



## Customer Service Bulletin Commercial Business Group

---

### Workman® 1100/2100 Series

January 21, 2002

| <u>Model/Serial Range:</u> | <u>Model Numbers:</u> | <u>Serial Numbers:</u> |
|----------------------------|-----------------------|------------------------|
|                            | 07252                 | 210000101 - 220099999  |
|                            | 07252TC               | 210000101 - 220099999  |
|                            | 07253                 | 200000101 - 220099999  |
|                            | 07253TC               | 200000101 - 220099999  |

**Subject: Updated A-Arm Setting Criteria and Procedure.**

Proper initial A-Arm positioning is required to prevent unlevel front suspension settings and to assure Ride Height and Toe-in may be correctly adjusted. The attached setting criteria and procedure explains proper starting settings of the A-Arms during replacement.

NOTE: If the machine does not have the "poundage" number next to the serial tag on the A-Arm, as described in the accompanying "A-Arm Setting Criteria Procedure", contact your Toro distributor Service facility for further instructions.

After A-Arm replacement, refer to "Updated Front Suspension Adjustment Procedure" Service Bulletin, dated January 2, 2002 for Vehicles, for proper adjustment sequences of the Ride Height and Toe-In.

This updated A-Arm Setting Criteria and Procedure replaces previously published adjustment procedures described in all the Operators Manuals, Service Manuals and Training Materials printed prior to this date.

## A-Arm Setting Criteria and Procedure for Workman 1100/2100 Series

1. Look under each A-Arm for a serial tag and find numbers between 200 and 400 written next to the serial tag. These numbers reference the hole numbers into which the A-arm retaining bolts should be placed. (figure 3)

**Note:**

**If an A-Arm does not have the number between 200 and 400, contact your Toro Distributor with the serial numbers of the A-Arms to obtain the proper starting bolt hole position for Ride Height adjustment, and for each A-Arm.**

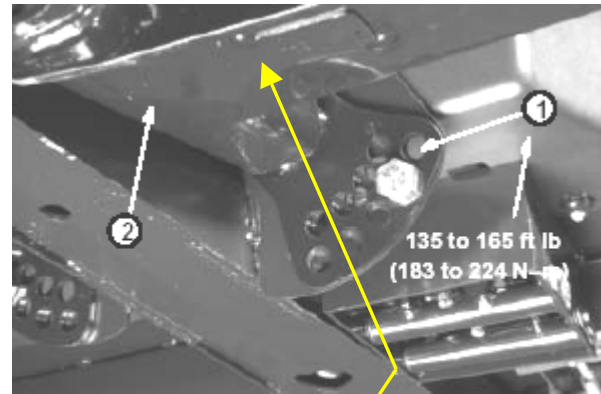


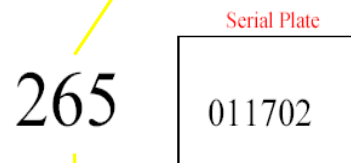
Figure 3

1. Ride height adj. bolt      2. A-arm

2. Rotate the front A-Arm to the desired position (refer to the note below) and replace the Ride Height adjustment bolt. Follow procedures in the Service Manual to remove A-Arm bolt.

**Note:**

**The A-Arms are made with rubber bushings inside and have different spring rates. Because of the different spring rates, the A-Arms come adjusted from the factory based on that spring rate. Generally the adjustment bolts will be installed in hole number 2, 3, or 4. These setting may be different from the left side to the right side.**



200 ~ 220 lbs. – 4<sup>th</sup> hole  
225 ~ 285 lbs – 3<sup>rd</sup> hole  
290 ~ 400 lbs – 2<sup>nd</sup> hole

Each hole equals about 3/4 in. (19 mm) of ride height adjustment at the wheel. Always check and re-adjust to the next highest hole number on each side if you are adding heavy attachments or carrying heavy loads often.

3. Proceed with the Suspension Ride Height adjustment next and then complete the Toe-in setting which are found in Vehicles Service Bulletin #12-05.

