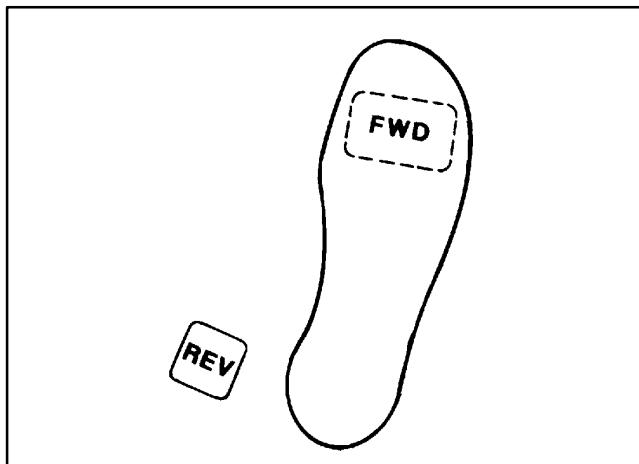


Figure 44

Parking Brake (Fig. 43) — Whenever the engine is shut off, the parking brake must be engaged to prevent accidental movement of the machine. To engage the parking brake, pull back on lever. After releasing parking brake, move mower slightly in reverse to release brakes before moving forward.

Throttle (Fig. 45) — Throttle is used to operate engine at various speeds. Moving throttle upward increases engine speed, downward decreases engine speed. The throttle controls the speed of the reel blades and, in conjunction with traction pedal, controls ground speed of the machine.

Hour Meter (Fig. 45) — Shows total hours that machine has been operated.

Lift Lever (Fig. 45) The lift lever has four positions: LOWER, RAISE, NEUTRAL and FLOAT. To lower cutting units to the ground, move lift lever forward. To raise cutting units, pull lift lever rearward to the RAISE position.

PTO Switch (Fig. 45) — The switch has two positions: ENGAGE and DISENGAGE. Raise cover and push switch lever forward to engage electromagnetic clutch to drive cutting units. Close cover to disengage clutch.



Figure 45
1. Throttle control
2. Hour meter
3. PTO switch
4. Cutting unit lift lever

Ignition Switch (Fig. 46) — The ignition switch, used to start and stop the engine, has three positions: OFF, RUN (Glow Plug) and START. Rotate key clockwise — START position — to engage starter motor. Release key when engine starts. The key will move automatically to the ON position. To shut engine off, rotate key counterclockwise to OFF position.

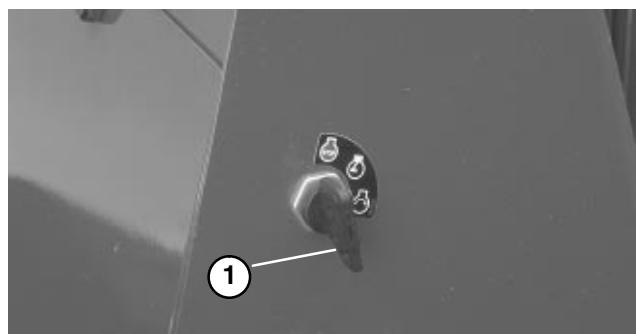


Figure 46
1. Ignition switch

Charge Indicator Light (Fig. 47) — Illuminates when the system charging system malfunctions.

Oil Pressure Light (Fig. 47) — When the oil light is ON it indicates the engine oil pressure is low. After the engine starts the light should go out. When the engine is running, the light comes ON if the oil pressure drops below a safe operating level. If the light comes on while the engine is running, **stop the engine immediately and correct the cause of low oil pressure.**

CONTROLS

Coolant Temperature Light (Fig. 47) — The coolant temperature light shows when the engine cooling system is overheated.

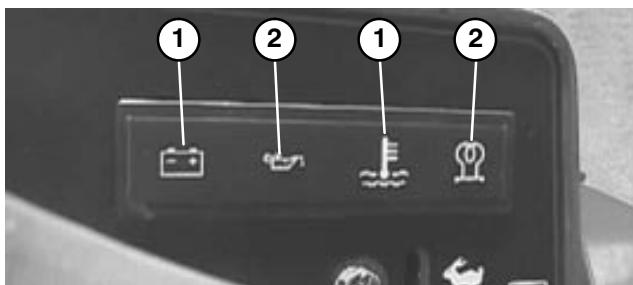


Figure 47

1. Charge indicator light
2. Oil pressure light
3. Coolant temperature light
4. Glow plug indicator light

Glow Plug Indicator Light (Fig. 47) — The glow plug indicator light comes on when the ignition switch is in the RUN position but should be out when the engine is running.

Seat Adjustments

Deluxe Suspension Seat (Fig. 48)

Fore and Aft Adjustment — Pull handle on front of seat assembly outward. Release handle to lock seat position.

Operator Weight Adjustment — Turn spring tension knob; clockwise to increase tension, counterclockwise to decrease spring tension.

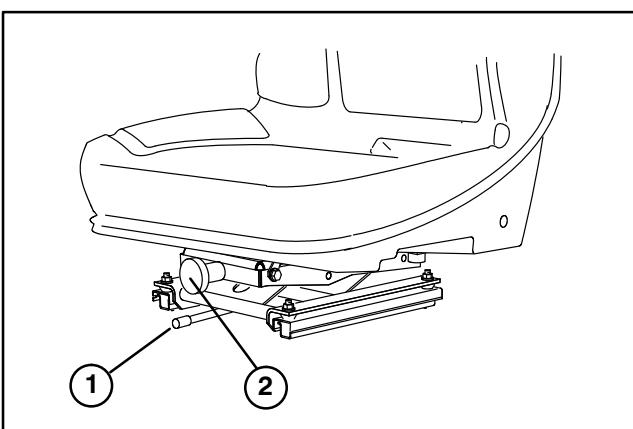


Figure 48

1. Fore and aft lever
2. Weight adjustment lever

Standard Seat (Fig. 49)

Fore and Aft Adjustment — Loosen adjustment screws, slide seat to desired position and tighten screw to lock seat into position.

Cutting Unit Lock-up Lever (Fig. 49) — Locks rear cutting unit in raised position.

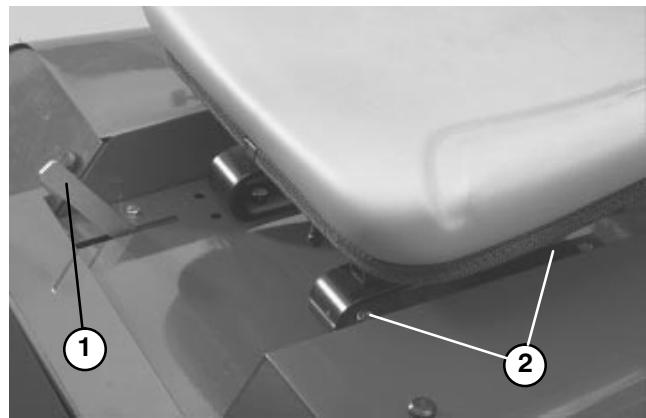


Figure 49

1. Cutting unit lock-up lever
2. Seat adjusting screws

Fuel Shut-off Valve (Fig. 50) — Close fuel shut-off valve (located under fuel tank) when storing machine.



Figure 50

1. Fuel shut-off valve

OPERATING INSTRUCTIONS

STARTING/STOPPING ENGINE

1. Be sure parking brake is set and PTO switch is in DISENGAGED position.
2. Remove foot from traction pedal and make sure pedal is in neutral position.
3. Move throttle lever to SLOW position.
4. Turn the ignition key clockwise to the RUN position. The glow plug indicator light will come on.
5. After the glow plug indicator light goes out, turn the key to the START position. When the engine starts, release the key.

IMPORTANT: Use starting cycles of no more than 30 seconds per minute to avoid overheating the starter motor.

6. If the engine does not start immediately, move the throttle control to FAST and turn the key to the START position.

NOTE: Additional starting cycles may be required when starting the engine for the first time after the fuel system has been completely without fuel.

7. Move the throttle to the SLOW position (if in FAST) and let the engine warm up a few minutes before applying load.

8. When engine is started for the first time, or after overhaul of the engine, operate the machine in forward and reverse for one to two minutes. Also operate the lift lever and PTO switch to be sure of proper operation of all parts.

Turn steering wheel to the left and right to check steering response. Then shut engine off and check for oil leaks, loose parts and any other noticeable malfunctions.



CAUTION

Shut engine off and wait for all moving parts to stop before checking for oil leaks, loose parts and other malfunctions.

9. To stop engine, move throttle control downward to SLOW position, move PTO switch to OFF and rotate ignition key to OFF. Remove key from switch to prevent accidental starting.

10. Set the parking brake.

11. Close fuel shut off valve before storing machine.

BLEEDING FUEL SYSTEM (Fig. 51)

1. Position machine on a level surface. Make sure fuel tank is at least half full.

2. Open the air bleed screw on the fuel injection pump.



DANGER

Because diesel fuel is flammable, use caution when storing or handling it. Do not smoke while filling the fuel tank. Do not fill fuel tank while engine is running, hot, or when machine is in an enclosed area. Always fill fuel tank outside and wipe up any spilled diesel fuel before starting the engine. Store fuel in a clean, safety-approved container and keep cap in place. Use diesel fuel for the engine only; not for any other purpose.

3. Turn the ignition key to the ON position. Electric fuel pump will begin operation, thereby forcing air out around the bleed screw. Leave key in ON position until solid stream of fuel flows out around screw. Tighten screw and turn off key.

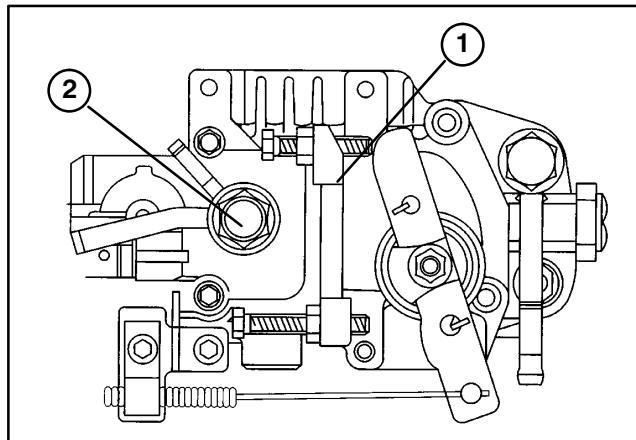


Figure 51

1. Fuel injection pump
2. Air bleed screw

OPERATING THE POWER TAKE OFF (PTO)

The power take off (PTO) switch engages and disengages power to the electric clutch.

Engaging the PTO

1. Release the parking brake.
2. Release pressure on the traction pedal to stop movement.
3. To engage, lift cover and move the PTO switch forward to the "ON" position.

Disengaging the PTO

1. Closing the cover moves the PTO switch to the "OFF" disengaged position.

OPERATING INSTRUCTIONS

DRIVING FORWARD OR BACKWARD

The throttle control regulates the engine speed. Place the throttle control in the 3/4 position for best performance.

Forward

1. To go forward, place your foot on the traction pedal.
2. Release the parking brake.
3. Slowly press on the upper pad of the traction control to move forward.

Backward

1. To go backward, place your foot on the traction pedal.
2. Release the parking brake.
3. Slowly press on the lower pad of the traction pedal to move rearward.

CHECK OPERATION OF INTERLOCK SWITCHES



CAUTION

Do not disconnect the safety switches because they are for the operator's protection. Check operation of the switches daily to be sure the interlock system is operating correctly. If a switch is not operating properly, replace it before operating the machine. Replace the switches every two years to be sure of maximum safety.

1. With operator off the seat, traction pedal in neutral and PTO switch in disengage position, the engine should start. If either the traction pedal is depressed or the PTO switch is engaged, the engine should stop. Correct problem if not operating properly.
2. With operator in the seat, parking brake engaged and engine running, depress traction pedal either forward or reverse, the engine should stop. Correct problem if not operating properly.
3. With operator in the seat, parking brake engaged and engine running, lower cutting units to the ground. Engage PTO switch, the electric clutch on engine should engage. Proceed to raise cutting units, PTO switch should disengage. Correct problem if not operating properly.

IMPLEMENT LIFT LEVER

The implement lift lever is used to raise and lower various attachments.

Raising Attachments

1. Pull implement lift lever rearward to raise attachment to the desired height.

Lowering Attachments

1. Push implement lift lever forward to lower attachment.

NOTE: Hold lift lever in down position 1–2 seconds after cutting unit touches the ground to retract lift cylinder completely allowing cutting unit suspension to achieve proper position and to float with changes in ground contour. Return lever to neutral position to mow

Refer to attachment Operator's Manual for proper lift system operation.

PUSHING OR TOWING THE MACHINE

In an emergency, the traction unit can be pushed or towed for a very short distance. Toro does not recommend this as standard procedure.

IMPORTANT: Do not push or tow the traction unit faster than 2 to 3 mph because transmission may be damaged. If traction unit must be moved a considerable distance, transport on a truck or trailer.

1. To push or tow forward, the traction pedal must be fully depressed forward.
2. To push or tow in reverse, the traction pedal must be fully depressed in reverse.

TRAINING PERIOD

Before mowing with the Grounds Pro 2000–D, The Toro Company suggests you find a clear area and practice starting and stopping, raising and lowering cutting units, turning, etc. This training period will be beneficial to the operator in gaining confidence in the performance of the Grounds Pro 2000–D.

BEFORE MOWING

Inspect the area for debris and clear area if necessary. Determine the direction best to mow on the previous mowing direction. Always mow in an alternate pattern from the previous mowing, so that the grass blades will be less apt to lay down and therefore be difficult to gather between the reel blades and bedknife.

OPERATING CHARACTERISTICS

Practice operating the Grounds Pro 2000–D and become thoroughly familiar with it. Because of its hydrostatic transmission its characteristics differ from many turf maintenance machines. Points to consider when operating are the traction drive, engine speed and load on the cutting units. Regulate the traction pedal to keep engine rpm high and somewhat constant while mowing to maintain adequate power for the traction and cutting units.

OPERATING INSTRUCTIONS

Follow operating guidelines presented in this manual and know how to operate the machine safely on all types of terrain. Use the slope gauge, page 40, to assist in determining slope angles of questionable areas. Hills (or slopes) over 15 degrees should be traversed or mowed up and down, not side to side and hills over 20 degrees should generally be avoided unless special safeguards, skills and conditions exist. Always plan well ahead to avoid the need for sudden stops, starts or turns. To stop, use the reverse pedal for braking. Before stopping the engine, disengage all controls, move throttle to IDLE position, and set parking brake.

CAUTION: This product may exceed noise levels of 85 dB(A) at the operator position. Ear protectors are recommended for prolonged exposure to reduce the potential of permanent hearing damage.

TRANSPORT OPERATION

Be sure the lift arms are in fully up position, transport bracket is installed (fixed cutting units only) and secured with retainer (Fig. 52). Also, lock rear cutting unit in raised position (Fig. 53).

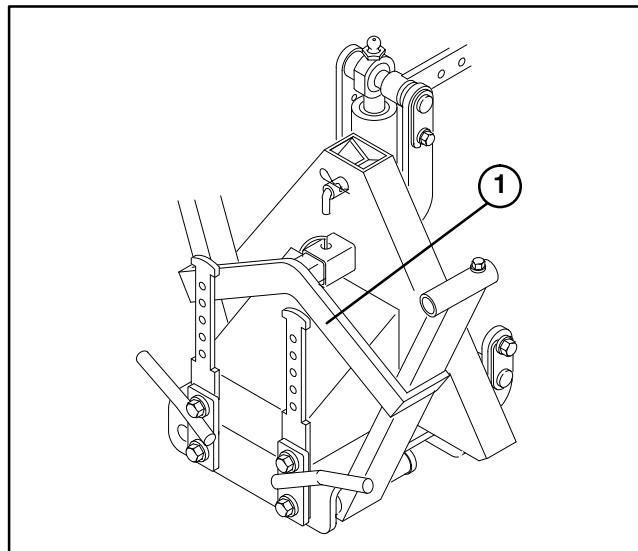


Figure 52
1. Transport bracket



Figure 53
1. Rear cutting unit lock-up lever

While operating on slopes and uneven terrain, always reduce speed and use extreme caution before turning to reduce risk of tipping or losing control. Watch carefully for, and avoid, holes in the terrain, sudden drop-offs and other hidden hazards. To prevent costly damage and down time, familiarize yourself with the width of the Grounds Pro 2000-D. Do not attempt to pass between immovable objects placed close together.

INSPECTION AND CLEAN-UP AFTER MOWING

At the completion of mowing operation, thoroughly wash the machine with a garden hose – without a nozzle – so excessive water pressure will not cause contamination and damage to seals and bearings.

Note: Do not spray water directly onto a hot engine or hot bearings.

Make sure cooling fins and area around engine cooling air intake are kept free of dirt or grass clippings. After cleaning, it is recommended the machine be inspected for possible hydraulic fluid leaks, damage or wear to hydraulic and mechanical components and the cutting units checked for sharpness and proper reel to bedknife adjustment.

CUTTING UNIT CHARACTERISTICS

The single knob bedknife-to-reel adjustment system incorporated in this cutting unit simplifies the adjustment procedure needed to deliver optimum mowing performance. The precise adjustment possible with the single knob/bedbar design gives the necessary control to provide a continual self-sharpening action — thus maintaining sharp cutting edges, assuring good quality-of-cut, and greatly reducing the need for routine backlapping.

In addition, the rear roller positioning system permits optimum bedknife attitude and location for varying height-of-cuts and turf conditions.

CUTTING UNIT DAILY ADJUSTMENTS

Prior to each day's mowing, or as required, each cutting unit must be checked to verify proper bedknife-to-reel contact. **This must be performed even though quality of cut is acceptable.**

1. Shut off engine and lower cutting units onto a hard surface.
2. Slowly rotate reel in reverse direction listening for reel-to-bedknife contact. If no contact is evident, turn bedknife adjusting knob clockwise, one click at a time, until light contact is felt and heard.
3. If excessive contact is felt, turn bedknife adjusting knob counterclockwise, one click at a time until no contact is evident. Then turn bedknife adjusting knob one click at a time clockwise, until light contact is felt and heard.

OPERATING INSTRUCTIONS

IMPORTANT: Light contact is preferred at all times. If light contact is not maintained, bedknife/ reel edges will not sufficiently self-sharpen and dull cutting edges will result after a period of operation. If excessive contact is maintained, bedknife/reel wear will be accelerated, uneven wear can result, and quality of cut may be adversely affected.

Note: As the reel blades continue to run against the bedknife a slight burr will appear on the front cutting edge surface the full length of the bedknife. If a file is occasionally run across the front edge to remove this burr, improved cutting can be obtained.

After extended running, a ridge will eventually develop at both ends of the bedknife. These must be rounded off or filed flush with cutting edge of bedknife to assure smooth operation.

LUBRICATION

GREASING BEARINGS AND BUSHINGS

(Fig. 54–66)

The traction unit and cutting unit's grease fittings must be lubricated regularly with No. 2 General Purpose Lithium Base Grease. If machine is operated under normal conditions, lubricate bearings and bushings after every 25 hours of operation. Bearings and bushings must be lubricated daily when operating conditions are extremely dusty and dirty. Dusty and dirty operating conditions could cause dirt to get into the bearings and bushings, resulting in accelerated wear. Lubricate grease fittings immediately after every washing, regardless of the interval listed.

The traction unit bearings and bushings that must be lubricated are:

Lift arms (2) (Fig. 54), rear axle pivot (Fig. 55), rear wheel spindles (4 wheel axle only) (Fig. 56), rear wheel(s) (Fig. 57), lower steering shaft (Fig. 58), jack shaft bearings (Fig. 60), intermediate jack shaft bearings (Fig. 60), upper steering shaft (Fig. 61), front lift arm (Fig. 61), idler pulleys (Fig. 62), lift cylinder pivot (Fig. 63) and transmission neutral adjust eccentric (Fig. 64).

The cutting unit lubrication points are: Single point adjustment knob (Fig. 65), lift arm pivot (Fig. 65), reel flange bearing (2) and front and rear rollers (2 ea.) (Fig. 66).

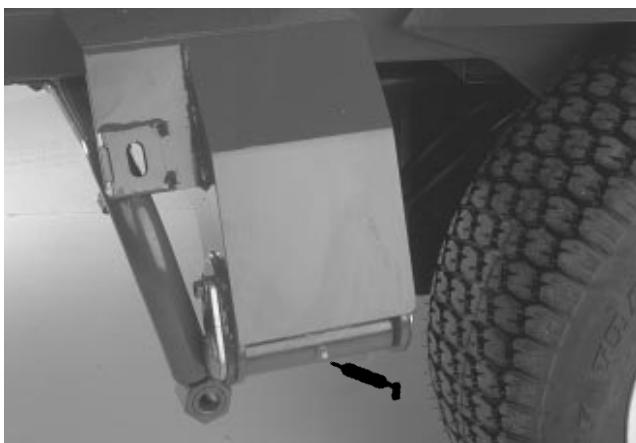


Figure 54



Figure 55

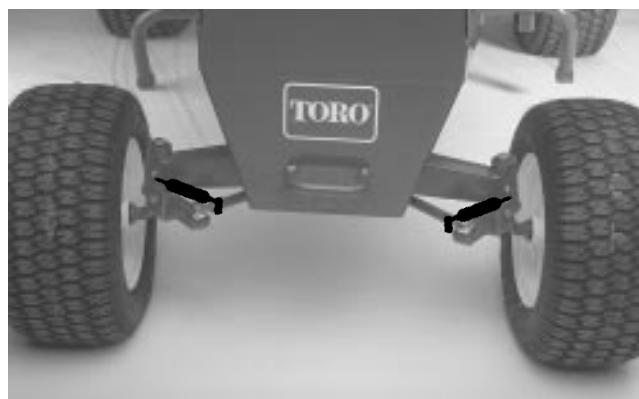


Figure 56

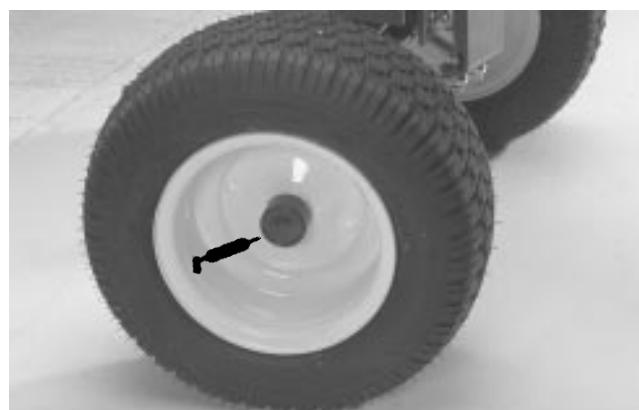


Figure 57

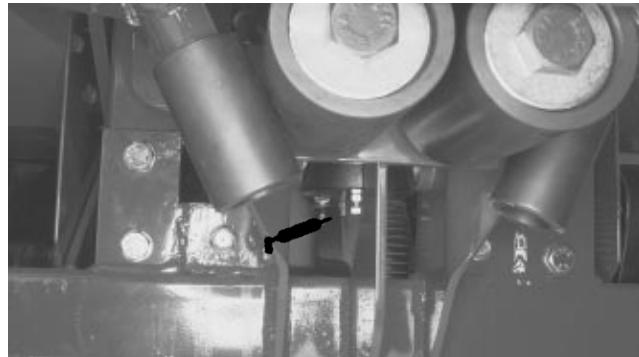


Figure 58

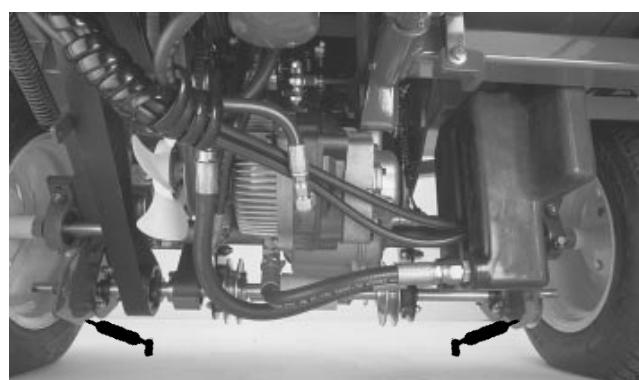


Figure 59

LUBRICATION

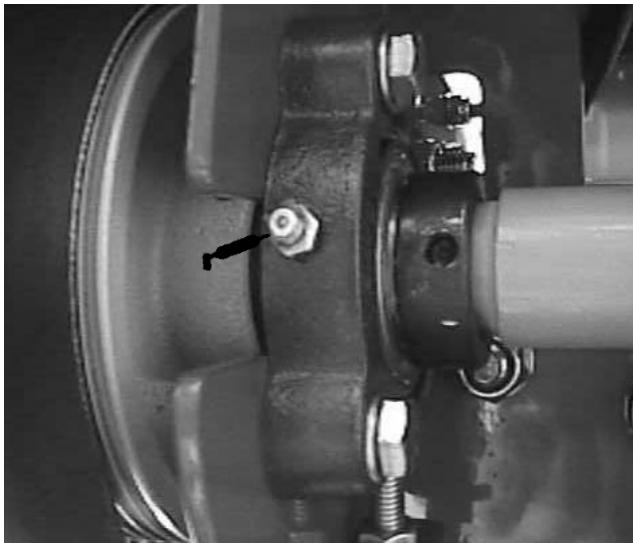


Figure 60



Figure 63



Figure 61



Figure 64



Figure 65

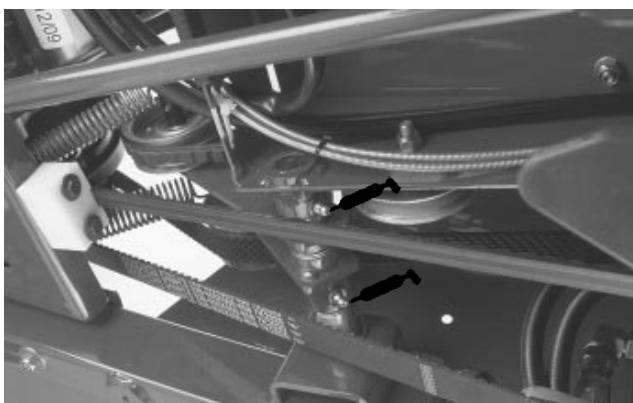


Figure 62

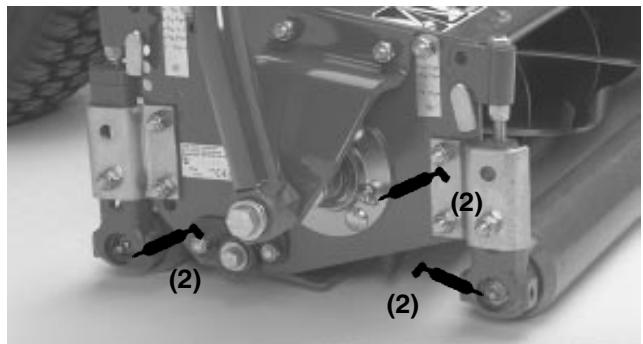


Figure 66

MAINTENANCE CHART AND CHECKLIST

Daily Maintenance: (duplicate this page for routine use)

Check proper section of Operator's Manual for fluid specifications

Maintenance Check Item ▼	Daily Maintenance Check For Week Of _____						
	MON	TUES	WED	THURS	FRI	SAT	SUN
✓ Safety Interlock Operation							
✓ Brake Operation							
✓ Engine Oil Level							
✓ Cooling System Fluid Level							
✓ Air Cleaner							
Drain Water/Fuel Separator							
Clean Engine & Radiator							
✓ Unusual Engine Noises							
✓ Unusual Operating Noises							
✓ Hydraulic System Oil Level							
✓ Hydraulic Hoses for Damage							
✓ Fluid Leaks							
✓ Fuel Level							
✓ Tire Pressure							
✓ Instrument Operation							
✓ Reel-to-Bedknife Adjustment							
✓ Height-of-Cut Adjustment							
✓ Cutting Unit Belt Adjustment							
Lubricate All Grease Fittings ¹							
Touch-up Damaged Paint							

¹ = Immediately after every washing, regardless of the interval listed.

Notation for areas of concern: Inspection performed by _____

Item	Date	Information
1		
2		
3		
4		
5		
6		
7		
8		

MAINTENANCE



CAUTION

Before servicing or making adjustments to the machine, stop engine and remove key from the switch.

CHANGING ENGINE OIL AND FILTER (Fig. 67–68)

Change oil and filter initially after the first 50 hours of operation, thereafter change oil every 100 hours and filter every 200 hours.

Note: Change oil and filter every 25 hours when operating under heavy load or high ambient temperatures.

1. Remove drain plug and oil fill cap and let oil flow into drain pan. When oil stops, install drain plug.



Figure 67

1. Drain plug

2. Remove oil filter. Apply a light coat of clean oil to the new filter gasket.



Figure 68

1. Oil filter

3. Screw filter on by hand until gasket contacts filter adapter, then tighten 1/2 to 3/4 turn further. DO NOT OVER-TIGHTEN.

4. Add oil to crankcase, refer to CHECK ENGINE OIL.
5. Start engine and check for leaks around filter.
6. Dispose of oil properly.

SERVICING AIR CLEANER (Fig. 69)

Clean the air filter cartridge after every 25 operating hours. Service it more often (every few hours) if operating conditions are extremely dusty or sandy.

Replace the cartridge after every 100 operating hours, or yearly.

1. Unlock clamps and remove air cleaner cover.
2. Remove cartridge from the air cleaner body.

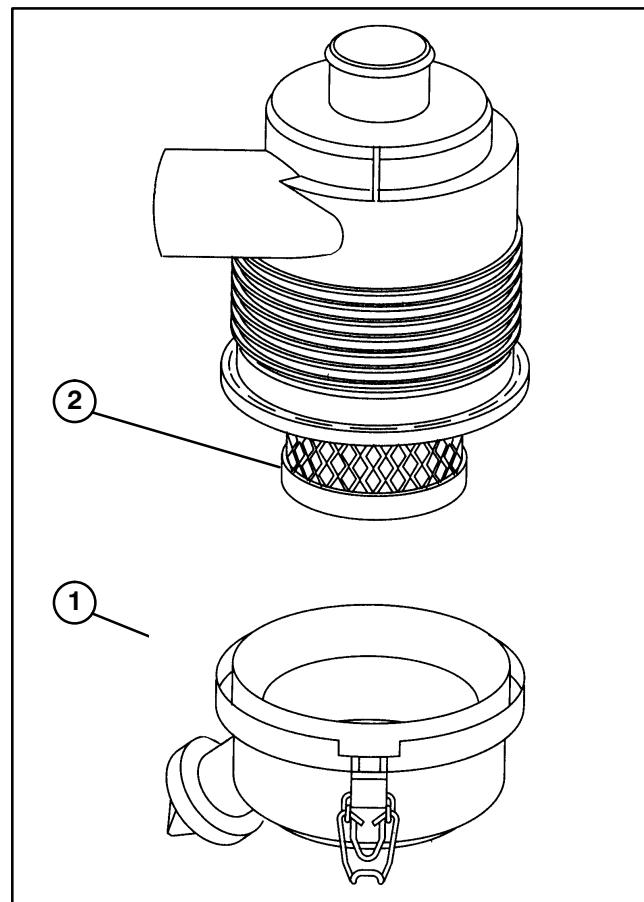


Figure 69

1. Air cleaner cover
2. Air cleaner cartridge

3. Clean cartridge by tapping gently on its end with the handle of a screwdriver. Replace cartridge if it is very dirty or damaged.

4. Install the cartridge in the body.
5. Install cover and lock clamps.

MAINTENANCE

FUEL SYSTEM

Fuel Tank

Drain and clean fuel tank every 2 years. Also, drain and clean tank if fuel system becomes contaminated or if machine is to be stored for an extended period. Use clean fuel to flush out the tank.

Fuel Lines and Connections

Check lines and connections every 400 hours or yearly, whichever comes first. Inspect for deterioration, damage, or loose connections.

Fuel Filter / Water Separator

Drain water or other contaminants from fuel filter / water separator (Fig. 70) daily.

1. Place a clean container under fuel filter.
2. Loosen drain plug on bottom of filter canister. Tighten plug after draining.

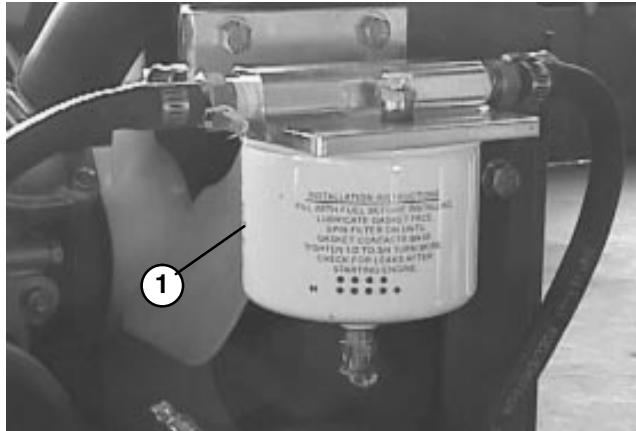


Figure 70

1. Fuel filter

Replace filter canister after every 400 hours of operation.

1. Clean area where filter canister mounts.
2. Remove filter canister and clean mounting surface.
3. Lubricate gasket on filter canister with clean oil.
4. Install filter canister by hand until gasket contacts mounting surface, then rotate an additional 1/2 turn.

ADJUSTING THROTTLE CONTROL

(Fig. 71)

Proper throttle operation is dependent upon proper adjustment of throttle control. Before adjusting the carburetor, assure the throttle control is operating properly.

1. Move remote throttle control lever to SLOW position.
2. Loosen cable clamp screw securing cable to engine.
3. Move cable until speed control lever contacts idle speed screw.

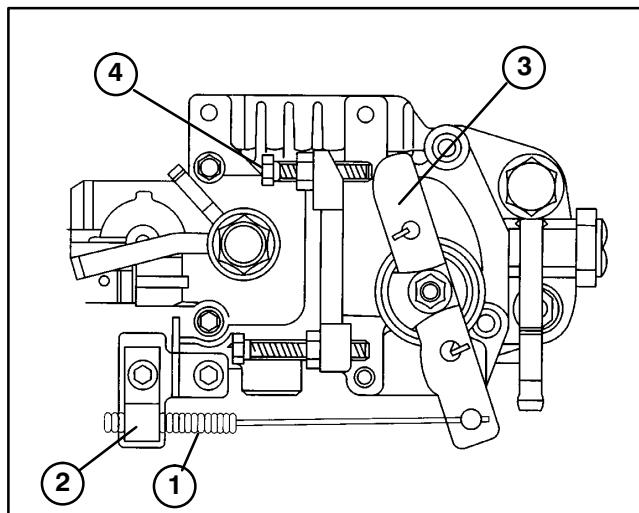


Figure 71

1. Throttle cable
2. Cable clamp
3. Speed control lever
4. Idle speed screw

4. Tighten cable clamp screw and check engine RPM setting.

ADJUSTING IDLE SPEED (Fig. 71)

1. Move remote throttle control lever to SLOW position.
2. Loosen lock nut on idle speed screw.
3. Adjust idle speed screw to obtain 1100 rpm.
4. Tighten lock nut.

CHECKING PARKING BRAKE

1. Park the machine on a level surface, disengage the PTO switch, set parking brake and turn ignition key to "OFF" to stop the engine. Remove the key.
2. Drive wheels must lock when the brake is applied. Adjustment is required if the wheels turn and do not lock; refer to Adjusting the Brake.
3. Release the brake, wheels should rotate freely.
4. If both conditions are met no adjustment is required.

IMPORTANT: With the parking brake released, the drive wheels must rotate freely. If brake action and free wheel rotation cannot be achieved contact your service dealer immediately.

ADJUSTING PARKING BRAKE (Fig. 72)

If drive wheels do not rotate when brake lever is in the OFF position, or brake does not hold when lever is in the ON position, an adjustment is required.

1. Move brake lever to the ON position.
2. Measure distance between disc brake actuating arm and stop pin on axle bracket assembly. Distance should be less than 1/4 inch (6 mm).

MAINTENANCE

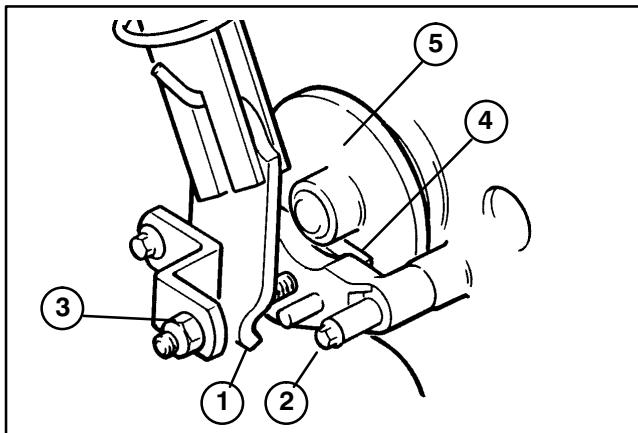


Figure 72

- 1. Brake actuating arm
- 2. Stop pin
- 3. Locknut
- 4. Brake pad
- 5. Disc

3. If distance is greater than 1/4 inch (6 mm), tighten locknut to decrease distance between actuating arm and stop pin.
4. With the brake lever OFF, check clearance between brake pads and disc with a feeler gauge. Proper clearance is approximately 2.5 mm (.010 in.).
5. The actuating arm should be no more than 10 mm 3/8 in. away from stop with brake lever in the OFF position.
6. Check the brake operation again; refer to Checking the Brake.
7. Check adjustment. Drive wheels should rotate freely when brake lever is in the OFF position.

ADJUSTING TOE-IN & STEERING STOPS (Fig. 73)

1. Make sure both tie rods are adjusted to the same length.
2. Measure toe-in distance (at axle height) at front and rear of steering tires. Front measurement must be 2–4 mm (.08–.16 in.) less than rear measurement.
3. Loosening jam nuts and rotate tie rod to adjust front of tires in or out.

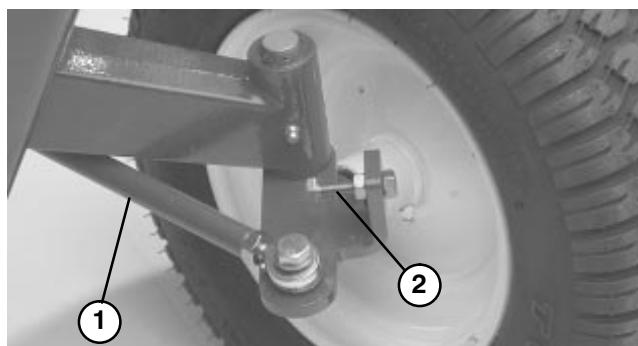


Figure 73

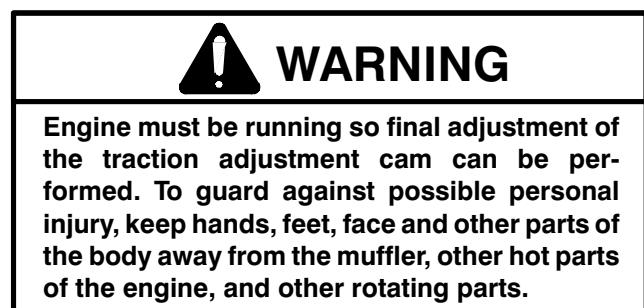
- 1. Tie rod
- 2. Steering stop

4. Loosen jam nuts and adjust left and right steering stops to allow 6 mm (.24 in.) clearance for steering arm in a full left and full right turn. Tighten jam nuts.

ADJUSTING TRANSMISSION FOR NEUTRAL (Fig. 74)

With the machine on a level surface and parking brake disengaged, the machine must not creep when traction pedal is released. If it does creep, an adjustment is required.

1. Park machine on a level surface, lower cutting unit and shut engine off. Disengage the PTO switch and engage the parking brake.
2. Jack up front of machine until tires are off shop floor. Support machine with jack stands to prevent it from falling accidentally.
3. Loosen lock nut on adjustment cam.



4. Start engine and rotate adjusting cam in either direction until wheels stop rotating.

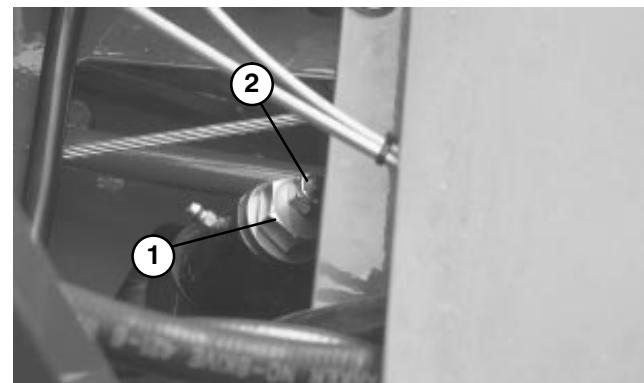


Figure 74

- 1. Adjustment cam
- 2. Locknut

5. Stop engine and tighten lock nut to secure adjustment.
6. Start engine and check adjustment. Repeat adjustment, if necessary.
7. Stop engine. Remove jack stands and lower machine to the shop floor. Test drive the machine to be sure it does not creep.

MAINTENANCE

ADJUSTING ELECTRIC CLUTCH (Fig. 75)

The clutch is adjusted to ensure proper engagement and braking action.

1. Disengage the PTO switch, set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.
2. Adjust clutch by tightening or loosening the lock nuts on flange studs.
3. Check adjustment by inserting feeler gauge thru slots next to studs.
4. The proper disengaged clearance between the clutch plates is 0.23-0.30 mm (.009-.012 in.). It will be necessary to check this clearance at each of the three slots to ensure the plates are parallel to each other.

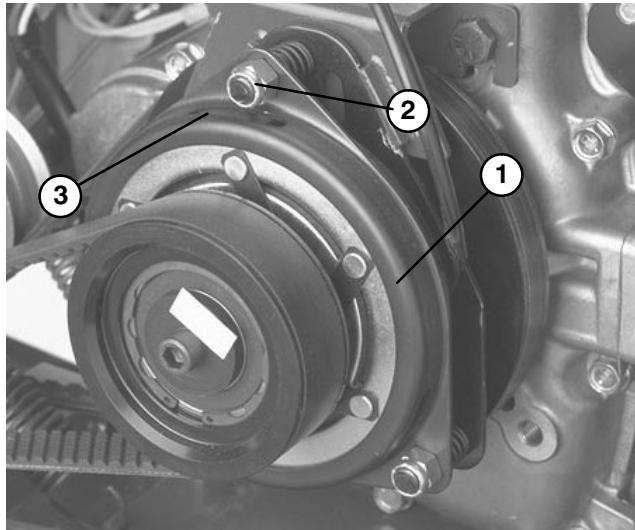


Figure 75
1. Clutch
2. Locknut
3. Adjustment slot

CHANGING HYDRAULIC SYSTEM OIL (Fig. 76-77)

The hydraulic system oil must be changed after every 400 hours of operation or yearly, whichever comes first. The reservoir has a capacity of approximately 5 U.S. quarts.

1. Park machine on a level surface, lower cutting units, engage parking brake, and shut engine off.
2. Clean the area around the hydraulic oil filter and remove the filter from the filter housing. Use bottom type filter wrench.

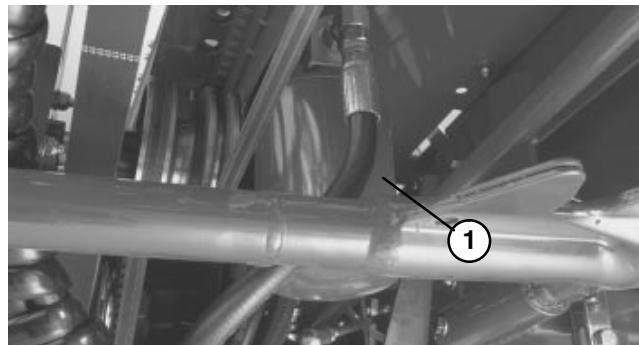


Figure 76
1. Hydraulic filter

3. Disconnect hose assemblies from reservoir and allow the oil to flow into a drain pan.

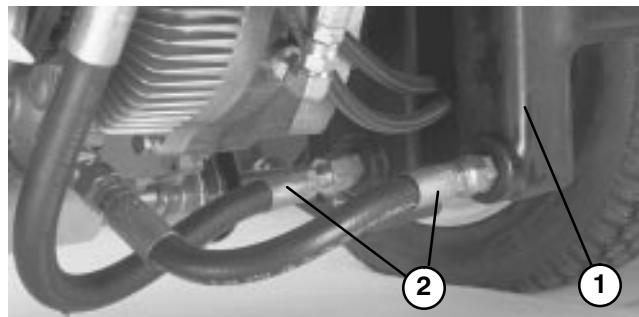


Figure 77
1. Reservoir
2. Hose assembly

Note: To drain oil remaining in system, disconnect spark plug wires and crank engine for 15 seconds. This will pump remaining oil out of system thru tube assembly. Do not crank engine for more than 15 seconds.

4. Install the new hydraulic filter to the filter housing.
5. Install the hose assemblies to reservoir.
6. Fill the reservoir to the proper level; refer to Check Hydraulic System Fluid.
7. Place all controls in neutral or disengaged position and start engine. Run engine at lowest possible RPM to purge the system of air.
8. Run engine until lift cylinder extends and retracts and forward and reverse wheel motion is achieved.
9. Stop the engine and check the oil level in reservoir, add oil if necessary.
10. Check all connections for leaks.

CHANGING HYDRAULIC OIL FILTER (Fig. 76)

The hydraulic oil filter keeps the hydraulic system relatively free of contaminants. However, the hydraulic oil filter must be serviced at regular intervals. The intervals are: initially, after the first 8 hours of operation, and thereafter every 200 hours of operation or yearly, whichever comes first. Use a genuine TORO oil filter for replacement.

MAINTENANCE

1. Remove hydraulic oil filter from mounting head. Use bottom type filter wrench. Dispose of filter properly.
2. Apply a film of oil on the gasket. Install filter by hand until gasket contacts mounting head; then tighten filter an additional 3/4 turn.
3. Start engine and check for oil leaks. Allow engine to run for about 2 minutes so any air in system is purged. Then shut engine off.
4. Check level of oil in reservoir; refer to Check Hydraulic System Fluid.

CHANGING FRONT AXLE OIL (Fig. 78)

After every 400 hours of operation, change oil in the front axle.

1. Drive machine around for five minutes before changing oil to warm axle oil. Warm oil flows more freely and carries more contaminants than cold oil.
2. Clean area around drain plug and place a drain pan below drain plug on axle.

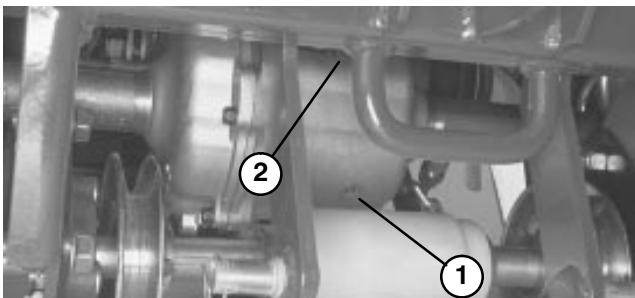


Figure 78
1. Drain plug
2. Fill plug

3. Remove drain plug and allow oil to flow into drain pan. After oil is drained, reinstall drain plug.
4. Remove fill plug and fill to plug level with ISO 150/220 (SAE EP-90) oil (approximately 44 oz.).

ADJUSTING CUTTING UNIT BELTS (Fig. 79)

Make sure belts are properly tensioned to assure proper operation of the machine and prevent unnecessary wear. Check all belts midway in span of belt. Check belts frequently.

1. The cutting unit drive belts should have a maximum deflection of 1/2 inch with a 10 pound load applied.
2. Loosen jam nut on front end of belt tension rod. Rotate rod to lengthen or shorten rod to desired length. Tighten jam nut.

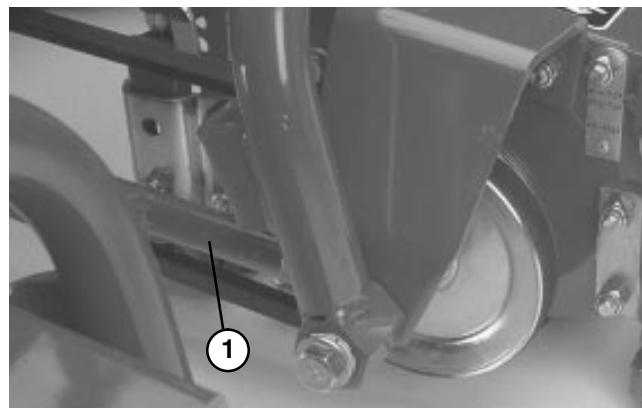


Figure 79
1. Belt tension rod

BATTERY CARE

1. Battery electrolyte level must be properly maintained and the top of the battery kept clean. If the Grounds Pro 2000-D is stored in a location where temperatures are extremely high, the battery will run down more rapidly than if the machine is stored in a location where temperatures are cool.



CAUTION

Since the gasses from the battery are explosive, keep open flame and electrical spark away from the area; do not smoke.

2. Check the electrolyte level every 25 operating hours or, if machine is in storage, every 30 days.
3. Maintain cell level with distilled or demineralized water. Do not fill cells above the bottom of the split ring inside each cell.
4. Keep top of battery clean by washing periodically with a brush dipped in ammonia or bicarbonate of soda solution. Flush the top surface with water after cleaning. Do not remove the fill caps while cleaning.
5. Battery cables must be tight on terminals to provide good electrical contact.
6. If corrosion occurs at terminals, disconnect cables, negative (-) cable first and scrape clamps and terminals separately. Reconnect cables, positive (+) cable first and coat terminals with petroleum jelly.

WIRE HARNESS SERVICE

Prevent corrosion of wiring terminals by applying Grafo 112X (Skin-over) grease, Toro Part No. 505-47, to the inside of all harness connectors whenever the harness is replaced.

Whenever working with the electrical system, always disconnect battery cables, negative (-) cable first, to prevent possible wiring damage from short-outs.

Before welding on the machine, disconnect ground cable from the battery to prevent damage to the electrical system.

MAINTENANCE

FUSES (Fig. 80)

There are two fuses in the machines electrical system. They are located under hood against back side of seat panel. There is a 50 amp and 10 amp.



Figure 80
1. Fuse block

BACKLAPPING CUTTING UNITS

The cutting units may be backlapped on the machine.

Backlap Kit, Part no. 84-5510 is available from your Authorized TORO Distributor.

Backlap according to procedures in the Toro Sharpening Reel and Rotary Mowers Manual Form No. 80-300 PT.



CAUTION

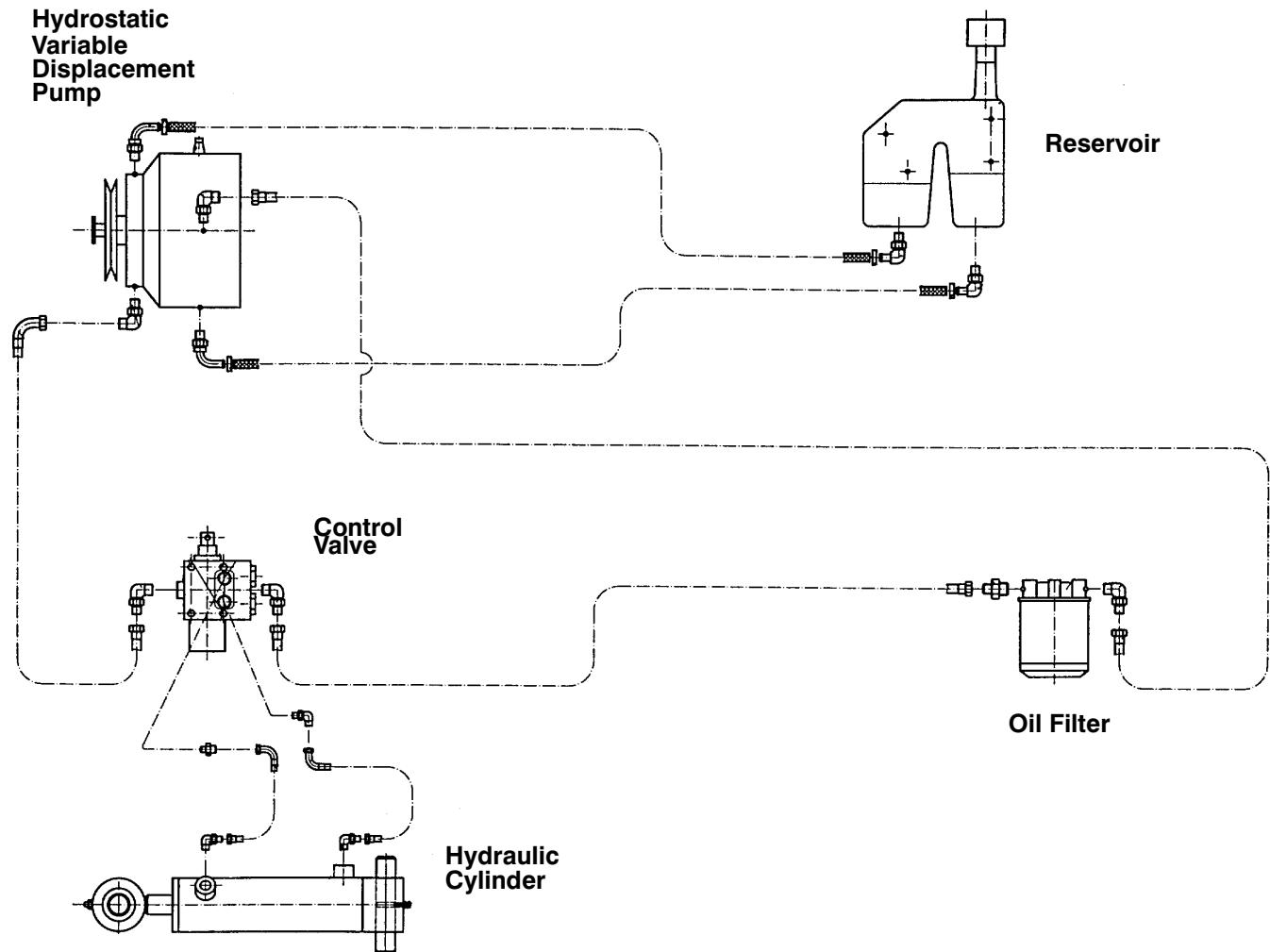
Be careful when lapping the reel because contact with the reel or other moving parts can result in personal injury.



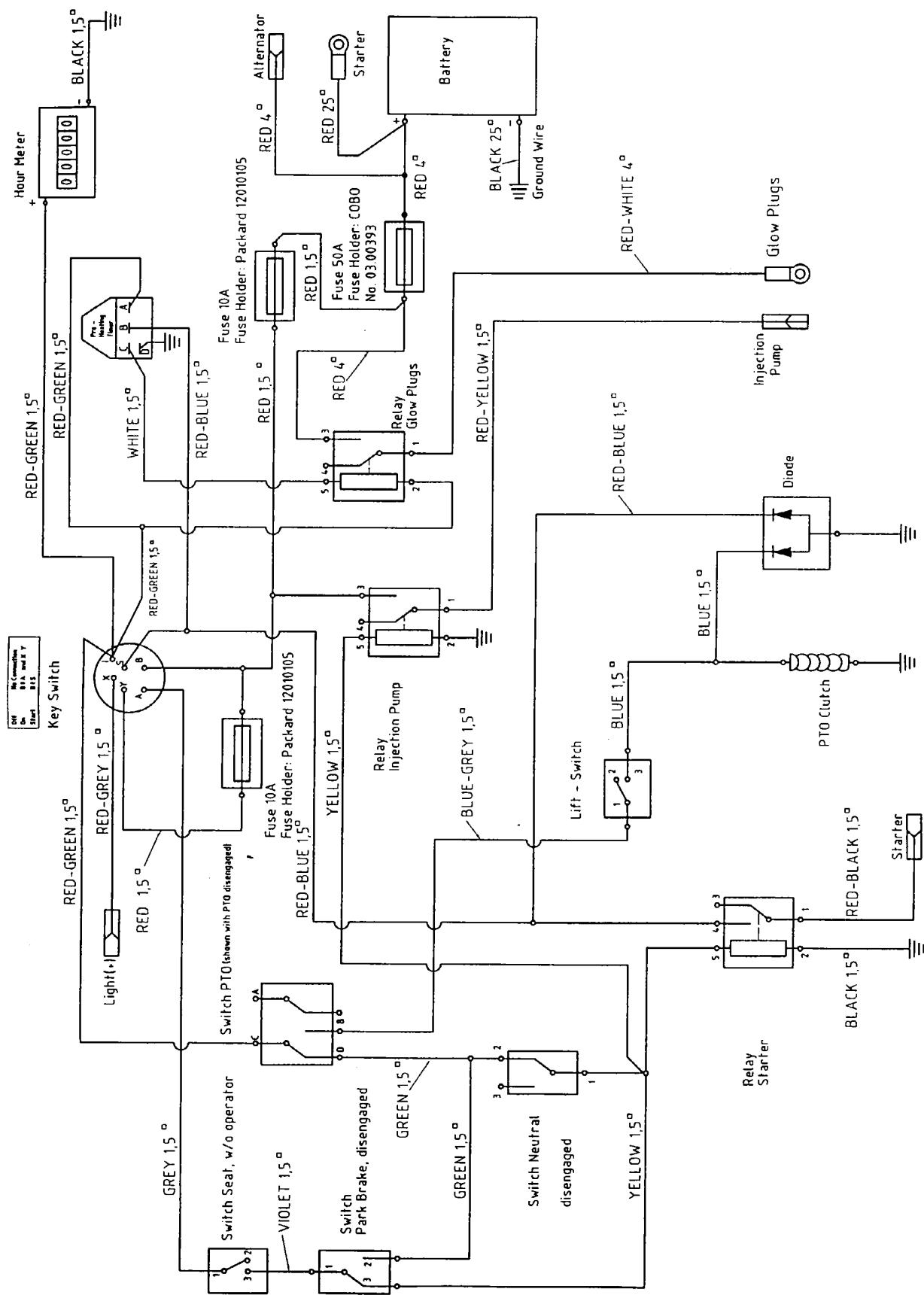
DANGER

Under no circumstances use a short handled paint brush. 29-9100 Handle assembly complete, or individual parts, are available from your local Authorized TORO Distributor.

HYDRAULIC SCHEMATIC



ELECTRICAL SCHEMATIC



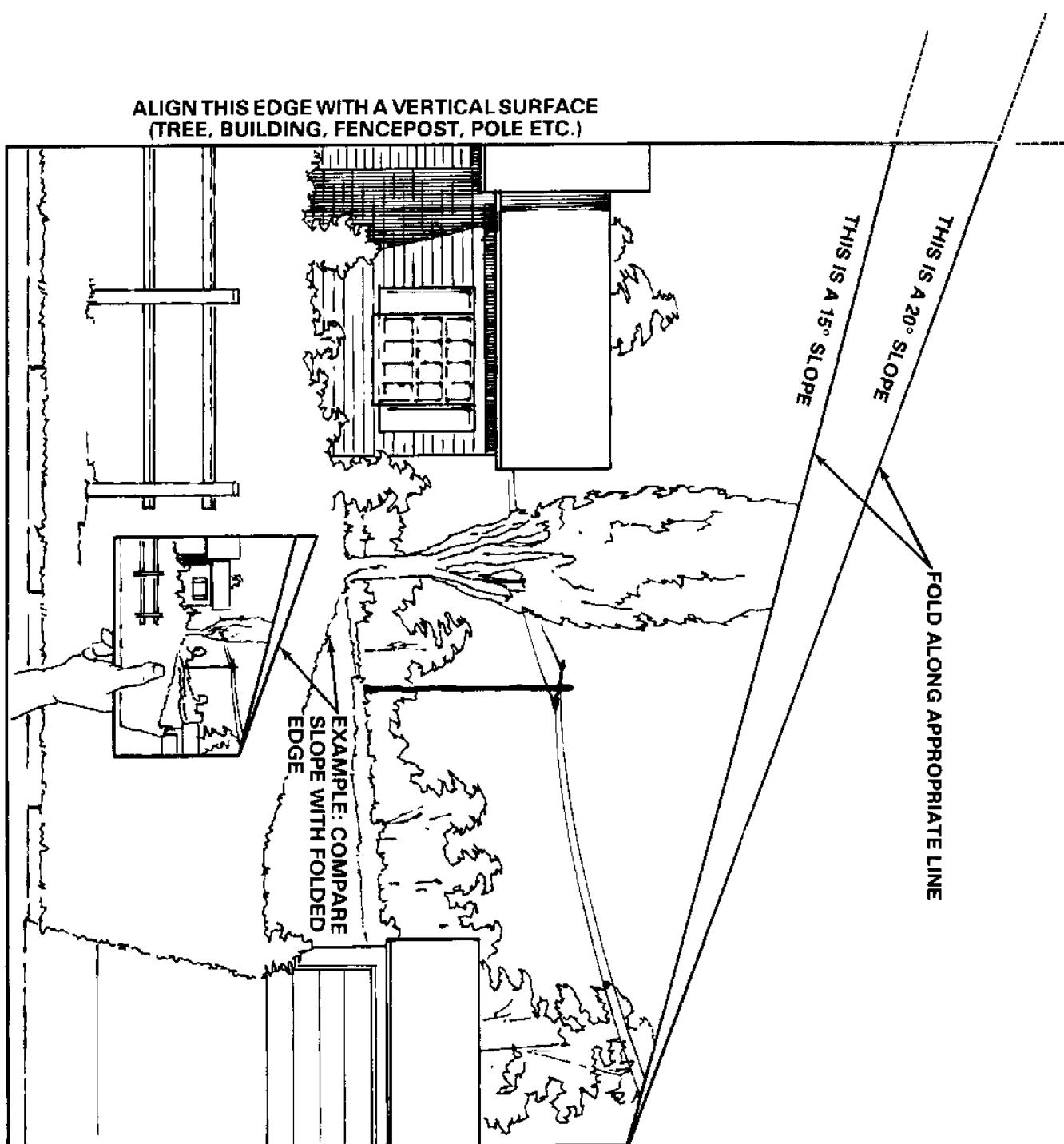
MAINTENANCE SCHEDULE

Minimum Recommended Maintenance Intervals

Maintenance Procedure	Maintenance Interval & Service				
Check Battery Fluid/Connections	Every 25hrs	Every 50hrs	Every 100hrs	Every 200hrs	Every 400hrs
Lubricate Grease Fittings					
Service Air Cleaner					
‡ Change Engine Oil and filter					
† Check Cutting Unit Belt Tension					
Service Air Filter Cartridge					
† Change Engine Oil					
† Torque Wheel Lug Nuts					
Check Fan Belt					
† Change Engine Oil Filter					
† Replace Hydraulic Filter					
Adjust Electric Clutch					
† Change Hydraulic Fluid Filter					
Change Hydraulic Fluid					
‡ Check Engine RPM (idle and full throttle)					
Change Front Axle Oil					
Replace Fuel Filter Cartridge					
De-carbon Combustion Chamber					
Torque Head Bolts and Adjust Valves					
† Initial break in at 8 hours					
‡ Initial break in at 50 hours					
Replace Moving Hoses					
Replace Safety Switches					
Fuel Tank – Drain/Flush					
Hydraulic Tank – Drain/Flush					
Annual Recommendations: <i>Items listed are recommended every 1000 hours or 2 years, whichever occurs first.</i>					

15° AND 20° SLOPE CHART

Read all safety decals and safety instructions in this manual .



IDENTIFICATION AND ORDERING

MODEL AND SERIAL NUMBER

The mower has two identification numbers: a model number and a serial number. The two numbers are stamped into a plate that is riveted to the frame. In any correspondence concerning the mower, supply the model and serial numbers to assure that correct information and replacement parts are obtained.

Note: Do not order by reference number if a parts catalog is being used; use the part number.

To order replacement parts from an Authorized TORO Service Dealer, supply the following information:

1. Model and serial numbers of the mower.
2. Part number, description and quantity of part(s) desired.

NOTES

NOTES

The Toro Commercial Products Two Year Limited Warranty

The Toro Company warrants your 1996 or newer Toro Commercial Product ("Product") purchased after January 1, 1997, to be free from defects in materials or workmanship for the period of time listed below. Where a warrantable condition exists, Toro will repair the Product at no cost to you including diagnosis, labor, parts, and transportation. This warranty begins on the date the Product is delivered to the original retail purchaser.

Warranty Duration: Two years or 1500 operational hours*, whichever occurs first.

*Product equipped with hour meter

Owner Responsibilities:

As the Product owner, you are responsible for required maintenance and adjustments stated in your Owner's Manual. Failure to perform required maintenance and adjustments can be grounds for disallowing a warranty claim.

Instructions for Obtaining Warranty Service:

You are responsible for notifying the Commercial Products Distributor or Authorized Commercial Products Dealer from whom you purchased the Product as soon as you believe a warrantable condition exists.

If you need help locating a Commercial Products Distributor or Authorized Dealer, or if you have questions regarding your warranty rights or responsibilities, you may contact us at:

Toro Commercial Products Service Department
8111 Lyndale Avenue South
Minneapolis, MN, 55420-1196
Telephone: (612) 888-8801
Facsimile: (612) 887-8258
E-Mail: Commercial.Service@Toro.Com

Maintenance Parts:

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.

Items/Conditions Not Covered:

Not all product failures or malfunctions that occur during the warranty period are defects in materials or workmanship. The items / conditions listed below are not covered by this warranty:

- Product failures which result from the use of non-Toro replacement parts, or from installation and use of add-on, modified, or unapproved accessories are not covered.
- Product failures which result from failure to perform required maintenance and/or adjustments are not covered.
- Product failures which result from operating the Product in an abusive, negligent or reckless manner are not covered.

- This warranty does not apply to 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, blades, reels, bedknives, tines, spark plugs, castor wheels, tires, filters, belts, etc.
- This warranty does not apply to 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.
- This warranty does not apply to normal "wear and tear" items. Normal "Wear and Tear" includes, but is not limited to, damage to seats due to wear or abrasion, worn painted surfaces, scratched decals or windows, etc.

Other Legal Disclaimers:

The above remedy of product defects through repair by an authorized distributor or dealer is the purchaser's sole remedy for any defect. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Except for the Emissions warranty referenced below, if applicable, there is no other express warranty. All implied warranties of merchantability and fitness for use are limited to the duration of the express warranty.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

The Toro Company is not liable for indirect, incidental or consequential damages in connection with the use of the Product, including any cost or expense of providing substitute Product or service during periods of malfunction or non-use.

Some states do not allow the exclusion of incidental or consequential damages, so the above exclusion may not apply to you.

Note to California residents: 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 printed in your Owner's Manual or contained in the engine manufacturer's documentation for details.