



# **Groundsmaster® 455-D**

## **Traction Unit**

**Model No. 30455TS—Serial No. 220000201 and Up**

# Table of Contents

Table of Contents	1	Maintenance	21
		Greasing (Fig. 18–26)	21
Introduction	2	Minimum Recommended Maintenance Intervals	23
		General Air Cleaner Maintenance	24
Safety	3	Servicing the Air Cleaner	24
Sound & Vibration Levels	5	Engine Oil and Filter	25
		Fuel System	25
Symbol Glossary	6	Engine Fan Belt	27
		Engine Timing Belt	27
Specifications	9	Changing Hydraulic Oil	27
		Replacing the Hydraulic Filter	28
Before Operating	11	Checking Hydraulic Lines and Hoses	28
Check the Engine Oil	11	Hydraulic System Test Ports	29
Check the Cooling System	11	Adjusting the Traction Drive for Neutral	29
Fill the Fuel Tank	11	Changing Front Axle Lubricant	30
Check Hydraulic Circuit Oil	12	Changing Rear Axle Lubricant	30
Check the Front Axle Oil Level	13	Changing Bi-Directional Clutch Lubricant	31
Check the Rear Axle Lubricant	13	Rear Wheel Toe In	31
Check Bi-Directional Clutch Lubricant	14	Adjusting Service Brakes	31
Check Tire Pressure	14	Adjusting the PTO Belt	32
Check the Torque of Wheel Nuts Or Bolts	14	Adjusting the Clutch	32
		Battery Care	33
Controls	15	Fuses	33
		Preparation for Seasonal Storage	33
Operation	17		
Starting and Stopping	17		
Priming the Fuel System	17		
Checking the Interlock System	17		
Operating Characteristics	18		
Operating Tips	19		

# Introduction

Read this manual carefully to learn how to operate and maintain your product correctly. The information in this manual can help you and others avoid injury and product damage. Although Toro designs and produces safe products, you are responsible for operating the product properly and safely.

Whenever you need service, genuine Toro parts, or additional information, contact an Authorized Service Dealer or Toro Customer Service and have the model and serial numbers of your product ready.

Write the product model and serial numbers in the space below.

**Model No:** \_\_\_\_\_

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

This manual identifies potential hazards and has special safety messages that help you and others avoid personal injury, even death. ***Danger***, ***Warning*** and ***Caution*** are signal words used to identify the level of hazard. However, regardless of the hazard, be extremely careful.

***Danger*** signals an extreme hazard that *will* cause serious injury or death if you do not follow the recommended precautions.

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

***Caution*** signals a hazard that may cause minor or moderate injury if the recommended precautions are not followed.

The manual uses two other words to highlight information. **Important** calls attention to special mechanical information and **Note** emphasizes general information worthy of special attention.

# Safety

Improper use or maintenance by the operator or owner can result in injury. To reduce the potential for injury, comply with these safety instructions and always pay attention to the safety alert symbol, which means CAUTION, WARNING, or DANGER—"personal safety instruction." Failure to comply with the instruction may result in personal injury or death.

## Before Operating

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

A free replacement manual is available by sending the complete model and serial number to:

The Toro Company  
8111 Lyndale Avenue South  
Minneapolis, Minnesota 55420.

2. Never allow children to operate the machine. Do not allow adults to operate machine without proper instruction. Only trained operators who have read this manual should operate this machine.
3. Never operate the machine when under the influence of drugs or alcohol.
4. Keep all shields, safety devices and decals in place. If a shield, safety device or decal is defective, illegible or damaged, repair or replace it before operating the machine. Also tighten any loose nuts, bolts or screws to ensure machine is in safe operating condition.
5. Always wear substantial shoes. Do not operate machine while wearing sandals, tennis shoes, sneakers or when barefoot. Do not wear loose fitting clothing that could get caught in moving parts and possibly cause personal injury. Wearing safety glasses, safety shoes, long pants and a helmet is advisable and required by some local ordinances and insurance regulations.
6. Assure interlock switches are adjusted correctly so engine cannot be started unless traction pedal is in NEUTRAL and cutting unit is DISENGAGED.

7. Remove all debris or other objects that might be picked up and thrown by the blades or fast moving components from other attached implements. Keep all bystanders away from operating area.
8. Since diesel fuel is highly flammable, handle it carefully:
  - A. Use an approved fuel container.
  - B. Do not remove fuel tank cap while engine is hot or running.
  - C. Do not smoke while handling fuel.
  - D. Fill fuel tank outdoors and only to within an inch from the top of the tank, not the filler neck. Do not overfill.
  - E. Wipe up any spilled fuel.

## While Operating

9. Sit on the seat when starting and operating the machine.
10. Before starting the engine:
  - A. Engage the parking brake.
  - B. Make sure traction pedal is in NEUTRAL and cutting decks are DISENGAGED. Move axle shift to HI or LO position.
  - C. After engine is started, release parking brake and keep foot off traction pedal. Machine must not move. If movement is evident, the neutral return mechanism is adjusted incorrectly; therefore, shut engine off and adjust until machine does not move when traction pedal is released. Refer to *Adjusting Traction Drive for Neutral*, page 29.
11. Seating capacity is one person. Therefore, never carry passengers.
12. Do not run engine in a confined area without adequate ventilation. Exhaust fumes are hazardous and could possibly be deadly.
13. Check interlock switches daily for proper operation. Do not rely entirely on safety switches—use common sense. If a switch fails, replace it before operating the machine. The interlock system is for your protection, so do not bypass it. Replace all interlock switches every two years.

14. Using the machine demands attention and to prevent loss of control:
  - A. Operate only in daylight or when there is good artificial light.
  - B. Drive slowly. Avoid sudden stops and starts.
  - C. Watch for holes or other hidden hazards.
  - D. Look behind machine before backing up.
  - E. Do not drive close to a sand trap, ditch, creek or other hazard.
  - F. Reduce speed when making sharp turns and turning on a hillside.
15. Traverse slopes carefully. Do not start or stop suddenly when traveling uphill or downhill. Never shift axle when moving. Machine must be on a flat surface and/or brakes must be engaged to prevent freewheeling.
16. Operator must be skilled and trained in how to drive on hillsides. Failure to use caution on slopes or hills may cause loss of control and vehicle to tip or roll possibly resulting in personal injury or death.
17. 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.
18. When operating 4-wheel drive machine, always use the seat belt and roll-over protection system together and have seat pivot retaining pin installed.
19. If engine stalls or loses headway and cannot make it to the top of a slope, do not turn machine around. Always back slowly straight down the slope.
20. Raise cutting decks and latch securely in transport position before driving from one work area to another.
21. **DON' T TAKE AN INJURY RISK!** When a person or pet appears unexpectedly in or near the mowing area, STOP MOWING. Careless operation, combined with terrain angles, ricochets, or improperly positioned guards can lead to thrown object injuries. Do not resume mowing until area is cleared.
22. Do not touch engine, muffler or exhaust pipe while engine is running or soon after it is stopped. These areas could be hot enough to cause burns.
23. If cutting deck strikes a solid object or vibrates abnormally, stop immediately, turn engine off, set parking brake and wait for all motion to stop. Inspect for damage. If damaged, repair or replace any components before operating.
24. Before getting off the seat:
  - A. Set parking brake.
  - B. Move traction pedal to neutral and axle shift to HI or LO position.
  - C. Disengage cutting decks and wait for blades to stop.
  - D. Stop engine and remove key from switch.
  - E. Do not park on slopes unless wheels are chocked or blocked.
25. Use only a rigid tow bar if it becomes necessary to tow machine. Use trailer for normal transport.

## Maintenance

26. Before servicing or making adjustments, stop engine and remove key from the switch.
27. Make sure machine is in safe operating condition by keeping all nuts, bolts and screws tight.
28. Make sure all hydraulic line connectors are tight, and all hydraulic hoses and lines are in good condition before applying pressure to the system.
29. Keep body and hands away from pin hole leaks or nozzles that eject high pressure hydraulic fluid. Use cardboard or paper to find hydraulic leaks. Hydraulic fluid escaping under pressure can penetrate skin and cause injury. Fluid accidentally injected into the skin must be surgically removed within a few hours by a doctor familiar with this form of injury or gangrene may result.
30. Before disconnecting or performing any work on the hydraulic system, all pressure in system must be relieved by lowering cutting units to the ground and stopping engine.
31. If major repairs are ever needed or assistance is desired, contact an authorized Toro distributor.

32. To reduce potential fire hazard, keep engine area free of excessive grease, grass, leaves and dirt. Clean protective screen on back of machine frequently. Never wash a warm engine or electrical connections with water.
33. If engine must be running to perform maintenance or an adjustment, keep hands, feet, clothing and other parts of the body away from cutting units and other moving parts. Keep all bystanders away.
34. Do not overspeed the engine by changing governor setting. To assure safety and accuracy, have an Authorized Toro Distributor check maximum engine speed.
35. Shut engine off before checking or adding oil to the crankcase.
36. Disconnect battery before servicing the machine. If battery voltage is required for troubleshooting or test procedures, temporarily connect the battery.
37. At the time of manufacture, the machine conformed to the safety standards for riding mower. Ballast weight, mounted to rear of traction unit, is required for machine to conform to safety standard. DO NOT remove ballast weight at any time. To assure optimum performance and continued safety certification of the machine, use genuine Toro replacement parts and accessories. Replacement parts and accessories made by other manufacturers may result in non-conformance with the safety standards, and the warranty may be voided.

## Sound Pressure Level

This unit has an equivalent continuous A-weighted sound pressure at the operator ear of: 89 dB(A), based on measurements of identical machines per Directive 98/37/EC and amendments.

## Sound Power Level

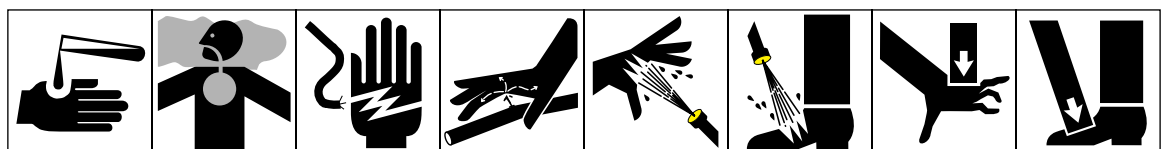
This unit has a guaranteed sound power level of: 105 dB(A)/1pW, based on measurements of identical machines per Directive 2000/14/EC and amendments.

## Vibration level

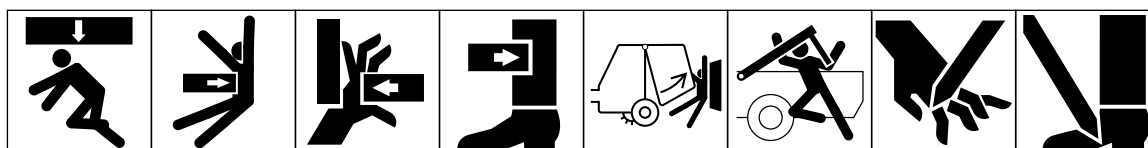
### Hand-Arm

This unit does not exceed a vibration level of 2.5 m/s<sup>2</sup> at the hands based on measurements of identical machines per ISO 5349 procedures.

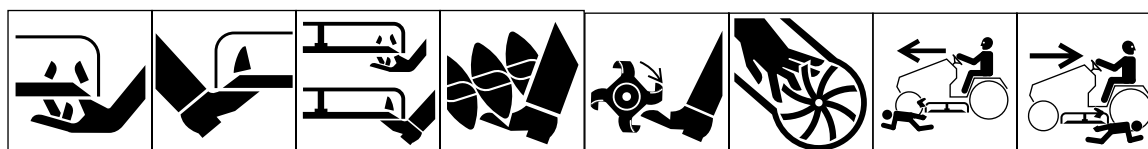
# Symbol Glossary



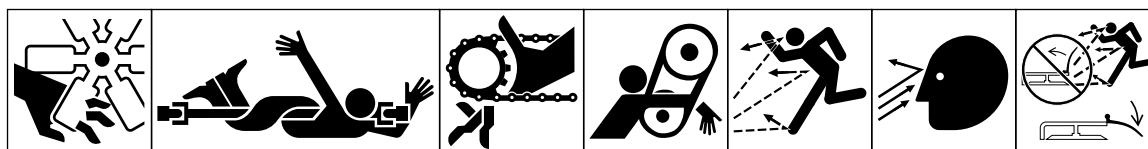
Caustic liquids, chemical burns to fingers or hand    Poisonous fumes or toxic gases, asphyxiation    Electrical shock, electrocution    High pressure fluid, injection into body    High pressure spray, erosion of flesh    High pressure spray, erosion of flesh    Crushing of fingers or hand, force applied from above    Crushing of toes or foot, force applied from above



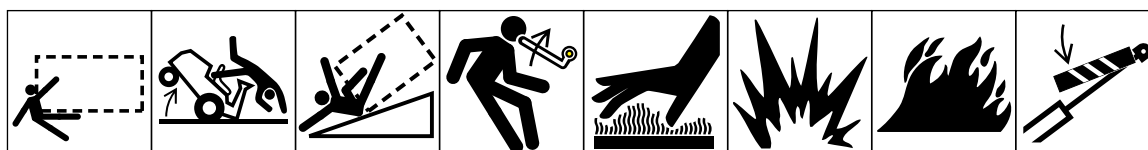
Crushing of whole body, applied from above    Crushing of torso, force applied from side    Crushing of fingers or hand, force applied from side    Crushing of leg, force applied from side    Crushing of whole body    Crushing of head, torso and arms    Cutting of fingers or hand    Cutting of foot



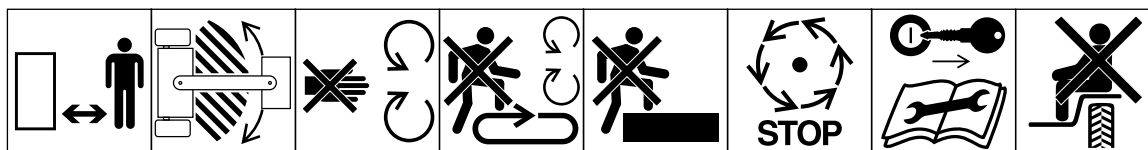
Severing of fingers or hand, mower blade    Severing of toes or foot, mower blade    Severing of toes or fingers, rotary mower blade    Cutting or entanglement of foot, rotating auger    Severing of foot, rotating knives    Severing of fingers or hand, impeller blade    Dismemberment, front engine mower in forward motion    Dismemberment, front engine mower in rearward motion



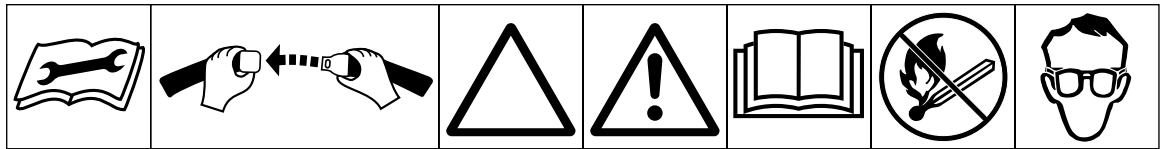
Severing of fingers or hand, engine fan    Whole body entanglement, implement input drive line    Fingers or hand entanglement, chain drive    Hand & arm entanglement, belt drive    Thrown or flying objects, whole body exposure    Thrown or flying objects, face exposure    Thrown or flying objects, rotary mower



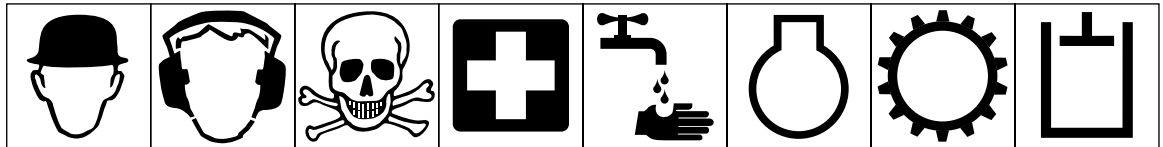
Runover/backover, vehicle    Machine tipping, riding mower    Machine rollover, ROPS (rear engine mower)    Stored energy hazard, kickback or upward motion    Hot surfaces, burns to fingers or hands    Explosion    Fire or open flame    Secure lifting cylinder with locking device before getting in hazardous area



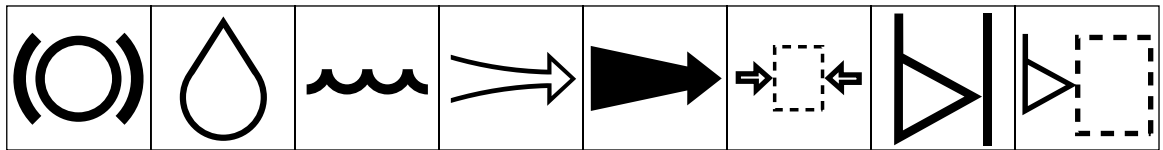
Stay a safe distance from the machine    Stay clear of articulation area while engine is running    Do not open or remove safety shields while engine is running    Do not step on loading platform if PTO is connected to tractor & engine is running    Do not step    Wait until all machine components have completely stopped before touching them    Shut off engine & remove key before performing maintenance or repair work    Riding on this machine is allowed only on a passenger seat & only if the driver's view is not hindered



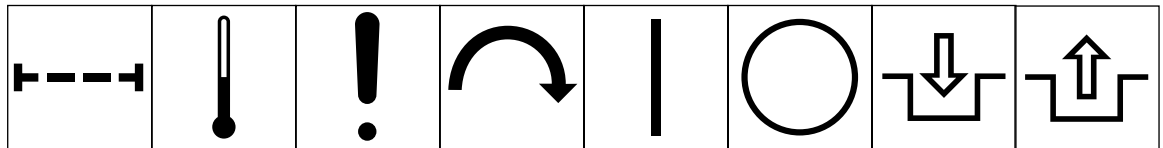
Consult technical manual for proper service procedures    Fasten seat belts    Safety alert triangle    Outline safety alert symbol    Read operator's manual    Fire, open light and smoking prohibited    Eye protection must be worn



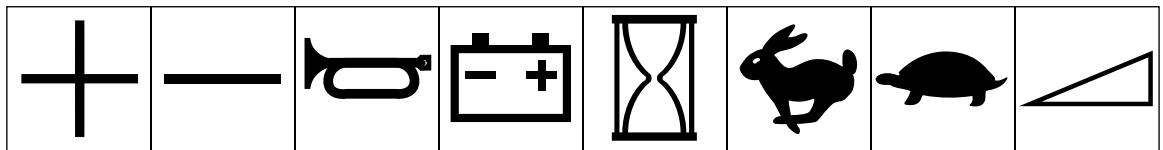
Head protection must be worn    Hearing protection must be worn    Caution, toxic risk    First aid    Flush with water    Engine    Transmission    Hydraulic system



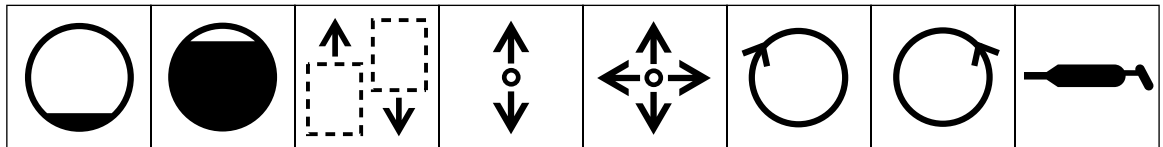
Brake system    Oil    Coolant (water)    Intake air    Exhaust gas    Pressure    Level indicator    Liquid level



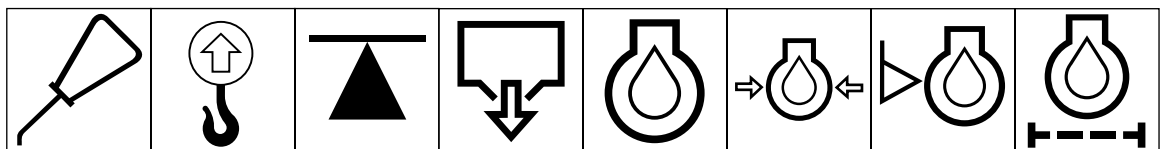
Filter    Temperature    Failure/Malfunction    Start switch/mechanism    On/start    Off/stop    Engage    Disengage



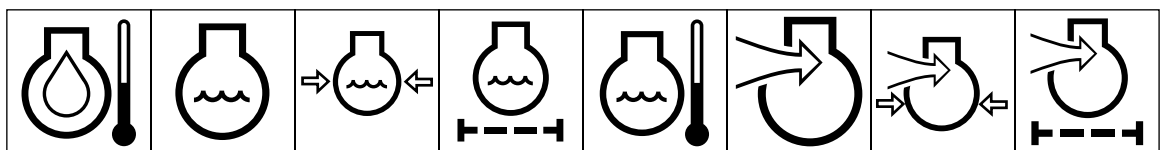
Plus/increase/positive polarity    Minus/decrease/negative polarity    Horn    Battery charging condition    Hourmeter/elapsed operating hours    Fast    Slow    Continuous variable, linear



Volume empty    Volume full    Machine travel direction, forward/rearward    Control lever operating direction, dual direction    Control lever operating direction, multiple direction    Clockwise rotation    Counter-clockwise rotation    Grease lubrication point



Oil lubrication point    Lift point    Jack or support point    Draining/emptying    Engine lubricating oil    Engine lubricating oil pressure    Engine lubricating oil level    Engine lubricating oil filter



Engine lubricating oil temperature    Engine coolant    Engine coolant pressure    Engine coolant filter    Engine coolant temperature    Engine intake/combustion air    Engine intake/combustion air pressure filter    Engine intake/air filter



Engine start	Engine stop	Engine failure/ malfunction	Engine rotational speed/frequency	Choke	Primer (start aid)	Electrical preheat (low temperature oil start aid)	Transmission oil pressure

Transmission oil pressure	Transmission oil temperature	Transmission failure/malfunction	Clutch	Neutral	High	Low	Forward

Reverse	Park	First gear	Second gear	Third gear (other #'s may be used until the maximum # of forward gears is reached.)	Hydraulic oil	Hydraulic oil pressure	Hydraulic oil level

Hydraulic oil filter	Hydraulic oil temperature	Hydraulic oil failure/malfunction	Parking brake	Fuel	Fuel level	Fuel filter	Fuel system failure/malfunction

Diesel fuel	Unleaded fuel	Headlights	Lock	Unlock	Differential lock	4-Wheel drive	Power Take-Off

Power Take-Off, rotational speed	Blade cutting element	Blade cutting element, height adjustment	Cutting unit	Cutting unit, raise	Cutting unit, lower	Cutting unit, hold	Cutting unit, float

Cutting unit, transport position	Cutting unit, raise to transport position	Cutting unit, lower to transport position	Attachment lower	Attachment raise	Spacing distance	Snow thrower, collector auger	Traction

Above working temperature range	Drilling	Manual metal arc welding	Manual	Water pump	Keep dry	Weight	Do not dispose in the garbage	CE logo

# Specifications

## Traction Unit

**Engine:** Peugeot, four-cycle, four-cylinder, 1.9 liter (1,900 cc) displacement, liquid-cooled diesel engine. 23.5:1 compression ratio. Low idle—1,600 rpm, high idle—2,800±30 rpm. Oil capacity is 5 l (5.3 quarts) with filter.

**Cooling System:** Capacity is 13.2 l (3.5 gal) of 50/50 mixture of Peugeot recommended anti-freeze.

**Fuel System:** Capacity is 45.2 liter (12 gallon) of #1 or #2 diesel fuel.

**Hydraulic System:** Reservoir capacity is 24.6 liters (6.5 gallon). Replaceable spin-on filter element.

**Traction System:** Ground speed: Low Range; 0–10.5 kmh, 0–6.5 mph (0–5.5 mph. with mechanical speed limiter interlock) forward and 0–4.8 kmh, 0–3 mph reverse. High Range: 0–24.1 kmh, 0–15 mph (0–20 kmh, 0–12.4 m.p.h. with mechanical speed limiter interlock) forward and 0–8 kmh, (0–5 mph) reverse.

**Front Axle:** Two-speed axle is designed to withstand heavy-duty slope operation and side loading. Separate mowing and transport selections for faster and more efficient machine operation. Neutral position allows easy towing.

**Rear Axles:** Two-Wheel Drive—The large diameter wheel spindles are designed for durability and long wear, yet provide superior stability and maneuverability. Four-Wheel Drive—Heavy-duty, agricultural type. Hydraulic drive with “on demand” bi-directional clutch and balanced weight distribution provides superior traction on hillsides.

**Tires/Wheels:** High flotation turf tread tires on demountable rims. Front tires: (2) 26 x 12.0-12, 8 ply. Rear tires: (2) 20 x 10.0-10, 6 ply. Tire pressure 138 kPa (20 psi).

**Seat:** Adjustable fore and aft travel and weight.

**Diagnostic System:** Test ports for: forward and reverse traction (2-wheel drive), front and rear axle motors (4 wheel drive), lift and counterbalance circuit, steering circuit and charge circuit.

**Steering System:** Automotive type, full power.

**Brakes:** Totally enclosed, non asbestos, dry multi-disc 14.3 cm individual wheel and parking brakes on front traction wheels. Brakes controlled by individual pedals operated by the left foot. Dynamic braking through closed-loop hydrostatic drive.

**Electrical System:** 12-volt battery with 650 cold cranking Amps @ –18°C (0° F). 55-amp alternator, ammeter, starter, key switch and automatic temperature controlled glow plug controller. Separately-fused run, deck and instrument/accessory circuits.

**Interlock System:** Stops the engine if operator gets off the seat while the cutting deck drive switch is engaged or the traction pedal is forward or reverse. Prevents the engine from starting unless the traction pedal is in neutral and the cutting deck is disengaged. Prevents the cutting deck from operating unless the axle shift is in LO range. The engine will stop if the machine comes out of neutral with the parking brake set.

## Warning Lights:

Glow plug indicator  
Engine oil pressure warning  
Engine coolant temperature warning  
Charge indicator  
Water in fuel  
Low-water indicator

## Indicators:

Engine coolant temperature gauge  
Fuel gauge  
Hour meter

## General Specifications (approx.):

### Overall Length:

With the deck installed 340 cm (134 in.)

### Overall Width:

Transport 190.5 cm (75 in.)  
Mowing 323 cm (127 in.)

### Height: 147 cm (58 in.)

With rollover protection system installed 208 cm (82 in.)

### Wheel Tread:

(Front) 129.5 cm (51 in.)  
(Rear) 104 cm (41 in.)

**Wheel Base:** 132 cm (52 in.)

**Dry Weight:**

2-Wheel Drive 1,418 kg (3,800 lb)

4-Wheel Drive 1,455 kg (3,900 lb)

**Optional Equipment**

Broom Kit Contact Your Local Toro Distributor

Snowthrower Contact Your Local Toro Distributor

Roll-Over Protection Kit, Contact Your Local Toro

Distributor (Standard on Model 30455)

4-Post Canopy Kit Contact Your Local Toro Distributor

Spark Arrestor Muffler Part No. 94-5637

Segmented Wheel Kit, Part No. 76-1880

Brake Light Kit, Part No. 92-7763

Windshield Kit Contact Your Local Toro Distributor

Cruise Control Kit Model No. 30485

Road Light Kit Model No. 30471

Mulcher Kit Model No. 30475

Cab Contact your local Toro distributor

Additional Weights Contact your local Toro distributor

Low Seat Option Contact your local Toro distributor

**Specifications and design subject to change without notice.**

# Before Operating



## CAUTION



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

## Check the Engine Oil

Crankcase capacity is 5 liters (5.3 qt) with filter.

1. Park the machine on a level surface. Release the hood latch and open the hood.



Figure 1

1. Hood latch

2. Remove the dipstick from the tube cap, wipe it clean and reinstall the dipstick into the tube cap. Pull it out again and check the oil level on the dipstick: The oil level must always be in the notch area on the dipstick.



Figure 2

1. Dipstick/tube cap

3. If the oil level is low, remove the tube cap and add

SAE 10W-30 CD oil until the level reaches the top of notch on the dipstick. DO NOT OVERFILL.

4. Install the oil tube cap.
5. Close the hood and secure the latch.

## Check the Cooling System

Capacity of the system is 13.2 liters (3.5 gal).

1. Park the machine on a level surface. Release the hood latch and open the hood.
2. Check the coolant level. **The coolant level should be up to or above the mounting tabs on the degasser tank, when the engine is cold.**

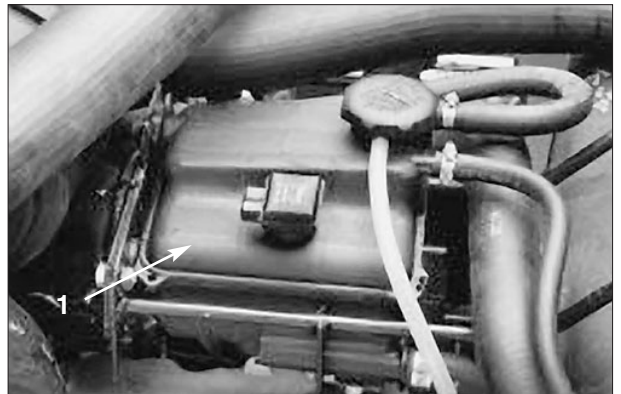


Figure 3

1. Degasser tank

3. If the coolant is low, remove the degasser tank cap and add a 50/50 mixture of water and Peugeot recommended anti-freeze (Toro Part No. 93-7213). **Do not use water only or alcohol/ methanol-based coolants.**

**Important** Do not remove the black plastic cap on the degasser tank.

4. Install the degasser tank cap.
5. Close the hood and secure the latch.

## Fill the Fuel Tank

1. Park the machine on a level surface. Release the hood latch and open the hood.
2. Remove the fuel tank cap.



**Figure 4**

1. Fuel tank cap

3. Fill the tank to no more than one inch below the bottom of the filler neck with No. 2 diesel fuel. DO NOT OVER FILL. Then install the cap.

**Note:** For temperatures below 0° C (32° F), No. 1 diesel fuel or a blend should be used.

DANGER

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

4. Close the hood and secure the latch.

## Check Hydraulic Circuit Oil

The machine's reservoir is filled at the factory with approximately 24.6 l (6.5 gallons) of high-quality hydraulic fluid. Check the level of hydraulic fluid before the engine is first started and daily thereafter. Appropriate hydraulic oils are listed below.

The following list is not all-inclusive. Hydraulic fluids produced by other manufacturers may be used if they can be cross referenced to find an equivalent to the products listed. Toro will not assume responsibility for damage caused by improper substitutions, so use only

products from reputable manufacturers who will stand behind their recommendation.

### Multigrade Hydraulic Fluid—ISO VG 46

#### Normal Climate: 0 (–18° C) to 110° F (43° C)

Mobil	DTE 15M
Amoco	Rykon Premium ISO 46
Chevron	Rykon Premium Oil ISO 46
Conoco	Hydroclear AW MV46
Exxon	Univis N46
Pennzoil	AWX MV46
Shell	Tellus T 46
Texaco	Rando HDZ 46

**Important :** The ISO VG 46 Multi-grade fluid has been found to offer optimal performance in a wide range of temperature conditions. For operation in consistently high ambient temperatures, 65° F (18° C) to 120° F (49° C), ISO VG 68 hydraulic fluid may offer improved performance.

### Hydraulic Fluids—ISO VG 68

Mobil	DTE 26
Amoco	Rykon AW No. 68
Chevron	Hydraulic Oil AW ISO 68
Conoco	Hydroclear AW 68
Exxon	Nuto H 68
Pennzoil	AW Hydraulic Oil 68
Shell	Tellus 68
Texaco	Rando HD 68

**Note:** Many hydraulic fluids are almost colorless, making it difficult to spot leaks. A red dye additive for the hydraulic system oil is available in 2/3 oz. (20 ml) bottles. One bottle is sufficient for 4–6 gal (15–22 l) of hydraulic oil. Order part no. 44-2500 from your authorized Toro distributor. Not recommended for biodegradable fluid (use food coloring).

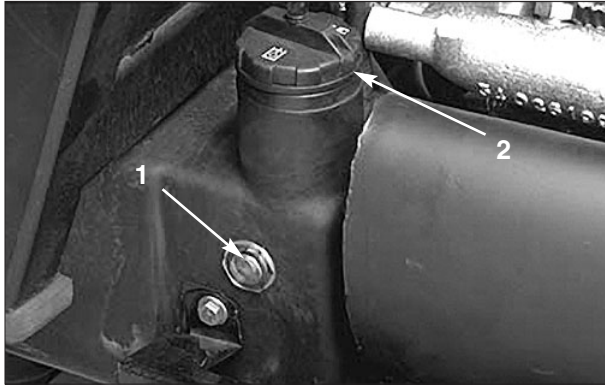
1. Park the machine on a level surface and stop the engine. Make sure the machine has been operated so the oil is warm. Release the hood latch and open the hood. Check the oil level by viewing the sight gauge. If oil is visible in the gauge, the oil level is sufficient.
2. If the oil level is not visible in the gauge, remove the cap from the hydraulic oil reservoir and slowly add a high-quality hydraulic oil until the level reaches the middle (maximum) of the sight gauge. DO NOT OVER FILL.

**Important :** To prevent system contamination,



clean the tops of hydraulic oil containers before puncturing. Make sure the pour spout and funnel are clean.

3. Install the reservoir cap, close the hood and secure the latch.



**Figure 5**

1. Sight gauge
2. Hydraulic reservoir cap

## Check the Front Axle Oil Level

The front axle is shipped from the factory filled with SAE 80–90 weight gear lubrication. However, check the level before the engine is first started and every 50 hours thereafter. Capacity is 378cl (128 oz.). Check daily for signs of oil loss.

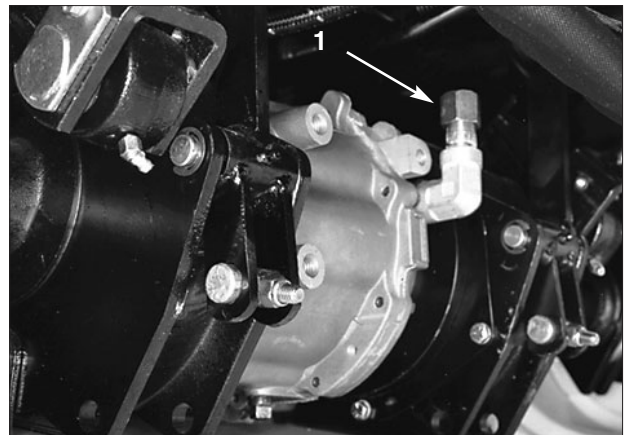
1. Park the machine on a level surface.
2. Remove the access panel (Fig. 6), in the front of the seat, to expose the front axle/dipstick.
3. Unscrew the dipstick cap (Fig. 7) from the filler neck and wipe it with a clean cloth. Screw the dipstick cap finger tight onto the filler neck. Unscrew the dipstick and check the level of lubricant. If the level is not within 12mm ( $\frac{1}{2}$  in.) from the groove in the dipstick, add enough to raise the level to the groove mark. **DO NOT OVERFILL** by more than 12mm ( $\frac{1}{2}$  inch) above the groove.



**Figure 6**

1. Access panel

4. Screw the dipstick filler cap finger-tight onto the filler neck. It is not necessary to tighten the cap with a wrench.



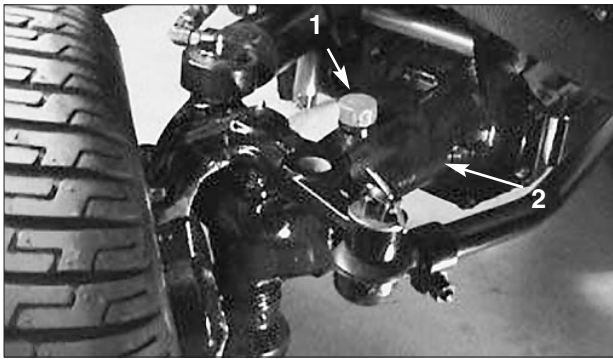
**Figure 7**

1. Dipstick cap

## Check the Rear Axle Lubricant

The rear axle is shipped from the factory filled with SAE 80–90 weight gear lubrication. However, check the level before the engine is first started and every 50 hours thereafter. Capacity is 237cl (80 oz.).

1. Position the machine on a level surface.
2. Clean area around the (3) check plugs, (1) on each end and (1) in the center (Fig. 8).
3. Remove the check plugs and make sure lubricant is up to bottom of hole. If level is low, add enough lubricant to bring the level up to the bottom of the check plug holes.



**Figure 8**

1. Vent/fill plug
2. Check plug (3)



**Figure 9**

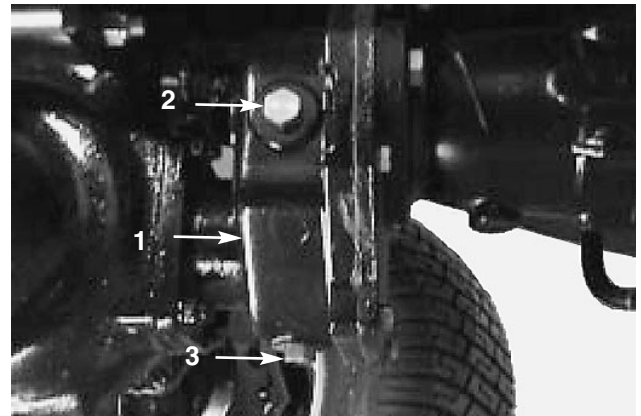
1. Check/fill plug

## Check Bi-Directional Clutch Lubricant

The Bi-directional Clutch is shipped from the factory filled with Mobil DTE 15 M anti-wear hydraulic fluid. However, check the level before the engine is first started and every 50 hours thereafter. Capacity is 8 oz. Check daily for signs of oil loss.

1. Position the machine on a level surface.
2. Remove the check/fill plug from the clutch housing and make sure lubricant is up to bottom of the hole. If the level is low, add enough lubricant to bring the level up to the bottom of the check/fill plug hole.

**Note:** Do not use gear lube in the clutch housing.



**Figure 10**

1. Clutch housing
2. Check/fill plug
3. Drain plug

## Check Tire Pressure

The tires are over-inflated for shipping. Therefore, release some of the air to reduce the pressure. Correct air pressure in the front and rear tires is 138 kPa (20 psi).

**Important :** Maintain even pressure in all tires to assure a good quality-of-cut and proper machine performance. DO NOT UNDER INFLATE.

## Check the Torque of Wheel Nuts Or Bolts



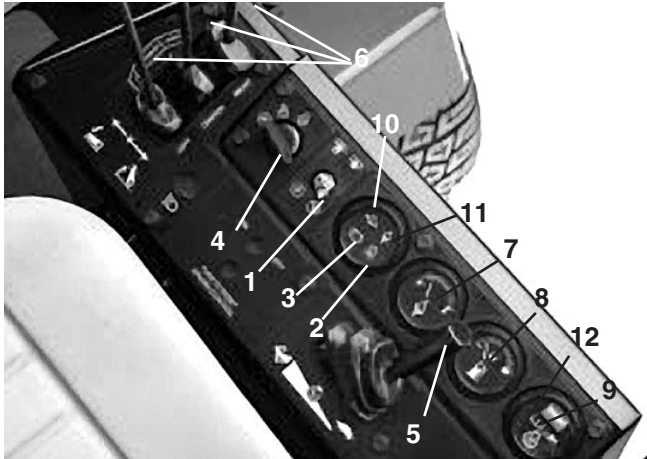
### WARNING



Torque the front wheel nuts to 45–55 ft-lb and the rear wheel nuts or bolts to 85–100 ft lb after 1–4 hours of operation and again after 10 hours of operation and every 200 hours thereafter. Failure to maintain correct torque could result in failure or loss of the wheel and may result in personal injury.

# Controls

**Cutting Unit Engagement Switch** (Fig. 11)—Used to start and stop cutting unit operation. Lift switch and move forward to actuate the cutting unit. Center deck will engage first followed by wing decks engaging approximately one second later.



**Figure 11**

1. Cutting unit engagement switch
2. Glow plug indicator
3. Charge indicator
4. Key switch
5. Throttle control
6. Cutting unit lift control
7. Coolant temperature gauge
8. Fuel gauge
9. Low-water indicator
10. Engine oil pressure warning light
11. Engine coolant temperature warning light
12. Water-in-fuel warning light

**Glow Plug Indicator** (Fig. 11)—Automatically actuates proper glow period when the ignition key is turned to ON. Illuminates when the glow plugs are actuated. When the glow plugs are heated sufficiently, light goes off indicating the engine is ready to start.

**Charge Indicator** (Fig. 11)—Illuminates when the system charging circuit malfunctions.

**Key Switch** (Fig. 11)—Three positions: OFF, ON and START. Turn the key to START and release it when the engine begins running. To stop the engine, turn the key to OFF.

**Throttle Control** (Fig. 11)—Move control forward to increase the engine speed, backward to decrease speed.

**Cutting Unit Lift Controls** (Fig. 11)—The two outside levers raise and lower the wing cutting units. The center lever raises and lowers the whole cutting unit. The

engine must be running to lower the cutting unit. When wing cutting units are raised higher than 15°, their blades automatically disengage. To lower the cutting unit, just touch the levers momentarily.

**Coolant Temperature Gauge** (Fig. 11)—Shows the temperature of engine coolant.

**Fuel Gauge** (Fig. 11)—Shows the amount of fuel in the tank.

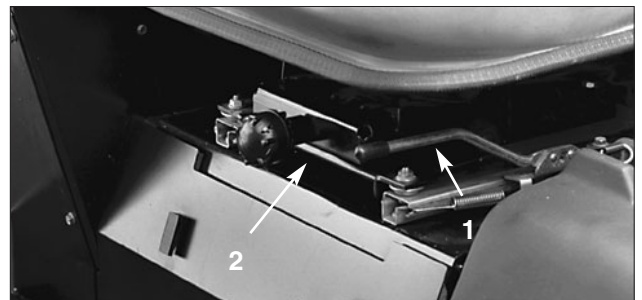
**Low-Water Indicator** (Fig. 11)—Indicates low water level in the cooling system.

**Engine Oil Pressure Warning Light** (Fig. 11)—Indicates dangerously low engine oil pressure.

**Engine Coolant Temperature Warning Light** (Fig. 11)—The red light illuminates and the engine stops when temperature of the coolant exceeds 110° C (230° F).

**Water-In-Fuel Indicator** (Fig. 11)—Indicates when there is water in the fuel.

**Seat** (Fig. 12)—Seat adjusting lever on the left side of the seat allows 10cm (4-inch) fore and aft adjustment. The seat adjusting knob on the front of the seat, adjusts the seat for operator's weight.



**Figure 12**

1. Seat adjusting lever
2. Seat adjusting knob

**Traction Pedal** (Fig. 13)—Controls forward and reverse operation. Depress the top of the pedal to move forward and the bottom to move backward. Ground speed depends on how far the pedal is depressed. For no load, maximum ground speed, fully depress the pedal while the throttle is in FAST. For maximum power under load or when going uphill, keep the engine rpm high by having the throttle in FAST and the traction pedal partially engaged. If engine rpm begins to decrease due to load, gradually reduce the traction pedal pressure until engine speed is increased.



To stop, reduce foot pressure on the traction pedal and allow it to return to the center position. On extreme downhill slopes, apply pressure to REVERSE side of the pedal, or operate with heel on REVERSE and toe on FORWARD portion of the pedal.



**Figure 13**

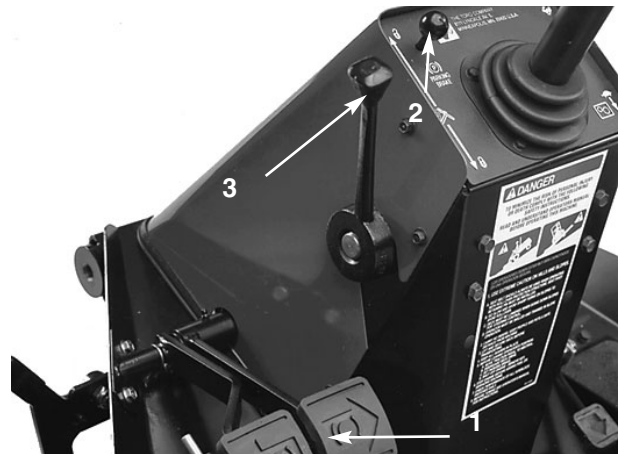
1. Traction pedal
2. Axle shift lever
3. Lockout knob

**Axle Shift Lever** (Fig. 13)—Located on the right side of console, the lever selects the front drive mode. Pull out the lock-out knob, move the lever rearward for mowing operation and forward for transport operation, then release the knob to lock the selection. The lever must be in LO position to mow. Middle position (N) is for towing.

**IMPORTANT:** Lever must be in LO to operate in 4-wheel drive.

**CAUTION:** The machine must be on a flat surface and the brakes engaged when shifting the axle from HI to LO.

**Brake Pedals** (Fig. 14)—Two foot pedals at the lower left operate individual wheel brakes for turning assistance, parking and for better side hill traction. The locking pin is for parking.



**Figure 14**

1. Brake pedals
2. Parking brake latch
3. Steering wheel tilt lever

**Parking Brake Latch** (Fig. 14)—A knob on the left side of console actuates the parking brake lock. To engage the parking brake, connect the pedals with the locking pin, push down on both pedals and pull the parking brake latch out. To release the parking brake, depress both pedals until the parking brake latch retracts.

**Steering Wheel Tilt Lever** (Fig. 14)—The lever on the left side of console lets the steering wheel to be adjusted for operator comfort.

**Transport Latches** (Fig. 15)—Four latches secure the cutting unit and wings in upright position for transport.



**Figure 15**

1. Transport latch (4)

**Hour Meter** (Under Hood)—Shows total hours that the machine has been operated.

# Operation

## Starting and Stopping

1. Sit on the seat and keep your foot off the traction pedal. Assure the parking brake is engaged, the traction pedal is in NEUTRAL and the cutting unit engagement switch is in the DISENGAGED position.
2. Turn the ignition switch to ON. When the glow plug indicator light goes off, the engine is ready to START.
3. Turn the ignition key to START. Release the key when the engine starts.
4. To stop, disengage and move all controls to NEUTRAL and set the parking brake. Turn the key to OFF and remove it from switch. Raise and latch all the cutting units in transport position.

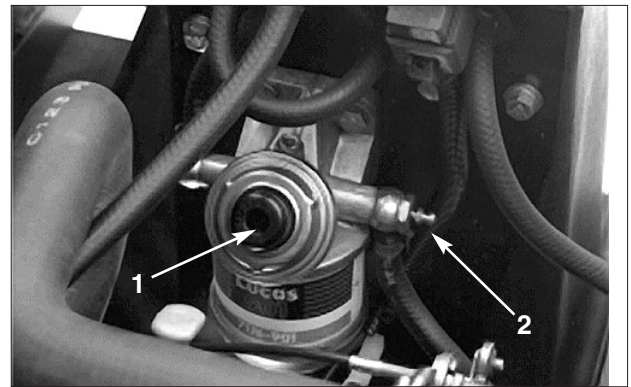
## Priming the Fuel System

**Important** : The fuel system may need to be primed when a new engine is started for the first time, if it runs out of fuel or if maintenance is performed on the fuel system.

1. Unlatch and raise the hood.
2. Insert a 48 mm ( $\frac{3}{16}$ ) hose over bleed screw and run other end into a container to catch fuel.
3. Loosen the fuel filter/water separator bleed screw (Fig. 16) a few turns. Pump the priming plunger until a steady stream of fuel comes out of the hole in the bleed screw. When fuel stops foaming, tighten the bleed screw during the down stroke of the priming plunger. Wipe up any spilled fuel.

**Note:** Priming the fuel filter without opening the bleed screw may damage the priming plunger.

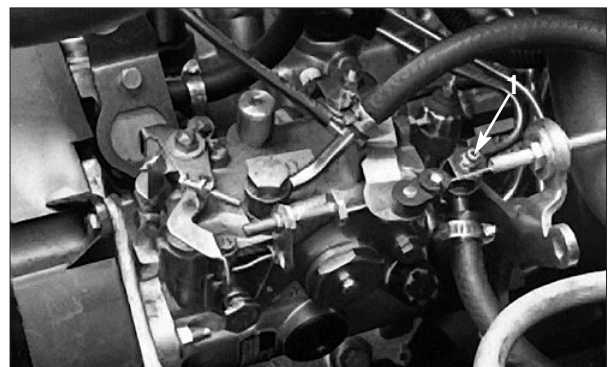
4. Pump the priming plunger until resistance is felt. Try to start the engine. If the engine does not start repeat step 3.



**Figure 16**

1. Hood plunger
2. Bleed screw

**Note:** It may be necessary to bleed the air out of the fuel line between the fuel filter/water separator and the injection pump. To do this, loosen the fitting on the injection pump (Fig. 17) and repeat bleeding procedure.



**Figure 17**

1. Injection pump fitting

## Checking the Interlock System

The purpose of the interlock system is to prevent the engine from cranking or starting unless the traction pedal is in NEUTRAL and the cutting unit engagement switch is DISENGAGED. Also, the engine will stop when the cutting unit engagement switch is engaged or the traction pedal is depressed with the operator off the seat.



## CAUTION



The interlock switches are for the operator's protection, so do not disconnect them. Check switch operation daily to assure the interlock system is operating. If a switch is defective, replace it before operating. Regardless of whether the switches operate correctly or not, replace them every two years to assure maximum safety. Do not rely entirely on safety switches—use common sense!

1. In a wide open area free of debris and bystanders, lower the cutting unit to the ground. Stop the engine.
2. Move the cutting unit engagement switch to DISENGAGED and remove your foot from the traction pedal so it is fully released.
3. Turn the ignition key to START. The engine should start. If the engine starts, go to step 4. If the engine does not start, there may be a malfunction in the interlock system.
4. Rise from the seat and engage the cutting unit engagement switch while the engine is running. The engine should stop within 2 seconds. If the engine stops, the switch is operating correctly; go to step 5. If the engine does not stop, there is a malfunction in the interlock system.
5. Rise from the seat and depress the traction pedal while the engine is running and the cutting unit engagement switch is DISENGAGED. The engine should stop within 2 seconds. If the engine stops, the switch is operating correctly; continue operation. If the engine does not stop, there is a malfunction in the interlock system.

## Operating Characteristics

**Familiarization**—Before mowing grass, practice operating the machine in an open area. Start and stop the engine. Operate in forward and reverse. When you feel familiar with the machine, practice operating around trees and obstacles. Also drive up and down slopes at different speeds.

**Warning:** When operating a 4-wheel drive machine, always use the seat belt and roll-over protection system together and have the seat pivot retaining pin installed.

Another characteristic to consider is the operation of the brake pedals. The brakes can be used to help turn the machine. However, use them carefully, especially on soft or wet grass because the turf may be torn accidentally. Another benefit of the brakes is to maintain traction. For example: When operating on a side hill, the uphill wheel slips and loses traction. If this situation occurs, depress the uphill brake pedal gradually and intermittently until the uphill wheel stops slipping, thus, increasing traction on the downhill wheel.

**Warning System**—If a warning light comes on during operation, stop the machine immediately and correct the problem before continuing operation. Serious damage could occur if the machine is operated with a malfunction.

**Mowing**—When you are at the area to be mowed, release the cutting unit transport latches. Move the axle shift lever rearward to Mow and the throttle to FAST so the engine is running at maximum speed. Lift the engagement switch and move forward to engage the cutting units.

**Curbside Mowing**—To reduce the possibility of foreign debris escaping from under the cutter deck while mowing at or near a road or walkway curb, always keep the outside edge of the cutter deck inside the curb. The cutter deck caster wheels should not be guided along the top of the curb; this could cause the cutter deck to hang over the edge of the curb. Never allow the edge of the cutter deck to extend over the edge of the curb while the blades are turning. Always stop mowing and disengage the mower blades when encountering pedestrians or other bystanders/ passers-by.



**Note:** The cutting deck is equipped with a breakaway system to prevent wing decks from being damaged if a solid object is struck. If a wing deck strikes a solid object and unlatches from the center cutting deck, raise and lower the wing deck to reset in operating position.

**Transport**—When mowing is complete, disengage the cutting unit and raise it by pulling back on the cutting unit lift control levers. Hold the levers back until the cutting unit is fully raised. **Never raise the cutting deck when it is engaged.** Lock the cutting unit in place with transport latches. Move the axle shift lever forward to HI. When driving from one area to another, always shift the axle to LO before encountering a slope. Never shift from HI to LO while on a slope. Stop the machine on a flat surface, engage the brakes and shift before climbing the slope. Be careful when driving between objects so you do not accidentally damage the machine

or the cutting unit.

**Use extra care when operating the machine on slopes. Drive slowly and avoid sharp turns on slopes to prevent rollovers. The cutting unit must be lowered when going downhill for steering control.**

We recommend you use protective equipment, such as protective equipment for eyes, ears, feet and head.

**CAUTION**

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

Wear hearing protection when operating this machine.



1. Caution
2. Wear hearing protection

**Pushing Or Towing The Traction Unit**—Use only a rigid tow bar if it becomes necessary to tow the machine. Make sure the axle shift lever is in NEUTRAL position and only tow the machine forward. Use trailer for normal transport. Move the axle shift lever to LO position before loading the machine on a trailer.

## Operating Tips

**Mow When Grass Is Dry**—Mow either in the late morning to avoid the dew, which causes grass clumping or in late afternoon to avoid the damage that can be caused by direct sunlight on the sensitive, freshly mowed grass.

**Select the Proper Height-of-cut Setting To Suit Conditions**—Remove approximately 2.5 cm (one inch) or no more than 1/3 of the grass blade when cutting. In exceptionally lush and dense grass you may have to raise your height-of-cut setting another notch.

**Mowing In Extreme Conditions**—Air is required to cut and re-cut grass clippings in the mower housing, so do not set the height-of-cut too low or totally surround

the housing by uncut grass. Try to have one side of the mower housing free from uncut grass, allowing air to be drawn into housing. When making an initial cut through the center of an uncut area, operate the machine slower and back up if the mower starts to clog.

**Clippings Discharge**—Although the deck has rear discharge, some clippings are discharged toward the left side. To avoid discharging undesirable clippings onto pathways, roads, or other non-turf surfaces, mow with the right side of the deck next to the pathway, road, or other non-turf surface

**Mow At Proper Intervals**—Under most normal conditions you'll need to mow every 4–5 days. But remember, grass grows at different rates at different times. This means that to maintain the same height of cut—which is a good practice—you'll need to cut more often in early spring; as the grass growth rate slows in mid summer, cut it only every 8–10 days. If you're unable to mow for an extended period, mow first with the height-of-cut at a high level; then mow again 2–3 days later with a lower height setting.

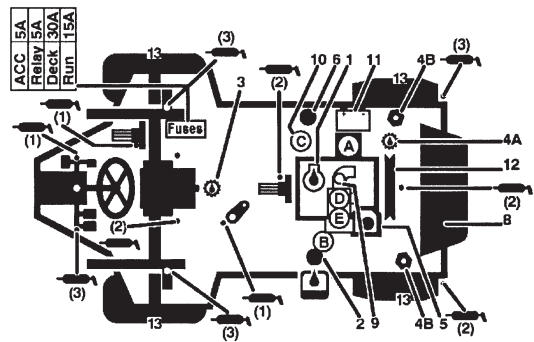
**Always Mow With Sharp Blades**—A sharp blade cuts cleanly and without tearing or shredding the grass blades. Tearing and shredding causes the grass to turn brown at the edges which impairs growth and increases susceptibility to diseases.

**After Operating**—To assure optimum performance, clean the underside of the mower housings and under the belt covers after each use. Use low pressure compressed air only. Do not use water. If residue is allowed to build up in the mower housings, cutting performance will decrease.



# Maintenance

## Service Interval Chart



### CHECK/FILL

- 1. Engine oil level/fill
- 2. Hydraulic oil level/fill
- 3. Front axle oil level/fill
- 4. Rear axle oil level
  - A. Fill
  - B. Check (2)
- 5. Coolant level/fill
- 6. Fuel diesel only
- 7. Grease points (23)
- 8. Radiator screen
- 9. Air filter service indicator
- 10. Water separator/fuel filter
- 11. Battery
- 12. Fan belt
- 13. Tire pressure

		Fluid Type	Capacity	Change Interval		Filter Part. No.
				Fluid	Filter	
Engine oil		SAE 15W-40 CD	5 L	100 hours	100 hours	74-7970 (A)
Hydraulic circuit oil		Mobil DTE 15 M	24.6 L	800 hours	800 hours	86-3010 (B)
Axle oil		SAE 80-90 E.P.		800 hours		
Fuel filter					400 hours	76-5220 (C)
Primary air filter					See service indicator	93-9162 (D)
Safety air filter					See operator's manual	93-9163 (E)
Fuel	>0° C	No. 2-D	53 L	Drain and flush, 800 hours		
	<0° C	No. 1-D				
Coolant		93-7213 50/50 Peugeot Anti-Freeze	13.25 L	Drain and flush, 1500 hours or two years, whichever occurs first		

## Greasing (Fig. 18–26)

The traction and cutting units have grease fittings that must be lubricated regularly with No. 2 General Purpose Lithium Base Grease. If the machine is operated under normal conditions, lubricate all grease fittings after every 25 hours of operation. Lubricate all grease fittings immediately after every washing, regardless of interval listed.

The grease fittings that must be lubricated are: Lift arm pivot (2), lift cylinder (4), brake arm pivots (2) (Fig. 18); brake pivot (1), brake pivots (2) (Fig. 19); traction pedal pivot (1) (Fig. 20); engine to pump drive shaft (2) (Fig. 21 & 22); traction adjuster (1) (Fig. 23); P.T.O. Bearing (Fig. 24); center pivot (1) (Fig. 25); tie rod assembly (2), axle knuckles (2) cylinder ends (2) (Fig. 26).

1. Wipe grease fittings clean before lubricating.
2. Pump grease into fitting.
3. Wipe up excess grease.

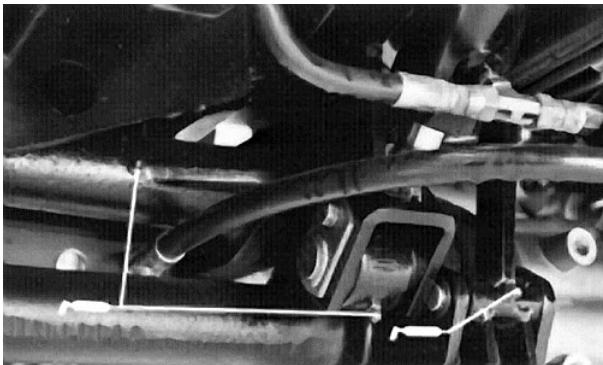


Fig. 18

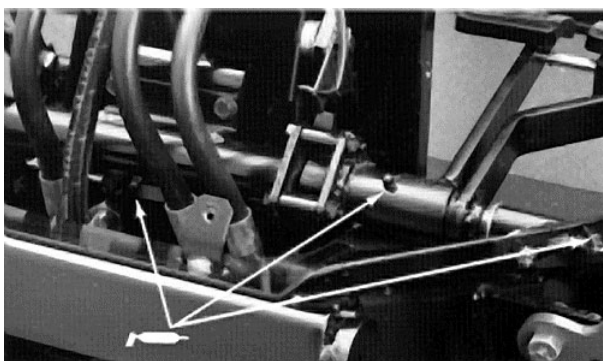


Fig. 19

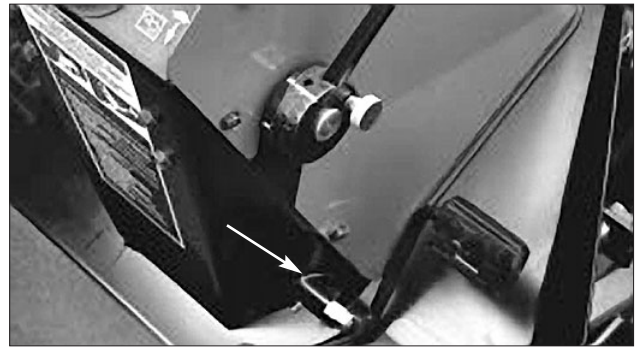


Fig. 20

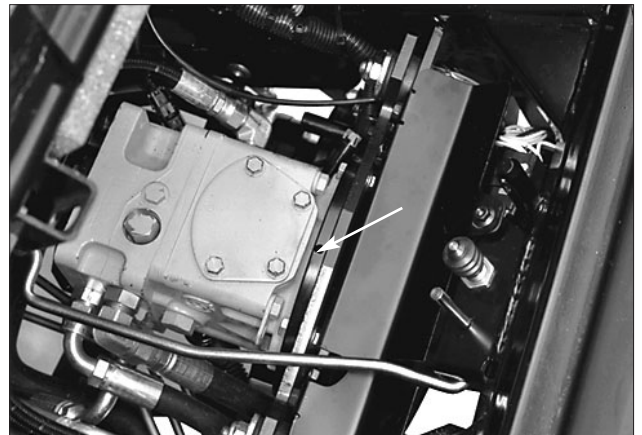


Fig. 21

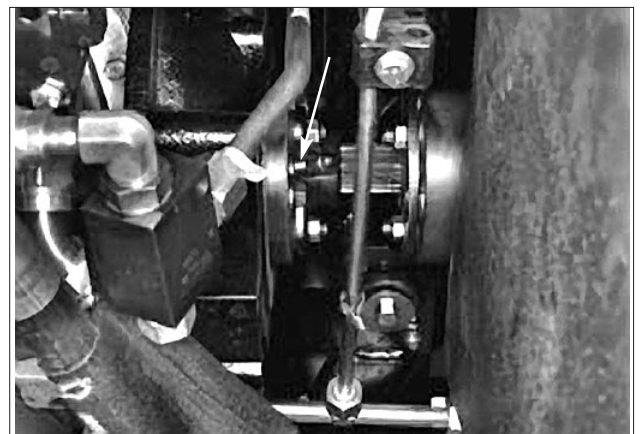


Fig. 22

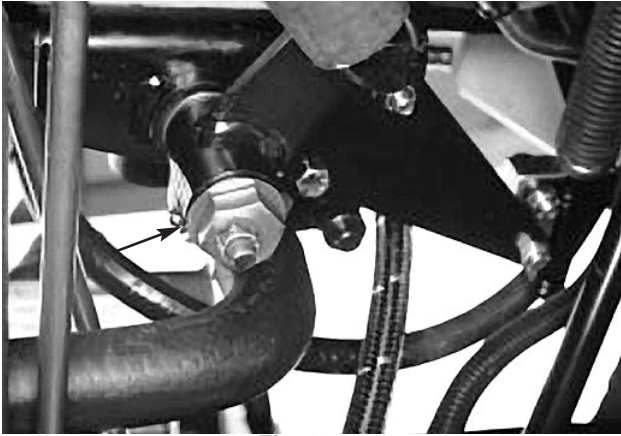


Fig. 23



Fig. 25



Fig. 24



Fig. 26

## Minimum Recommended Maintenance Intervals

Maintenance Procedure		Maintenance Interval & Service				
Inspect the air filter, dust cup and baffle	Every	Every 100 hours	Every 200 hours	Every 400 hours	Every 800 hours	
Lubricate all grease fittings	50					
Check cutting unit gear box oil level	hours					
‡ Change engine oil and filter Check battery level/cable connections Inspect cooling system hoses						
†Inspect PTO and cutting unit belts ‡ Check electric deck clutches adjustment ‡ Check electric PTO clutch adjustment †Torque wheel lug nuts						
■Service the air cleaner if the indicator shows red Replace the fuel filter Check front transaxle oil level Check rear axle oil level (4-wheel drive) Inspect fuel lines and connections ‡Check engine rpm (idle and full throttle)						
†Inspect engine fan belt Inspect engine timing belt (see note below) Drain and clean the fuel tank Change hydraulic oil ‡Change hydraulic oil filter Change front transaxle oil Pack the rear axle bearings (2-wheel drive) Change rear axle oil (4-wheel drive) Change bi-directional clutch fluid (4-wheel drive) Check rear wheel toe-in						
† Initial break in at 10 hours ‡ Initial break in at 50 hours ■ If the indicator shows red						
Replace moving hydraulic hoses Replace safety switches Flush the cooling system and replace fluid Replace PTO belts/cutter deck belts		<b>Recommendations:</b> Items are recommended every 1500 hours or two years, whichever occurs first.				

**NOTE:** Replace the timing belt, if worn, cracked or oil soaked. A new timing belt should be installed any time the belt is removed or loosened.





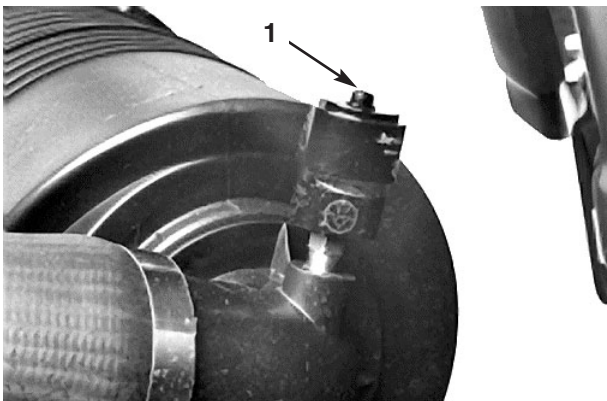
## WARNING



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

## General Air Cleaner Maintenance

1. Check air cleaner body for damage that could possibly cause an air leak. Replace a damaged air cleaner body.
2. Service the air cleaner filters whenever air cleaner indicator (Fig. 27) shows red or every 400 hours (more frequently in extreme dusty or dirty conditions). Do not over-service the air filter.



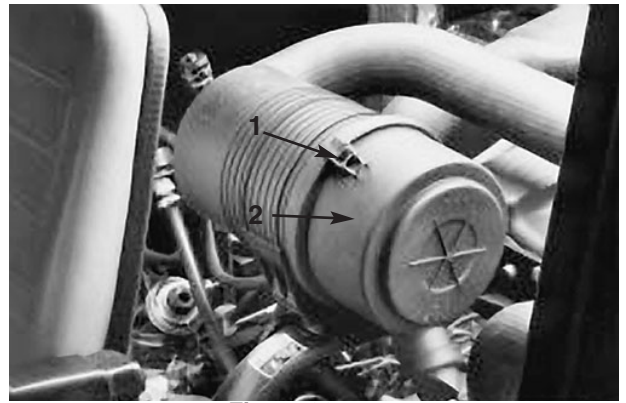
**Figure 27**

1. Air cleaner indicator

3. Be sure the cover is sealing around the air cleaner body.

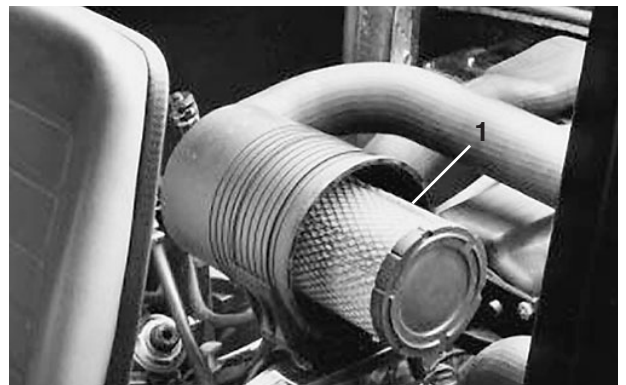
## Servicing the Air Cleaner

1. Release the latches securing the air cleaner cover to the air cleaner body. Separate the cover from the body. Clean inside of the air cleaner cover.
2. Gently slide the primary filter (Fig. 28) out of the air cleaner body to reduce the amount of dust dislodged. Avoid knocking the filter against the air cleaner body. Do not remove the safety filter.



**Figure 28**

1. Air cleaner latches  
2. Dust cup



**Figure 29**

1. Air cleaner primary filter

3. Inspect the primary filter and discard if damaged. Do not wash or reuse a damaged filter.

**Important** : Never attempt to clean a safety filter (located inside the primary filter). Replace the safety filter with a new one after every three primary filter services.

## Washing Method

- A. Prepare a solution of filter cleaner and water and soak the filter element for about 15 minutes. Refer to directions on the filter cleaner carton for complete information.
- B. After soaking filter for 15 minutes, rinse it with clear water. Maximum water pressure must not exceed 276kPa (40 psi) to prevent damage to the filter element. Rinse the filter from the clean side to the dirty side.
- C. Dry the filter element using warm, flowing air 71° C (160°F) max), or allow the element to air dry. Do not use a light bulb to dry the filter element because damage could result.

## Compressed Air Method

- A. Blow compressed air from inside to the outside of dry filter element. Do not exceed 689 kPa (100 psi) to prevent damage to the element.
  - B. Keep the air hose nozzle at least 5cm from the filter and move the nozzle up and down while rotating the filter element. Inspect for holes and tears by looking through the filter toward a bright light.
5. Inspect the new filter for shipping damage. Check the sealing end of the filter. Do not install a damaged filter.
  6. Insert the new filter properly into the air cleaner body. Make sure the filter is sealed proper by applying pressure to the outer rim of the filter when installing it. Do not press on the flexible center of the filter.
  7. Reinstall the cover and secure the latches. Make sure the cover is positioned with the TOP side up.
  8. Reset the indicator (Fig. 27) if it is still showing red.



Figure 30

1. Drain plug



Figure 31

1. Oil filter

## Engine Oil and Filter

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

1. Remove the drain plug (Fig. 30) and let oil flow into drain the pan. When oil stops flowing, install the drain plug and a new plug seal.
2. Remove the oil filter (Fig. 31). Apply a light coat of clean oil to the new filter seal before screwing it on. DO NOT OVER-TIGHTEN.

3. Add 15W-40 CD oil to the crankcase. Capacity is 5.0 l (5.3 quarts) with filter.

## Fuel System

### Fuel Tank

Drain and clean the fuel tank every 800 hours of operation or yearly, whichever comes first. Also, drain and clean the tank if the fuel system becomes contaminated or if the machine is to be stored for an extended period. Use clean fuel to flush out the tank.



## DANGER



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

### Fuel Lines and Connections

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

### Draining Fuel Filter/Water Separator

Drain water or other contaminants from the fuel filter water separator daily.

1. Place a clean container under the fuel filter.

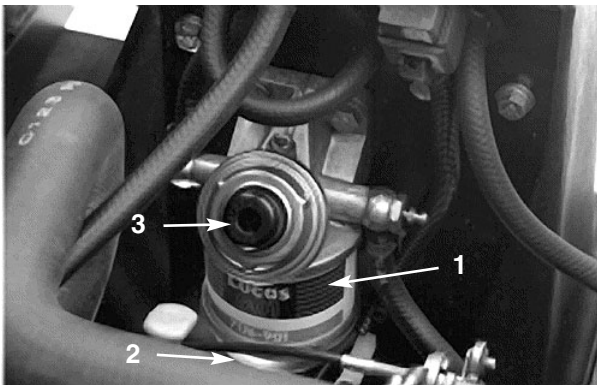


Figure 32

1. Fuel filter/water separator
2. Drain screw
3. Primer plunger

2. Loosen the drain thumb screw on the side of the fuel filter and press the primer plunger until only fuel is evident draining into container.
3. Tighten the drain screw.

### Changing Fuel Filter

Replace fuel filter if fuel flow becomes restricted, after every 400 hours of operation or annually, whichever

comes first.

1. Unscrew the bottom filter cap from the filter assembly. Remove the cap, gaskets, O-ring and filter from the assembly. Note the position of the gaskets and O-ring when disassembling from them the filter.
2. Install new filter, gaskets, O-ring with the filter assembly cap.
3. Prime the fuel system, refer to *Priming the Fuel System*, p 17.

### Engine Cooling System

1. **Removing Debris**—Remove debris from the rear screen, oil cooler and radiator daily, clean more frequently in dirty conditions. Use low-pressure compressed air.

**Important** : Never spray water onto a hot engine or onto electrical connections as damage may occur.

- A. Turn the engine off, release the hood latch and raise the hood. Clean the engine area thoroughly of all debris. Close the hood.
- B. Unscrew the knobs and remove the rear screen (Fig. 33). Clean the screen thoroughly.

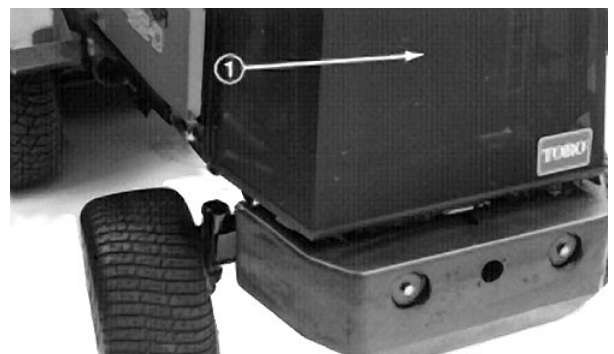


Figure 33

1. Rear screen

- C. Unscrew the knobs and pivot the oil cooler rearward.

Clean both sides of the oil cooler and radiator area thoroughly with low-pressure compressed air. Open the hood and blow debris out toward the back of the machine. Pivot the oil cooler back into position and tighten the

knobs.

**Note:** The upper portion of the fan shroud may be easily unbolted from the machine to simplify cleaning.

- D. Install the rear screen and tighten the knobs.

**Important** : Do not use water to clean the engine, as damage may occur.

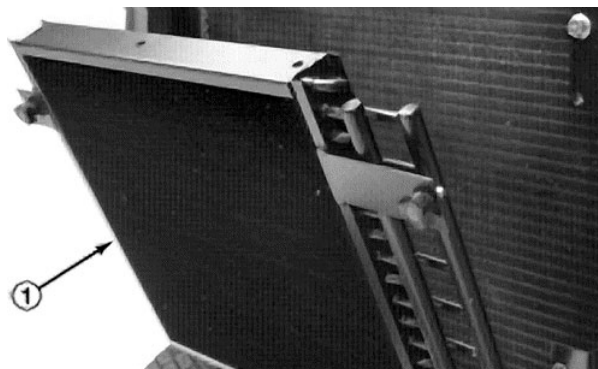


Figure 34

1. Oil cooler

2. Maintaining Cooling System—Capacity of the system is 13 l (3.5 gal). Always protect the cooling system with a 50/50 solution of water and Peugeot recommended anti-freeze. **DO NOT USE WATER ONLY IN COOLING SYSTEM.**
  - A. After every 100 operating hours, tighten the hose connections. Replace any deteriorated hoses.
  - B. After every 2 years or 1500 hours, drain and flush the cooling system. Add anti-freeze (refer to *Check the Cooling System*, p 11).

## Engine Fan Belt

Check the condition and tension of fan the belt (Fig. 46) frequently. Inspect the belt every 800 hours of operation.

1. Proper tension will allow 6mm deflection on the belt midway between the pulleys, when pressed firmly with your thumb.
2. If deflection exceeds 6mm, loosen the alternator mounting bolts. Adjust alternator belt tension by adjusting the tension screw. Check deflection of the belt again to assure tension is correct.

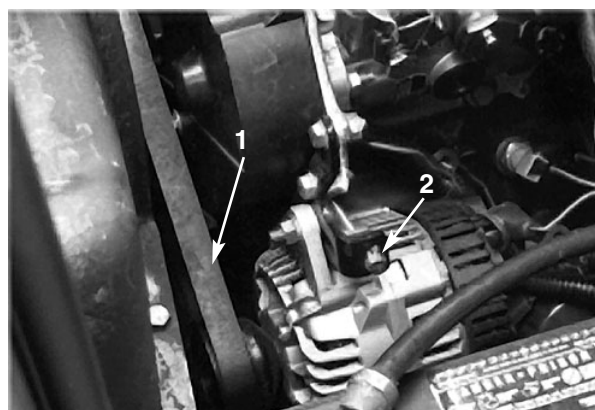


Figure 35

1. Fan belt  
2. Adjusting screw

## Engine Timing Belt

Inspect the engine timing belt every 800 hours of operation or yearly.

1. Remove covers and check for a worn, cracked or oil-soaked belt.

**Note:** A new belt should be installed any time a belt is removed or loosened.

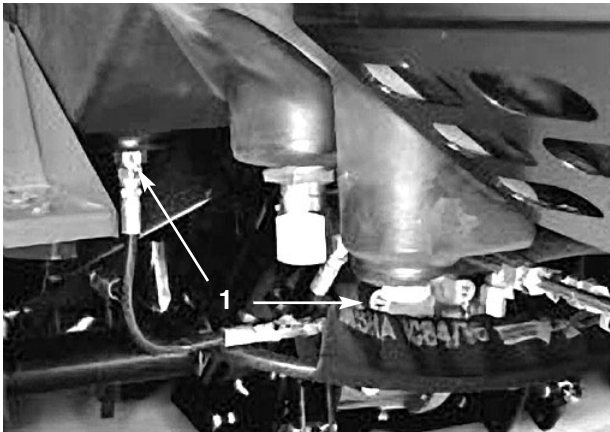
## Changing Hydraulic Oil

Change the hydraulic oil filter initially after the first 50 hours of operation; thereafter change the hydraulic oil and filter after every 800 operating hours. If oil becomes contaminated, contact your local TORO distributor because the system must be flushed. Contaminated oil looks milky or black when compared to clean oil.

1. Turn the engine off, release the hood latch and raise the hood.
2. Remove the drain plug from the rear of the reservoir and hydraulic line from front of reservoir (Fig. 36) and let hydraulic oil flow into the drain pan. Reinstall and tighten the plug and line when hydraulic oil stops draining.
3. Fill the reservoir with approximately 24.6 l of hydraulic oil. Refer to *Check Hydraulic Circuit Oil*, p 12.

**Important** : Use only hydraulic oils specified. Other fluids could cause system damage.

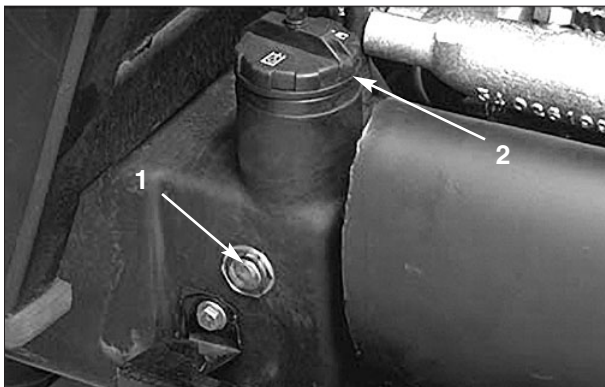




**Figure 36**

1. Hydraulic Reservoir Drain

4. Install the reservoir cap, lower the hood and latch. Start the engine and use all hydraulic controls to distribute hydraulic oil throughout the system. Also check for leaks. Then stop the engine.
5. With the wing decks raised, the center of the deck down and the oil warm, look into the sight gauge (Fig. 37). If hydraulic oil is not visible, add enough oil to raise the level to the middle (maximum) of the sight gauge. To prevent over filling, do not fill if oil is cold. **DO NOT OVER FILL.**



**Figure 37**

1. Sight gauge

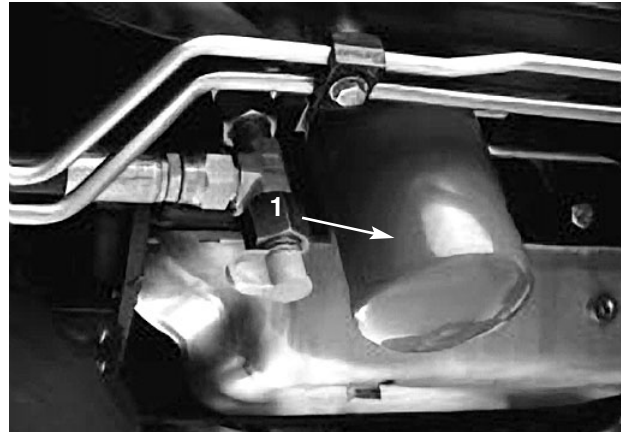
## Replacing the Hydraulic Filter

Initially, change the filter after the first 50 operating hours, thereafter, every 800 operating hours or annually, whichever comes first.

Only the Toro replacement filter (Part No. 86-3010) can be used in the hydraulic system.

**Important** : Use of any other filter may void the warranty on some components.

1. Turn the engine off, release the hood latch and raise the hood.
2. Clean the area around the filter mounting area (Fig. 38). Place a drain pan under the filter and remove the filter.



**Figure 38**

1. Hydraulic Filter

3. Lubricate the new filter gasket and fill the filter with hydraulic oil.
4. Assure the filter mounting area is clean. Screw the filter on until the gasket contacts the mounting plate. Then tighten the filter one-half turn.
5. Start the engine and let it run for about two minutes to purge air from the system. Stop the engine and check the oil level. Also check for any leaks.

## Checking Hydraulic Lines and Hoses



### WARNING



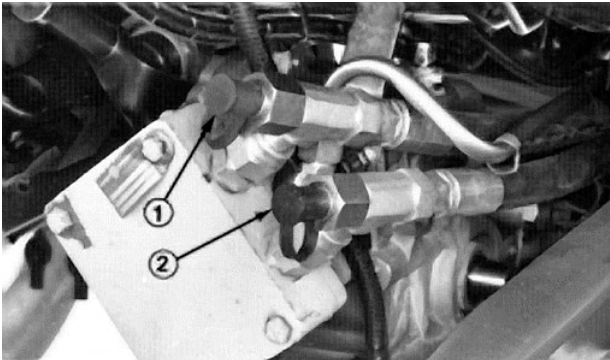
Keep body and hands away from pin-hole leaks or nozzles that eject high pressure hydraulic fluid. Use cardboard or paper to find hydraulic leaks. Hydraulic fluid escaping under pressure can penetrate skin and cause injury. Fluid accidentally injected into the skin must be surgically removed within a few hours by a doctor familiar with this form of injury or gangrene may result.

Check hydraulic lines and hoses daily for leaks, kinked lines, loose mounting supports, wear, loose fittings, weather deterioration and chemical deterioration. Make all necessary repairs before operating.

## Hydraulic System Test Ports

The test ports are used to test the hydraulic circuits. Check all pressures when engine is at full speed and hydraulic oil is at normal operating temperature. Contact your local Toro distributor for assistance.

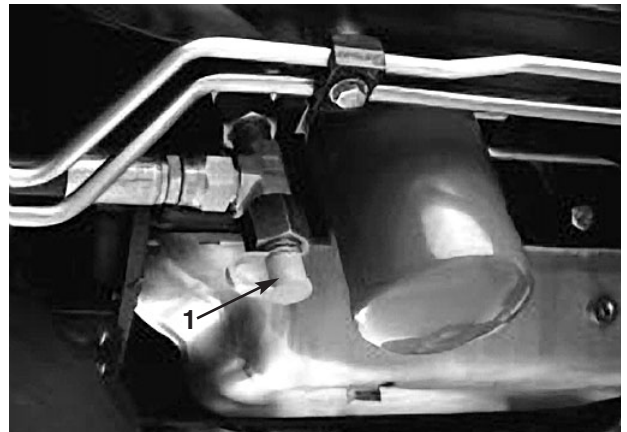
1. Traction forward and reverse have a normal relief setting of approximately 41,000 kPa (6000 psi).
2. Normal charge pressure is 689–965 kPa (100–140 psi).



**Figure 39**

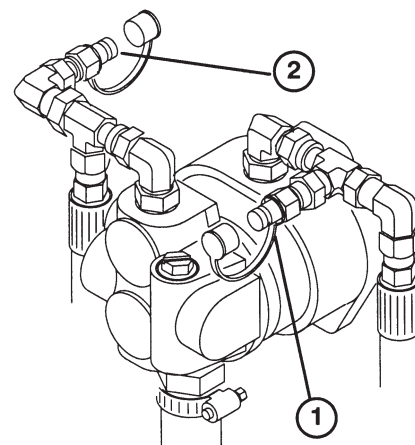
1. Traction forward circuit
2. Traction reverse circuit

3. Cutting unit counterbalance normal setting is approximately 4,100–4,400 kPa (600–650 psi) @ high idle and when oil is warm.
4. Lift circuit relief pressure is approximately 17,900–19,300 kPa (2600–2800 psi) when oil is warm.
5. The steering circuit has a normal relief setting of approximately 8,274 kPa (1200 psi) @ high idle and warm oil.
6. Wing deck cutting unit Counterbalance normal setting is approximately 2400–2700 (350–400 psi) @ high idle and when oil is warm.



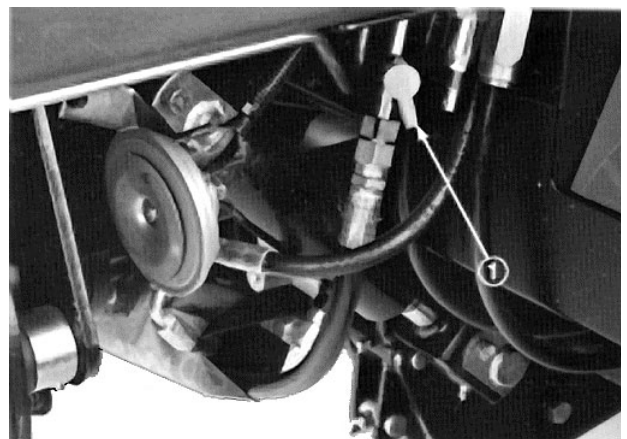
**Figure 40**

1. Charge pressure



**Figure 41**

1. Counterbalance/Lift circuit
2. Steering circuit



**Figure 42**

1. Counterbalance (wing decks)

## Adjusting the Traction Drive for Neutral

The machine must not creep when the traction pedal is released. If it does creep, an adjustment is required.

1. Park the machine on a level surface, shut the engine off and move shift lever to HI. Depress only the left brake pedal and engage the parking brake.
2. Jack up the right side of the machine until the front tire is off the shop floor. Support the machine with jack stands to prevent it from falling accidentally.
3. Under the left side of the machine, loosen the locknut on the traction adjustment cam.



**Figure 43**

1. Traction adjustment cam
2. Locknut

4. Start the engine and rotate the cam hex in either direction until the wheel stops turning.



## WARNING



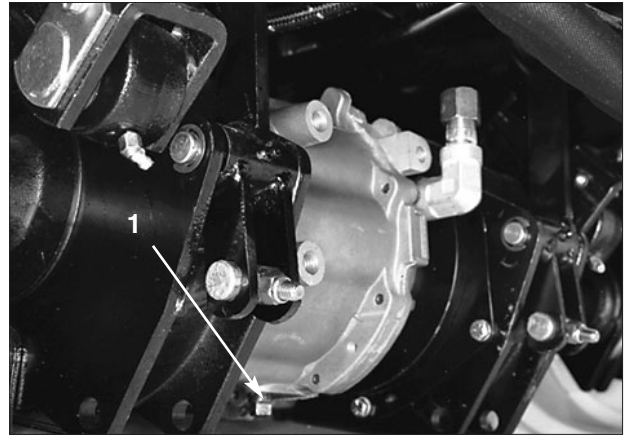
The engine must be running so that final adjustment of the traction adjustment cam can be performed. To guard against possible personal injury, keep hands, feet, face and other parts of the body away from the muffler, other hot parts of the engine, and other rotating parts.

5. Tighten the locknut locking adjustment.
6. Stop the engine and release the right brake. Remove the jack stands and lower the machine to the shop floor. Test drive the machine to make sure it does not creep.

## Changing Front Axle Lubricant

After every 800 hours of operation the oil in the front axle must be changed.

1. Position the machine on a level surface.
2. Clean the area around the drain plug (Fig. 44).



**Figure 44**

1. Front axle drain plug

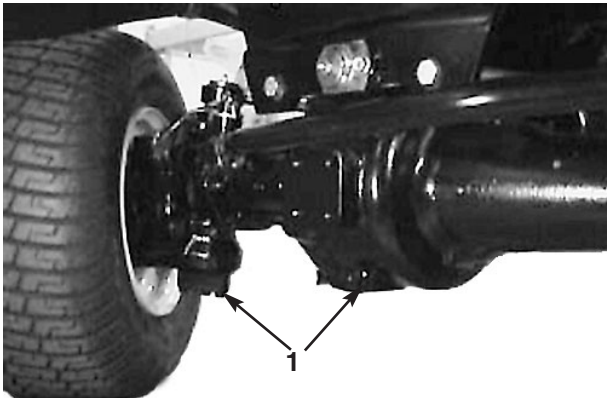
3. Remove the plug, allowing oil to drain into a drain pan.
4. After oil is drained, reinstall the drain plug into the axle.
5. Fill the axle with lubricant; refer to *Check Front Axle Oil Level*.

## Changing Rear Axle Lubricant

After every 800 hours of operation the oil in the rear axle must be changed.

1. Position the machine on a level surface.
2. Clean the area around the (3) drain plugs, (1) on each end and (1) in the center (Fig. 45).
3. Remove the plugs, allowing oil to drain into a drain pans.
4. **After the oil has drained, apply some thread-sealing compound on the drain plug threads and reinstall it into the axle.**
5. Fill the axle with lubricant; refer to *Check Rear Axle Lubricant*, p .13.





**Figure 45**

1. Drain plugs (3)

## Changing Bi-Directional Clutch Lubricant

After every 800 hours of operation, the oil in the clutch housing must be changed.

1. Position the machine on a level surface.
2. Remove the drain plug from the clutch housing allowing fluid to drain into a drain pan.



**Figure 46**

1. Clutch housing  
2. Check/fill plug  
3. Drain plug

3. After fluid has drained, reinstall the drain plug.
4. Remove check/fill plug and add 237 cl (8 oz.) of Mobil DTE 15 M anti-wear hydraulic fluid. **Note:** Do not use gear lube in the clutch housing.
5. Install the check/fill plug.

## Rear Wheel Toe In

After every 800 operating hours or annually, check rear wheel toe-in.

1. Measure center-to-center distance (at axle height) at the front and rear of the steering tires. Front measurements must be within 3 mm of each other.
2. To adjust 4-wheel drive models (Fig. 48):
  - A. Remove the cotter pin and nut securing one of the tie rod ball joints to the steering arm. Remove the ball joint from the steering arm.
  - B. Loosen the clamp securing the ball joint to the tie rod.
  - C. rotate the ball joint one revolution and re-install it to the steering arm.
  - D. Inspect the toe-in and repeat adjustment if required.
  - E. Tighten the clamp securing the ball joint to the tie rod.
  - F. Torque the ball joint nut to 40 ft. lbs. and install the cotter pin.



**Figure 47**

1. Tie rod clamps

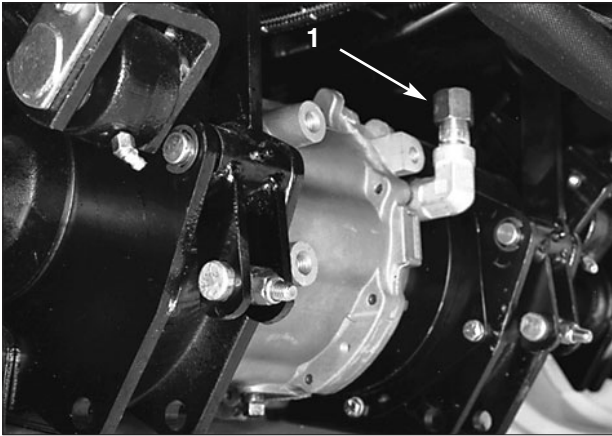
## Adjusting Service Brakes

Adjust the service brakes when there is more than 38mm of "free travel" of the brake pedal, or when the brakes do not work effectively. Free travel is the distance the brake pedal moves before braking resistance is felt.

1. To reduce free travel of the brake pedals, tighten the nut on the brake rod adjuster,  $\frac{1}{2}$  turn at a time, until you achieve the desired "free play" in the



pedal.



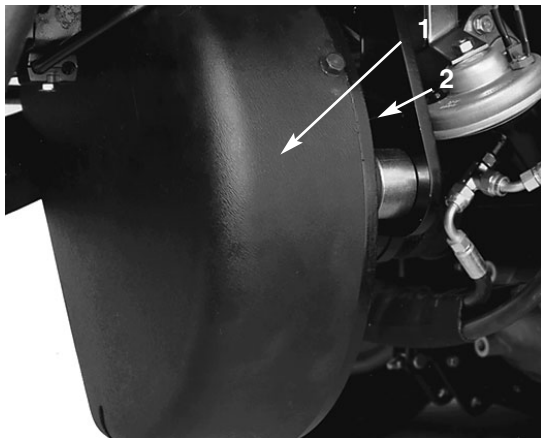
**Figure 48**

1. Brake rod adjuster

## Adjusting the PTO Belt

Re-tension the PTO belt (Fig. 49) initially after the first 10 hours of operation; thereafter, check condition and tension of belt every 100 hours. Replace the belt after every 1500 hours of operation.

1. Remove (2) screws securing the belt cover to the adapter plate and the screw securing belt cover to the tab on the spring anchor. Remove the cover.

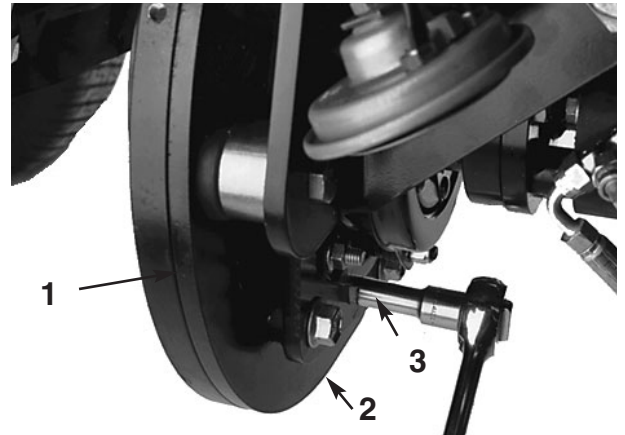


**Figure 49**

1. Belt cover  
2. Adapter plate

2. Loosen the (3) flange screws and flange nuts securing the adapter plate to the clutch plate.
3. Insert the end of a ½-inch drive, 51cm long, torque wrench into square hole in clutch plate. With the wrench handle parallel to the ground, pull the wrench upward until 244Nm (180ft-lbs.) of torque is applied to the tension belt.

4. Tighten the flange screws and flange nuts.
5. Reinstall the belt cover with screws previously removed.



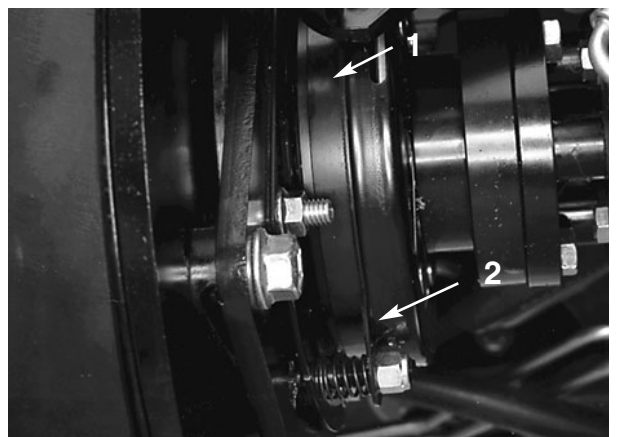
**Figure 50**

1. PTO belt  
2. Adapter plate  
3. Square hole

## Adjusting the Clutch

The PTO clutch is adjustable to ensure proper engagement and blade braking. Check clutch adjustment initially after the first 10 hours of operation, thereafter, check every 200 hours.

1. To adjust the clutch, tighten or loosen the locknuts on the flange studs.
2. Check adjustment by inserting a feeler gauge through the slots next to the flange studs.



**Figure 51**

1. Clutch  
2. Flange studs

3. The proper disengaged clearance between the clutch plates is 0.2–0.5mm. It will be necessary to check this clearance at each of the three slots to ensure the plates are parallel to each other.

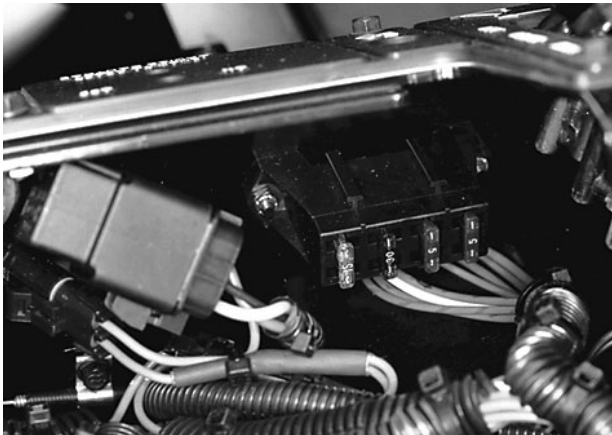
## Battery Care

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

**Note:** Check battery condition weekly or after every 100 hours of operation. Keep the terminals and battery case clean because a dirty battery will discharge slowly. To clean the battery, wash the entire case with solution of baking soda and water. Rinse with clear water. Coat the battery posts and cable connectors with Grafo 11 2X (skin-over) grease (Toro Part No. 505-47) or petroleum jelly to prevent corrosion.

## Fuses

There are four fuses in the machine's electrical system. They are located inside control panel.



**Figure 52**

1. ACC fuse (5 amp)
2. Relay fuse (5 amp)
3. Deck fuse (30 amp)
4. Run fuse (15 amp)

## Preparation for Seasonal Storage

### Traction Unit

1. Thoroughly clean the traction unit, cutting units and the engine.
2. Check the tire pressure. Inflate all tires to 138 kPa (20 psi).
3. Check all fasteners for looseness; tighten as necessary.
4. Grease or oil all grease fittings and pivot points. Wipe up any excess lubricant.
5. Lightly sand and use touch-up paint on painted areas that are scratched, chipped, or rusted. Repair any dents in the metal body.
6. Service the battery and cables as follows:
  - a. Remove the battery terminals from the battery posts.
  - b. Clean the battery, terminals, and posts with a wire brush and baking soda solution.
  - c. Coat the cable terminals and battery posts with Grafo 112X skin-over grease (Toro Part No. 505-47) or petroleum jelly to prevent corrosion.
  - d. Slowly recharge the battery every 60 days for 24 hours to prevent lead sulfation of the battery.

### Engine

1. Drain the engine oil from the oil pan and replace the drain plug.
2. Remove and discard the oil filter. Install a new oil filter.
3. Refill the oil pan with 5 l of SAE15W-40 CD motor oil.
4. Start the engine and run at idle speed for approximately two minutes.
5. Stop the engine.
6. Flush the fuel tank with fresh, clean diesel fuel.

7. Resecure all fuel system fittings.
8. Thoroughly clean and service the air cleaner assembly.
9. Seal the air cleaner inlet and the exhaust outlet with weatherproof tape.
10. Check anti-freeze protection and add a 50/50 solution of water and Peugeot recommended anti-freeze (Toro part No. 93-7213) as needed for expected minimum temperature in your area.

## **Cutting Unit**

1. Check blades and tighten blade bolts to 115–149Nm (85-110 ft-lb.).
2. Check and lubricate caster arm bushings.
3. Check and lubricate caster wheel bearings (if so equipped). Tighten caster wheel nuts to 190–224 kPa (140–165 ft-lb.).
4. Check all fasteners for looseness; tighten as necessary.
5. Grease or oil all grease fittings and pivot points. Wipe up any excess lubricant.
6. Lightly sand and use touch-up paint on painted areas that are scratched, chipped, or rusted.
7. Check and relieve tension on the drive belts.
8. Clean thoroughly the top and underside.
9. Store the machine with its wing decks lowered.