



# **Groundsmaster 225**

## **Traction Unit**

**Model No. 30230–230000001 and Up**

**Operator's Manual**





## Warning



### CALIFORNIA

#### Proposition 65 Warning

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

**Important** The engine in this product is not equipped with a spark arrester muffler. It is a violation of California Public Resource Code Section 4442 to use or operate this engine on any forest-covered, brush-covered, or grass-covered land as defined in CPRC 4126. Other states or federal areas may have similar laws.

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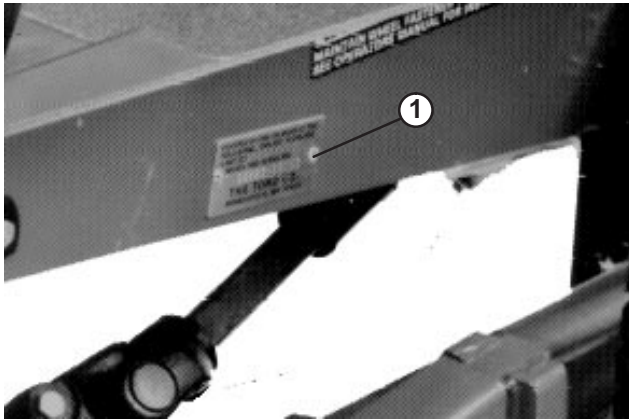
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# Introduction

Read this manual carefully to learn how to operate and maintain your product properly. 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. Figure 1 illustrates the location of the model and serial numbers on the product.



**Figure 1**

1. Location of the model and serial numbers

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

<b>Model No.</b> _____
<b>Serial No.</b> _____

This manual identifies potential hazards and has special safety messages that help you and others avoid personal injury and 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 you do not follow the recommended precautions.

***Caution*** signals a hazard that may cause minor or moderate injury if you do not follow the recommended precautions.

This 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

**This machine meets or exceeds ANSI B71.4-1999 specifications in effect at the time of production when and equipped with rear weight as listed in the weight chart.**

**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.**

## Safe Operating Practices

The following instructions are from ANSI B71.4-1999.

### Training

- Read the operator's manual and other training material carefully. Be familiar with the controls, safety signs, and the proper use of the equipment.
- If the operator or mechanic can not read the language of is the owner's responsibility to explain this material to them.
- Never allow children or people unfamiliar with these instructions to use or service the mower. Local regulations may restrict the age of the operator.
- Never mow while people, especially children, or pets are nearby.
- Keep in mind that the operator or user is responsible for accidents or hazards occurring to other people or their property.
- Do not carry passengers.
- All drivers and mechanics should seek and obtain professional and practical instruction. The owner is responsible for training the users. Such instruction should emphasize:
  - the need for care and concentration when working with ride-on machines;
  - control of a ride-on machine sliding on a slope will not be regained by the application of the brake. The main reasons for loss of control are:
    - insufficient wheel grip;
    - being driven too fast;

- inadequate braking;
- the type of machine is unsuitable for its task;
- lack of awareness of the effect of ground conditions, especially slopes;
- incorrect hitching and load distribution.
- The owner/user can prevent and is responsible for accidents or injuries occurring to himself or herself, other people, or property.

## Preparation

- While mowing, always wear substantial footwear, long trousers, hard hat, safety glasses, and ear protection. Long hair, loose clothing, or jewelry may get tangled in moving parts. Do not operate the equipment when barefoot or wearing open sandals.
- Thoroughly inspect the area where the equipment is to be used and remove all objects which may be thrown by the machine.
- **Warning**—Fuel is highly flammable. Take the following precautions:
  - Store fuel in containers specifically designed for this purpose.
  - Refuel outdoors only and do not smoke while refueling.
  - Add fuel before starting the engine. Never remove the cap of the fuel tank or add fuel while the engine is running or when the engine is hot.
  - If fuel is spilled, do not attempt to start the engine but move the machine away from the area of spillage and avoid creating any source of ignition until fuel vapors have dissipated.
  - Replace all fuel tanks and container caps securely.
- Replace faulty silencers/mufflers.
- Evaluate the terrain to determine what accessories and attachments are needed to properly and safely perform the job. Only use accessories and attachments approved by the manufacturer.
- Check that operator's presence controls, safety switches and shields are attached and functioning properly. Do not operate unless they are functioning properly.
- Before attempting to start the engine, disengage all blade attachment clutches, shift into neutral, and engage the parking brake.
- Do not put hands or feet near or under rotating parts. Keep clear of the discharge opening at all times.
- Do not use on slopes of more than
  - 20° when mowing across a slope
  - 30° when mowing up or down a slope
- The maximum value of 50% of the limit of stability for EN836 is
  - 10° when mowing across a slope
  - 15° when mowing up or down a slope
- Remember there is no such thing as a safe slope. Travel on grass slopes requires particular care. To guard against overturning:
  - do not stop or start suddenly when going up or downhill;
  - engage clutch slowly, always keep machine in gear, especially when travelling downhill;
  - machine speeds should be kept low on slopes and during tight turns;
  - stay alert for humps and hollows and other hidden hazards;
  - never mow across the face of the slope, unless the mower is designed for this purpose.
- Stay alert for holes in the terrain and other hidden hazards.
- Use care when pulling loads or using heavy equipment.
  - Use only approved drawbar hitch points.
  - Limit loads to those you can safely control.
  - Do not turn sharply. Use care when reversing.
  - Use counterweight(s) or wheel weights when suggested in the operator's manual.
- Watch out for traffic when crossing or near roadways.
- Stop the blades rotating before crossing surfaces other than grass.
- When using any attachments, never direct discharge of material toward bystanders nor allow anyone near the machine while in operation.
- Never operate the machine with damaged guards, shields, or without safety protective devices in place. Be sure all interlocks are attached, adjusted properly, and functioning properly.

## Operation

- Do not operate the engine in a confined space where dangerous carbon monoxide fumes can collect.
- Mow only in daylight or in good artificial light.

- Do not change the engine governor settings or overspeed the engine. Operating the engine at excessive speed may increase the hazard of personal injury.
- Before leaving the operator's position:
  - stop on level ground;
  - disengage the power take-off and lower the attachments;
  - change into neutral and set the parking brake;
  - stop the engine and remove the key.
- Disengage drive to attachments when transporting or not in use.
- Stop the engine and disengage drive to attachment
  - before refuelling;
  - before removing the grass catcher/catchers;
  - before making height adjustment unless adjustment can be made from the operator's position.
  - before clearing blockages;
  - before checking, cleaning or working on the mower;
  - after striking a foreign object or if an abnormal vibration occurs. Inspect the mower for damage and make repairs before restarting and operating the equipment.
- Reduce the throttle setting during engine run-out and, if the engine is provided with a shut-off valve, turn the fuel off at the conclusion of mowing.
- Keep hands and feet away from the cutting units.
- Look behind and down before backing up to be sure of a clear path.
- Slow down and use caution when making turns and crossing roads and sidewalks. Stop cylinders/reels if not mowing.
- Be aware of the mower discharge direction and do not point it at anyone.
- Do not operate the mower under the influence of alcohol or drugs
- Use care when loading or unloading the machine into a trailer or truck
- Use care when approaching blind corners, shrubs, trees, or other objects that may obscure vision.
- Never store the equipment with fuel in the tank inside a building where fumes may reach an open flame or spark.
- Allow the engine to cool before storing in any enclosure.
- To reduce the fire hazard, keep the engine, silencer/muffler, battery compartment and fuel storage area free of grass, leaves, or excessive grease.
- Check the grass catcher frequently for wear or deterioration.
- Keep all parts in good working condition and all hardware and hydraulic fittings tightened. Replace all worn or damaged parts and decals.
- If the fuel tank has to be drained, do this outdoors.
- Be careful during adjustment of the machine to prevent entrapment of the fingers between moving blades and fixed parts of the machine.
- On multi-spindle mowers, take care as rotating one blade can cause other blades to rotate.
- Disengage drives, lower the cutting units, set parking brake, stop engine and remove key and disconnect spark plug wire. Wait for all movement to stop before adjusting, cleaning or repairing.
- Clean grass and debris from cutting units, drives, silencers/mufflers, and engine to help prevent fires. Clean up oil or fuel spillage.
- Use jack stands to support components when required.
- Carefully release pressure from components with stored energy.
- Disconnect battery and remove spark plug wire before making any repairs. Disconnect the negative terminal first and the positive last. Reconnect positive first and negative last.
- Use care when checking the cylinders/reels. Wear gloves and use caution when servicing them.
- Keep hands and feet away from moving parts. If possible, do not make adjustments with the engine running.
- Charge batteries in an open well ventilated area, away from spark and flames. Unplug charger before connecting or disconnecting from battery. Wear protective clothing and use insulated tools.

## Maintenance and Storage



- Keep all nuts, bolts and screws tight to be sure the equipment is in safe working condition.

# Toro Riding Mower Safety

The following list contains safety information specific to Toro products or other safety information that you must know that is not included in the ANSI standard.

This product is capable of amputating hands and feet and throwing objects. Always follow all safety instructions to avoid serious injury or death.

Use of this product for purposes other than its intended use could prove dangerous to user and bystanders.

**Warning**

**Engine exhaust contains carbon monoxide, which is an odorless, deadly poison that can kill you.**

**Do not run engine indoors or in an enclosed area.**

- Know how to stop the engine quickly.
- Do not operate the machine while wearing tennis shoes or sneakers.
- Wearing safety shoes and long pants is advisable and required by some local ordinances and insurance regulations.
- Handle fuel carefully. Wipe up any spills.
- Check the safety interlock switches daily for proper operation. If a switch should fail, replace the switch before operating the machine. After every two years, replace all interlock switches in the safety system, whether they are working properly or not.
- Before starting the engine, sit on the seat.
- Using the machine demands attention. To prevent loss of control:
  - Do not drive close to sand traps, ditches, creeks, or other hazards.
  - Reduce speed when making sharp turns. Avoid sudden stops and starts.
  - When near or crossing roads, always yield the right-of-way.
  - Apply the service brakes when going downhill to keep forward speed slow and to maintain control of the machine.
- Raise the cutting units when driving from one work area to another.
- Do not touch the engine, silencer/muffler, or exhaust pipe while the engine is running or soon after it has stopped because these areas could be hot enough to cause burns.
- If the engine stalls or loses headway and cannot make it to the top of a slope, do not turn the machine around. Always back slowly, straight down the slope.
- 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 the area is cleared.

## Maintenance and Storage

- Make sure all hydraulic line connectors are tight and all hydraulic hoses and lines are in good condition before applying pressure to the system.
- Keep your body and hands away from pin hole leaks or nozzles that eject hydraulic fluid under high pressure. Use paper or cardboard, not your hands, to search for leaks. Hydraulic fluid escaping under pressure can have sufficient force to penetrate the skin and cause serious injury. Seek immediate medical attention if fluid is injected into skin.
- Before disconnecting or performing any work on the hydraulic system, all pressure in the system must be relieved by stopping the engine and lowering the cutting units and attachments to the ground.
- Check all fuel lines for tightness and wear on a regular basis. Tighten or repair them as needed.
- If the engine must be running to perform a maintenance adjustment, keep hands, feet, clothing, and any parts of the body away from the cutting units, attachments, and any moving parts, especially the screen at the side of the engine. Keep everyone away.
- To ensure safety and accuracy, have an Authorized Toro Distributor check the maximum engine speed with a tachometer. Maximum governed engine speed should be 3250 RPM.
- If major repairs are ever needed or if assistance is desired, contact an Authorized Toro Distributor.
- Use only Toro-approved attachments and replacement parts. The warranty may be voided if used with unapproved attachments.



## Safety and Instruction Decals



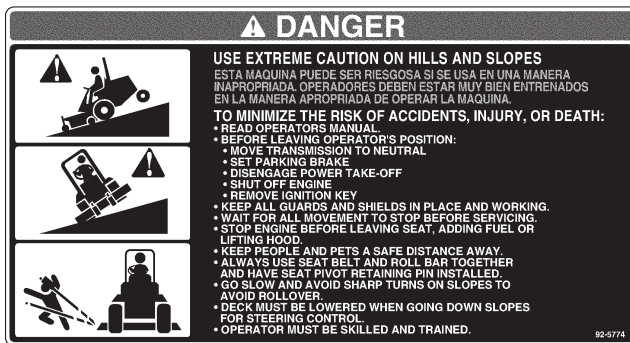
Safety decals and instructions are easily visible to the operator and are located near any area of potential danger. Replace any decal that is damaged or lost.



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27-7310



92-5774



93-6686

1. Hydraulic oil

2. Read the *Operator's Manual*.



52-1420



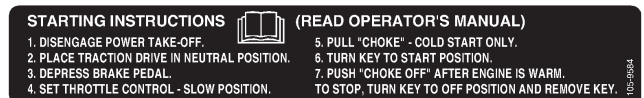
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71-3730



76-8750



105-9584

## CHECK/SERVICE

1. Oil Levels (Engine/Trans.)
2. Coolant level
3. Tire pressure
4. Belts (Fan, PTO)
5. Fuel – Gas Only
6. Battery
7. Grease, Lube points
8. Radiator screen
9. Air Cleaner
10. Electric clutch gap .015-.030
11. PTO Belt tension

FILTERS	PART NO.
A. Air	27-7110
B. Engine Oil**	491056
C. Fuel Line	95-2926
D. Trans. Oil	23-2300

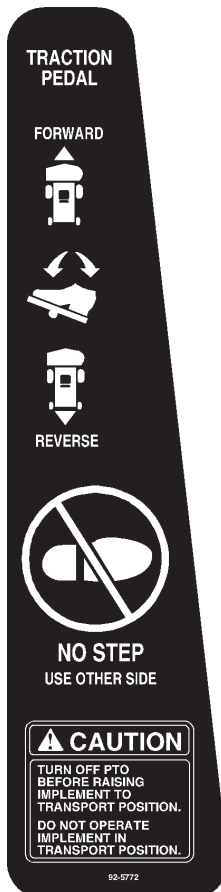
FLUID SPECIFICATIONS \*See operator's manual for initial changes.

	TYPE >32°F	TYPE <32°F	CAPACITY	*CHANGE INTERVALS
Engine oil	SAE 30 SE-SF	SAE 5W-30/SE-SF	3.2 QT. WITH FILTER	200 hrs. filter 200 hrs.
Trans oil	MOBIL 424	MOBIL 424	6 QT.	* filter 200 hrs.
Fuel	UNLEADED GASOLINE		8.5 GAL.	filter 400 hrs.
Coolant	50/50 MIX Ethylene glycol anti-freeze/Water		4.5 QT.	2 years

\*\*OBTAIN REPLACEMENT PART FROM LOCAL BRIGGS & STRATTON DEALER.

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106-8065



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## CAUTION

MAINTAIN WHEEL FASTENER TORQUE AT 45-55 ft.-lb. SEE OPERATORS MANUAL FOR INSTRUCTIONS.

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# Specifications

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

## General Specifications

Engine	Daihatsu, 4 cycle liquid cooled gas engine. 24.9 hp @ 2900. Engine governed to 3100–3250 rpm high idle, no load.
Air Cleaner	Heavy duty remote mounted.
Fuel Tank Capacity	8.5 gal. (32 l) Equipped with a fuel filter/water separator to capture water in the fuel.
Fuel Pump	12 volt electric (transistor type) w/replaceable fuel filter.
Cooling System	6 qt. capacity. Remote mounted expansion tank 1 qt capacity. System contains a 50/50 mix of ethylene glycol anti-freeze and water.
Electrical	12 volt with 530 cold cranking amps at 0° F and 75 minute reserve capacity at 80° F. BCI group size 26.
Drive Coupling	Transmission driven by steel shaft with flexible rubber couplings at each end.
Transmission	Hydrostatic, U-type. Implement Relief Setting — 700-800 psi (4 826 - 5 516 kPa).
Hydraulic Filter	Replaceable 25 micron filter mounted directly to transmission.
Front Axle	The front axle serves as a hydraulic fluid reservoir and mates directly with the transmission. Approximately 5 qt capacity.
Brakes	Mechanical drum type. Individually controlled by two pedals connected by cable and conduit for steering assist. Pedals may be latched together for two wheel braking. Lever provided for parking brake.
Tires	Front Tires — 23 x 8.00 – 12, Rear Tires — 16 x 6.50 – 8. All tires 4 ply rating, tubeless type. Pressure — 20 psi (138 kPa).
Ground Speed	0–10 MPH forward and reverse.
Power Steering	Tilt steering wheel, released and locked by single lever control.
Main Frame	Frame is welded, formed steel.
Instrumentation	Fuel gauge, water temperature gauge, hour meter and warning lights for high temperature shutdown, oil pressure and amperage are mounted on the console.
Controls	Throttle, choke, PTO switch, parking brake, implement lift, and ignition switch are all hand-operated. Forward/reverse traction pedal and turning brakes are foot operated.
PTO Drive	Splined PTO shaft is clutched by a torque-teamed HA Section, spring tensioned V-belt directly from engine output shaft. PTO shaft engaged by electric clutch/brake assembly. PTO speed — 2200 RPM @ 3250 RPM engine speed.
Implement Connection	Universal joint and telescoping shaft assembly.
Lift Cylinders	Two with 2 in. (51 mm) bore, 3.5 in. (89 mm) stroke.
Interlock Switches	Prevents engine starting if traction pedal or PTO switch are engaged. Stops engine if operator leaves seat with either traction pedal or PTO switch engaged. Stops engine if traction pedal is engaged with parking brake engaged.

## Measurements

Length	82 in.
Width (Rear Wheels)	44 in.
Height	50 in.
Weight	1120 lb.

## Optional Equipment

52" Side Discharge Cutting Unit	Model No. 30555
52" Rear Discharge Cutting Unit	Model No. 30568
62" Side Discharge Cutting Unit	Model No. 30551
62" Guardian Recycler Cutting Unit	Model No. 30569
72" Side Discharge Cutting Unit	Model No. 30553
Debris Blower	Model No. 30823
48" V-Plow Kit	Model No. 30750
V-Plow Mounting Kit	Model No. 30749†
Arm Rest Kit	Model No. 30707
Rear Discharge Shield Kit	Model No. 30578
Grass Collection System	Model No. 30502□
Wide Tires w/rim	
23 x 10.5 -12, 4 ply	Part No. 62-7020
23 x 10.5 -12, 6 ply	Part No. 69-9870
Wheel Weights-50 lbs. (23kg.)	Part No. 11-0440
Rear Weight Kit-70 lbs. (32 kg.)	Part No. 24-5780
Weight Kit-20 lbs.	Part No. 92-8763
Tire Chains (Front)	Part No. 11-0390
Standard Seat Kit	Model No. 30624
Deluxe Seat Kit	Model No. 30625

† Required with 30750 V-plow. Tire chains, part no. 11-0390 recommended.

□ 52" Blower Kit (for Model 30555 deck) or Model 30506 62" Blower Kit (for Model 30551 deck) can be used with either Model No. 30504, 9 cu. ft. Hopper Kit or Model No. 30505, 15 cu. ft. Hopper Kit. Model 30504 used on 2 wheel drive traction unit only.

# Setup

**Note:** Determine the left and right sides of the machine from the normal operating position.

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

Description	Qty.	Use
Steering wheel	1	Install steering wheel
Cover	1	
Manual tube	1	Install on right underside of seat
R-clamp	2	
Capscrew	2	
Washer	2	
Roll pin	1	Secure universal shaft to implement
Capscrew 5/16–18 x 1–3/4" lg.	2	
Locknut 5/16–18	2	
Cylinder pin	2	Secure deck lift arms to lift cylinders
Cotter pin 3/16 x 1–1/2"	4	
Brake return springs	2	Mount to deck lift arms
Ignition key	1	
Operator's Manual (Traction Unit)	2	
Parts Catalog	1	
Registration card	1	Fill out and return to Toro



## Warning



- PTO universal shaft is attached to traction unit frame. **DO NOT ENGAGE PTO** without first removing universal shaft or coupling it to a suitable implement.

## Install Steering Wheel

1. Remove steering wheel from seat plate. Remove cap from steering wheel (Fig. 2).
2. Remove jam nut from steering shaft. Make sure foam collar and dust cover are on steering shaft (Fig. 2). Slide steering wheel onto steering shaft.
3. Secure steering wheel to shaft with jam nut and tighten it to 10–15 ft–lb.
4. Mount cover to steering wheel.

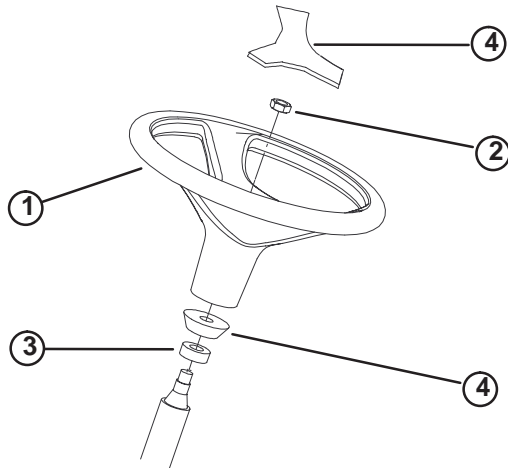


Figure 2

- |                   |                |
|-------------------|----------------|
| 1. Steering wheel | 4. Foam collar |
| 2. Jam nut        | 5. Cover       |
| 3. Dust cover     |                |

## Install Seat

The Groundsmaster 225 is shipped without the seat assembly. Either optional Seat Kit, Model No. 30624 or 30625 must be installed.

### Seat Kit, Model No. 30624, Standard Seat

1. Attach “U” springs to seat mounting brackets with (4) capscrews and flange nuts as shown in figure 3.

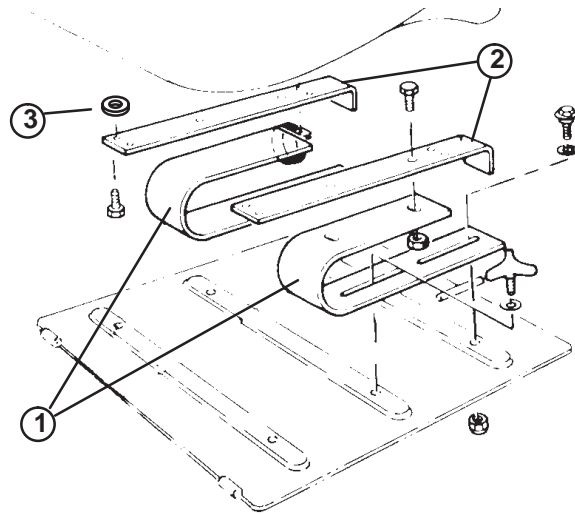


Figure 3

- |                          |           |
|--------------------------|-----------|
| 1. U-spring              | 3. Spacer |
| 2. Seat mounting bracket |           |

2. Secure seat mount assemblies to bottom of seat with (4) flange head capscrews and (4) spacers (Fig. 3). Spacers to be positioned between seat and seat mount.

**Note:** Mount the bracket in the forward set of tapped mounting holes in seat.

3. Remove hair pin cotter and pull back on locking spring flap to pivot mounting plate forward (Fig. 4).

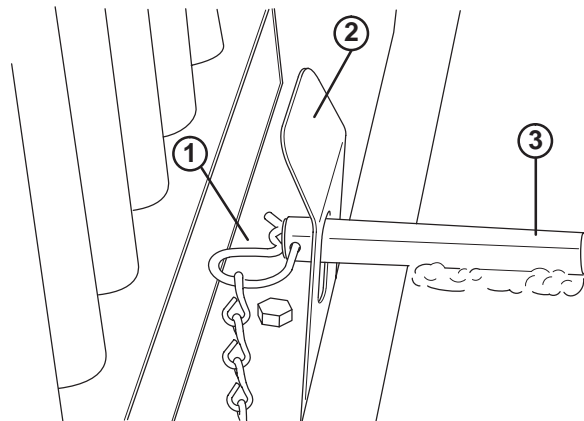
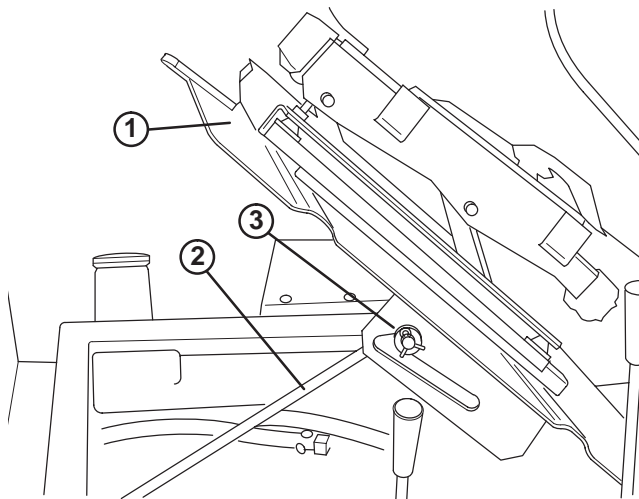


Figure 4

- |                     |                        |
|---------------------|------------------------|
| 1. Hair pin         | 3. Seat mounting plate |
| 2. Lock spring flap |                        |

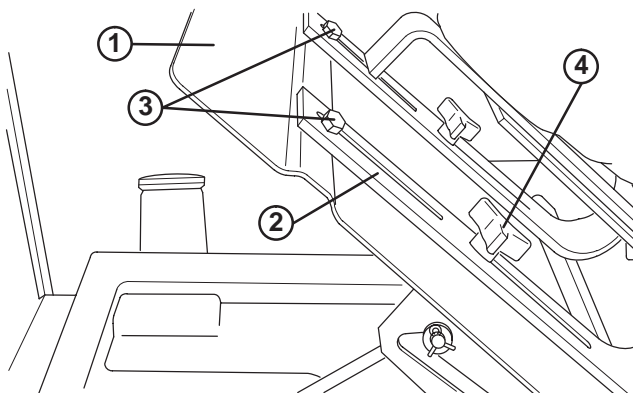
4. Hold mounting plate in upright position with support rod (Fig. 5).



**Figure 5**

- |                   |           |
|-------------------|-----------|
| 1. Mounting plate | 3. Indent |
| 2. Support rod    |           |

5. Mount seat and spring assembly to rear holes in seat mounting plate with two shoulder bolts, small I.D. flat washers and locknuts (Fig. 3 & 6).



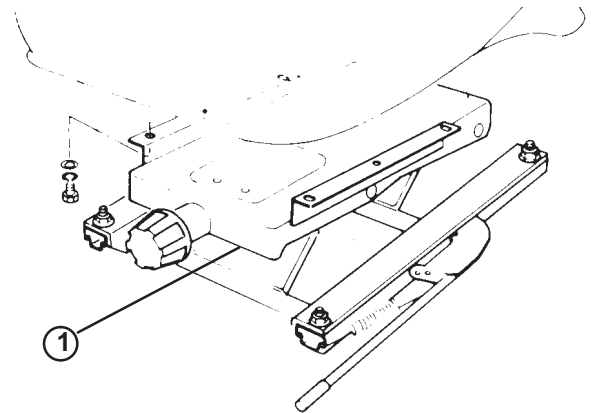
**Figure 6**

- |                   |  |
|-------------------|--|
| 1. Mounting plate | 3. Shoulder bolt with washer and locknut (2) |
| 2. Seat spring    | 4. Adjustment handle (2)                     |

6. Secure front slot of seat springs to traction unit front mounting holes with adjustment handles and flatwashers (Fig. 3 & 5).
7. Connect seat switch connector to traction unit wire harness connector.
8. Adjust seat to desired operating position. Loosen adjustment handles, slide seat fore or aft in slotted holes and tighten adjustment handles to secure in place.

### **Seat Kit, Model No. 30625, Deluxe Seat:**

1. Position threaded mounting studs of seat suspension into holes in seat mounting plate.
2. Remove hair pin cotter and pull back on locking spring flap to pivot mounting plate forward (Fig. 4).
3. Hold mounting plate in upright position with support rod (Fig. 5).
4. Secure seat suspension to seat mounting plate with (4) flange locknuts (Fig. 7).

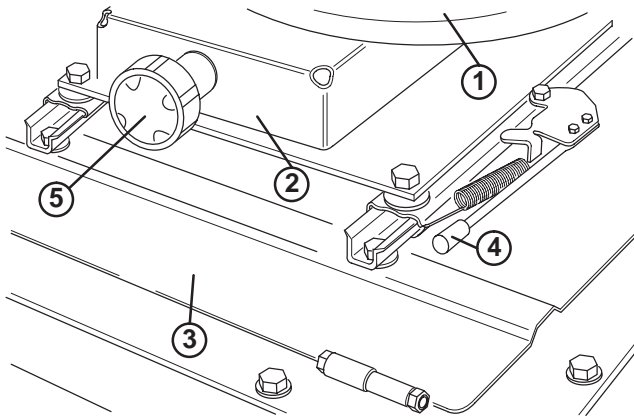


**Figure 7**

1. Seat suspension

5. Mount seat to seat suspension with (4) capscrews, lockwashers and flatwashers (Fig. 7).
6. Connect seat switch connector to traction unit wire harness connector.
7. Adjust seat for operator's comfort and weight. To adjust seat fore and aft, pull handle on left side of seat assembly outward (Fig. 8). Release handle to lock seat

position. To adjust for operator's weight, turn spring tension knob; clockwise to increase tension, counterclockwise to decrease spring tension (Fig. 8).

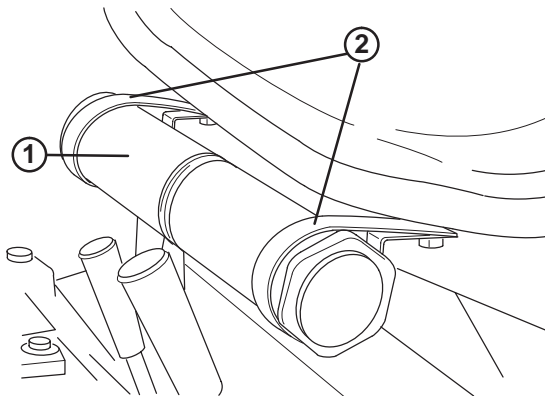


**Figure 8**

- |                        |                            |
|------------------------|----------------------------|
| 1. Seat                | 4. Forward/backward handle |
| 2. Suspension assembly | 5. Spring tension knob     |
| 3. Mounting plate      |                            |

## Install Manual Tube

1. Remove manual tube and R-clamps secured to seat plate. Retain (2) mounting capscrews and flatwashers.
2. Loosely mount R-clamps to outer holes in right side of seat with (2) capscrews and flatwashers previously removed. (Fig. 9).
3. Install manual tube into R-clamps, insert manual into tube and thread cap into tube (Fig. 9). Tighten capscrews.



**Figure 9**

- |                |             |
|----------------|-------------|
| 1. Manual tube | 2. R-clamps |
|----------------|-------------|

**Note:** When operating machine, always use the seat belt and ROPS together.

## Connect Battery



### Warning



#### CALIFORNIA

#### Proposition 65 Warning

**Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. Wash hands after handling.**

1. Lift engine cover. Check to see that the battery is securely fastened in place (Fig. 10).



**Figure 10**

- |                               |                               |
|-------------------------------|-------------------------------|
| 1. Positive (+) battery cable | 2. Negative (-) battery cable |
|-------------------------------|-------------------------------|

2. Check battery charge with a hydrometer. If battery needs charging, be sure at least one of the battery cables is disconnected from the battery before the charger is connected.
3. Secure the cables to the proper battery post. The positive (+) red cable goes to the positive post and the negative (-) black cable goes to the negative post on the battery.



### Warning



- Connecting cables to the wrong post could damage the electrical system and result in personal injury.

**Note:** Make sure battery cables are routed away from any sharp edges or moving parts.

4. Coat the terminal with sealant such as Grafo 112X, Toro Part No. 505-47 and install the rubber boot onto positive terminal.

## Check Tire Pressure

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

## Install Rear Weight

The Groundsmaster 225 Traction Unit complies with ANSI B71.4–1999 Standard when equipped with rear weight. 55 lbs. of rear weight is installed, at the factory, on the Groundsmaster 225 Traction Unit. Use chart below to determine combinations of additional weight required. Order parts from your local Authorized Toro Distributor.

	<b>Rear Weight Required</b>	<b>Left Side Weight Required</b>	<b>Weight Part Number</b>	<b>Weight Description</b>	<b>Qty.</b>
52" Rear Discharge Deck (Model 30568) or 52" Side Discharge Deck (Model 30555)	0 lb.	0 lb.	–	–	–
52" Side Discharge Deck with 9 cu. ft. Hopper	0 lb.	0 lb.	–	–	–
52" Side Discharge Deck with 15 cu. ft. Hopper	0 lb.	250 lb.	*77–6700 & 92–9670 & 24–5780 & 24–5790 325–8 3253–7 3–8847 3217–9	75 lb. Wheel Weight & Bracket Kit & Rear Weight Kit & Rear Weight Kit Capscrew–1/2–13 x 2" Lockwasher–1/2 Spacer Nut–1/2	1 1 2 1
62" Side Discharge Deck (Model 30551)	70 lb.	0 lb.	24–5780	Rear Weight Kit	1
62" Side Discharge Deck with 9 cu. ft. Hopper	50 lb.	0 lb.	24–5780	Rear Weight Kit	1
62" Side Discharge Deck with 15 cu. ft. Hopper	0 lb.	180 lb.*	*77–6700 & 92–9670 & 24–5780 24–5790 325–8 3253–7 3–8847 3217–9	75 lb. Wheel Weight & Bracket Kit & Rear Weight Kit Rear Weight Kit Capscrew–1/2–13 x 2" Lockwasher–1/2 Spacer Nut–1/2	1 1 1 1 2 2 2 2
62" Guardian Recycler Deck (Model 30569)	50 lb.	0 lb.	24–5780	Rear Weight Kit	1
72" Side Discharge Deck (Model 30553)	85 lb.	0 lb.	24–5780 & 92–8763	Rear Weight Kit & Weight Kit–20 lb.	1 1

\* 75 lb. wheel weight (included with 15 cu. ft. hopper) required on left wheel



# Before Operating

## Check Engine Oil

The engine is shipped with 3.2 qt (3 l) of oil in the crankcase; however, level of oil must be checked before and after the engine is first started.

1. Park machine on a level surface, stop engine and remove key from ignition switch. Open hood.
2. Remove dipstick and wipe it with a clean rag. Insert dipstick into the tube and make sure it is seated fully. Remove dipstick and check level of oil (Fig. 11). If oil level is low, remove oil fill cap (Fig. 12) and add enough oil to raise level to FULL mark on dipstick. Do not overfill.

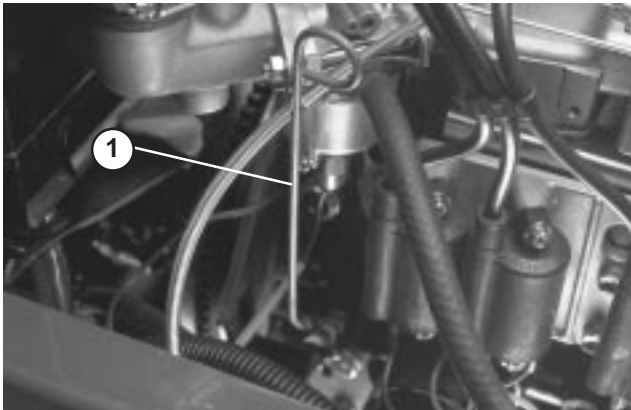


Figure 11

1. Engine oil dipstick

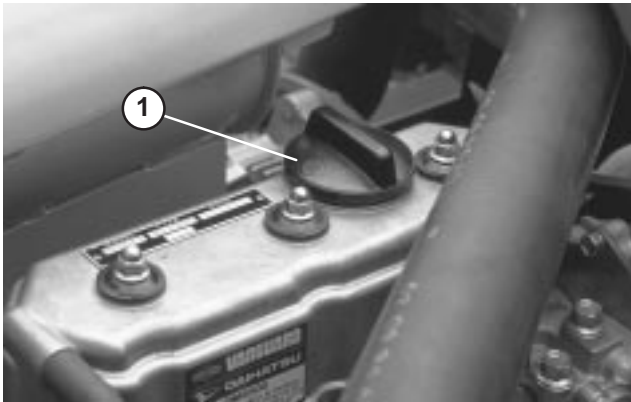


Figure 12

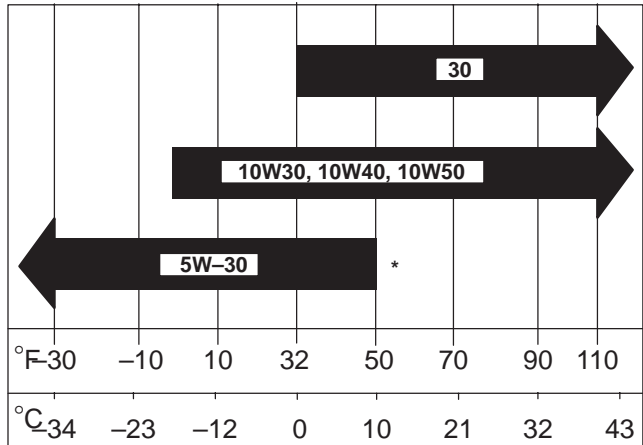
1. Engine oil fill

**Note:** If level of oil is at the ADD mark on the dipstick, add 1 pint (0.47 l) of oil and recheck level. Do not overfill.

3. The engine uses any high-quality detergent oil having the American Petroleum Institute — API — "service classification" SE/SF. Use chart below to select the proper viscosity grade for the temperature expected.

**Important** Check level of oil every 5 operating hours or daily. Change oil initially after the first 50 hours of operation thereafter change oil and filter after every 200 hours of operation.

4. Insert dipstick into tube and install fill cap.



\* A synthetic 5W30 oil may be used.

## Check Cooling System

Clean debris off screen and front of radiator daily (Fig. 13), hourly if conditions are extremely dusty and dirty; refer to Cleaning Radiator and Screen Section.

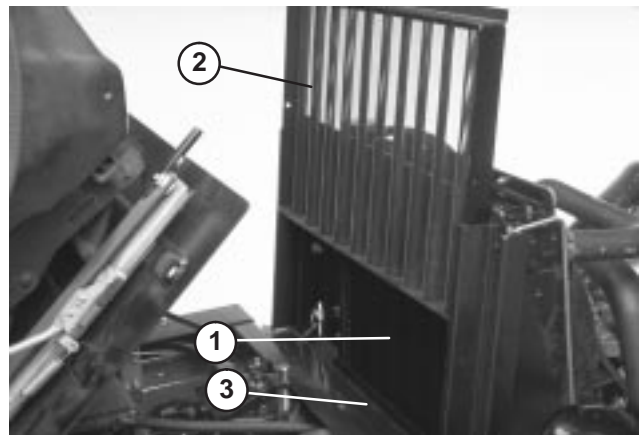
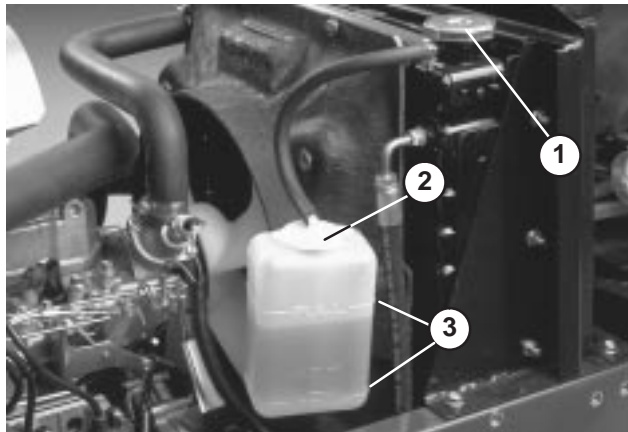
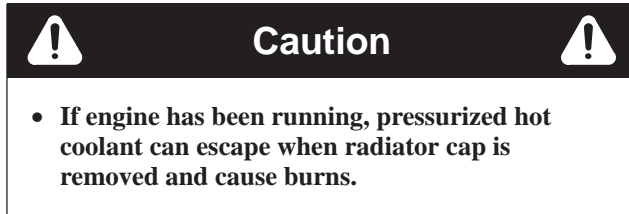


Figure 13

1. Radiator
2. Radiator screen
3. Screen channel

The cooling system is filled with a 50/50 solution of water and permanent ethylene glycol anti-freeze. Check level of coolant at beginning of each day before starting the engine. Capacity of cooling system is approximately 6 quarts (5.7 l).

1. Carefully remove radiator cap and the expansion tank cap (Fig. 14).



**Figure 14**

1. Radiator cap
  2. Expansion tank cap
  3. Expansion tank fill marks
2. Check level of coolant in radiator. Radiator should be filled to the top of the filler neck and the expansion tank filled to between the marks on its side.
  3. If coolant level is low, replenish the system. **DO NOT OVERFILL.**
  4. Install radiator cap and expansion tank cap.

## Check Hydraulic System Fluid

The axle housing acts as the reservoir for the system. The transmission and axle housing are shipped from the factory with approximately 5 quarts (4.7 l) of high quality hydraulic fluid. **Check the level of hydraulic fluid before the engine is first started and daily thereafter.** Appropriate hydraulic fluids are listed below.

The following list is not assumed to be all-inclusive. Hydraulic fluids produced by other manufacturers may be used if they can cross reference to find an equivalent to the products listed. Toro will not assume responsibility for

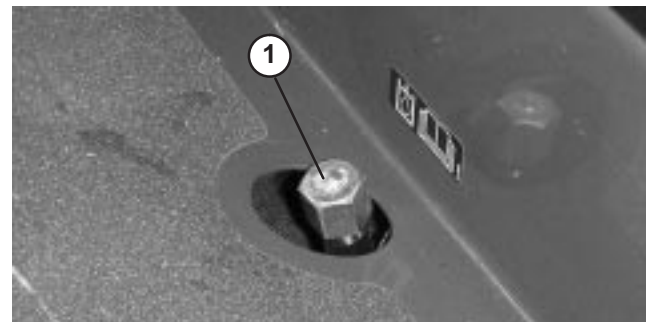
damage caused by improper substitutions, so use only products from reputable manufacturers who will stand behind their recommendation.

### Universal Tractor Hydraulic Fluid

Mobil	Mobil Fluid 424
Amoco	1000 Fluid
Chevron	Tractor Hydraulic Fluid
Conoco	Power-Tran 3
Exxon	Torque Fluid
Pennzoil	Hydra-Tranz
Shell	Donax TD
Texaco	TDH

**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.

1. Position machine on a level surface. Place all control in neutral position and start the engine. Run engine at lowest possible RPM to purge the system of air. **DO NOT ENGAGE PTO.** Cycle steering wheel several times fully to the left and right. Raise the cutting unit to extend lift cylinders, aiming steering wheels straight forward and stop the engine.
2. Remove dipstick cap (Fig. 15) from filler neck and wipe it with a clean rag. Screw dipstick cap finger-tight onto filler neck; then remove it and check level of fluid. If level is not within 1/2 inch (13 mm) from the groove in the dipstick (Fig. 15), add enough high quality hydraulic fluid to raise level to groove mark. Do not overfill.



**Figure 15**

1. Hydraulic system reservoir fluid/add dipstick cap
3. Thread dipstick fill cap finger-tight onto filler neck. It is not recommended to tighten cap with a wrench.
4. Check all hoses and fittings for leaks.

## Fill Fuel Tank

THE TORO COMPANY STRONGLY RECOMMENDS THE USE OF FRESH, CLEAN, UNLEADED REGULAR GRADE GASOLINE IN TORO GASOLINE POWERED PRODUCTS. UNLEADED GASOLINE BURNS CLEANER, EXTENDS ENGINE LIFE, AND PROMOTES GOOD STARTING BY REDUCING THE BUILD-UP OF COMBUSTION CHAMBER DEPOSITS. LEADED GASOLINE CAN BE USED IF UNLEADED IS NOT AVAILABLE.

**Note:** Never Use Methanol, Gasoline Containing Methanol, Gasoline Containing More Than 10% Ethanol, Gasoline Additives, Premium Gasoline Or White Gas Because Engine Fuel System Damage Could Result.

1. Clean area around fuel tank cap (Fig. 16).
2. Remove fuel tank cap.
3. Fill tank to about one inch below top of tank, (bottom of filler neck). **DO NOT OVERFILL.** Then install cap.

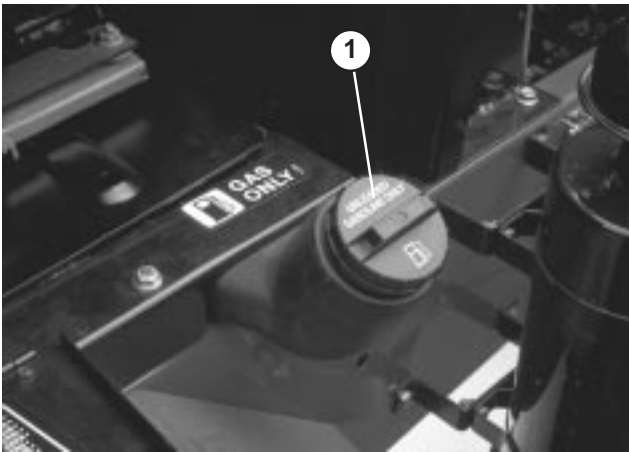


Figure 16

1. Fuel tank cap



### Danger



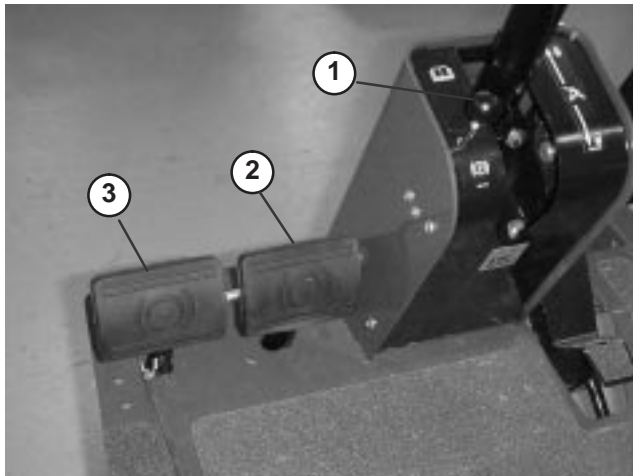
In certain conditions, gasoline is extremely flammable and highly explosive. A fire or explosion from gasoline can burn you and others and can damage property.

- Fill the fuel tank outdoors, in an open area, when the engine is cold. Wipe up any gasoline that spills.
- Do not fill the fuel tank completely full. Add gasoline to the fuel tank until the level is 1 in. (25 mm) below the bottom of the filler neck. This empty space in the tank allows gasoline to expand.
- Never smoke when handling gasoline, and stay away from an open flame or where gasoline fumes may be ignited by a spark.
- Store gasoline in an approved container and keep it out of the reach of children. Never buy more than a 30-day supply of gasoline.
- Always place gasoline containers on the ground away from your vehicle before filling.
- Do not fill gasoline containers inside a vehicle or on a truck or trailer bed because interior carpets or plastic truck bed liners may insulate the container and slow the loss of any static charge.
- When practical, remove gas-powered equipment from the truck or trailer and refuel the equipment with its wheels on the ground.
- If this is not possible, then refuel such equipment on a truck or trailer from a portable container, rather than from a gasoline dispenser nozzle.
- If a gasoline dispenser nozzle must be used, keep the nozzle in contact with the rim of the fuel tank or container opening at all times until fueling is complete.

# Controls

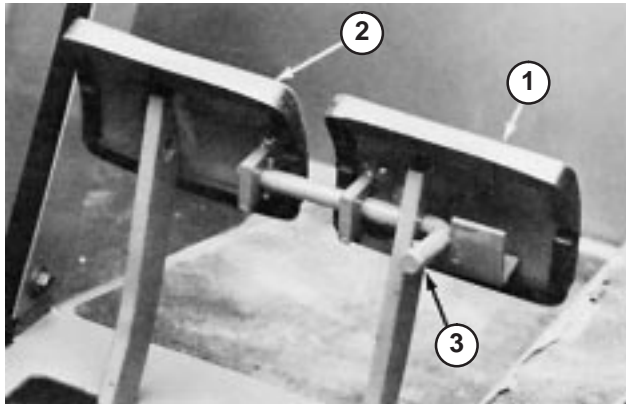
## Service Brakes

The left and right brake pedals (Fig. 17) are connected to the left and right front wheels. Since both brakes work independently of each other, the brakes can be used to turn sharply or to increase traction if one wheel tends to slip while operating on certain slope conditions. However, wet grass or soft turf could be damaged when brakes are used to turn sharply. To make a “quick-stop”, depress both brake pedals together. Always lock brakes together when transporting the traction unit.



**Figure 17**

- 1. Parking brake knob
- 2. Right brake pedal
- 3. Left brake pedal



**Figure 18**

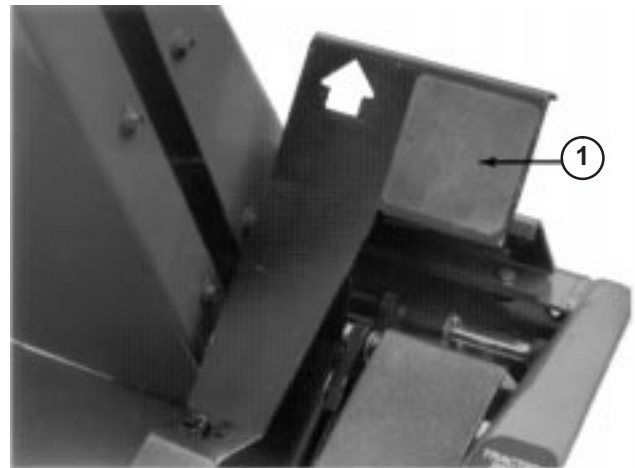
- 1. Left brake pedal
- 2. Right brake pedal
- 3. Lock arm

## Parking Brake

Whenever the engine is shut off, the parking brake must be engaged to prevent accidental movement of the machine. To engage the parking brake, push lock arm (Fig. 18) on left brake pedal so that it locks together with the right pedal. Next, push down fully on both pedals and pull parking brake knob out (Fig. 17) then release the pedals. To release parking brake, depress both pedals until parking brake knob retracts. Before starting the engine, however, lock arm may be disengaged from left brake pedal so both pedals work independently with each front wheel.

## Traction Pedal

Traction pedal (Fig. 19) has two functions: one is to make the machine move forward, the other is to make it move rearward. Using the heel and toe of the right foot, depress top of pedal to move forward and bottom of pedal to move rearward. Ground speed is proportionate to how far pedal is depressed. For maximum ground speed, traction pedal must be fully depressed while throttle is in FAST position. Maximum speed forward is approximately 10 mph. To get maximum power under heavy load or when ascending a hill, have throttle in FAST position while depressing traction pedal slightly to keep engine rpm high. When engine rpm begins to decrease, release traction pedal slightly to allow rpm to increase.

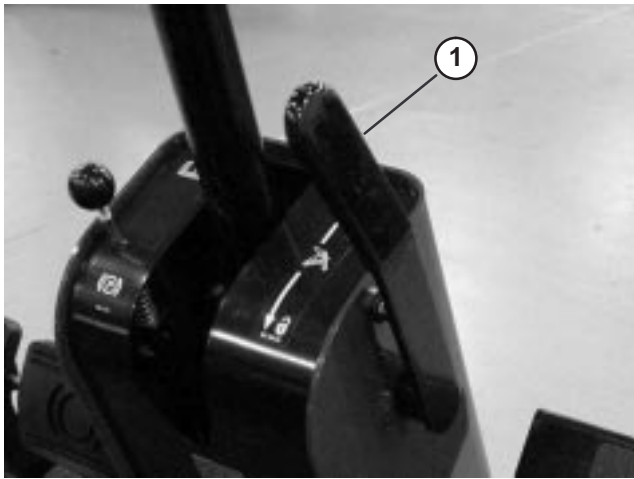


**Figure 19**

- 1. Traction pedal



## Tilt Steering Control

The tilt steering control is a lever on right side of steering column (Fig. 20). Pull lever rearward to adjust steering wheel to desired fore or aft operating position and push lever forward to lock adjustment.



**Figure 20**

1. Tilt steering control

**Caution**

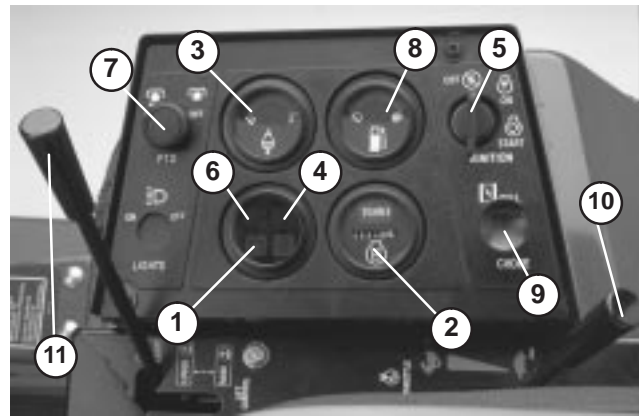
- **Never raise cutting unit while blades are rotating because it is hazardous.**

## Hydraulic Lift Lever

The hydraulic lift lever (Fig. 21) has three positions: FLOAT, TRANSPORT and RAISE. To lower cutting unit to the ground, move lift lever forward into notch in seat platform — FLOAT. The FLOAT position is used for mowing and when machine is not in operation. To raise cutting unit, pull lift lever rearward to the RAISE position. After cutting unit is raised, allow lift lever to move to the TRANSPORT position. Cutting unit must be raised when driving from one work area to another.

## PTO Switch

Pull up on sleeve on toggle switch handle and move handle to ON to ENGAGE electric PTO clutch (Fig. 21). Pull up on sleeve and move handle to OFF to DISENGAGE electric PTO clutch. The only time the PTO switch should be in the ENGAGE position is when the implement is down in operating position and ready to begin operation.



**Figure 21**

- |                                   |                          |
|-----------------------------------|--------------------------|
| 1. Amp light                      | 6. Oil pressure light    |
| 2. Hour meter                     | 7. PTO switch            |
| 3. Coolant temperature gauge      | 8. Fuel gauge            |
| 4. High temperature shutoff light | 9. Choke                 |
| 5. Ignition key switch            | 10. Throttle             |
|                                   | 11. Hydraulic lift lever |

## Temperature Gauge

The coolant temperature gauge (Fig. 21) registers the temperature of the coolant in the cooling system. If temperature of coolant gets too high the engine will shut off automatically and the High Temperature Shutoff Light will light. When this happens, turn the ignition key off, check radiator for debris, check the fan belt and check the expansion tank for proper coolant level. The high temperature shutoff will automatically reset when the coolant temperature has reached a safe level.

## Fuel Gauge

The fuel gauge (Fig. 21) indicates quantity of fuel remaining in fuel tank.

## Ignition Key Switch

Three positions: OFF, ON / Preheat and START. (Fig. 21).

## Throttle

Throttle (Fig. 21) is used to operate engine at various speeds. Moving throttle forward increases engine speed — FAST; rearward decreases engine speed — SLOW. The throttle controls the speed of the cutter blades and, in conjunction with traction pedal, controls ground speed of the traction unit.



## **Hour Meter**

The hour meter (Fig. 21) registers accumulated hours of engine operation.

## **Choke**

To start engine, close carburetor choke (Fig. 21) by pulling choke control upward. After engine starts, regulate choke to keep engine running smoothly. As soon as possible, open the choke by pushing it inward. A warm engine requires little or no choking.

## **Charge Indicator**

Illuminates when system charging circuit malfunctions (Fig. 21).

## **Oil Pressure Warning Light**

The oil pressure warning light (Fig. 21) glows when oil pressure in engine drops below a safe level. If low oil pressure ever occurs, stop engine and determine the cause. Repair the damage before starting the engine again.

## **Seat Adjusting Handle — Standard Seat**

To adjust seat, loosen adjusting knobs and slide seat to desired position. Tighten knobs to lock seat in place.

## **Seat Adjusting Handle — Deluxe Seat**

To adjust seat, move lever on left side outward, slide seat to desired position and release lever so it will lock in track.

# Operation

**Note:** Determine the left and right sides of the machine from the normal operating position.

## Starting/Stopping Engine

1. Ensure parking brake is set, PTO switch is in OFF position and lift lever is in TRANSPORT or FLOAT position. Remove foot from traction pedal and insure it is in neutral.
2. Pull choke to full choke position and move throttle control to SLOW position.
3. Turn key in ignition switch to START position. Release key immediately when engine starts and allow it to return to RUN position. Regulate choke to keep engine running smoothly.

**Note:** Do not run starter motor more than 20 seconds at a time or premature starter failure may result. If engine fails to start after 20 seconds, turn key to OFF position, recheck controls and procedures, wait 10 additional seconds and repeat starter operation.

4. When engine is started for the first time, or after engine oil change, or overhaul of engine, transmission or axle, operate the machine in forward and reverse for one to two minutes. Also operate the lift lever and PTO lever to assure proper operation of all parts. Turn power steering wheel to the left and right to check steering response. Then shut engine off and check fluid levels, check for oil leaks, loose parts and any other noticeable malfunctions.



### Caution



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

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

## Checking Interlock System

The purpose of the safety interlock system is to prevent the engine from cranking or starting unless the traction pedal is in neutral and the PTO switch is in the OFF position. In addition, the engine will stop when the PTO control is engaged or traction pedal is depressed with operator off the seat or when parking brake is engaged.



### Caution



**If safety interlock switches are disconnected or damaged the machine could operate unexpectedly causing personal injury.**

- **Do not tamper with the interlock switches.**
- **Check the operation of the interlock switches daily and replace any damaged switches before operating the machine.**
- **Replace switches every two years regardless of whether they are operating properly or not.**

1. Move PTO switch to OFF position and remove foot from traction pedal so it is fully released.
2. Rotate the ignition key to START. Engine should crank. If engine cranks, proceed to step 3. If engine does not crank, there may be a malfunction in the interlock system.
3. Raise off the seat and engage the PTO switch while the engine is running. The engine should stop within 2 seconds. If engine stops, the switch is operating correctly; thus, proceed to step 4. If engine does not stop, there is a malfunction in the interlock system.
4. Raise off the seat and depress the traction pedal while engine is running the PTO lever is disengaged. The engine should stop within 2 seconds. If engine stops, the switch is operating correctly; thus, proceed to step 5. If engine does not stop, there is a malfunction in the interlock system.
5. Engage the parking brake. Depress the traction pedal while engine is running and the PTO lever is disengaged. The engine should stop within 2 seconds. If engine stops, the switch is operating correctly; thus, continue operation. If engine does not stop, there is a malfunction in the interlock system.



## Operating Characteristics

Practice driving the GROUNDSMASTER® 225 before initial operation because it has a hydrostatic transmission and its characteristics are different than some turf maintenance machines. Some points to consider when operating the traction unit and cutting unit are the transmission, engine speed, load on the cutting blades, and the importance of the brakes.

To maintain enough power for the traction unit and cutting unit while mowing, regulate traction pedal to keep engine rpm high and somewhat constant. A good rule to follow is: decrease ground speed as the load on the cutting blades increases; and increase ground speed as load on the blades decreases. This allows the engine, working with the transmission, to sense the proper ground speed while maintaining high blade tip speed necessary for good quality-of-cut. Therefore, allow traction pedal to move





upward as engine speed decreases, and depress pedal slowly as speed increases. By comparison, when driving from one work area to another—with no load and cutting unit raised—have throttle in FAST position and depress traction pedal slowly but fully to attain maximum ground speed.

**Caution**

**This machine produces sound levels in excess of 85dBA at the operators ear and can cause hearing loss through extended periods of exposure.**

**Wear hearing protection when operating this machine.**

**Caution**

**Adequate rear weight is necessary to prevent the rear wheels from leaving the ground. Do not stop suddenly while cutting unit or implement is raised. Do not travel down hill with the cutting unit or implement raised. If the rear wheel leaves the ground, steering is lost.**

Another characteristic to consider is the operation of the brakes. The brakes can be used to assist in turning the machine; however, use them carefully, especially on soft or wet grass because the turf may be torn accidentally. The brakes can be used to great advantage to control the direction of the cutting unit when trimming along fences or similar objects. The other benefit of the brakes is to maintain traction. For example; in some slope conditions, the uphill wheel slips and loses traction. If this situation occurs, depress uphill brake pedal gradually and intermittently until the uphill wheel stops slipping; thus, increasing traction on the downhill wheel. If independent braking is not desired, engage the lever on left brake pedal with right pedal. This provides simultaneous braking at both wheels.

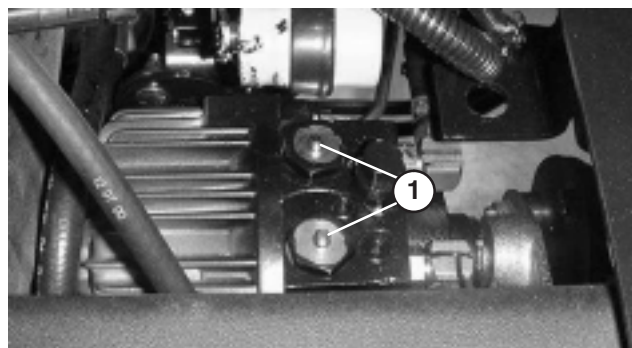
Before stopping the engine, disengage all control and move throttle to SLOW. Moving throttle to SLOW reduces high engine speed, noise and vibration. Turn ignition key to OFF to stop the engine.

## Pushing Or Towing Traction Unit

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

**Important** Do not push or tow the traction unit faster than 2 to 3 mph (3.2 to 4.8 Km/hr) because transmission may be damaged. IF traction unit must be moved a considerable distance, transport it on a truck or trailer. Whenever traction unit is pushed or towed, by-pass valve must be open.

1. Remove hair pin, pivot seat platform forward and locate seat support rod in detent notch.
2. Depress and hold the pins located in the center of the two (2) check valve assemblies in the top of the transmission (Fig. 22) while pushing or towing the machine.



**Figure 22**

1. Transmission check valve by-pass pins (2)

3. Start engine momentarily after repairs are completed and make sure the pins are in the full disengaged (fully up) position.

**Important** Running the machine with by-pass valve open will cause the transmission to overheat.

# Lubrication

## Greasing Bearings And Bushings

The traction unit has grease fittings that must be lubricated regularly with No. 2 General Purpose Lithium Base Grease. If machine is operated under normal conditions, lubricate all bearings and bushings after every 50 hours of operation. Bearings and bushings must be lubricated daily when operating conditions are extremely dusty and dirty. Dusty and dirty operating conditions could cause dirt to get into the bearings and bushings, resulting in accelerated wear. Lubricate grease fitting immediately after every washing, regardless of interval specified.

Apply a liberal coating of grease to the check valve pins once each year (Fig. 22). Also grease the bearings in the rear axle every 500 hours, or yearly, whichever comes first (not shown). The bearing and bushing lubrication points are:

- PTO universal shaft (Fig. 23)
  - Lift arm pivot bushings (Fig. 24)
  - Brake pivot bushings (Fig. 25)
  - Brake cables (drive wheel and brake pedal ends) (Fig. 25).
  - PTO tension pivot (Fig. 26)
  - Rear PTO bearing (Fig. 26)
  - Rear wheel spindle bushings (Fig. 27)
  - Steering plate bushings (Fig. 28)
  - Axle pin bushing (Fig. 28)
1. Wipe grease fitting clean so foreign matter cannot be forced into the bearing or bushing.
  2. Pump grease into the bearing or bushing.
  3. Wipe up excess grease.

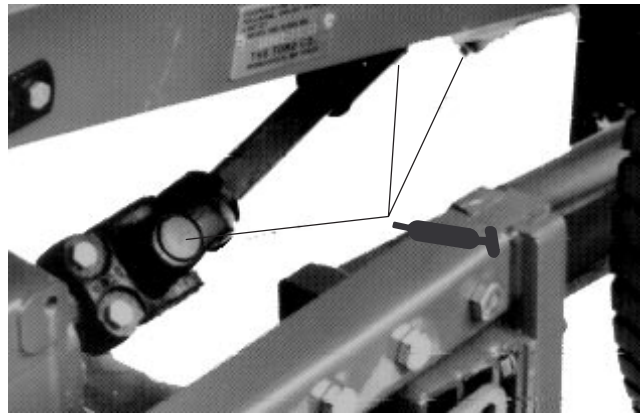


Figure 23

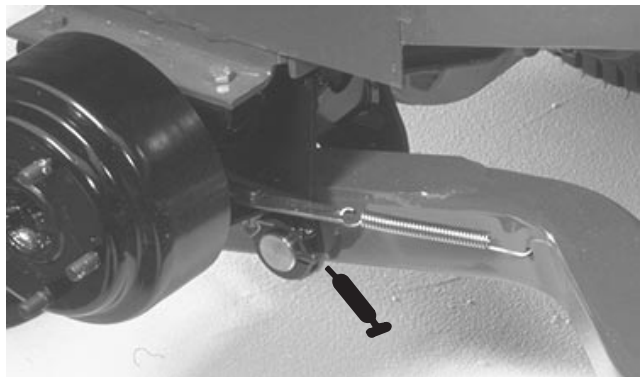
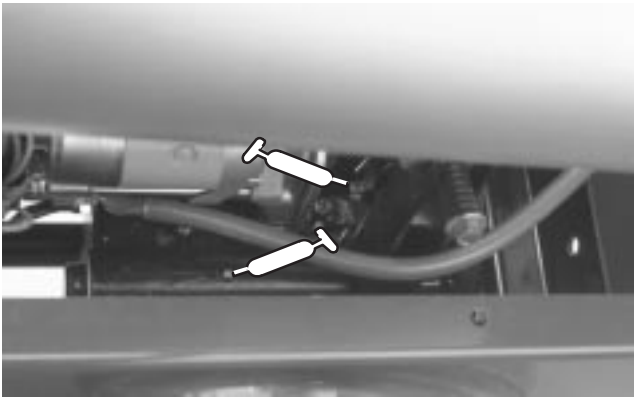


Figure 24

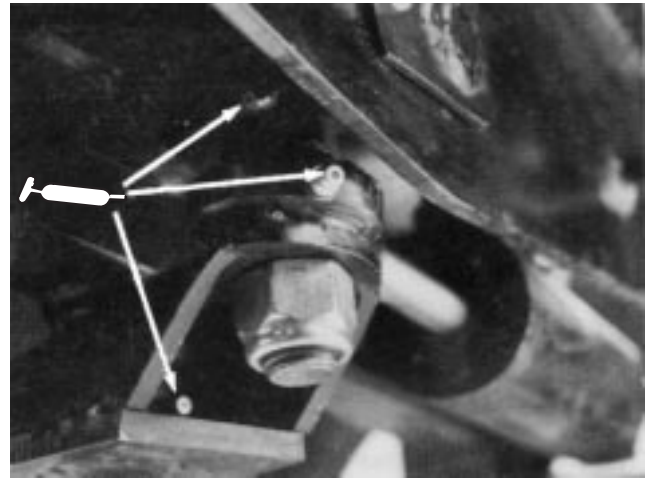


Figure 25



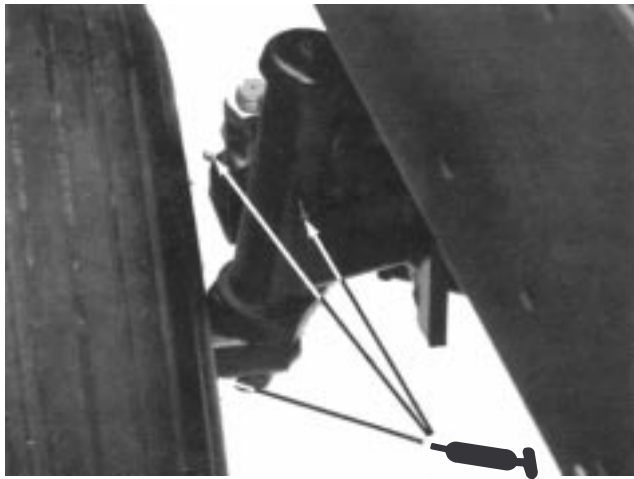
**Figure 26**

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**Figure 28**

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**Figure 27**

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# Service Interval Chart

CHECK/SERVICE

1. Oil Levels (Engine/Trans.)

2. Coolant level

3. Tire pressure

4. Belts (Fan, PTO)

5. Fuel – Gas Only

6. Battery

7. Grease, Lube points

8. Radiator screen

9. Air Cleaner

10. Electric clutch gap .015-.030

11. PTO Belt tension

FILTERS

A. Air

B. Engine Oil\*\*

C. Fuel Line

D. Trans. Oil

PART NO.

27-7110

491056

95-2926

23-2300

GM 225 QUICK REFERENCE AID

FLUID SPECIFICATIONS

\*See operator's manual for initial changes.

	TYPE >32°F		TYPE <32°F	CAPACITY	*CHANGE INTERVALS	
Engine oil	SAE 30	SE-SF	SAE 5W-30/SE-SF	3.2 QT. <small>WITH FILTER</small>	200 hrs.	filter 200 hrs.
Trans oil	MOBIL 424		MOBIL 424	6 QT.	*	filter 200 hrs.
Fuel	UNLEADED GASOLINE			8.5 GAL.	—	filter 400 hrs.
Coolant	50/50 MIX Ethylene glycol anti-freeze/Water			4.5 QT.	2 years	

\*\*OBTAIN REPLACEMENT PART FROM LOCAL BRIGGS & STRATTON DEALER.

106-8065

# Maintenance

**Note:** Determine the left and right sides of the machine from the normal operating position.

## Recommended Maintenance Schedule

Maintenance Service Interval	Maintenance Procedure
After first 10 hours	<ul style="list-style-type: none"> <li>• Check PTO Belt Tension</li> <li>• Check Fan and Alternator Belt Tension</li> <li>• Change Transmission Filter</li> <li>• Torque Wheel Lug Nuts</li> </ul>
After first 50 hours	<ul style="list-style-type: none"> <li>• Change Engine Oil and Filter</li> <li>• Torque Head, Adjust Valves and Check Engine RPM</li> </ul>
Every 50 hours	<ul style="list-style-type: none"> <li>• Check Battery Fluid Level</li> <li>• Check Battery Cable Connections</li> <li>• Lubricate All Grease Fittings</li> <li>• Lubricate Brake Cables</li> <li>• Check Cutting Unit Gear Box Oil Level</li> <li>• Clean Under Cutting Unit Belt Covers</li> <li>• Check Cutting Unit Drive Belt Adjustment</li> <li>• Inspect Air Filter, Dust Cup, and Baffle</li> </ul>
Every 100 hours	<ul style="list-style-type: none"> <li>• Change Engine Oil and Filter</li> <li>• Check Electric Clutch Gap Adjustment</li> <li>• Check PTO Belt Tension</li> <li>• Check Fan and Alternator Belt Tension</li> <li>• Inspect Cooling System Hoses</li> </ul>
Every 200 hours	<ul style="list-style-type: none"> <li>• Check Rear Wheel Toe-In and Steering Linkage</li> <li>• Change Transmission Filter</li> <li>• Torque Wheel Lug Nuts</li> </ul>
Every 400 hours	<ul style="list-style-type: none"> <li>• Service Air Filter</li> <li>• Change Cutting Unit Gear Box Oil</li> <li>• Change Electric Fuel Pump Filter</li> <li>• Pack Rear Wheel Bearings</li> <li>• Coat Transmission Bypass Pins with Grease</li> <li>• Torque Head, Adjust Valves and Check Engine RPM</li> </ul>
Every 1000 hours	<ul style="list-style-type: none"> <li>• Replace Moving Hoses</li> <li>• Replace Safety Switches</li> <li>• Coolant System – Flush/Replace Fluid</li> <li>• Replace Hydraulic Oil</li> </ul>



## Caution



If you leave the key in the ignition switch, someone could accidentally start the engine and seriously injure you or other bystanders.

Remove the key from the ignition and disconnect the wire from the spark plug before you do any maintenance. Set the wire aside so that it does not accidentally contact the spark plug.

## Daily Maintenance Checklist

Duplicate this page for routine use.

Maintenance Check Item	For the week of:						
	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.
Check Safety Interlock Operation							
Check Grass Deflector in Down Position							
Check Brake Operation							
Check Fuel Level							
Check Engine Oil Level							
Check Cooling System Fluid Level							
Check Dust Cup and Baffle (Air Filter)							
Check Radiator & Screen for Debris							
Check Unusual Engine Noises							
Check Unusual Operating Noises							
Check Transmission Oil Level							
Check Hydraulic Hoses for Damage							
Check Fluid Leaks							
Check Tire Pressure							
Check Instrument Operation							
Check Condition of Blades							
Lubricate All Grease Fittings <sup>1</sup>							
Touch-up Damaged Paint							

<sup>1</sup>=Immediately after every washing, regardless of the interval listed.

### Important

Refer to your engine operator's manual for additional maintenance procedures.

# Maintenance

## General Air Cleaner Maintenance

To prevent possible severe engine damage and ensure maximum engine service life, periodically inspect the air cleaner and hose assembly.

1. Assure hose between air cleaner and carburetor is clamped securely in place. Replace the hose if it is cracked or punctured.
2. Check air cleaner body for dent and other damage which could possibly cause an air leak. Replace a damaged air cleaner body.
3. Insure dust cap is sealing around bottom of air cleaner body.
4. Mounting screws and nuts holding air cleaner in place must be tight.
5. Inlet cap must be free of obstructions.

## Servicing Dust Cup And Baffle

Inspect the dust cup and rubber baffle once a week or every 50 hours operation; however, daily or more frequent inspection is required when operating conditions are extremely dusty and dirty. Never allow dust to build up closer than one inch (25 mm) from the rubber baffle.

**Note:** If conditions are extremely dusty and dirty, begin by checking dust cup and baffle after each day's operation to establish approximately how long an interval passes before dust cup should be emptied. Base further maintenance requirements on this figure. These conditions may be particularly prevalent if the rear discharge cutting unit is attached.

1. Loosen thumb screw until dust cup and baffle can be removed (Fig. 29). Separate dust cup and baffle (Fig. 29).
2. Dump dust out of the dust cup. After cleaning cup and baffle, assemble and reinstall both parts.

## Servicing Air Cleaner Filter

Service the air cleaner filter every 200 hours or more frequently in extreme dusty or dirty conditions by washing or using compressed air. Replace the element after every six cleanings (1200 hours) or annually, whichever comes first.

1. Remove and service dust cup; refer to Servicing Dust Cup and Baffle.

2. Remove wing nut w/gasket and slide filter element out of air cleaner body (Fig. 29).
3. Clean the element by washing it in a solution of filter cleaner (Toro Part No. 27-7220, available from Toro) and water, or blow dirt out of filter by using compressed air.

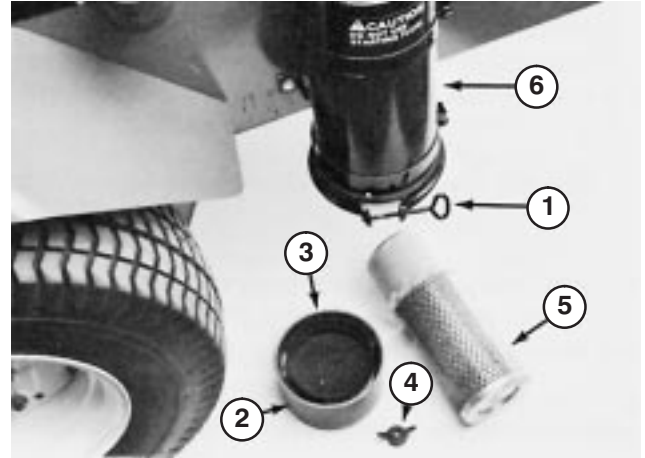


Figure 29

- |                |                         |
|----------------|-------------------------|
| 1. Thumb screw | 4. Wing nut with gasket |
| 2. Dust cup    | 5. Filter element       |
| 3. Baffle      | 6. Air cleaner body     |

**Important** Do not remove plastic fin assembly because back-blowing with compressed air removes dust from beneath fins.

4. Blow compressed air from inside to the outside of dry filter element. Do not exceed 100 psi (689 kPa) to prevent damage to the element.
5. Keep air hose nozzle at least one inch (25 mm) from pleated paper, and move nozzle up and down while rotating the filter element. Inspect element when dust and dirt are removed; refer to Inspecting Filter Element.
6. Wipe inside of air cleaner body with a damp cloth to remove excess dust. Slide filter into air cleaner body and secure it in place with wing nut and gasket.
7. Reinstall dust cup and baffle. Move thumb screw behind air cleaner body and tighten it securely.

## Inspecting Filter Element

1. Place bright light inside filter.
2. Rotate filter slowly while checking for cleanliness, ruptures, holes, and tears. Replace defective filter element.
3. Check fin assembly, gasket, and screen for damage. Replace filter if damage is evident.



## Cleaning Radiator And Screen

To prevent the engine from overheating, the screen and radiator must be kept clean. Normally, check the screen and radiator daily and, if necessary, clean any debris off these parts. However, it will be necessary to check and clean the screen and radiator frequently in extremely dusty and dirty conditions.

**Note:** If engine shuts off due to overheating, first check the radiator and screen for excessive buildup of debris.

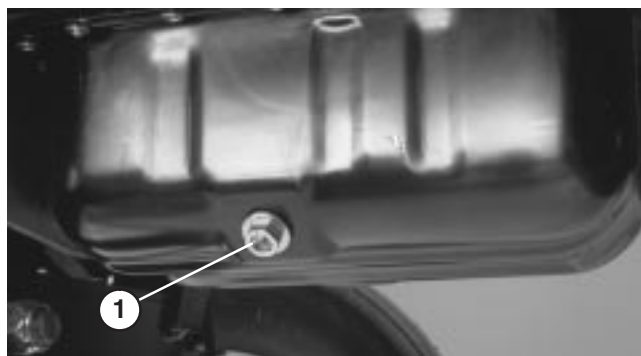
To thoroughly clean the radiator:

1. Remove the screen.
2. Working from the fan side of the radiator, either spray the radiator with a water hose or blow with compressed air.
3. After the radiator is thoroughly cleaned, clean out debris that may have collected in the channel at the radiator base.
4. Clean and install the screen.

## Changing Engine Oil And Filter

Check oil level after each day's operation or each time machine is used. Change oil and filter after first 50 hours and after every 100 hours of operation thereafter. If possible, run engine just before changing oil because warm oil flows better and carries more contaminants than cold oil.

1. Position machine on a level surface.
2. Set drain pan under the oil pan and in line with drain plug (Fig. 30).

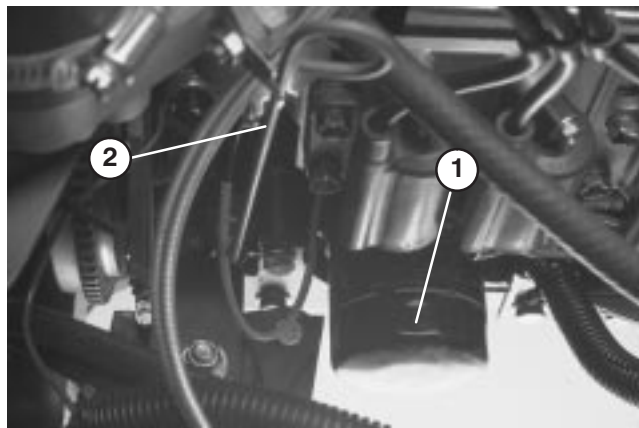


**Figure 30**

1. Oil drain plug

3. Clean area around drain plug.

4. Remove oil drain plug and allow oil to flow into drain pan.
1. Remove and replace oil filter (Fig. 31); refer to parts catalog for part number.



**Figure 31**

1. Oil filter

2. Dipstick

2. After oil is drained, reinstall drain plug and wipe up any oil that is spilled.
3. Fill crankcase with oil; refer to Check Engine Oil.

## Servicing Fuel System

### Fuel Tank

Drain and clean fuel if tank becomes contaminated or machine is to be stored for an extended period. Use clean solvent to flush out the tank.

### Fuel Lines and Connections

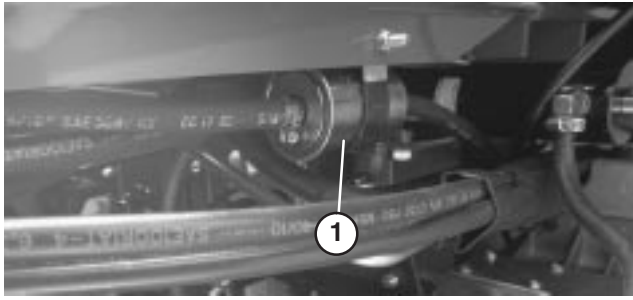
Check lines and connections every 400 hours or yearly, whichever comes first. Inspect for deterioration, damage or loose connections.

### Fuel Filter

Replace the fuel filter after every 200 hours or yearly, whichever comes first.

1. Clamp both fuel lines that connect to fuel filter (Fig. 32) so gasoline cannot drain when lines are removed.
2. Loosen hose clamps (Fig. 32) at each end of filter, pull fuel lines off and discard filter.

3. Be sure arrow on side of filter points toward the carburetor. Slide hose clamps onto ends of fuel lines and push fuel lines onto fuel filter. Tighten clamps.



**Figure 32**

1. Fuel filter

4. Tighten casing clamp screw.

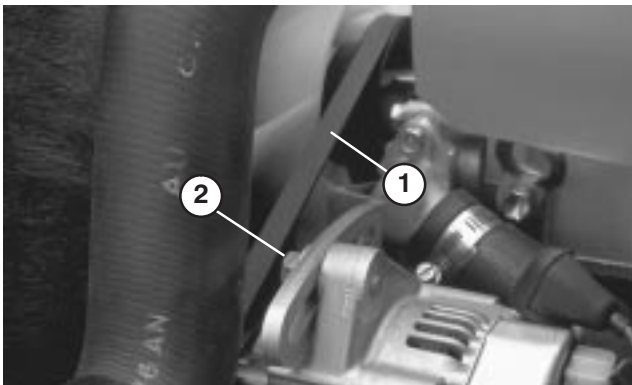
## Servicing Belts

Check tension of all belts initially after the first day of operation and every 100 hours thereafter.

### Alternator Belt

#### To Check Tension:

1. Check tension by depressing belt midway of span with 18 lb of force. Belt should deflect 3/8 in. to 1/2 in. If deflection is incorrect, proceed to step 2. If correct, continue operation.
2. Loosen bolt securing brace to engine and bolt securing alternator to brace (Fig. 33).



**Figure 33**

1. Alternator belt
2. Tension adjustment bolt

3. Insert pry bar between alternator and engine and pry out on alternator.
4. Hold alternator in position after proper belt tension setting is achieved and tighten alternator and brace bolts to secure adjustment.

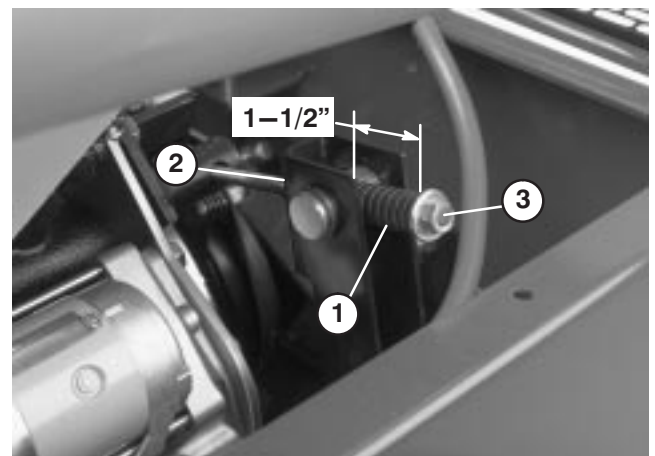
#### To Replace Belt:

1. Loosen bolts securing brace to engine and alternator to brace (Fig. 33).
2. Remove two capscrews holding the transmission drive shaft coupler to the engine pulley. Do not remove the drive shaft from the transmission.
3. Move the drive shaft out of the way so that the fan belt can be removed and a new belt installed. Install the new belt around the fan before positioning it around the drive pulley.
4. Reinstall the drive shaft. Tension the new belt.
5. Check the belt tension after one day's use.

### PTO Belt

#### To Check Tension:

1. Turn engine off and remove the ignition key. Set the parking brake. Raise the engine hood and allow the engine to cool.
2. Loosen the tensioning rod jam nut (Fig. 34).
3. Use a 1/2" wrench to tighten or loosen the belt tensioning spring (Fig. 34). Adjust spring to a length of 1-1/2" (38 mm).



**Figure 34**

1. Tensioning spring
2. Tensioning rod jam nut
3. Tension adjusting bolt

4. Tighten jam nut.

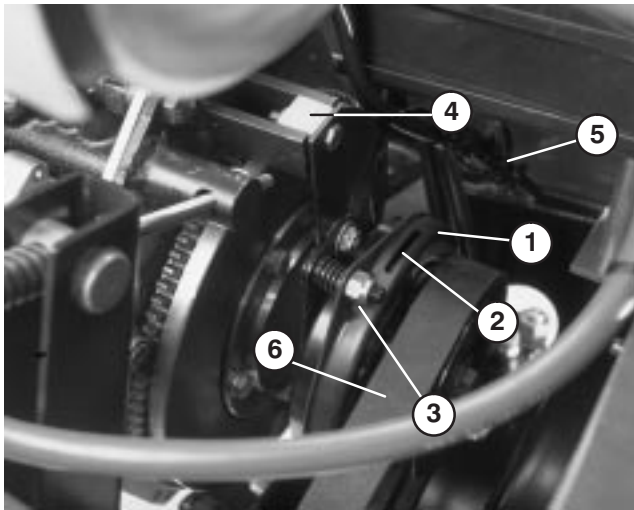
### To Replace Belt:

1. Turn off the engine and remove the ignition key. Set the parking brake. Raise the hood and allow the engine to cool.
2. Loosen the tensioning rod jam nut (Fig. 34).
3. Using a 1/2" wrench, loosen the belt tensioning spring (Fig. 34) all the way.
4. Rotate PTO pulley toward the engine and remove the belt (Fig. 35).
5. Install the new PTO belt and re-tension the pulley spring to 1-1/2" (38 mm) (Fig. 34).
6. Tighten the jam nut (Fig. 34) and close the hood.

## PTO Clutch Adjustment

The power take off electric clutch can be adjusted by following the following procedure:

1. Turn engine off and remove the ignition key. Set the parking brake. Raise the engine hood and allow the engine to cool.
2. Remove bolt, washer and nut securing nylon block and remove nylon block (Fig. 35).



**Figure 35**

- |                      |                         |
|----------------------|-------------------------|
| 1. Clutch            | 4. Nylon block          |
| 2. .015" air gap (3) | 5. Electrical connector |
| 3. Adjusting nut (3) | 6. PTO Belt             |
3. Unplug clutch electric connector (Fig. 35).
  4. Adjust the air gap so that a .015 inch feeler gauge slides in between the clutch lining and friction plate with light pressure (Fig. 35). The gap can be decreased by turning the adjusting nut clockwise (Fig. 35).

5. Rotate the clutch by hand and adjust all three air gaps. After all three gaps have been set, check all three again. Adjusting one gap can alter the other gaps.
6. Reinstall nylon block with nut, washer and bolt. Reconnect the clutch electrical connector.

## Changing Coolant In Cooling System

The cooling system must be filled with a 50/50 solution of water and permanent ethylene glycol anti-freeze. After every two years, drain the coolant from the radiator, reservoir expansion tank and engine by opening the drain cock and block plug. After coolant is drained, flush the entire system and refill it with a 50/50 solution of water and anti-freeze. Capacity of cooling system is approximately 7 quarts (6.4 l). When filling, fill the radiator completely and fill the expansion tank to between the marks. **DO NOT OVERFILL.** Always install radiator cap securely.



### Caution

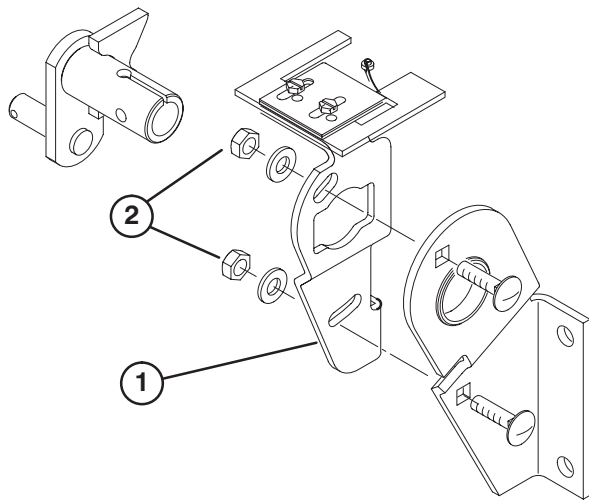


- If engine has been running, pressurized hot coolant can escape when radiator cap is removed and cause burns.

## Adjusting Transmission For Neutral

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

1. Park machine on a level surface and shut engine off. Depress only the right brake pedal and engage the parking brake.
2. Jack up left front side of machine until tire is off shop floor. Support machine with jack stands to prevent it from falling accidentally.
3. Lift seat. Visually inspect traction linkage for possible binding condition, correct if necessary and check machine operation. If condition still exists, repeat steps 1 and 2 and proceed to step 4.
4. Loosen (2) locknuts securing pump plate to mounting plate. This will allow plate to move freely (Fig. 36).
5. Start engine and rotate pump plate (Fig. 36) in either direction until wheel ceases rotation.
6. Stop engine and tighten locknuts to secure pump plate (Fig. 36).
7. Start engine and check adjustment. Repeat adjustment, if necessary.



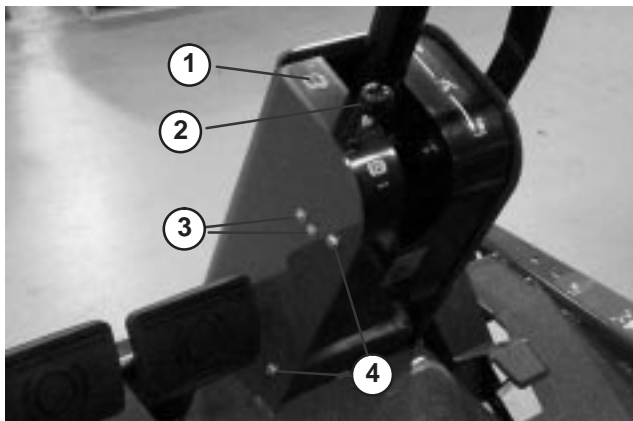
**Figure 36**

1. Pump plate
2. Locknuts

8. Stop the engine and release right brake. Remove jack stands and lower machine to the shop floor. Test drive the machine to be sure it does not creep.

## Adjusting the Parking Brake Interlock Switch

1. Turn engine off and remove the ignition key. **Do not** engage the parking brake.
2. Remove knob from parking brake rod and screws from steering tower cover (Fig. 37).
3. Slide cover up steering shaft to expose parking brake switch (Fig. 38).

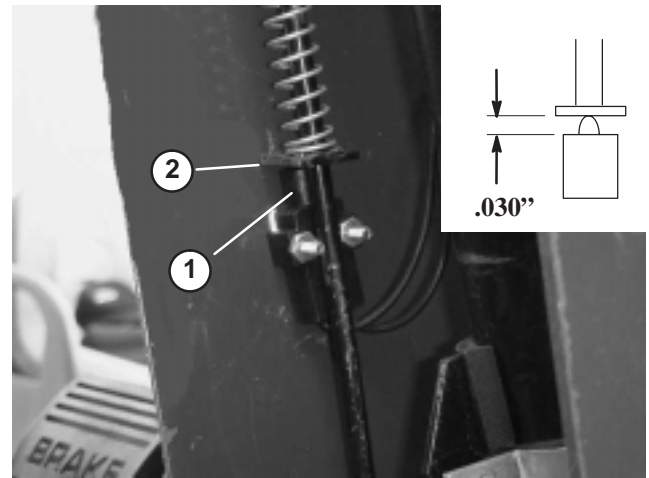


**Figure 37**

1. Steering tower cover
2. Parking brake knob/rod
3. Switch mounting screws
4. Cover mounting screws

4. Loosen screws and nuts securing parking brake switch to left side of steering tower (Fig. 37).

5. Align parking brake rod paddle with switch plunger (Fig. 38)



**Figure 38**

1. Parking brake interlock switch
2. Parking brake rod paddle

6. Press down on parking brake rod and push up on switch until compressed length of switch plunger is .030" (Fig. 38, inset). This is the distance between the brake rod paddle and switch plunger housing.
7. Tighten switch mounting screws and nuts.
8. With parking brake disengaged, the switch circuit **should have** continuity. If there is no continuity, move switch down slightly until there is continuity.
9. Check adjustment as follows:
  - Engage the parking brake. Depress the traction pedal while engine is running and the PTO lever is disengaged. The engine should stop within 2 seconds. If engine stops, the switch is operating correctly; thus, continue operation. If engine does not stop, there is a malfunction in the interlock system.
10. Install steering tower cover and brake rod knob.

## Changing Hydraulic Oil And Filter

Initially, replace the hydraulic system oil and filter after the first full day's operation — NOT TO EXCEED 10 HOURS. Thereafter, replace the filter every 200 hours and oil every 1000 hours.

The axle housing acts as the reservoir for the system. The transmission and axle housing are shipped from the factory with approximately 5 quarts (4.7 l) of high quality hydraulic fluid. **Check the level of hydraulic fluid before the engine is first started and daily thereafter.** Appropriate hydraulic fluids are listed below.



The following list is not assumed to be all-inclusive. Hydraulic fluids produced by other manufacturers may be used if they can cross reference 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.

#### Universal Tractor Hydraulic Fluid

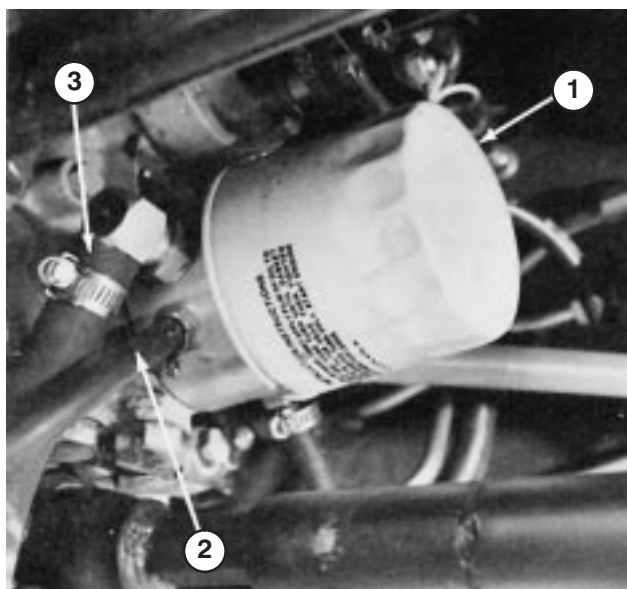
Mobil	Mobil Fluid 424
Amoco	1000 Fluid
Chevron	Tractor Hydraulic Fluid
Conoco	Power-Tran 3
Exxon	Torque Fluid
Pennzoil	Hydra-Tranz
Shell	Donax TD
Texaco	TDH

**Note:** Fluid to operate the power steering is supplied by the hydraulic system transmission charge pump.

Cold weather start-up may result in “stiff” operation of the steering until the hydraulic system has warmed up. Using proper weight hydraulic oil in system will minimize this condition.

**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.

1. Lower cutting unit to shop floor, set parking brake, and turn engine OFF. Block the two rear wheels.
2. Jack up both sides of the front axle and support it with jack stands.
3. Clean the area around the hydraulic oil filter and remove the filter (Fig. 39).
4. Remove the tube that connects the axle housing to the transmission and allow the oil to flow into a drain pan.
5. Install new hydraulic oil filter and connect the tube between axle housing and transmission. Fill axle (reservoir) to proper level (approx. 5 qt); refer to Check Hydraulic System Fluid. Remove jack stands.
6. Start engine, cycle steering and lift cylinders, and check for oil leaks. allow engine to run for about five minute. Then shut engine off.
7. After two minutes, check level of transmission fluid; refer to Check Hydraulic System Fluid.



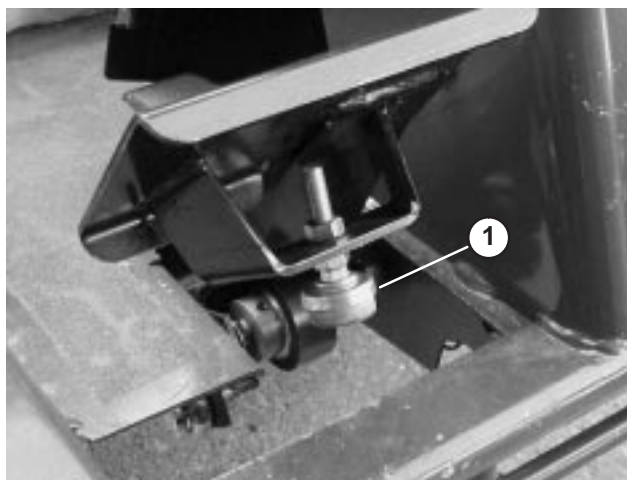
**Figure 39**

- |                |                 |
|----------------|-----------------|
| 1. Filter      | 3. Suction line |
| 2. Return line |                 |

## Adjusting Traction Pedal

The traction pedal can be adjusted for operator comfort or to reduce the maximum reverse speed of the machine.

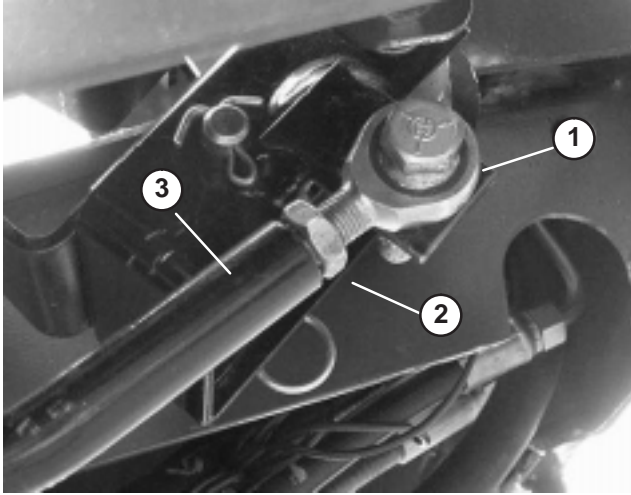
1. Check the traction pedal stop adjustment. The pedal stop (Fig. 40) should contact the frame slightly before the pump reaches full stroke.
2. To adjust pedal stop, loosen jam nuts, push down on traction pedal and tighten jam nuts when adjustment is attained.



**Figure 40**

1. Traction pedal stop

3. If more adjustment is required, adjust traction rod (Fig. 41) as follows:
  - Remove capscrew and nut securing traction rod end to pedal.
  - Loosen jam nut securing rod end to traction rod.
  - Rotate rod until desired length is attained.
  - Tighten jam nut and secure rod end to traction pedal with capscrew and nut removed to lock the angle of the foot pedal.



**Figure 41**

- |            |                 |
|------------|-----------------|
| 1. Rod end | 3. Traction rod |
| 2. Jam nut |                 |

4. To reduce rear speed,

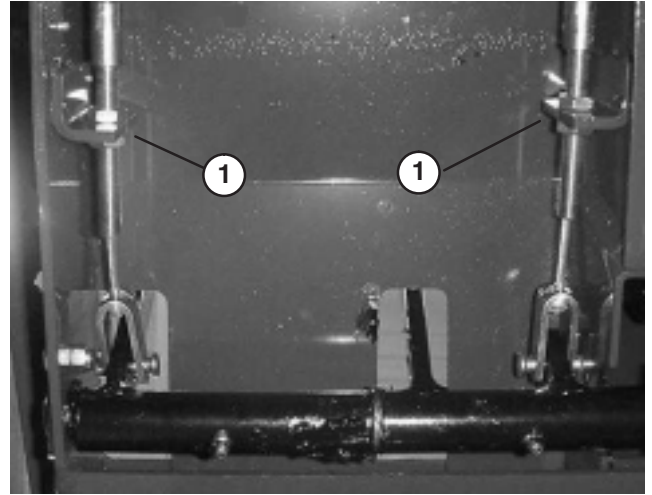
## Adjusting Service Brakes

Adjust the service brakes when there is more than one inch (25 mm) of “free travel” of the brake pedals, or when the brakes do not work effectively. Free travel is the distance the brake pedal moves before braking resistance is felt.

The brakes should be checked for adjustment after the first 25 hours of operation and should only need adjusting after considerable use thereafter. These periodic adjustments can be performed where the brake cable connect to the bottom of the brake pedals. When the cable is no longer adjustable, the star nut on inside of the brake drum must be adjusted to move the brake shoes outward. However, the brake cables must be adjusted again to compensate for this adjustment.

1. Disengage lock arm from right brake pedal so both pedals work independently of each other.

2. To reduce free travel of brake pedals — tighten the brakes — loosen front nut on threaded end of brake cable (Fig. 42). Then tighten rear nut to move cable backward until brake pedals have 1/2 to 1 inch (13 mm to 25 mm) of free travel. Tighten front nut after brakes are adjusted correctly.



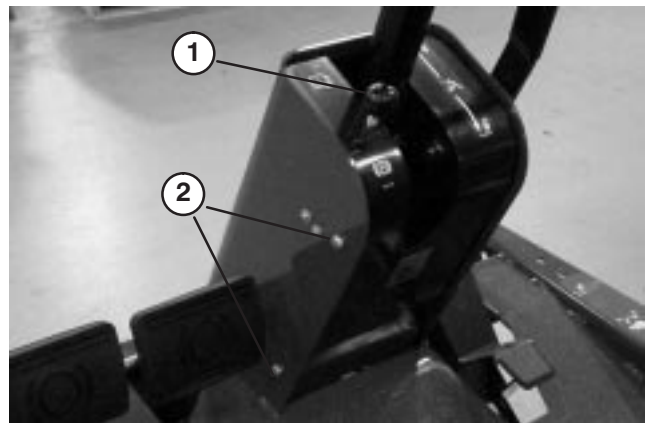
**Figure 42**

1. Brake cable jam nuts

## Adjusting the Tilt Steering Control

If steering wheel tilt control lever must be adjusted, proceed as follows:

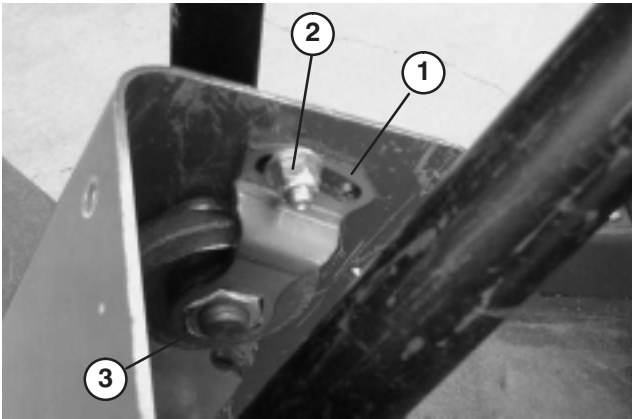
1. Remove knob from parking brake and screws from steering column cover (Fig. 43).



**Figure 43**

- |                       |                       |
|-----------------------|-----------------------|
| 1. Parking brake knob | 2. Mounting screw (4) |
|-----------------------|-----------------------|

2. Slide cover up steering shaft to expose pivot bracket (Fig. 44).



**Figure 44**

- |                |              |
|----------------|--------------|
| 1. Pivot plate | 3. Large nut |
| 2. Small nut   |              |

3. Loosen small nut, rotate pivot bracket until it tightens large nut below (Fig. 44). Retighten small nut.
4. Reinstall steering column cover and parking brake knob.

## Servicing Battery



### Warning



#### CALIFORNIA

##### Proposition 65 Warning

**Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. Wash hands after handling.**

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

**Note:** Check battery condition weekly or after every 50 hours of operation. Keep terminals and entire battery case clean because a dirty battery will slowly discharge. 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 connector with Grafo 112X (Skin-over) grease, Toro Part No. 505-47 or petroleum jelly to prevent corrosion.

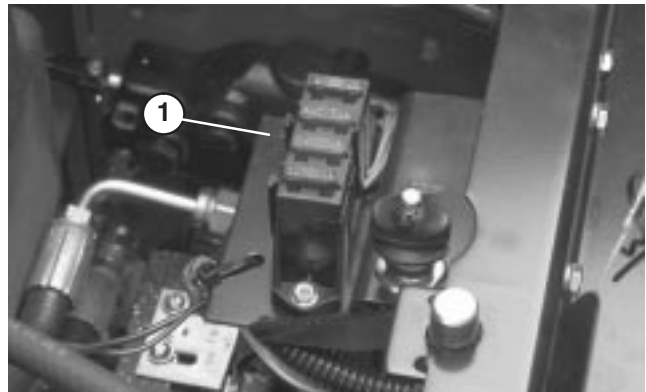
## Wiring Harness Service

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

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

## Fuses

Fuses are accessible under seat plate (Fig. 45). All fuses are 10 amp.

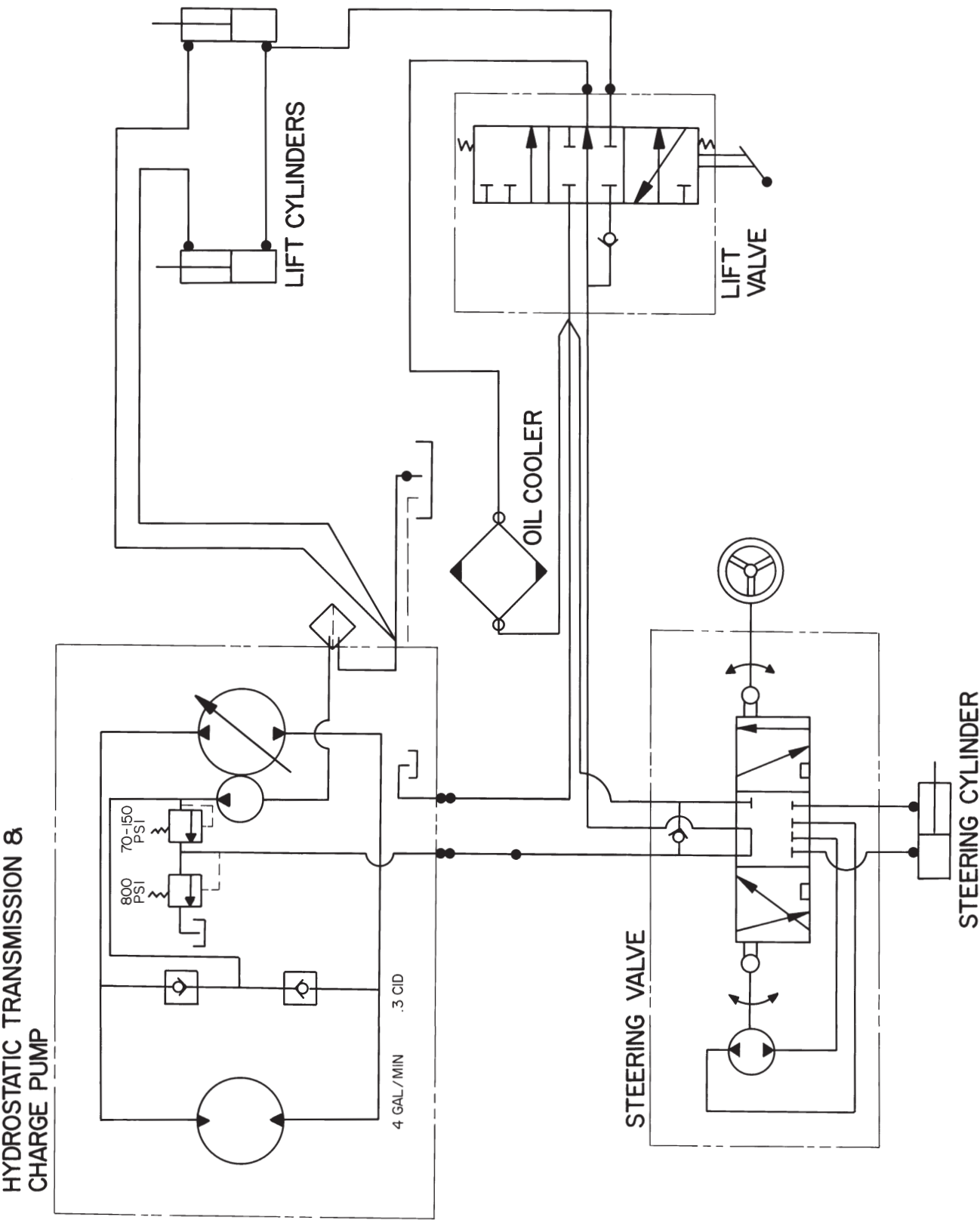


**Figure 45**

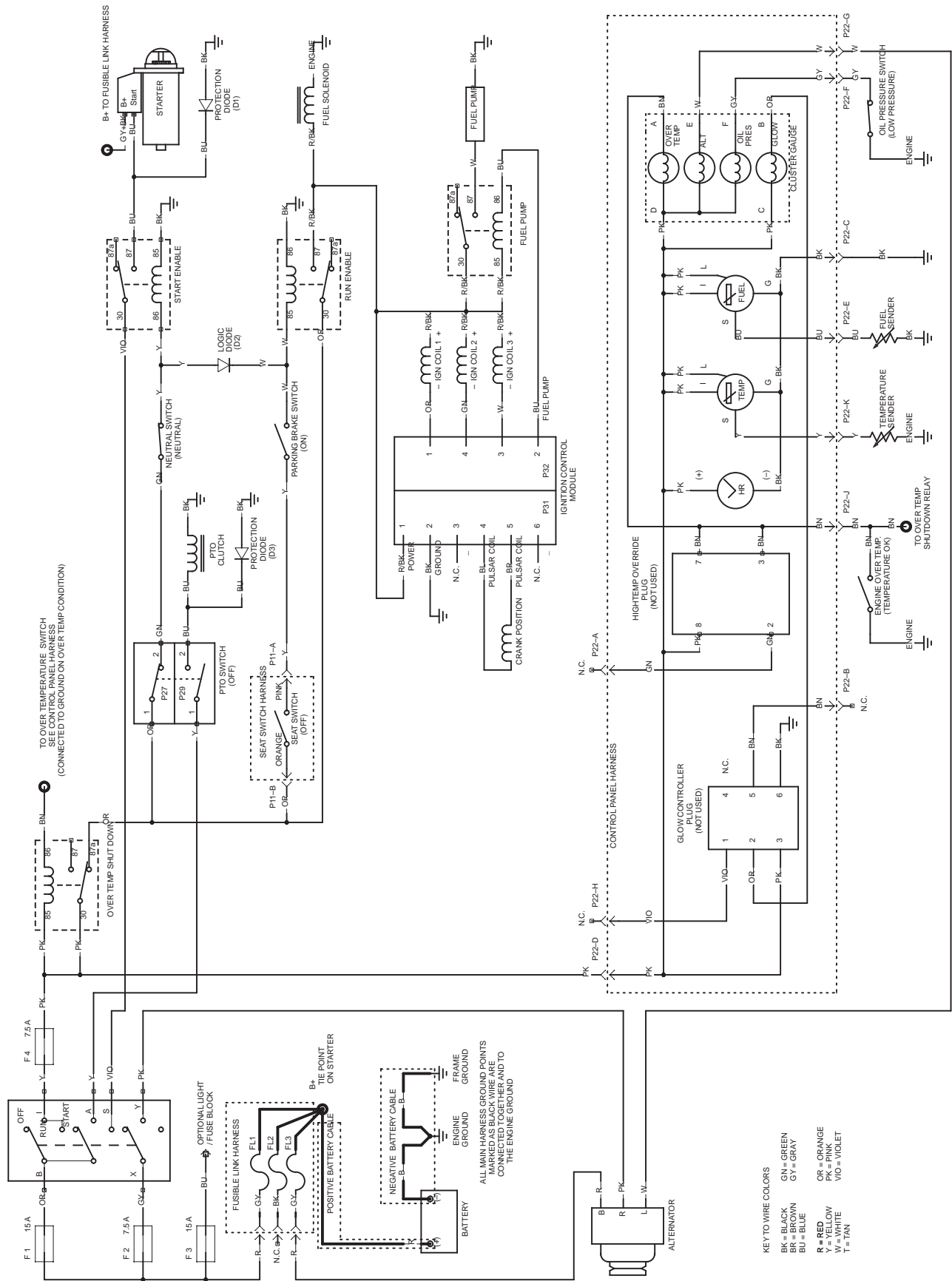
1. Fuses



Hydraulic Schematic



Electrical Schematic



# Storage

## Traction Unit

1. Thoroughly clean the traction unit, cutting unit and the engine, paying special attention to these areas:
  - radiator and radiator screen
  - underneath the cutting unit
  - under the cutting unit belt covers
  - counterbalance springs
  - P.T.O. Shaft Assembly
  - all grease fittings and pivot points
  - remove control panel and clean out inside of the control box
  - beneath seat plate and top of transmission
2. Check the tire pressure. Inflate all traction unit tires to 20 psi.
3. Remove, sharpen and balance the cutting unit's blades. Reinstall the blades and torque the blade fasteners to 85-110 ft-lb (115-149 N·m).
4. Check all fasteners for looseness; tighten as necessary.
5. Grease or oil all grease fittings, pivot points, and transmission by-pass valve pins. Wipe off any excess lubricant.
6. Lightly sand and use touch up paint on painted areas that are scratched, chipped or rusted. Repair any dents in the metal body.
7. 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 for 24 hours every 60 days 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 filter.
3. Refill the engine with 3.2 quarts (3 l) of recommended motor oil. Refer to Changing Crankcase Oil.
4. Start the engine and run at idle speed for two minutes.
5. Thoroughly clean and service the air cleaner assembly.
6. Seal the air cleaner inlet and the exhaust outlet with weather proof masking tape.
7. Check the oil filler cap and fuel tank cap to ensure they are securely in place.



# The Toro General Commercial Products Warranty

## A Two-Year Limited Warranty

### Conditions and Products Covered

The Toro Company and its affiliate, Toro Warranty Company, pursuant to an agreement between them, jointly warrant your 1996 or newer Toro Commercial Product ("Product") purchased after January 1, 1997, to be free from defects in materials or workmanship for two years or 1500 operational hours\*, whichever occurs first. Where a warrantable condition exists, we will repair the Product at no cost to you including diagnosis, labor, parts, and transportation. This warranty begins on the date the Product is delivered to the original retail purchaser.

\* Product equipped with hour meter

### Instructions for Obtaining Warranty Service

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

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

Toro Commercial Products Service Department  
Toro Warranty Company  
8111 Lyndale Avenue South  
Bloomington, MN 55420-1196  
952-888-8801 or 800-982-2740  
E-mail: commercial.service@toro.com

### Owner Responsibilities

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

### Items and Conditions Not Covered

Not all product failures or malfunctions that occur during the warranty period are defects in materials or workmanship. This express warranty does not cover the following:

- Product failures which result from the use of non-Toro replacement parts, or from installation and use of add-on, modified, or unapproved accessories
- Product failures which result from failure to perform required maintenance and/or adjustments
- Product failures which result from operating the Product in an abusive, negligent or reckless manner
- Parts subject to consumption through use unless found to be defective. Examples of parts which are consumed, or used up, during normal Product operation include, but are not limited to, blades, reels, bedknives, tines, spark plugs, castor wheels, tires, filters, belts, etc.

### 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 Toro Warranty Company.

- Failures caused by outside influence. Items considered to be outside influence include, but are not limited to, weather, storage practices, contamination, use of unapproved coolants, lubricants, additives, or chemicals, etc.
- Normal "wear and tear" items. Normal "wear and tear" includes, but is not limited to, damage to seats due to wear or abrasion, worn painted surfaces, scratched decals or windows, etc.

### Parts

Parts scheduled for replacement as required maintenance are warranted for the period of time up to the scheduled replacement time for that part.

Parts replaced under this warranty become the property of Toro. Toro will make the final decision whether to repair any existing part or assembly or replace it. Toro may use factory remanufactured parts rather than new parts for some warranty repairs.

### General Conditions

Repair by an Authorized Toro Distributor or Dealer is your sole remedy under this warranty.

**Neither The Toro Company nor Toro Warranty Company is liable for indirect, incidental or consequential damages in connection with the use of the Toro Products covered by this warranty, including any cost or expense of providing substitute equipment or service during reasonable periods of malfunction or non-use pending completion of repairs under this warranty. Except for the Emissions warranty referenced below, if applicable, there is no other express warranty. All implied warranties of merchantability and fitness for use are limited to the duration of this express warranty.**

Some states do not allow exclusions of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above exclusions and limitations 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.

**Note regarding engine warranty:** The Emissions Control System on your Product may be covered by a separate warranty meeting requirements established by the U.S. Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB). The hour limitations set forth above do not apply to the Emissions Control System Warranty. Refer to the Engine Emission Control Warranty Statement printed in your operator's manual or contained in the engine manufacturer's documentation for details.