Form No. 3361-722 Rev A

TORO®

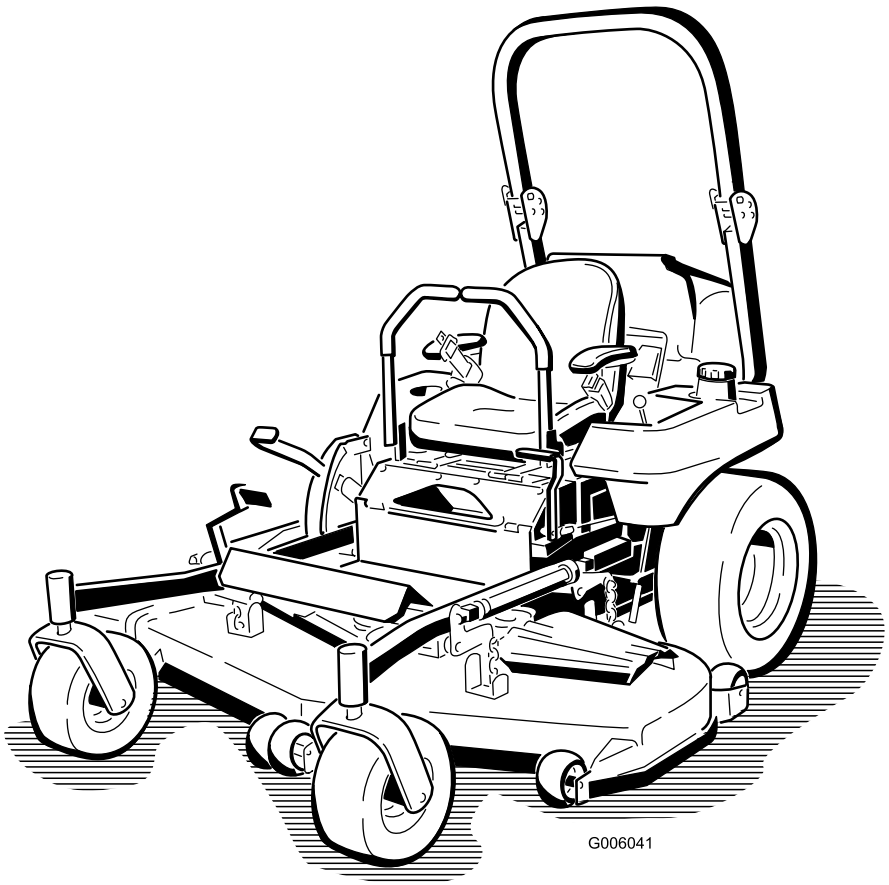
Count on it.

Operator's Manual

# Z580 Z Master® with a 60in or 72in TURBO FORCE® Side Discharge Mower

**Model No. 74253—Serial No. 290000001 and Up**

**Model No. 74254—Serial No. 290000001 and Up**



G006041

To register your product or download an *Operator's Manual* or *Parts Catalog* at no charge, go to www.Toro.com.

Original Instructions (EN)

**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.**

Because in some areas there are local, state, or federal regulations requiring that a spark arrester be used on the engine of this machine, a spark arrester is incorporated with the muffler assembly.

Genuine Toro spark arresters are approved by the USDA Forestry Service.

**Important: This engine is 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 without a spark arrester muffler maintained in working order, or the engine constricted, equipped, and maintained for the prevention of fire. Other states or federal areas may have similar laws.**

This spark ignition system complies with Canadian ICES-002.

**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.

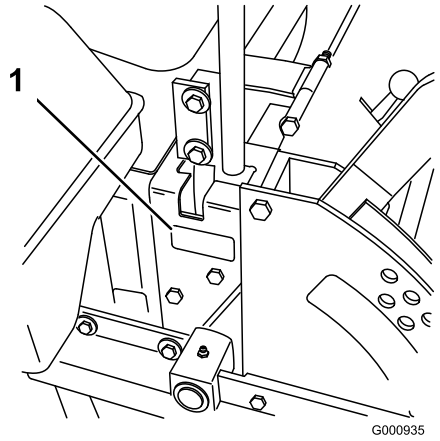



**Figure 1**

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

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.

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.

# 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 refuel or drain the machine indoors.
  - Never remove gas cap or add fuel with engine running. Allow engine to cool before refueling. Do not smoke.
- 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. Start the engine only from the operator's position. Use seat belts.
- Never raise mower with the blades running.
- Never operate without the PTO shield, or other guards 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, lower implements, disengage drives, engage parking brake, 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 units.
- Never carry passengers and keep pets and bystanders away.
- Be alert, slow down and use caution when making turns. Look behind and to the side before changing directions.
- Slow down and use caution when 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 extreme care when loading or unloading the machine into a trailer or truck.
- Use care when approaching blind corners, shrubs, trees, or other objects that may obscure vision.

## Slope Operation

- Do not mow slopes greater than 15 degrees.
- Do not mow near drop-offs, ditches, steep banks or water. Wheels dropping over edges can cause rollovers, which may result in serious injury, death or drowning.
- Do not mow slopes when grass is wet. Slippery conditions reduce traction and could cause sliding and loss of control.
- Do not make sudden turns or rapid speed changes.
- Use a walk behind mower and/or a hand trimmer near drop-offs, ditches, steep banks or water.
- Reduce speed and use extreme caution on slopes.
- Remove or mark obstacles such as rocks, tree limbs, etc. from the mowing area. Tall grass can hide obstacles.
- Watch for ditches, holes, rocks, dips, and rises that change the operating angle, as rough terrain could overturn the machine.
- Avoid sudden starts when mowing uphill because the mower may tip backwards.
- Be aware that loss of traction may occur going downhill. Weight transfer to the front wheels may cause drive wheels to slip and cause loss of braking and steering.
- Always avoid sudden starting or stopping on a slope. If tires lose traction, disengage the blades and proceed slowly off the slope.
- Follow the manufacturer's recommendations for wheel weights or counterweights to improve stability.
- Use extreme care with grass catchers or other attachments. These can change the stability of the machine and cause loss of control.

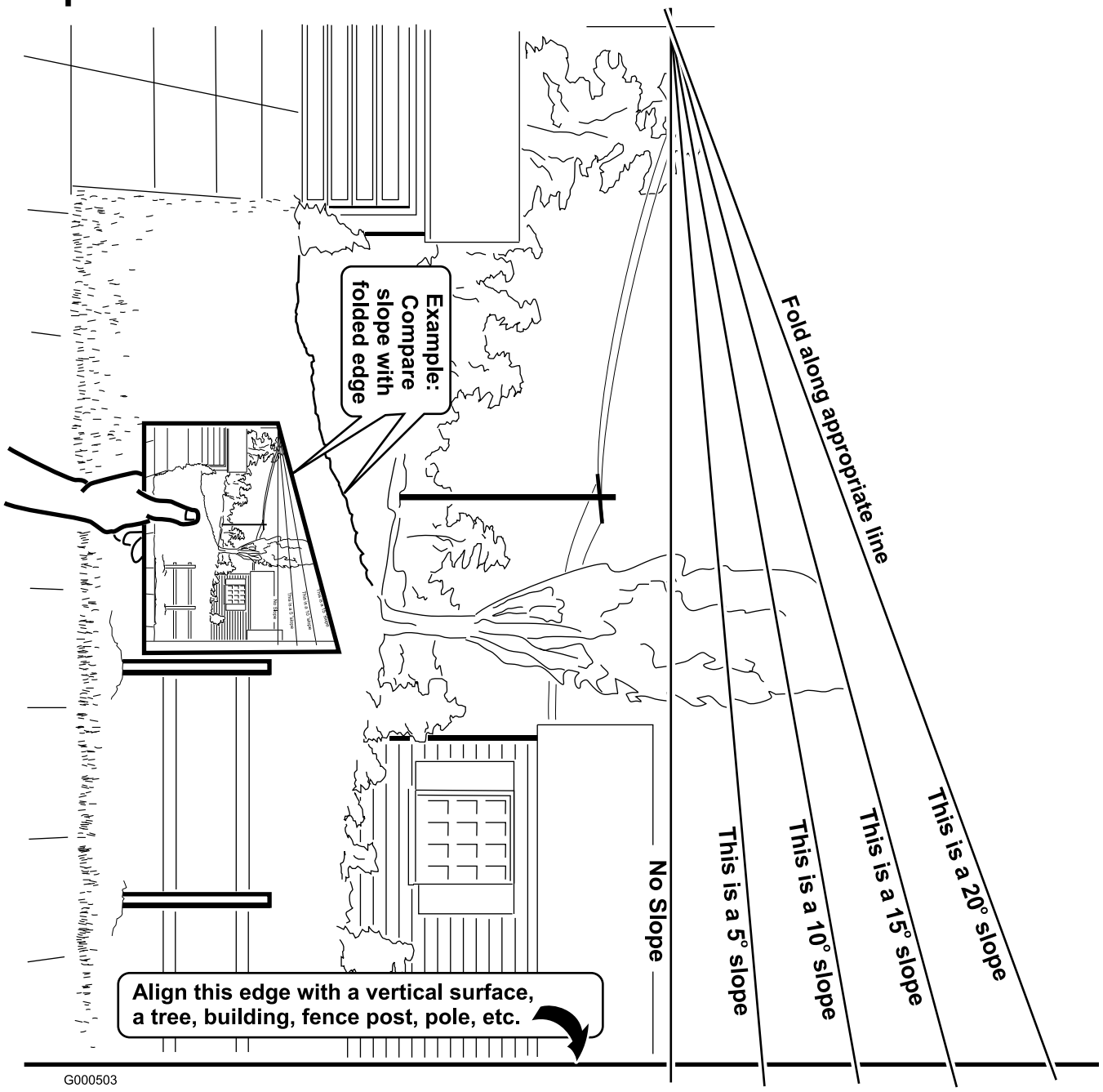
## Using the Rollover Protection System (ROPS)

- Keep the roll bar in the raised and locked position and use the seat belt when operating the machine.
- Be certain that the seat belt can be released quickly in the event of an emergency.
- Be aware there is no rollover protection when the roll bar is down.
- Check the area to be mowed and never fold the ROPS in areas where there are slopes, drop offs or water.
- Lower the rollbar only when absolutely necessary. Do not wear the seat belt with the roll bar folded down.
- Check carefully for overhead clearances (i.e. branches, doorways, electrical wires) before driving under any objects and do not contact them.

## Maintenance and storage

- Disengage drives, lower implement, set parking brake, stop engine and remove key or disconnect spark plug wire. Wait for all movement to stop before adjusting, cleaning or repairing.
- Clean grass and debris from cutting units, 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. Never allow untrained personnel to service machine.
- Use jack stands to support components when required.
- Carefully release pressure from components with stored energy.
- Disconnect battery or remove spark plug wire before making any repairs. Disconnect the negative terminal first and the positive last. Reconnect positive first and negative last.
- Use care when checking 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.
- Charge batteries in an open well ventilated area, away from spark and flames. Unplug charger before connecting or disconnecting from battery. Wear protective clothing and use insulated tools.
- Keep all parts in good working condition and all hardware tightened. Replace all worn or damaged decals.
- Use only Toro approved attachments. Warranty may be voided if used with unapproved attachments.

# Slope Chart


Example: Compare slope with folded edge
Fold along appropriate line
This is a 20° slope
This is a 15° slope
This is a 10° slope
This is a 5° slope
No Slope
Align this edge with a vertical surface, a tree, building, fence post, pole, etc.
G000503

# Safety and Instructional Decals

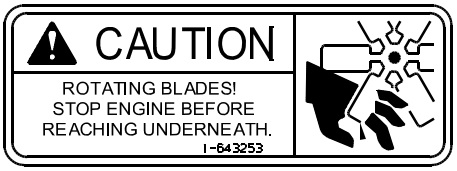
Safety decals and instructions are easily visible to the operator and are located near any area of potential danger. Replace any decal that is damaged or lost.




**1-403005**




**1-523552**




**1-643253**




**54-9220**




**58-6520**

1. Grease




**65-2690**




**66-1340**




**68-8340**




**98-4387**

1. Warning—wear hearing protection.




**98-5954**



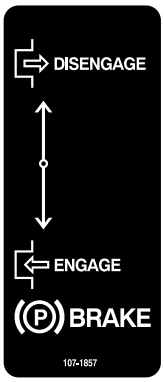

**104-2449**



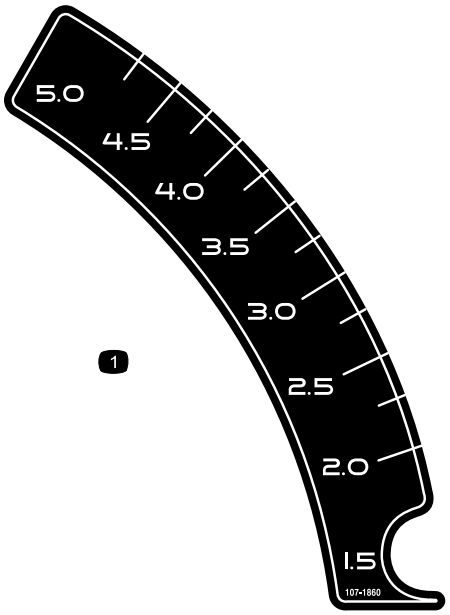

**105-7798**




**107-1613**

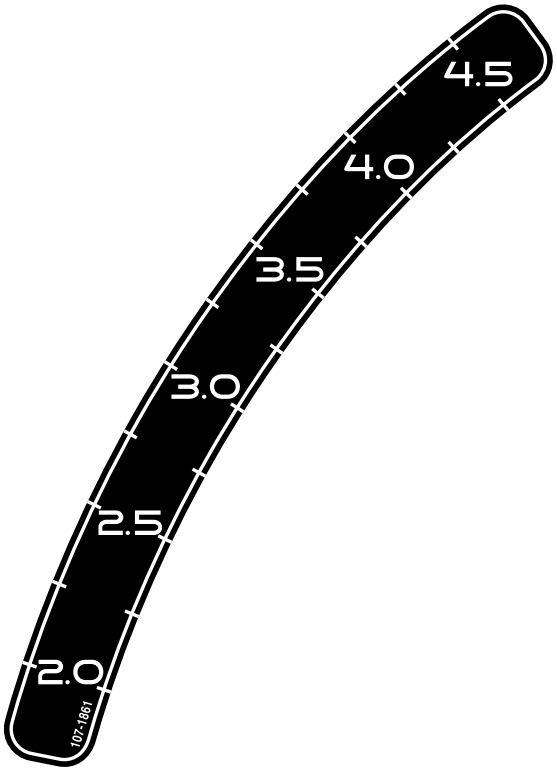



**107-1857**




**107-1860**

1. Height of cut



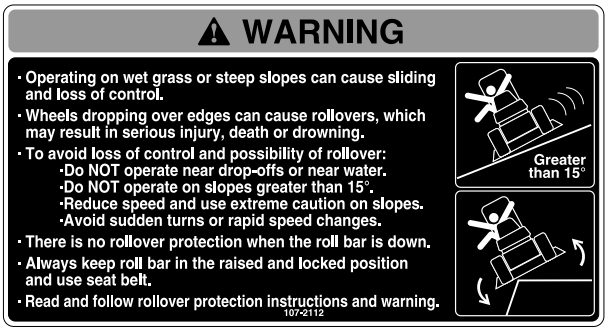

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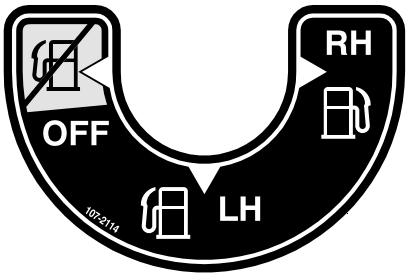

**107-1864**



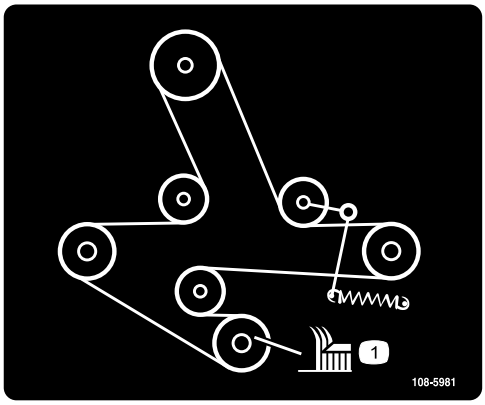

**107-2102**




**107-2112**




**107-2114**




**108-5981**

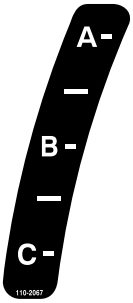
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| | |
|---|---|
| Torque Wheel Lug Nuts to 90-95 ft-lbs (122-129 N-m). | Check after first |
| Torque Wheel Hub Slotted Nut to 125 ft-lbs (169 N-m) min. | 100 hrs then every |
| See Operator's Manual for more details. | 500 hrs thereafter. |

109-7949

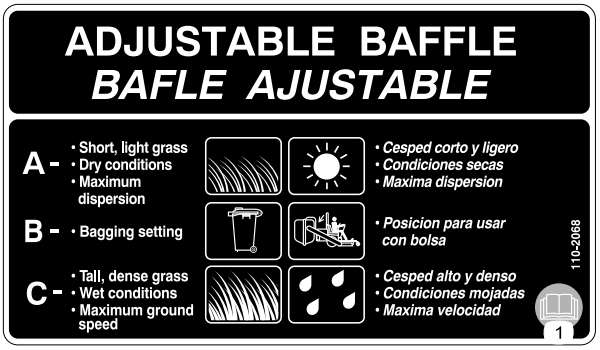
**109-7949**

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**110-2067**

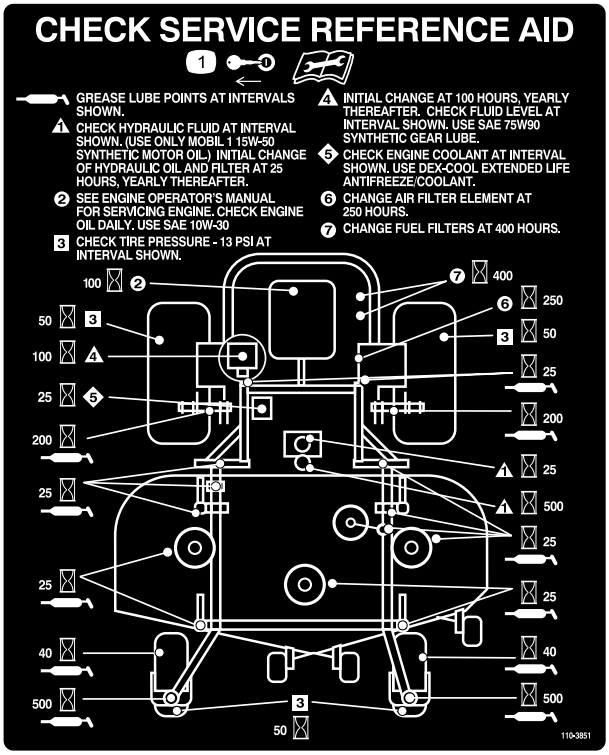
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**110-2068**

1. Read the *Operator's Manual*.

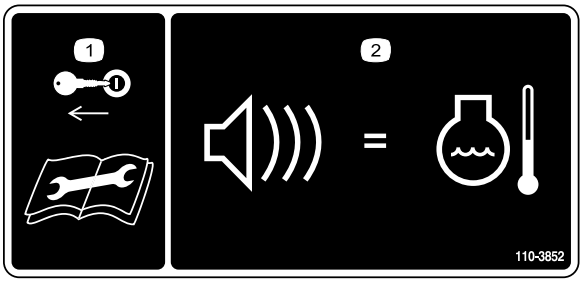
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**110-3851**

1. Remove the ignition key and read the instructions before servicing or performing maintenance.

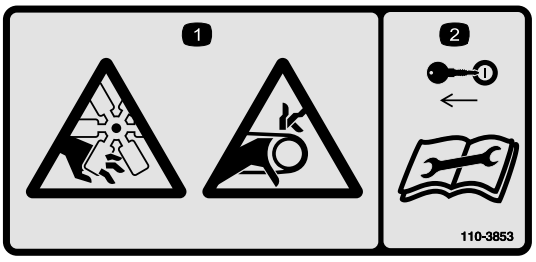
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**110-3852**

1. Remove the ignition key and read the instructions before servicing or performing maintenance.
2. Continuous tone signals the user that engine is overheating.

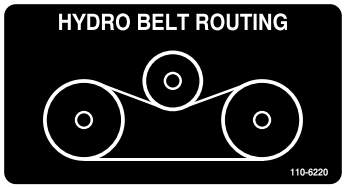
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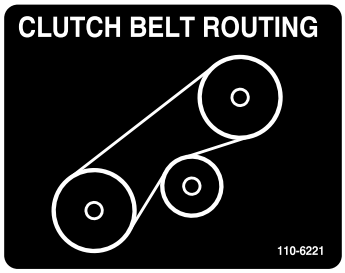

**110-3853**

1. Cutting/dismemberment hazard, fan and entanglement hazard, belt.
2. Remove the ignition key and read the instructions before servicing or performing maintenance.

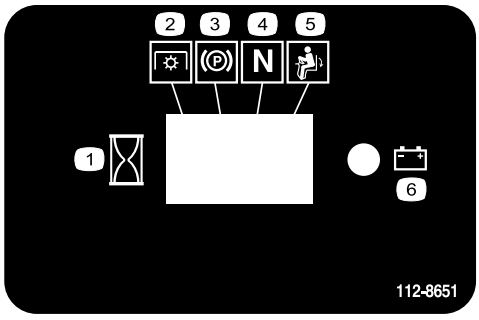
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**110-6220**




**110-6221**




**112-8651**

1. Interval
2. Power Take-off (PTO)
3. Parking brake
4. Neutral
5. Operator presence switch
6. Battery

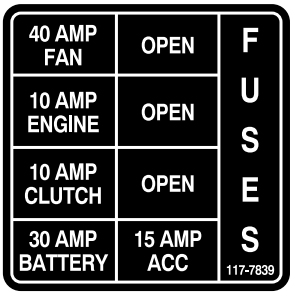
**CALIFORNIA SPARK ARRESTER WARNING**

**Operation of this equipment may create sparks that can start fires around dry vegetation. A spark arrester may be required. The operator should contact local fire agencies for laws or regulations relating to fire prevention requirements.** 117-2718

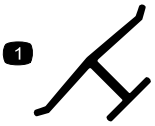
**117–2718**




**117-7838**

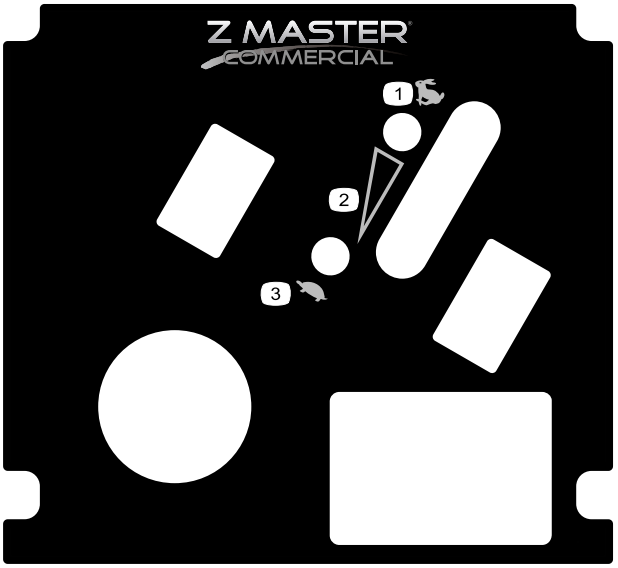



**117-7839**



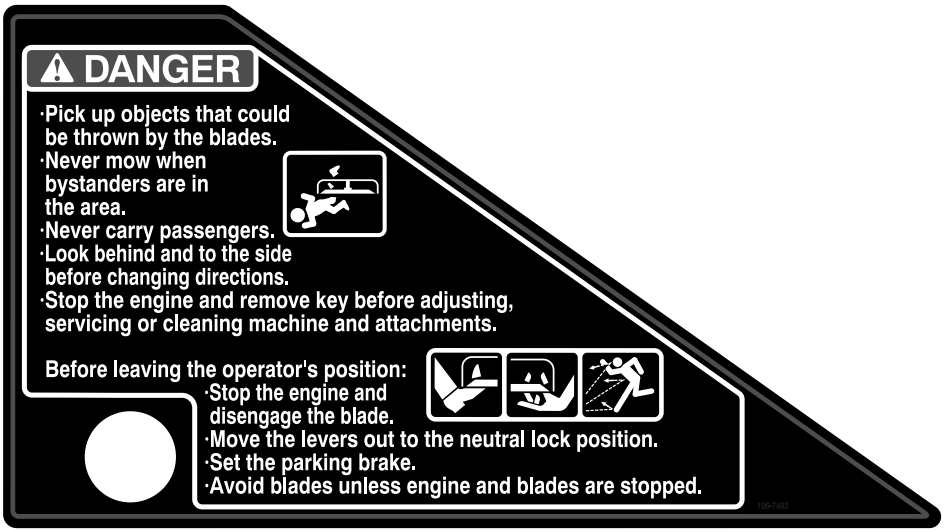

**Manufacturer's Mark**

1. Indicates the blade is identified as a part from the original machine manufacturer.




**117–0919**

1. Fast
2. Continuous variable setting
3. Slow



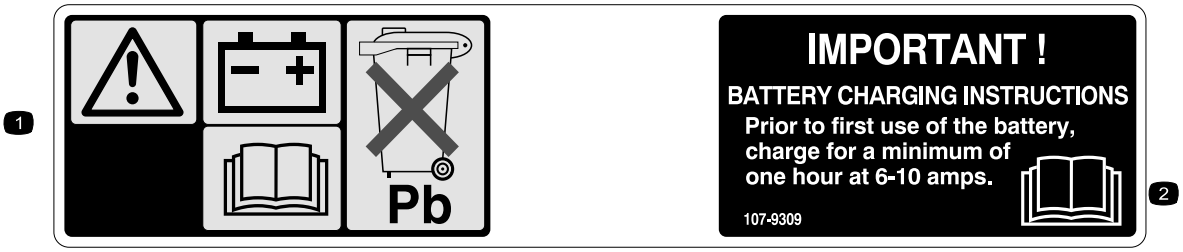

**106-7492**

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**106-9989**

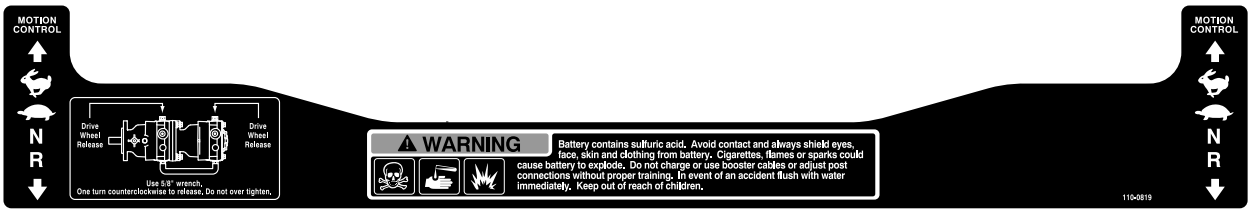
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**107-9309**

1. Warning—read the *Operator's Manual* for information on charging the battery; contains lead; do not discard.
2. Read the *Operator's Manual*.

---




**110-0819**

# Product Overview

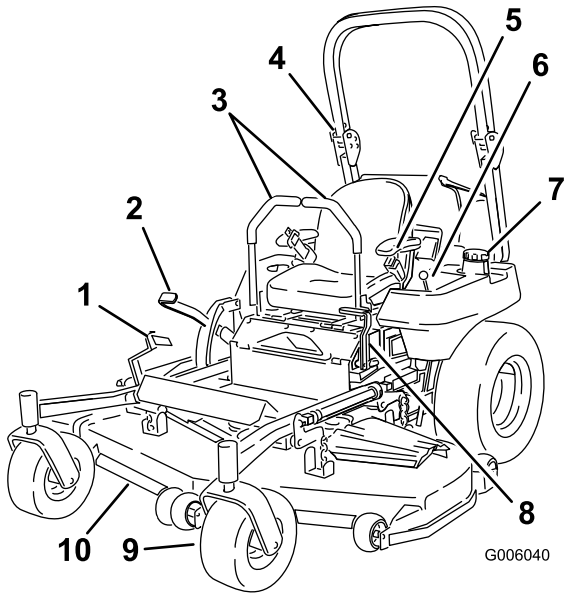



**Figure 3**

1. Lift assist lever
2. Height-of-cut lever
3. Motion control levers
4. Roll bar
5. Seat belt
6. Controls
7. Fuel cap (both sides)
8. Parking brake lever
9. Caster wheel
10. Mower deck

# Controls

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

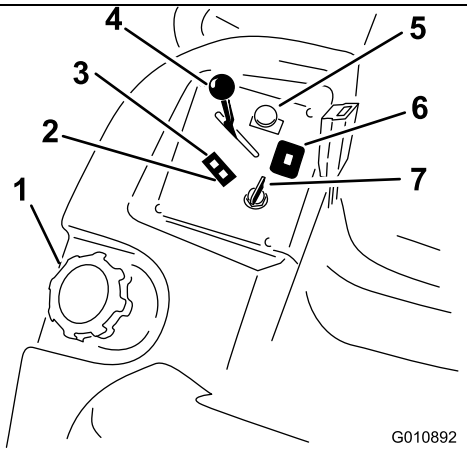



**Figure 4**

1. Fuel tank cap
2. Malfunction indicator light (MIL)
3. Engine Temperature light
4. Throttle control
5. PTO Switch
6. Hour meter/Safety interlock display
7. Ignition switch

## Hour Meter

The hour meter records the number of hours the engine has operated. It operates when the engine is running. Use these times for scheduling regular maintenance (Figure 4).

## Safety Interlock Indicators

There are symbols on the hour meter and they indicate with a black triangle that the interlock component is in the correct position (Figure 5).

## Battery Indicator Light

When the ignition key is initially turned to the **Run** position for a few seconds, the battery voltage will be displayed in the area where the hours are normally displayed.

The battery light turns on when the ignition is turned on and when the charge is below the correct operating level (Figure 5).

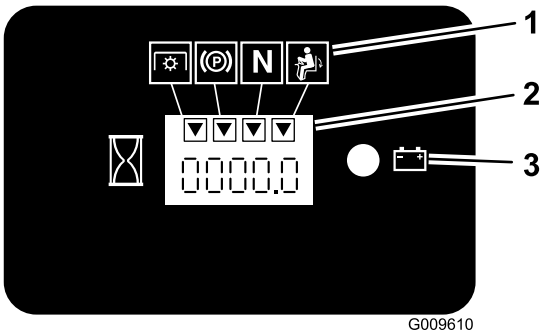



**Figure 5**

1. Safety interlock symbols
2. Hour meter
3. Battery light

## Throttle Control

The throttle control is variable between **Fast** and **Slow**.

## Blade Control Switch (PTO)

The blade control switch (PTO) is used to engage the electric clutch to drive the mower blades with the motion control levers in the center, un-locked position. Pull the switch up to engage the blades and release. To disengage the blades, push the blade control switch (PTO) down.

## Neutral Lock Position

The neutral lock position is used with the safety interlock system and to determine neutral position.

## Ignition Switch

This switch is used to start the mower engine and has three positions: **Start, Run** and **Off**.

## Temperature Light

The temperature light comes on when the engine is over heating (Figure 4).

## Audible Alarm

This machine has an audible alarm that alerts the user to turn off the engine or engine damage can occur from over heating. Refer to Servicing the Cooling System in Maintenance.

## Fuel Selector Valve

The fuel selector valve is located under the left side of the seat (Figure 6).

Close the fuel selector valve when transporting or storing mower.

Move the selector valve to the lefthand (LH) or righthand (RH) position for operation.

## Malfunction Indicator Light

The electronic control unit (ECU) continuously monitors the operation of the fuel system.

If the malfunction indicator light (MIL) illuminates, during operation, the electronic control unit (ECU) has detected a problem or fault in the direct fuel injection (DFI) system.

Once the MIL illuminates, initial trouble shooting checks should be made. Refer to the MIL section under Toubleshooting.

If these checks do not correct the problem, further diagnosis and servicing by an Authorized Service Dealer is necessary.

## 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

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

## Adding Fuel

Use **unleaded** regular gasoline suitable for automotive use (87 pump octane minimum).

**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 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 each fuel tank cap and remove the cap.
3. Add unleaded regular gasoline to both fuel tanks, until the level is 1/4 to 1/2 inch (6 mm to 13 mm) below the bottom of the filler neck.

   This space in the tank allows gasoline to expand. Do not fill the fuel tanks completely full.
4. Install fuel tank caps securely.
5. Wipe up any gasoline that may have spilled.

## Checking the Engine Oil Level

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

## Switching the Fuel Tanks

**Important: Do not run the machine out of fuel and avoid running the machine with a low fuel level.**

The fuel selector valve is located under the left side of the seat. Unlatch the seat and raise it to access the valve.

The unit has two fuel tanks. One tank is on the left side and one on the right side. Each tank connects to the fuel selector valve. From there a common fuel line leads to the engine (Figure 6).

To use the left side fuel tank rotate the fuel selector valve to the LH, lefthand location. To use the right side fuel tank rotate the fuel selector valve to the RH, righthand location (Figure 6).

Close the fuel selector valve before transporting or storing machine.

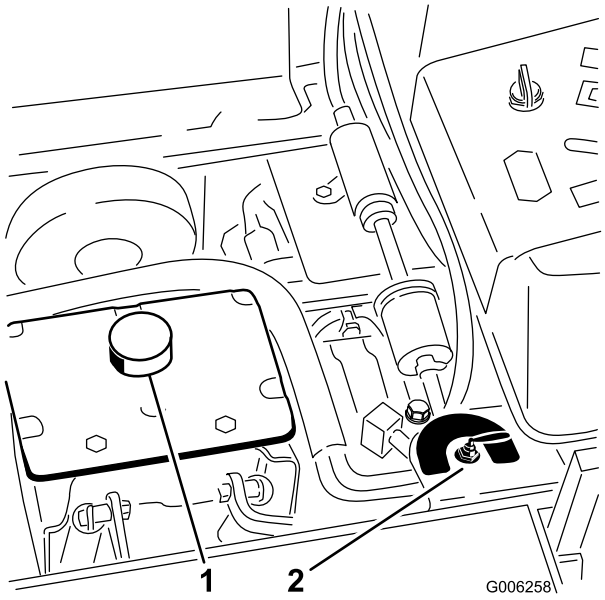



**Figure 6**

1. Hydraulic tank
2. Fuel selector valve

## Using the Rollover Protection System (ROPS)

**To avoid injury or death from rollover: keep the roll bar in the raised locked position and use the seat belt.**

**Ensure that the rear part of the seat is secured with the seat latch.**

**There is no rollover protection when the roll bar is in the down position.**

- **Lower the roll bar only when absolutely necessary.**
- **Do not wear the seat belt when the roll bar is in the down position.**
- **Drive slowly and carefully.**
- **Raise the roll bar as soon as clearance permits.**
- **Check carefully for overhead clearances (i.e. branches, doorways, electrical wires) before driving under any objects and do not contact them.**

**Important: Lower the roll bar only when absolutely necessary.**

1. Remove the hairpin cotter pins and remove the two pins (Figure 8).
2. Lower the rollbar to the down position. There are two down positions. See Figure 7 for the positions.
3. Install the two pins and secure them with the hairpin cotter pins (Figure 8).

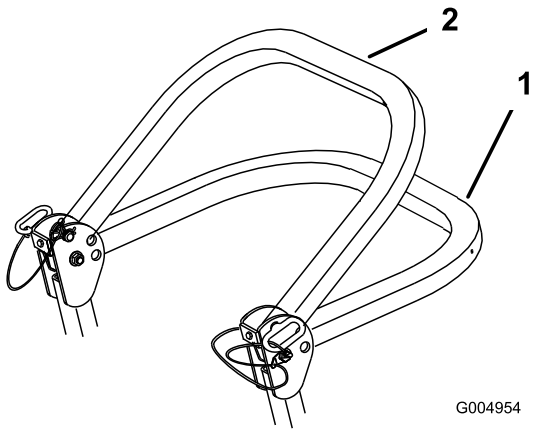



**Figure 7**

1. Full down position
2. Down position with bagger installed

**Important: Ensure that the rear part of the seat is secured with the seat latch.**

4. To raise the roll bar, remove the hairpin cotter pins and remove the two pins (Figure 8).
5. Raise the roll bar to the upright position and install the two pins and secure them with the hairpin cotter pins (Figure 8).

**Important: Always use the seat belt with the roll bar in the raised position.**

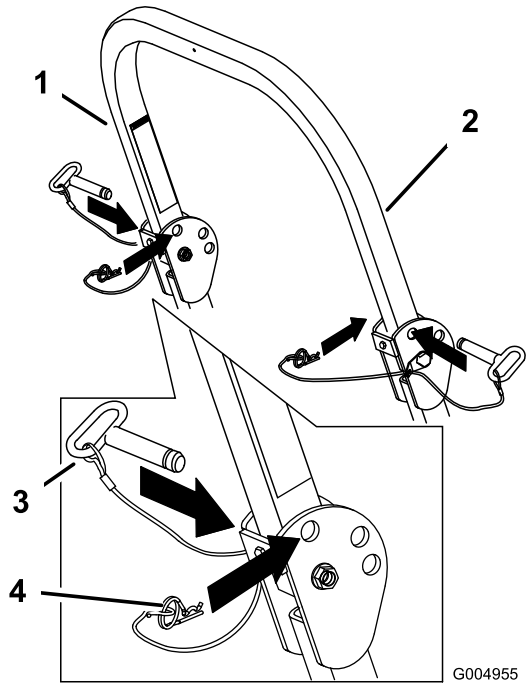



**Figure 8**

1. Roll bar
2. Raised position
3. Pin
4. Hairpin cotter pin

# Think Safety First

Please read all safety instructions and symbols in the safety section. Knowing this information could help you or bystanders avoid injury.

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

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

**There is no rollover protection when the roll bar is down.**

**Always keep the roll bar in the raised and locked position and use the seat belt.**

**Read and follow the rollover protection instructions and warnings.**

**To avoid loss of control and possibility of rollover:**

- **Do not operate near drop-offs or near water.**
- **Do not operate on slopes greater than 15 degrees.**
- **Reduce speed and use extreme caution on slopes.**
- **Avoid sudden turns or rapid speed changes.**

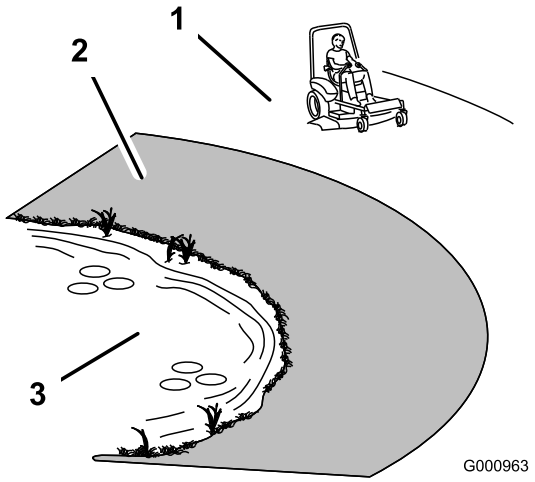



**Figure 9**

1. Safe Zone-use the Z Master here on slopes less than 15 degrees or flat areas.
2. Use walk behind mower and/or hand trimmer near drop-offs and water.
3. Water

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

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

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

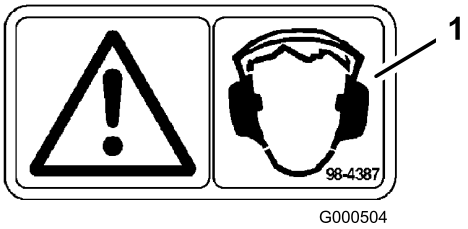



**Figure 10**

1. Warning— wear hearing protection

# Operating the Parking Brake

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

## Setting the Parking Brake

1. Move the motion control levers (Figure 17) out to the neutral lock position.
2. Pull up and back on the parking brake lever to set the parking brake (Figure 11). The parking brake lever should stay firmly in the engaged position.

**Parking brake may not hold machine parked on a slope and could cause personal injury or property damage.**

**Do not park on slopes unless wheels are chocked or blocked**

## Releasing the Parking Brake

Push forward and down on the parking brake lever to release the parking brake (Figure 11). The parking brake is disengaged and the lever will rest against the brake stop.

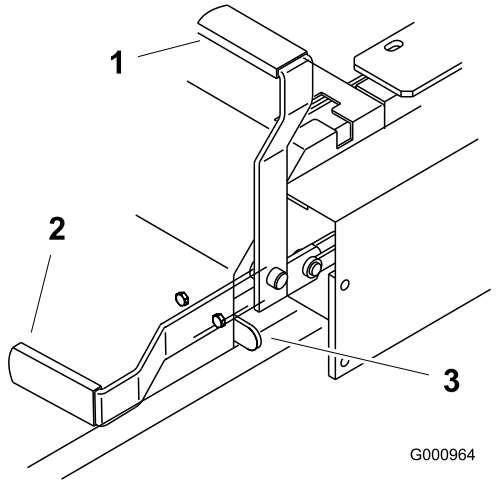



**Figure 11**

1. Parking brake-ON
2. Parking brake-OFF
3. Brake Stop

# Starting and Stopping the Engine

## Starting the Engine

**Note:** This machine does not have a manual choke. This machine is equipped with an digital fuel injection (DFI) system.

1. Raise the ROPS up and lock into place, sit on the seat and fasten the seat belt.
2. Move the motion controls to neutral locked position.
3. Set the parking brake; refer to Setting the Parking Brake.
4. Move the PTO (power take off) switch to the Off position (Figure 12).

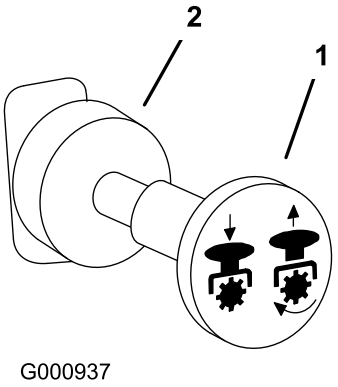



**Figure 12**

1. PTO—on
2. PTO—off

5. Move the throttle control midway between the Slow and Fast positions (Figure 13).

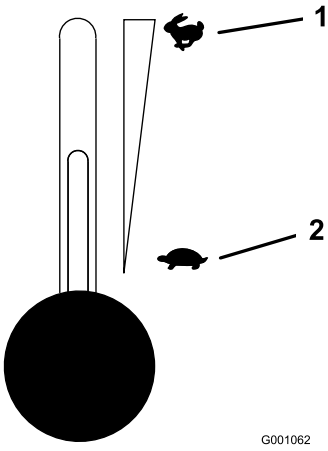



**Figure 13**

1. Throttle—fast
2. Throttle—slow

6. Turn the ignition key to the Start position (Figure 14). When the engines starts, release the key.

**Important:** **Do not engage starter for more than 5 seconds at a time. If the engine fails to start allow a 15 second cool-down period between attempts. Failure to follow these instructions can burn out the starter motor.**

**Note:** Additional starting cycles may be required when starting the engine for the first time after the fuel system has been without fuel completely.




**Figure 14**

1. Off
2. Run
3. Start

## Stopping the Engine

1. Push the PTO to the Off position (Figure 12).
2. Move the throttle lever midway between the Slow and Fast positions (Figure 13).
3. Let the engine idle for 60 seconds.
4. Turn the ignition key to the Off position and remove the key (Figure 14).
5. Close the fuel shut off valve before transporting or storing the machine. Refer to , page .

**Important:** **Make sure that the fuel shut off valve is closed before transporting or storing the machine, as fuel leakage may occur. Set the parking brake before transporting. Make sure to remove the key as the fuel pump may run and cause the battery to lose charge.**

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

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

# Operating the Power Take Off (PTO)

The power take off (PTO) switch starts and stops the mower blades and any powered attachments.

## Engaging the PTO

1. If the engine is cold, allow the engine to warm up 5 to 10 minutes before engaging the PTO.
2. While seated in the seat, release the pressure on the traction control levers and place in neutral.
3. Place the throttle in the fast position.

   **Note:** Engaging the PTO with the throttle at the half or less position will cause excessive wear to the drive belts.
4. Pull out on the power take off (PTO) switch to engage it (Figure 15).

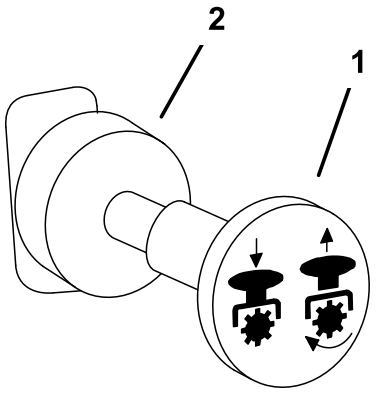



**Figure 15**

1. PTO-On
2. PTO-Off

## Disengaging the PTO

To disengage, push the PTO switch to the **off** position (Figure 15).

# 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 parking brake is engaged.
- The power take off (PTO) is disengaged.
- The motion control levers are in the neutral locked position

The safety interlock system also is designed to stop the engine when the traction controls are moved from the locked position with the parking brake engaged or if you rise from the seat when the PTO is engaged.

The hour meter has symbols to notify the user when the interlock component is in the correct position. When the component is in the correct position, a triangle will light up in the corresponding square.

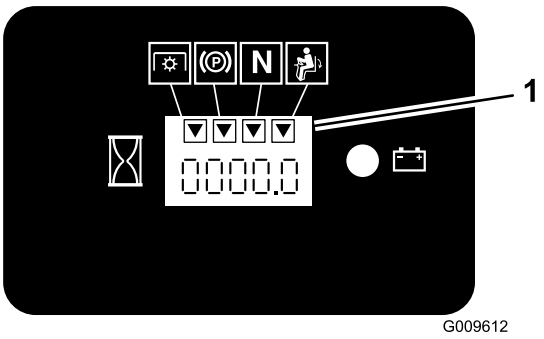



**Figure 16**

1. Triangles light up when the interlock components are in the correct position

## 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 below, have an Authorized Service Dealer repair the safety system immediately.

1. Sitting on the seat, engage the parking brake and move the PTO to on. Try starting the engine; the engine should not crank.
2. Sitting on the seat, engage the parking brake and move the PTO to off. Move either motion control lever (out of neutral locked position). Try starting the engine; the engine should not crank. Repeat for other control lever.
3. Sitting on the seat, engage the parking brake, move the PTO switch to off and move the motion control levers to neutral lock position. Now start the engine. While the engine is running, release the parking brake, engage the PTO and rise slightly from the seat; the engine should stop.
4. Sitting on the seat, engage the parking brake, move the PTO switch to off and move the motion control levers to neutral lock position. Now start the engine. While the engine is running, center either motion control and move (forward or reverse); the engine should stop. Repeat for other motion control.
5. Sitting on the seat, disengage the parking brake, move the PTO switch to off and move the motion control levers to neutral lock position. Try starting the engine; the engine should not crank.

# Driving Forward or Backward

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

**Machine can spin very rapidly. Operator may lose control of machine and cause personal injury or damage to machine.**

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

## Driving Forward

1. Release the parking brake; refer to Releasing the Parking Brake in , page .
2. Move the levers to the center, un-locked position.
3. To go forward, slowly push the motion control levers forward (Figure 17).

   **Note:** The engine will kill if the traction control levers are moved with the parking brake engaged.

   To go straight, apply equal pressure to both motion control levers (Figure 17).

   To turn, move the motion control lever toward neutral in the direction you want to turn (Figure 17).

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

   To stop, pull the motion control levers to the neutral position.

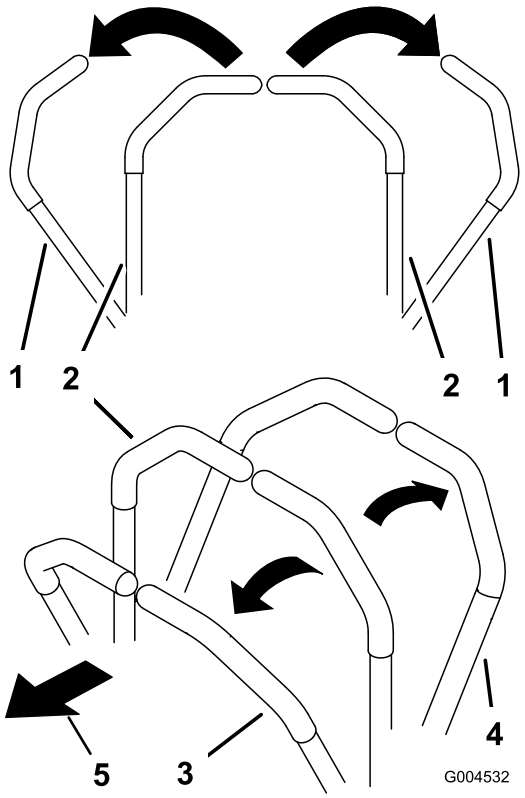



**Figure 17**

1. Motion control lever-neutral lock position
2. Center un-lock position
3. Forward
4. Backward

### Driving Backward

1. Move the levers to the center, un-locked position.
2. 7

   To go backward, slowly pull the motion control levers rearward (Figure 17).

   To go straight, apply equal pressure to both motion control levers (Figure 17).

   To turn, release pressure on the motion control lever toward the direction you want to turn (Figure 17).

   To stop, push the motion control levers to the neutral position.

## Stopping the Machine

To stop the machine, move the traction control levers to neutral and move to locked position, disengage the power take off (PTO), and turn the ignition key to off.

Set the parking brake when you leave the machine; refer to Setting the Parking Brake in , page . Remember to remove the key from the ignition switch.

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

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

## Adjusting the Height-of-Cut

The height-of-cut is adjusted from 1-1/2 to 5 inch (38 to 127 mm) in 1/4 inch (6 mm) increments by relocating the pin into different hole locations.

1. Raise the height-of-cut lever to the transport position (also the 5 inch (127 mm) cutting height position) (Figure 18).

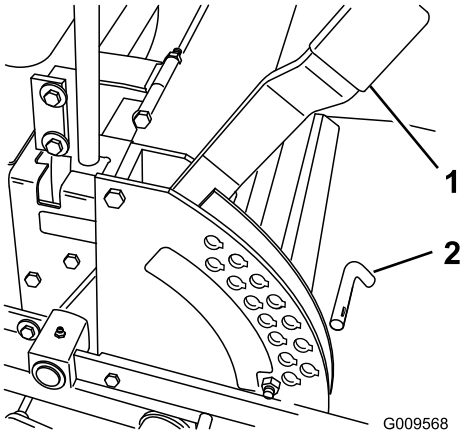



**Figure 18**

1. Height of cut lever
2. Pin

2. To adjust, remove the pin from the height-of-cut bracket (Figure 18).
3. Select a hole in the height-of-cut bracket corresponding to the height-of-cut desired and, insert the pin (Figure 18).
4. Move the lever to the selected height.

## Adjusting the Anti-Scalp Rollers

Whenever you change the height-of-cut, it is recommended to adjust the height of the anti-scalp rollers.

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. After adjusting the height-of-cut, adjust the rollers by removing the flange nut, bushing, spacer, and bolt (Figure 19 , Figure 20 and Figure 21 ).

   **Note:** The two middle rollers will not have a spacer (Figure 20).
4. Select a hole so the anti-scalp roller is positioned to the nearest corresponding height-of-cut desired.
5. Install the flange nut bushing, spacer, and bolt. Torque to 40-45 ft-lb (54-61 N-m) (Figure 19 , Figure 20 and Figure 21 ).
6. Repeat this adjustment on the other anti-scalp rollers.

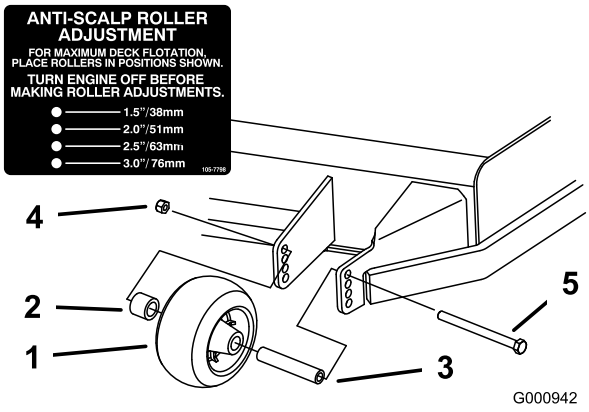



**Figure 19**

1. Anti-scalp roller
2. Spacer
3. Bushing
4. Flange Nut
5. Bolt

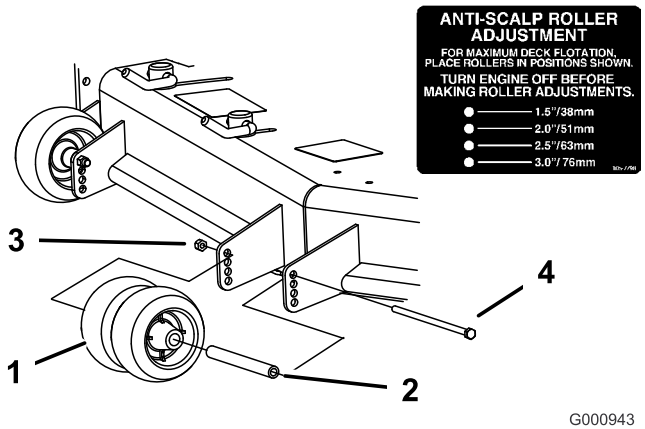



**Figure 20**

1. Anti-scalp roller
2. Bushing
3. Flange Nut
4. Bolt

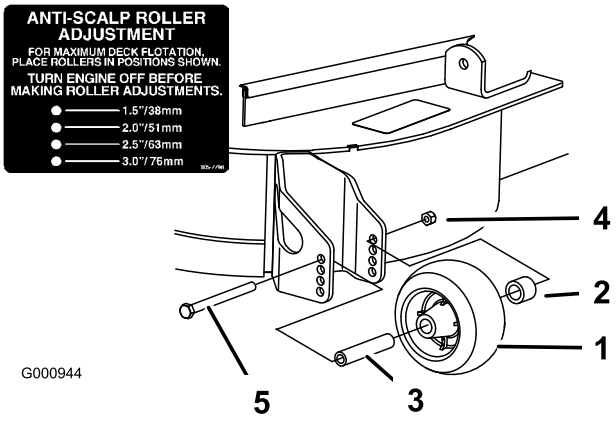



**Figure 21**

1. Anti-scalp roller
2. Spacer
3. Bushing
4. Flange Nut
5. Bolt

# Adjusting the Flow Baffle

The mower discharge flow can be adjusted for different types of mowing conditions. Position the cam locks 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 locks, swing the lever up to loosen the cam lock (Figure 22).
4. Adjust the baffle and cam locks in the slots to the desired discharge flow.
5. Swing the lever back over to tighten the baffle and cam locks (Figure 22).
6. If the cams do 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.

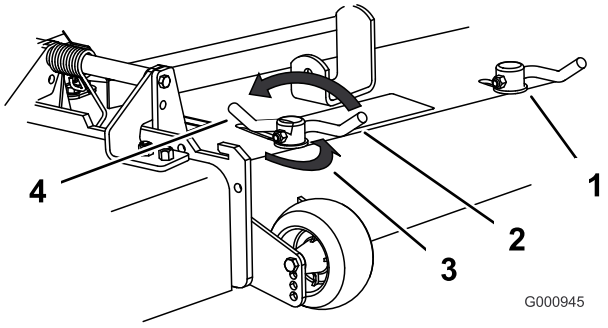



**Figure 22**

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 a follows.

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

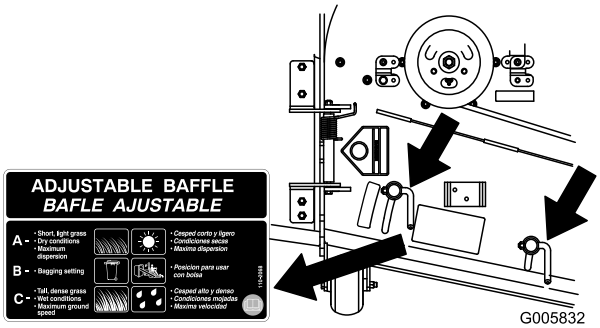



**Figure 23**

## Position B

Use this position when bagging.

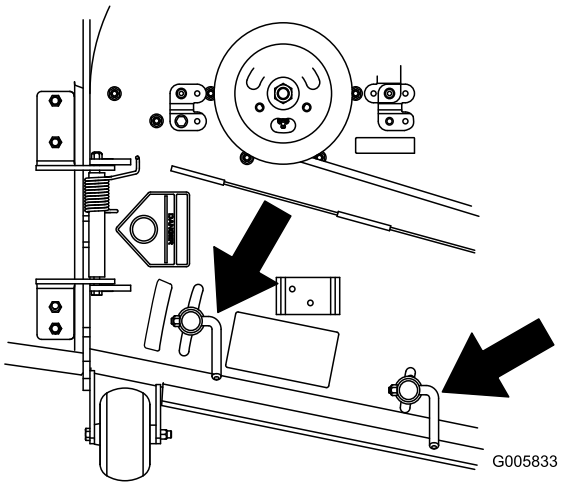



**Figure 24**

## Position C

This is the full open position. The suggested use for this position is as follows.

- 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.

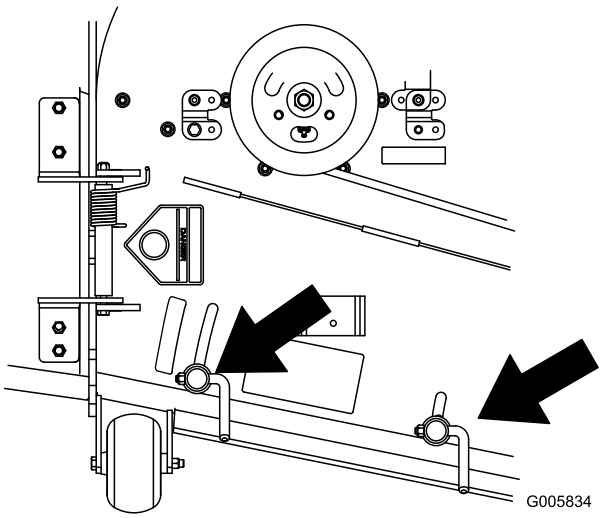



**Figure 25**

# Positioning the Seat

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

To adjust, move the lever sideways to unlock seat (Figure 26).

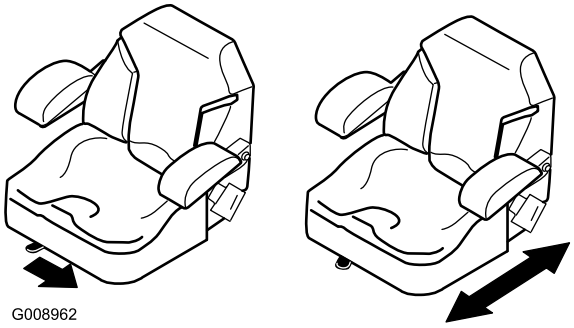



**Figure 26**

# Unlatching the Seat

1. Move the seat to the most rearward position. This will prevent interference when the seat is raised.
2. Push the seat latch rearward to unlatch the seat.
3. Raise the seat up. This will allow access to the machine under the seat (Figure 27).

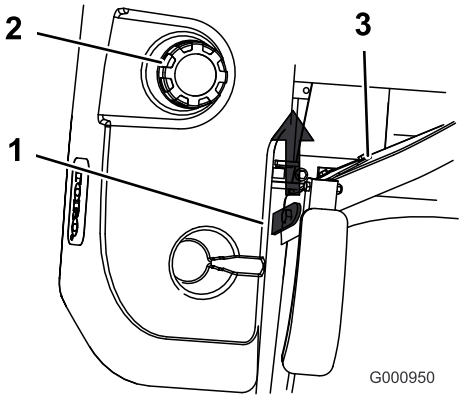



**Figure 27**

1. Seat latch
2. Fuel cap
3. Seat

# Pushing the Machine by Hand

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

## Pushing the Machine

1. Disengage the power take off (PTO) and turn the ignition key to off. Move the levers to neutral locked position and apply parking brake. Remove the key.
2. Rotate the by-pass valves counterclockwise 1 turn to push. This allows hydraulic fluid to by-pass the pump enabling the wheels to turn (Figure 28).

   **Important: Do not rotate by-pass valves more than 1 turn. This prevents valves from coming out of the body and causing fluid to run out.**
3. Disengage parking brake before pushing.

## Changing to Machine Operation

Rotate the by-pass valves clockwise 1 turn to operate machine (Figure 28).

**Note:** Do not over tighten the by-pass valves.

The machine will not drive unless by-pass valves are turned in.

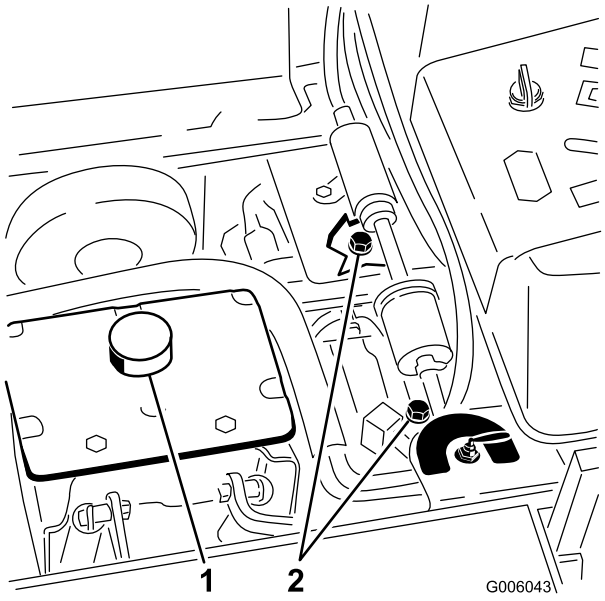



**Figure 28**

1. Hydraulic tank
2. By-pass valve

## Using the Side Discharge

The 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 the discharge area or mower blades unless you move the power take off (PTO) to the off position, rotate the ignition key to off and remove the key.**
- **Make sure the grass deflector is in the down position.**

## Breaking In a New Machine

New engines take time to develop full power. Mower decks and drive systems have higher friction when new, placing additional load on the engine. Allow 40 to 50 hours of break-in time for new machines to develop full power and best performance.

## 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:

- Lock the brake and block the wheels.
- 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.

**Driving on the street or roadway without turn signals, lights, reflective markings, or a slow moving vehicle emblem is dangerous and can lead to accidents causing personal injury.**

**Do not drive machine on a public street or roadway.**

## Loading Machines

Use extreme caution when loading units on trailers or trucks. One full width ramp that is wide enough to extend beyond the rear tires is recommended instead of individual ramps for each side of the unit (Figure 29). The lower rear section of the tractor frame extends back between the rear wheels and serves as a stop for tipping backward. Having a full width ramp provides a surface for the frame members to contact if the unit starts to tip backward. If it is not possible to use one full width ramp, use enough individual ramps to simulate a full width continuous ramp.

The ramp should be long enough so that the angles do not exceed 15 degrees (Figure 29). A steeper angle may cause mower components to get caught as the unit moves from ramp to trailer or truck. Steeper angles may also cause the unit to tip backward. If loading on or near a slope, position the trailer or truck so it is on the down side of the slope and the ramp extends up the slope. This will minimize the ramp angle. The trailer or truck should be as level as possible.

**Important: Do Not attempt to turn the unit while on the ramp; you may lose control and drive off the side.**

Avoid sudden acceleration when driving up a ramp and sudden deceleration when backing down a ramp. Both maneuvers can cause the unit to tip backward.

**Loading a unit onto a trailer or truck increases the possibility of backward tip-over and could cause serious injury or death.**

- **Use extreme caution when operating a unit on a ramp.**
- **Use only a single, full width ramp; Do Not use individual ramps for each side of the unit.**
- **If individual ramps must be used, use enough ramps to create an unbroken ramp surface wider than the unit.**
- **Do not exceed a 15 degree angle between ramp and ground or between ramp and trailer or truck.**
- **Avoid sudden acceleration while driving unit up a ramp to avoid tipping backward.**
- **Avoid sudden deceleration while backing unit down a ramp to avoid tipping backward.**

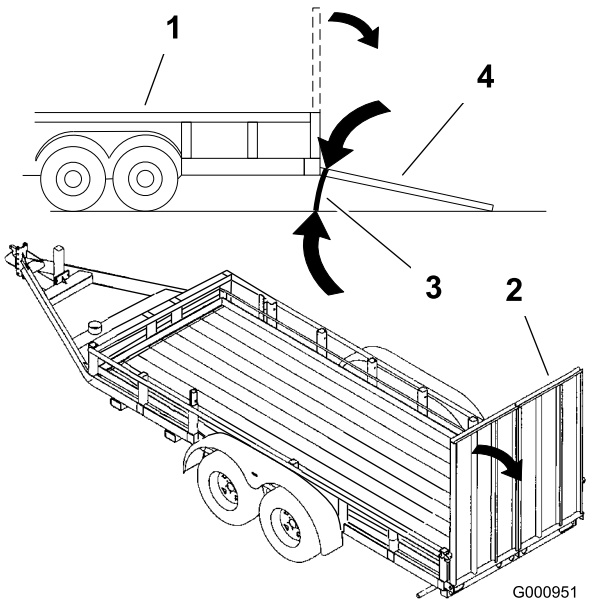



**Figure 29**

1. Trailer
2. Full width ramp
3. Not greater than 15 degrees
4. Full width ramp—side view

# Operating Tips

## Engine Performance

For the best engine performance, fill both fuel tanks full before operating the machine. Avoid running the machine with a low fuel level and do not run the machine out of fuel. Always allow the machine to cool before refilling the fuel tanks.

## Fast Throttle Setting

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

## Cutting a Lawn for the First Time

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

## Cut 1/3 of the Grass Blade

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

## Mowing Direction

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

## Mow at Correct Intervals

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

## Cutting Speed

To improve cut quality, use a slower ground speed in certain conditions.

## Avoid Cutting Too Low

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

## Long Grass

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

## When Stopping

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

## Keep the Underside of the Mower Clean

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

## Blade Maintenance

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

# Maintenance

## *Recommended Maintenance Schedule(s)*

| Maintenance Service Interval | Maintenance Procedure |
|---|---|
| After the first 8 hours | • Change the engine oil.<br>• Check the engine cooling system level.<br>• Adjust the mower belt tension (72in mowers only).<br>• Check the hydraulic fluid. |
| After the first 25 hours | • Change the hydraulic filter. |
| After the first 100 hours | • Check the wheel hub slotted nut.<br>• Check the wheel lug nuts.<br>• Change gear box oil. |
| Before each use or daily | • Check the safety system.<br>• Check the engine oil.<br>• Check the engine cooling system level.<br>• Clean the hydraulic oil cooler and radiator screen.<br>• Check the mower blades.<br>• Clean the mower deck. |
| Every 25 hours | • Grease the mower deck and spindles.<br>• Grease the mower belt idler arm.<br>• Grease the pump belt idler arm.<br>• Grease the drive belt idler arm.<br>• Check the hydraulic fluid. |
| Every 50 hours | • Check the tire pressure.<br>• Check the PTO drive belt.<br>• Check the pump drive belt. |
| Every 100 hours | • Change the engine oil. (more often in dirty or dusty conditions)<br>• Check the spark plug.<br>• Check the gear box oil level.<br>• Check the engine cooling system hoses.<br>• Inspect the belts for cracks and wear.<br>• Check the hydraulic hoses. |
| Every 150 hours | • Lubricate the machine with light oil. |
| Every 200 hours | • Grease the brake pivot.<br>• Change the engine oil filter.<br>• Check the parking brake adjustment. |
| Every 250 hours | • Check or replace the air filter (more often in dirty or dusty conditions) |
| Every 400 hours | • Replace the fuel filters (more often in dirty or dusty conditions). |
| Every 500 hours | • Check the wheel hub slotted nut.<br>• Check the wheel lug nuts.<br>• Adjust the caster pivot bearing.<br>• Adjust the electric clutch. |
| Yearly | • Grease the front caster pivots (more often in dirty or dusty conditions).<br>• Lubricate the caster wheel hubs<br>• Change the gear box oil.<br>• Change the engine coolant.<br>• Change the hydraulic filter and oil. |
| Yearly or before storage | • Paint chipped surfaces.<br>• 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 accidently start the engine and seriously injure you or other bystanders.**

**Remove the key from the ignition before you do any maintenance.**

# *Lubrication*

## Greasing and Lubrication

Lubricate the machine when shown on the Check Service Reference Aid decal (Figure 30). Grease more frequently when operating conditions are extremely dusty or sandy.

**Grease Type:** General-purpose grease.

### How to Grease

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. 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.

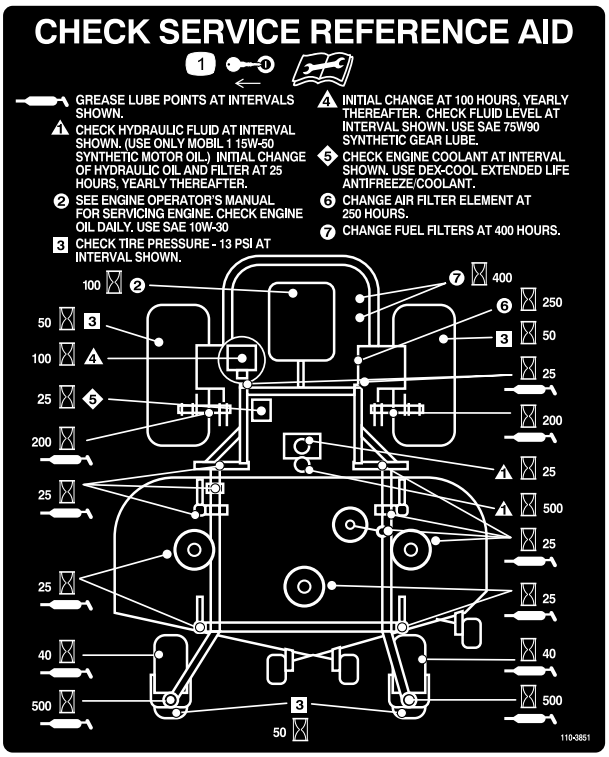
### Greasing the Front Caster Pivots

**Service Interval:** Yearly (more often in dirty or dusty conditions).

1. Remove the dust cap and adjust the caster pivots. Keep the dust cap off until greasing is done. Refer to Adjusting the Caster Pivot Bearing in Maintenance.
2. Remove the hex plug. Thread a grease zerk into the hole.
3. Pump grease into the zerk until it oozes out around the top bearing.
4. Remove the grease zerk in the hole. Install the hex plug and cap.

### Where to Add Grease

Lubricate the grease fittings as shown on the Check Service Reference Aid decal (Figure 30).



G010797

**Figure 30**

### Where to Add Light Oil or Spray Lubrication

**Service Interval:** Every 150 hours

- Seat switch actuator.
- Brake handle pivot.
- Brake rod bushings.
- Motion control bronze bushings.

# Greasing the Brake Pivot

**Service Interval:** Every 200 hours—Grease the brake pivot.

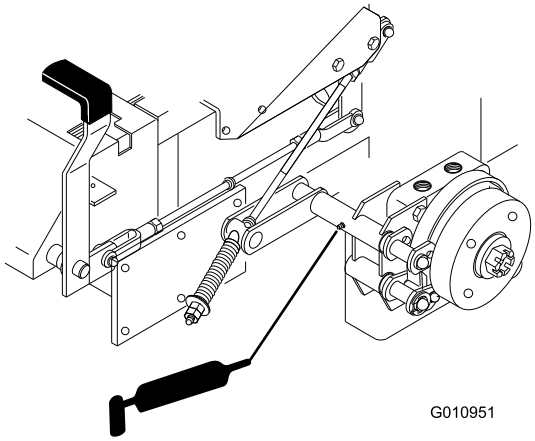



**Figure 31**

# Greasing the Mower Deck and Belt Idlers

**Service Interval:** Every 25 hours—Grease the mower deck and spindles.

Every 25 hours—Grease the mower belt idler arm.

Every 25 hours—Grease the pump belt idler arm.

Every 25 hours—Grease the drive belt idler arm.

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

**Important: Make sure cutting unit spindles are full of grease weekly.**

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. Grease the idler pulley pivot (Figure 32).
4. Grease the fittings on the 3 spindle bearings (Figure 32).

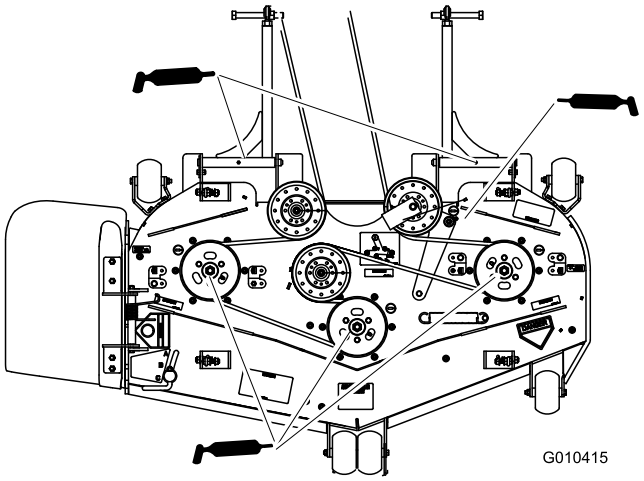



**Figure 32**

5. Grease the pump belt idler arm (Figure 33).

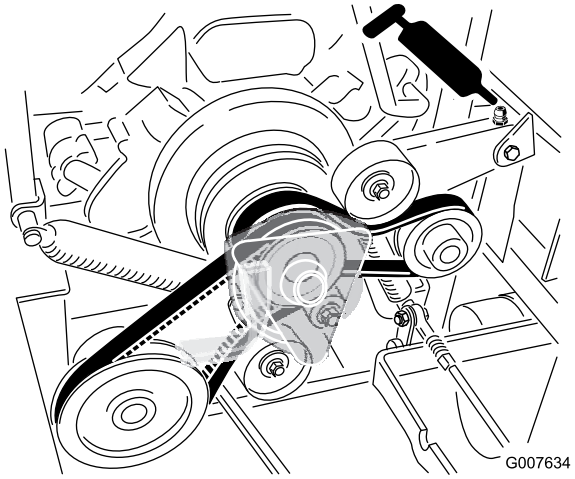



**Figure 33**

6. Grease the PTO drive belt idler arm (Figure 34).

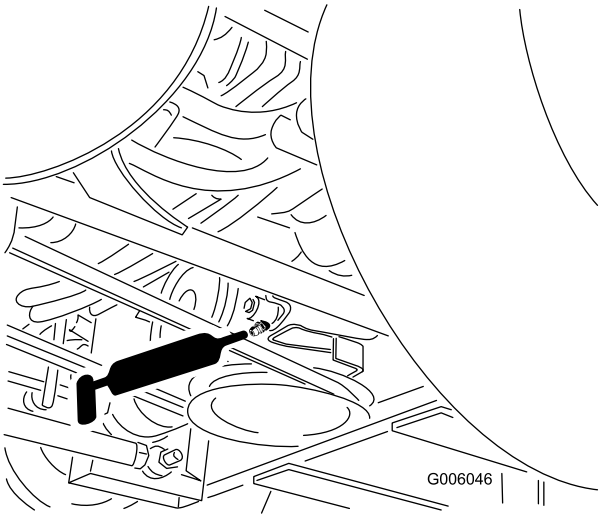



**Figure 34**

# Lubricate Caster Wheel Hubs

**Service Interval:** Yearly

1. Stop the engine, wait for all moving parts to stop, and remove the key. Engage the parking brake.

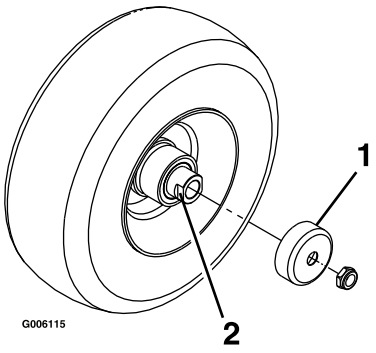



**Figure 35**

1. Seal guard
2. Spacer nut with wrench flats

2. Remove the caster wheel from the caster forks.
3. Remove the seal guards from the wheel hub.
4. Remove one of the spacer nuts from the axle assembly in the caster wheel. Note that thread locking adhesive has been applied to lock the spacer nuts to the axle. Remove the axle (with the other spacer nut still assembled to it) from the wheel assembly.
5. Pry out seals, and inspect bearings for wear or damage and replace if necessary.
6. Pack the bearings with a general-purpose grease.
7. Insert one bearing, one new seal into the wheel.

   **Note:** The seals must be replaced.
8. If the axle assembly has had both spacer nuts removed (or broken loose), apply a thread locking adhesive to one spacer nut and thread onto the axle with the wrench flats facing outward. Do Not thread spacer nut all of the way onto the end of the axle. Leave approximately 1/8 inch (3 mm) from the outer surface of the spacer nut to the end of the axle inside the nut.
9. Insert the assembled nut and axle into the wheel on the side of the wheel with the new seal and bearing.
10. With the open end of the wheel facing up, fill the area inside the wheel around the axle full of general-purpose grease.
11. Insert the second bearing and new seal into the wheel.
12. Apply a thread locking adhesive to the 2nd spacer nut and thread onto the axle with the wrench flats facing outward.
13. Torque the nut to 75-80 in-lb (8-9 N-m), loosen, then re-torque to 20-25 in-lb (2-3 N-m). Make sure axle does not extend beyond either nut.
14. Reinstall the seal guards over the wheel hub and insert wheel into caster fork. Reinstall caster bolt and tighten nut fully.

**Important: To prevent seal and bearing damage, check the bearing adjustment often. Spin the caster tire. The tire should not spin freely (more than 1 or 2 revolutions) or have any side play. If the wheel spins freely, adjust torque on spacer nut until there is a slight amount of drag. Reapply thread locking adhesive.**

# Engine Maintenance

**Contact with hot surfaces may cause personal injury.**

**Keep hands, feet, face, clothing and other body parts away the muffler and other hot surfaces.**

## Servicing the Air Cleaner

**Note:** Check the filters more frequently if operating conditions are extremely dusty or sandy.

### Removing the Air Filter

**Service Interval:** Every 250 hours (more often in dirty or dusty conditions)

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. Release the seat and tip it forward.
4. Raise the radiator cover.
5. Release the latches on the air cleaner and pull the air cleaner cover off of the air cleaner body (Figure 36).
6. Clean the inside of the air cleaner cover with compressed air.
7. Gently slide the filter out of the air cleaner body (Figure 36). Avoid knocking the filter into the side of the body.
8. Inspect the filter for damage by looking into the filter while shining a bright light on the outside of the filter. Holes in the filter will appear as bright spots. If the filter is damaged discard it.

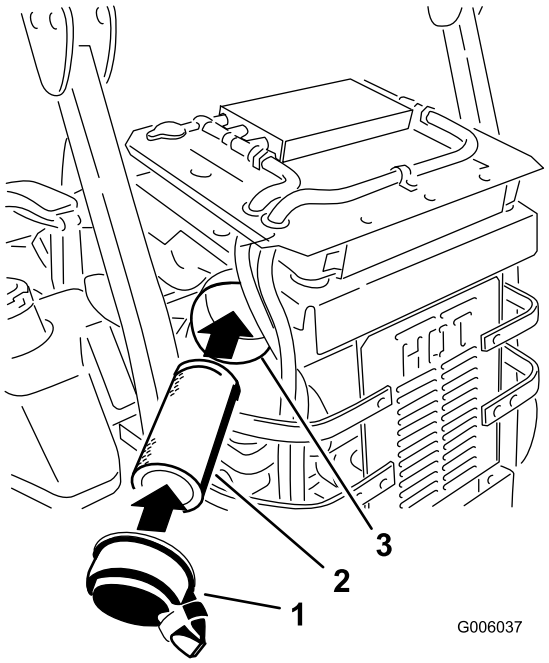



**Figure 36**

1. Air cleaner cover
2. Air filter
3. Air filter body

### Installing the Air Filter

1. If installing a new filter, check the filter for shipping damage. Do not use a damaged filter.
2. Carefully slide the filter into the filter body (Figure 36). Ensure that it is fully seated by pushing on the outer rim of the filter while installing it.

   **Important: Do not press on the soft inside area of the filter.**
3. Install the air cleaner cover and secure the latches (Figure 36).

## Servicing the Engine Oil

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

**Crankcase Capacity:** with a filter change, 68 ounces (2.0 L); without a filter change, 61 ounces (1.8 L)

**Viscosity:** See the table below.

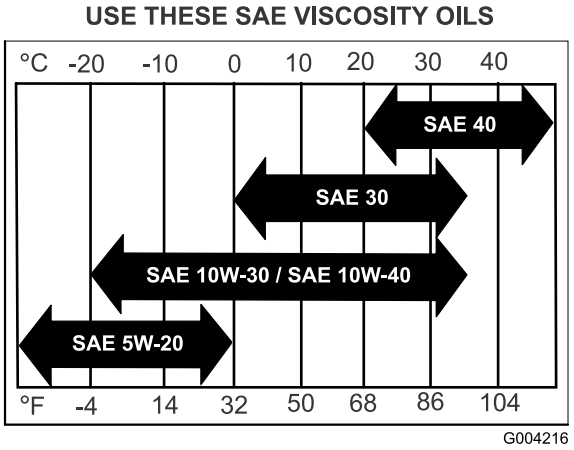



**Figure 37**

**Note:** Using multi grade oils (5W-20, 10W-30, and 10W-40) will increase oil consumption. Check the oil level more frequently when using them.

## Checking the Engine Oil Level

**Service Interval:** Before each use or daily

**Note:** Check the oil when the engine is cold.

**Contact with hot surfaces may cause personal injury.**

**Keep hands, feet, face, clothing and other body parts away the muffler and other hot surfaces.**

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. Release the seat and tip it forward.
4. Raise the radiator cover.
5. Clean around the oil dipstick (Figure 38) so dirt cannot fall into engine.

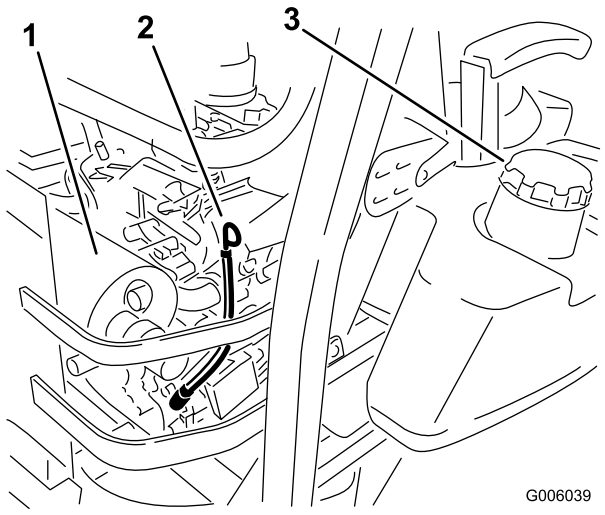



**Figure 38**

1. Muffler
2. Dipstick
3. Right side fuel cap

6. Pull the oil dipstick and wipe the metal end clean (Figure 38).
7. Slide the oil dipstick fully into the engine. Pull the dipstick out and look at the metal end (Figure 38). If 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 because the engine may be damaged. Do not run engine with oil below the low mark because the engine may be damaged.**

## Changing the Oil

**Service Interval:** After the first 8 hours

Every 100 hours (more often in dirty or dusty conditions)

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 39).
7. When oil has drained completely, close the drain valve.
8. Remove the drain hose (Figure 39).

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

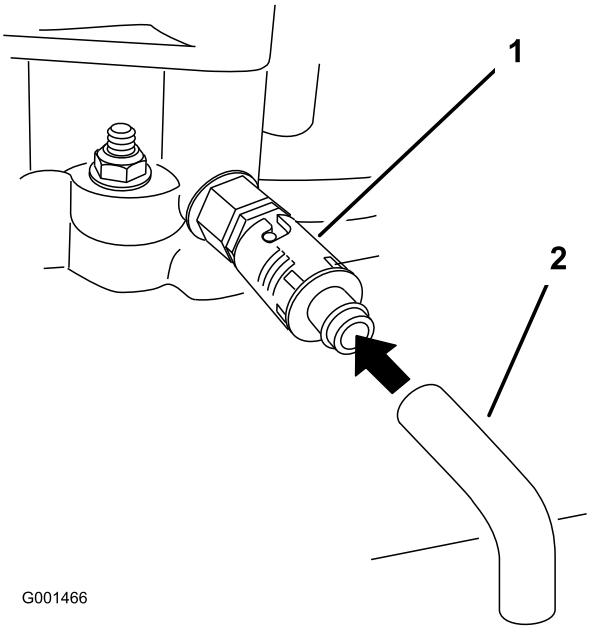



**Figure 39**

1. Oil drain valve
2. Oil drain hose

9. Slowly pour approximately 80% of the specified oil into the filler tube (Figure 40).
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.

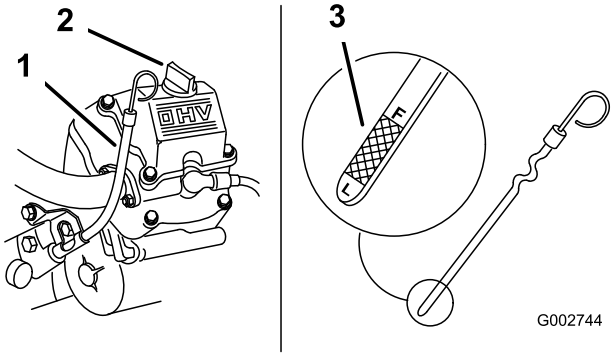



**Figure 40**

1. Engine oil dipstick
2. Filler hole
3. Dipstick end

## Changing the Engine Oil Filter

**Service Interval:** Every 200 hours

**Note:** Change the engine oil filter more frequently when 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 and wipe the filter adapter gasket surface (Figure 41).

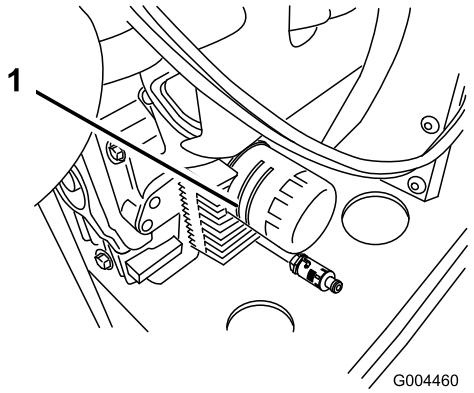



**Figure 41**

1. Engine oil filter

3. Apply a thin coat of new oil to the rubber gasket on the replacement filter (Figure 42).
4. Install the replacement oil filter to the filter adapter. Turn the oil filter clockwise until the rubber gasket contacts the filter adapter, then tighten the filter an additional 1/2 turn (Figure 42).

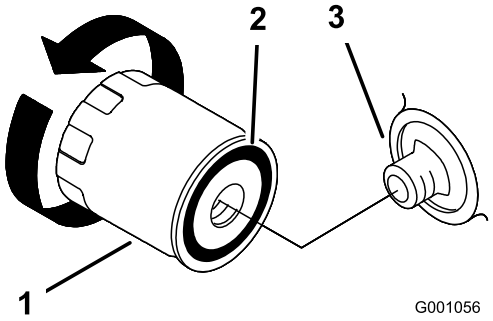



**Figure 42**

1. Oil filter
2. Gasket
3. Adapter

5. Fill the crankcase with the proper type of new oil; refer to Changing the Oil.

# Servicing the Spark Plug

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

- Type: NGK® BPR4ES or equivalent
- Air Gap: 0.030 inch (0.75 mm)

## Removing the Spark Plug

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. Pull the wire(s) off the spark plug(s) (Figure 43). Now clean around the spark plug(s) to prevent dirt from falling into the engine and potentially causing damage.
4. Remove the spark plug(s) and metal washer.

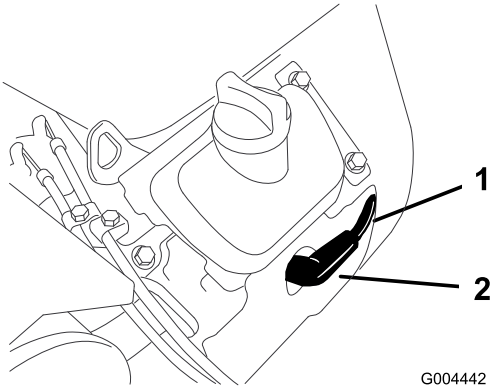



**Figure 43**

1. Spark plug wire
2. Spark plug

## Checking the Spark Plug

**Service Interval:** Every 100 hours

1. Look at the center of the spark plug(s) (Figure 44). If you see light brown or gray on the insulator, the engine is operating properly. A black coating on the insulator usually means the air cleaner is dirty.

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

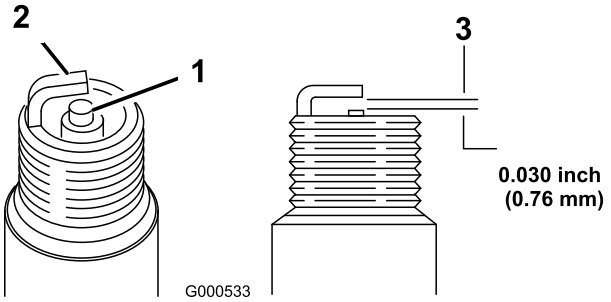



**Figure 44**

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

2. Check the gap between the center and side electrodes (Figure 44). Bend the side electrode (Figure 44) if the gap is not correct.

## Installing the Spark Plug

1. Install the spark plug(s). Make sure the air gap is set correctly.
2. Tighten the spark plug(s) to 16 ft.-lb (22 N·m).
3. Push the wire(s) onto the spark plug(s) (Figure 43).

# *Fuel System Maintenance*

## Servicing the Electronic Fuel Injection System

This machine contains an electronic fuel injection system. It controls the fuel flow under different operating conditions.

### Checking the Malfunction Indicator Light

If the malfunction indicator light (MIL) illuminates, during operation, the electronic control unit (ECU) has detected a problem or fault in the direct fuel injection (DFI) system.

Once the MIL illuminates, initial trouble shooting checks should be made. Refer to the MIL section under Toubleshooting.

If these checks do not correct the problem, further diagnosis and servicing by an Authorized Service Dealer is necessary.

## Servicing the Fuel Filters

### Replacing the Fuel Filter

**Service Interval:** Every 400 hours/Yearly (whichever comes first) (more often in dirty or dusty conditions).

Ensure that an Authorized Service Dealer replaces the fuel filter and any components for the fuel system.

**Use of improper components can result in system failure, fuel leakage and possible explosion.**

- **Ensure that an Authorized Service Dealer replace the fuel filter and any components for the fuel system.**
- **Use only approved fuel lines, hose clamps and fuel filters for high pressure systems.**

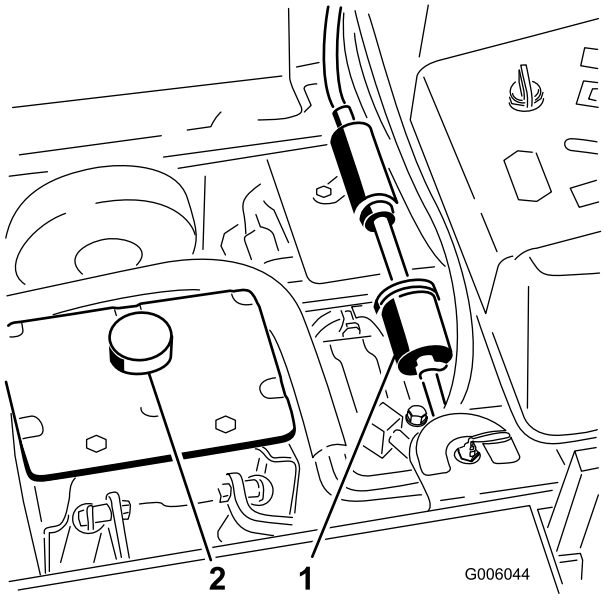



**Figure 45**

1. Fuel filter
2. Hydraulic tank

## Servicing the Fuel Tank

Do not attempt to drain the fuel tank. Ensure that an Authorized Service Dealer drains the fuel tank and services any components of the fuel system.

# Electrical System Maintenance

## Servicing the Battery

**Warning**

**CALIFORNIA**
**Proposition 65 Warning**

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

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

**Do not drink electrolyte and avoid contact with skin, eyes or clothing. Wear safety glasses to shield your eyes and rubber gloves to protect your hands.**

### Removing the Battery

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

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

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

- **Always Disconnect the negative (black) battery cable before disconnecting the positive (red) cable.**
- **Always Reconnect the positive (red) battery cable before reconnecting the negative (black) cable.**

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. Unlatch the seat and tilt the seat up.
4. First disconnect the negative battery cable from the negative (-) battery terminal (Figure 46).
5. Slide the red terminal boot off the positive (red) battery terminal. Then remove the positive (red) battery cable (Figure 46).

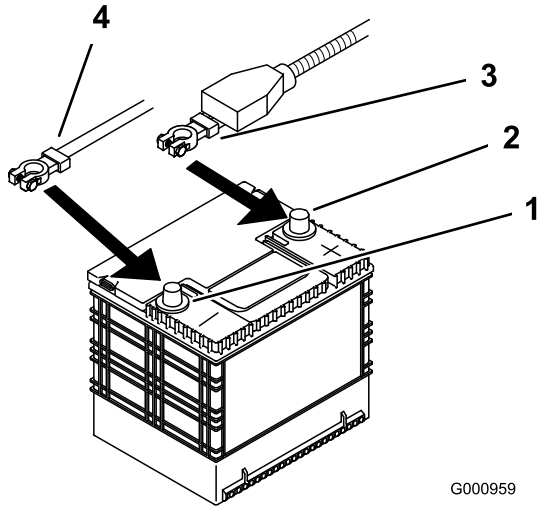



**Figure 46**

1. Negative Battery Post
2. Positive Battery Post
3. Red (+) cable
4. Black (-) cable

6. Remove both wing nuts (1/4 inch) securing the battery clamp (Figure 47).
7. Remove the two bolts holding the hydraulic tank in place (Figure 47).
8. Slide the hydraulic tank away from the battery.
9. Remove the battery.

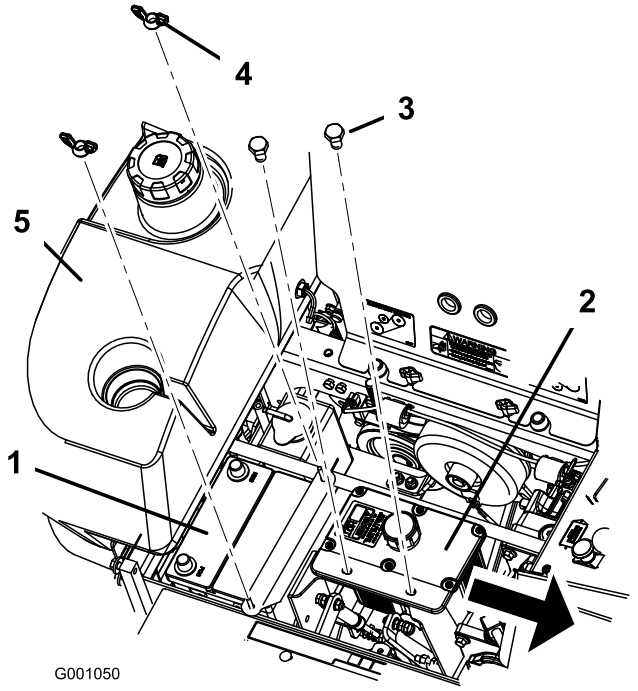



**Figure 47**

1. Battery
2. Hydraulic tank
3. Bolts
4. Wing nut
5. Right side fuel tank

## Installing the Battery

1. Position battery in the tray with the terminal posts opposite from the hydraulic tank (Figure 46).
2. First, install the positive (red) battery cable to positive (+) battery terminal.
3. Then install the negative battery cable and ground wire to the negative (-) battery terminal.
4. Secure the cables with 2 bolts (1/4 x 3/4 inch), 2 washers (1/4 inch), and 2 locknuts (1/4 inch) (Figure 46).
5. Slide the red terminal boot onto the positive (red) battery post.
6. Secure battery with J-bolts, hold down clamp and 2 washers (1/4 inch), and 2 wing nuts (1/4 inch) (Figure 47).

## Charging the Battery

**Charging the battery produces gasses that can explode.**

**Never smoke near the battery and keep sparks and flames away from battery.**

**Important: Always keep the battery fully charged (1.265 specific gravity). This is especially important to prevent battery damage when the temperature is below 32°F (0°C).**

1. Make sure the filler caps are installed in battery. Charge battery for 10 to 15 minutes at 25 to 30 amps or 30 minutes at 10 amps.
2. When the battery is fully charged, unplug the charger from the electrical outlet, then disconnect the charger leads from the battery posts (Figure 48).
3. Install the battery in the machine and connect the battery cables, refer to Installing the Battery.

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

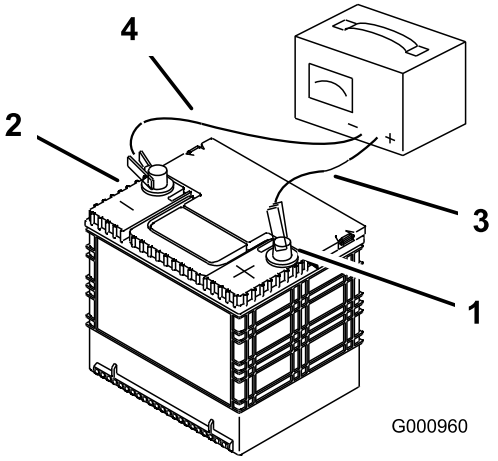



**Figure 48**

1. Positive Battery Post
2. Negative Battery Post
3. Red (+) Charger Lead
4. Black (-) Charger Lead

# Servicing the Fuses

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

Fuse:

1. Unlatch the engine hood and raise the engine hood to gain access to fuse holder (Figure 49).

2. To replace the fuses, pull out on the fuse to remove it.
3. Install a new fuse (Figure 49).

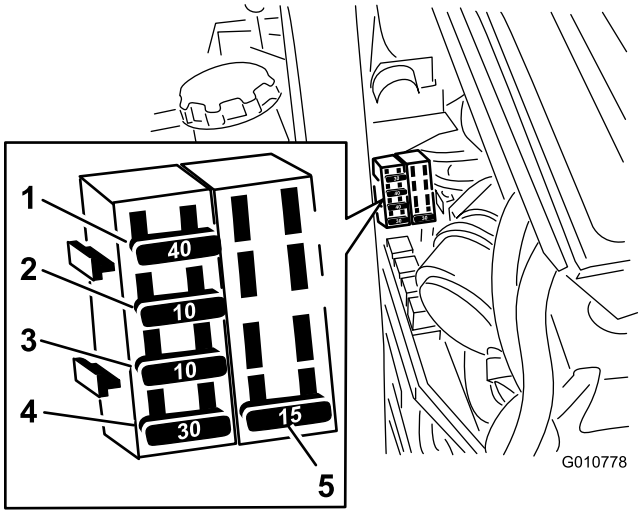



**Figure 49**

1. Radiator Fan-40 amp
2. Engine-10 amp
3. Clutch-10 amp
4. Ignition-30 amp
5. Accessory-15 amp

# *Drive System Maintenance*

## Adjusting the Tracking

The machine has a knob for adjusting the tracking located under the seat.

**Important: Adjust the handle neutral and hydraulic pump neutral before adjusting the tracking. Refer to Adjusting the Handle Neutral in , page and Adjusting the Hydraulic Pump Neutral in , page .**

1. Push both control levers forward the same distance.
2. Check if the machine pulls to one side. If it does, stop the machine and set the parking brake.
3. Unlatch the seat and tilt the seat forward to access the tracking knob.

   **Note:** Determine the left and right sides of the machine from the normal operating position.
4. To make the machine go right, turn the knob towards the rightside of the machine. Refer to Figure 50.
5. To make the machine go left, turn the knob towards the leftside of the machine. Refer to Figure 50.
6. Repeat adjustment until the tracking is correct.

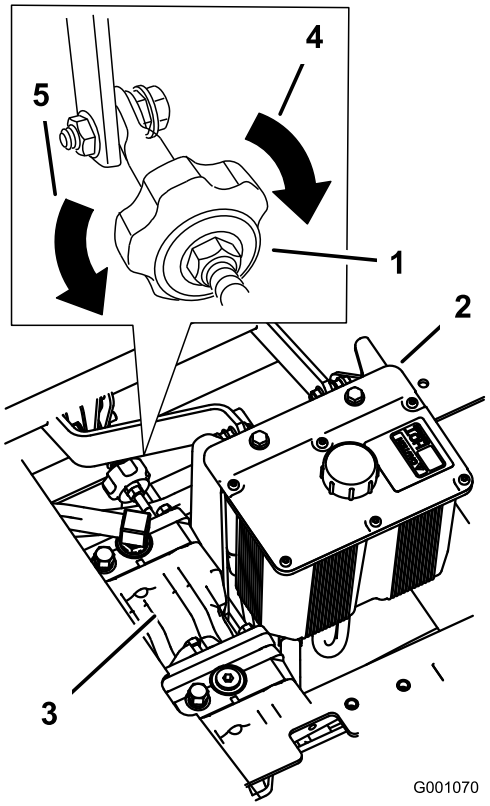



**Figure 50**

1. Tracking knob
2. Hydraulic tank
3. Hydraulic pumps
4. Turn this way to track right
5. Turn this way to track left

# Checking the Tire Pressure

**Service Interval:** Every 50 hours/Monthly (whichever comes first)

Maintain the air pressure in the rear tires at 13 psi (90 kPa). Uneven tire pressure can cause uneven cut. Check the tires when they are cold to get the most accurate pressure reading.

**Note:** The front tires are semi-pneumatic tires and do not require air pressure maintenance.

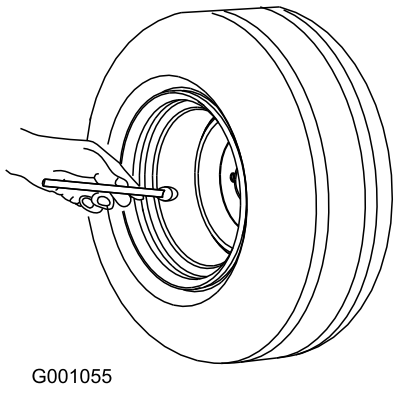



**Figure 51**

# Checking the Wheel Hub Slotted Nut

**Service Interval:** After the first 100 hours—Check the wheel hub slotted nut.

Every 500 hours—Check the wheel hub slotted nut.

After the first 100 hours—Check the wheel lug nuts.

Every 500 hours—Check the wheel lug nuts.

The slotted nut needs to be torqued to 125 ft-lb (170 N-m).

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. Remove the cotter pin.
4. Check the distance from bottom of slot in nut to inside edge of hole. Two threads or less should be showing (Figure 52).

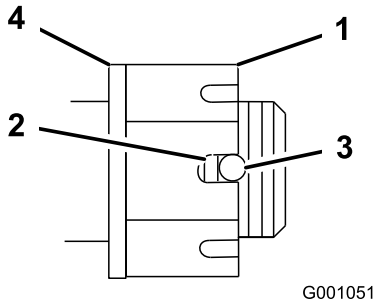



**Figure 52**

1. Slotted Nut
2. Two threads or less showing
3. Hole in threaded shaft
4. Washer (if needed)

5. If more than two threads are showing remove nut and install washer between hub and nut.
6. Torque the slotted nut to 125 ft-lb. (170 N-m) (Figure 52).
7. Tighten the nut until the next set of slots line up with the hole in the shaft (Figure 52).
8. Replace the cotter pin.

# Adjusting the Caster Pivot Bearing

**Service Interval:** Every 500 hours/Yearly (whichever comes first)

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. Remove the dust cap from caster and tighten lock nut (Figure 53).
4. Tighten the locknut until the spring washers are flat and then back off a 1/4 turn to properly set the pre-load on the bearings (Figure 53).

   **Important: Make sure spring washers are installed correctly as shown in Figure 53.**
5. Install the dust cap (Figure 53).

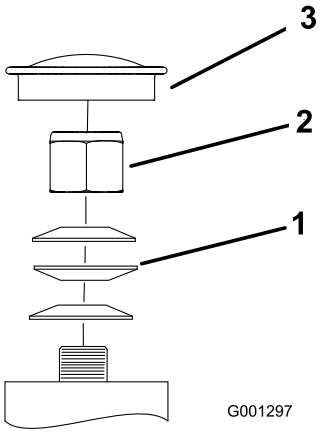



**Figure 53**

1. Spring Washers
2. Lock Nut
3. Dust Cap

# Servicing the Gear Box

## Checking the Gear Box Oil Level

**Service Interval:** Every 100 hours
Yearly

Use SAE 75W–90 Synthetic Gear Lube.

1. Park the machine on a level surface.
2. Disengage the PTO, move the motion control levers to the neutral locked position and set the parking brake.
3. Stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
4. Loosen the lug nuts on the right rear wheel.
5. Raise rear of the machine so the right rear wheel is off the ground and support the machine with jack stands.
6. Remove the right rear wheel from the machine.
7. Locate the hole in the frame and remove the side plug in the gear box. (Figure 54).
8. The oil needs be up to the opening of the gear box hole.
9. Add oil if needed to bring it to the correct level.

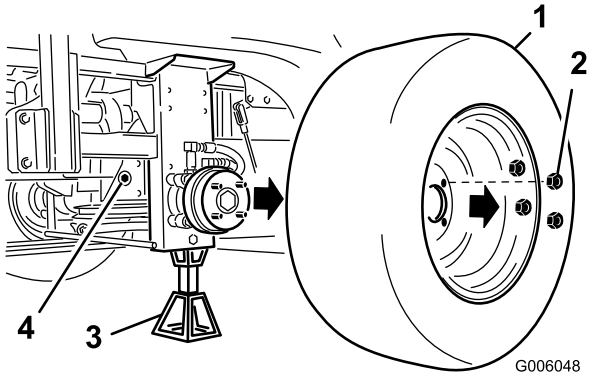



**Figure 54**

1. Right rear wheel
2. Lug nuts
3. Jack stand
4. Hole in the side of frame to access the side plug

## Changing the Gear Box Oil

**Service Interval:** After the first 100 hours

Contact an Authorized Service Dealer to change the gear box oil.

# Adjusting the Electric Clutch

**Service Interval:** Every 500 hours

The clutch is adjustable to ensure proper engagement and proper braking.

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. Unlatch the seat and tip it forward.
4. Loosen the front engine panel knobs and remove the panel.
5. Push down on the spring loaded idler pulley for the PTO drive belt and remove the belt from the clutch pulley (Figure 55).

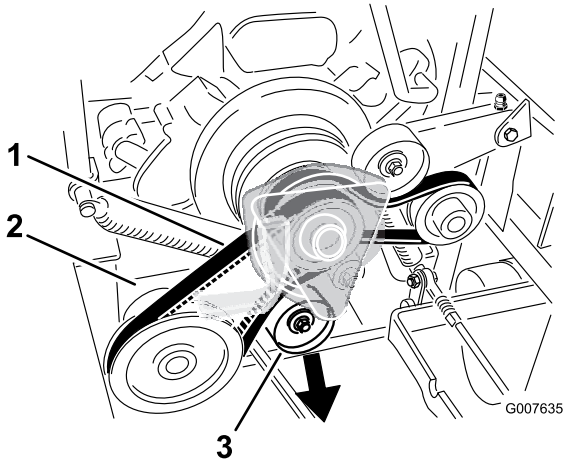



**Figure 55**

1. PTO drive belt
2. Gear box
3. Spring loaded idler pulley

6. Unplug the electric connection for the clutch (Figure 56).
7. Remove the two bolts holding the rubber clutch strap to the mower frame (Figure 56).
8. Remove the center bolt holding the clutch to the engine shaft and remove the clutch and key (Figure 56).

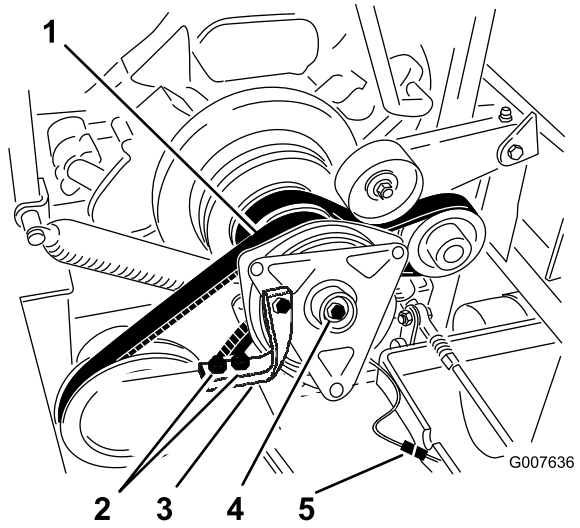



**Figure 56**

1. Clutch
2. Two bolts and nuts for clutch strap
3. Rubber clutch strap
4. Clutch center bolt
5. Electrical connection

9. Insert a 0.015–0.021 inch (0.381–0.533 mm) feeler gauge through one inspection slot in the side of the assembly. Make sure it is between the armature and the rotor friction surfaces (Figure 57).
10. Tighten the lock nuts until there is slight binding on the feeler gauge but it can be moved easily within the air gap (Figure 57).
11. Repeat this for the remaining slots.
12. Check each slot again and make slight adjustments until the feeler gauge between the rotor and armature with very slight contact between them.

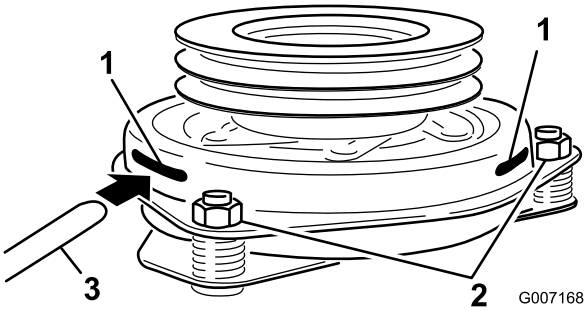



**Figure 57**

1. Slot
2. Adjusting nut
3. Feeler gauge

13. Install the clutch to the engine shaft with the key.
14. Apply blue Loctite® (or equivalent) to the center bolt.
15. While holding the crank shaft at the back of the machine, install the center bolt and torque it to 50 ft-lbs (68 N-m) (Figure 56).
16. Install the rubber clutch strap to the mower frame with the two previously removed bolts and nuts (Figure 56).
17. Push down on the spring loaded idler for the PTO drive belt and install it onto the clutch pulley (Figure 55).
18. Plug in the electric connection for the clutch (Figure 56).
19. Install the front engine panel and tighten the knobs.
20. Lower down the seat.

# Cooling System Maintenance

## Servicing the Cooling System

**Discharge of hot pressurized coolant or touching hot radiator and surrounding parts can cause severe burns.**

- **Do not remove the radiator cap when the engine is hot. Always allow the engine to cool at least 15 minutes or until the radiator cap is cool enough to touch without burning your hand before removing the radiator cap.**
- **Do not touch radiator and surrounding parts that are hot.**

**Rotating shaft and fan can cause personal injury.**

- **Do not operate the machine without the covers in place.**
- **Keep fingers, hands and clothing clear of rotating fan and drive shaft.**
- **Shut off the engine and remove the ignition key before performing maintenance.**

**Swallowing engine coolant can cause poisoning.**

- **Do not swallow engine coolant.**
- **Keep out of reach from children and pets.**

### Checking the Radiator Coolant

**Service Interval:** Before each use or daily
After the first 8 hours
Every 100 hours

**Fluid Type:** 50/50 mix of extended life antifreeze/Dex-Cool® and water

**Cooling System Capacity:** 156 ounces (4.6 l)

**Note:** Do not open the radiator cap. Doing this may induce air into the cooling system.

1. Position the machine on a level surface, stop the engine, and set the parking brake.
2. With the engine cool, check the overflow bottle level. The fluid needs to be up to the bump on the outside of the overflow bottle (Figure 58).
3. If the coolant level is low, add a 50/50 mix of extended life antifreeze/Dex-Cool® and water to the overflow bottle (Figure 58).
4. Add the 50/50 coolant mix to the overflow bottle and fill it to the indicator line on the bottle (Figure 58).

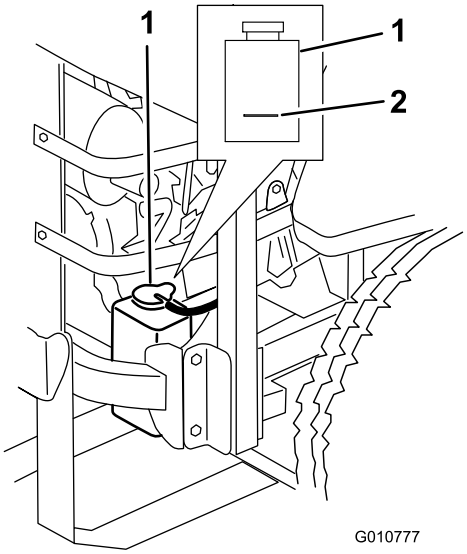



**Figure 58**

1. Antifreeze overflow bottle
2. Indicator line on side of overflow bottle

### Changing the Engine Coolant

**Service Interval:** Yearly

Change the engine coolant yearly.

Contact an Authorized Service Dealer for changing the coolant.

### Cleaning the Hydraulic Oil Cooler and Radiator Screen

**Service Interval:** Before each use or daily

Before each use, check and clean the radiator screen and oil cooler. Remove any build-up of grass, dirt or other debris from the oil cooler and radiator screen with compressed air (Figure 59).

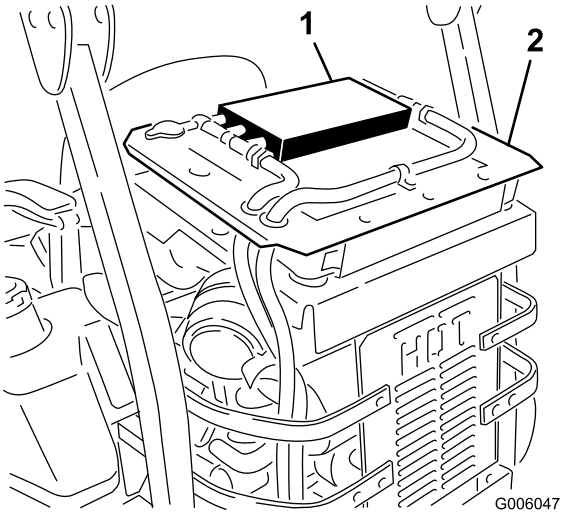



**Figure 59**

1. Hydraulic oil cooler
2. Radiator

# Brake Maintenance

## Adjusting the Parking Brake

**Service Interval:** Every 200 hours—Check the parking brake adjustment.

1. Engage the parking brake, lever up.
2. Measure the length of the spring. Measurement should be 2-1/2 inch (64 mm) between the washers (Figure 60).
3. If adjustment is necessary, release the parking brake, loosen the jam nut below the spring and adjust the nut directly below the spring (Figure 60). Turn the nut until the correct measurement is obtained. Turn the nut clockwise to shorten spring length and turn counter-clockwise to lengthen the spring.
4. Tighten the two nuts together.
5. Engage the parking brake, lever up. Check the measurement of the spring again.
6. If adjustment is necessary, repeat the procedures above.
7. Repeat on the opposite side of machine.

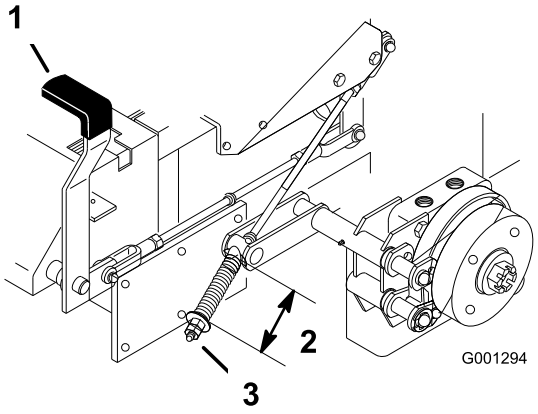



**Figure 60**

1. Brake lever in engaged position
2. Spring 2–1/2 inch (64 mm)
3. Adjusting nut and jam nut

# Belt Maintenance

## Inspecting the Belts

**Service Interval:** Every 100 hours

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

## Replacing the Mower Belt

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

1. 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. Remove the belt covers (Figure 61).

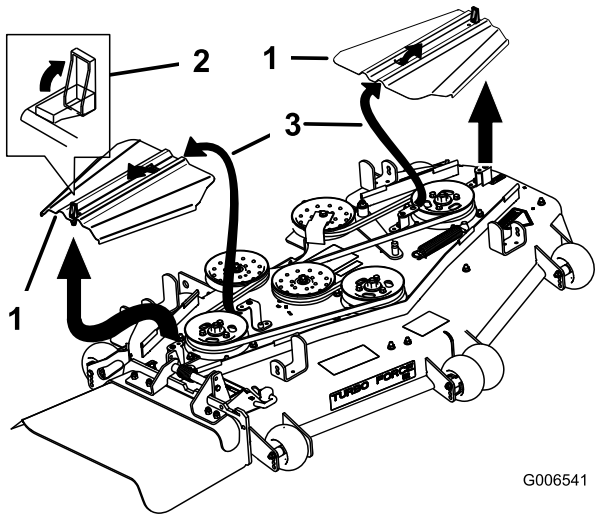



**Figure 61**

1. Belt cover
2. Latch
3. Insert slot into the tab

4. For 72 inch mowers, loosen the idler plate bolts holding the idler plate (Figure 64).
5. Remove the idler spring.
6. Remove the belt guide on the spring loaded idler pulley shown in Figure 62 and Figure 64.
7. Remove the existing belt.
8. Install the new belt around the mower pulleys and the gearbox pulley under the engine (Figure 62).

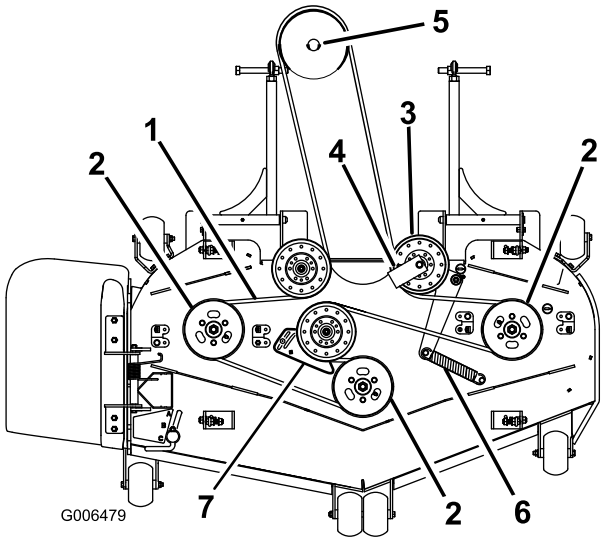



**Figure 62**

1. Mower belt
2. Mower spindle pulley
3. Spring loaded idler pulley
4. Belt guide at a 45 degree angle
5. Gearbox pulley
6. Idler spring
7. Idler plate (for 72 inch mowers only)

9. Install the belt guide on the spring loaded idler at a 45 degree angle as shown in Figure 62 and Figure 64. Torque the bolt to 27 to 33 ft-lb (37 to 45 N-m).
10. Install the idler spring to the two posts (Figure 62 and Figure 64).
11. For 72 inch mowers, adjust the belt tension, refer to Adjusting the Mower Belt Tension.
12. Install the belt covers by sliding the cover into the tab, install the bolts, and close the latches (Figure 63).

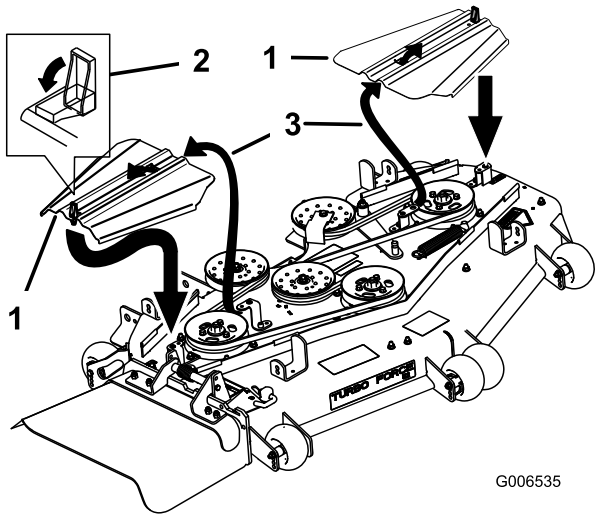



**Figure 63**

1. Belt cover
2. Latch
3. Insert slot into the tab

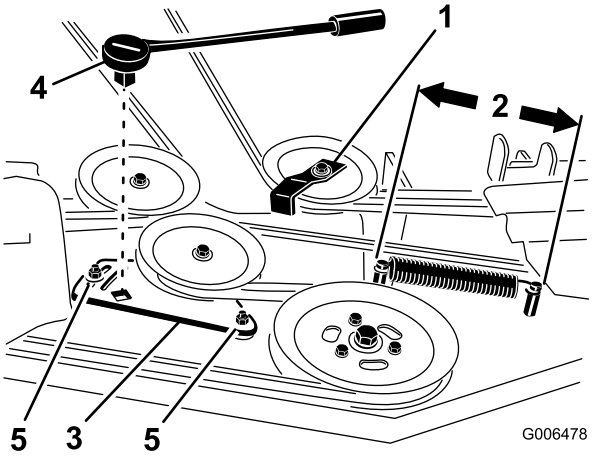



**Figure 64**

1. Belt guide install at a 45 degree angle
2. Idler spring length (between 10 and 10-1/4 inches (25.4 and 26.0 cm))
3. Idler plate
4. Ratchet or breaker bar
5. Idler plate bolt

# Adjusting the Mower Belt Tension for 72in Mowers Only

**Service Interval:** After the first 8 hours

**Important: To ensure proper mower belt tension, which will result in a longer belt life, check the mower belt tension after the first 8 hours of use and 8 hours after each belt change.**

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. Adjust the mower deck to the 3 inch (76 mm) height-of-cut position.
4. Measure the spring length (Figure 64). If the spring length is between 10 and 10-1/4 inches (25.4 and 26.0 cm), from post to post, no adjustment is needed.
5. Loosen the bolts holding the idler plate (Figure 64).
6. Insert a ratchet or breaker bar into the square hole in the idler plate to adjust the tension (Figure 64).
7. Rotate the ratchet or breaker bar to move the idler plate until the idler spring is between 10 and 10-1/4 inches (25.4 and 26.0 cm) from post to post as shown in Figure 64.
8. While holding the belt tension and spring length, tighten the idler plate bolts that secure the idler plate (Figure 64).

# Replacing the PTO Drive Belt

**Service Interval:** Every 50 hours—Check the PTO drive belt.

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

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. Loosen the front engine panel knobs and remove the panel (Figure 65).

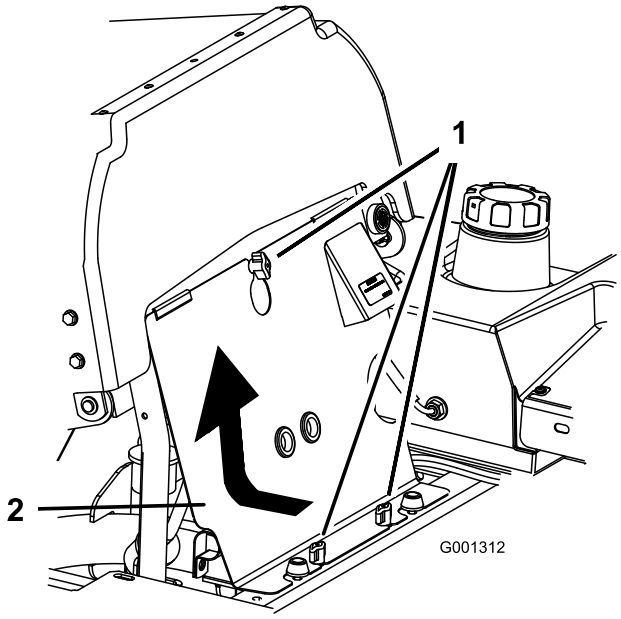



**Figure 65**

1. Knob
2. Front engine panel

4. Remove the spring from the idler arm (Figure 66).
5. Remove the clutch stop strap.
6. Remove the old PTO drive belt.
7. Install the PTO drive belt around the clutch pulley and the gearbox pulley (Figure 66).
8. Install the clutch stop strap.
9. Install the spring to the idler arm (Figure 66).

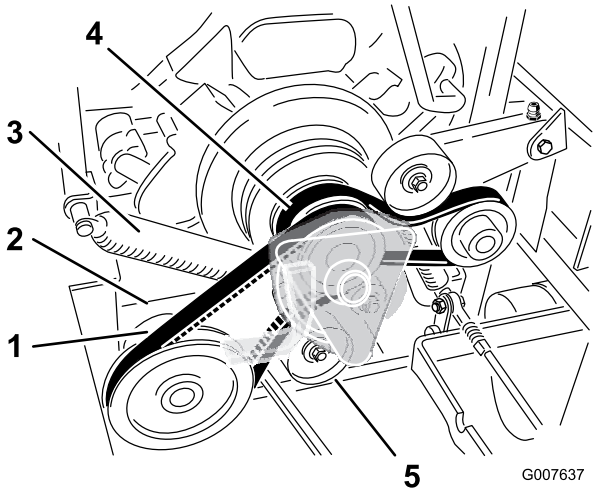



**Figure 66**

1. PTO Drive belt
2. Gear box
3. Spring
4. Clutch
5. Spring loaded idler pulley

# Replacing the Pump Drive Belt

**Service Interval:** Every 50 hours—Check the pump drive belt.

**Note:** Remove the PTO drive belt first if the pump drive belt needs to be replaced. Refer to Replacing the PTO Drive Belt.

1. Tilt the seat forward and remove the front engine panel.
2. Remove the PTO drive belt.
3. Remove the spring from the idler arm (Figure 67).
4. Install the new belt around the engine and hydraulic pump pulley (Figure 67).
5. Install the PTO drive belt.
6. Install the spring to the idler arm (Figure 67).

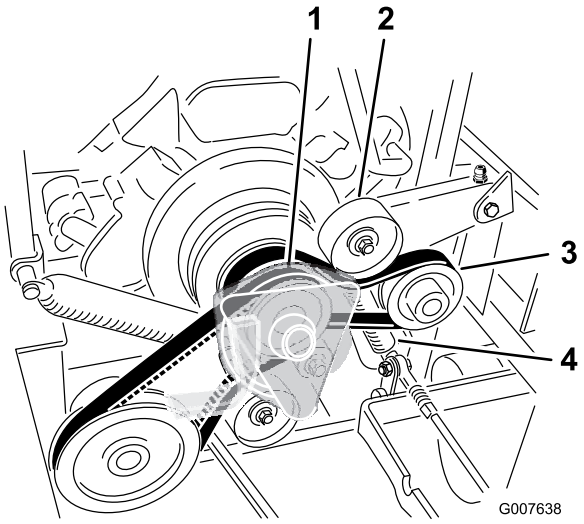



**Figure 67**

1. Clutch
2. Spring loaded idler pulley
3. Pump drive belt
4. Spring

# Controls System Maintenance

## Adjusting the Control Handle Neutral Position

If motion control levers do not align, or move easily into the console notch, adjustment is required. Adjust each lever, spring and rod separately.

**Note:** Motion control levers must be installed correctly. See Installing the Motion Control Levers in the set up instructions.

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. Unlatch the seat and tilt the seat forward.
4. Begin with either the left or right motion control lever.
5. Move the lever to the neutral position but not locked (Figure 68).
6. Pull the lever back until the clevis pin (on arm below pivot shaft) contacts the end of the slot (just beginning to put pressure on the spring) (Figure 68).
7. Check where the control lever is relative to notch in console (Figure 68). It should be centered allowing lever to pivot outward to the neutral lock position.

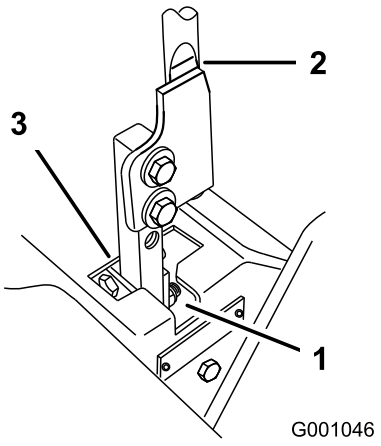



**Figure 68**

1. Neutral locked position
2. Control lever
3. Neutral position

8. If adjustment is needed, loosen the nut and jam nut against the yoke (Figure 69).
9. Apply slight rearward pressure on the motion control lever, turn the head of the adjustment bolt in the appropriate direction until the control lever is centered in the neutral lock position (Figure 69).

   **Note:** Keeping rearward pressure on the lever will keep the pin at the end of the slot and allow the adjustment bolt to move the lever to the appropriate position.
10. Tighten the nut and jam nut (Figure 69).
11. Repeat for the opposite side of the machine.

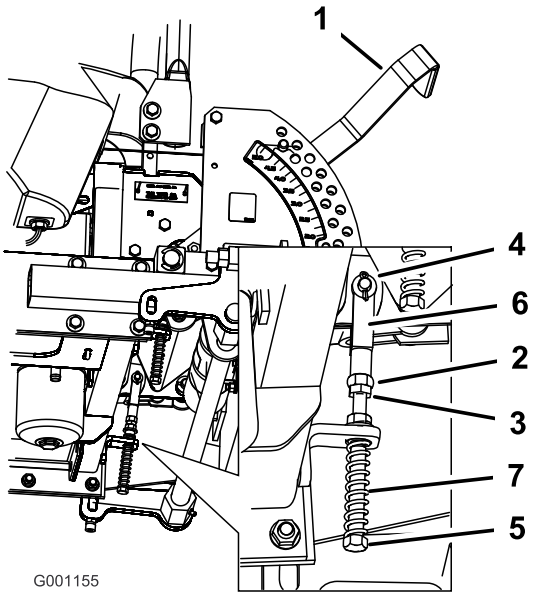



**Figure 69**

1. Height-of-cut lever
2. Nut against yoke
3. Jam Nut
4. Clevis pin in slot
5. Adjustment bolt
6. Yoke
7. Spring

# Hydraulic System Maintenance

## Servicing the Hydraulic System

**Fluid Type:** Mobil 1 15W-50 synthetic motor oil or equivalent synthetic oil.

**Important: Use oil specified or equivalent. Other fluids could cause system damage.**

**Hydraulic System Oil Capacity:** 132 ounces (3.9 l)

### Checking the Hydraulic Fluid

**Service Interval:** After the first 8 hours—Check the hydraulic fluid.

Every 25 hours—Check the hydraulic fluid.

**Note:** There are two ways of checking the hydraulic oil. One is when the oil is warm and one is when the oil is cold. The baffle inside the tank has two levels depending if the oil is warm or cold.

1. Position the machine on a level surface and set the parking brake.
2. Clean the area around filler neck of hydraulic tank (Figure 70).
3. Remove the cap from the filler neck. Look inside to check if there is fluid in the reservoir (Figure 70).
4. If there is no fluid, add fluid to the reservoir until it reaches the cold level of the baffle.
5. Run the machine at low idle for 15 minutes to allow any air to purge out of the system and warm the fluid. Refer to Starting and Stopping the Engine in , page .
6. Recheck the fluid level while the fluid is warm. The fluid should be between cold and hot.
7. If required, add fluid to the hydraulic tank.

   **Note:** The fluid level should be to the top of the hot level of the baffle, when the fluid is hot (Figure 70).
8. Install cap on filler neck.

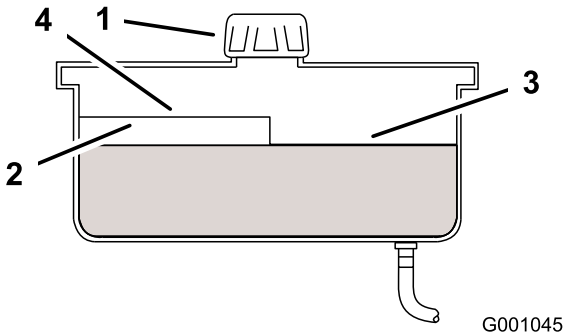



**Figure 70**

1. Cap
2. Baffle
3. Cold fluid level-full
4. Hot fluid level-full

**Hydraulic fluid escaping under pressure can penetrate skin and cause injury.**

- **If hydraulic fluid is injected into the skin it must be surgically removed within a few hours by a doctor familiar with this type of injury. Gangrene may result if this is not done.**
- **Keep body and hands away from pin hole leaks or nozzles that eject high pressure hydraulic fluid.**
- **Use cardboard or paper to find hydraulic leaks.**
- **Safely relieve all pressure in the hydraulic system before performing any work on the hydraulic system.**
- **Make sure all hydraulic fluid hoses and lines are in good condition and all hydraulic connections and fittings are tight before applying pressure to hydraulic system.**

### Replacing the Hydraulic Filter and Oil

**Service Interval:** After the first 25 hours

Yearly

Use summer filter above 32 degrees F (0 degrees C)

Use winter filter below 32 degrees F (0 degrees C)

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.

**Important: Do not substitute automotive oil filter or severe hydraulic system damage may result.**

3. Place drain pan under filter, remove the old filter and wipe the filter adapter gasket surface clean (Figure 71).

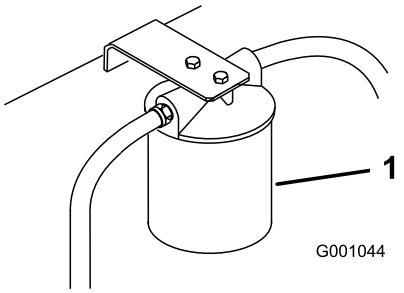



**Figure 71**

1. Hydraulic filter

4. Remove the righthand hydraulic line that comes into the adapter (Figure 72).
5. Allow the oil to drain out of the system into the drain pan.
6. Install the righthand hydraulic line to the adapter (Figure 72).

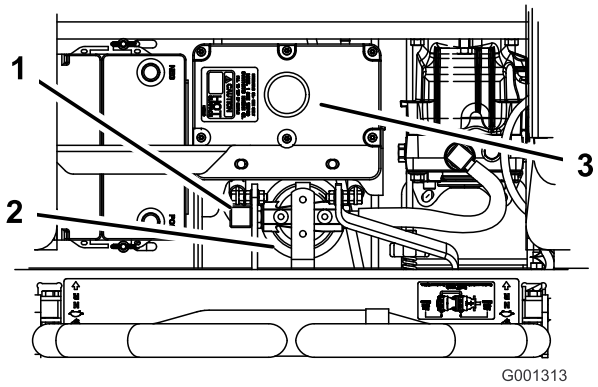



**Figure 72**

1. Righthand hydraulic line
2. Hydraulic filter
3. Hydraulic tank

7. Apply a thin coat to the rubber gasket on the replacement filter (Figure 73).
8. Install the replacement hydraulic filter onto the filter adapter. Do not tighten.
9. Fill the hydraulic tank with hydraulic fluid until the fluid overflows the filter and then turn the oil filter clockwise until the rubber gasket contacts the filter adapter, then tighten the filter an additional 1/2 turn (Figure 73).
10. Clean up any spilled fluid.
11. Add fluid to the cold level of the baffle in the hydraulic tank.
12. Start the engine and let it run for about two minutes to purge air from the system. Stop the engine and check for leaks. If one or both wheels will not drive, refer to Bleeding Hydraulic System.
13. Recheck the fluid level while the fluid is warm. The fluid should be between cold and hot.
14. If required, add fluid to the hydraulic tank. Do not overfill.

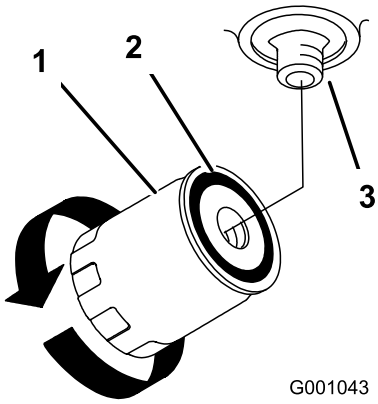



**Figure 73**

1. Hydraulic filter
2. Gasket
3. Adapter

## Bleeding the Hydraulic System

The traction system is self bleeding, however, it may be necessary to bleed the system if fluid is changed or after work is performed on the system.

1. Raise rear of the machine so wheels are off the ground and support with jack stands.
2. Start the engine and run at low idle speed. Engage the lever and traction on one side and spin the wheel by hand.
3. When the wheel begins to spin on its own, keep it engaged until wheel drives smoothly. (minimum 2 minutes)
4. Check hydraulic fluid level and add as required to maintain proper level.
5. Repeat this procedure on the opposite wheel.

## Checking the Hydraulic Hoses

**Service Interval:** Every 100 hours

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

**Note:** Keep areas around the hydraulic system clean from grass and debris build up.

**Hydraulic fluid escaping under pressure can penetrate skin and cause injury.**

- **If hydraulic fluid is injected into the skin it must be surgically removed within a few hours by a doctor familiar with this type of injury. Gangrene may result if this is not done.**
- **Keep body and hands away from pin hole leaks or nozzles that eject high pressure hydraulic fluid.**
- **Use cardboard or paper to find hydraulic leaks.**
- **Safely relieve all pressure in the hydraulic system before performing any work on the hydraulic system.**
- **Make sure all hydraulic fluid hoses and lines are in good condition and all hydraulic connections and fittings are tight before applying pressure to hydraulic system.**

# Setting the Hydraulic Pump Neutral Position

**Note:** Adjust the handle neutral first. That needs to be correct before the following adjustment can be made.

This adjustment must be made with drive wheels turning.

**Mechanical or hydraulic jacks may fail to support machine and cause a serious injury.**

- **Use jack stand when supporting machine.**
- **Do not use hydraulic jacks.**

**Engine must be running so motion control adjustment can be performed. Contact with moving parts or hot surfaces may cause personal injury.**

**Keep hands, feet, face, clothing and other body parts away from rotating parts, muffler and other hot surfaces.**

1. Raise the frame and block up the machine so drive wheels can rotate freely.
2. Disconnect the electrical connector from the seat safety switch. Temporarily install a jumper wire across terminals in the wiring harness connector.
3. Unlatch the seat and slide seat forward.
4. Disconnect the seat rod and tilt the seat fully forward.

## Setting the Right-hand Hydraulic Pump Neutral Position

1. Start the engine, open the throttle 1/2 way and release parking brake. Refer to Starting and Stopping the Engine in , page .

   **Note:** The motion control lever must be in neutral while making any adjustments.
2. Adjust the pump rod length by rotating the knob, in the appropriate direction, until the wheel is still or slightly creeping in reverse (Figure 74).
3. Move the motion control lever forward and reverse, then back to neutral. The wheel must stop turning or slightly creep in reverse.
4. Open the throttle to fast. Make sure wheel remains stopped or slightly creeps in reverse, adjust if necessary.

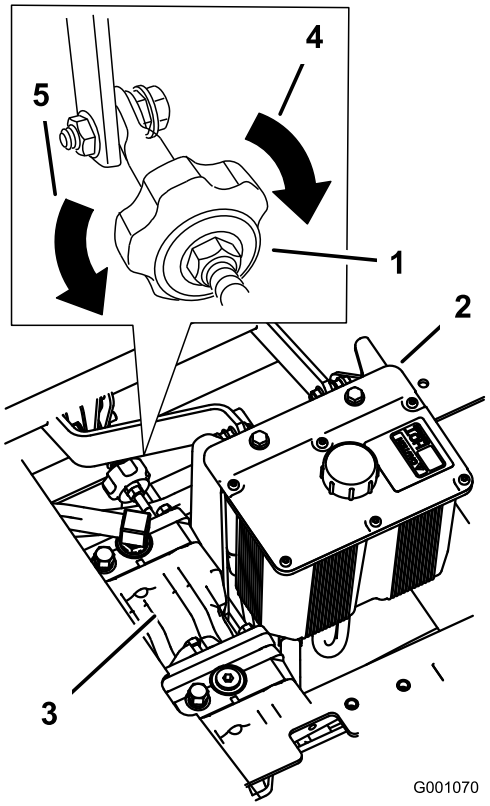



**Figure 74**

1. Tracking knob
2. Hydraulic tank
3. Hydraulic pumps
4. Turn this way to track right
5. Turn this way to track left

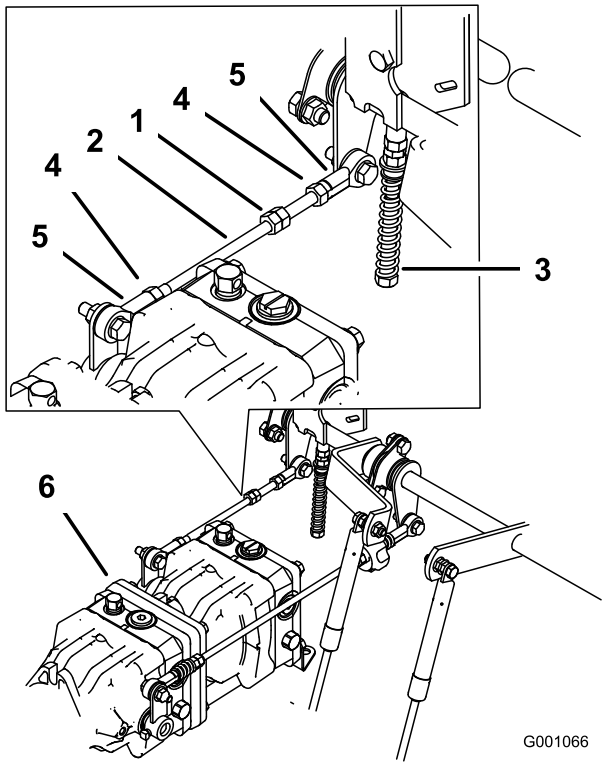



**Figure 75**

1. Double nuts
2. Pump rod
3. Adjustment bolt
4. Locknut
5. Ball joint
6. Pumps

## Setting the Left-hand Hydraulic Pump Neutral Position

1. Loosen the locknuts at the ball joints on the pump control rod (Figure 75).
2. Start the engine, open throttle 1/2 way and release parking brake. Refer to Starting and Stopping the Engine in , page .

   **Note:** The motion control lever must be in neutral while making any adjustments.

   **Note:** The front nut on the pump rod has left-hand threads.
3. Adjust the pump rod length by rotating double nuts on rod, in the appropriate direction, until wheel is still or slightly creeps in reverse (Figure 75).
4. Move the motion control lever forward and reverse, then back to neutral. The wheel must stop turning or slightly creep in reverse.
5. Open the throttle to fast. Make sure the wheel remains stopped or slightly creeps in reverse, adjust if necessary.
6. Tighten the locknuts at the ball joints (Figure 75).

**Electrical system will not perform proper safety shut off with jumper wire installed.**

- **Remove jumper wire from wire harness connector and plug connector into seat switch when adjustment is completed.**
- **Never operate this unit with jumper installed and seat switch bypassed.**

7. After both pump neutrals are set, shut off the machine.
8. Remove the jumper wire from the wire harness connector and plug the connector into the seat switch.
9. Install the seat rod and lower the seat into position.
10. Remove the jack stands.

# Mower Deck Maintenance

## Leveling the Mower at Three Positions

**Important: There are only three measuring positions needed to level the mower.**

### Setting Up the Machine

1. Position mower on a flat surface.
2. Disengage the PTO, move the motion control levers to the neutral locked position and set the parking brake.
3. Stop the engine, remove the key, and wait for all moving parts to stop before leaving the operating position.
4. Check tire pressure of all four tires. If needed, adjust to 13 psi (90 kPa)
5. Lower the mower to the 3 inch (76 mm) height-of-cut position.
6. Inspect the four chains. The chains need to have tension.

   **Note:** Adjust the rear chains to the top of the slot, where they are attached to the mower.

   - If one rear chain is loose, lower (loosen) the front support arm on the same side. Refer to Adjusting the Front-to-Rear Mower Pitch.
   - If one front chain is loose, raise (tighten) the front support arm for that chain. Refer to Adjusting the Front-to-Rear Mower Pitch.

### Leveling the Mower Side-to-Side

1. Position the **right** blade side-to-side (Figure 76).

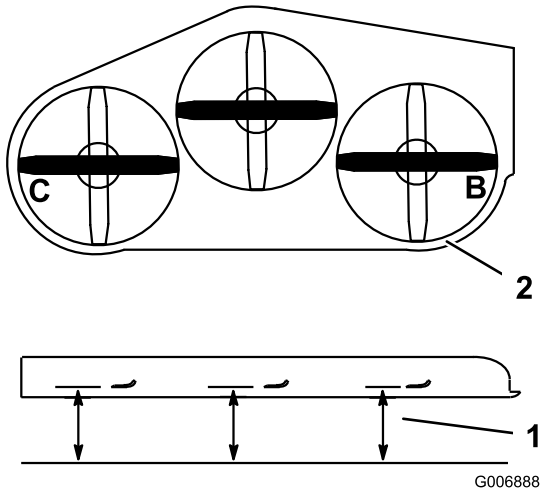



**Figure 76**

1. Measure here from blade to hard surface
2. Measure at B and C

2. Measure the right blade at the **B** location, from a level surface to the cutting edge of the blade tip (Figure 76).
3. Record this measurement. This measurement needs to be 3-1/8 to 3-1/4 inches.
4. Position the left blade side-to-side (Figure 76).
5. Measure the left blade at the **C** location (Figure 76), from a level surface to the cutting edge of the blade tip.
6. Record this measurement. This measurement needs to be 3-1/8 to 3-1/4 inches (80 to 83 mm).
7. If the measurements at positions **B** or **C** are not correct, loosen the bolt attaching the rear chain to the rear support arm (Figure 77).

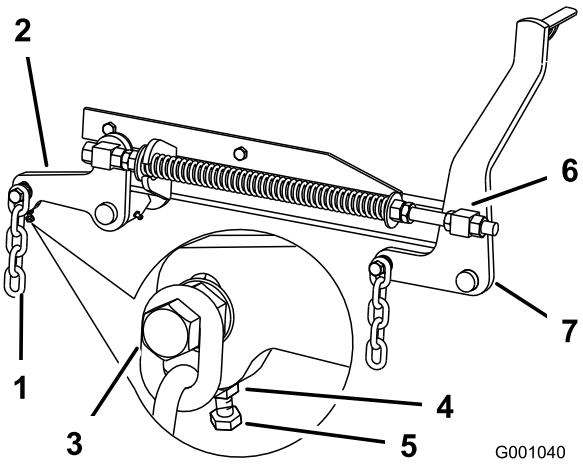



**Figure 77**

1. Rear chain
2. Rear support arm
3. Bolt
4. Jam Nut
5. Adjustment bolt
6. Front swivel
7. Front support arm

8. Loosen the jam nut under the rear support arm and adjust the adjustment bolt to get a measurement of 3-1/8 to 3-1/4 inches (80 to 83 mm) (Figure 77).

   **Note:** It is recommended that both sides of the mower are adjusted the same distance.

9. Tighten the jam nut under the rear support arm and tighten the bolt securing the chain to the rear support arm.

10. Adjust the opposite side if needed.

## Adjusting the Front-to-Rear Mower Pitch

1. Position the **right** blade front-to-rear (Figure 78).

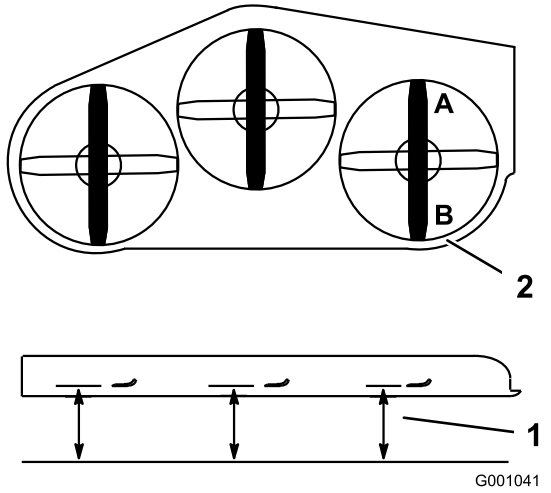



**Figure 78**

1. Measure here from blade to hard surface
2. Measure at A and B

2. Measure the right blade at the **A** location, from a level surface to the cutting edge of the blade tip (Figure 78).

3. Record this measurement.

4. Measure the right blade at the **B** location, from a level surface to the cutting edge of the blade tip (Figure 78).

5. Record this measurement.

6. The mower blade should be a 1/4 to 3/8 inch (6 to 10 mm) lower at position **A** than at position **B** (Figure 78). If it is not correct, proceed to the following steps.

   **Note:** Both of the front swivels need to be adjusted the same amount to maintain equal chain tension.

7. Loosen the front swivel jam nuts, at the front of the right and left swivels, approximately a 1/2 inch (13 mm) (Figure 77).

8. Adjust the lift nuts on both the left and the right side of the machine to achieve 1/4 to 3/8 inch (6 to 10 mm) lower in front at **A** than in the rear at **B** (Figure 77).

9. Tighten both swivel jam nuts against the front swivel to lock the height.

10. Check to make sure there is equal tension on the chains and adjust again if needed.

## Adjusting the Compression Spring

1. Raise the mower lift lever to the transport position.

2. Check the distance between the two large washers, it needs to be 10-1/2 inches (26.7 cm) for 60 inch mower decks or 11–1/2 inches (29.2 cm) for 72 inch mower decks (Figure 79).

3. Adjust this distance, by loosening the spring jam nut and turning the nut in front of each spring (Figure 79). Turning the nut clockwise will shorten the spring; counter-clockwise will lengthen the spring.

4. Lock the nut into position by tightening the spring jam nut (Figure 79).

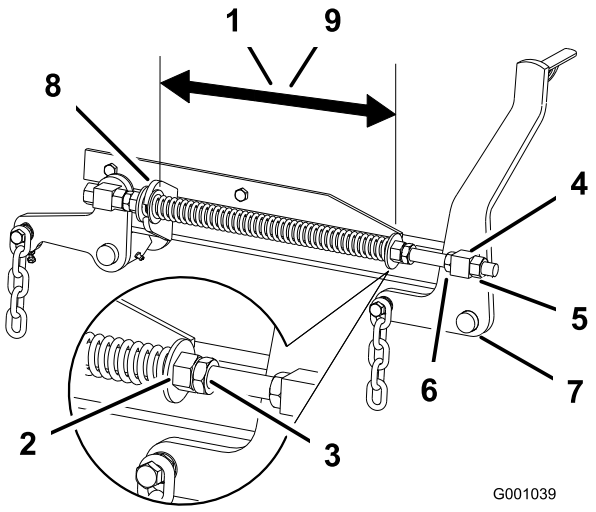



**Figure 79**

1. 10-1/2 inch (26.7 cm) between the large washers for 60 inch mower decks
2. Front nut
3. Spring jam nut
4. Front swivel
5. Swivel jam nut
6. Lift nut
7. Front support arm
8. Large washer
9. 11–1/2 inch (29.2 cm) between the large washers for 72 inch mower decks

# Servicing the Cutting Blades

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

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

**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 (PTO), and set the parking brake. Turn the ignition key to Off. Remove the key.

## Inspecting the Blades

**Service Interval:** Before each use or daily

1. Inspect the cutting edges (Figure 80). If the edges are not sharp or have nicks, remove and sharpen the blades. Refer to Sharpening the Blades.
2. Inspect the blades, especially the curved area (Figure 80). If you notice any damage, wear, or a slot forming in this area (Figure 80), immediately install a new blade.

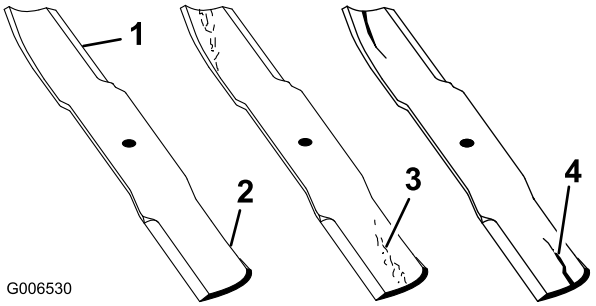



**Figure 80**

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

## Checking for Bent Blades

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. Rotate the blades until the ends face forward and backward (Figure 81). Measure from a level surface to the cutting edge, position **A**, of the blades (Figure 81). Note this dimension.

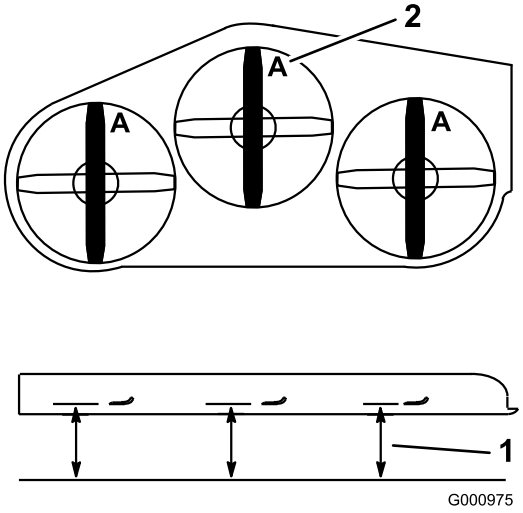



**Figure 81**

1. Measure here from blade to hard surface
2. Position A

4. Rotate the opposite ends of the blades forward.
5. Measure from a level surface to the cutting edge of the blades at the same position as in step 3 above. The difference between the dimensions obtained in steps 3 and 4 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

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

**Contact with a sharp blade can cause serious injury.**

**Wear gloves or wrap sharp edges of the blade with a rag.**

1. Hold the blade end using a rag or thickly-padded glove.
2. Remove the blade bolt, spring disk and blade from the spindle shaft (Figure 84).

## Sharpening the Blades

**When sharpening blade, pieces of blade could be thrown and cause serious injury.**

**Wear proper eye protection when sharpening blade.**

1. Use a file to sharpen the cutting edge at both ends of the blade (Figure 82). Maintain the original angle. The blade retains its balance if the same amount of material is removed from both cutting edges.

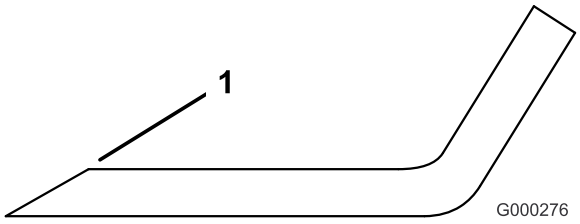



**Figure 82**

1. Sharpen at original angle

2. Check the balance of the blade by putting it on a blade balancer (Figure 83). 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 84). Repeat this procedure until the blade is balanced.

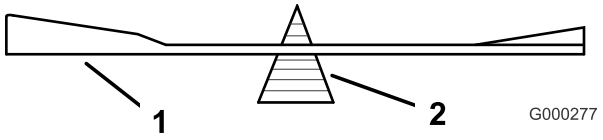



**Figure 83**

1. Blade
2. Balancer

## Installing the Blades

1. Install the blade onto the spindle shaft (Figure 84).

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

2. Install the spring disk and blade bolt. The spring disk cone must be installed toward the bolt head (Figure 84). Torque the blade bolt to 85-110 ft-lb (115-150 N-m).

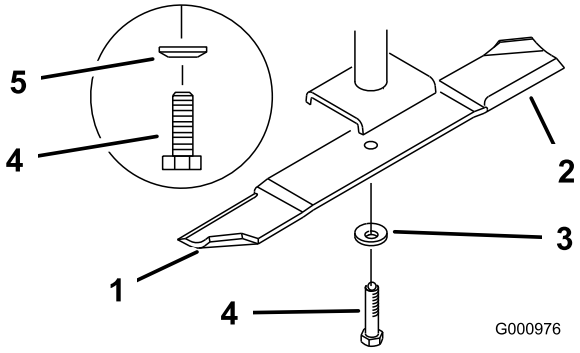



**Figure 84**

1. Sail Area of Blade
2. Blade
3. Spring Disk
4. Blade Bolt
5. Cone Towards Bolt Head

## 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. Also, contact with the blade could occur.**

- **Never operate the lawn mower unless you install a cover plate, a mulch plate, or a grass chute and catcher.**
- **Make sure the grass deflector is in the down position.**

1. Remove the locknut, bolt, spring and spacer holding the deflector to the pivot brackets (Figure 85). Remove the damaged or worn grass deflector.
2. Place the spacer and spring onto grass deflector. Place the **L** end of spring behind deck edge.

   **Note:** Make sure the L end of the spring is installed behind the deck edge before installing the bolt as shown in Figure 85.
3. Install the bolt and nut. Place the **J** hook end of the spring around the grass deflector (Figure 85).

   **Important: The grass deflector must be able to lower down into position. Lift the deflector up to test that it lowers into the full down position.**

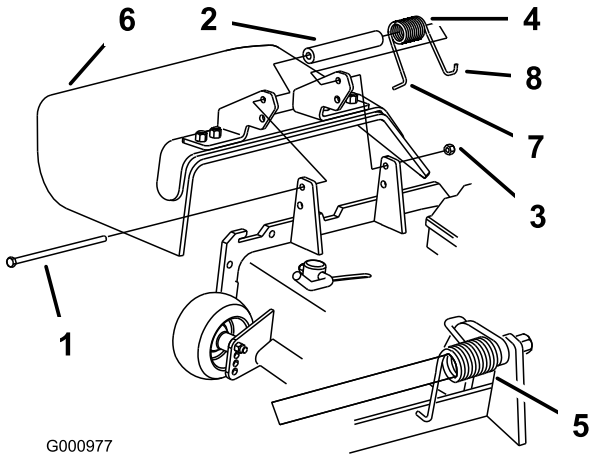



**Figure 85**

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

# *Cleaning*

## Cleaning Under the Mower

**Service Interval:** Before each use or daily

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. Raise the mower to the transport position.

## Waste Disposal

Engine oil, batteries, hydraulic oil, and engine coolant are pollutants to the environment. Dispose of these according to your state and local regulations.

# Storage

## Cleaning and Storage

1. Disengage the power take off (PTO), set the parking brake, and turn the ignition key to Off. Remove the key.
2. Remove grass clippings, dirt, and grime from the external parts of the entire machine, especially the engine and hydraulic system. Clean dirt and chaff from the outside of the engine cylinder head fins and blower housing.

   **Important: You can wash the machine with mild detergent and water. Do not pressure wash the machine. Avoid excessive use of water, especially near the control panel, engine, hydraulic pumps, and motors.**
3. Check the brake; refer to Servicing the Brake in , page .
4. Service the air cleaner; refer to Servicing the Air Cleaner in , page .
5. Grease the machine; refer to Greasing and Lubrication in , page .
6. Change the crankcase oil; refer to Servicing the Engine Oil in , page .
7. Check the tire pressure; refer to Checking the Tire Pressure in , page .
8. Change the hydraulic filter; refer to Servicing the Hydraulic System in , page .
9. Charge the battery; refer to Servicing the Battery in , page .
10. Scrape any heavy buildup of grass and dirt from the underside of the mower, then wash the mower with a garden hose.

    **Note:** Run the machine with the PTO engaged and the engine at high idle for 2 to 5 minutes after washing.
11. Check the condition of the blades; refer to Servicing the Cutting Blades in , page .
12. Prepare the machine for storage when non-use occurs over 30 days. Prepare the machine for storage as follows:

    A. Add a petroleum based stabilizer/conditioner to fuel in the tank. Follow mixing instructions from the stabilizer manufacturer. Do not use an alcohol based stabilizer (ethanol or methanol).

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

    B. Run the engine to distribute conditioned fuel through the fuel system (5 minutes).

    C. Stop the engine, allow it to cool, and drain the fuel tank; refer to Servicing the Fuel Tank in , page .

    D. Restart the engine and run it until it stops.

    E. Dispose of fuel properly. Recycle as per local codes.

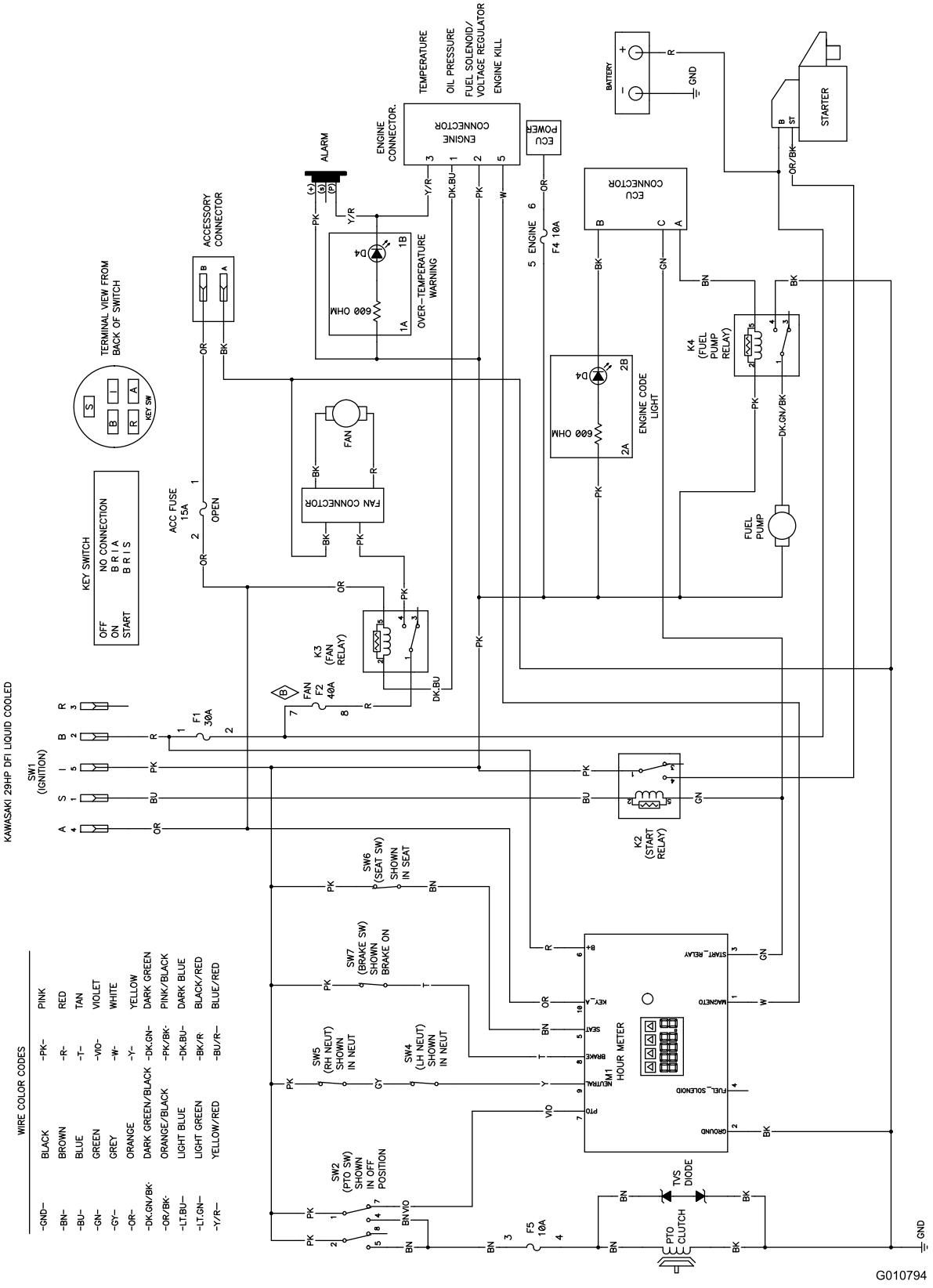
    **Important: Do not store stabilizer/conditioned fuel over 90 days.**
13. Check and tighten all bolts, nuts, and screws. Repair or replace any part that is damaged.
14. Paint all scratched or bare metal surfaces. Paint is available from your Authorized Service Dealer.
15. Store the machine in a clean, dry garage or storage area. Remove the key from the ignition switch and keep it out of reach of children or other unauthorized users. Cover the machine to protect it and keep it clean.

# Troubleshooting

| Problem | Possible Cause | Corrective Action |
|---|---|---|
| Starter does not crank | 1. Blade control (PTO) is engaged. | 1. Move blade contro (PTO) to disengaged. |
| | 2. Parking brake is not on. | 2. Set the parking brake. |
| | 3. Operator is not seated. | 3. Sit on the seat. |
| | 4. Battery is dead. | 4. Charge the battery. |
| | 5. Electrical connections are corroded or loose. | 5. Check the electrical connections for good contact. |
| | 6. Fuse is blown. | 6. Replace fuse. |
| | 7. Relay or switch is defective. | 7. Contact an Authorized Service Dealer. |
| Engine will not start, starts hard, or fails to keep running. | 1. Fuel tank is empty. | 1. Fill fuel tank with fuel. |
| | 2. The fuel shut-off valve is not open completely. | 2. Open the fuel shut-off valve. |
| | 3. Engine is too hot. | 3. Turn engine off and let it cool. |
| | 4. Air cleaner is dirty. | 4. Clean or replace the air cleaner element. |
| | 5. Incorrect fuel filters used or dirty fuel filters. | 5. Contact an Authorized Service Dealer. |
| | 6. Dirt, water, or stale fuel is in the fuel system. | 6. Contact an Authorized Service Dealer. |
| | 7. Old gas in the gas tank. | 7. Use new gas. |
| | 8. Fuel tank vent cap is blocked. | 8. Make sure that the fuel tank vent cap is not blocked and working properly. |
| Engine loses power. | 1. Engine load is excessive. | 1. Reduce the ground speed. |
| | 2. Air cleaner is dirty. | 2. Clean the air cleaner element. |
| | 3. Oil level in the crankcase is low. | 3. Add oil to the crankcase. |
| | 4. Cooling fins and air passages above the engine are plugged. | 4. Remove the obstruction from the cooling fins and air passages. |
| | 5. Vent hole in the fuel cap is plugged. | 5. Clean or replace the fuel cap. |
| | 6. Dirt in the fuel filter. | 6. Replace the fuel filter. |
| | 7. Dirt, water, or stale fuel is in the fuel system. | 7. Contact an Authorized Service Dealer. |
| Engine overheats. | 1. Engine load is excessive. | 1. Reduce the ground speed. |
| | 2. Oil level in the crankcase is low. | 2. Add oil to the crankcase. |
| | 3. Cooling fins and air passages above the engine are plugged. | 3. Remove the obstruction from the cooling fins and air passages. |
| Machine does not drive. | 1. By pass valve is not closed tight. | 1. Tighten the by pass valve. |
| | 2. Drive or pump belt is worn, loose or broken. | 2. Change the belt. |
| | 3. Drive or pump belt is off a pulley. | 3. Change the belt. |
| | 4. Broken or missing idler spring. | 4. Replace the spring. |
| | 5. Hydraulic fluid level is low or too hot. | 5. Add hydraulic fluid to reservoir or let it cool down. |
| Abnormal vibration. | 1. Cutting blade(s) is/are bent or unbalanced. | 1. Install new cutting blade(s). |
| | 2. Blade mounting bolt is loose. | 2. Tighten the blade mounting bolt. |
| | 3. Engine mounting bolts are loose. | 3. Tighten the engine mounting bolts. |
| | 4. Loose engine pulley, idler pulley, or blade pulley. | 4. Tighten the appropriate pulley. |
| | 5. Engine pulley is damaged. | 5. Contact an Authorized Service Dealer. |
| | 6. Blade spindle is bent. | 6. Contact an Authorized Service Dealer. |
| | 7. Motor mount is loose or worn. | 7. Contact an Authorized Service Dealer. |

| Problem | Possible Cause | Corrective Action |
|---|---|---|
| Uneven cutting height. | 1. Blade(s) not sharp.<br>2. Cutting blade(s) is/are bent.<br>3. Mower is not level.<br>4. Underside of mower is dirty.<br>5. Tire pressure is not correct.<br>6. Blade spindle bent. | 1. Sharpen the blade(s).<br>2. Install new cutting blade(s).<br>3. Level mower from side-to-side and front-to-rear.<br>4. Clean the underside of the mower.<br>5. Adjust the tire pressure.<br>6. Contact an Authorized Service Dealer. |
| Blades do not rotate. | 1. Drive belt is worn, loose or broken.<br>2. Drive belt is off pulley.<br>3. Deck belt is worn, loose or broken.<br>4. Deck belt is off pulley.<br>5. Broken or missing idler spring. | 1. Check the belt tension.<br>2. Install drive belt and check adjusting shafts and belt guides for correct position.<br>3. Install new deck belt.<br>4. Install deck pulley and check the idler pulley, idler arm and spring for correct position and function.<br>5. Replace the spring. |
| Malfunction Indicator Light (MIL) comes on. | 1. Engine is too hot.<br>2. Old gas in the gas tank.<br>3. The fuel shut-off valve is not open completely.<br>4. Fuel tank vent cap is blocked.<br>5. Air cleaner is dirty.<br>6. Battery is not charged.<br>7. Incorrect fuel filters used or dirty fuel filters.<br>8. Connections to sensors electronic control unit (ECU) and fuel injectors are not secured properly. | 1. Turn engine off and let it cool.<br>2. Use new gas.<br>3. Open the fuel shut-off valve.<br>4. Make sure that the fuel tank vent cap is not blocked and working properly.<br>5. Make sure that the air cleaner and precleaner are clean. Replace if necessary.<br>6. Charge or replace the battery.<br>7. Contact an Authorized Service Dealer.<br>8. Contact an Authorized Service Dealer. |

# Schematics




**Wire Diagram (Rev. B)**

# Notes:

# The Toro Total Coverage Guarantee

A Limited Warranty (see warranty periods below)

Landscape Contractor Equipment (LCE)

### 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 warranty time periods apply from the date of purchase by the original owner:

| Product | Warranty Period |
|---|---|
| Mid-Size Walk-Behind Mowers | 2 years** |
| GrandStand™ Mowers<br>• Engine<br>• Frame | 5 years or 1,200 hours*<br>2 years**<br>Lifetime (original owner only)*** |
| Z Master® Z300, Z400, Z500 Mowers<br>• Engine<br>• Frames | 4 years or 1,200 hours*<br>2 years**<br>Lifetime (original owner only)*** |
| Z Master® G3 Mowers<br>• Engine<br>• Frame | 5 years or 1,200 hours*<br>2 years**<br>Lifetime (original owner only)*** |
| Batteries (for above units) | 1 year |
| Attachments (for above units) | 1 year |

*Whichever occurs first.
**Some engines used on Toro LCE Products are warranted by the engine manufacturer.
***Lifetime Frame Warranty - If the main frame, consisting of the parts welded together to form the tractor structure that other components such as the engine are secured to, cracks or breaks in normal use, it will be repaired or replaced under warranty at no cost for parts and labor. Frame failure due to misuse or abuse and failure or repair required due to rust or corrosion are not covered.

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 Authorized Toro Service Dealer to arrange service at their dealership. To locate a dealer convenient to you, refer to the *Yellow Pages* of your telephone directory (look under “Lawn Mowers”) or access our web site at www.Toro.com. You may also call the numbers listed in item #3 to use the 24-hour Toro Dealer locator system.
2. Bring the product and your proof of purchase (sales receipt) to the Service Dealer. The dealer will diagnose the problem and determine if it is covered under warranty.
3. 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
   888-865-5676 (U.S. Customers)
   888-865-5691 (Canada customers)

### 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 and engine warranty coverage on some products.
This express warranty does not cover:

- 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.**

**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.**

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

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

### Countries Other than the United States or Canada

Customers who have purchased Toro products outside 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.

Part Number 374-0037 Rev. H