



Count on it.

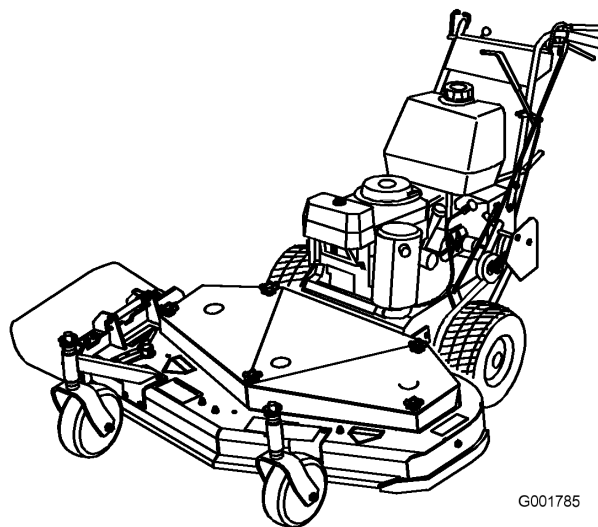
Operator's Manual

Commercial Walk-Behind Mower

**Fixed Deck, Pistol Grip, Gear-Drive, with a
40in or 48in TURBO FORCE® Cutting Unit**

Model No. 30686—Serial No. 260000001 and Up

Model No. 30688—Serial No. 260000001 and Up



G001785

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.

This spark ignition system complies with Canadian ICES-002.

Important: This engine is not equipped with a spark arrester muffler. It is a violation of California Public Resource Code Section 4442 to use or operate the engine on any forest-covered, brush-covered, or grass-covered land. Other states or federal areas may have similar laws.

The enclosed *Engine Owner's Manual* is supplied for information regarding the US Environmental Protection Agency (EPA) and the California Emission Control Regulation of emission systems, maintenance, and warranty. Replacements may be ordered through the engine manufacturer.

Introduction

Read this information carefully to learn how to operate and maintain your product properly and to avoid injury and product damage. You are responsible for operating the product properly and safely.

You may contact Toro directly at www.Toro.com for product and accessory information, help finding a dealer, or to register your product.

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 identifies the location of the model and serial numbers on the product. Write the numbers in the space provided.

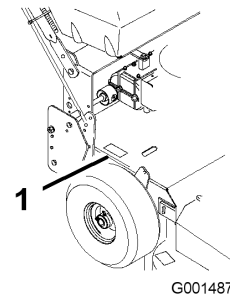


Figure 1

1. Model and serial number location

Model No. _____

Serial No. _____

This manual identifies potential hazards and has safety messages identified by the safety alert symbol (Figure 2), which signals a hazard that may cause serious injury or death if you do not follow the recommended precautions.



Figure 2

1. Safety alert symbol

This manual uses 2 other words to highlight information. **Important** calls attention to special mechanical information and **Note** emphasizes general information worthy of special attention.

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Safety

Note: The addition of attachments made by other manufacturers that do not meet American National Standards Institute certification will cause noncompliance of this machine.

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 standard B71.4-2004.

Training

- Read the Operator’s Manual and other training material. If the operator(s) or mechanic(s) can not read English it is the owner’s responsibility to explain this material to them.
- Become familiar with the safe operation of the equipment, operator controls, and safety signs.
- All operators and mechanics should be trained. The owner is responsible for training the users.
- Never let children or untrained people operate or service the equipment. Local regulations may restrict the age of the operator.
- The owner/user can prevent and is responsible for accidents or injuries occurring to himself or herself, other people or property.

Preparation

- 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.
- Wear appropriate clothing including hard hat, safety glasses and hearing protection. Long hair, loose clothing or jewelry may get tangled in moving parts.
- Inspect the area where the equipment is to be used and remove all objects such as rocks, toys and wire which can be thrown by the machine.
- Use extra care when handling gasoline and other fuels. They are flammable and vapors are explosive.
 - Use only an approved container

- Never remove gas cap or add fuel with engine running. Allow engine to cool before refueling. Do not smoke.
- Never refuel or drain the machine indoors.
- Check that operator’s presence controls, safety switches and shields are attached and functioning properly. Do not operate unless they are functioning properly.

Operation

- Never run an engine in an enclosed area.
- Only operate in good light, keeping away from holes and hidden hazards.
- Be sure all drives are in neutral and parking brake is engaged before starting engine. Only start engine from the operator’s position.
- Be sure of your footing while using this machine, especially when backing up. Walk, don’t run. Never operate on wet grass. Reduced footing could cause slipping.
- Slow down and use extra care on hillsides. Be sure to travel side to side on hillsides. Turf conditions can affect the machine’s stability. Use caution while operating near drop-offs.
- Slow down and use caution when making turns and when changing directions on slopes.
- Never raise deck with the blades running.
- Never operate with the PTO shield, or other guards not securely in place. Be sure all interlocks are attached, adjusted properly, and functioning properly.
- Never operate with the discharge deflector raised, removed or altered, unless using a grass catcher.
- Do not change the engine governor setting or overspeed the engine.
- Stop on level ground, disengage drives, engage parking brake (if provided), shut off engine before leaving the operator’s position for any reason including emptying the catchers or unclogging the chute.
- Stop equipment and inspect blades after striking objects or if an abnormal vibration occurs. Make necessary repairs before resuming operations.
- Keep hands and feet away from the cutting unit.
- Look behind and down before backing up to be sure of a clear path.
- Keep pets and bystanders away.
- Slow down and use caution when making turns and crossing roads and sidewalks. Stop blades 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 or from a trailer or truck.
- Use care when approaching blind corners, shrubs, trees, or other objects that may obscure vision.

Maintenance and storage

- Disengage drives, 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 unit, drives, mufflers, and engine to help prevent fires. Clean up oil or fuel spillage.
- Let engine cool before storing and do not store near flame.
- Shut off fuel while storing or transporting. Do not store fuel near flames or drain indoors.
- Park machine on level ground. Set parking brake. Never allow untrained personnel to service machine.
- Use jack stands to support components when required.
- Carefully release pressure from components with stored energy.
- Disconnect the battery or remove spark plug wire before making any repairs. Disconnect the negative terminal first and the positive last. Reconnect the positive first and negative last.
- Use care when checking blades. Wrap the blade(s) or wear gloves, and use caution when servicing them. Only replace blades. Never straighten or weld them.
- Keep hands and feet away from moving parts. If possible, do not make adjustments with the engine running.
- Keep all parts in good working condition and all hardware tightened. Replace all worn or damaged decals.

Toro Mower Safety

The following list contains safety information specific to Toro products and other safety information you must know.

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

This product is designed for cutting and recycling grass or, when equipped with a grass bagger, for catching cut grass. Any use for purposes other than these could prove dangerous to user and bystanders.

General Operation

- Be sure the area is clear of other people before mowing. Stop the machine if anyone enters the area.
- Do not touch equipment or attachment parts which may be hot from operation. Allow to cool before attempting to maintain, adjust or service.
- Use only Toro-approved attachments. Warranty may be voided if used with unapproved attachments.
- Check carefully for overhead clearances (i.e. branches, doorways, electrical wires) before operating under any objects and do not contact them.

Slope Operation

All slopes and ramps require extra caution. If you feel uneasy on a slope, do not mow it.

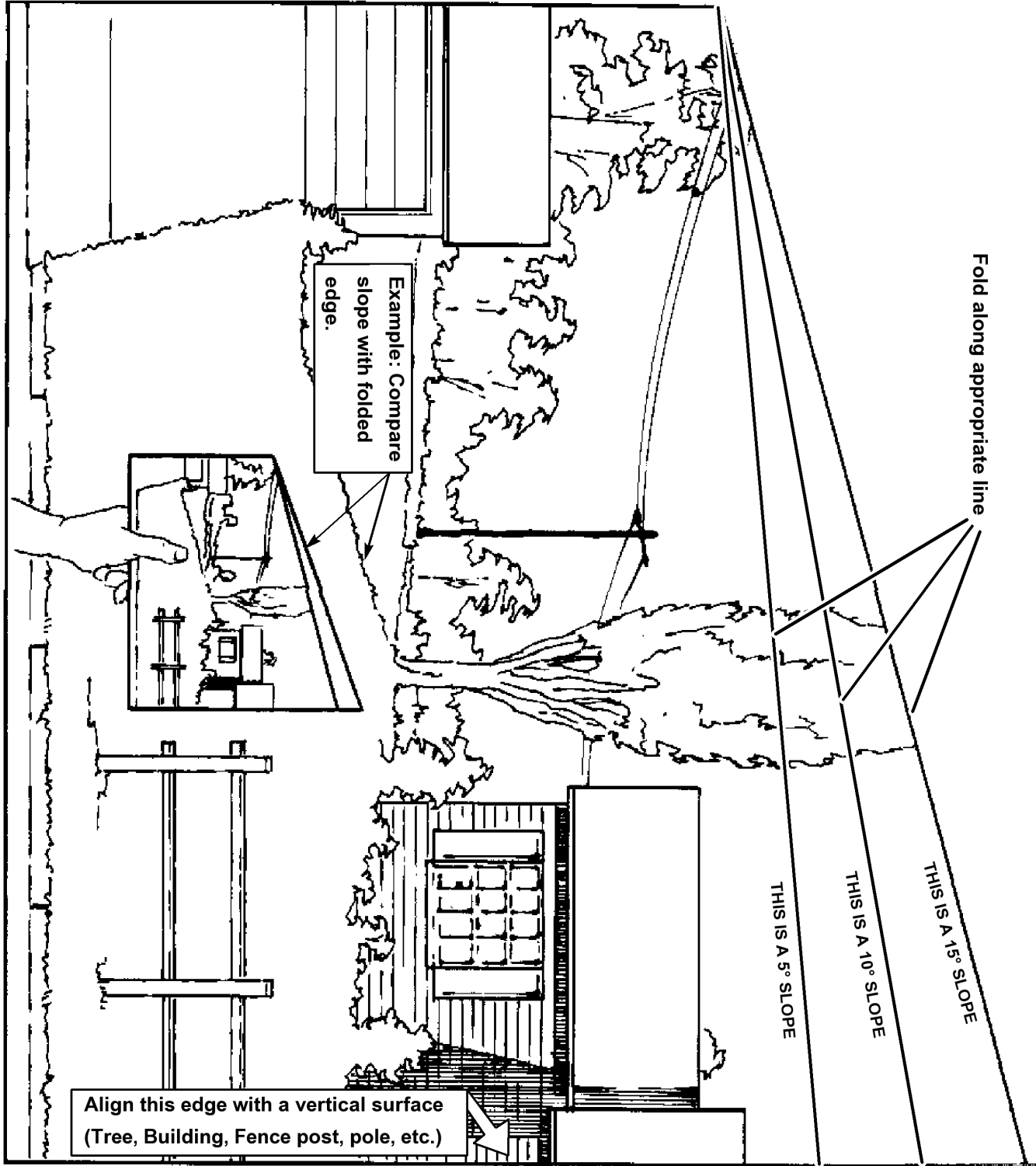
- Remove obstacles such as rocks, tree limbs, etc. from the mowing area.
- Watch for holes, ruts or bumps. Tall grass can hide obstacles.
- Use caution near drop-offs, ditches, or embankments. The machine could suddenly turn over if a wheel goes over the edge of a cliff or ditch, or if an edge caves in.
- Use extra care with grass catchers or other attachments. These can change the stability of the machine.
- Keep all movement on slopes slow and gradual. Do not make sudden changes in speed or direction.
- Mow slopes side to side.
- Do not mow slopes greater than 15 degrees.

Service

- Never store the machine or fuel container inside where there is an open flame, such as near a water heater or furnace.
- Keep nuts and bolts tight, especially the blade attachment bolts and nuts. Keep equipment in good condition.
- Never tamper with safety devices. Check safety systems for proper operation before each use.

- Use only genuine replacement parts to ensure that original standards are maintained.
- Check brake operation frequently. Adjust and service as required.

Slope Chart



Safety and Instructional Decals



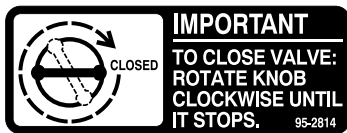
Safety decals and instructions are easily visible to the operator and are located near any area of potential danger. Replace any decal that is damaged or lost.



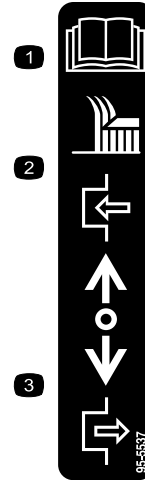
43-8480



66-1340



95-2814

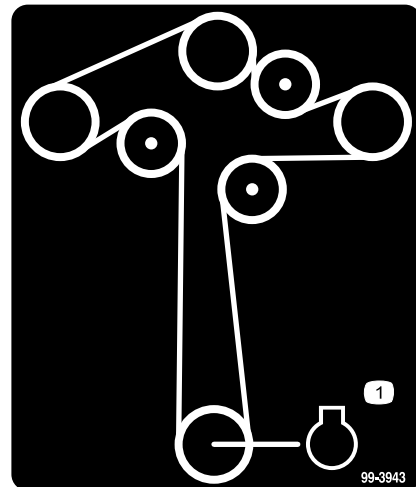


95-5537

1. Read the *Operator's Manual* for instructions on operating the cutting blade
2. Push forward to engage
3. Pull back to disengage

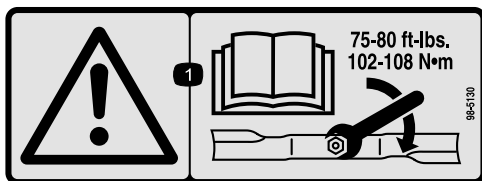


98-0776



99-3943

1. Engine



98-5130

- Warning—read the *Operator's Manual* for instructions on torquing the blade bolt/nut to 75-80 ft-lb (102-106 N·m).



98-5954



104-8569



105-4104

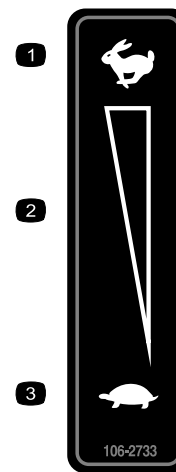
- Reverse
- Neutral
- Transmission speeds



105-4111



106-0699



106-2733

- Fast
- Continuous variable setting
- Slow

DANGER

AVOID SERIOUS INJURY or DEATH:

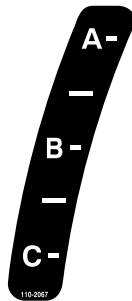
- DO NOT MOW WHEN CHILDREN OR OTHERS ARE AROUND.
- DO NOT ALLOW OPERATION OF THE MACHINE BY UNTRAINED PERSONNEL.
- KEEP SAFETY DEVICES (GUARDS, SHIELDS, ETC.) IN PLACE AND WORKING.
- REMOVE OBJECTS THAT COULD BE THROWN BY THE BLADE.
- READ THE OPERATOR'S MANUAL.

FOR REPLACEMENT MANUAL, SEND MODEL AND SERIAL NUMBER TO:
THE TORO CO., 8111 LYNDALE AVE. S.,
BLOOMINGTON, MN 55420-1196

106-2737

106-2737

1. Park
2. Drive
3. Neutral
4. Engine—stop
5. Engine—run
6. Warning—wear ear protection.



110-2067

ADJUSTABLE BAFFLE
BAFLE AJUSTABLE

A -	• Short, light grass • Dry conditions • Maximum dispersion		• Césped corto y ligero • Condiciones secas • Maxima dispersion
B -	• Bagging setting		• Posicion para usar con bolsa
C -	• Tall, dense grass • Wet conditions • Maximum ground speed		• Césped alto y denso • Condiciones mojadas • Maxima velocidad

110-2068

1

110-2068

1. Read the *Operator's Manual*.

Setup

Loose Parts

Use the chart below to verify that all parts have been shipped.

Procedure	Description	Qty.	Use
1	No parts required	–	Check the fluids and tire pressure.
2	Operator's Manual Engine Operator's Manual Parts Catalog Safety Video Registration Card Oil drain hose	1 1 1 1 1 1	Read the Operator's Manual and watch the video before operating the machine.

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

1

Checking the Fluids and Tire Pressure

No Parts Required

Procedure

- Before you start the engine and use the machine, check the oil level in the engine crankcase; refer to Checking the Engine Oil Level.
- Check the grease for the mower and mower deck. Refer to the Lubrication Section.
- Check the tire pressure; refer to Checking the Tire Pressure.

2

Reading the Manual and Viewing the Safety Video

Parts needed for this procedure:

1	<i>Operator's Manual</i>
1	<i>Engine Operator's Manual</i>
1	<i>Parts Catalog</i>
1	<i>Safety Video</i>
1	<i>Registration Card</i>
1	<i>Oil drain hose</i>

Procedure

- Read the *Operator's Manual*.
- View the safety video.
- Fill out the registration card and mail it in or register online at www.Toro.com.
- Use the oil drain hose when changing the engine oil.

Note: The cutting blades are set to a 3 inch (76mm) height-of-cut at initial purchase. The axle position is **D**, with 4 spacers below both the spindle and the caster.

Product Overview

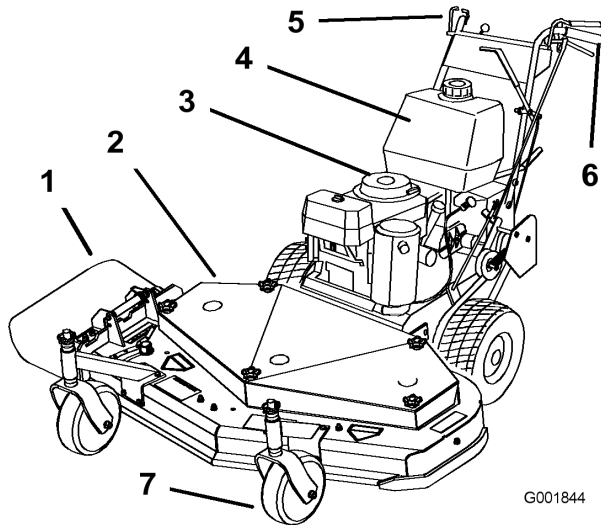


Figure 3

- | | |
|-------------------|-----------------|
| 1. Side discharge | 5. Controls |
| 2. Mower deck | 6. Handle |
| 3. Recoil starter | 7. Caster wheel |
| 4. Gas tank | |

Controls

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

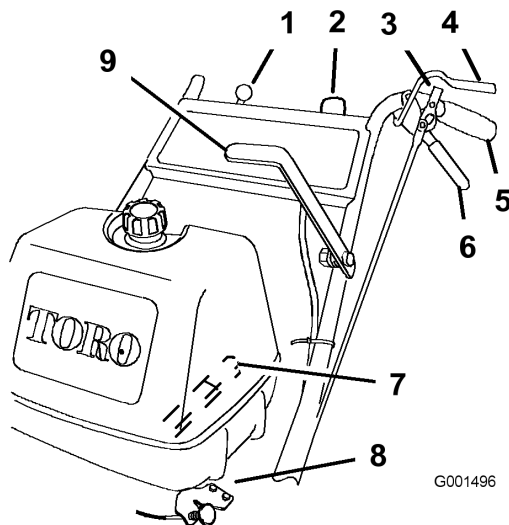


Figure 4

- | | |
|--|-------------------------------|
| 1. Throttle control | 6. Drive lever |
| 2. Ignition switch | 7. Gear shift lever |
| 3. Neutral/parking brake lock | 8. Choke |
| 4. Operator Presence Control (OPC) lever | 9. Power take off lever (PTO) |
| 5. Handle | |

Throttle Control

The throttle control has two positions: **Fast** and **Slow**.

Operator Presence Control (OPC) Levers

When you squeeze the OPC levers against the handles, the OPC system senses that the operator is in the normal operating position. When you release the OPC levers, the OPC system senses that the operator has left the normal operating position, and the system will stop the engine if either the gear shift lever is not in the **neutral** position or the blade control (PTO) lever is engaged.

Drive Levers

Release drive levers to engage forward traction operation. Squeeze right side of drive lever to turn right and left side to turn left.

Gear Shift Lever

The transmission has five forward speeds, neutral and reverse, and has an in-line shift pattern.

Important: Do not shift while unit is moving, as transmission damage may occur.

Neutral/Parking Brake Lock

Squeeze drive levers and move the locks rearward for neutral lock. Squeeze drive levers and move the locks forward to set the parking brake.

Blade Control Lever (PTO)

This lever is used in conjunction with the OPC levers to engage or disengage the mower deck belt and drive the mower blades.

Recoil Starter

Pull the recoil starter handle to start engine (not shown in).

Fuel Shut-off Valve

Close the fuel shut-off valve when transporting or storing mower.

Ignition Switch

This switch is used in conjunction with recoil starter and has two positions: **Run** and **Off**.

Choke

Use the choke to start a cold engine.

Specifications

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

40 inch mowers:

Width with deflector down	55–1/2 inches (141 cm)
Length	75–3/8 inches (191.3 cm)
Height	41 inches (104.1 cm)
Weight	477 lb (216 kg)

48 inch mowers:

Width with deflector down	63–1/2 inches (161.3 cm)
Length	78–3/8 inches (198.9 cm)
Height	41 inches (104.1 cm)
Weight	500 lb (227 kg)

Attachments/Accessories

A selection of Toro approved attachments and accessories are available for use with the machine to enhance and expand its capabilities. Contact your Authorized Service Dealer or Distributor or go to www.Toro.com for a list of all approved attachments and accessories.

Operation

Adding Fuel

Use **Unleaded** Regular Gasoline suitable for automotive use (85 pump octane minimum). Leaded 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.



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.
- Do not operate without entire exhaust system in place and in proper working condition.



In certain conditions during fueling, static electricity can be released causing a spark which can ignite the gasoline vapors. A fire or explosion from gasoline can burn you and others and can damage property.

- 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.



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 bottle 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 fuel tank cap and remove the cap. Add unleaded regular gasoline to 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 fuel tank cap securely. Wipe up any gasoline that may have spilled.

Think Safety First

Carefully read all the safety instructions and decals in the safety section. Knowing this information could help you or any bystanders avoid injury.

The use of protective equipment for eyes, hearing, feet and head is recommended.



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

Wear hearing protection when operating this machine.



Figure 5

1. Warning—wear hearing protection.

Operating the Parking Brake and Neutral Locks

Always set the parking brakes when you stop the machine or leave it unattended.



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

Always set the parking brake when leaving the machine unattended, even if just for a few minutes.

Setting the Parking Brakes

1. Squeeze the drive levers (Figure 6).

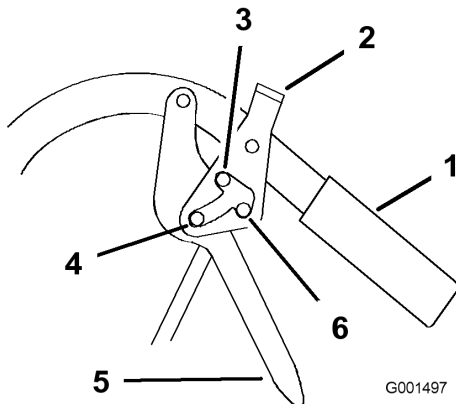


Figure 6

- | | |
|-------------------------------|-----------------------|
| 1. Handle | 4. Full speed forward |
| 2. Neutral/parking brake lock | 5. Drive lever |
| 3. Park position | 6. Neutral position |

2. Place your thumbs on the upper part of the locks and move them forward in into the **park** position (Figure 6).
3. Release the drive levers.

Releasing the Parking Brakes

1. Squeeze the drive levers (Figure 6).
2. Place your thumbs on the upper part of the locks and move them rearward until they are in the **drive** position (Figure 6).

Setting the Neutral Locks

1. Squeeze the drive levers (Figure 6).
2. Place your thumbs on the upper part of the locks and move them rearward into the **neutral lock** position (Figure 6).

Releasing the Neutral Locks

1. Squeeze the drive levers back.
2. Place your thumbs on the upper part of the locks and move them forward until they are in the **drive** position (Figure 6).

Starting and Stopping the Engine

Starting the Engine

1. Connect the wires to the spark plugs.
2. Open the fuel valve.
3. Disengage the blade control (PTO) lever and move the shift lever to the **neutral** position.
4. Set the parking brakes.
5. Turn the ignition key to the **run** position (Figure 7).
6. To start a cold engine, move the throttle control midway between the **fast** and **slow** positions.
7. To start a warm engine, move the throttle control to the **fast** position.
8. Pull the choke knob if the engine is cold (Figure 7).

Note: A warm or hot engine usually does not require any choking.

9. Grasp the recoil starter handle firmly and pull it out until positive engagement results; then pull the handle vigorously to start the engine. Allow the rope to recoil slowly.

Important: Do not pull the recoil rope to its limit or release the starter handle when you pull out the rope because the rope may break or the recoil assembly may be damaged.

10. Push the choke to off as the engine warms up.
11. If the engine is cold, allow it to warm up and then move the throttle control to the **fast** position.

Stopping the Engine

Important: In an emergency, you can stop the engine immediately by turning the ignition key to the **off** position.

1. Move the throttle lever to the **slow** position.
2. Let engine idle for 30 to 60 seconds before turning the ignition key to **off**.
3. Turn the ignition key to the **off** position.
4. Set the parking brakes and remove the key.

5. Disconnect the wire from the spark plug to prevent someone from accidentally starting the machine while transporting or performing maintenance on it.
6. Close the fuel shut-off valve before transporting or storing the machine.

Important: Close the fuel shut-off valve before transporting or the storing the machine to prevent fuel leakage.

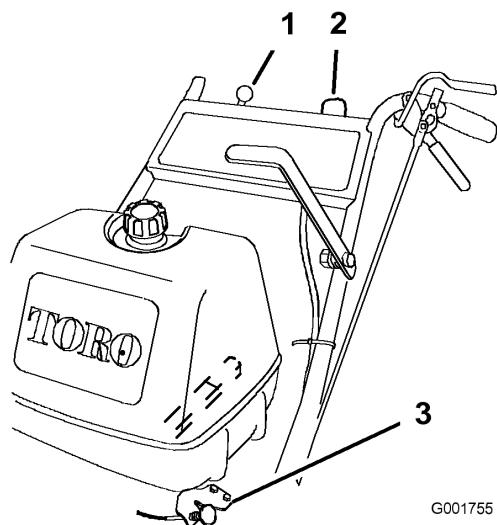


Figure 7

1. Throttle control
2. Ignition switch
3. Choke

Operating the Blade Control (PTO) Lever

The blade control (PTO) lever engages and disengages the power to the mower blades.

Engaging the Mower Blades (PTO)

1. Squeeze the operator presence control (OPC) levers against the handles (Figure 8).
2. Push the blade control (PTO) lever firmly forward until it latches over the center (Figure 8).
3. Restart the engine and repeat the procedure to engage the mower blades if the operator presence control (OPC) levers are released.

Disengaging the Mower Blades (PTO)

To disengage the blades, pull the blade control lever rearward all the way (Figure 8). The engine will kill when the OPC levers are released with the blade control lever engaged.

Note: It is necessary to fully and manually disengage the blade control lever.

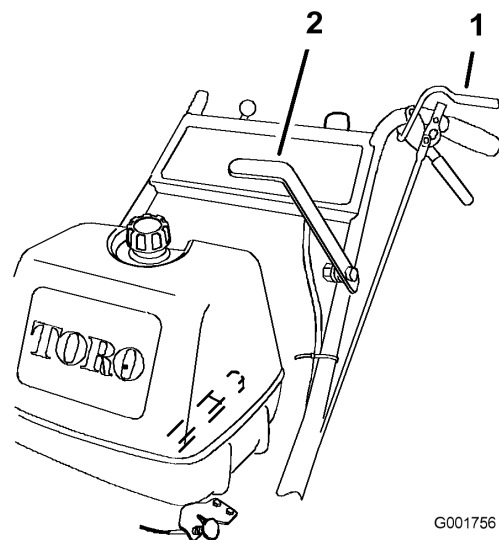


Figure 8

1. Operator Presence Control (OPC) levers
2. Blade control lever (PTO)

The Safety Interlock System



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 blade control (PTO) lever is disengaged.
- The machine is shifted into the Neutral position.
- The ignition key is in the Run position.

The safety interlock system is also designed to stop the engine when:

- The ignition key is turned to the Off position.
- The machine is shifted into gear without holding the OPC levers.
- The blade control (PTO) lever is engaged without holding the OPC levers.

Testing the Safety Interlock System

Service Interval: Before each use or daily

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

1. Set the parking brakes, move the shift lever into the Neutral position, disengage the blade control (PTO) lever and place the throttle forward.
2. Start the engine; refer to Starting the Engine.
3. Without holding the Operator Presence Control (OPC) levers, engage the blade control (PTO) lever. The engine should stop.
4. Disengage the blade control (PTO) lever.
5. With the engine running, hold down the OPC levers and engage the blade control (PTO) lever. The drive belt should engage and the mower blades begin rotating.
6. Release the OPC levers. The engine should stop.
7. With the engine running, move the shift lever into gear and release the OPC levers. The engine should stop.
8. With the engine running, turn the ignition key to the **off** position. The engine should stop.
9. If all the above conditions are not met, have an Authorized Service Dealer repair the safety system immediately.

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 mowing performance.

Driving Forward

1. Ensure that the parking brakes are engaged.
2. Move the shift lever into a forward gear.
3. Squeeze the OPC levers against the handles.
4. Release the parking brakes; refer to Releasing the Parking Brakes and Neutral Locks.
5. Slowly release the drive levers.

Note: To go straight, release the drive levers equally. To turn, squeeze the drive lever on the same side as the direction you want to turn.

Driving Backward

1. Ensure that the parking brakes are engaged.

2. Squeeze the OPC levers against the handles.
3. Move the shift lever into the reverse gear.
4. Release the parking brakes; refer to Releasing the Parking Brakes and Neutral Locks.
5. Slowly release the drive levers.

Note: You must pull the mower backward to assist its rearward movement.

Stopping the Mower

1. Squeeze the drive levers all the way back to engage the brakes.
2. Set the parking brakes. Refer to Setting the Parking Brakes.
3. Shift transmission into the Neutral position.
4. Move the throttle to the Stop position, and wait for all moving parts to stop before leaving the operating position.



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

Always remove the ignition key and set the parking brake when leaving the machine unattended, even if just for a few minutes.

Transporting Machines

Use a heavy-duty trailer or truck to transport the machine. Ensure that the trailer or truck has all necessary lighting and marking as required by law. Please carefully read all the safety instructions. Knowing this information could help you, your family, pets or bystanders avoid injury.

To transport the machine:

- Stop the engine, remove the key, set the brake, and close the fuel valve.
- Securely fasten the machine to the trailer or truck with straps, chains, cable, or ropes.
- Secure a trailer to the towing vehicle with safety chains.

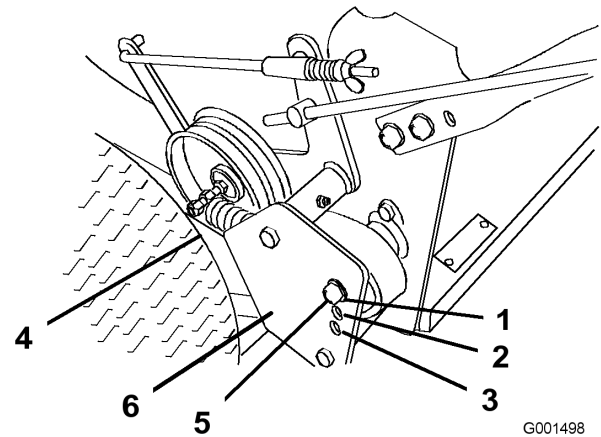
Side Discharging or Mulching the Grass

This mower has a hinged grass deflector that disperses clippings to the side and down toward the turf.



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 release the bail and the power take off (PTO) is off. Rotate the ignition key to Off. Also remove the key and pull the wire off the spark plug(s).



G001498

Figure 9

- | | |
|---------------|-------------------------------------|
| 1. Position A | 4. Drive spring |
| 2. Position B | 5. Adjustment bolt (In position A) |
| 3. Position C | 6. Drive pulley shield |

Adjusting the Wheel Drive Tension

You may need to increase the wheel drive belt tension under certain operating conditions, such as mower over hilly terrain or while pulling a sulky.

1. Stop the engine, remove the key, and wait for all moving parts to stop.
2. Disconnect the wires from the spark plugs.
3. Disengage the neutral/parking brake locks, and release the drive levers to reduce the spring force.
4. Remove the drive spring from the adjustment bolt (Figure 9).

5. Remove the locknut that secures the adjustment bolt to the drive pulley shield (Figure 9).
 6. Locate bolt assembly in the desired tension position as follows:
 - Position A for normal conditions
 - Position B for more severe conditions
 - Position C for the most severe conditions
- Note:** The wheel drive tension is lowest when the bolt assembly is in Position A. The tension increases in Positions B and C (Figure 9).
7. Install the adjustment bolt and the drive spring.
 8. Repeat steps through for the opposite side.

Adjusting the Height-of-Cut

This machine has a 1 to 4-1/4 inch (26 to 108 mm) range for the height-of-cut. This can be achieved by adjusting blade spacers, rear axle height, and front caster spacers. Use the Height-of-Cut Chart to select the combination of adjustments required.

Adjusting the Blade Height

Adjust the blades by using the 4 spacers (1/4 inch) (6 mm) on the blade spindle bolts. This allows for a 1-inch (25 mm) adjustment range, in 1/4 inch (6 mm) increments, of cutting height in any axle position. Use the same number of blade spacers on all blades to achieve a level cut (2 above and 2 below, 1 above and 3 below, etc.).

1. Disengage the blade control (PTO) lever and set the parking brakes.

2. Stop the engine and wait for all moving parts to stop before leaving the operating position.
3. Hold the blade bolt and remove the nut (Figure 10).

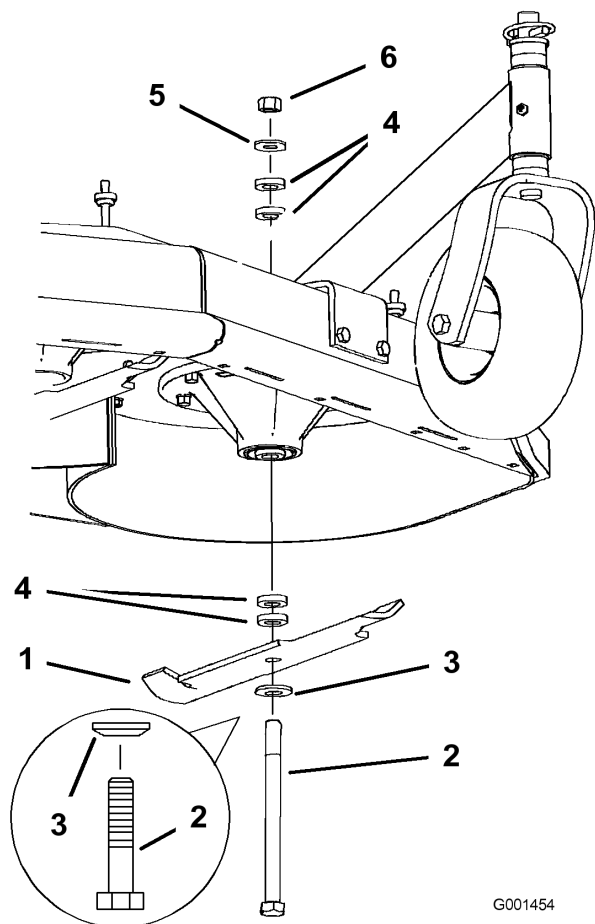


Figure 10

- | | |
|------------------|----------------|
| 1. Blade | 4. Spacer |
| 2. Blade bolt | 5. Thin washer |
| 3. Curved washer | 6. Nut |

4. Slide the bolt down through the spindle, and change the spacers as needed (Figure 10).
5. Install the bolt and curved washer, add extra spacer(s), and secure them with a thin washer and a nut (Figure 10).
6. Torque the blade bolt to 75-80 ft-lb (101-108 N•m).

Adjusting the Axle Height

Adjust the axle position to the selected height-of-cut setting. Refer to the Height-of-Cut Chart.

1. Disengage the blade control (PTO) lever and set the parking brakes.
2. Stop the engine and wait for all moving parts to stop before leaving the operating position.
3. Loosen, but do not remove, the 2 axle pivot bolts and the 2 axle adjustment bolts (Figure 11).

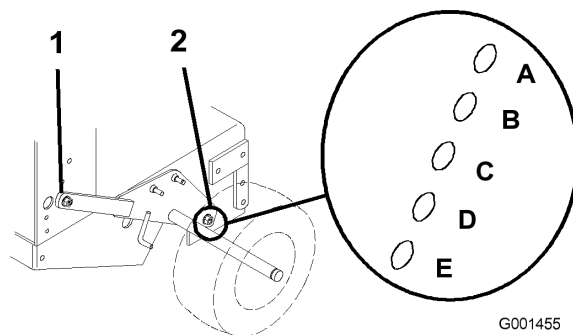


Figure 11

- | | |
|--------------------|-------------------------|
| 1. Axle pivot bolt | 2. Axle adjustment bolt |
|--------------------|-------------------------|

4. Place a jack under the rear center of the engine frame. Raise the back end of the engine frame up enough to remove the front 2 axle adjustment bolts (Figure 11).

Note: Use jack stands to support the machine.

5. Raise or lower the engine frame with the jack so that you can install the front 2 axle adjustment bolts in the desired hole location (Figure 11).

Note: Use a tapered punch to help align the holes.

6. Tighten all 4 bolts and lower the mower.
7. Adjust the control rods and the brake linkages as required. Refer to Servicing the Brakes and Adjusting the Control Rods.

Important: You must adjust the control rods and the brake linkage when you change the axle positions for proper traction and brake function.

Adjusting the Caster Position

1. Using the Height-of-Cut Chart, adjust the caster spacers to match with the axle hole selected (Figure 12).

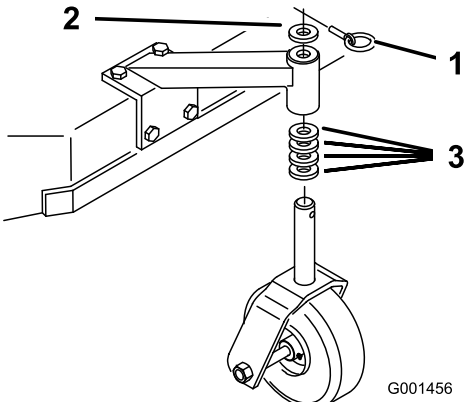


Figure 12

1. Latch pin
2. Spacer, 3/16 inch (5 mm)
3. Spacer, 1/2 inch (13 mm)

2. Remove the latch pin, slide the caster from the support, and change the spacers (Figure 12).
3. Install the caster in the support and insert the latch pin (Figure 12).

Adjusting the Flow Baffle

The mower discharge flow can be adjusted for different types of mowing conditions. Position the cam lock and baffle to give the best quality of cut.

1. Disengage the PTO, move the motion control levers to the neutral locked position and set the parking brake.
2. Stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. To adjust the cam lock, swing the lever up to loosen the cam lock (Figure 13).
4. Adjust the baffle and cam lock in the slot to the desired discharge flow.
5. Swing the lever back over to tighten the baffle and cam lock (Figure 13).
6. If the cam does not lock the baffle into place or it is too tight, loosen the lever and then rotate the cam lock. Adjust the cam lock until the desired locking pressure is achieved.

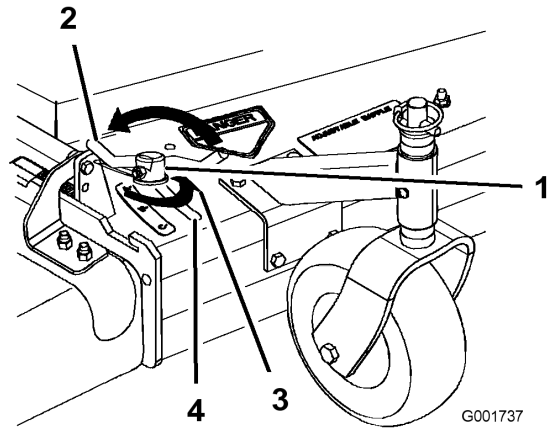


Figure 13

1. Cam lock
2. Lever
3. Rotate cam to increase or decrease locking pressure
4. Slot

Positioning the Flow Baffle

The following figures are only recommendations for use. Adjustments will vary by grass type, moisture content, and height of grass.

Note: If the engine power draws down and the mower ground speed is the same, open up the baffle.

Position A

This is the full rear position. The suggested use for this position is as follows (Figure 14).

- Use for short, light grass mowing conditions.
- Use in dry conditions.
- For smaller grass clippings.
- Propels grass clippings farther away from the mower.

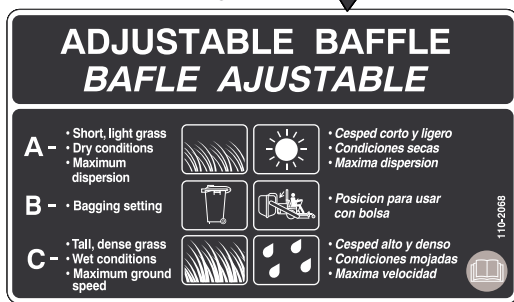
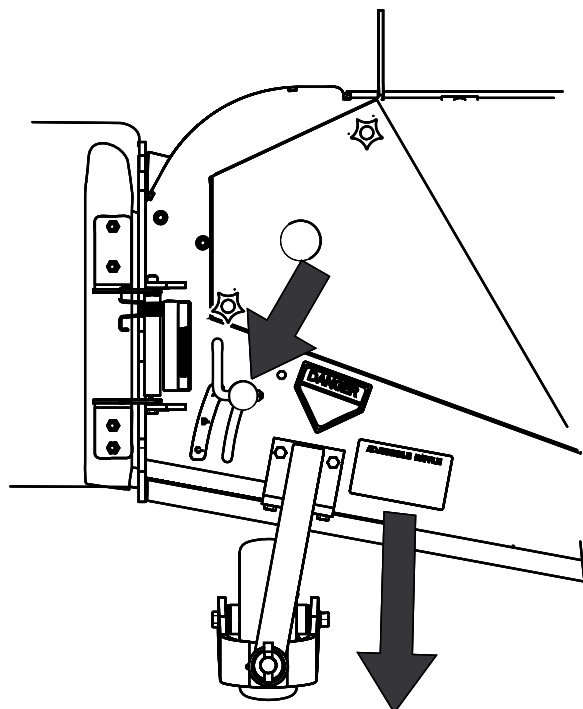
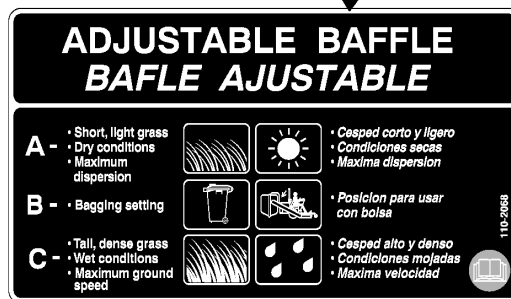
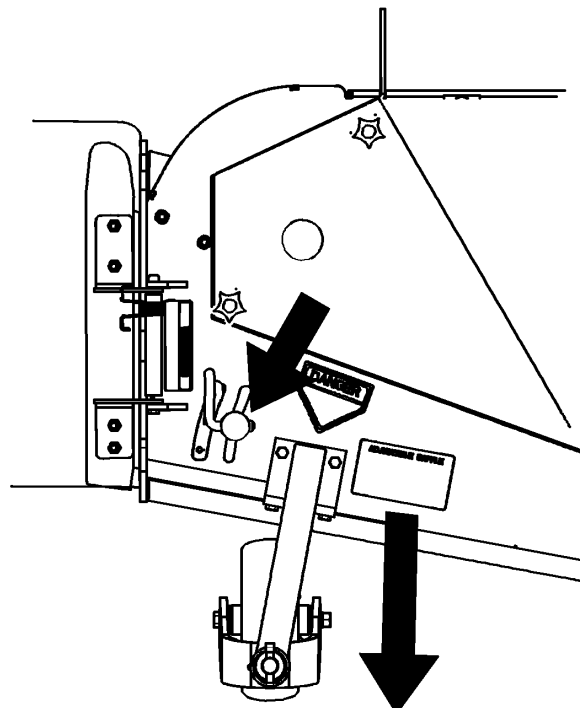


Figure 14

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Position B

Use this position when bagging (Figure 15).



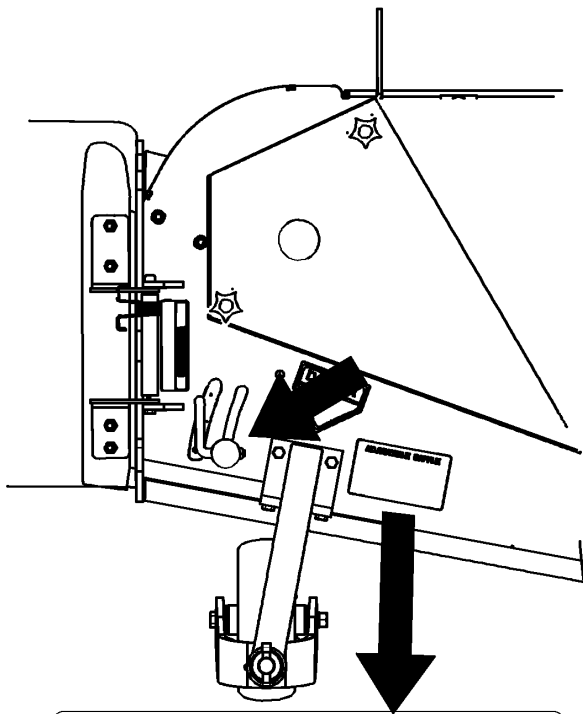
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Figure 15

Position C

This is the full open position. The suggested use for this position is as follows (Figure 16).

- Use in tall, dense grass mowing conditions.
- Use in wet conditions.
- Lowers the engine power consumption.
- Allows increased ground speed in heavy conditions.
- This position is similar to the benefits of the Toro SFS mower.



ADJUSTABLE BAFFLE
BAFLE AJUSTABLE

<p>A - Short, light grass • Dry conditions • Maximum dispersion</p>		<p>• Césped corto y ligero • Condiciones secas • Máxima dispersión</p>
<p>B - Bagging setting</p>		<p>• Posición para usar con bolsa</p>
<p>C - Tall, dense grass • Wet conditions • Maximum ground speed</p>		<p>• Césped alto y denso • Condiciones mojadas • Máxima velocidad</p>

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Figure 16

Adjusting the Handle Height

The handle position can be adjusted to match the operator's height preference.

1. Remove the hairpin cotter pins and clevis pins from the drive levers and neutral locks (Figure 17).

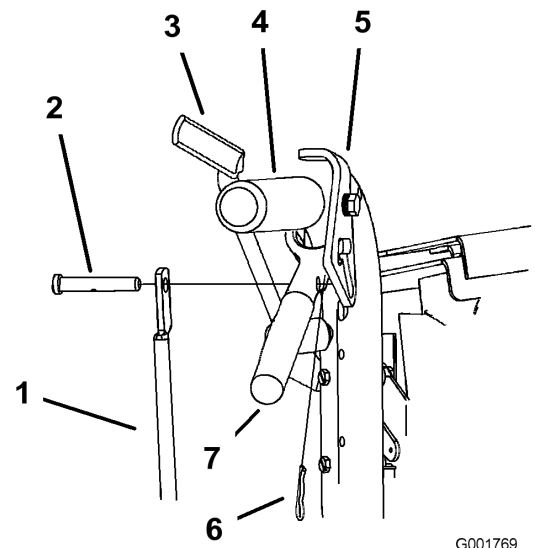


Figure 17

- | | |
|--|-----------------------|
| 1. Control rod | 5. Neutral lock |
| 2. Clevis pin | 6. Hairpin cotter pin |
| 3. Operator Presence Control lever (OPC) | 7. Left handle shown |
| 4. Handle | 8. Drive lever |

2. Loosen the upper bolts (3/8 x 1-1/4 inch) and flange nut securing handle to rear frame (Figure 18).
3. Remove the lower bolts (3/8 x 1 inch) and flange nuts securing handle to rear frame (Figure 18).
4. Pivot handle to desired operating position and install lower flange bolts (3/8 x 1 inch) and flange nuts into mounting holes. Tighten all flange bolts.

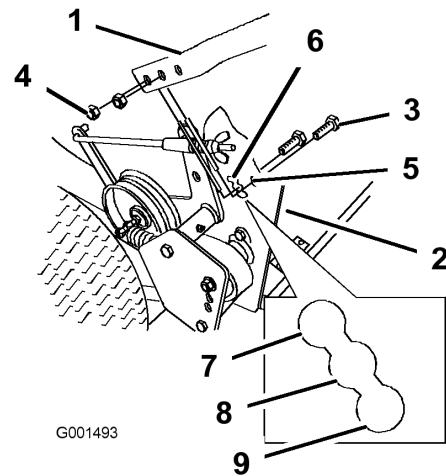


Figure 18

- | | |
|-------------------------------|-------------------------|
| 1. Upper handle | 6. Lower mounting holes |
| 2. Rear frame | 7. Low position |
| 3. Flange bolt (3/8 x 1 inch) | 8. Middle position |
| 4. Lock nut (3/8 inch) | 9. High position |
| 5. Upper mounting hole | |

5. Adjust the control rod length by rotating the control rod in the rod fitting (Fig. 8).
6. Install hairpin cotter between drive levers and neutral locks and into clevis pins (Fig. 25).

Note: Make sure the clevis pins are inserted into the neutral locks.

7. Check the parking brake adjustment. Refer to Checking the Brakes in Brake Maintenance , page 35.

Height of Cut Chart

Axle Position	Number of spacers below caster		Number of 1/4 inch blade spacers below spindle				
	1/2 inch (13mm)	3/16 inch (5 mm)	4	3	2	1	0
A	0	0	1 inch (26 mm)	1-1/4 inch (32 mm)	1-1/2 inch (38 mm)	1-3/4 inch (45 mm)	2 inch (51 mm)
A	0	1	1-1/8 inch (29 mm)	1-3/8 inch (35 mm)	1-5/8 inch (41 mm)	1-7/8 inch (48 mm)	2-1/8 inch (54 mm)
A	1	0	1-3/8 inch (35 mm)	1-5/8 inch (41 mm)	1-7/8 inch (48 mm)	2-1/8 inch (54 mm)	2-3/8 inch (60 mm)
B	0	1	1-3/8 inch (35 mm)	1-5/8 inch (41 mm)	1-7/8 inch (48 mm)	2-1/8 inch (54 mm)	2-3/8 inch (60 mm)
B	1	0	1-5/8 inch (41 mm)	1-7/8 inch (48 mm)	2-1/8 inch (54 mm)	2-3/8 inch (60 mm)	2-5/8 inch (67 mm)
B	1	1	1-3/4 inch (45 mm)	2 inch (51 mm)	2-1/4 inch (57 mm)	2-1/2 inch (64 mm)	2-3/4 inch (70 mm)
B	2	0	2 inch (51 mm)	2-1/4 inch (57 mm)	2-1/2 inch (64 mm)	2-3/4 inch (70 mm)	3 inch (76 mm)
C	1	1	1-7/8 inch (48 mm)	2-1/8 inch (54 mm)	2-3/8 inch (60 mm)	2-5/8 inch (67 mm)	2-7/8 inch (73 mm)
C	2	0	2-1/8 inch (55 mm)	2-3/8 inch (60 mm)	2-5/8 inch (67 mm)	2-7/8 inch (73 mm)	3-1/8 inch (79 mm)
C	2	1	2-1/4 inch (57 mm)	2-1/2 inch (64 mm)	2-3/4 inch (70 mm)	3 inch (76 mm)	3-1/4 inch (83 mm)
C	3	0	2-1/2 inch (64 mm)	2-3/4 inch (70 mm)	3 inch (76 mm)	3-1/4 inch (83 mm)	3-1/2 inch (89 mm)
D	2	1	2-3/8 inch (61 mm)	2-5/8 inch (67 mm)	2-7/8 inch (73 mm)	3-1/8 inch (79 mm)	3-3/8 inch (86 mm)
D	3	0	2-1/2 inch (64 mm)	2-3/4 inch (70 mm)	3 inch (76 mm)	3-1/4 inch (82 mm)	3-1/2 inch (89 mm)
D	3	1	2-3/4 inch (70 mm)	3 inch (76 mm)	3-1/4 inch (82 mm)	3-1/2 inch (89 mm)	3-3/4 inch (95 mm)
D	4	0	3 inch (76 mm)	3-1/4 inch (82 mm)	3-1/2 inch (89 mm)	3-3/4 inch (95 mm)	4 inch (102 mm)
E	3	1	2-7/8 inch (73 mm)	3-1/8 inch (79 mm)	3-3/8 inch (86 mm)	3-5/8 inch (92 mm)	3-7/8 inch (98 mm)
E	4	0	3-1/8 inch (79 mm)	3-3/8 inch (86 mm)	3-5/8 inch (92 mm)	3-7/8 inch (98 mm)	4-1/8 inch (105 mm)
E	4	1	3-1/4 inch (82 mm)	3-1/2 inch (89 mm)	3-3/4 inch (95 mm)	4 inch (102 mm)	4-1/4 inch (108 mm)

Maintenance

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

Recommended Maintenance Schedule(s)

Maintenance Service Interval	Maintenance Procedure
After the first 8 hours	<ul style="list-style-type: none">• Change the engine oil.• Check the mower belt tension.
After the first 25 hours	<ul style="list-style-type: none">• Check the mower belt tension.
Before each use or daily	<ul style="list-style-type: none">• Check the safety system.• Grease the caster wheels and caster pivot.• Check the engine oil level.• Clean the air intake screen.• Check the brakes.• Inspect the blades.• Clean the mower deck.
Every 25 hours	<ul style="list-style-type: none">• Clean foam air cleaner element.
Every 50 hours	<ul style="list-style-type: none">• Grease the mower belt idler.• Check the paper air cleaner element.• Check the tire pressure.• Check the belts.• Check the mower belt tension.
Every 100 hours	<ul style="list-style-type: none">• Change the engine oil.• Check the spark plugs.• Check and clean engine cooling fins and shrouds.
Every 200 hours	<ul style="list-style-type: none">• Replace the paper air cleaner element.• Replace the oil filter.• Replace the fuel filter.
Every 250 hours	<ul style="list-style-type: none">• Grease the transmission couplers (more often in dirty or dusty conditions).
Every 400 hours	<ul style="list-style-type: none">• Grease the wheel bearings (more often in dirty or dusty conditions).• Lubricate cam lock with Never-Seez®.
Before storage	<ul style="list-style-type: none">• Paint chipped surfaces.• Perform all maintenance procedures listed above before storage.

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



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 spark plug wire from the spark plug(s) before you do any maintenance. Set the wire aside so that it does not accidentally contact the spark plug.

Lubrication

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

How to Grease

1. Disengage the PTO and set the parking brake.

2. 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 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.

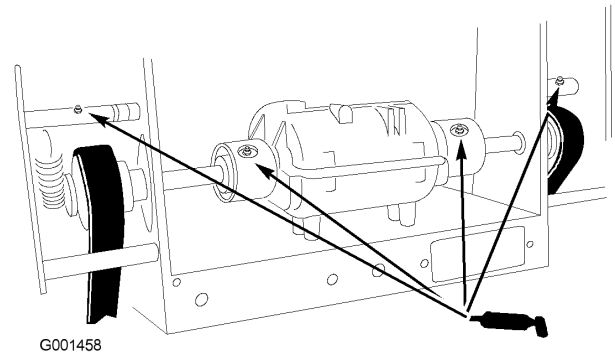


Figure 20

Lubricating the Caster and Wheel Bearings

Service Interval: Before each use or daily
 Every 400 hours
 Every 400 hours

1. Lubricate the front wheel bearings and front spindles (Figure 19).
2. Lubricate the drive wheel bearings.

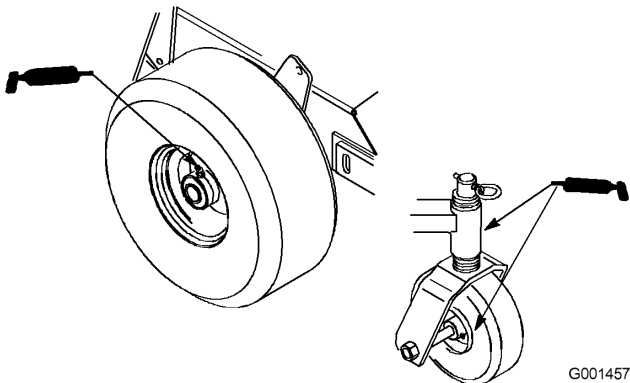


Figure 19

Greasing the Mower Belt Idler

Service Interval: Every 50 hours

Grease the fitting on the mower belt idler arm pivot (Figure 21).

Note: Remove the mower deck cover to access the grease fitting for the mower belt idler arm.

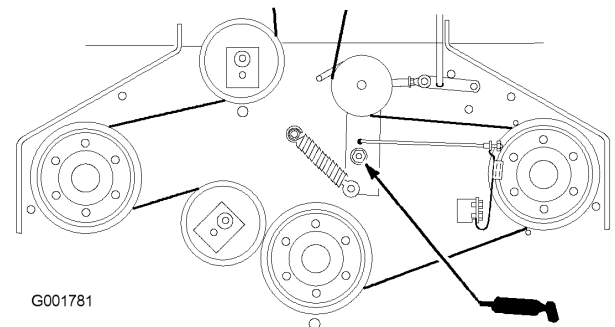


Figure 21

Greasing the Transmission Couplers

Service Interval: Every 250 hours

Lubricate the transmission couplers located in the back of the machine (Figure 20).

Engine Maintenance

Servicing the Air Cleaner

Service Interval/Specification

Foam element: Clean it after every 25 operating hours.

Paper element: Check it after every 50 operating hours. Replace it after every 200 operating hours or yearly, whichever ever comes first.

Inspect the foam and paper elements and replace them if they are damaged or excessively dirty.

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

Important: Do not oil the foam or paper element.

Removing the Foam and Paper Elements

1. Disengage the PTO and set the parking brake.
2. 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 (Figure 22).
4. Unscrew the cover knob and remove the air cleaner cover (Figure 22).
5. Remove the 2 wing nuts and remove the air cleaner assembly (Figure 22).
6. Carefully pull the foam element off the paper element (Figure 22).

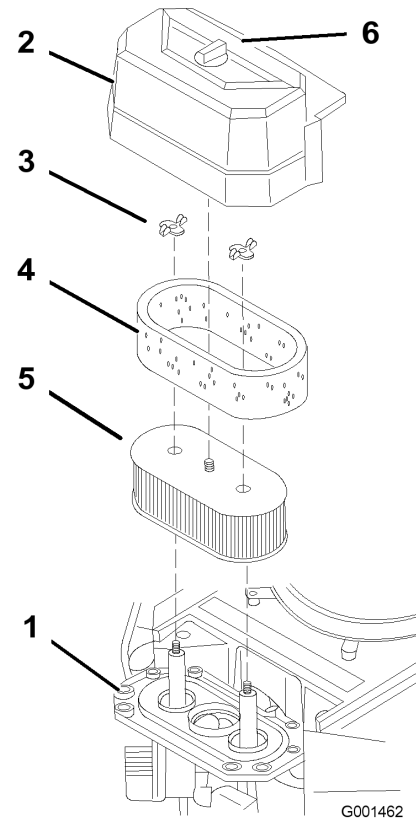


Figure 22

- | | |
|-------------|------------------|
| 1. Engine | 4. Foam element |
| 2. Cover | 5. Paper element |
| 3. Wing nut | 6. Cover knob |

Cleaning the Foam Air Cleaner Element

Service Interval: Every 25 hours

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.

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

Servicing the Paper Air Cleaner Element

Service Interval: Every 50 hours

Every 200 hours

1. Do not clean the paper filter. Replace it after 200 operating hours (Figure 22).
2. Inspect the element for tears, an oily film, or damage to the rubber seal.
3. Replace the paper element if it is damaged.

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. Carefully slide the foam element onto the paper air cleaner element (Figure 22).
2. Place the air cleaner assembly onto the air cleaner base and secure it with the 2 wing nuts (Figure 22).
3. Place the air cleaner cover into position and tighten the cover knob (Figure 22).

Servicing the Engine Oil

Service Interval/Specification

Change the engine oil as follows:

- After the first 8 operating hours
- After every 100 operating hours

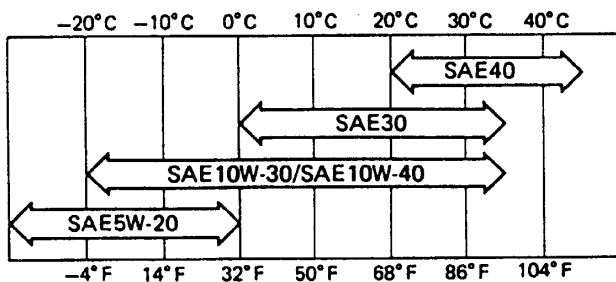
Note: Change the oil more frequently when the operating conditions are extremely dusty or sandy.

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

Crankcase Capacity: 58 ounces (1.7 liter) with the filter removed; 51 ounces (1.5 liter) without the filter removed

Viscosity: Refer to the following table (Figure 23).

USE THESE SAE VISCOSITY OILS



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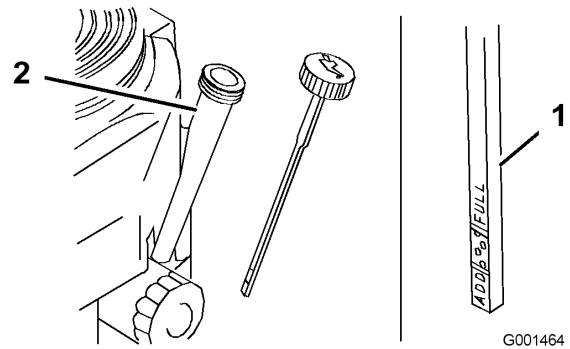
Figure 23

Checking the Engine Oil Level

Service Interval: Before each use or daily

1. Park the machine on a level surface.
2. Disengage the PTO, turn the ignition key to off, and remove the key.
3. Wait for all moving parts to stop before leaving the operating position and then set the parking brake.

4. Clean around the oil dipstick (Figure 24) so that dirt cannot fall into the filler hole and damage the engine.



G001464

Figure 24

1. Oil dipstick
2. Filler tube

5. Unscrew the oil dipstick and wipe the end clean (Figure 24).
6. Slide the oil dipstick fully into the filler tube, but do not thread onto tube (Figure 24).
7. Pull the dipstick out and look at the end. If the oil level is low, slowly pour only enough oil into the filler tube to raise the level to the Full mark.

Important: Do not overfill the crankcase with oil and run the engine; engine damage can result.

Changing the Oil

Service Interval: After the first 8 hours

Every 100 hours

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 oil drain valve.
6. Place a pan below the drain hose. Rotate oil drain valve to allow oil to drain (Figure 25).
7. When oil has drained completely, close the drain valve.
8. Remove the drain hose (Figure 25).

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

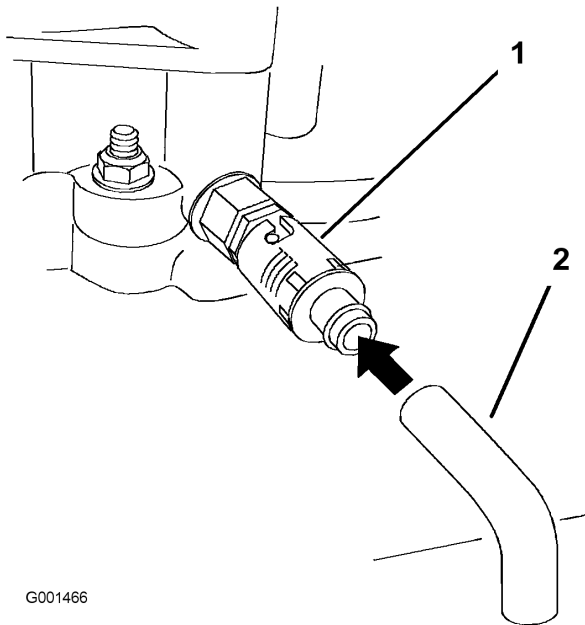


Figure 25

1. Oil drain valve
2. Oil drain hose

9. Slowly pour approximately 80% of the specified oil into the filler tube (Figure 24).
10. Check the oil level; refer to Checking the Engine Oil Level.
11. Slowly add the additional oil to bring it to the **Full** mark.

Changing the Oil Filter

Service Interval: Every 200 hours

Replace the oil filter every 200 operating hours or every other oil change.

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

1. Drain the oil from the engine; refer to Changing the Engine Oil.
2. Remove the old filter (Figure 26).

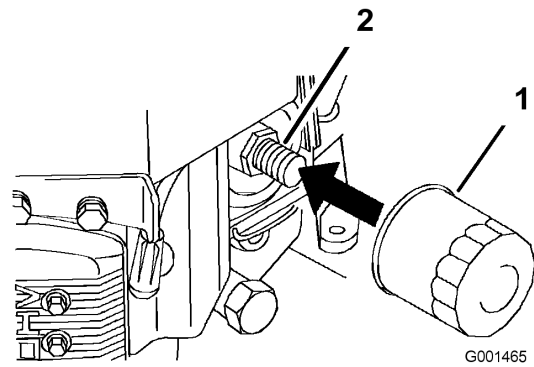


Figure 26

1. Oil filter
2. Adapter

3. Apply a thin coat of new oil to the rubber gasket on the replacement filter (Figure 26).
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 3/4 turn (Figure 26).
5. Fill the crankcase with the proper type of new oil; refer to Servicing the Engine Oil.
6. Run the engine for about 3 minutes, stop the engine, and check for oil leaks around the oil filter and drain valve.
7. Check the engine oil level and add oil if needed.

Servicing the Spark Plugs

Service Interval/Specification

Check the spark plugs after every 100 operating hours.

Ensure 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 plugs and a gapping tool/feeler gauge to check and adjust the air gap. Install a new spark plugs if necessary.

Type: Champion® RCJ8Y or equivalent Air Gap: 0.030 inch (0.75 mm)

Removing the Spark Plugs

1. Disengage the PTO and set the parking brake.
2. Stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Disconnect the wires from the spark plugs (Figure 27).

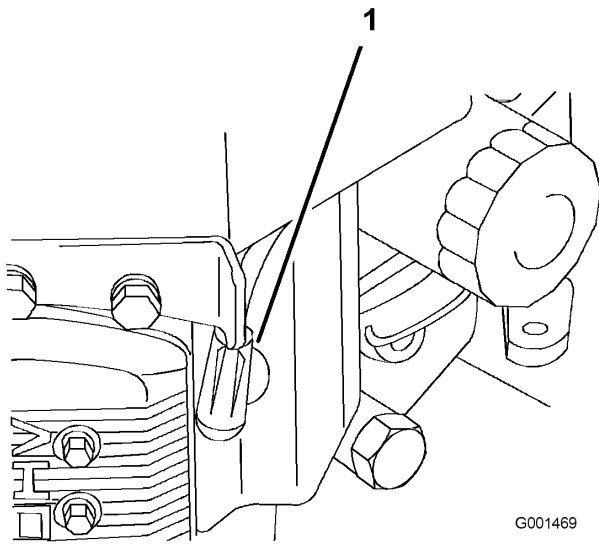


Figure 27

1. Spark-plug wire/spark plug

4. Clean around the spark plugs to prevent dirt from falling into the engine and potentially causing damage.
5. Remove the spark plugs and the metal washers.

Checking the Spark Plugs

Service Interval: Every 100 hours

1. Look at the center of the spark plugs (Figure 28).
If you see light brown or gray on the insulator, the engine is operating properly. A black coating on the insulator usually means that the air cleaner is dirty.
2. If needed, clean the spark plug with a wire brush to remove carbon deposits.

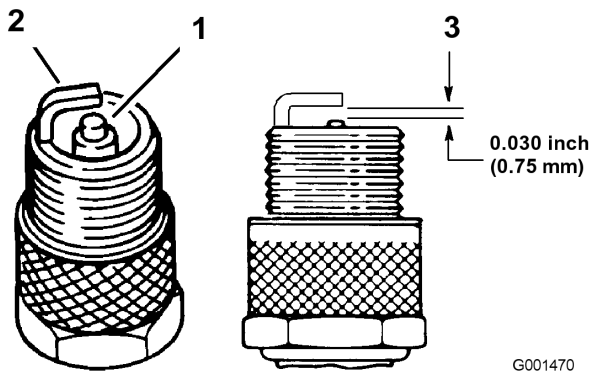


Figure 28

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

Important: Always replace the spark plugs when it has a black coating, worn electrodes, an oily film, or cracks.

3. Check the gap between the center and side electrodes (Figure 28). Bend the side electrode (Figure 28) if the gap is not correct.

Installing the Spark Plugs

1. Install the spark plugs and the metal washer. Ensure that the air gap is set correctly.
2. Tighten the spark plugs to 16 ft-lb (22 N•m).
3. Connect the wires to the spark plugs (Figure 28).

Fuel System Maintenance

Servicing the Fuel Tank



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.

Draining the Fuel Tank

1. Park the machine on a level surface, to assure fuel tank drains completely. Then disengage the power take off (PTO), set the parking brake, and turn the ignition key to **off**. Remove the key.
2. Close the fuel shut-off valve at the fuel tank (Figure 29).
3. Squeeze the ends of the hose clamp together and slide it up the fuel line away from fuel filter (Figure 29).
4. Pull the fuel line off the fuel filter (Figure 29). Open the fuel shut-off valve and allow the 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. Refer to Replacing the Fuel Filter.

5. Install the fuel line onto the fuel filter. Slide the hose clamp close to the valve to secure the fuel line.

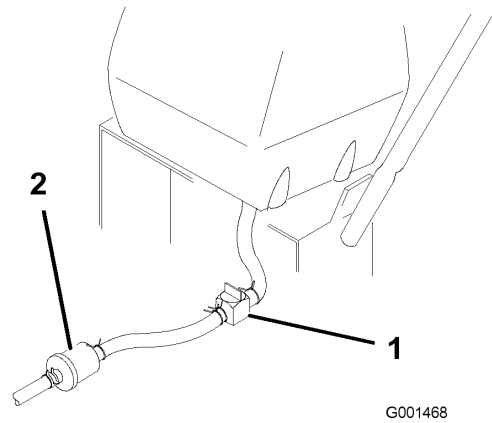


Figure 29

1. Fuel shut-off valve
2. Clamp

Servicing the Fuel Filter

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

Replacing the Fuel Filter

Service Interval: Every 200 hours

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

Note: Note how the fuel filter is installed in order to install the new filter correctly.

Note: Wipe up any spilled fuel.

1. Disengage the PTO and set the parking brake.
2. Stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Close fuel shut-off valve at the fuel tank (Figure 29).
4. Squeeze the ends of the hose clamps together and slide them away from the filter (Figure 30).

Drive System Maintenance

Checking the Tire Pressure

Service Interval: Every 50 hours

Maintain the air pressure in the front and rear tires as specified. Check the pressure at the valve stem after every 50 operating hours or monthly, whichever occurs first (Figure 31).

Rear Tire Pressure: 15 psi (103 kPa)

Caster Tire Pressure: 25-30 psi (172-207 kPa)

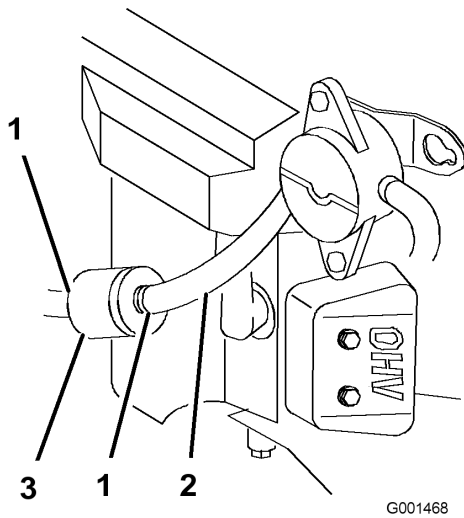


Figure 30

1. Hose clamp
2. Fuel line
3. Filter

-
5. Remove the filter from the fuel lines.
 6. Install a new filter and move the hose clamps close to the filter.
 7. Open fuel shut-off valve at fuel tank (Figure 29).
 8. Check for fuel leaks and repair if needed.
 9. Wipe up any spilled fuel.

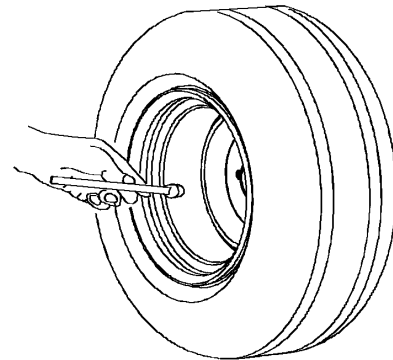
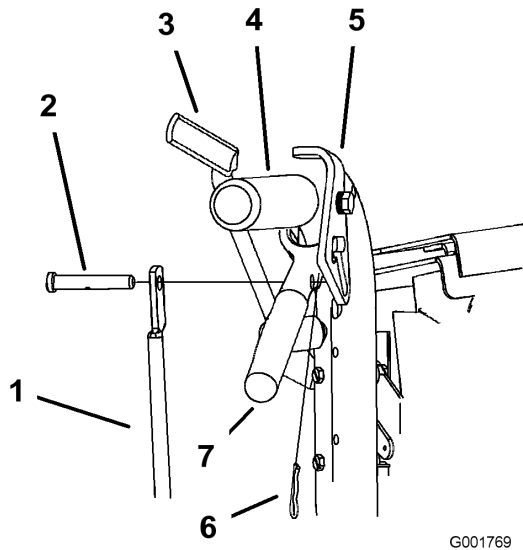


Figure 31

1. Rear Tire
2. Caster tire

Adjusting the Control Rods

1. Remove the hairpin cotter pins and clevis pins from the drive levers and neutral locks (Fig. 25).

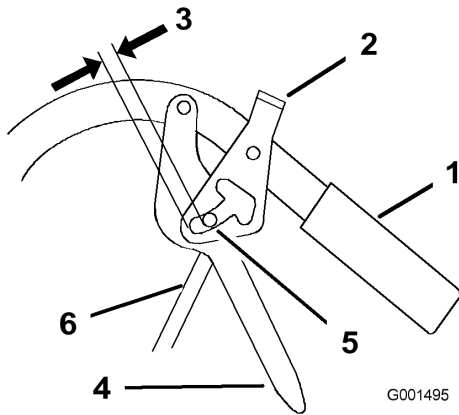


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Figure 32

- | | |
|--|-----------------------|
| 1. Control rod | 5. Neutral lock |
| 2. Clevis pin | 6. Hairpin cotter pin |
| 3. Operator Presence Control lever (OPC) | 7. Left handle shown |
| 4. Handle | 8. Drive lever |

-
2. Adjust the control rod length by threading the rod in or out of the rod fitting until there is a 3/16 to 1/4 inches (5 to 6 mm) clearance between the control rod and the bottom of the neutral/parking brake lock (Figure 33).



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Figure 33

- | | |
|---|------------------|
| 1. Handle | 4. Drive lever |
| 2. Neutral/ parking brake lock | 5. Forward speed |
| 3. 3/16 to 1/4 inch (5 to 6 mm) clearance | 6. Control rod |

-
3. Install the control rod to the drive lever and the neutral/parking brake lock. Secure the control rod with a clevis pin and a hairpin cotter (Figure 33).

4. Check the operation of the control rod. If you need to adjust it, remove the hairpin cotter and the clevis pin that secure the control rod to the drive levers.
5. Adjust the control rod length by repeating the previous steps.

Cooling System Maintenance

Cleaning the Air Intake Screen

Service Interval: Before each use or daily

Before each use remove any build-up of grass, dirt or other debris from the cylinder and cylinder head cooling fins, air intake screen on flywheel end, and carburetor-governor levers and linkage. This will help insure adequate cooling and correct engine speed and will reduce the possibility of overheating and mechanical damage to the engine.

Cleaning the Cooling System

Service Interval: Every 100 hours

Clean the air intake screen from grass and debris before each use.

Check and clean cooling fins and engine shrouds every 100 hours or yearly, which ever comes first.

1. Disengage the PTO and set the parking brake.
2. Stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Remove the air intake screen, recoil starter and fan housing (Figure 34).
4. Clean the debris and grass from the engine parts.
5. Install air intake screen, recoil starter and fan housing (Figure 34).

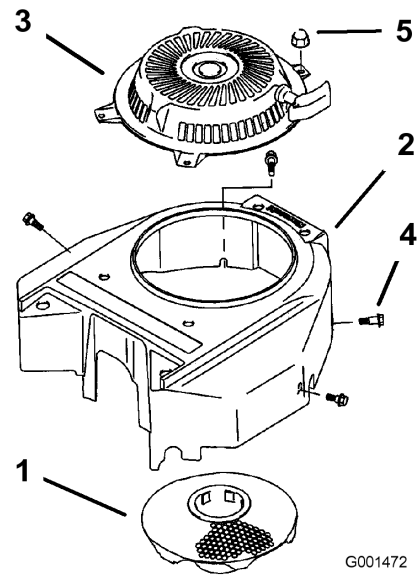


Figure 34

- | | |
|----------------------|---------|
| 1. Air intake screen | 4. Bolt |
| 2. Fan housing | 5. Nut |
| 3. Recoil starter | |

Brake Maintenance

Servicing the Brakes

Before each use, check brakes on both a level surface and slope.

Always set the parking brake when you stop the machine or leave it unattended. If the parking brake does not hold securely, an adjustment is required.

Checking the Brakes

Service Interval: Before each use or daily

1. Park the machine on a level surface, disengage the blade control (PTO).
2. Stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
3. Apply the parking brakes. The wheels must lock when you try to push the machine forward.
4. If the wheels do not lock, adjust the brakes. Refer to Adjusting the Brakes.
5. Release the brakes and move the neutral/brake locks to the neutral position.. The wheels should rotate freely, if not; refer to Adjusting the Brakes.

Adjusting the Brakes

If the parking brakes do not hold securely, adjust them.

1. Check the brakes before you adjust them; refer to Checking the Brakes.
2. Release the parking brakes; refer to Releasing the Parking Brakes.
3. To adjust the brakes, rotate the wing nuts on the brake rods (Figure 35). Rotate the wing nuts clockwise to tighten the brakes; rotate them counterclockwise to loosen them.

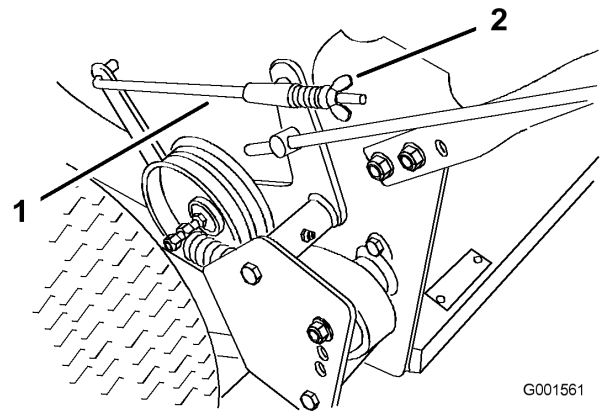


Figure 35

1. Brake rod
 2. Wing nut
-
4. Position the wing nuts so that the brakes engage when you squeeze the drive levers enough to place the neutral/parking brake locks forward, and then set the brakes.
 5. Check the operation of the brakes again; refer to Checking the Brakes.
- Important:** When you release the parking brakes, the rear wheels should rotate freely when you push the mower. If they do not, contact an Authorized Service Dealer immediately.
6. Check the control rod length, refer to Adjusting the Control Rods.

Belt Maintenance

Checking the Belts

Service Interval: Every 50 hours

Check all belts after every 50 operating hours or monthly, whichever occurs first.

Look for dirt, wear, cracks and signs of overheating.

Replacing the Traction Drive Belt

1. Remove hairpin cotter securing brake rod to brake arm to relax belt idler tension (Figure 36).
2. Remove bottom and loosen top bolts of shield to rotate for belt clearance (Figure 36).
3. Lift the belt past idler and off the drive pulley (Figure 36).
4. Raise the wheel off ground enough to allow belt removal.
5. Replace the traction drive belt.
6. Secure shield with previously removed bolt and tighten bolts (Figure 36).
7. Secure brake rod to brake arm with hairpin cotter (Figure 36).

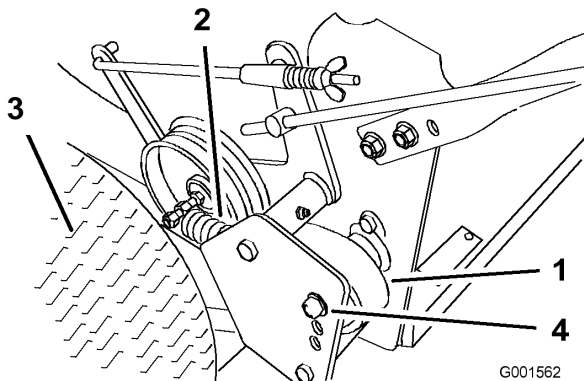


Figure 36

- | | |
|-----------------|--------------------|
| 1. Drive belt | 3. Tire |
| 2. Drive spring | 4. Adjustment bolt |

Replacing the Drive Belt

1. Disengage the blade control (PTO) lever and set the parking brakes.
2. Stop the engine and wait for all moving parts to stop before leaving the operating position.
3. Raise the rear of the machine and hold it up with jack stands.

4. Remove the mower belt (Figure 37).

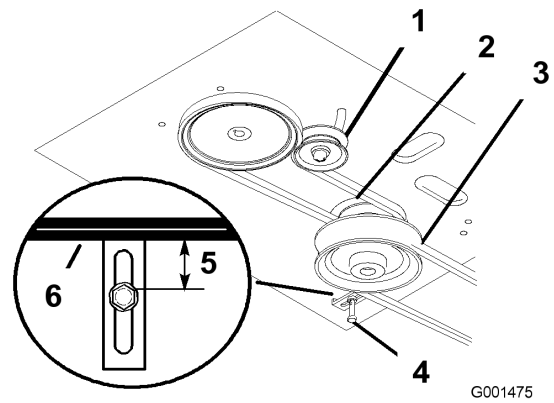


Figure 37

- | | |
|-------------------------|---------------------|
| 1. Idler pulley in slot | 4. Belt guide |
| 2. Traction belt | 5. 3/4 inch (19 mm) |
| 3. Mower belt | 6. Mower belt |

5. Loosen the pivot bolt enough to slide the idler pulley in the slot and remove the traction belt from the engine and the drive pulleys (Figure 37).
6. Install the new drive belt around the engine and the drive pulleys (Figure 37).
7. Slide the idler pulley in the engine frame to tension the traction belt (Figure 37).
8. Install the mower belt (Figure 37).
9. Check the belt guide under the engine frame for the proper adjustment (Figure 37).

Note: The distance between the belt guide and mower belt should be 3/4 inch (19 mm) when the mower belt is engaged. Adjust the belt if necessary. The disengaged belt should not drag or fall off the pulley when the guides are properly adjusted.

Replacing the Mower Belt

1. Disengage the blade control (PTO) lever and set the parking brakes.
2. Stop the engine and wait for all moving parts to stop before leaving the operating position.
3. Remove the knobs and the belt cover on the mower.
4. Remove the idler pulley and the worn belt (Figure 38).
5. Install the new mower belt.
6. Install the idler pulley.
7. Engage the blade control (PTO) lever and check the belt tension. Refer to Adjusting the Mower Belt Tension.

Note: The proper mower belt tension is 10-15 lbf. (44-67 N) with the belt deflected 1/2 inch (13 mm) halfway between the pulleys (Figure 38).

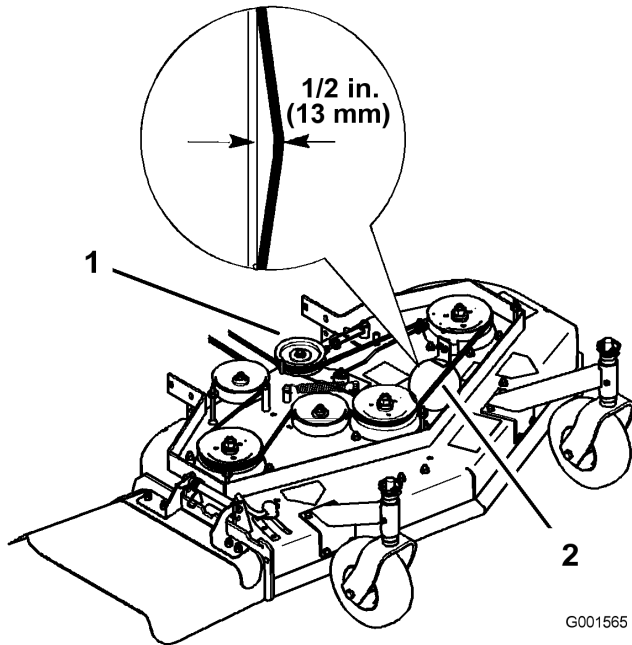


Figure 38

1. Mower belt with 1/2 inch (13mm) deflection
2. Idler pulley

1. Disengage the blade control (PTO) lever and set the parking brakes.
2. Stop the engine and wait for all moving parts to stop before leaving the operating position.
3. Loosen the locknut on the turnbuckle (Figure 39).
4. Rotate the turnbuckle toward the rear of the mower to increase the tension on the belt. Rotate the turnbuckle toward the front of the mower to decrease the tension on the belt (Figure 39).

Note: The eyebolt threads on both ends of the turnbuckle should be engaged a minimum of 5/16 inch (8 mm).

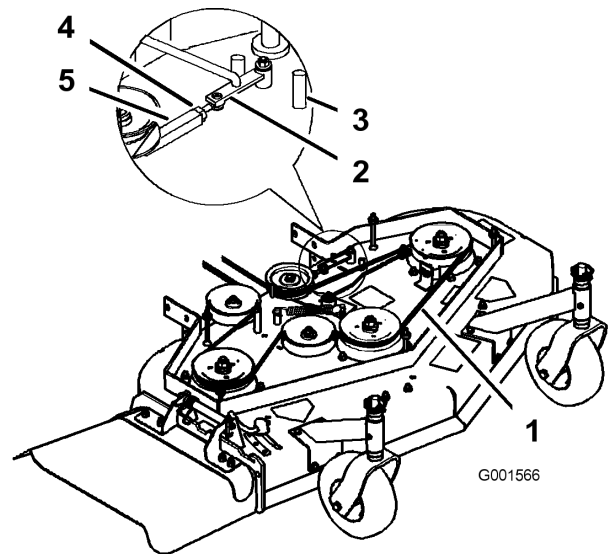


Figure 39

1. 1/2 inch (13 mm) deflection
2. Assist arm
3. Front stop
4. Locknut here
5. Turnbuckle

Adjusting the Mower Belt Tension

Adjusting the Tension

Service Interval: After the first 8 hours
After the first 25 hours
Every 50 hours

Adjust the mower belt tension as follows:

- After the first 8 operating hours.
- After the first 25 operating hours.
- After every 50 operating hours.

Check the belt tension after the first 8 operating hours and 25 operating hours thereafter. Check the belt tension after every 50 operating hours.

Important: The belt must be tight enough to not slip during heavy loads while cutting grass. Over tensioning the belt will reduce the spindle bearing life, the belt life and the idler pulley life.

Important: The brake needs to be adjusted when the belt tension or the brake linkage is adjusted.

5. Engage the bladed control lever (PTO) and check the belt tension.
6. If there is no adjustment left in the turnbuckle and the belt is still loose, the rear idler pulley needs to be positioned to the middle or front hole (Figure 40). Use the hole that will give the correct adjustment.
7. When the idler pulley is moved the belt guide must be moved. Move the belt guide to the front position (Figure 40).

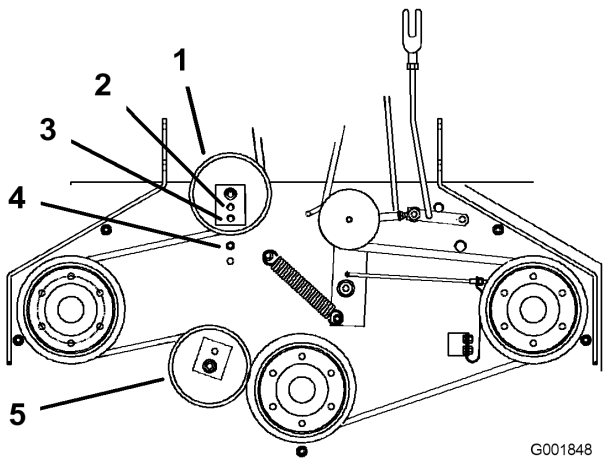


Figure 40

- | | |
|----------------------|--------------------------------|
| 1. Rear idler pulley | 4. Belt guide in back position |
| 2. Middle hole | 5. Front idler pulley |
| 3. Front hole | |

8. Check the belt guide under the engine frame for proper adjustment (Figure 41).

Note: The distance between the belt guide and the mower belt should be $\frac{3}{4}$ inch (19 mm) when you engage the mower belt (Figure 41). Adjust the mower belt as necessary. The disengaged belt should not drag or fall off the pulley when the guides and belt tension are properly adjusted.

9. Check the blade brake adjustment; refer to Adjusting the Blade Brake.

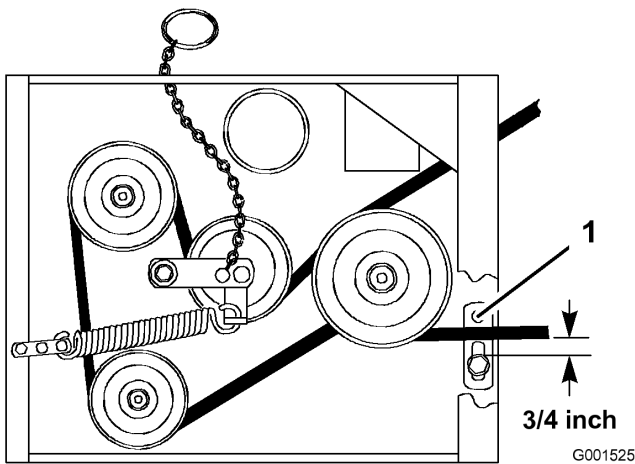


Figure 41

1. Belt guide

Adjusting the PTO Engagement Linkage

Important: The brake needs to be adjusted when the belt tension or the brake linkage is adjusted.

The PTO engagement linkage adjustment is located beneath the front left hand corner of the engine deck.

1. Disengage the blade control (PTO) lever and set the parking brakes.
2. Stop the engine and wait for all moving parts to stop before leaving the operating position.
3. Engage the blade control lever (PTO).
4. Adjust the linkage length to where the lower end of the bellcrank just clears the axle support gusset (Figure 42).

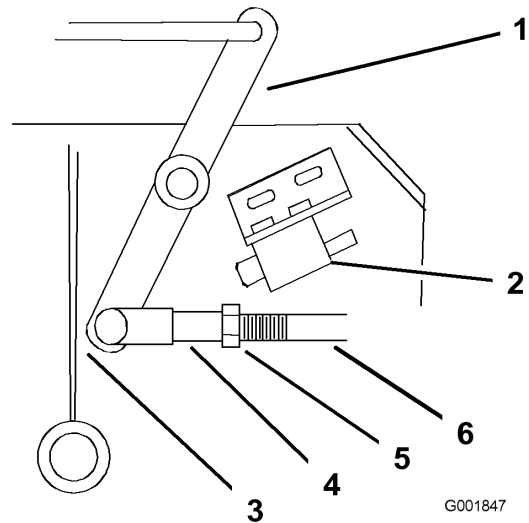


Figure 42

- | | |
|--|--------------------|
| 1. Bellcrank | 4. Yoke |
| 2. Safety switch located under engine deck | 5. Nut |
| 3. Bellcrank just clears the gusset with the PTO engaged | 6. Assist arm link |

5. Make sure the assist arm is against the rear assist arm stop on the deck (Figure 43).
6. Push the blade control lever (PTO) down to the disengaged position.
7. The assist arm should contact the front assist arm stop on the deck. If it does not contact, adjust the bellcrank so it is closer to the gusset (Figure 43).

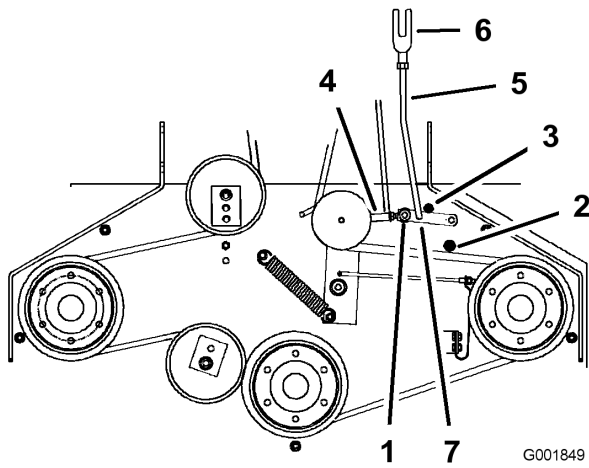


Figure 43

- | | |
|--------------------------|-------------------------|
| 1. Assist arm | 3. Rear assist arm stop |
| 2. Front assist arm stop | 4. Turnbuckle |

8. To adjust the assist arm link, remove the hairpin cotter pin from the assist arm (Figure 43).
9. Loosen the nut against the yoke (Figure 42).
10. Remove the assist arm link from the assist arm and rotate the link to adjust the length.
11. Install the assist arm link into the assist arm and secure it with the hairpin cotter pin (Figure 43).
12. Check if the assist arm hits against the stops correctly.

Adjusting the PTO Safety Switch

1. Disengage the blade control (PTO) lever and set the parking brakes.
2. Stop the engine and wait for all moving parts to stop before leaving the operating position.
3. Disengage the blade control lever (PTO). Make sure the assist arm is against the front assist stop arm.
4. If needed, adjust the blade safety switch by loosening the bolts holding the switch bracket (Figure 44).
5. Move the mounting bracket until the bellcrank depresses the plunger by a 1/4 inch (6 mm).
- 6.

Note: Make sure the bellcrank **does not** touch the switch body or damage to the switch could occur (Figure 44).

Tighten the switch mounting bracket.

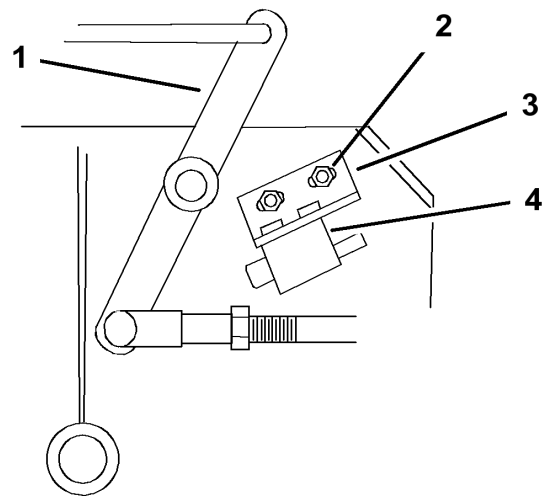


Figure 44

- | | |
|-------------------|----------------------------|
| 1. Bellcrank | 3. Switch mounting bracket |
| 2. Bolts and nuts | 4. Switch body |

Controls System Maintenance

Adjusting the Control Rods

1. Remove the hairpin cotter pins and clevis pins from the drive levers and neutral locks (Figure 45).

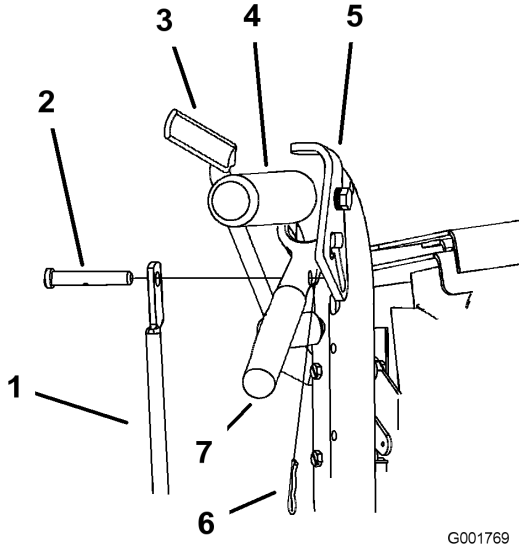


Figure 45

- | | |
|--|-----------------------|
| 1. Control rod | 5. Neutral lock |
| 2. Clevis pin | 6. Hairpin cotter pin |
| 3. Operator Presence Control lever (OPC) | 7. Left handle shown |
| 4. Handle | 8. Drive lever |

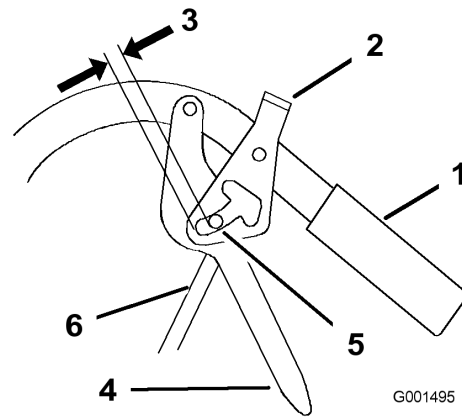


Figure 46

- | | |
|---|------------------|
| 1. Handle | 4. Drive lever |
| 2. Neutral/ parking brake lock | 5. Forward speed |
| 3. 3/16 to 1/4 inch (5 to 6 mm) clearance | 6. Control rod |

3. Install the control rod to the drive lever and the neutral/parking brake lock. Secure the control rod with a clevis pin and a hairpin cotter (Figure 33).
4. Check the operation of the control rod. If you need to adjust it, remove the hairpin cotter and the clevis pin that secure the control rod to the drive levers.
5. Adjust the control rod length by repeating the previous steps.

2. Adjust the control rod length by threading the rod in or out of the rod fitting until there is a 3/16 to 1/4 inches (5 to 6 mm) clearance between the control rod and the bottom of the neutral/parking brake lock (Figure 46).

Mower Deck Maintenance

Servicing the Cutting Blades

To ensure a superior quality of cut, keep the blades sharp. For convenient sharpening and replacement, you may want to keep extra blades on hand.



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 blade control bail and set the parking brake. Turn the ignition key to off. Remove the key and disconnect the spark plug wire(s) from the spark plug(s).

Inspecting the Blades

Service Interval: Before each use or daily

Inspect the blades every 8 hours.

1. Inspect the cutting edges (Figure 47). If the edges are not sharp or have nicks, remove and sharpen the blades. Refer to Sharpening the Blades.

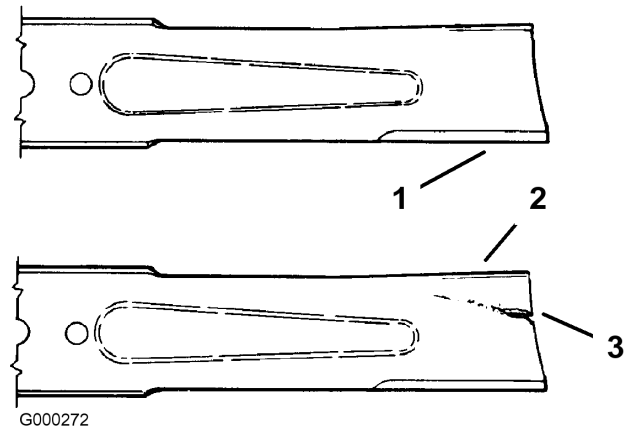


Figure 47

1. Cutting Edge
2. Curved Area
3. Wear/slot Forming

2. Inspect the blades, especially the curved area (Figure 47). If you notice any damage, wear, or a slot forming in this area (item 3 in Figure 47), immediately install a new blade.

Checking for Bent Blades

1. Rotate the blades until the ends face forward and backward (Figure 48).

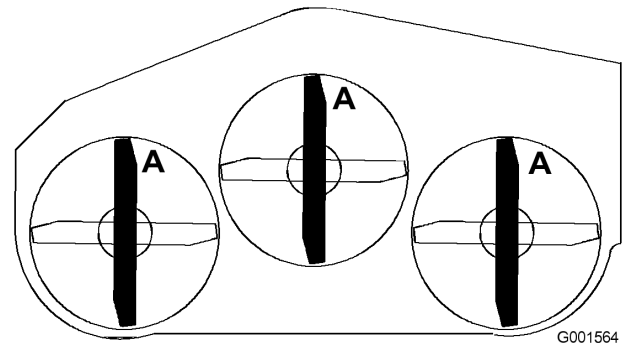


Figure 48

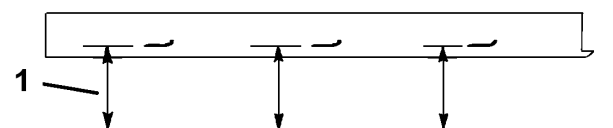


Figure 49

1. Measure from cutting edge to a level surface
2. Measure from a level surface to the cutting edge, position A, of the blades (Figure 49). Note this dimension.

3. Rotate the opposite ends of the blades forward.
4. 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.



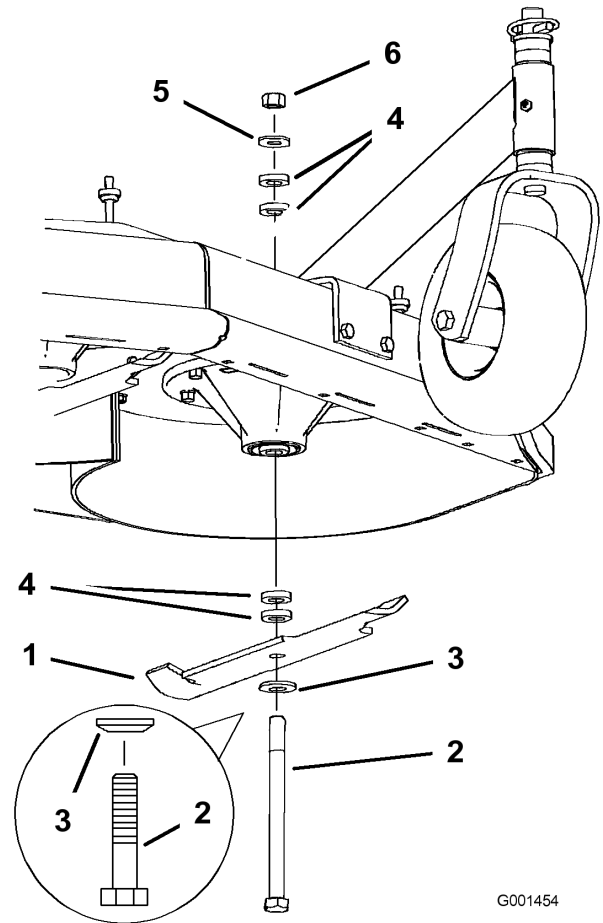
A blade that is bent or damaged could break apart and could seriously injure or kill you or bystanders.

- 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

Replace the blades if you hit a solid object or if the blades are out of balance or 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.

1. Hold the blade bolt with a wrench.
2. Remove the nut, blade bolt, curved washer, blade, spacers, and thin washer from the spindle (Figure 50).



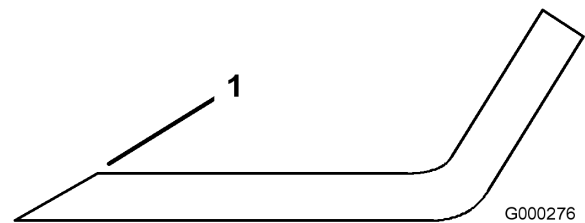
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Figure 50

- | | |
|------------------|----------------|
| 1. Blade | 4. Spacer |
| 2. Blade bolt | 5. Thin washer |
| 3. Curved washer | 6. Nut |

Sharpening the Blades

1. Use a file to sharpen the cutting edge at both ends of the blade (Figure 51). Maintain the original angle. The blade retains its balance if the same amount of material is removed from both cutting edges.



G000276

Figure 51

1. Sharpen at original angle
2. Check the balance of the blade by putting it on a blade balancer (Figure 52). 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 (Figure 52). Repeat this procedure until the blade is balanced.

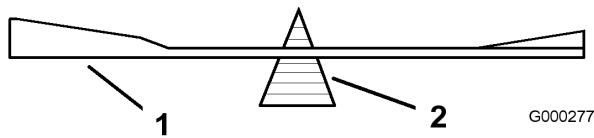


Figure 52

1. Blade
2. Balancer

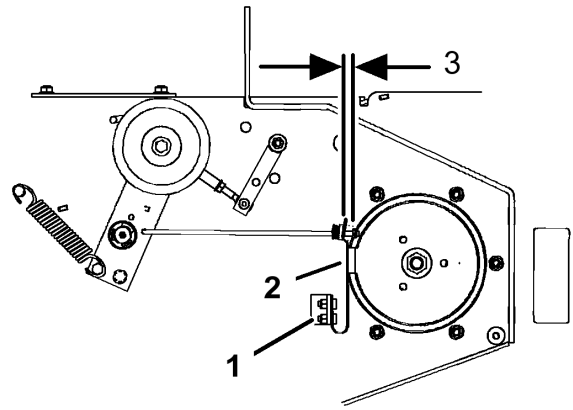


Figure 53

1. Spring mounting bolts
2. Blade brake pad
3. 1/8-3/16 inch (3mm-5mm)

Installing the Blades

1. Place the blade onto the bolt and over the cone washer. Select the proper number of spacer(s) for the height-of-cut, and slide the bolt into the spindle (Figure 50).

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

2. Install the remaining spacer(s) and secure them with a thin washer and a nut (Fig. Figure 50).
3. Torque the blade bolt to 75-80 ft-lb (101-108 N•m).

Adjusting the Blade Brake

1. Disengage the blade control (PTO) lever and set the parking brakes.
2. Stop the engine and wait for all moving parts to stop before leaving the operating position.
3. If necessary, adjust the spring mounting bolts so that the blade brake pad rubs against both sides of the pulley groove (Figure 53).
4. Adjust the nut at the end of the blade brake rod until there is 1/8-3/16 inch (3 mm -5 mm) between the nut and spacer (Figure 53).
5. Engage the blades. Ensure the blade brake pad no longer contacts the pulley groove.

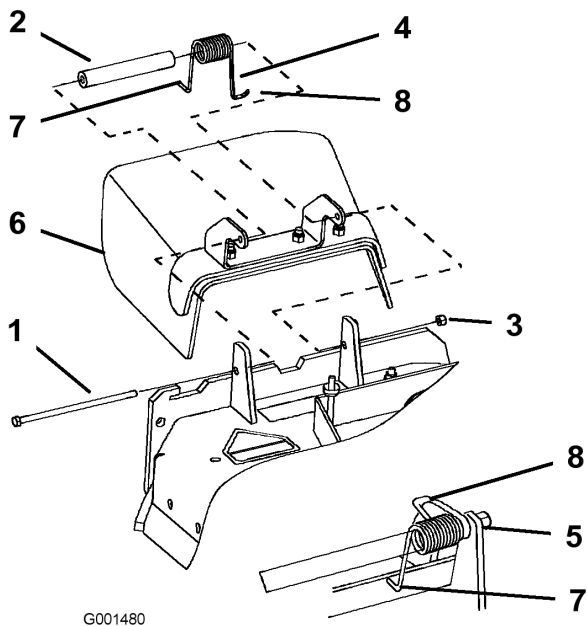
Replacing the Grass Deflector



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 or death. Also, contact with the blade could occur.

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

1. Remove the locknut, bolt, spring and spacer holding the deflector to the pivot brackets (Figure 54). Remove damaged or worn grass deflector.



G001480

Figure 54

- | | |
|------------|---|
| 1. Bolt | 5. Spring installed |
| 2. Spacer | 6. Grass Deflector |
| 3. Locknut | 7. L end of spring, place behind deck edge before installing bolt |
| 4. Spring | 8. J hook end of spring |

- Place spacer and spring onto grass deflector. Place the L end of spring behind deck edge.

Note: Make sure the L end of spring is installed behind deck edge before installing the bolt as shown in Figure 54.

- Install bolt and nut. Place the J hook end of spring around grass deflector (Figure 54).

Important: The grass deflector must be free to rotate. Lift the deflector up to the full open position and ensure that it rotates freely without binding into the full down position.

Storage

- Disengage the power take off (PTO), set the parking brake, and turn the ignition key to off. Remove the key.
- 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's 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 shift lever plate, and engine.

- Check the brake; refer to Servicing the Brake in Brake Maintenance , page 35.
- Service the air cleaner; refer to Servicing the Air Cleaner.
- Grease the machine; refer to Greasing and Lubrication in Lubrication , page 25.
- Change the crankcase oil; refer to Servicing the Engine in.
- Check the tire pressure; refer to Checking the Tire Pressure in Drive System Maintenance , page 32.
- For long-term storage:
 - Add stabilizer/conditioner additive to fuel in the tank.
 - Run engine to distribute conditioned fuel through the fuel system (5 minutes).
 - Stop engine, allow to cool and drain the fuel tank; refer to Servicing the Fuel Tank in Fuel System Maintenance , page 31, or operate engine until it stops.
 - Restart engine and run until it stops. Repeat, on Choke until engine will not restart.
 - Dispose of fuel properly. Recycle as per local codes.

Note: Do not store stabilizer/conditioned gasoline over 90 days.
- Remove the spark plug(s) and check its condition; refer to Servicing the Spark Plug. With the spark plug(s) removed from the engine, pour two tablespoons of engine oil into the spark plug hole. Now 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).
- Check and tighten all bolts, nuts, and screws. Repair or replace any part that is damaged or defective.

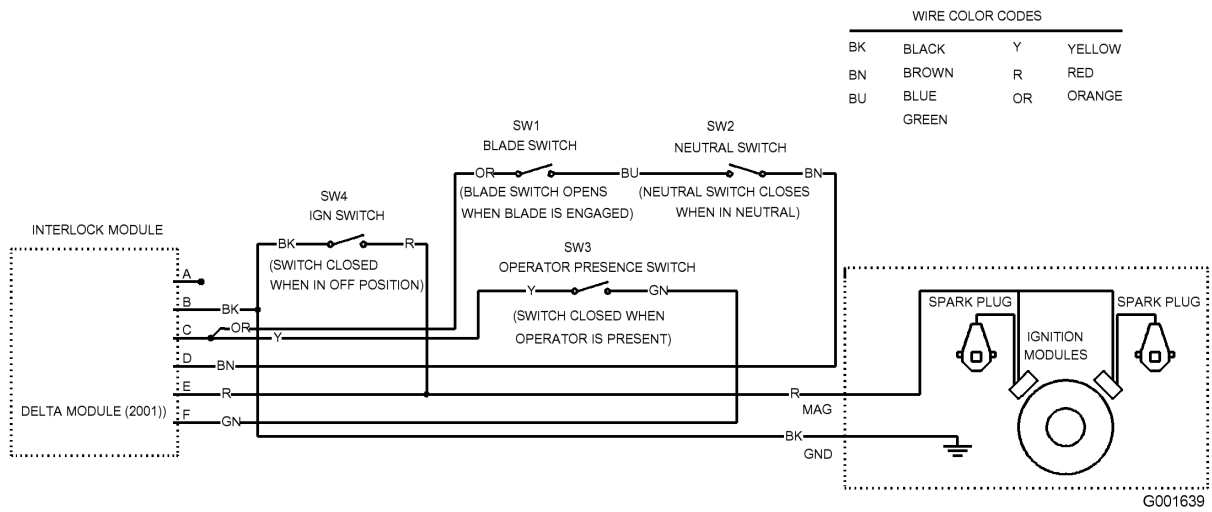
11. Paint all scratched or bare metal surfaces. Paint is available from your Authorized Service Dealer.
12. Store the machine in a clean, dry garage or storage area. Remove the key from the ignition switch and keep it in a memorable place. Cover the machine to protect it and keep it clean.

Troubleshooting

Problem	Possible Cause	Corrective Action
Engine will not start, starts hard, or fails to keep running.	<ol style="list-style-type: none"> 1. Fuel tank is empty. 2. Fuel shut off valve is closed. 3. Choke is not on. 4. Air cleaner is dirty. 5. Spark plug wire is loose or disconnected. 6. Spark plug is pitted, fouled, or the gap is incorrect. 7. Dirt in the fuel filter. 8. Dirt, water, or stale fuel is in the fuel system. 	<ol style="list-style-type: none"> 1. Fill the fuel tank with gasoline. 2. Open the fuel shut off valve. 3. Move the throttle lever to choke position. 4. Clean or replace the air cleaner element. 5. Install the wire on spark plug. 6. Install a new, correctly gapped spark plug. 7. Replace the fuel filter. 8. Contact an Authorized Service Dealer.
Engine loses power.	<ol style="list-style-type: none"> 1. Engine load is excessive. 2. Air cleaner is dirty. 3. Oil level in the crankcase is low. 4. Cooling fins and air passages under the engine blower housing are plugged. 5. Spark plug is pitted, fouled, or the gap is incorrect. 6. Vent hole in the fuel cap is plugged. 7. Dirt in the fuel filter. 8. Dirt, water, or stale fuel is in the fuel system. 	<ol style="list-style-type: none"> 1. Reduce the 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. 6. Clean or replace the fuel cap. 7. Replace the fuel filter. 8. Contact an Authorized Service Dealer.
Engine overheats.	<ol style="list-style-type: none"> 1. Engine load is excessive. 2. Oil level in the crankcase is low. 3. Cooling fins and air passages under the engine blower housing are plugged. 	<ol style="list-style-type: none"> 1. Reduce the ground speed. 2. Add oil to the crankcase. 3. Remove the obstruction from the cooling fins and air passages.
Machine does not drive.	<ol style="list-style-type: none"> 1. Shift lever is in neutral. 2. Traction belt is worn, loose or broken. 3. Traction belt is off a pulley. 4. Broken or missing idler spring. 	<ol style="list-style-type: none"> 1. Move the shift lever to a drive gear position. 2. Change the belt. 3. Change the belt. 4. Replace the spring.
Abnormal vibration.	<ol style="list-style-type: none"> 1. Cutting blade(s) is/are bent or unbalanced. 2. Blade mounting bolt is loose. 3. Engine mounting bolts are loose. 4. Loose engine pulley, idler pulley, or blade pulley. 5. Engine pulley is damaged. 6. Blade spindle is bent. 	<ol style="list-style-type: none"> 1. Install new cutting blade(s). 2. Tighten the blade mounting bolt. 3. Tighten the engine mounting bolts. 4. Tighten the appropriate pulley. 5. Contact an Authorized Service Dealer. 6. Contact an Authorized Service Dealer.
Uneven cutting height.	<ol style="list-style-type: none"> 1. Blade(s) not sharp. 2. Cutting blade(s) is/are bent. 3. Mower is not level. 4. Underside of mower is dirty. 5. Tire pressure is not correct. 6. Blade spindle bent. 	<ol style="list-style-type: none"> 1. Sharpen the blade(s). 2. Install new cutting blade(s). 3. Level the mower from side-to-side and front-to-rear. 4. Clean the underside of the mower. 5. Adjust the tire pressure. 6. Contact an Authorized Service Dealer.

Problem	Possible Cause	Corrective Action
Blades do not rotate.	<ol style="list-style-type: none">1. Mower deck belt is worn or loose.2. Mower deck belt is broken.3. Mower deck belt is off pulley.4. Broken or missing idler spring.	<ol style="list-style-type: none">1. Check the belt tension.2. Install new deck belt.3. Inspect the belt and replace if damaged. Check the pulleys and idlers and adjust the belt tension.4. Replace the spring.

Schematics



Electrical Schematic (Rev. -)



Landscape
Contractor
Equipment (LCE)

The Toro Total Coverage Guarantee

A Limited Warranty

Conditions and Products Covered

The Toro® Company and its affiliate, Toro Warranty Company, pursuant to an agreement between them, jointly promise to repair the listed Toro Products if defective in materials or workmanship. The following time periods apply from the date of purchase:

This warranty applies to:

- ProLine Mid-Size Mowers and Attachments 1 year
- Z Master Mid-Mount ZRTs and Attachments 1 year

Components	Warranty Period
Traction Unit Frame and Carrier Frame	2 year
All Spindles	3 years Parts 2 years Labor
Engines* and /Hydraulic System	2 years
Deck Shells (34 ² -72 ²)	2 years
Z500 Series Electric Clutch	2 years
Remaining Components	1 year

*Some engines used on Toro LCE Products are warranted by the engine manufacturer. This warranty includes the cost of parts and labor, but you must pay transportation costs.

Instructions for Obtaining Warranty Service

If you think that your Toro Product contains a defect in materials or workmanship, follow this procedure:

1. Contact any Toro Authorized or Master Service Dealer to arrange service at their dealership. To locate a dealer convenient to you, access our website at www.Toro.com. You may also call our Toro Customer Care Department toll free at 888-865-5676 (U.S. Customers) or 888-865-5691 (Canada customers).
2. Bring the product and your proof of purchase (sales receipt) to the Service Dealer.

If for any reason you are dissatisfied with the Service Dealer's analysis or with the assistance provided, contact us at:

LCB Customer Service Department
Toro Warranty Company
8111 Lyndale Avenue South
Bloomington, MN 55420-1196

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.

Owner Responsibilities

You must maintain your Toro Product by following the maintenance procedures described in the operator's manual. Such routine maintenance, whether performed by a dealer or by you, is at your expense.

Items and Conditions Not Covered

There is no other express warranty except for special emission system coverage on some products. This express warranty does not cover the following:

- Cost of regular maintenance service or parts, such as filters, fuel, lubricants, tune-up parts, blade sharpening, brake and clutch adjustments.
- Any product or part which has been altered or misused or required replacement or repair due to normal wear, accidents, or lack of proper maintenance.
- Repairs necessary due to improper fuel, contaminants in the fuel system, or failure to properly prepare the fuel system prior to any period of non-use over three months.
- Pickup and delivery charges.

General Conditions

All repairs covered by this warranty must be performed by an Authorized Toro Service Dealer using Toro approved replacement parts.

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.

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.

All implied warranties of merchantability (that the product is fit for ordinary use) and fitness for use (that the product is fit for a particular purpose) are limited to the duration of the express warranty.

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