



14-38Z and 16-42Z

TimeCutter[®] Z Riding Mower

Model No. 74402—Serial No. 240000001 and Up

Model No. 74403—Serial No. 240000001 and Up

Operator's Manual

This spark ignition system complies with Canadian ICES-002.

Ce système d'allumage par étincelle de véhicule est conforme à la norme NMB-002 du Canada.

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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.

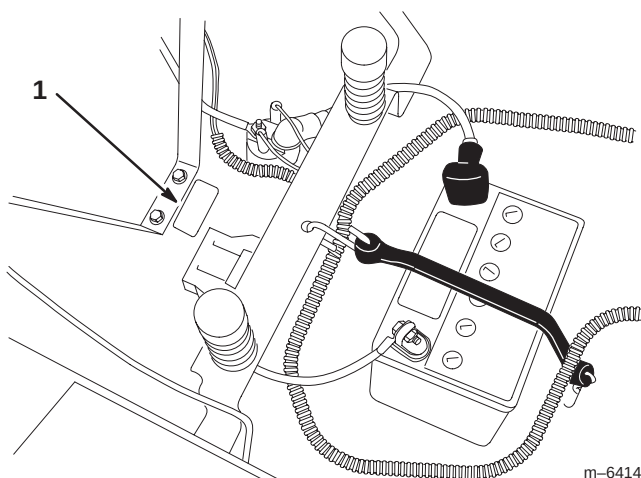


Figure 1

1. Model and serial number plate

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

Model No. _____

Serial No. _____

This manual identifies potential hazards and has special safety messages that help you and others avoid personal injury 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

Safe Operation Practices for Ride-on (riding) Rotary Lawnmower Machines

This machine meets or exceeds European Standards in effect at the time of production. However, 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 the CEN standard EN 836:1997.

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

Training

- Read the instructions carefully. Be familiar with the controls and the proper use of the equipment.
- Never allow children or people unfamiliar with these instructions to use the lawnmower. Local regulations can 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 should seek and obtain professional and practical instruction. 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 control levers. The main reasons for loss of control are:
 - insufficient wheel grip, especially on wet grass;
 - 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.

Preparation

- While mowing, always wear substantial footwear and long trousers. 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.
 - Store fuel in containers specifically designed for this purpose.
 - Refuel outdoors only and do not smoke while refuelling.
 - 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.
- Before using, always visually inspect to see that the blades, blade bolts and cutter assembly are not worn or damaged. Replace worn or damaged blades and bolts in sets to preserve balance.
- On multi-bladed machines, take care as rotating one blade can cause other blades to rotate.

Operation

- Be alert, slow down and use caution when making turns. Look behind and to the side before changing directions.
- 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.
- Before attempting to start the engine, disengage all blade attachment clutches and shift into neutral.
- Do not use on slopes greater than 12–1/2 degrees.
- 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 on a slope;

- use slow speeds on slopes and during tight turns;
- stay alert for humps and hollows 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.
- 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 or without safety protective devices in place.
- Do not change the engine governor settings or overspeed the engine. Operating the engine at excessive speed can increase the hazard of personal injury.
- Before leaving the operator's position:
 - 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, stop the engine, and disconnect the spark plug wire(s) or remove the ignition key
 - before clearing blockages or unclogging chute;
 - before checking, cleaning or working on the lawnmower;
 - after striking a foreign object. Inspect the lawnmower for damage and make repairs before restarting and operating the equipment;
 - if the machine starts to vibrate abnormally (check immediately).
- 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;
 - before making height adjustment unless adjustment can be made from the operator's position.
- 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.

Maintenance and Storage

- Keep all nuts, bolts and screws tight to be sure the equipment is in safe working condition.
- Never store the equipment with fuel in the tank inside a building where fumes can 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, battery compartment and fuel storage area free of grass, leaves, or excessive grease.
- Check the grass catcher frequently for wear or deterioration.
- Replace worn or damaged parts for safety.
- If the fuel tank has to be drained, this should be done outdoors.
- On multi-bladed machines, take care as rotating one blade can cause other blades to rotate.
- When machine is to be parked, stored or left unattended, lower the cutting means unless a positive mechanical lock is used.

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 CEN standard.

- 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.
- Keep hands, feet, hair and loose clothing away from attachment discharge area, underside of mower and any moving parts while engine is running.
- Do not touch equipment or attachment parts which may be hot from operation. Allow to cool before attempting to maintain, adjust, or service.
- Battery acid is poisonous and can cause burns. Avoid contact with skin, eyes and clothing. Protect your face, eyes, and clothing when working with a battery.
- Battery gases can explode. Keep cigarettes, sparks and flames away from battery.
- Use only genuine Toro replacement parts to ensure that original standards are maintained.
- Use only Toro-approved attachments. Warranty may be voided if used with unapproved attachments.

Slope Operation

- Do not mow slopes greater than 12-1/2 degrees.

- Do not mow near drop-offs, ditches, steep banks or water. Wheels dropping over edges can cause rollovers, which may result in serious injury, death or drowning.
- Do not mow slopes when grass is wet. Slippery conditions reduce traction and could cause sliding and loss of control.
- Do not make sudden turns or rapid speed changes.
- Use a walk behind mower and/or a hand trimmer near drop-offs, ditches, steep banks or water.
- Reduce speed and use extreme caution on slopes.
- Remove or mark obstacles such as rocks, tree limbs, etc. from the mowing area. Tall grass can hide obstacles.
- Watch for ditches, holes, rocks, dips, and rises that change the operating angle, as rough terrain could overturn the machine.
- Avoid sudden starts when mowing uphill because the mower may tip backwards.
- Be aware that loss of traction may occur going downhill. Weight transfer to the front wheels may cause drive wheels to slip and cause loss of braking and steering.
- Always avoid sudden starting or stopping on a slope. If tires lose traction, disengage the blades and proceed slowly off the slope.
- Follow the manufacturer's recommendations for wheel weights or counterweights to improve stability.
- Use extreme care with grass catchers or other attachments. These can change the stability of the machine and cause loss of control.

Sound Pressure for Model 74402

This unit has a maximum sound pressure level at the operator's ear of 86 dBA, based on measurements of identical machines per Directive 98/37/EC.

Sound Power for Model 74402

This unit has a guaranteed sound power level of 100 dBA, based on measurements of identical machines per Directive 2000/14/EC.

Vibration for Model 74402

This unit does not exceed a hand/arm vibration level of 3.22 m/s^2 , based on measurements of identical machines per Directive 98/37/EC.

This unit does not exceed a whole body vibration level of $.195 \text{ m/s}^2$, based on measurements of identical machines per Directive 98/37/EC.

Sound Pressure for Model 74403

This unit has a maximum sound pressure level at the operator's ear of 87 dBA, based on measurements of identical machines per Directive 98/37/EC.

Sound Power for Model 74403

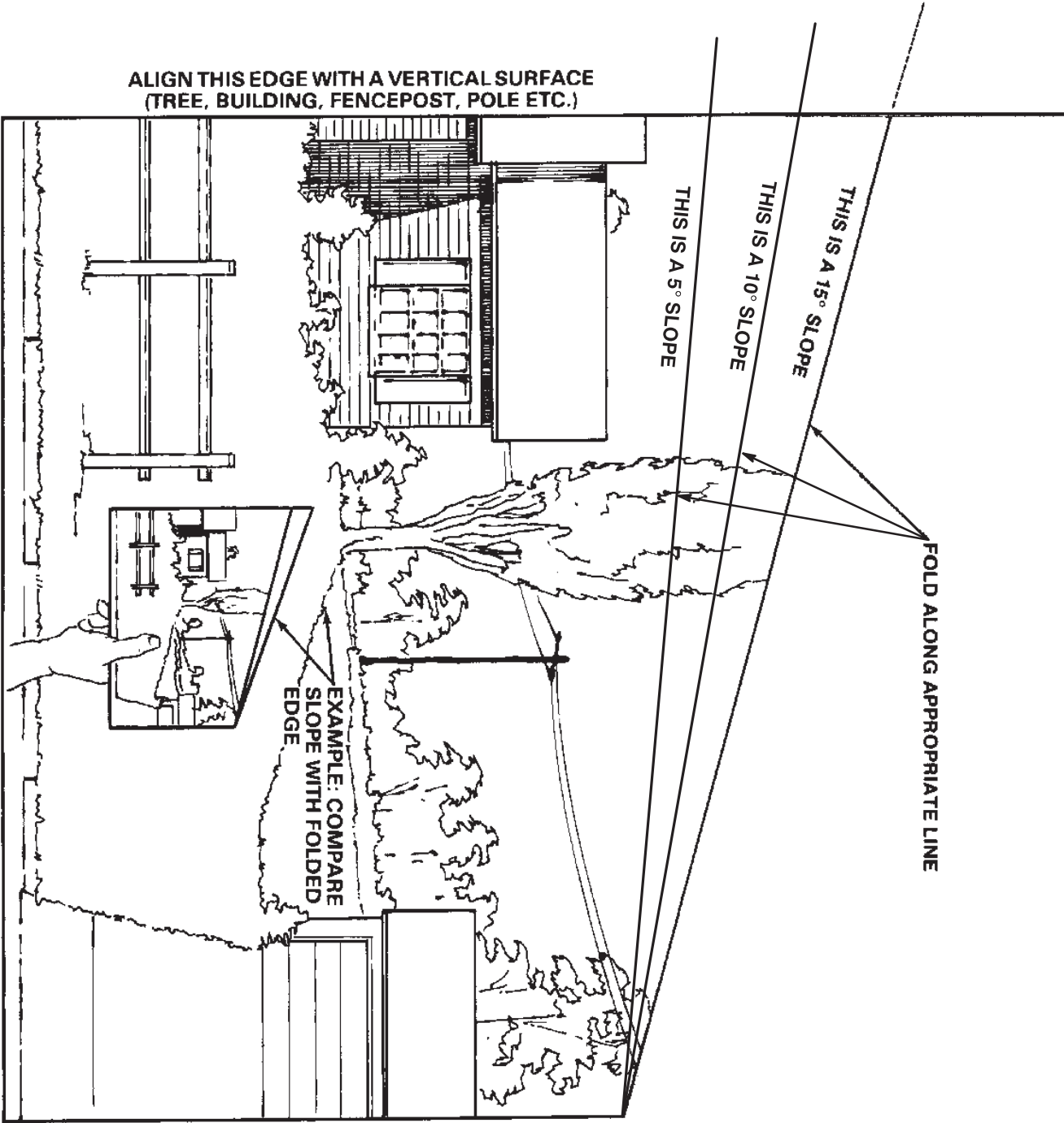
This unit has a guaranteed sound power level of 100 dBA, based on measurements of identical machines per Directive 2000/14/EC.

Vibration for Model 74403

This unit does not exceed a hand/arm vibration level of 4.66 m/s^2 , based on measurements of identical machines per Directive 98/37/EC.

This unit does not exceed a whole body vibration level of $.14 \text{ m/s}^2$, based on measurements of identical machines per Directive 98/37/EC.

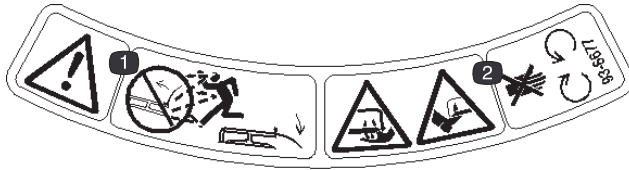
Slope Chart



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.



93-6677

1. Warning—do not operate the mower with the deflector up or removed; keep the deflector in place.
2. Cutting/dismemberment hazard of hand or foot, mower blade—stay away from moving parts.



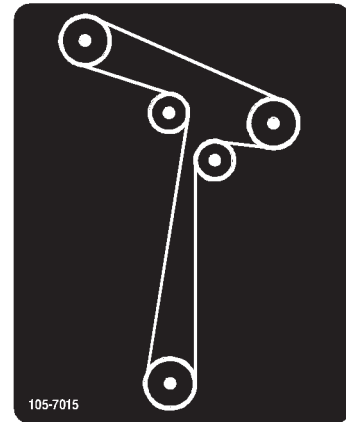
93-7009

1. Warning—do not operate the mower with the deflector up or removed; keep the deflector in place.
2. Cutting/dismemberment hazard of hand or foot, mower blade—stay away from moving parts.



93-7010

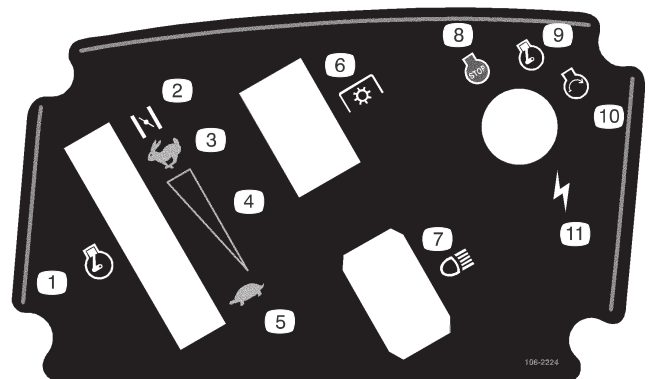
1. Thrown object hazard—stay a safe distance from the machine.
2. Thrown object hazard, mower—keep the deflector in place.
3. Cutting/dismemberment of hand or foot—stay away from moving parts.



105-7015



106-2223



106-2224

1. Throttle
2. Choke
3. Fast
4. Continuous variable setting
5. Slow
6. Power take-off (PTO)
7. Headlights
8. Engine—stop
9. Engine—run
10. Engine—start
11. Ignition



106-8742

1. Parking brake



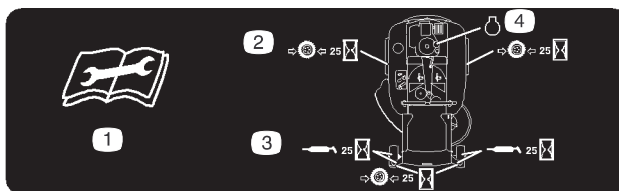
106-8743

1. Height of cut



106-7043

1. Do not tow the machine; pull the lever out to ride on the machine or push the lever in to push the machine.



106-8717

1. Read the instructions before servicing or performing maintenance.
2. Check tire pressure every 25 operating hours.
3. Grease every 25 operating hours.
4. Engine



Battery Symbols

Some or all of these symbols are on your battery.

1. Explosion hazard
2. No fire, open flames, or smoking.
3. Caustic liquid/chemical burn hazard
4. Wear eye protection
5. Read the *Operator's Manual*.
6. Keep bystanders a safe distance from the battery.
7. Wear eye protection; explosive gases can cause blindness and other injuries
8. Battery acid can cause blindness or severe burns.
9. Flush eyes immediately with water and get medical help fast.
10. Contains lead; do not discard.



107-2514

1. Warning—read the instructions before servicing or performing maintenance; move the levers out to set the parking brake and remove the ignition key before leaving the machine.
2. Warning—read the *Operator's Manual*.
3. Thrown object hazard, mower—keep the deflector in place.
4. Tipping hazard, slopes greater than 12.5 degrees—do not drive the machine on a slope greater than 12.5 degrees.
5. Thrown object hazard—keep bystanders a safe distance from the machine and pick up debris before operating.
6. Crushing/dismemberment hazard of bystanders—do not carry passengers.
7. Cutting/dismemberment hazard of hand or foot, mower blade—stay away from moving parts.

Gasoline and Oil

Recommended Gasoline

Use UNLEADED Regular Gasoline suitable for automotive use (87 pump octane minimum). Lead regular gasoline may be used if unleaded regular is not available.

Important Never use methanol, gasoline containing methanol, or gasohol containing more than 10% ethanol because the fuel system could be damaged. Do not mix oil with gasoline.

 **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.
- Never fill the fuel tank inside an enclosed trailer.
- Do not fill the fuel tank completely full. Add gasoline to the fuel tank until the level is 1/4 to 1/2 inch (6 to 13 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.

 **Warning** 

Gasoline is harmful or fatal if swallowed. Long-term exposure to vapors can cause serious injury and illness.

- Avoid prolonged breathing of vapors.
- Keep face away from nozzle and gas tank or conditioner opening.
- Keep gas away from eyes and skin.

Using Stabilizer/Conditioner

Use a fuel stabilizer/conditioner in the machine to provide the following benefits:

- Keeps gasoline fresh during storage of 90 days or less. For longer storage it is recommended that the fuel tank be drained.
- Cleans the engine while it runs
- Eliminates gum-like varnish buildup in the fuel system, which causes hard starting

Important Do not use fuel additives containing methanol or ethanol.

Add the correct amount of gas stabilizer/conditioner to the gas.

Note: A fuel stabilizer/conditioner is most effective when mixed with fresh gasoline. To minimize the chance of varnish deposits in the fuel system, use fuel stabilizer at all times.

Filling the Fuel Tank

1. Shut the engine off and set the parking brake.
2. Clean around the fuel tank cap and remove the cap. Add unleaded regular gasoline to the fuel tank until the level is 1/4 to 1/2 inch (6 to 13 mm) below the bottom of the filler neck. This space in the tank allows gasoline to expand. Do not fill the fuel tank completely full.
3. Install the fuel tank cap securely. Wipe up any gasoline that may have spilled.

Checking the Engine Oil Level

Before you start the engine and use the machine, check the oil level in the engine crankcase; refer to Checking the Oil Level, page 21.

Operation

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

Think Safety First

Please carefully read all of the safety instructions and decals in the safety section. Knowing this information could help you, your family, pets or bystanders avoid injury.

**Danger**

Mowing on wet grass or steep slopes can cause sliding and loss of control.

Wheels dropping over edges can cause rollovers, which may result in serious injury, death or drowning.

To avoid loss of control and possibility of rollover:

- Do not mow near drop-offs or near water.
- Do not mow slopes greater than 12.5 degrees.
- Reduce speed and use extreme caution on slopes.
- Avoid sudden turns or rapid speed changes.

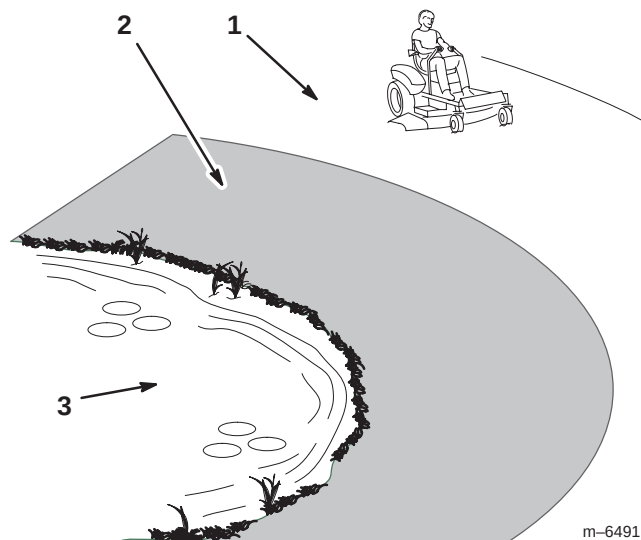


Figure 2

1. Safe Zone—use the Timecutter here
2. Use walk behind mower and/or hand trimmer near drop-offs and water.
3. Water

Controls

Become familiar with all of the controls (Fig. 3 and 4) before you start the engine and operate the machine.

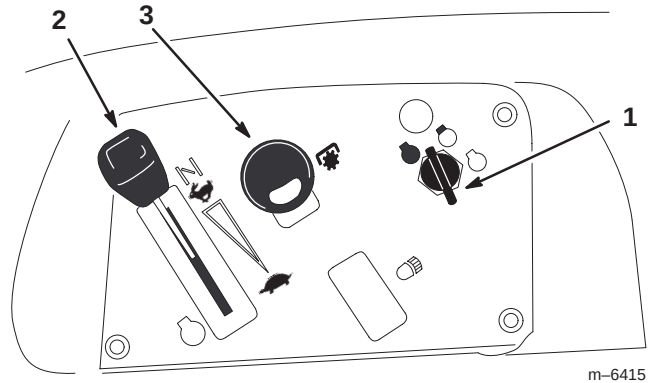


Figure 3

1. Ignition switch
2. Throttle/Choke
3. Power take off (PTO)

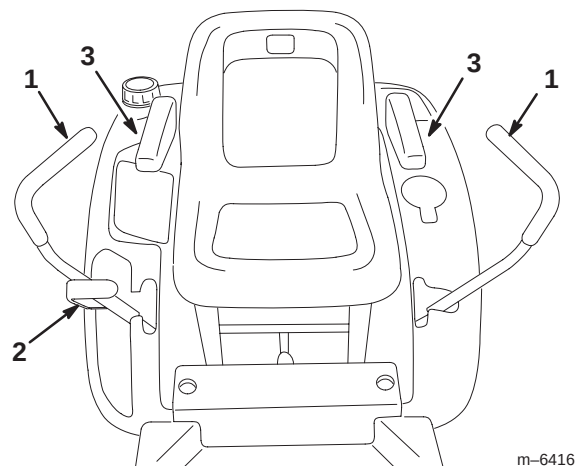


Figure 4

1. Motion control lever
2. Height-of-cut lever
3. Armrests —Optional for models 74402 and 74403

Parking Brake

The parking brake is automatically set when the motion control levers are in the brake position (Fig. 9).

Always position the motion control levers into the brake position when you stop the machine or leave it unattended.

Starting and Stopping the Engine

Starting the Engine

1. Sit down on the seat and move the motion controls to the brake position.
2. Move the PTO (power take off) to Off (Fig. 5).

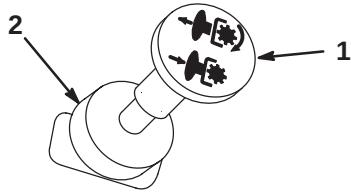


Figure 5

1. PTO—On
2. PTO—Off

3. Move the throttle lever to Choke before starting a cold engine (Fig. 6).

Note: A warm or hot engine may not require choking.

4. Turn the ignition key to Start to energize the starter. When the engine starts, release the key.

Important Do not engage the starter for more than 10 seconds at a time. If the engine fails to start, allow a 60 second cool-down period between attempts. Failure to follow these instructions can burn out the starter motor.

5. After the engine starts, move the throttle lever to Fast (Fig. 6). If the engine stalls or hesitates, move the throttle lever back to Choke for a few seconds. Then move the throttle lever to the desired setting. Repeat this as required.

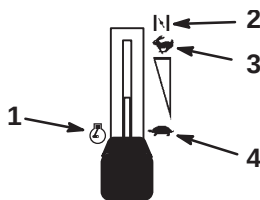


Figure 6

1. Engine
2. Choke
3. Fast
4. Slow

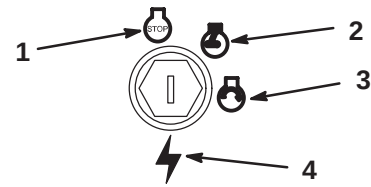


Figure 7

1. Off
2. Run
3. Start
4. Ignition

Stopping the Engine

1. Move the throttle lever to Fast (Fig. 6).
2. Move the PTO to Off (Fig. 5).
3. Turn the ignition key to Off (Fig. 7).
4. Pull the wire off of the spark plug(s) to prevent the possibility of someone accidentally starting the machine before transporting or storing the machine.
5. Close the fuel shut-off valve under the front of the fuel tank before transporting or storing the machine.

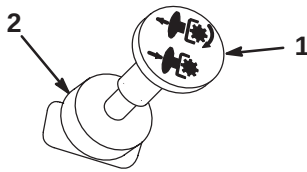
Important Make sure the fuel shut-off valve is closed before transporting or storing the machine, as fuel leakage may occur.

Operating the Power Take Off (PTO)

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

Engaging the PTO

1. Release pressure on the traction control levers and place the machine in neutral.
2. Move the throttle to the Fast position.
3. Pull out on the PTO switch to engage it (Fig. 8).



m-4201

Figure 8

1. PTO—On

2. PTO—Off

Disengaging the PTO

Push the PTO switch to Off (Fig. 8).

The Safety Interlock System

! **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.

Understanding the Safety Interlock System

The safety interlock system is designed to prevent the engine from starting unless:

- The PTO is disengaged.
- The motion control levers are in the brake position.

The safety interlock system also is designed to stop the engine when the control levers out of brake position and you rise from the seat when the PTO is engaged.

Testing the Safety Interlock System

Test the safety interlock system before you use the machine each time. If the safety system does not operate as described below, have an Authorized Service Dealer repair the safety system immediately.

1. While sitting on the seat, with the control levers in brake position, and move the PTO to On. Try starting the engine; the engine should not crank.
2. While sitting on the seat, move the PTO to Off. Move either motion control lever to the center, unlocked position. Try starting the engine; the engine should not crank. Repeat with the other motion control lever.

3. While sitting on the seat, move the PTO to Off, and lock the motion control levers in neutral. Start the engine. While the engine is running, move the motion control levers to the center, unlocked position, engage the PTO, and rise slightly from the seat; the engine should stop.

Driving Forward or Backward

The throttle control regulates the engine speed as measured in rpm (revolutions per minute). Place the throttle control in the Fast position for best performance. Always operate in the full throttle position.

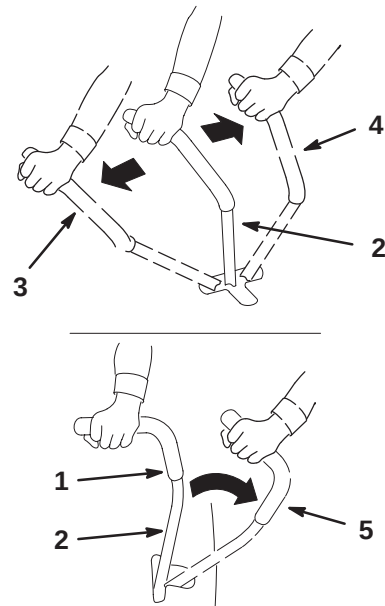
! **Caution** !

The machine can spin very rapidly. The operator may lose control of the machine and cause personal injury or damage to the machine.

- Use caution when making turns.
- Slow the machine down before making sharp turns.

Forward

1. Move the levers to the center, unlocked position.
2. To go forward, slowly push the motion control levers forward (Fig. 9).



m-6466

Figure 9

- | | |
|---------------------------|-------------------|
| 1. Motion control lever | 4. Backward |
| 2. Center unlock position | 5. Brake position |
| 3. Forward | |

To go straight, apply equal pressure to both motion control levers (Fig. 9).

To turn, release pressure on the motion control lever toward the direction you want to turn (Fig. 9).

The farther you move the traction control levers in either direction, the faster the machine will move in that direction.

To stop, pull the motion control levers to neutral.

Backward

1. Move the levers to the center, unlocked position.
2. To go backward, slowly pull the motion control levers rearward (Fig. 9).

To go straight, apply equal pressure to both motion control levers (Fig. 9).

To turn, release the pressure on the motion control lever toward the direction you want to turn (Fig. 9).

To stop, push the motion control levers to neutral.

Stopping the Machine

To stop the machine, move the traction control levers to neutral and separate to the brake position, disengage the PTO, ensure the throttle is in the fast position, and turn the ignition key to **off**. Remember to remove the key from the ignition switch.



Caution



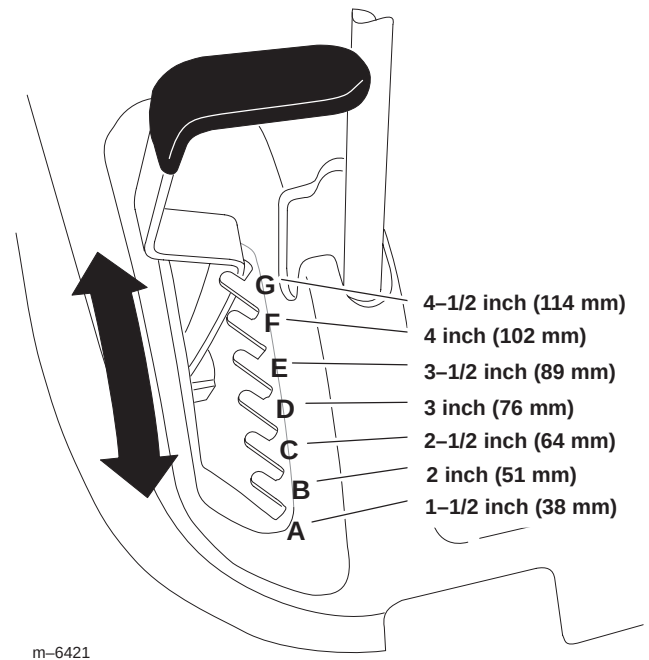
Children or bystanders may be injured if they move or attempt to operate the tractor while it is unattended.

Always remove the ignition key and move the motion control levers to the brake position when leaving the machine unattended, even if just for a few minutes.

Adjusting the Height of Cut

The height of cut is adjusted from 1-1/2 to 4-1/2 inch (38 to 114 mm) in 1/2 inch (13 mm) increments by moving the height-of-cut lever in different locations.

1. Raise the height-of-cut lever to the transport position (also the 4-1/2 inch (114 mm) cutting height position) (Fig. 10).
2. To adjust, pull up on the height-of-cut lever and move it to the desired position (Fig. 10).



m-6421

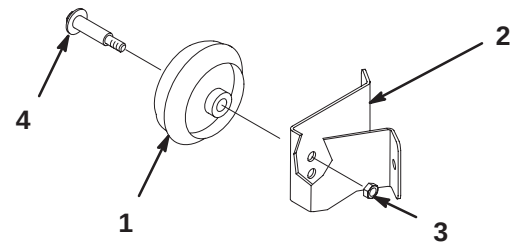
Figure 10

1. Height-of-cut lever
2. Height-of-cut positions

Adjusting the Mower Wheels

The front mower wheels are to guide the mower over uneven ground. The front wheel height can be changed to closely match the selected height of cut for the mower.

1. To change the height of the mower front wheels, remove the wheel mounting bolt and change the hole into which the wheel is mounted (Fig. 11).
2. Use the top hole for the lowest cutting height and the bottom hole for higher cutting heights (Fig. 11).



1505

Figure 11

1. Wheel
2. Wheel bracket
3. Locknut
4. Wheel bolt

Positioning the Seat

The seat can move forward and backward. Position the seat where you have the best control of the machine and are most comfortable.

1. Raise the seat and loosen the adjustment knobs (Fig. 12).
2. Move the seat to the desired position and tighten the knobs.

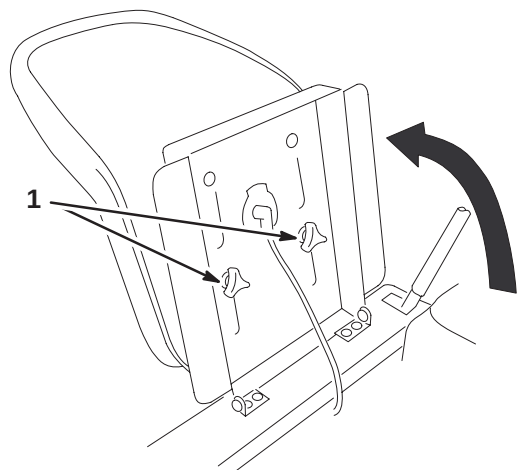


Figure 12

1. Adjustment knobs

Adjusting the Motion Control Levers

The motion control levers can be adjusted higher or lower for maximum operator comfort.

1. Remove the 2 bolts holding the control lever to the control arm shaft (Fig. 13).
2. Move the control lever to the next set of holes. Secure the lever with the 2 bolts (Fig. 13).
3. Repeat the adjustment for the opposite control lever.

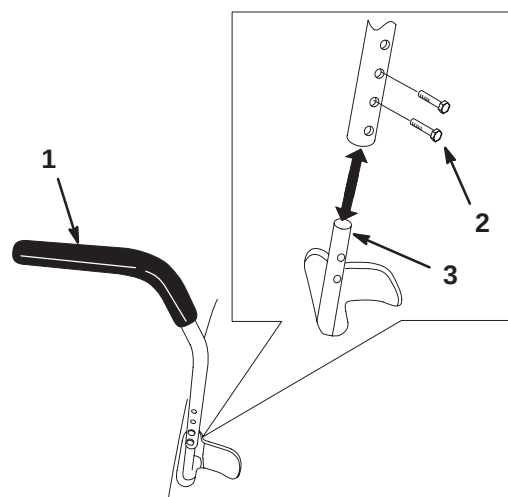


Figure 13

1. Control lever
2. Bolt
3. Control arm shaft

m-6417

Pushing the Machine by Hand

Important Always push the machine by hand. Never tow the machine because damage may occur.

To Push the Machine

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers outward to engage the parking brake, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Move the two bypass levers to the inside and push them in until the washer on the rod passes through the slot (Fig. 14).
4. Push the levers toward the outside to lock them in place (Fig. 14).
5. Move the motion control levers inward to disengage the parking brake.

The machine is now able to be pushed by hand.

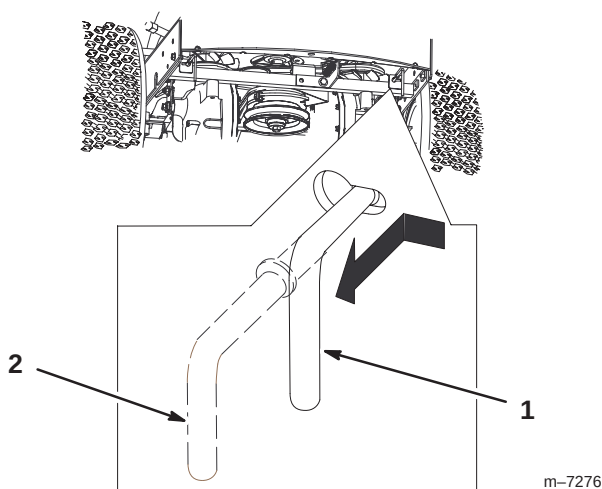


Figure 14

1. Lever position for pushing the machine
2. Lever position for operating the machine

To Operate the Machine

Move each bypass lever to the inside and pull them rearward, completely through the slot (Fig. 14).

Note: The machine will not drive unless the bypass levers are pulled out.

Adjusting the Footrest

The footrest can be adjusted forward or backward for maximum operator comfort.

1. Lift up the footrest and place the rods in the same hole positions (Fig. 15).

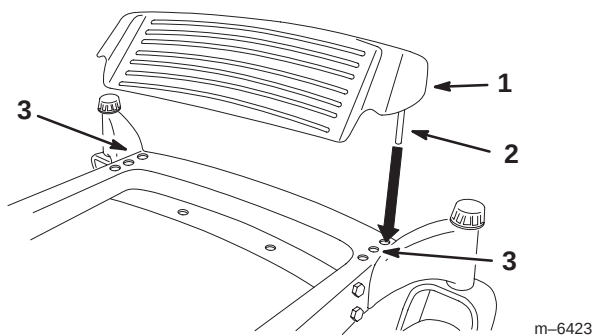


Figure 15

1. Footrest
2. Rod
3. Hole positions

Removing and Installing the Engine Hood

1. To remove the hood, loosen the knobs and then pull the hood back and up (Fig. 16).

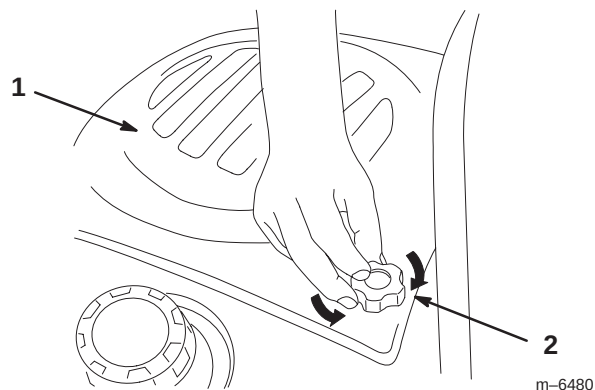


Figure 16

1. Engine hood
2. Knob

2. To install the hood, put the hooks into the slots and slide forward (Fig. 17).
3. Tighten the knobs (Fig. 16).

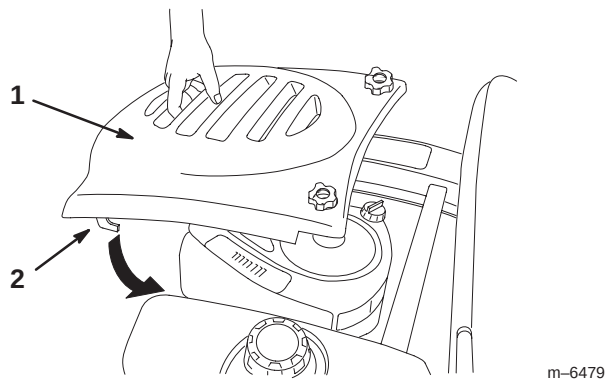


Figure 17

1. Engine hood
2. Hook

Side Discharge or Mulch Grass

This mower is able to mulch or side discharge grass. Coming from the factory, the mower is in mulching mode.



Danger



Without the grass deflector, discharge cover, or complete grass catcher assembly mounted in place, you and others are exposed to blade contact and thrown debris. Contact with rotating mower blade(s) and thrown debris will cause injury or death.

- Never remove the grass deflector from the mower because the grass deflector routes material down toward the turf. If the grass deflector is ever damaged, replace it immediately.
- Never put your hands or feet under the mower.
- Never try to clear discharge area or mower blades unless you move the power take off (PTO) to *disengage* and turn the ignition key to *off*. Also remove the key and pull the wire off the spark plug(s).

The mower has a hinged grass deflector that disperses clippings to the side and down toward the turf, while in side discharge mode.

To mulch grass clippings the discharge cover must be installed into the opening in the side of the mower; refer to Installing the Discharge Cover, page 18.

Installing and Removing the Discharge Cover (For Both Models)

Installing the Discharge Cover

1. Stop the engine and remove the ignition key.
2. Lift the grass deflector and slide the tabs on top of the discharge cover under the grass deflector retaining rod. Rotate the discharge cover down over the opening, and onto the lower lip of the mower (Fig. 18).
3. Secure the discharge cover to the lower lip of the mower with bolts and nuts (Fig. 18).

Note: Do not over-tighten the nuts, which could distort the cover and cause blade contact.

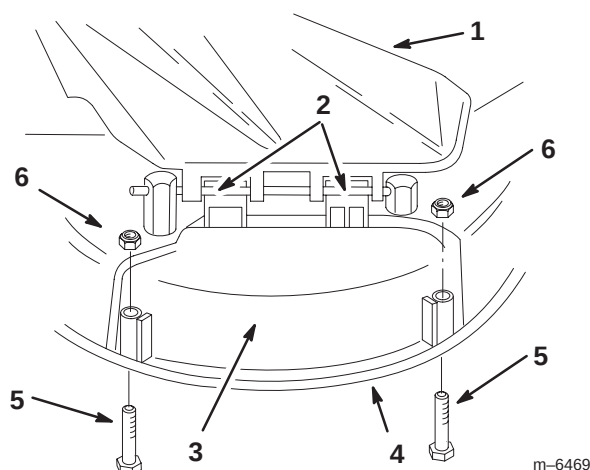


Figure 18

- | | |
|-----------------------------|--------------|
| 1. Grass deflector | 4. Lower lip |
| 2. Tabs under retaining rod | 5. Bolt |
| 3. Discharge cover | 6. Nut |

Removing the Discharge Cover

To convert to side discharge mode do the following procedure.

1. Stop the engine and remove the ignition key.
2. Remove the nuts and bolts that secure the discharge cover to the mower (Fig. 18).
3. Remove the discharge cover and lower the grass deflector over the discharge opening.

Tips for Mowing Grass

Fast Throttle Setting

For best mowing and maximum air circulation, operate the engine at the Fast position. Air is required to thoroughly cut grass clippings, so do not set the height-of-cut so low as to totally surround the mower by uncut grass. Always try to have one side of the mower free from uncut grass, which allows air to be drawn into the mower.

Cutting a Lawn for the First Time

Cut grass slightly longer than normal to ensure that the cutting height of the mower does not scalp any uneven ground. However, the cutting height used in the past is generally the best one to use. When cutting grass longer than six inches tall, you may want to cut the lawn twice to ensure an acceptable quality of cut.

Cut 1/3 of the Grass Blade

It is best to cut only about 1/3 of the grass blade. Cutting more than that is not recommended unless grass is sparse, or it is late fall when grass grows more slowly.

Mowing Direction

Alternate mowing direction to keep the grass standing straight. This also helps disperse clippings which enhances decomposition and fertilization.

Mow at Correct Intervals

Normally, mow every four days. But remember, grass grows at different rates at different times. So to maintain the same cutting height, which is a good practice, mow more often in early spring. As the grass growth rate slows in mid summer, mow less frequently. If you cannot mow for an extended period, first mow at a high cutting height; then mow again two days later at a lower height setting.

Cutting Speed

To improve cut quality, use a slower ground speed.

Avoid Cutting Too Low

If the cutting width of the mower is wider than the mower you previously used, raise the cutting height to ensure that uneven turf is not cut too short.

Long Grass

If the grass is ever allowed to grow slightly longer than normal, or if it contains a high degree of moisture, raise the cutting height higher than usual and cut the grass at this setting. Then cut the grass again using the lower, normal setting.

When Stopping

If the machine's forward motion must be stopped while mowing, a clump of grass clippings may drop onto your lawn. To avoid this, move onto a previously cut area with the blades engaged.

Keep the Underside of the Mower Clean

Clean clippings and dirt from the underside of the mower after each use. If grass and dirt build up inside the mower, cutting quality will eventually become unsatisfactory.

Blade Maintenance

Maintain a sharp blade throughout the cutting season because a sharp blade cuts cleanly without tearing or shredding the grass blades. Tearing and shredding turns grass brown at the edges, which slows growth and increases the chance of disease. Check the cutter blades daily for sharpness, and for any wear or damage. File down any nicks and sharpen the blades as necessary. If a blade is damaged or worn, replace it immediately with a genuine Toro replacement blade.

Maintenance

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

Recommended Maintenance Schedule

Maintenance Service Interval	Maintenance Procedure
Each use	• Check the engine oil level. • Check the safety system. • Clean the mower housing.
After first 5 hours	• Change the engine oil.
Every 5 hours	• Check the cutting blades.
Every 25 hours	• Grease all lubrication points.¹ • Oil the linkage bushings.¹ • Service the foam air cleaner.¹ • Check the belts for wear/cracks. • Check the battery electrolyte. • Check the tire pressure.
Every 50 hours	• Change the engine oil.²
Every 100 hours	• Clean the cooling system.¹ • Service the paper air cleaner.¹ • Change the oil filter.² • Replace the fuel filter. • Replace the spark plug.
Before storage	• Perform all maintenance procedures listed above before storage. • Drain the fuel tank. • Charge the battery and disconnect the battery cables. • Paint any chipped surfaces.

¹More often in dusty, dirty conditions

²More often when operating the engine under heavy load or in high temperatures

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



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.

Servicing the Engine Oil

Check the oil level daily or after every 8 hours.

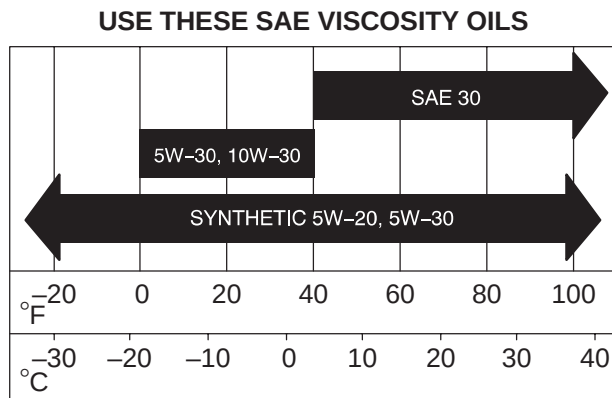
Change the oil after the first 5 operating hours and every 50 operating hours thereafter.

Oil Type: Detergent oil (API service SF, SG, SH, SJ, or higher)

Crankcase Capacity:

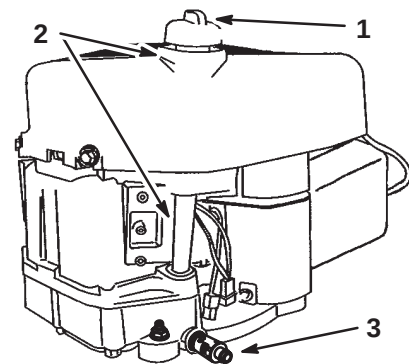
- 48 oz./1-1/2 qt. (1400 cc/1.4 l) when the filter is **not changed**;
- 56 oz./1-3/4 qt. (1700 cc/1.7 l) when the filter is **changed** (Models 74403)

Viscosity: See the table below.



Checking the Oil Level

1. Park the machine on a level surface, disengage the PTO, stop the engine, and remove the key.
2. Clean around the oil dipstick (Fig. 19) so that dirt cannot fall into the fill hole and damage the engine.

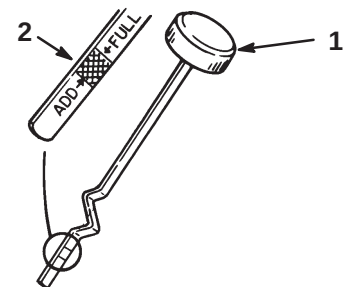


m-6439

Figure 19

1. Oil dipstick
2. Filler tube
3. Oil drain valve

3. Unscrew the oil dipstick and wipe the metal end clean (Fig. 20).



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Figure 20

1. Oil dipstick
2. Metal end

4. Screw the oil dipstick fully onto the fill hole. Unscrew the dipstick, pull it out, and look at the metal end. If the oil level is low, slowly pour only enough oil into the fill hole to raise the level to, but not over, the Full mark on the dipstick.

Important Do not overfill the crankcase with oil because the engine may be damaged.

Changing and Draining the Oil

1. Start the engine and let it run five minutes. This warms the oil so it drains better.
2. Park the machine so that the drain side is slightly lower than the opposite side to assure the oil drains completely.

3. Disengage the PTO and set the parking brake.
4. Stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
5. Slide the drain hose over the drain valve.
6. Place a pan below the drain hose. Rotate oil drain valve to allow oil to drain (Fig. 21).
7. When oil has drained completely, close the drain valve.
8. Remove the drain hose (Fig. 21).

Note: Dispose of the used oil at a recycling center.

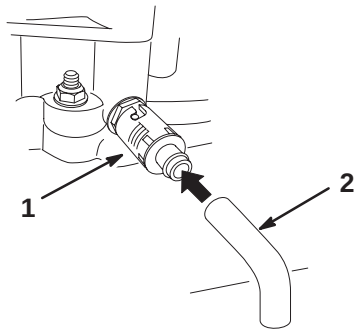


Figure 21

1. Oil drain valve
2. Oil drain tube

9. Change the oil filter, if necessary (Fig. 22).
10. Clean around the oil dipstick and unscrew the cap (Fig. 19).
11. Slowly pour approximately 80% of the specified oil into the filler tube (Fig. 19). Refer to Servicing the Engine Oil, page 21.
12. Check the oil level; refer to Checking the Oil Level, page 21.
13. Slowly add additional oil to bring it to the full mark.

Changing the Oil Filter (For Model 74403 Only)

Replace the oil filter every 100 hours or every other oil change.

Note: Change the oil filter more frequently when operating conditions are extremely dusty or sandy.

1. Drain the oil from the engine; refer to Changing and Draining the Oil, page 21.

2. Remove the old filter and wipe the filter adapter gasket surface (Fig. 22).
3. Apply a thin coat of clean oil to the rubber gasket on the replacement filter (Fig. 22).

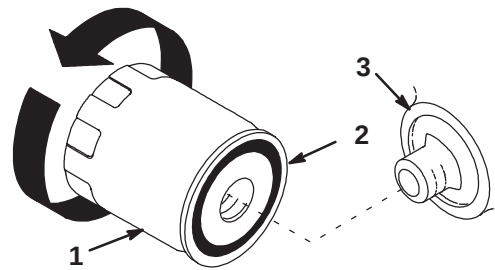


Figure 22

1. Oil filter
2. Gasket
3. Adapter

4. Install the replacement oil filter to the filter adapter. Turn the oil filter clockwise until the rubber gasket contacts the filter adapter; then tighten the filter an additional 1/2 to 3/4 turn (Fig. 22).
5. Fill the crankcase with the proper type of new oil; refer to Changing and Draining the Oil, page 21.

Servicing the Air Cleaner

Foam Element: Clean after every 25 operating hours, or yearly, whichever occurs first.

Paper Element: Replace after every 100 operating hours or yearly, whichever occurs first.

Note: Service the air cleaner more frequently (every few hours) if operating conditions are extremely dusty or sandy.

Removing the Foam and Paper Elements

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Clean around the air cleaner to prevent dirt from getting into the engine and causing damage. Pull up on the air cleaner cover handle and rotate it toward the engine (Fig. 23). Remove the air cleaner cover.

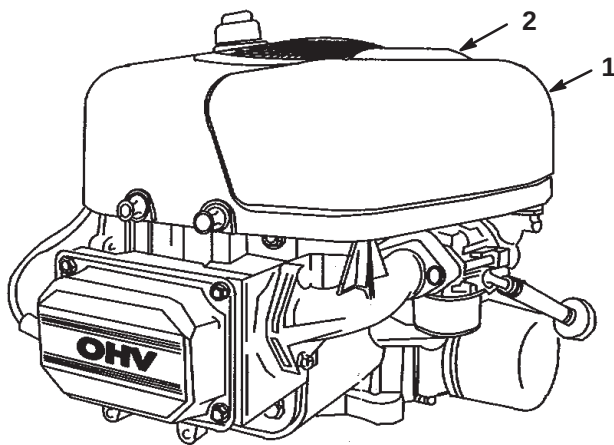


Figure 23

1. Air cleaner cover
2. Air cleaner cover handle

4. Carefully slide the paper element and foam element from the blower housing (Fig. 24).

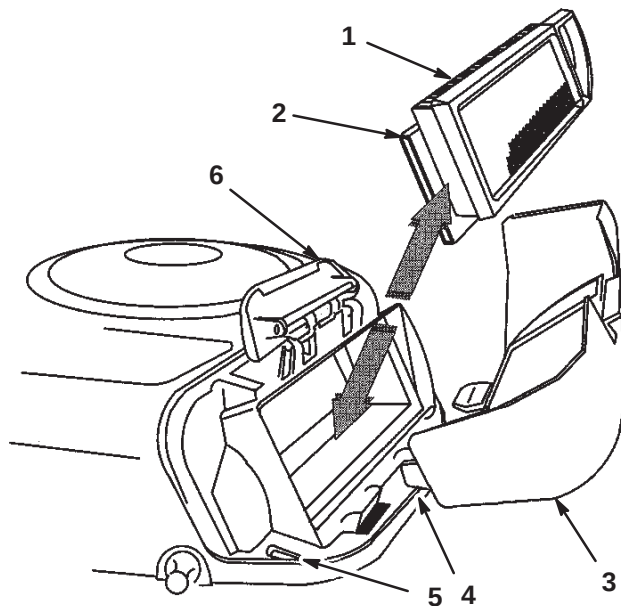


Figure 24

1. Paper element
2. Foam element
3. Air cleaner cover
4. Tab
5. Slot
6. Blower housing

Cleaning the Foam Element:

1. Wash the foam element in liquid soap and warm water. When the element is clean, rinse it thoroughly.
2. Dry the element by squeezing it in a clean cloth. Do **not** oil the element.

Important Replace the foam element if it is torn or worn.

Cleaning the Paper Element:

1. Lightly tap the element on a flat surface to remove dust and dirt.
2. Carefully clean the rubber seal on the paper element to prevent debris from entering the engine.
3. Inspect the element for tears, an oily film, and damage to the rubber seal.

Important Never clean the paper element with pressurized air or liquids, such as solvent, gas, or kerosene. Replace the paper element if it is damaged or cannot be cleaned thoroughly.

Installing the Foam and Paper Elements

Important To prevent engine damage, always operate the engine with the complete foam and paper air cleaner assembly installed.

1. Place the foam element and paper element into the blower housing.

Note: Make sure that the rubber seal is flat against the air cleaner base.

2. Align the tabs on the air cleaner cover with the slots of the blower housing (Fig. 24). Hook the handle onto the cover and press down on the handle to lock the cover in place.

Servicing the Spark Plug

Replace the spark plug after every 100 operating hours. Make sure that the air gap between the center and side electrodes is correct before installing the spark plug. Use a spark plug wrench for removing and installing the spark plug(s) and a gapping tool/feeler gauge to check and adjust the air gap. Install a new spark plug if necessary.

Type: Champion RC12YC (or equivalent)

Air Gap: 0.030 inch (0.76 mm)

Removing the Spark Plug

1. Disengage the PTO, set the parking brake, stop the engine, and remove the key.
2. Pull the wire off of the spark plug (Fig. 25). Clean around the spark plug to prevent dirt from falling into the engine and potentially causing damage.
3. Remove the spark plug and metal washer.

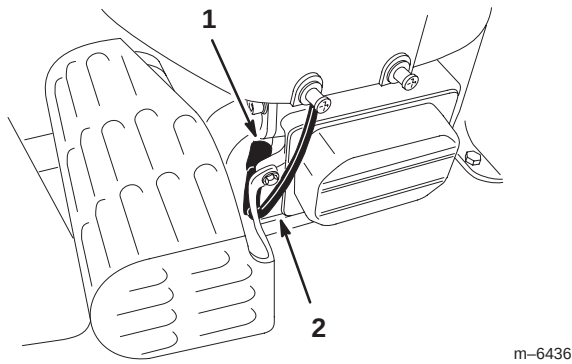


Figure 25

1. Spark plug
2. Spark plug wire

Checking the Spark Plug

1. Look at the center of the spark plug (Fig. 26). If you see light brown or gray on the insulator, the engine is operating properly. A black coating on the insulator usually means the air cleaner is dirty.

Important Never clean the spark plug. Always replace the spark plug when it has a black coating, worn electrodes, an oily film, or cracks.

2. Check the gap between the center and side electrodes (Fig. 26). Bend the side electrode (Fig. 26) if the gap is not correct.

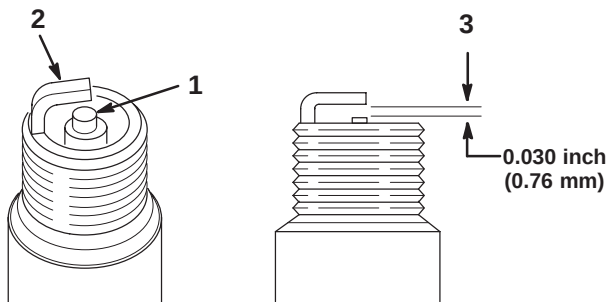


Figure 26

1. Center electrode insulator
2. Side electrode
3. Air gap (not to scale)

Installing the Spark Plug

1. Install the spark plug. Make sure that the air gap is set correctly.
2. Tighten the spark plug to 30 ft-lb (41 N·m).
3. Push the wire onto the spark plug (Fig. 25).

Servicing the Cutting Blades

Maintain sharp blades throughout the cutting season because sharp blades cut cleanly without tearing or shredding the grass blades. Tearing and shredding turns grass brown at the edges, which slows growth and increases the chance of disease.

Check the cutter blades daily for sharpness, and for any wear or damage. File down any nicks and sharpen the blades as necessary. If a blade is damaged or worn, replace it immediately with a genuine Toro replacement blade. For convenient sharpening and replacement, you may want to keep extra blades on hand.



Danger



A worn or damaged blade can break, and a piece of the blade could be thrown into the operator's or bystander's area, resulting in serious personal injury or death.

- Inspect the blade periodically for wear or damage.
- Replace a worn or damaged blade.

Before Inspecting or Servicing the Blades

Park the machine on a level surface, disengage the PTO, and move the motion control levers to the brake position. Stop the engine, remove the key, and disconnect the spark plug wire(s) from the spark plug(s).

Inspecting the Blades

1. Inspect the cutting edges (Fig. 27). If the edges are not sharp or have nicks, remove and sharpen the blades; refer to Sharpening the Blades, page 25.
2. Inspect the blades, especially the curved area (Fig. 27). If you notice any damage, wear, or a slot forming in this area (item 3 in Fig. 27), immediately install a new blade.

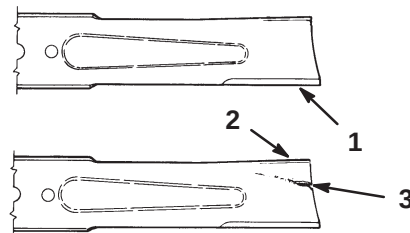


Figure 27

1. Cutting edge
2. Curved area
3. Wear/slot forming

Checking for Bent Blades

1. Rotate the blades until the ends face forward and backward (Fig. 28). Measure from a level surface to the cutting edge, position A, of the blades (Fig. 28). Note this dimension.

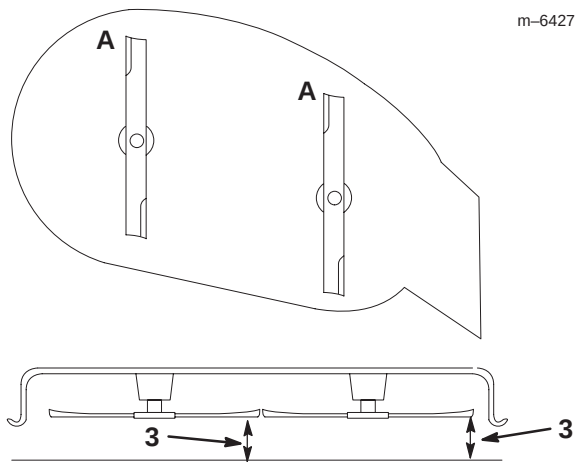


Figure 28

2. Rotate the opposite ends of the blades forward.
3. Measure from a level surface to the cutting edge of the blades at the same position as in step 1. The difference between the dimensions obtained in steps 1 and 2 must not exceed 1/8 inch (3 mm). If this dimension exceeds 1/8 inch (3 mm), the blade is bent and must be replaced. Refer to Removing the Blades, and Installing the Blades on page 25.



Warning



A blade that is bent or damaged could break apart and could seriously injure or kill you or bystanders.

- Always replace bent or damaged blade with a new blade.
- Never file or create sharp notches in the edges or surfaces of blade.

Removing the Blades

The blades must be replaced if a solid object is hit, if the blade is out of balance, or the blade is bent. To ensure optimum performance and continued safety conformance of the machine, use genuine Toro replacement blades. Replacement blades made by other manufacturers may result in non-conformance with safety standards.

Hold the blade end using a rag or thickly-padded glove. Remove the blade bolt, curved washer, blade stiffener, and blade from the spindle shaft (Fig. 29).

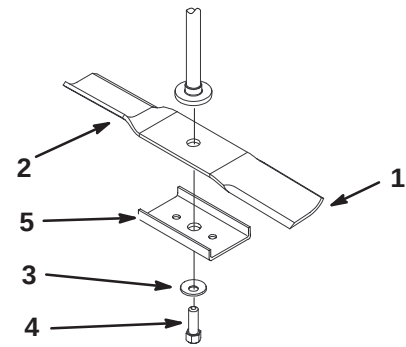


Figure 29

- | | |
|-----------------------|--------------------|
| 1. Sail area of blade | 4. Blade bolt |
| 2. Blade | 5. Blade stiffener |
| 3. Curved washer | |

Sharpening the Blades

1. Use a file to sharpen the cutting edge at both ends of the blade (Fig. 30). Maintain the original angle. The blade retains its balance if the same amount of material is removed from both cutting edges.

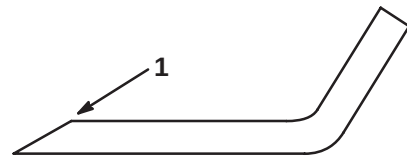


Figure 30

1. Sharpen at original angle

2. Check the balance of the blade by putting it on a blade balancer (Fig. 31). If the blade stays in a horizontal position, the blade is balanced and can be used. If the blade is not balanced, file some metal off the end of the sail area only (Fig. 29). Repeat this procedure until the blade is balanced.

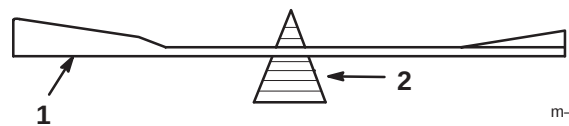


Figure 31

1. Blade
2. Balancer

Installing the Blades

1. Install the blade onto the spindle shaft (Fig. 29).

Important The curved part of the blade must be pointing upward toward the inside of the mower to ensure proper cutting.

2. Install the blade stiffener, the curved washer (cupped side toward the blade) and the blade bolt (Fig. 29). Torque the blade bolt to 35–65 ft-lb (47–88 N·m).

Greasing and Lubrication

Lubricate the machine when shown on the Check Service Reference Aid decal (Fig. 32) located beneath the seat. Grease more frequently when operating conditions are extremely dusty or sandy.

Grease with No. 2 general purpose lithium base or molybdenum base grease.

How to Grease

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Clean the grease fittings with a rag. Make sure to scrape any paint off of the front of the fitting(s).
4. Connect a grease gun to the fitting. Pump grease into the fittings until grease begins to ooze out of the bearings.
5. Wipe up any excess grease.

Where to Add Grease

Lubricate the grease fittings as shown on the Check Service Reference Aid decal (Fig. 32) located beneath the seat.

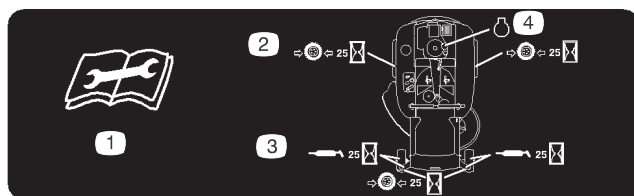
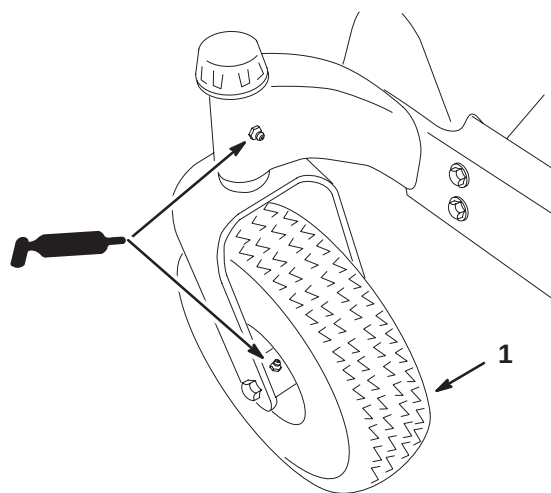


Figure 32

Greasing the Bearings

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Grease the front caster pivot and drive wheels (Fig. 33).



m-6435

Figure 33

1. Front caster tire

Servicing the Battery

Check the electrolyte level in the battery every 25 hours. Always keep the battery clean and fully charged. Use a paper towel to clean the battery case. If the battery terminals are corroded, clean them with a solution of four parts water and one part baking soda. Apply a light coating of grease to the battery terminals to prevent corrosion.

Voltage: 12 v

Removing the Battery



Warning



Battery terminals or metal tools could short against metal tractor components causing sparks. Sparks can cause the battery gasses to explode, resulting in personal injury.

- When removing or installing the battery, do not allow the battery terminals to touch any metal parts of the tractor.
- Do not allow metal tools to short between the battery terminals and metal parts of the tractor.

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Tip the seat forward to see the battery.

4. Disconnect the negative (black) ground cable from the battery post (Fig. 34).

! **Warning** !

Incorrect battery cable routing could damage the tractor and cables causing sparks. Sparks can cause the battery gasses to explode, resulting in personal injury.

- Always *disconnect* the negative (black) battery cable before disconnecting the positive (red) cable.
- Always *connect* the positive (red) battery cable before connecting the negative (black) cable.

5. Slide the rubber cover up the positive (red) cable. Disconnect the positive (red) cable from the battery post (Fig. 34).
6. Remove the battery hold-down (Fig. 34) and lift the battery from the battery tray.

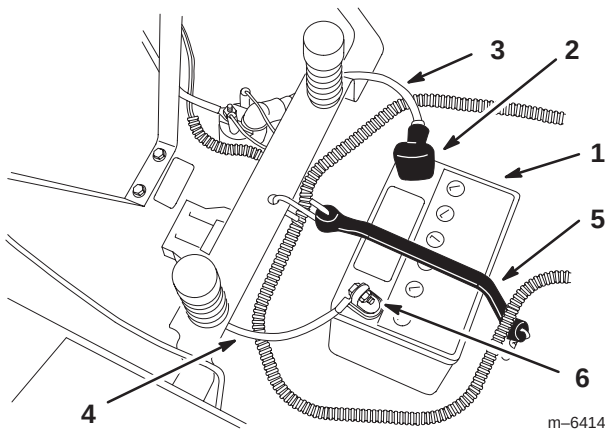


Figure 34

- | | |
|---------------------------|---------------------------|
| 1. Battery | 4. Negative battery cable |
| 2. Terminal boot | 5. Battery hold-down |
| 3. Positive battery cable | 6. Bolt, nut, and washer |

Installing the Battery

1. Position the battery in the tray with the terminal posts away from the control panel (Fig. 34).
2. Install the positive (red) battery cable to the positive (+) battery terminal.
3. Install the negative battery cable to the negative (-) battery terminal.
4. Secure the cables with 2 bolts (1/4 x 3/4 inch), washers (1/4 inch), and nuts (1/4 inch) (Fig. 34).
5. Slide the red terminal boot onto the positive (red) battery post.

6. Secure the battery with the hold-down (Fig. 34).

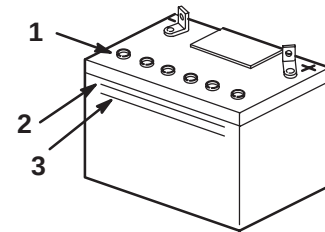
Checking the Electrolyte Level

! **Danger** !

Battery electrolyte contains sulfuric acid which is a deadly poison and causes severe burns.

- Do not drink electrolyte and avoid contact with skin, eyes or clothing. Wear safety glasses to shield your eyes and rubber gloves to protect your hands.
- Fill the battery where clean water is always available for flushing the skin.

1. Tip the seat forward to see the battery.
2. Look at the side of the battery. The electrolyte must be up to the Upper line (Fig. 35). Do not allow the electrolyte to fall below the Lower line (Fig. 35).



m-5004

Figure 35

- | | |
|---------------|---------------|
| 1. Vent caps | 3. Lower line |
| 2. Upper line | |

3. If the electrolyte is low, add the required amount of distilled water; refer to Adding Water to the Battery, page 27.

Adding Water to the Battery

The best time to add distilled water to the battery is just before you operate the machine. This lets the water mix thoroughly with the electrolyte solution.

1. Remove the battery from the tractor; refer to Removing the Battery, page 26.

Important Never fill the battery with distilled water while the battery is installed in the tractor. Electrolyte could be spilled on other parts and cause corrosion.

2. Clean the top of the battery with a paper towel.
3. Remove the vent caps from the battery (Fig. 35).
4. Slowly pour distilled water into each battery cell until the electrolyte level is up to the Upper line (Fig. 35) on the battery case.

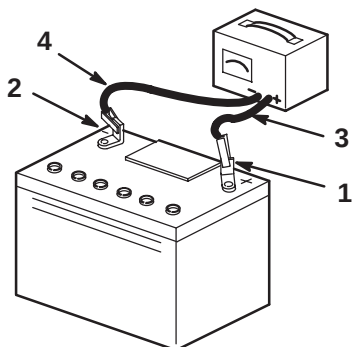
Important Do not overfill the battery because electrolyte (sulfuric acid) can cause severe corrosion and damage to the chassis.

5. Wait five to ten minutes after filling the battery cells. Add distilled water, if necessary, until the electrolyte level is up to the Upper line (Fig. 35) on the battery case.
6. Reinstall the battery vent caps.

Charging the Battery

Important Always keep the battery fully charged (1.260 specific gravity). This is especially important to prevent battery damage when the temperature is below 32°F (0°C).

1. Remove the battery from the chassis; refer to Removing the Battery, page 26.
2. Check the electrolyte level; refer to Checking the Electrolyte Level, page 27.
3. Make sure that the vent caps are installed in the battery. Charge the battery for 1 hour at 25 to 30 amps or 6 hours at 4–6 amps. Do not overcharge the battery.
4. When the battery is fully charged, unplug the charger from the electrical outlet, then disconnect the charger leads from the battery posts (Fig. 36).



m-4970

Figure 36

- | | |
|--------------------------|---------------------------|
| 1. Positive battery post | 3. Red (+) charger lead |
| 2. Negative battery post | 4. Black (-) charger lead |

5. Install the battery in the tractor and connect the battery cables; refer to Installing the Battery, page 27.

Note: Do not run the tractor with the battery disconnected, electrical damage may occur.

Draining the Fuel Tank



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.

- **Drain gasoline from the fuel tank when the engine is cold. Do this outdoors in an open area. Wipe up any gasoline that spills.**
- **Never smoke when draining gasoline, and stay away from an open flame or where a spark may ignite the gasoline fumes.**

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Close the fuel shut-off valve located under the front of the fuel tank.
4. Loosen the hose clamp at the fuel filter and slide it up the fuel line away from the fuel filter (Fig. 37).
5. Pull the fuel line off of the fuel filter (Fig. 37).

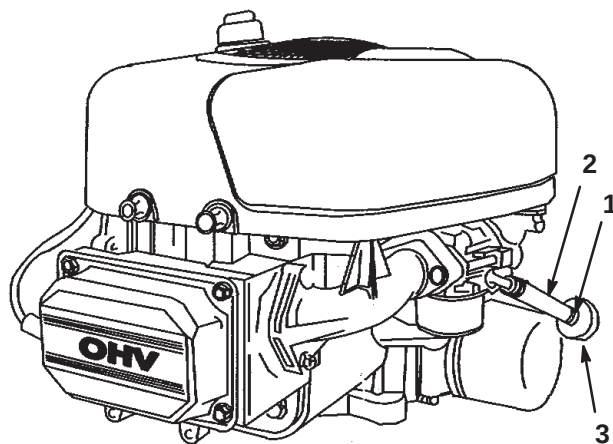


Figure 37

- | | |
|---------------|-----------|
| 1. Hose clamp | 3. Filter |
| 2. Fuel line | |

6. Open the fuel shut-off valve. Allow gasoline to drain into a gas can or drain pan.

Note: Now is the best time to install a new fuel filter because the fuel tank is empty.

7. Install the fuel line onto the fuel filter. Slide the hose clamp close to the fuel filter to secure the fuel line (Fig. 37).

Replacing the Fuel Filter

Replace the fuel filter after every 100 operating hours or yearly, whichever occurs first.

Never install a dirty filter if it is removed from the fuel line.

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Close the fuel shut-off valve located under the front of the fuel tank.
4. Squeeze the ends of the hose clamps together and slide them away from the filter (Fig. 37).
5. Remove the filter from the fuel lines.
6. Install a new filter and move the hose clamps close to the filter (Fig. 37).
7. Open the fuel shut-off valve.

Checking the Tire Pressure

Maintain the air pressure in the front and rear tires as specified. Uneven tire pressure can cause uneven cut. Check the pressure at the valve stem after every 50 operating hours or monthly, whichever occurs first (Fig. 38). Check the tires when they are cold to get the most accurate pressure reading.

Rear Tires: 13 psi (90 kPa)

Front Tires (castor wheels): 35 psi (139 kPa)

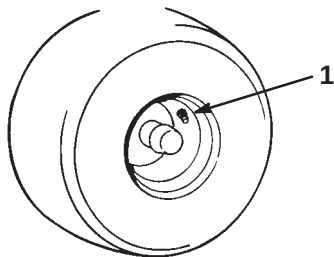


Figure 38

1. Valve stem

Leveling the Mower from Side-to-Side

The mower blades must be level from side to side. Check the side-to-side level any time you install the mower or when you see an uneven cut on your lawn.

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Check the air pressure of all four tires. If needed, adjust to the recommended inflation; refer to Checking the Tire Pressure, page 29.
4. Set the height-of-cut lever to position **D** [3 inch (76 mm)].
5. Carefully rotate the blade(s) side to side (Fig. 39). Measure between the outside cutting edges and the flat surface (Fig. 39). If both measurements are not within 3/16 inch (5 mm), an adjustment is required; refer to steps 6 through 8.

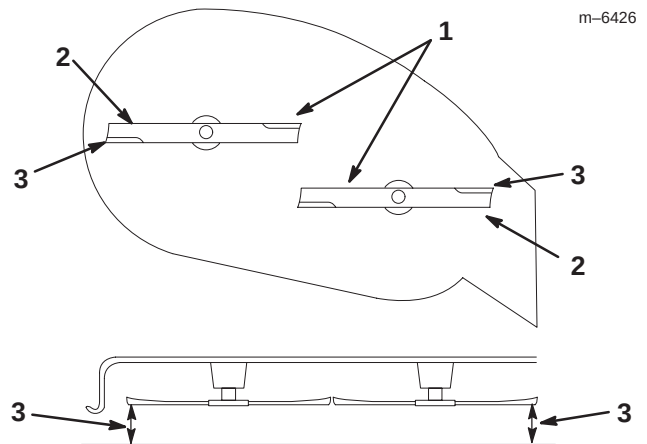


Figure 39

1. Blades side to side
 2. Outside cutting edges
 3. Measure here
6. Remove the hairpin cotter and washer from the leveling bracket (Fig. 40).

m-1872

7. To level the blade(s), reposition the leveling bracket(s) in a different hole and install the washer and hairpin cotter. (Fig. 40 and 41). A front hole lowers the blade height and a rear hole raises its height. Adjust both sides as required.

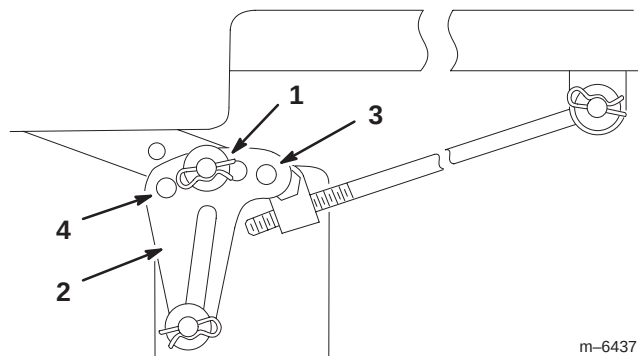


Figure 40

- | | |
|---|---------------|
| 1. Hairpin cotter and washer | 3. Front hole |
| 2. Leveling bracket—42 inch model shown | 4. Rear hole |

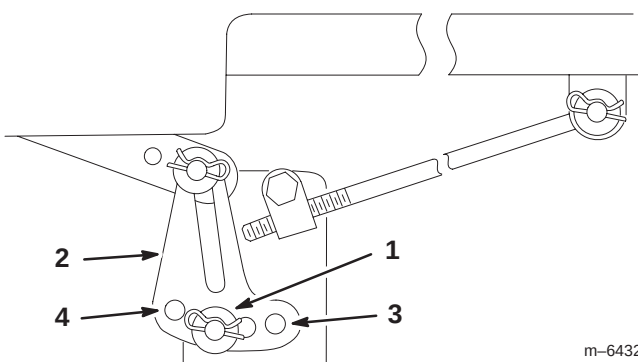


Figure 41

- | | |
|---|---------------|
| 1. Hairpin cotter and washer | 3. Front hole |
| 2. Leveling bracket—38 inch model shown | 4. Rear hole |

8. Check the front-to-rear blade slope; refer to Adjusting the Front-to-Rear Blade Slope, page 30.

Adjusting the Front-to-Rear Blade Slope

Check the front-to-rear blade level any time you install the mower. If the front of the mower is more than 5/16 inch (7.9 mm) lower than the rear of the mower, adjust the blade level using the following instructions:

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Check the air pressure of all four tires. If needed, adjust to the recommended inflation; refer to Checking the Tire Pressure, page 29.
4. Check and adjust the side-to-side blade level if you have not checked the setting; refer to Leveling the Mower from Side-to-Side, page 29.
5. Measure the length of the rod extending out of the adjusting block on the sides of the chassis (Fig. 42).
6. If the rod length is **not** a 3/4 inch (19 mm), remove the hairpin cotter and washer from the end of the adjusting rod (Fig. 42) and turn the rod until the 3/4 inch (19 mm) dimension is obtained.
7. Install the end of the rod into the hole in the mower mount and secure it with the washer and hairpin cotter. Repeat steps 5 through 7 for the opposite side of the mower.

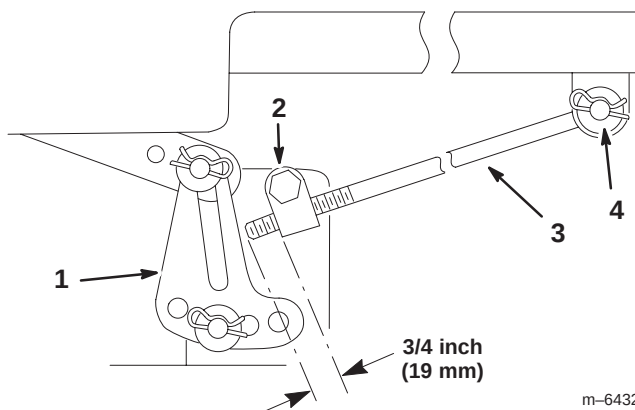


Figure 42

- | | |
|---|------------------------------|
| 1. Leveling bracket—38 inch model shown | 3. Adjusting rod |
| 2. Adjusting block | 4. Hairpin cotter and washer |

8. Set the height-of-cut at position **D** [3 inch (76 mm)] and carefully rotate the blades so they are facing front to rear (Fig. 43).
9. Measure from the tip of the front blade to the flat surface and the tip of the rear blade to the flat surface (Fig. 43). If the front blade tip is not 1/16–5/16 inch (1.6–7.9 mm) lower than the rear blade tip, adjust the front locknuts.

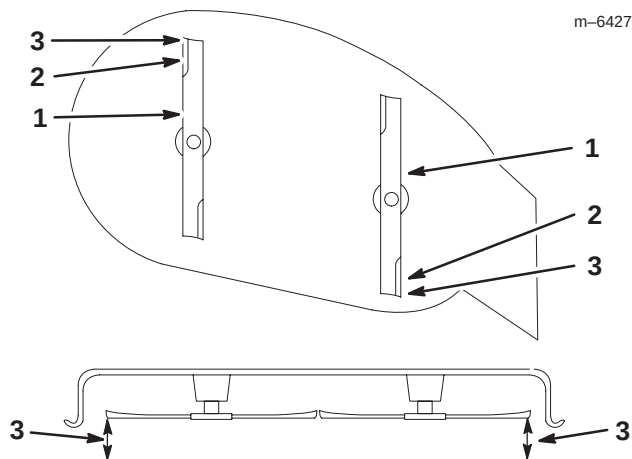


Figure 43

1. Blades front to rear
2. Outside cutting edges
3. Measure here

10. To adjust the front-to-rear blade slope, remove the locknuts and then rotate the adjustment nuts in the front of the mower (Fig. 44).
11. To raise the front of the mower, tighten the adjustment nuts. To lower the front of the mower, loosen the adjustment nuts.
12. After adjusting both adjustment nuts evenly, check the front-to-rear slope again. Continue adjusting the nuts until the front blade tip is 1/16–5/16 inch (1.6–7.9 mm) lower than the rear blade tip (Fig. 44).

Note: After adjusting the adjustment nuts, make sure there is **no slack** in either support rod (Fig. 46). Tighten either one to remove the slack (Fig. 44).

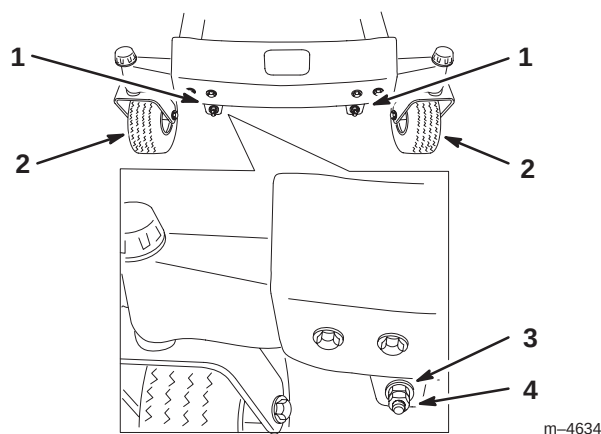


Figure 44

1. Locknut and adjusting nut
2. Front tire
3. Adjustment nut
4. Lock nut

13. When the front-to-rear blade slope is correct, tighten the lock nuts and check the side-to-side level of the mower; refer to Leveling the Mower from Side-to-Side, page 29.

Inspecting the Belts

Inspect all belts every 100 hours.

Check the belts for cracks, frayed edges, burn marks, or any other damage. Replace damaged belts.

Replacing the Mower Belt

Squealing when the belt is rotating, blades slipping when cutting grass, frayed belt edges, burn marks, and cracks are signs of a worn mower belt. Replace the mower belt if any of these conditions are evident.

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Set the height-of-cut at **A** [1-1/2 inch (38 mm)].
4. Remove the belt covers over the outside spindles and loosen the belt guide (Fig. 45).
5. Pull the idler pulley in the direction shown in Figure 45 and roll the belt off of the pulleys.



Warning



The spring is under tension when installed and can cause personal injury.

Be careful when removing the spring.

6. Route the new belt around the engine pulley and mower pulleys (Fig. 45).
7. Pull the idler pulley in the direction shown in Figure 45 and route the belt onto the idler pulley (Fig. 45).
8. Rotate the belt guide, on the idler arm, towards the pulley until it stops (Fig. 45).
9. Tighten the belt guide (Fig. 45).
10. Install the belt covers over the outside spindles.

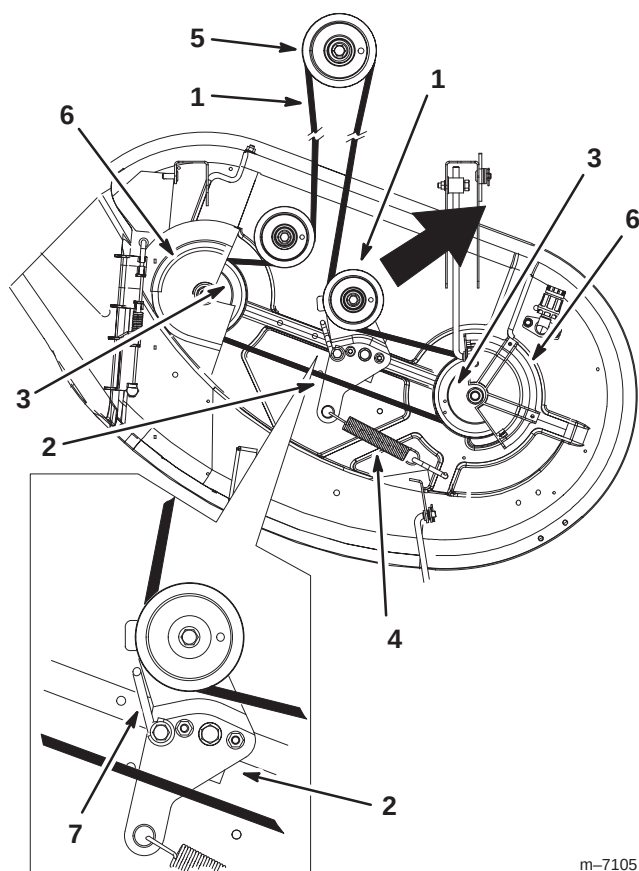


Figure 45

Top View

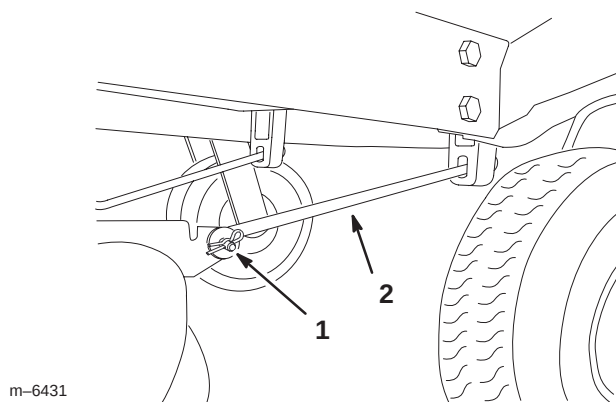
- | | |
|-------------------|------------------|
| 1. Mower belt | 5. Engine pulley |
| 2. Idler arm | 6. Belt cover |
| 3. Outside pulley | 7. Belt guide |
| 4. Spring | |

m-7105

Removing the Mower

Note: Before removing the mower, make a note for which holes are used in the leveling brackets (Fig. 47).

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Lower the height-of-cut lever to the lowest position.
4. Remove the hairpin cotter and clevis pin from the front support rod on each side of the mower.(Fig. 46).

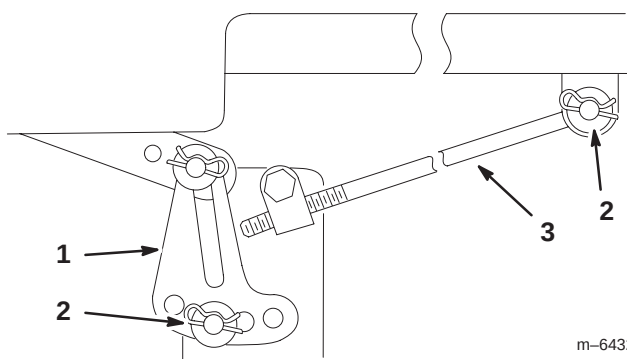


m-6431

Figure 46

- | | |
|----------------------------------|----------------|
| 1. Hairpin cotter and clevis pin | 2. Support rod |
|----------------------------------|----------------|

5. Remove the hairpin cotter and washer from the adjusting rod (Fig. 47) on each side of the mower.
6. Remove the hairpin cotter and washer at the mower leveling brackets (Fig. 47) on each side of the mower. Note which hole the leveling bracket is mounted in for future installation. Slide the brackets off of the mounting pin.



m-6432

Figure 47

- | | |
|---|------------------------------|
| 1. Leveling bracket—38 inch model shown | 2. Hairpin cotter and washer |
| | 3. Adjusting rod |

7. Slide the mower rearward to remove the mower belt from the engine pulley.
8. Slide the mower out from underneath the tractor.

Note: Retain all parts for future installation.

Installing the Mower

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Slide the mower under the tractor.
4. Lower the height-of-cut lever to the lowest position.
5. Attach the adjusting rod to the tractor with the washer and hairpin cotter (Fig. 47) on each side of the mower.
6. Slide the leveling brackets onto the mounting pins and secure them with the washers and hairpin cotters (Fig. 47).
7. Attach the front support rods to the tractor with the clevis pins and hairpin cotters (Fig. 46).
8. Install the mower belt onto the engine pulley; refer to Replacing the Mower Belt, page NO TAG.

Fuse

The electrical system is protected by fuses. It requires no maintenance; however, if a fuse blows, check the component/circuit for a malfunction or short.

Fuse: Main F1—30 amp, blade-type
Charge Circuit F2—25 amp, blade-type

1. Raise the seat to gain access to the fuse holder (Fig. 48).
2. To replace a fuse, pull out on the fuse to remove it (Fig. 48).

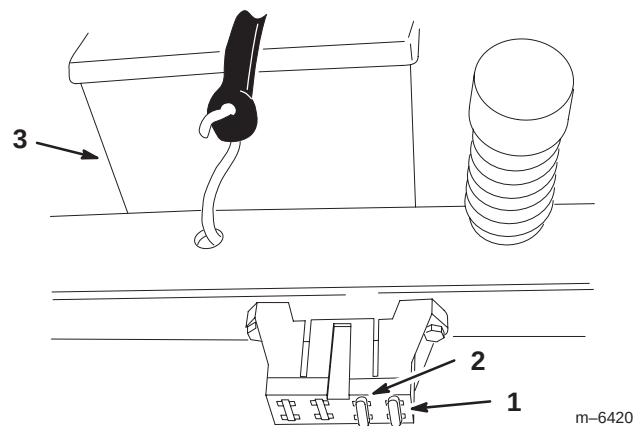


Figure 48

- | | |
|--------------------------|------------|
| 1. Main—30 amp | 3. Battery |
| 2. Charge circuit—25 amp | |

Washing the Underside of the Mower

After each use, wash the underside of the mower to prevent grass buildup for improved mulch action and clipping dispersal.

1. Park the machine on a level surface and disengage the blade control (PTO).
2. Move the motion control levers to the brake position, stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Attach the hose coupling to the end of the mower washout fitting, and turn the water on high (Fig. 49).

Note: Spread petroleum jelly on the washout fitting o-ring to make the coupling slide on easier and protect the o-ring.

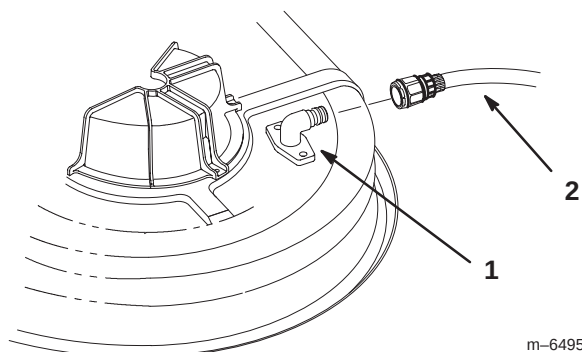


Figure 49

- | | |
|--------------------|---------|
| 1. Washout fitting | 2. Hose |
|--------------------|---------|

4. Lower the mower to the lowest height-of-cut.

5. Sit on the seat and start the engine. Engage the PTO and let the mower run for one to three minutes.
6. Disengage the PTO, stop the engine, and remove the ignition key. Wait for all moving parts to stop.
7. Turn the water off and remove the coupling from the washout fitting.

Note: If the mower is not clean after one washing, soak it and let it stand for 30 minutes. Then repeat the process.

8. Run the mower again for one to three minutes to remove excess water.



Warning



A broken or missing washout fitting could expose you and others to thrown objects or blade contact. Contact with blade or thrown debris can cause injury or death.

- Replace broken or missing washout fitting immediately, before using mower again.
- Plug any hole(s) in mower with bolts and locknuts.
- Never put your hands or feet under the mower or through openings in the mower.

Replacing the Grass Deflector



Warning



An uncovered discharge opening could allow the lawn mower to throw objects in the operator's or bystander's direction and result in serious injury. Also, contact with the blade could occur.

Never operate the lawn mower unless you install a cover plate, a mulch plate, or a grass chute and catcher.

1. Locate items shown in Fig. 50.
2. Remove the nut (3/8 inch) from the rod under the mower (Fig. 50).
3. Slide the rod out of the short stand-off, internal lock washer, spring, and grass deflector (Fig. 50). Remove the damaged or worn grass deflector.
4. Replace the grass deflector and internal lock washer (Fig. 50).
5. Slide rod, straight end, through the rear grass deflector bracket.

6. Place the spring on the rod, with end wires down, and between the grass deflector brackets. Slide rod through second grass deflector bracket and internal lock washer (Fig. 50).
7. Insert rod at front of grass deflector into short stand-off on deck. Secure rear end of rod into the mower with a nut (3/8 inch) (Fig. 50).

Important The grass deflector must be spring loaded in the down position. Lift the deflector up to test that it snaps to the full down position.

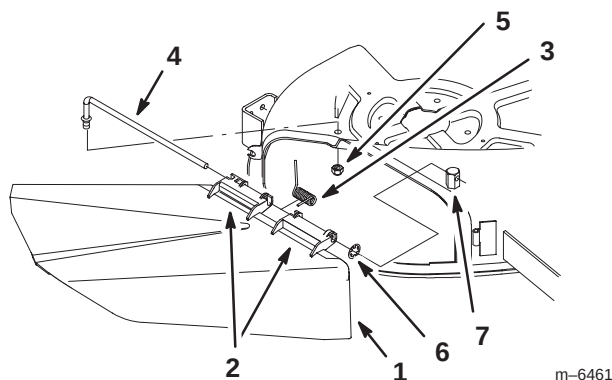
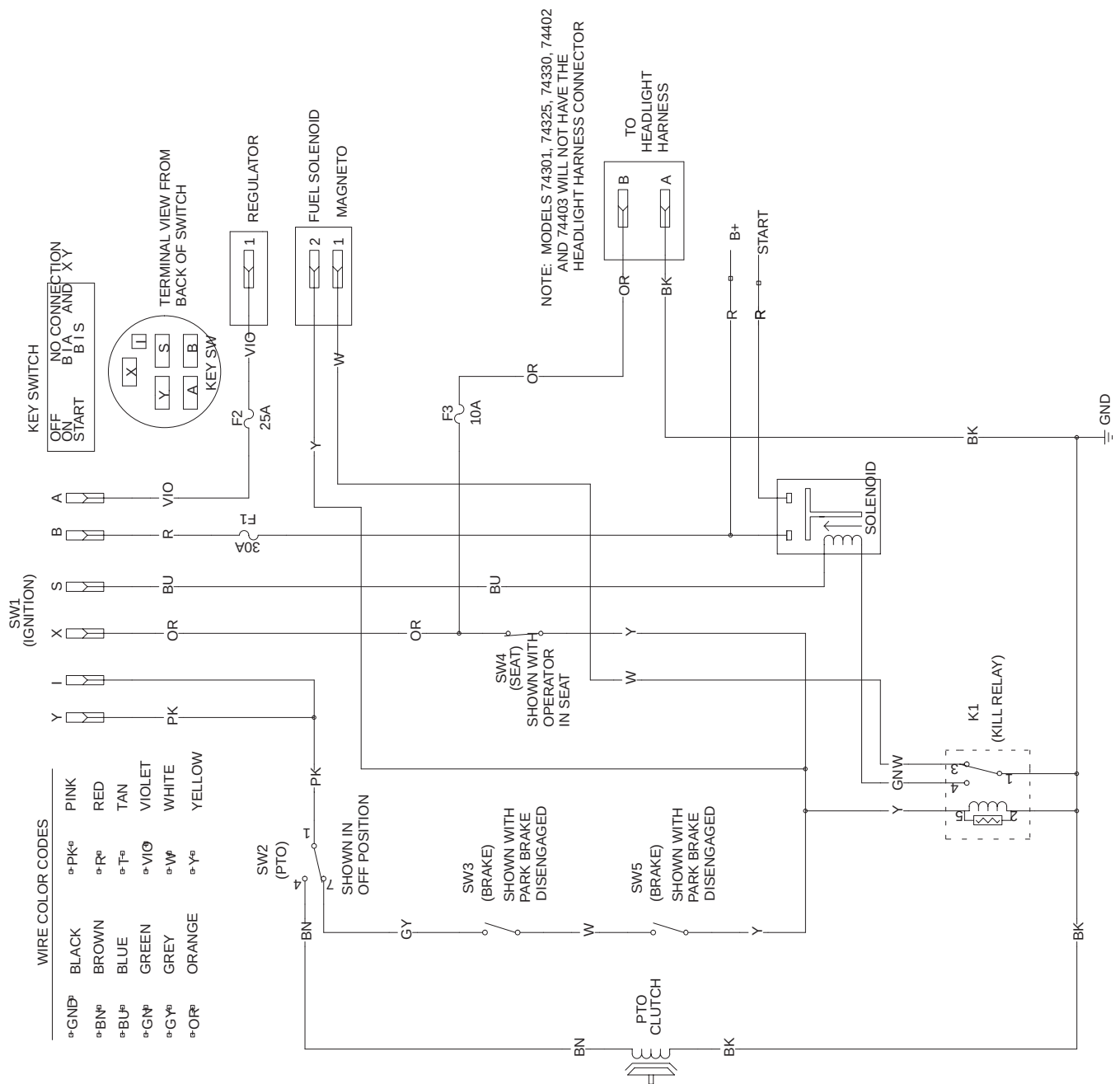


Figure 50

- | | |
|----------------------------|-------------------------|
| 1. Grass deflector | 5. Nut, 3/8 inch |
| 2. Grass deflector bracket | 6. Internal lock washer |
| 3. Spring | 7. Short stand-off |
| 4. Rod | |

Wiring Diagram



Cleaning and Storage

1. Disengage the PTO, set the parking brake, stop the engine, and remove the key.
 2. Remove grass clippings, dirt, and grime from the external parts of the entire machine, especially the engine. Clean dirt and chaff from the outside of the engine cylinder head fins and blower housing.
- Important** You can wash the machine with mild detergent and water. Do not pressure wash the machine. Avoid excessive use of water, especially near the control panel, engine, hydraulic pumps, and motors.
3. Service the air cleaner; refer to Servicing the Air Cleaner, page 22.
 4. Grease and oil the machine; refer to Greasing and Lubrication, page 26.
 5. Change the crankcase oil and filter; refer to Servicing the Engine Oil, page 21.
 6. Check the tire pressure; refer to Checking the Tire Pressure, page 29.
 7. Charge the battery; refer to Servicing the Battery, page 26.
 8. Check the condition of the blades; refer to Servicing the Cutting Blades, page 24.
 9. Prepare the machine for storage when non-use occurs over 30 days. Prepare the machine for storage as follows.
 10. Add a petroleum based stabilizer/conditioner to the fuel in the tank. Follow the mixing instructions from the stabilizer manufacturer. **Do not use an alcohol based stabilizer (ethanol or methanol).**

Note: A fuel stabilizer/conditioner is most effective when mixed with fresh gasoline and used at all times.

- A. Run the engine to distribute the conditioned fuel through the fuel system (5 minutes).
- B. Stop the engine, allow it to cool, and drain the fuel tank; refer to Draining the Fuel Tank, page 28.
- C. Restart the engine and run it until it stops.
- D. Choke or prime the engine. Start and run the engine until it will not start. Operate the primer, if equipped, several times to ensure no fuel remains in the primer system.
- E. Dispose of fuel properly. Recycle as per local codes.

Important Do not store stabilizer/conditioned gasoline over 90 days.

11. Remove the spark plug(s) and check its condition; refer to Servicing the Spark Plug, page 23. With the spark plug(s) removed from the engine, pour two tablespoons of engine oil into the spark plug hole. Use the starter to crank the engine and distribute the oil inside the cylinder. Install the spark plug(s). Do not install the wire on the spark plug(s).
12. Clean any dirt and chaff from the top of the mower.
13. Scrape any heavy buildup of grass and dirt from the underside of the mower, then wash the mower with a garden hose.
14. Check the condition of the drive and mower belts.
15. Check and tighten all bolts, nuts, and screws. Repair or replace any part that is worn or damaged.
16. Paint all scratched or bare metal surfaces. Paint is available from your Authorized Service Dealer.
17. Store the machine in a clean, dry garage or storage area. Remove the key from the ignition switch and keep it in a memorable place. Cover the machine to protect it and keep it clean.

Troubleshooting

Problem	Possible Causes	Corrective Action
The engine overheats.	1. The engine load is excessive. 2. The oil level in the crankcase is low. 3. The cooling fins and air passages under the engine blower housing are plugged. 4. The air cleaner is dirty. 5. Dirt, water, or stale fuel is in fuel system.	1. Reduce ground speed. 2. Add oil to the crankcase. 3. Remove the obstruction from the cooling fins and air passages. 4. Clean or replace the air cleaner element. 5. Contact an Authorized Service Dealer.

Problem	Possible Causes	Corrective Action
The starter does not crank.	1. The blade control (PTO) is engaged. 2. The motion control levers are not in the brake position. 3. The operator is not seated. 4. The battery is dead. 5. The electrical connections are corroded or loose. 6. A fuse is blown. 7. A relay or switch is damaged.	1. Move the PTO to Disengaged. 2. Move the motion control levers to the brake position. 3. Sit on the seat. 4. Charge the battery. 5. Check the electrical connections for good contact. 6. Replace the fuse. 7. Contact an Authorized Service Dealer.
The engine will not start, starts hard, or fails to keep running.	1. The fuel tank is empty. 2. The fuel valve turned off. 3. The choke is not on. 4. The air cleaner is dirty. 5. The spark plug wire(s) is loose or disconnected. 6. The spark plug(s) is pitted, fouled, or the gap is incorrect. 7. There is dirt in fuel filter. 8. Dirt, water, or stale fuel is in fuel system. 9. There is incorrect fuel in the fuel tank. 10. The oil level in the crankcase is low.	1. Fill the fuel tank. 2. Open the fuel valve. 3. Move the choke lever to On. 4. Clean or replace the air cleaner element. 5. Install the wire(s) on the spark plug. 6. Install a new, correctly gapped spark plug(s). 7. Replace the fuel filter. 8. Contact an Authorized Service Dealer. 9. Drain the tank and replace the fuel with the proper type. 10. Add oil to the crankcase.
The engine loses power.	1. The engine load is excessive. 2. The air cleaner is dirty. 3. The oil level in the crankcase is low. 4. The cooling fins and air passages under the engine blower housing are plugged. 5. The spark plug(s) is pitted, fouled, or the gap is incorrect. 6. The vent in the fuel cap is closed. 7. There is dirt in the fuel filter. 8. Dirt, water, or stale fuel is in the fuel system. 9. There is incorrect fuel in the fuel tank.	1. Reduce ground speed. 2. Clean the air cleaner element. 3. Add oil to the crankcase. 4. Remove the obstruction from the cooling fins and air passages. 5. Install a new, correctly gapped spark plug(s). 6. Open the vent in the fuel cap. 7. Replace the fuel filter. 8. Contact an Authorized Service Dealer. 9. Drain the tank and replace the fuel with the proper type.

Problem	Possible Causes	Corrective Action
The machine does not drive.	1. The traction belts are worn, loose, or broken. 2. The traction belts are off of the pulleys.	1. Contact an Authorized Service Dealer. 2. Contact an Authorized Service Dealer.
There is abnormal vibration.	1. The engine mounting bolts are loose. 2. The engine pulley, idler pulley, or blade pulley is loose. 3. The engine pulley is damaged. 4. The cutting blade(s) is/are bent or unbalanced. 5. A blade mounting bolt is loose. 6. A blade spindle is bent.	1. Tighten the engine mounting bolts. 2. Tighten the appropriate pulley. 3. Contact an Authorized Service Dealer. 4. Install a new cutting blade(s). 5. Tighten the blade mounting bolt. 6. Contact an Authorized Service Dealer.
Uneven cutting height.	1. The blade(s) is not sharp. 2. A cutting blade(s) is/are bent. 3. The mower is not level. 4. An anti-scalp wheel is not set correctly. 5. The underside of the mower is dirty. 6. The tire pressure is incorrect. 7. A blade spindle is bent.	1. Sharpen the blade(s). 2. Install a new cutting blade(s). 3. Level the mower from side-to-side and front-to-rear. 4. Adjust the anti-scalp wheel height. 5. Clean the underside of the mower. 6. Adjust the tire pressure. 7. Contact an Authorized Service Dealer.
The blades do not rotate.	1. The drive belt is worn, loose or broken. 2. The drive belt is off of the pulley. 3. The mower belt is worn, loose, or broken.	1. Install a new drive belt. 2. Install the drive belt and check the adjusting shafts and belt guides for the correct position. 3. Install a new mower belt.

