FORM NO. 3311-588

TORO®

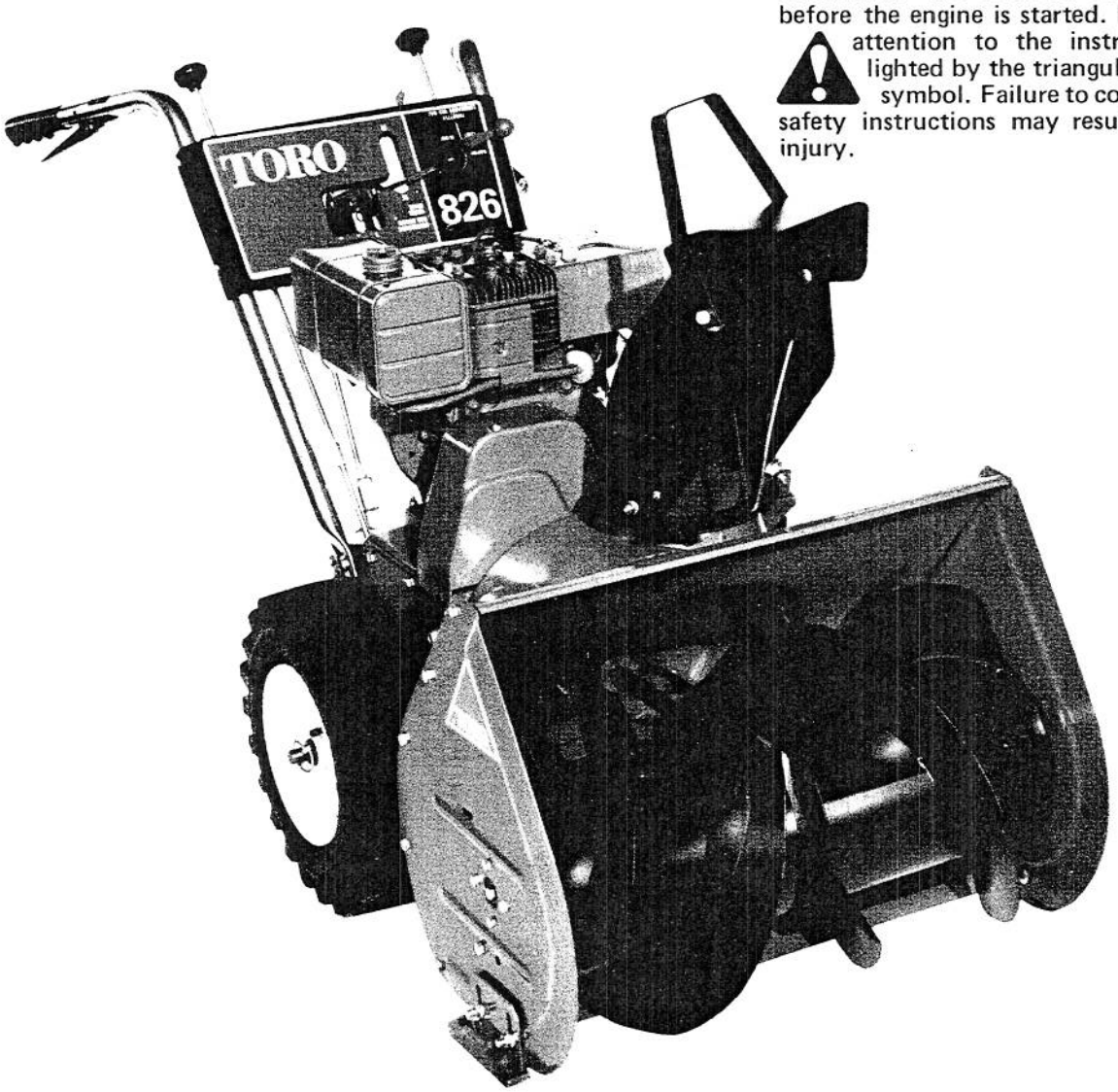
MODEL: 38150 — 1000001 & UP

OPERATOR'S MANUAL

826 SNOWTHROWER

The 826 SNOWTHROWER meets or exceeds the Outdoor Power Equipment Institute's safety standards for snowthrowers; thus, Toro proudly displays the OPEI safety seal.

To assure maximum safety, optimum performance, and to gain knowledge of the machine, it is essential that you or any other operator of the machine read and understand the contents of this manual before the engine is started. Pay particular attention to the instructions highlighted by the triangular safety alert symbol. Failure to comply with the safety instructions may result in personal injury.



SAFETY DECALS

Safety and instruction decals are located on the snowthrower chassis and engine. Replace any decal that is damaged.

ON BACK OF ENGINE



(Part No. 41-8540)



ON ENGINE (Part No. 29-6400)

ON ENGINE

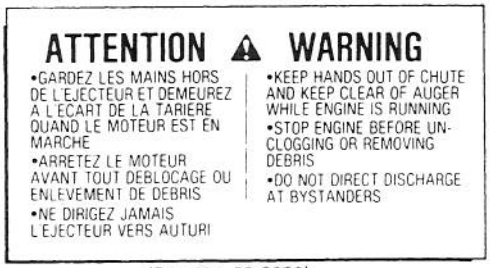


(Part No. 29-6390)



ON CHUTE CONTROL BRACKET (Part No. 29-6370)

ON AUGER HOUSING



(Part No. 29-6350)

NEAR HANDLE GRIP



(Part No. 29-6360)

FOREWORD

The 826 Snowthrower is an outstanding product for snow removal. It has advanced concepts in engineering, design and safety; and if maintained properly, the snowthrower will be reliable.

Since the snowthrower is a high-quality product, Toro is concerned about the future use of the product and the safety of the user. Therefore, read this entire manual to familiarize yourself with the safety instructions and product. The five major sections of the manual are:

1. Safety Instructions
2. Setting Up Instructions
3. Preparation Before Starting
4. Operating Instructions
5. Maintenance
6. Accessories

Note that safety, mechanical and some general information in the manual is emphasized. The words CAUTION, WARNING, DANGER, IMPORTANT and NOTE are used to classify the information. CAUTION, WARNING and DANGER identify safety related information, IMPORTANT identifies special mechanical information, and NOTE identifies general information worthy of special attention.

If help — concerning set-up, operation, maintenance or safety — is ever needed, contact the local Authorized TORO Service Dealer or Distributor. Refer to the "Yellow Pages" for assistance. In addition to skilled service technicians, the dealer and distributor have other TORO Products, as well as factory-approved accessories and replacement parts. Keep your Toro all TORO. Buy genuine TORO replacement parts and accessories.

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SAFETY INSTRUCTIONS



To assure maximum safety, optimum performance, and to gain knowledge of the product, it is essential that you or any other operator of the snowthrower read and understand the contents of this manual before the engine is ever started. Pay particular attention to the safety alert symbol which means CAUTION, WARNING or DANGER – "personal safety instruction". Read and understand the instruction because it has to do with safety. Failure to comply with the instruction may result in personal injury.

The following instructions are comparable to the Instructions For Safe Snowthrowing adopted by ANSI – American National Standards Institute B71.3 - 1975. The snowthrower is designed and tested to offer reasonably safe service; however, failure to operate it in accordance with the following Safety Instructions MAY RESULT IN PERSONAL INJURY.

BEFORE OPERATING

1. Read and understand the contents of this manual before starting and operating the machine. Become familiar with all controls and know how to stop the engine quickly.

2. Keep everyone, especially children and pets, away from the area of operation. Never allow children to operate the snowthrower.

3. Inspect area thoroughly where snowthrower will be used. Remove door mats, sleds, boards, sticks, wire and any other foreign objects which might be picked up and thrown by the snowthrower.

4. Keep all shields and safety devices in place. If a shield, safety device or decal is defective or damaged, repair or replace it before operation is commenced. Also, tighten any loose nuts, bolts and screws.

5. Wear adequate winter clothing and footwear that will improve footing on slippery surfaces. Do not wear loose fitting clothing that could possibly get caught in moving parts.

6. Adjust both skids so auger housing clears gravel or crushed rock surfaces.

7. Before starting the engine, move auger drive control to DISENGAGE and gear shift lever to N (neutral).

8. Always use a grounded three wire plug and cord to start snowthrower equipped with an electric starter.

9. Fill fuel tank with gasoline before starting the engine. Avoid spilling any gasoline. Since gasoline is highly flammable, handle it carefully. DO NOT SMOKE.

   A. Use an approved gasoline container.

   B. Fill fuel tank outdoors and only when engine is not running. Engine must be cool to prevent a potential fire hazard.

   C. Open doors if engine will be run in the garage because exhaust fumes are dangerous and could possibly be deadly. Do not run engine indoors.

   D. Wipe up any gasoline that spilled, and install gasoline container cap and snowthrower fuel tank cap securely before starting the engine.

WHILE OPERATING

10. Keep people and pets a safe distance away from the snowthrower and area of operation.

11. Allow engine to warm up for about 2 minutes and machine to adjust to outdoor temperatures before clearing snow.

12. Do not run engine indoors, except when starting engine. When starting engine indoors, open outside doors because exhaust gasses are dangerous.

13. Operate the snowthrower only when there is good visibility or light. Always maintain secure footing and keep a firm grip on the handles, especially when operating in reverse.

14. Be attentive when using the snowthrower, and stay alert for holes in the terrain and other hidden hazards. Be careful when clearing snow from a gravel drive because stones could be picked up and thrown if the skids are not adjusted so auger housing clears all rocks.

15. STAY BEHIND THE HANDLES AND AWAY FROM DISCHARGE OPENING WHILE OPERATING THE SNOWTHROWER. Keep face, hands, feet and any other part of your body or clothing away from concealed, moving or rotating parts.

16. Do not make any adjustments while the engine is running.

SAFETY INSTRUCTIONS

17. Never direct discharge of snow or operate snowthrower near bystanders, glass enclosures, automobiles and trucks, window wells or a drop-off without proper adjustment of the snow discharge angle.

18. Clear snow from slopes by going up and down; never across the face, and use caution when changing directions. Never clear snow from steep slopes.

19. Do not overload the snowthrower by clearing snow at too fast a rate.

20. If a solid object is hit or snowthrower vibrates abnormally, shut engine off and wait for all movement to stop. Pull high tension wire off spark plug and check snowthrower immediately for possible damage, an obstruction or loose parts. Vibration is generally a warning of trouble. Repair any damage before restarting engine and operating snowthrower again.

21. Do not touch engine while it is running or soon after it is stopped because the engine will be hot enough to cause a burn. Do not add oil or check oil level in crankcase when engine is running because this could be a potential hazard.

22. Before leaving the operator's position – behind handles – move auger drive control to DISENGAGE, shift into N (neutral), rotate ignition key to OFF, and wait for all moving parts to stop. Remove key from switch if snowthrower will be left unattended.

23. Check the interlock system everytime snowthrower is used; refer to page 13. If the interlock system does not operate properly, have the interlock system repaired immediately by an Authorized TORO service dealer.

24. Before adjusting, cleaning, repairing and inspecting the snowthrower, and before unclogging the discharge chute, shut engine off and wait for all moving parts to stop. Also, pull high tension wire off spark plug and keep wire away from the plug to prevent accidental starting. Use a stick to remove obstructions.

25. Move auger drive control to DISENGAGE before transporting or storing the snowthrower. Never operate snowthrower at high transport speeds on slippery surfaces. Use care when backing.

26. Let engine run for a few minutes after clearing snow so moving parts do not freeze.

MAINTAINING SNOWTHROWER

27. Perform only those maintenance instructions described in this manual. Shut engine off before performing any maintenance service or adjustment. Additionally, pull high tension wire off spark plug and keep wire away from plug to prevent possibility of accidental starting. If major repairs are ever needed, contact the local Authorized TORO Service Dealer for assistance.

28. Keep snowthrower in safe operating condition by keeping nuts, bolts and screws tight. Check engine mounting bolts frequently to assure they are tight.

29. Do not overspeed the engine by changing governor settings. Recommended maximum engine speed is 3500 rpm. To assure safety and accuracy, check maximum engine speed (3500 rpm) with a tachometer.

30. Allow engine to cool before storing snowthrower in an enclosure such as a garage or storage shed, and make sure the snowthrower fuel tank is empty. Do not store snowthrower near any open flame or where gasoline fumes may be ignited by a spark.

31. When storing the snowthrower for an extended time – off season storage or 30 days – drain gasoline from fuel tank to prevent a potential hazard. Store gasoline in a safety-approved, red, metal container. Remove key from ignition switch and keep it in a memorable place.

32. At the time of manufacture, the snowthrower conformed with and exceeded safety standards in effect-for snowthrowers. Therefore, to assure optimum performance and safety, purchase genuine TORO replacement parts and accessories to keep the Toro all TORO. NEVER USE "WILL-FIT" REPLACEMENT PARTS AND ACCESSORIES. The TORO logo assures genuineness.

33. For safety reasons, use only those accessories and attachments recommended by The Toro Company to assure continued safety certification of the product.

Genuine
TORO®
PARTS & ACCESSORIES

SPECIFICATIONS

Briggs and Stratton Engine: Model 190402, four cycle, air cooled engine with an output of 8 hp (5.97 KW) @ 3600 rpm and 12.65 ft-lb (17.2 N·m) of torque @ 2700 rpm. Displacement is 19.44. cubic inches (318 cc). Engine is equipped with manual choke and remote control throttle. Engine "no load" operating speed is 3150 to 3500 rpm. (Engine Manufacturers Rating)

Fuel Tank: Tank is made of steel and has an approximate capacity of four quarts (3.78 l). The winterized fuel tank cap has a side vent.

Auger: Two section, drum-type auger is made of heavy gauge steel: welded type construction. Each auger section has two flights that are 3-1/2 inches, (89 mm) deep. Approximate diameter of auger is 16 inches (0.406 m). Auger speed is 103 rpm when engine is running at 3400 rpm.

Auger Housing: The 26 inch (0.66 m) wide auger housing is 22 inches high (0.56 m). The pivoting scraper blade has a rotational height of approximately one inch. By adjusting skids at sides of auger housing side plates, height of auger housing can range from 0 to 2 inches (0 to 51 mm) from the ground.

Auger/Impeller Drive: Drive is a belt-type with idler pulley, with power transmitted to a worm gear which drives the auger and impeller; reduction is 9.00:1.

Impeller: The three blade, 14 inch (0.356 m) diameter impeller is made of heavy gauge steel, welded type construction. Impeller speed is 925 rpm when engine is running at 3400 rpm. Blade tip speed of impeller is 3300 ft/min (16.8 m/sec) when engine is running at 3400 rpm. When auger drive control is disengaged, brake mechanism stops impeller in less than five seconds.

Discharge Chute: Chute is made of heavy gauge steel and has throat diameter of approximately 7 inches (17.8 cm). Chute angle of rotation from side to side is 200° and deflector angle of rotation is 60° up and down.

Tires: Pneumatic tires are 4.80/4.00 x 8 (122/102 x 203 mm). Track width from outside of tires is approximately 26 inches (0.66 m).

Traction Drive Transmission: Friction disc-type drive with forward speeds of 0.7, 1.4 and 2.2 mph (1.1, 2.2 and 3.5 km/hr) and reverse speed of 1.4 mph (2.2 km/hr) at engine speed of 3400 rpm. Wheel clutches transmit power to wheels.

Controls: Mounted on control panel are the throttle, ignition switch, wheel drive control, auger drive control and two wheel clutches. Chute control rod is mounted at side of left handle, and interlock levers are mounted at grip end of handles. Engine has manual choke and recoil starter.

Handles: Two 1-1/4 inch (32 mm) diameter steel tubing handles have nickel chrome plating. Handle grips are on the ends of both handles. Width between handles is approximately 26 inches (0.66 m) and the height to top of handle grip is approximately 35 inches (0.89 m).

Dimensions:

Overall width is approximately 29 inches (0.74 m). Overall length is approximately 61 inches (1.55 m). Overall height is approximately 37-1/2 inches (0.95 m).

Weight: Approximate dry weight is 270 pounds (123 kg).

LOOSE PARTS

Description	Quantity	Where Used
Hex Flange Screw	4	Install Handles, page 6.
Carriage Bolt (5/16 - 18 x 5/8) Flat Washer Lock Nut (5/16 – 18) Cap Screw (5/16 – 18 x 1-3/4) Pyramidal Washer	3 3 5 1 1	Install Discharge Chute, page 6 and 7.
Sems Screw Jam Nut Lock Nut Red Knob	2 2 2 1	Install Throttle Control and Wheel Clutch Rods, page 7.
Clevis Pin (15/16" lg (23.8 mm) & Cotter Pin	1	Install Auger Drive Control Rod, page 7.
Clevis Pin (2" lg (51 mm) & Large Flat Washer Hair Pin Cotter & Spring Clevis Pin (1-1/4" lg (31.75 mm) & Cotter Pin Black Knob Spring	1 1 1 1 1	Install Wheel Drive Control, page 7.
Key	2	Use in ignition switch.
Operator's Manual	1	

SETTING UP INSTRUCTIONS

Note: Stand behind snowthrower and face forward to determine left and right sides.

INSTALL HANDLES

1. Remove any tape or plastic ties from handles and chute control rod.

2. Spring handles outward to disengage them from shipping tabs. Carefully lift complete handle assembly off snowthrower.

Note: The shipping tabs do not have to be removed from the traction unit.

3. Position handles against outside of traction unit side plates and secure handles in place with four hex flange screws (Fig. 1).

Note: The wheel retainer pin can be removed and the wheel moved out on the axle to achieve more clearance (Fig. 1).

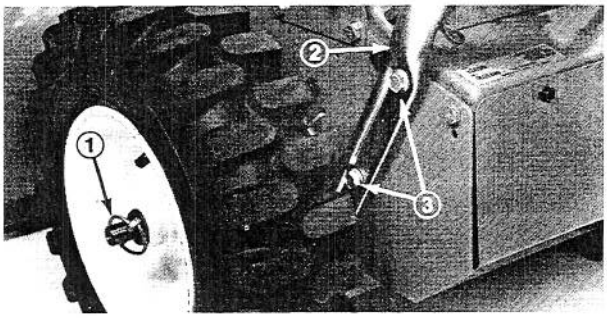


Figure 1

1. Wheel Retainer Pin 3. Hex Flange Screws
2. Handle

INSTALL DISCHARGE CHUTE

1. Rotate retaining ring so teeth and mounting tabs are in correct position (Fig. 2).

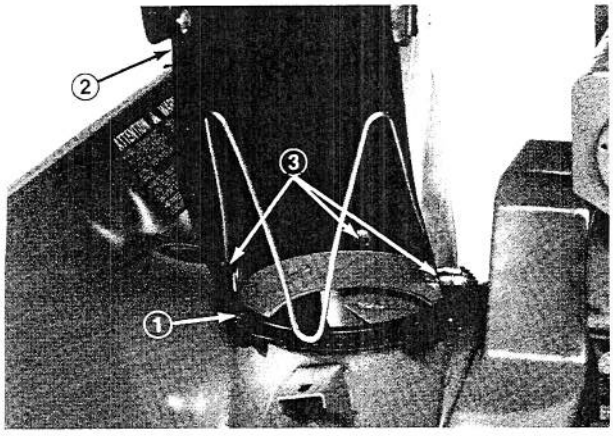


Figure 2

1. Retaining Ring 3. Three Tabs
2. Chute

2. Set discharge chute on retaining ring (Fig. 2). Secure back of chute to center tab with carriage bolt, flat washer and lock nut (Fig. 2); but do not tighten lock nut.

3. Secure chute to the other tabs with two carriage bolts, flat washers and lock nuts (Fig. 2).

Note: When all carriage bolts are installed, tighten the three lock nuts.

4. Install chute control bracket and rod against left side of handle with capscrew and locknut (Fig. 3); but do not tighten the lock nut.

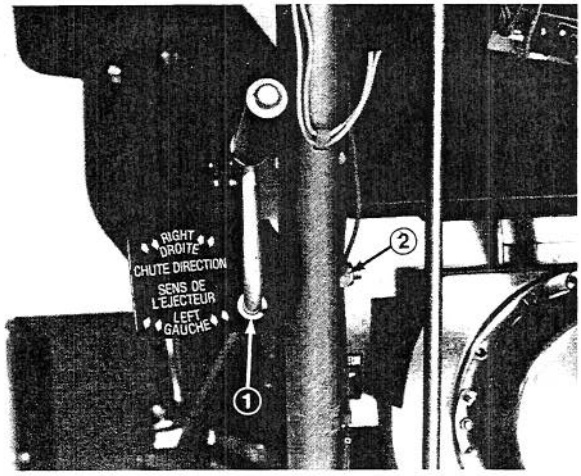


Figure 3

1. Bracket and Rod
2. Lock Nut

5. Apply no. 2 wheel bearing grease on worm gear (Fig. 4). Next, mount worm bracket and gear on top of mounting flange with carriage bolt, pyramidal washer and cone locknut (Fig. 4). Do not tighten locknut.

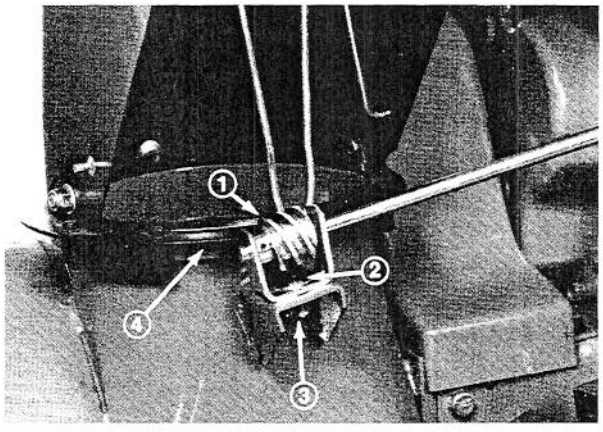


Figure 4

1. Worm Gear 3. Washer and Locknut
2. Carriage Bolt 4. Teeth

SETTING UP INSTRUCTIONS

6. Push worm gear firmly against teeth in retaining ring; then tighten lock nut (Fig. 4). Also tighten locknut holding chute control bracket against handle (Fig. 3).

INSTALL THROTTLE CONTROL AND WHEEL CLUTCH RODS

1. From back side, slide throttle control lever through slot in control panel. Secure throttle control plate in place with two hex head sems screws and locknuts (Fig. 5). Carefully tap red knob onto throttle lever. Take care not to damage the wires.

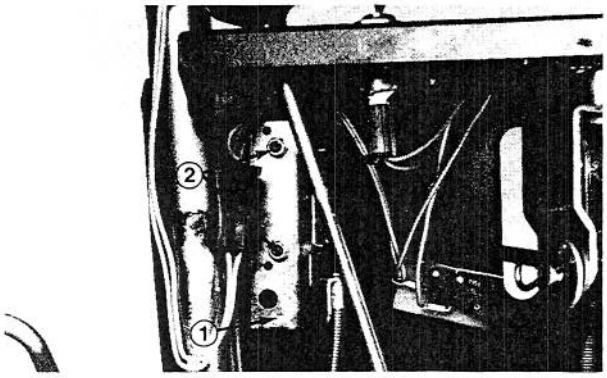


Figure 5

1. Throttle Control Plate
2. Screws and Locknuts

2. Thread jam nuts (Fig. 6) completely onto wheel clutch rods. Screw rods fully into couplings (Fig. 6) until top rods contact bottom rods within the couplings. Tighten jam nuts against top of couplings.

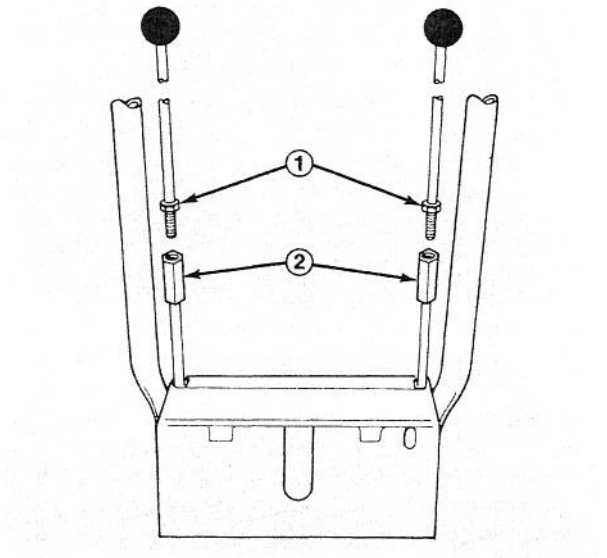


Figure 6

1. Jam Nuts
2. Couplings

INSTALL AUGER DRIVE CONTROL ROD

1. Move auger drive control down to DISENGAGE and hold it in that position.

2. Rotate clevis (Fig. 7) on end of control rod until holes in clevis line up with hole in bent rod; insert pin and check adjustment. Secure clevis and bent rod together with clevis pin and cotter pin (Fig. 7).

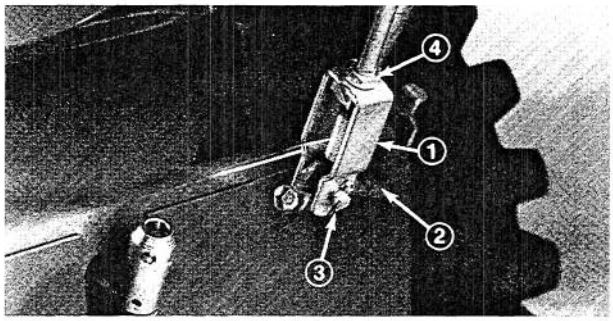


Figure 7

1. Clevis
2. Belt Rod
3. Clevis Pin and Cotter Pin
4. Jam Nut

Note: If additional adjustment is required, adjust the auger drive belt: refer to Adjusting Auger Drive Belt, page 17.

3. Bottom jam nut firmly onto clevis (Fig. 7).

INSTALL WHEEL DRIVE CONTROL

1. Adjust the U-shaped pivot bracket until 3 threads are visible between the pivot bracket and swivel block (Fig. 8).

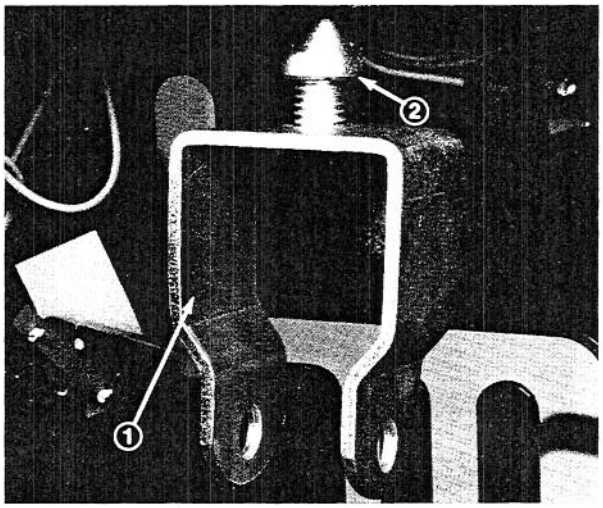


Figure 8

1. U-Shaped Pivot Bracket
2. Swivel Block

SETTING UP INSTRUCTIONS

2. From back side, slide control rod over lower tube (Fig. 9) and wheel drive control lever through 1st gear slot in control panel (Fig. 10). Next, line up holes in wheel drive control pivot with U-shaped pivot bracket and secure parts in place with clevis pin (Fig. 11). Head of clevis pin must be on right side of U-shaped bracket. Hook tension spring to hole in wheel drive control pivot. (Fig. 10).

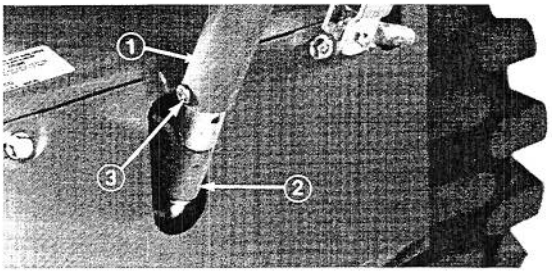


Figure 9

1. Control rod 2. Lower tube 3. Clevis pin and cotter pin

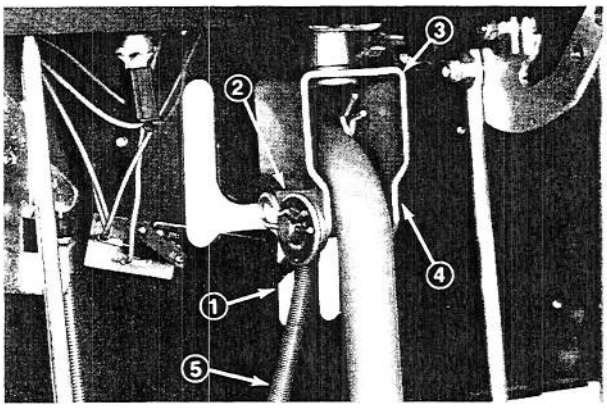


Figure 10

1. 1st gear slot 2. Wheel drive control 3. U-shaped pivot bracket 4. Clevis pin 5. Spring

3. Slide flat washer onto clevis pin and hair pin cotter through clevis pin so all parts are retained in place (Fig. 11).

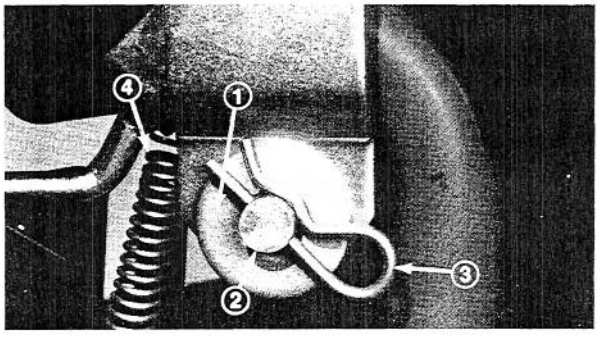


Figure 11

1. Flat washer 2. Clevis pin 3. Hairpin cotter 4. Spring

4. Screw black knob onto end of wheel drive control lever and hook tension spring to hole in control panel (Fig. 13).

5. Line up holes in lower end of control rod with hole in tube at center of traction unit (Fig. 9). Secure parts together with clevis pin and cotter pin (Fig. 9).

CHECK GEAR SHIFT ADJUSTMENT

1. Move gear shift into "third" gear and check position of lever (Fig. 12). Lever should be in normal position (Fig. 12). Move shift lever to "reverse" position and release lever. Lever should return freely to "neutral" position. If lever functions are incorrect, proceed to step 2 and adjust the U-shaped pivot bracket securing the shift lever assembly (Fig. 13).

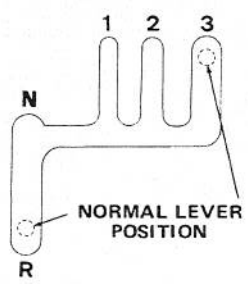


Figure 12

2. Shift into "first" gear. Remove hair pin cotter, flat washer and clevis pin retaining gear shift in place (Fig. 13). Next, move gear shift away from U-shaped pivot bracket and rotate the pivot bracket one complete turn (Fig. 13). Then reinstall gear shift.

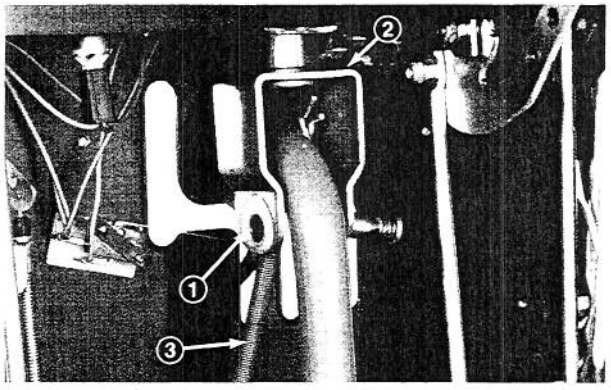


Figure 13

1. Hairpin cotter & flat washer removed 2. U-shaped pivot bracket 3. Spring

Note: Rotate U-shaped pivot bracket clockwise – in – to lower wheel drive control lever, and counterclockwise – out – to raise the lever (Fig. 13).

3. Check the adjustment by repeating step 1. After adjustment is checked, move gear shift to N – neutral.

4. Continue setting up machine: refer to Setting Up Instructions, page 8. Preparation Before Start-

ing, page 10, Controls, page 11 and Starting and Stopping Instructions, page 12.

5. Start engine and operate controls to check for proper performance: refer to Checking Shift Operation, page 9.

CONNECT WIRES

1. Plug handle wires firmly into plug on engine (Fig. 14).

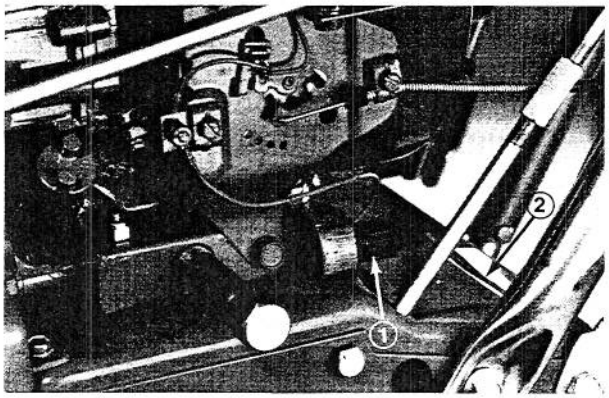


Figure 14

1. Engine plug
2. Handle wires

2. Push plastic retainer holding the wires into hole on top left of engine base plate.

CHECKING SHIFT OPERATION

1. With engine running, shift to reverse and release the shift lever. The lever should return to neutral. If it does not, turn the engine off, remove hair pin cotter, flat washer and clevis pin retaining gear shift; separate gear shift from U-shaped pivot bracket and rotate U-shaped bracket counter-clockwise 1/2 turn away from top of panel (Fig. 13). Try reverse again. Lower the bracket until the shift lever will return to neutral (Fig. 15).



Figure 15

2. Start the engine, engage the wheel clutches and shift to any forward gear. Slowly run the unit against something solid (a wall or post) (Fig. 16). Return the shift lever to neutral; the wheels should stop driving. If they don't, turn the key to off. Turn the U-shaped bracket upward 1/2 turn. Repeat if necessary.

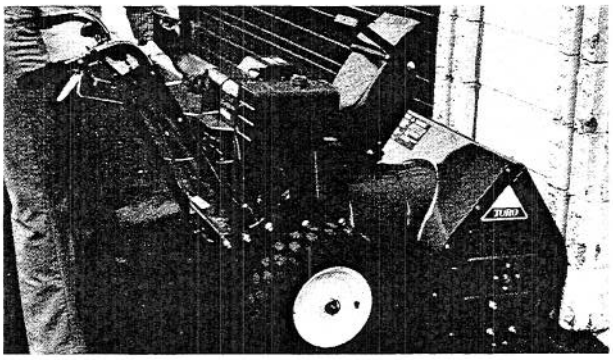


Figure 16

The unit, when properly adjusted, will come out of reverse automatically and can be shifted to neutral while under load. If it is impossible to achieve both conditions, the drive system is maladjusted. Refer to your Authorized TORO Service Dealer for assistance.

CHECK AUGER GEAR BOX OIL

1. Move snowthrower to a level surface.

2. Remove pipe plug from gear box by placing the open end of a 3/8" drive socket extension over plug and using a 3/8" open end wrench on the square end of the extension (Fig. 17).

3. Check level of oil in gear box. Oil must be at point of overflowing in filler opening.

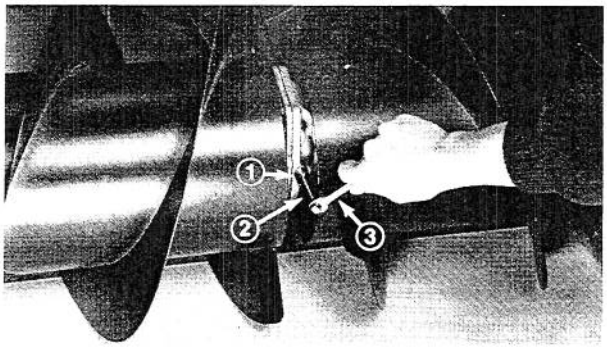


Figure 17

1. Pipe Plug
2. 3/8" Drive Socket Extension
3. 3/8" Open End Wrench

SETTING UP INSTRUCTIONS

4. If level of oil is low, add SAE 90 EP transmission oil to the gear box until point of overflow.

5. Install pipe plug in gear box (Fig. 17).

IMPORTANT: Change oil in auger gear box once a year. If possible, run auger just before changing oil because warm oil flows better and carries more contaminants than cold oil.

CHECK TIRE PRESSURE

Tires are over-inflated at factory for shipping purposes. Reduce tire pressure to 20-25 psi (137.8-172.3 kpa).

PREPARATION BEFORE STARTING

FILL CRANKCASE WITH OIL

The engine is shipped from the factory without oil in the crankcase. Therefore, before trying to start engine, oil must be added to the crankcase.

IMPORTANT: Check level of oil every 5 operating hours or each time unit is used. Initially, change oil after the first 2 hours of operation; thereafter, under normal conditions, change oil after every 25 hours of operation. However, change oil more frequently when engine is operated in extremely dirty conditions.

1. Move unit to a level surface to assure an accurate oil level reading.

2. Clean the area around the oil filler plug so foreign matter cannot enter filler hole when plug is removed.

3. Remove filler plug from crankcase (Fig. 18).

4. Using a clean funnel, slowly pour approximately 44 ounces (1.30 l) of oil into crankcase filler hole (Fig. 18). The Briggs & Stratton engine uses any high quality detergent oil having the American Petroleum Institute – API – "service classification" MS, SC, SD or SE. Oil viscosity – weight – must be selected according to anticipated ambient temperature. The recommended oils are SAE 5W30 or 5W20, and an acceptable substitute is SAE 10.

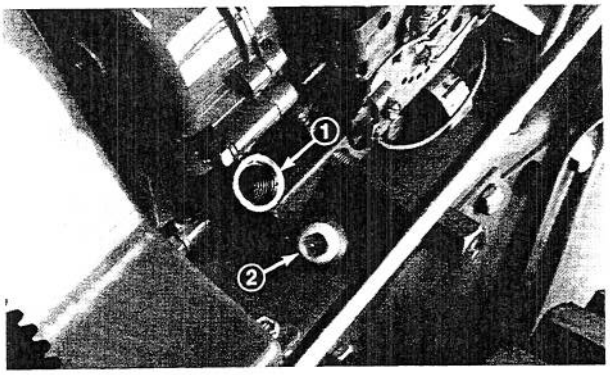


Figure 18

1. Filler Hole 2. Filler Plug

5. After crankcase is filled to point of overflowing, rock unit gently to release any air that may be trapped in crankcase. If level of oil drops, add enough oil to bring oil back up to the point of overflowing.

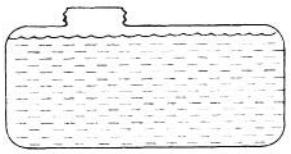
6. Install filler plug into opening in crankcase. Wipe up any oil that may have spilled.

FILL FUEL TANK WITH GASOLINE

IMPORTANT: Do not mix oil w/gasoline because engine damage and poor performance may result. Do not use premium gas, gasohol, white gas or gasoline additives. Either leaded-regular or low lead gasoline is acceptable to fill the 4 quart (3.78 l) fuel tank.

CAUTION

Because gasoline is flammable, caution must be used when storing or handling it. Do not fill fuel tank while engine is running, hot or when unit is in an enclosed area. Keep away from open flame and electrical spark, and DO NOT SMOKE while filling the fuel tank to prevent the possibility of an explosition. Always fill fuel tank outside and wipe up any spilled gasoline before starting engine. Use a funnel or spout to prevent spilling gasoline, and fill fuel tank to about 1/2" (13 mm) from the top of the tank, not the filler neck.



Store gasoline in a clean, approved container and keep the cap in place on the container. Keep gasoline in a cool, well-ventilated place; never in the house. To assure volatility, do not buy more than a 30 day supply of gasoline. Gasoline is a fuel for internal combustion engines; therefore, do not use it for any other purpose. Since many children like the smell of gasoline, keep it out of their reach because the fumes are explosive and dangerous to inhale.

1. Using a clean rag and funnel, clean area around the fuel tank cap. Remove cap from fuel tank and fill tank to within 1/2 inch (13 mm) from the top leaded-regular or low lead gasoline. Reinstall fuel tank cap securely.

CONTROLS

Fuel Shut-Off Valve (Fig. 19) – Close valve to stop fuel flow from fuel tank and open valve to allow fuel to flow to the carburetor.

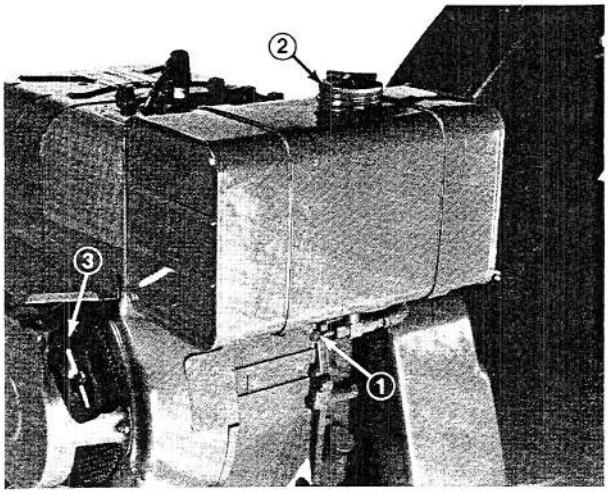


Figure 19

1. *Fuel Shut-Off Valve*
2. *Cap*
3. *Recoil Starter*

Recoil Starter (Fig. 19) – Pull recoil starter to start engine.

Auger Drive Control (Fig. 20) – Control has two positions: ENGAGE and DISENGAGE. To engage auger and impeller, pull control up slowly until it stops in an over center position. To disengage auger and impeller, pull control down.

Interlock Levers (Fig. 20) – One interlock lever must be compressed against handle grip(s) when auger or wheel drive control is engaged. The engine will shut off if both levers are released when auger or wheel drive control is engaged. This is a safety feature that reminds the user to disengage auger or wheel drive control before leaving operator's position behind the handles.

Wheel Clutches (Fig. 20) – Pull both wheel clutches out to get free-wheeling characteristic. By contrast, push both clutches in to get direct drive to both wheels. When one wheel clutch is pushed in and the other is out, direct drive will be to the wheel that has clutch pushed in, and the other wheel will be free-wheeling.

Wheel Drive Control (Fig. 20) – The control has five positions: N–neutral, R–reverse, 1, 2, and 3. To change speeds, move gear shift to position desired. Control must be held in R–reverse – when backing, and when it is released, gear shift automatically returns to neutral. Use positions 1, 2, and 3 depending on snow conditions. Keep interlock lever compressed when shifting.

Throttle (Fig. 20) – Move the throttle forward to increase engine speed. Use only enough engine speed to throw snow to the place desired.

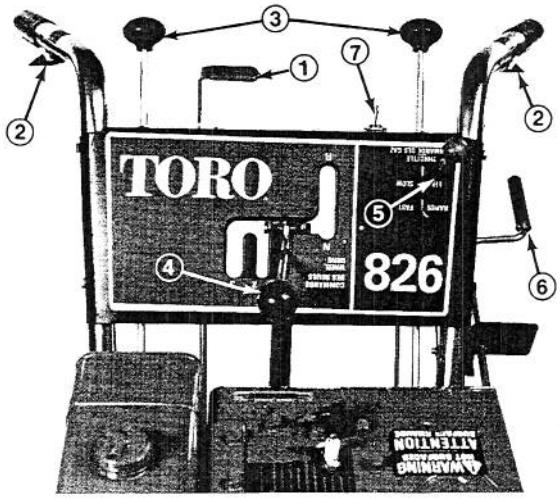


Figure 20

1. *Auger Drive Control*
2. *Interlock Lever*
3. *Wheel Clutch*
4. *Wheel Drive Control*
5. *Throttle*
6. *Discharge Chute Control*
7. *Ignition Switch*

Discharge Chute Control (Fig. 20) – Rotate discharge chute control clockwise to move discharge chute to the left and counterclockwise to move chute to the right.

Choke (Fig. 21) – The choke is on left side of engine. Push choke down until it stops to get full choke position for starting a cold engine. As engine warms up, move choke fully up.

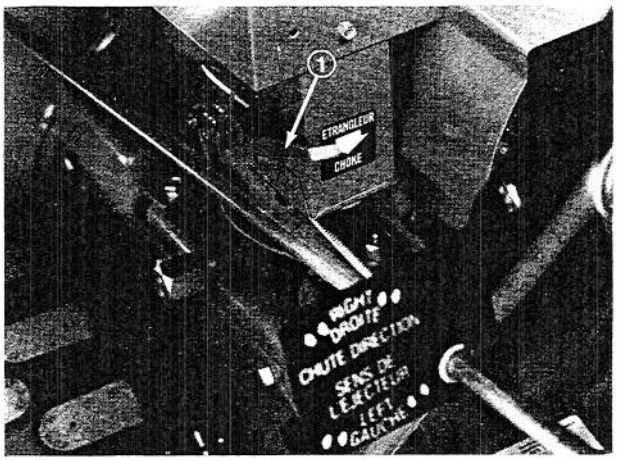


Figure 21

1. *Choke*

Deflector Handle – Deflector handle is on top of discharge chute and it is used to control height of the snow stream.

STARTING AND STOPPING INSTRUCTIONS

TO START ENGINE:

IMPORTANT: Check auger and impeller to assure that both parts are not frozen solid, but free to rotate. Also, make sure discharge chute is not obstructed. Frozen parts could cause mechanical damage.

1. Move auger drive control down to DISENGAGE (Fig. 20).

2. Move wheel drive control to N – neutral – and throttle to fast (Fig. 20).

3. Open fuel shut-off valve (Fig. 19).

4. Move choke down until it stops (Fig. 21).

5. Rotate ignition key to ON (Fig. 20).

6. Grasp recoil starter handle (Fig. 19) and pull it out slowly until positive engagement results; then pull vigorously to start the engine. If gasoline drips out of carburetor while trying to start engine, engine is choked too much. Therefore, move choke fully up and pull recoil starter several times to clear the carburetor and engine.

Note: If engine does not start and temperature is -10°F (-23°C) or less, rotate needle valve on carburetor 1/8 turn counterclockwise (Fig. 40). Repeat steps 6 & 7. When engine fires, move choke up slightly; engine should start.

IMPORTANT: Do not pull recoil rope to its limit or let go of the starter handle when rope is pulled out because recoil starter mechanism or rope may break.

7. After engine starts, regulate choke and throttle until engine runs smoothly. Allow engine to warm up before using the snowthrower.

TO STOP ENGINE:

1. In an emergency, rotate key to OFF to stop engine.

2. To stop engine normally, move wheel drive control to N – neutral – auger drive control to DISENGAGE, throttle to SLOW and rotate ignition key to OFF (Fig. 20).

Note: Always close fuel shut-off valve after engine is shut off. This prevents fuel from flowing from the fuel tank and into the carburetor.

OPERATING INSTRUCTIONS

LEFT AND RIGHT WHEEL CLUTCHES

Move the snowthrower to a flat, open area free of obstructions and other persons. Start the engine, hold the interlock lever closed, shift the wheel control into 1 – first gear – and practice using the left and right wheel clutches.

1. With snowthrower on a flat surface, push in the left or right wheel clutch (Fig. 22). If clutch cannot be pushed in, exert pressure on the knob while moving opposite handle back and forth until clutch moves down (Fig. 22). Next, push in the other wheel clutch. If clutch cannot be pushed in, exert pressure on the knob while moving opposite handle back and forth until clutch moves down.

IMPORTANT: Do not use too much force when pushing wheel clutches because damage may result.

2. With engine running at idle speed and wheel drive control in 1 – first gear – alternately push both wheel clutches down (Fig. 23) to transmit power to both wheels. MAKE SURE BOTH WHEEL CLUTCHES ARE FULLY ENGAGED – PUSHED IN – TO PREVENT ACCIDENTAL DISENGAGEMENT OF THE WHEELS.



Figure 22

1. Fully Depressed



Figure 23

1. Wheel Clutches 2. Interlock Lever

OPERATING INSTRUCTIONS

3. Pull left wheel clutch out fully (Fig. 22). The snowthrower will turn left because right wheel is driving and left wheel is free-wheeling. Just before turn is completed, exert steady pressure on left wheel clutch until it moves fully toward the control panel. Both wheels will now drive. Pull right wheel clutch out fully to turn right.

4. In some conditions, a wheel clutch may not be able to be pulled out – disengaged. If this happens, move wheel drive control to N – neutral position; then pull wheel clutch out.

5. When moving snowthrower by pushing it from one place to another, pull both wheel clutches out so wheels are free to rotate.

CHECKING INTERLOCK SYSTEM

The interlock system grounds out and stops the engine through a series of switches (Fig. 24) if the operator releases both interlock levers at once before moving wheel drive control to N – neutral – and auger drive control to DISENGAGE. So, to keep engine running when wheel drive is in gear or when auger drive control is ENGAGED, at least one of the interlock levers (Fig. 23) must be compressed against handle grip. This system also prevents the operator from starting the engine with the wheel drive control in gear or auger drive control engaged.

DANGER

If interlock system does not operate properly, have the interlock system repaired immediately by an Authorized TORO Service Dealer. DO NOT TRY TO DEFEAT THE INTERLOCK SYSTEM BY DISCONNECTING OR TAMPERING WITH WIRES OR SWITCHES, OR IN ANY OTHER WAY MAKE IT INOPERATIVE. An inoperative interlock system will allow the auger and impeller to rotate continuously when operator's position is left; and this situation is HAZARDOUS. Check the interlock system every time snowthrower is used.

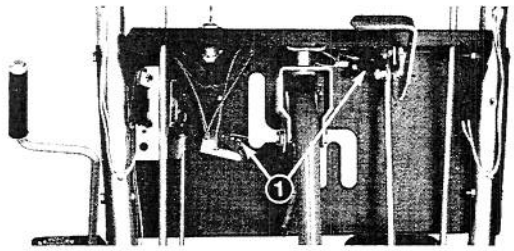


Figure 24

1. Switches

To check interlock system:

1. Push snowthrower outdoors onto a flat, open area. Start the engine: refer to Starting and Stopping Instructions, page 12.

2. Slowly, move auger drive control to ENGAGE while both interlock levers are fully released. Engine should begin to shut off and when it does, immediately move auger drive control back to DISENGAGE. If engine begins to shut off, switch is operating correctly.

3. Slowly, move wheel drive control to 1 – 1st gear – while both interlock levers are fully released. Engine should begin to shut off and when it does, immediately move wheel drive control back to N – neutral. If engine begins to shut off, switch is operating correctly.

SNOWTHROWING TIPS

1. When snowthrower is not being used, close fuel shut-off valve, have wheel drive control in N – neutral position, auger drive control in DISENGAGE position, and key removed from the switch.

2. Remove snow as soon as possible after it falls. This will produce best snow removal results.

3. If snow will be removed from crushed rock or gravel areas, adjust skids so bottom of auger housing clears the rocks: refer to Adjusting Skids, page 16.

4. For concrete or asphalt surfaces, adjust skids so there is 1/8 inch (3 mm) between bottom of auger and concrete or asphalt surface.

5. The snowthrower is designed to clean snow down to the contact surface, but there are times when front of snowthrower may tend to ride up. If this happens, reduce forward speed by shifting into a lower gear. If front still tends to ride up, lift up on both handles to hold down front of snowthrower or remove skids.

6. Discharge snow downwind whenever possible, and overlap each swath to assure complete snow removal. If wheels slip, shift into a lower gear which reduces forward speed.

7. Normally, chains are not required; however, tire chains are recommended when the wheels spin excessively.

8. In some snow and cold weather conditions, some controls and moving parts may freeze solid. Therefore, when any control becomes hard to operate, stop the engine; then check all parts for freeze up. DO NOT USE EXCESSIVE FORCE AND TRY TO OPERATE THE CONTROLS WHEN FROZEN. Free all controls and moving parts before operating.

MAINTENANCE

CAUTION

To prevent accidental starting of the engine while performing maintenance, rotate ignition key to off and remove it from the switch. Next, pull high tension wire off spark plug (Fig. 26) and make sure wire does not accidentally touch the plug.

DRAINING GASOLINE

1. Close fuel shut off valve located under engine (Fig. 25).

2. Place a clean drain pan under shut off valve.

3. Loosen hose clamps securing fuel line to valve and slide line off valve (Fig. 25).

CAUTION

Since gasoline is highly flammable, drain it outdoors and make sure engine is cool to prevent a potential fire hazard. Wipe up any gasoline that may have spilled. Do not drain gasoline near any open flame or where gasoline fumes may be ignited by a spark. Do not smoke a cigar, cigarette, or a pipe when handling gasoline.

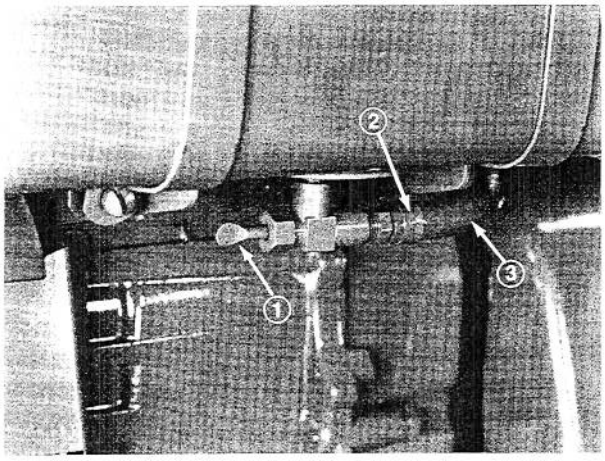


Figure 25

1. Fuel shut off valve 3. Fuel line
2. Hose clamp

4. Open valve allowing fuel to flow into drain pan.

5. Reinstall fuel line and secure with hose clamp.

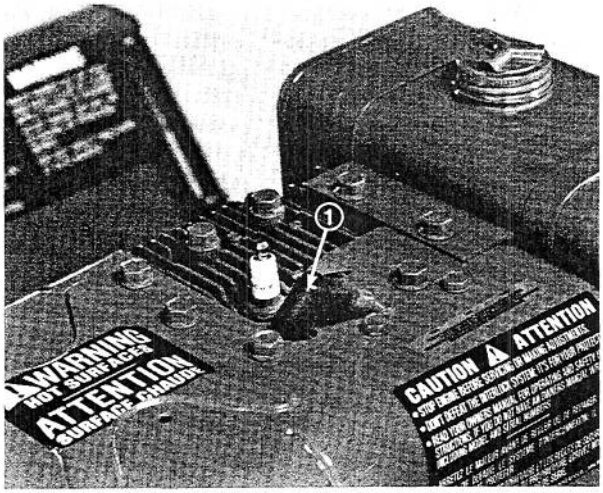


Figure 26

1. High Tension Wire

LUBRICATING SNOWTHROWER

Lubricate control linkage and other moving parts of the snowthrower after every 15 hours of operation. Lubricate pivot points with same type of oil that is used in the crankcase.

1. Lubricate pivot points in the control linkage with a few drops of oil (Fig. 27). Wipe up any excess oil and grease.

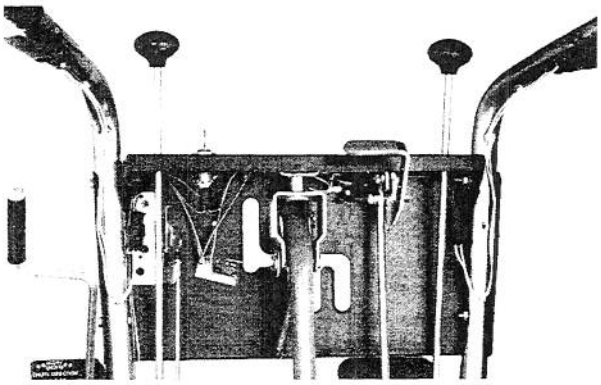


Figure 27

2. Lubricate pivot points of both wheel clutches with two drops of oil (Fig. 28). Wipe up any excess oil.

3. Remove four thread forming screws holding rear shield against traction unit; then slide shield away from traction unit. Lightly lubricate drive chains, sprocket bushing, nylon ring, hex shaft, and the other pivot points with oil or #2 grease (Fig. 29). Wipe up any excess oil or grease. Reinstall rear shield against traction unit with four thread forming screws.

MAINTENANCE

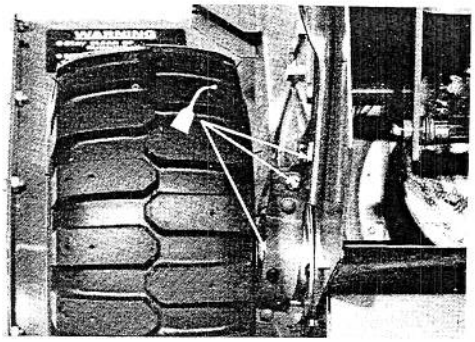


Figure 28

IMPORTANT: Do not get oil or grease on rubber wheel or friction drive plate because the wheel will slip and the rubber may deteriorate.

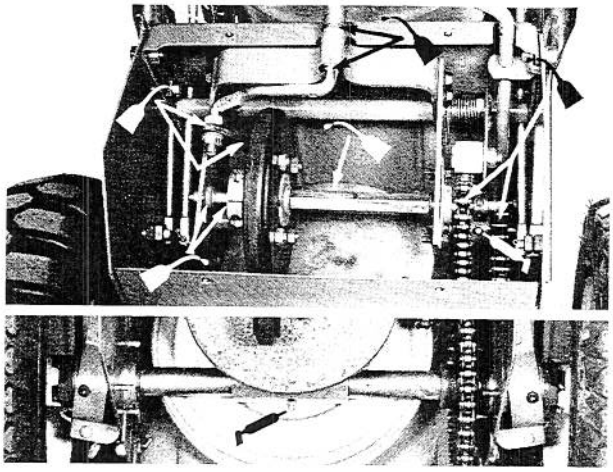


Figure 29

CHANGING CRANKCASE OIL

Initially, change oil after the first 2 hours of engine operation. Thereafter, change oil after every 25 hours of engine operation. If possible, run engine just before changing oil because warm oil flows better and carries more contaminants than cold oil.

Note: Drain oil when fuel tank is empty to prevent spilling gasoline.

1. Pull high tension wire off spark plug.

2. Block up left rear side of snowthrower. Remove wheel retainer and slide off wheel.

3. Put a two inch block under the right wheel so snowthrower is tipped slightly to the side. This will assure that all oil is drained from crankcase.

4. Clean area around oil drain cap. Slide oil drain pan below drain extension and remove oil drain cap (Fig. 30).

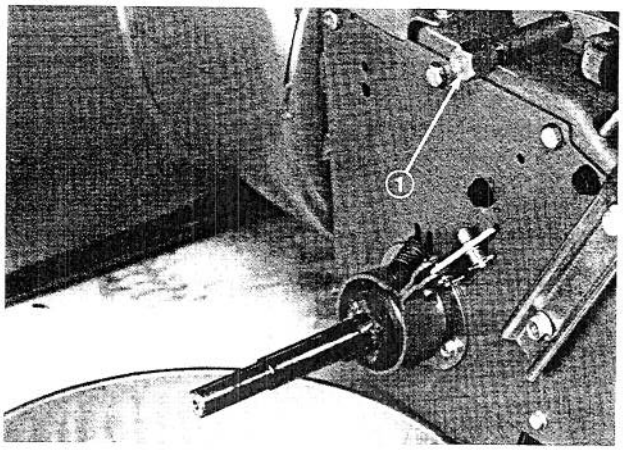


Figure 30

1. Drain Cap

5. After all oil is drained, install oil drain cap, mount wheel with retainer and remove blocks from under unit and wheel.

6. Position snowthrower on a level surface. Fill crankcase with oil: refer to Fill Crankcase With Oil, page 10. Wipe up any oil that spilled.

CHANGING AUGER GEAR BOX OIL

Change auger gear box oil once a year. If possible, run the auger just before changing oil because warm oil flows better and carries more contaminants than cold oil.

1. Drain gasoline from fuel tank. Wipe up any spilled gas.

2. Position snowthrower on a level surface.

3. Clean area around pipe plug so dirt is removed.

4. Put a drain pan below the pipe plug (Fig. 31) at front of auger gear box and remove pipe plug: refer to Check Auger Gear Box Oil, page 9.

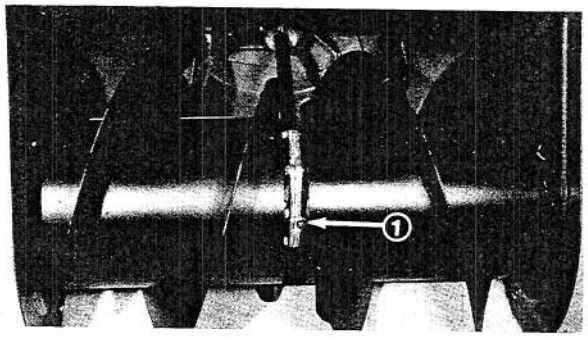


Figure 31

1. Pipe Plug

5. Tip snowthrower forward and hold it up until all oil drains from the gear box.

6. Carefully let snowthrower down to its normal position. Make sure it is on a level surface. Fill auger gear box with 3 ounces (0.89 ml) of SAE 90 EP transmission oil, or fill to point of overflow.

7. Thread pipe plug back into gear box (Fig. 31).

ADJUSTING SKIDS

When snowthrower will be used on concrete or asphalt surfaces, adjust skids using steps 1 - 3.

1. Move snowthrower to a level surface. Loosen four flange nuts (Fig. 32) securing both skids to auger side plates until skid can be moved up and down.

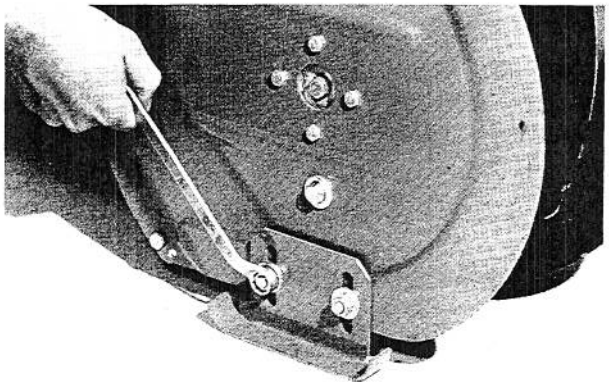


Figure 32

2. Push snowthrower forward so pivoting scraper blade moves backward.

3. Adjust both skids so there is 1/8-inch (3 mm) between bottom of auger and level surface. When skids are adjusted correctly, tighten flange nuts. Next, check pivoting scraper blade that is mounted at bottom of auger housing. Scraper must be parallel with level surface. If scraper is not parallel, adjust skids again. Do not use step 4 after adjusting skids for hard surfaces.

4. When using snowthrower on gravel or crushed rock surfaces, loosen four flange nuts (Fig. 32) securing both skids to auger side plates. Slide skids down as far as possible so auger is as far from the level surface as skid adjustment allows; then tighten flange nuts.

REPLACING V-BELTS

When traction or auger drive belt becomes worn, stretched, oil-soaked, or otherwise defective, belt replacement is required.

1. Pull high tension wire off spark plug.

2. Remove two thread forming screws holding belt cover in place.

3. Remove two upper flange screws and loosen the two lower locknuts holding auger housing and traction unit together (Fig. 33).

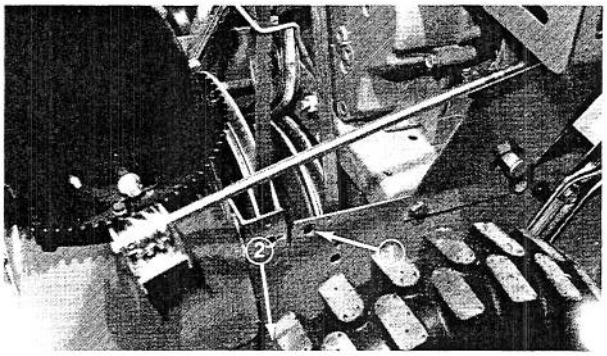


Figure 33

1. Remove upper flange screws
2. Loosen lower locknuts (not shown)

4. Remove the defective belt or belts; then install new belt(s). Make sure auger drive belt is installed to inside of the belt guide (Fig. 34). Traction drive belt must be installed against inside of the idler pulley (Fig. 34).

5. Secure auger housing and traction unit together by lining up top holes and installing two flange screws (Fig. 33). Tighten two upper flange screws and lower lock nuts (Fig. 33).

6. Install belt cover with two thread forming screws.

7. Install high tension lead and test operate unit to check traction operation. If little or no traction is evident, proceed to step 8. If adequate traction is achieved, proceed to operate machine.

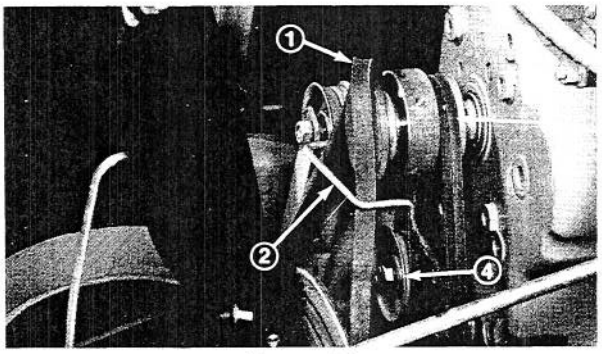


Figure 34

1. Auger Drive Belt
2. Belt Guide
3. Traction Drive Belt
4. Idler Pulley

8. Remove high tension lead from spark plug and belt guard. Loosen capscrew and nut securing idler

pulley and slide pulley further against belt (Fig. 34). Move the pulley only enough to remove belt slack, so that belt is not over-tensioned.

9. Repeat step 7.

ADJUSTING AUGER DRIVE BELT

If auger slips, which means the auger drive belt is slipping, an adjustment is required. When a new belt is installed, an adjustment may also be required.

1. Loosen jam nut from clevis at bottom of auger drive control rod (Fig. 35). Remove cotter pin and clevis pin holding clevis to bent rod (Fig. 35).

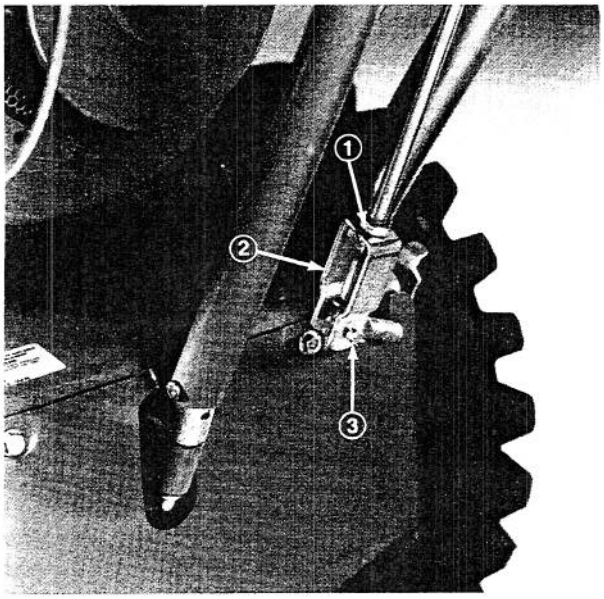


Figure 35

1. Jam Nut
2. Clevis
3. Clevis Pin and Cotter Pin

2. Rotate clevis (Fig. 35) counterclockwise — out — to increase belt tension. By contrast, rotate clevis clockwise — in — to decrease belt tension.

Note: When adjusting clevis, always rotate it one complete — 360° — turn.

3. Connect clevis to bent rod with clevis pin and cotter pin (Fig. 35). Tighten jam nut against top of clevis (Fig. 35).

4. Check tension of belt by operating the auger. If belt still slips, readjust clevis again by repeating steps 2 and 3.

IMPORTANT: Do not adjust belt too tight because the belt will wear quickly or possibly cause damage to the snowthrower.

ADJUSTING TRACTION DISC

CAUTION

If snowthrower does not disengage — come out of gear — an adjustement is required.

1. Move wheel drive control to 1 — 1st gear.

2. Disengage back of wheel drive control from U-shaped pivot bracket by removing hair pin cotter, flat washer and clevis pin (Fig. 36). Move control away from U-shaped pivot bracket.

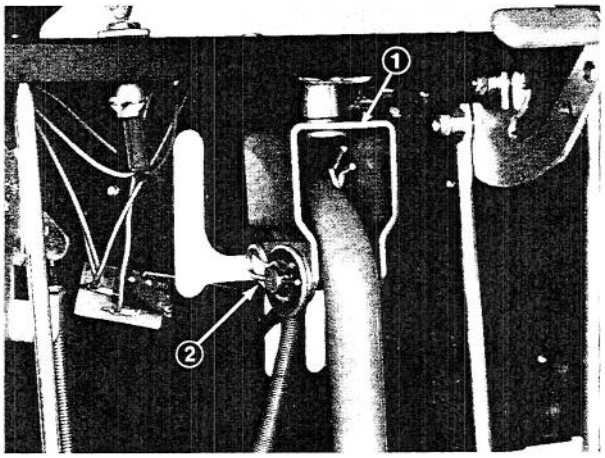


Figure 36

1. U-Shaped Pivot Bracket
2. Hair Pin Cotter and Flat Washer

3. If snowthrower drive does not disengage, rotate U-shaped pivot bracket (Fig. 36) inward one complete turn.

4. Install back of wheel drive control between U-shaped pivot bracket with clevis pin, flat washer and hair pin cotter (Fig. 36). Head of clevis pin must be on right side.

ADJUSTING GROUND SPEED

If ground speed in 1 — 1st gear — is too slow or too fast, or if it is hard to move wheel drive control into 3rd gear slot, an adjustment is required.

1. Loosen two cap screws and lock nuts holding swivel bracket against control panel (Fig. 37).

2. To reduce speed in 1 — 1st gear — move swivel bracket (Fig. 37) to the right. By contrast, move swivel bracket to the left to increase speed in 1st gear.

3. When desired adjustment is obtained, tighten the two cap screws and lock nuts (Fig. 37). Assure that wires do not get pinched between control panel and wire guide.

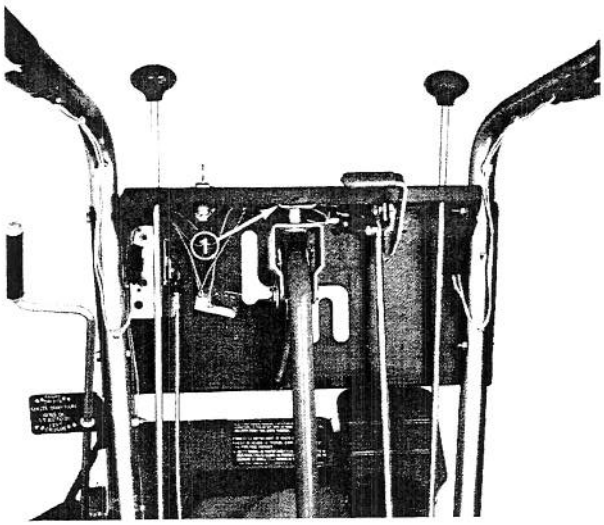


Figure 37

1. Swivel Bracket

REPLACING SPARK PLUG

Tools Required: 3/4-Inch Spark Plug Socket, Spark Plug Gapping Tool and Clean Rag

Correct spark plug to use is a Champion RCJ-8 or Autolite AR7N, and correct air gap is 0.030 of an inch (0.762 mm). Since air gap between center and side electrodes of the spark plug increases gradually during normal engine operation, install a new plug after ever 25 hours of engine operation.

1. Clean area around spark plug so foreign matter cannot fall into cylinder when plug is removed.

2. Pull high tension wire off spark plug (Fig. 38); then remove plug from cylinder head.

IMPORTANT: A cracked, fouled, or dirty spark plug must be replaced. Do not sand blast, scrape, or clean electrodes, because grit may eventually release from the plug and fall into the cylinder. The result will likely be engine damage.

3. Set air gap between electrodes of new spark plug at 0.030 of an inch (0.762 mm) (Fig. 39). Install spark plug in cylinder head and tighten it to 15 ft-lb (20.4 N·m). If torque wrench is not used, tighten plug firmly.

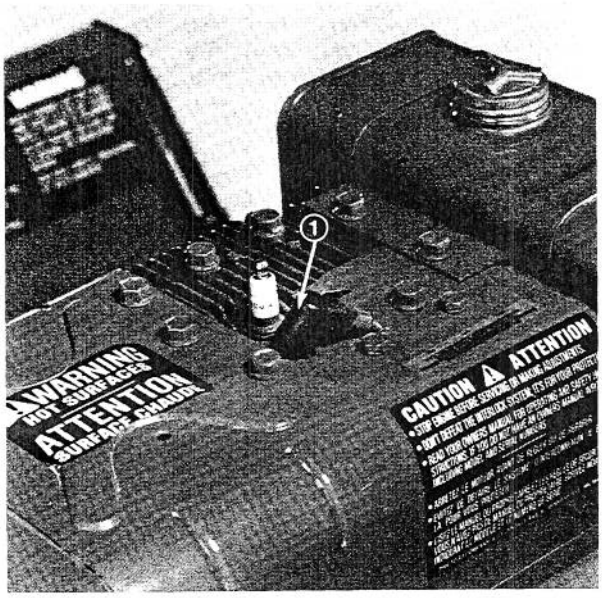


Figure 38

1. High Tension Wire

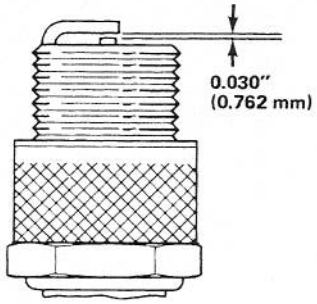


Figure 39

4. Push high tension wire onto spark plug (Fig. 38).

ADJUSTING CARBURETOR

Tools Required: Screwdriver

The carburetor has been adjusted at the factory, but an adjustment may be required if carburetor has been disassembled. Do not make unnecessary carburetor adjustments because factory settings are correct for most applications.

1. Needle Valve (Fig. 40) – Close needle valve finger-tight by gently rotating it clockwise.

IMPORTANT: Do not close needle valve too tight because valve and seat in carburetor will likely be damaged.

2. Rotate – open – needle valve (Fig. 40) 1-1/2 turns counterclockwise.

3. Idle Valve (Fig. 40) – Close idle valve finger-tight by gently rotating it clockwise.

IMPORTANT: Do not close idle valve too tight because valve and seat in carburetor will likely be damaged.

4. Rotate – open – idle valve (Fig. 40) 1/4 to 3/4 of a turn counterclockwise.

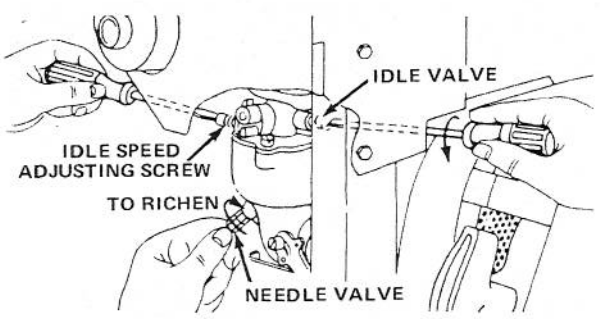


Figure 41

Note: The needle valve and idle valve settings are approximates; however the settings will allow engine to be started so carburetor can be fine tuned – steps 5 - 11.

CAUTION

Engine must be running so final adjustment of the carburetor can be performed. To guard against possible personal injury, move auger drive control to DISENGAGE, and remember to keep hands, feet, face, and other parts of the body away from auger, discharge chute, and any other moving part(s).

5. Start engine and let it warm up for approximately two to three minutes; then move throttle to FAST.

6. Rotate needle valve (Fig. 40) clockwise – in – until engine misses because of a lean gasoline mixture. Then rotate needle valve counterclockwise – out – so engine runs unevenly because of a rich gasoline mixture. Next, rotate needle valve clockwise, back to the midpoint between the rich and lean setting so engine runs smoothly.

7. Move throttle control backward to idle speed. Rotate idle speed adjusting screw (Fig. 40) until engine idles fast – 1750 rpm.

8. Rotate idle valve (Fig. 40) clockwise – in – until engine begins to miss because of a lean mixture. Then rotate idle valve counterclockwise – out – until engine runs unevenly because of rich mixture. Next, rotate idle valve clockwise, back to the mid-point between rich and lean setting.

9. Again, rotate idle speed adjusting screw (Fig. 40) until engine idles at 1750 rpm.

10. Check carburetor adjustment by quickly moving throttle from idle speed to high speed. Engine should accelerate without hesitation or sputtering. If engine does not accelerate properly, adjust carburetor to a slightly richer mixture.

11. After carburetor is adjusted, shut engine off.

PREPARING SNOWTHROWER FOR STORAGE

1. Drain gasoline from fuel tank. Wipe up any gasoline that may have spilled.

2. Start the engine and let it run until it stops because there is no gasoline in the fuel system.

When engine sputters, push choke down so fuel in carburetor is expended.

3. Remove spark plug from cylinder head. Pour two teaspoons of SAE 30 engine oil into spark plug hole in cylinder head. Install spark plug in cylinder head, but do not install high tension wire on the plug. Pull recoil starter slowly to distribute oil on inside of cylinder.

4. Lubricate the snowthrower: refer to Lubricating Snowthrower, page 14.

5. Clean the snowthrower. Touch up chipped surfaces with paint. Sand affected areas before painting, and use a rust preventative to prevent metal parts from rusting.

6. Tighten all screws and nuts. If any part is damaged, repair or replace it.

7. Store snowthrower in a clean, dry place, and cover it to give protection.

8. If snowthrower is equipped with the optional drift breaker storage bar, the snowthrower may be stored in an upright position. Make sure to drain gas and oil before tipping snowthrower upright on auger housing.

ACCESSORIES

110 VAC U.S.A. and Canadian Electric Starter, (part no. 37-4630)

Tire Chains (part no. 23-2340)

Grader Blade (model no. 59099)

Chute Extension Kit, (part no. 26-1100)

12 Volt Starter Motor Kit — less battery and charger, (part no. 42-3370)

Battery Charger, 110 VAC, (part no. 26-3870) — UL & CSA approved.

Drift Breaker Storage Bar, (part no. 20-0640)

Snow Cab, (part no. 42-3380)

Heavy Duty Skids, (part no. 20-2850)

Sweeper, (model no. 59072)

IDENTIFICATION AND ORDERING

MODEL AND SERIAL NUMBERS

The snowthrower has two identification numbers: a model number and a serial number. The two numbers are stamped on a decal (Fig. 41) which is located on left rear side of the engine mounting plate. In any correspondence concerning the snowthrower, supply model and serial numbers to assure that correct information and replacement parts are obtained.

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

1. Model and serial numbers of the snowthrower.

2. Part number, description, and quantity of part(s) desired.

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

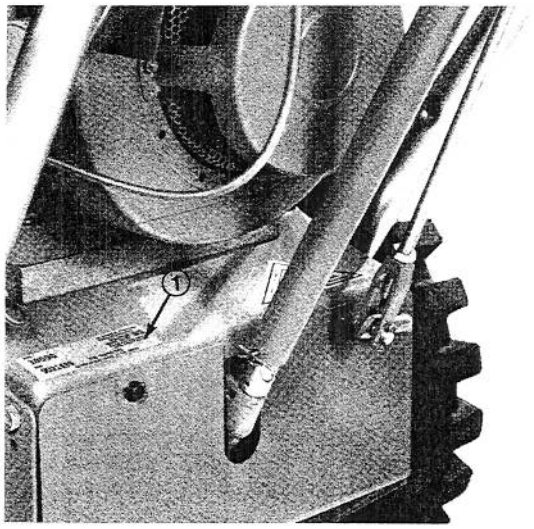


Figure 42

1. Model and Serial Number

MAINTENANCE RECORD

Date	Hours Used	Oil Change	Lubrication	Summer Storage	Fall Service	Spark Plug Gap

MAINTENANCE RECORD

Date	Hours Used	Oil Change	Lubrication	Summer Storage	Fall Service	Spark Plug Gap

MAINTENANCE RECORD

Date	Hours Used	Oil Change	Lubrication	Summer Storage	Fall Service	Spark Plug Gap

The Toro Promise

A ONE YEAR LIMITED WARRANTY

The Toro Company promises to repair any TORO Product if defective in materials or workmanship. The following time periods from the date of purchase apply:

Residential Product	1 Year
Residential Products Used Commercially . . .	45 Days

The costs of parts and labor are included, but the customer pays the transportation costs. Just return any residential product to an Authorized TORO Service Dealer or TORO Distributor.

Should you feel your TORO Product is defective and wish to rely on The Toro Promise, the following procedure is recommended:

1. Contact any Authorized TORO Service Dealer, TORO Master Service Dealer, or TORO Distributor (the Yellow Pages of your telephone directory is a good reference source).
2. He will either instruct you to return the product to him or recommend another Authorized TORO Service outlet which might be more convenient.
3. Bring the product along with your original sales slip, or other evidence of purchase date, to the service dealer.
4. The servicing dealer will inspect the unit, advise you whether the product is defective and, if so, make all repairs necessary to correct the defect without extra charge to you.

If for any reason you are dissatisfied with the dealer's analysis of the defect or the service performed, you may contact us.

Write:

TORO Consumer Service Department
8111 Lyndale Avenue South
Minneapolis, Minnesota 55420

The above remedy of product defects through repair by an Authorized TORO Service Dealer is the purchaser's sole remedy for any defect.

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.

This warranty applies only to parts or components which are defective and does not cover repairs necessary due to normal wear, misuse, accidents, or lack of proper maintenance. Regular, routine maintenance of the unit to keep it in proper operating condition is the responsibility of the owner.

All warranty repairs reimbursable under The Toro Promise must be performed by an Authorized TORO Service Dealer using Toro approved replacement parts.

Repairs or attempted repairs by anyone other than an Authorized TORO Service Account are not reimbursable under The Toro Promise. In addition, these unauthorized repair attempts may result in additional malfunctions, the correction of which is not covered by warranty.

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 EQUIPMENT OR SERVICE DURING PERIODS OF MALFUNCTION OR NON-USE.

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

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

COUNTRIES OTHER THAN THE UNITED STATES OR CANADA

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

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