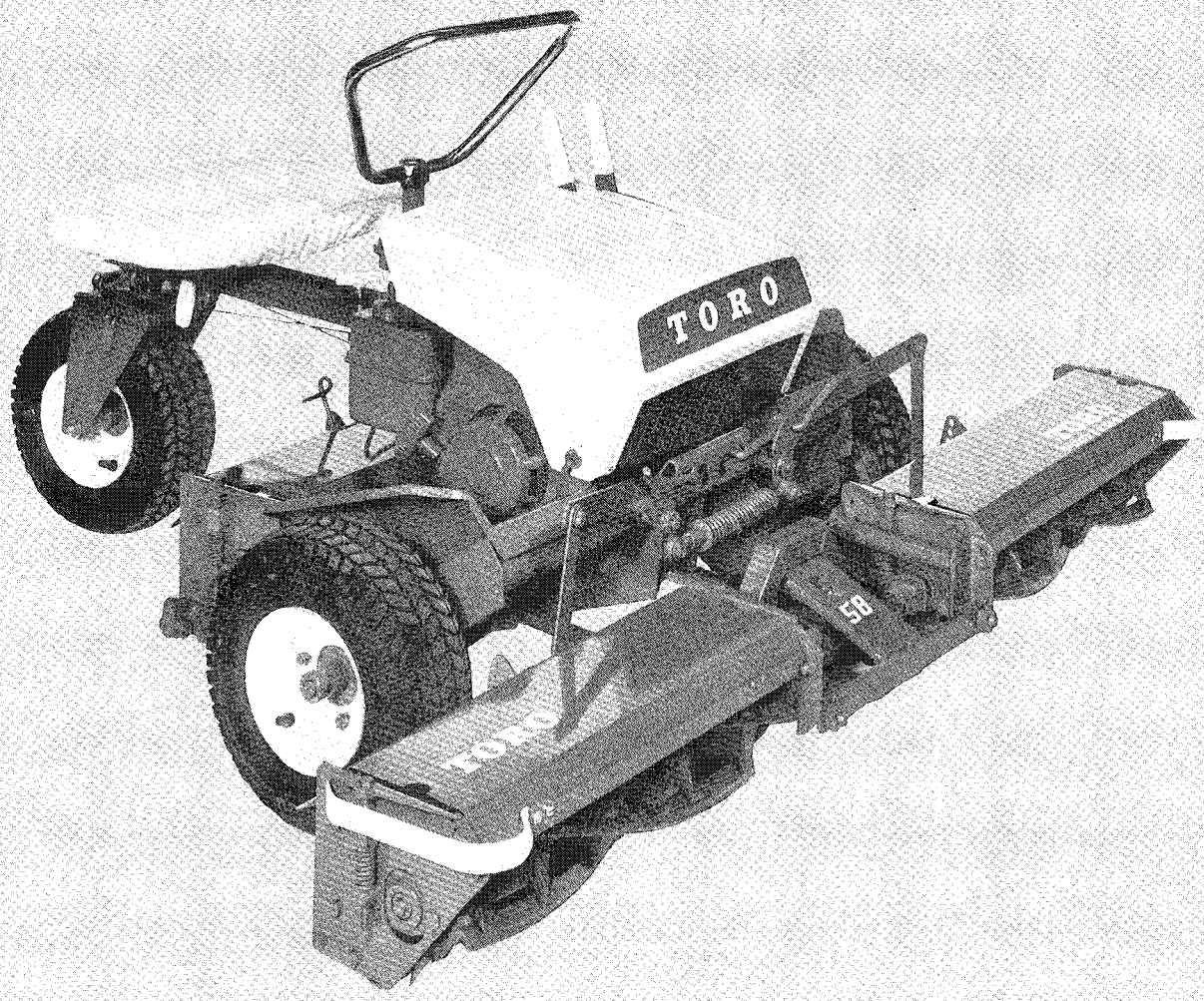
FORM NO. 3310-760 Rev. B

TORO®

MODEL NO. 03104–60001 THRU 80001 & UP (RECOIL)

OPERATOR'S MANUAL

58" PROFESSIONAL®



...to the TORO Owner

This Owner Manual has been especially prepared for your information and guidance in the operation and care of your new Toro mower.

Properly adjusted, operated and maintained, this Toro mower will respond quickly and easily to every reasonable demand and give years of reliable service.

Toro mowers are manufactured by an organization of mowing machinery specialists for over fifty years. Each machine is carefully inspected and tested before leaving the factory. For best performance from your Toro mower, study this manual for regular maintenance procedures.

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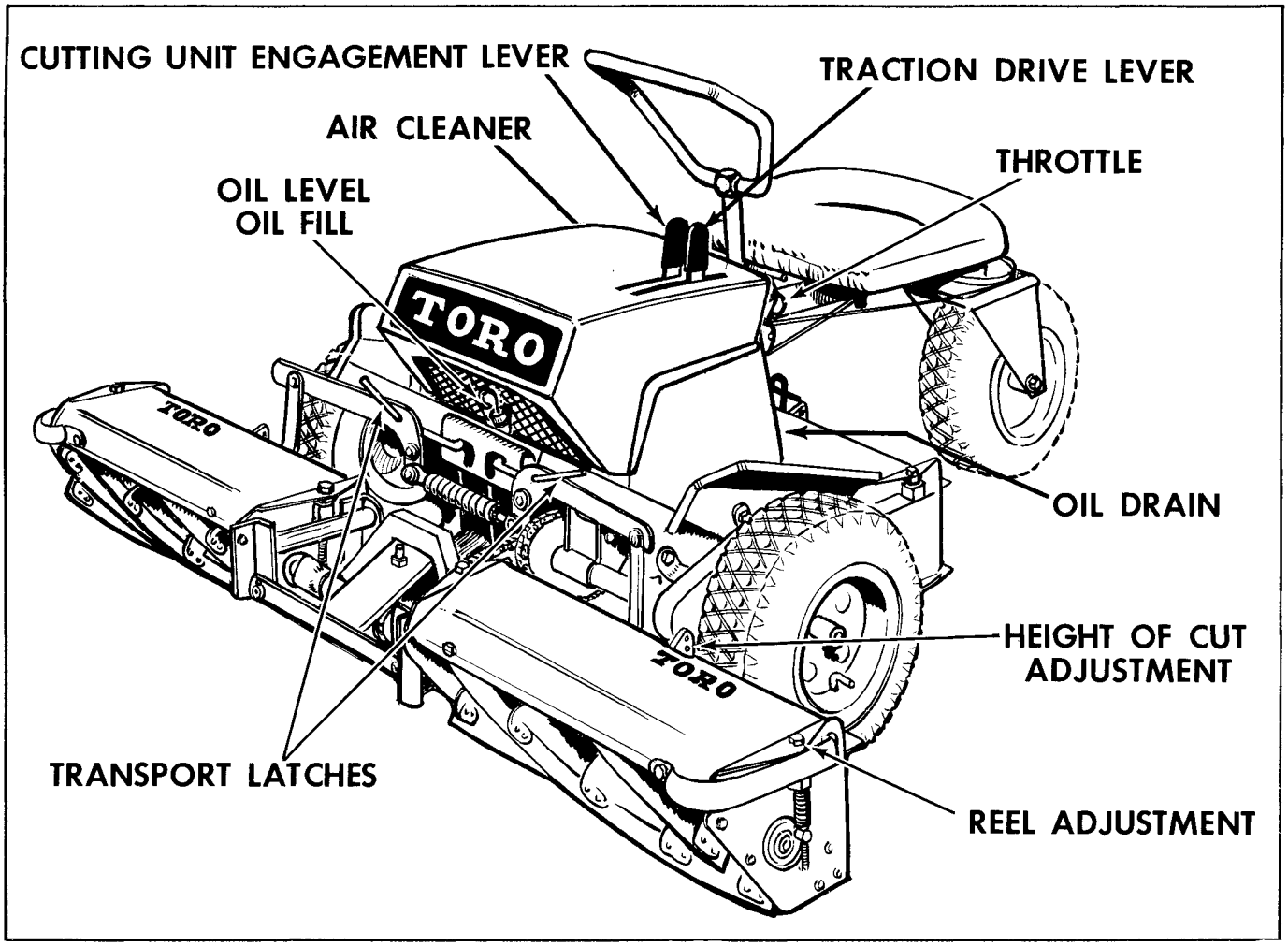
SPECIFICATIONS

ENGINE: 5 H.P., 4 cycle air cooled, poly element air cleaner. Champion RCJ-8 spark plug with 0.030" air gap.
FUEL TANK CAPACITY: 3 quarts.
REEL CLUTCH: Tight-slack poly V-belt.
TRACTION CLUTCH: Tight-slack poly V-belt.
REEL DRIVE: Poly-V "J10-Section" belt 1.31 P.D. and 5.06 P.D. pulleys (3. 86:1) from engine to reel drive countershaft. 1/2" pitch x .306 roller diameter (#41) chain on 12T and 14T sprockets (1. 16:1 reduction) reel drive countershaft to reels.
REDUCTION: Engine to reel: 4. 5:1.
REELS: 6" diameter with 5 blades double riveted to #11 gage stamped steel spiders. 3/4 diameter steel shaft on #203 ball bearings, grease fitting provided to relubricate reel bearings.
BEDKNIFE: #10 gage HRPO formed section with Stellite hard surface cutting edge.
TRACTION DRIVE FORWARD: Poly-V J10-Section belt 1.31 P.D. and 4.06 P.D. pulleys (3. 1:1 reduction) from engine to first countershaft. 1/2 pitch x .306 roller diameter (#41) chain on 10T and 30T sprockets. (3:1 reduction) from first countershaft to second countershaft. 1/2 pitch x .306 roller dia. (#41) chain on 10T and 42T sprockets (4. 2:1 reduction) from second countershaft to differential.
REDUCTION, ENGINE TO REELS:
Forward: 39. 06:1 reduction
Reverse: 42. 34:1 reduction
WHEELS: Sulky #14 gage steel discs, fabricated steel hubs and oilete bushings. Drive wheels: #14 gage steel discs, fabricated steel hubs.
TIRES: 13 x 5.00 tubeless Terra-Tire.
DIFFERENTIAL: Stamped steel case with high strength cast iron bevel gears.
GROUND SPEED: Forward: 3.0 mph at 3300 rpm
Reverse: 2.8 mph at 3300 rpm
HEIGHT OF CUT: 1/2" to 2-1/2" raise or lower skid to vary.
WIDTH OF CUT: 58"
CLIP: .87

The Toro Company — 1976, Rev. 1978
MINNEAPOLIS, MN 55420 — U.S.A.

KNOW YOUR MOWER



OPERATING and SAFETY INSTRUCTIONS

BEFORE YOU ASSEMBLE, ADJUST AND OPERATE THE 58" PROFESSIONAL, READ THESE IMPORTANT PRECAUTIONS

THESE SAFETY SUGGESTIONS ARE RECOMMENDED BY OUTDOOR POWER EQUIPMENT INSTITUTE AND THE TORO COMPANY.

BEFORE STARTING –

1. Thoroughly inspect the area where the equipment is to be used and remove all stones, wire, bones, pieces of metal and other foreign objects.
2. Wipe up any spilled gasoline, and avoid spilling on hot engine.
3. Know how to stop equipment and engine quickly.

DURING OPERATIONS –

4. NEVER have children or pets near the equipment while engine is running.
5. NEVER leave equipment unattended while engine is running.
6. NEVER fill gasoline tank while engine is running.
7. NEVER remove any foreign objects next to or in the path of the equipment while engine is running.
8. NEVER put hands or feet under or in rotating parts or hidden areas. Use special caution to keep hands and feet out of and away from cutter elements, belts, pulleys, gears, etc. while engine is running.
9. NEVER work on equipment while engine is running.
10. NEVER operate equipment in wet grass.
11. NEVER operate equipment when dark or in hard to see areas.
12. NEVER operate equipment when barefooted or wearing open sandals.
14. NEVER remove belt guards while engine is running.

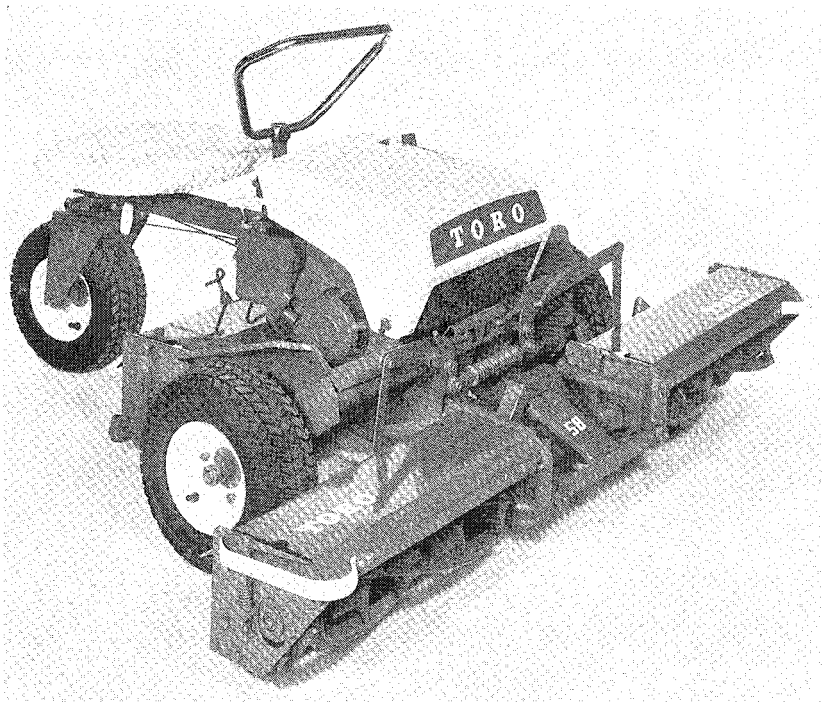
MISCELLANEOUS –

15. Disconnect spark plug wire before working on equipment.
16. Maintain a solid and firm footing while mowing.
17. Slopes should be worked from side to side, not up and down.
18. Never run engine indoors.
19. Read manual thoroughly.

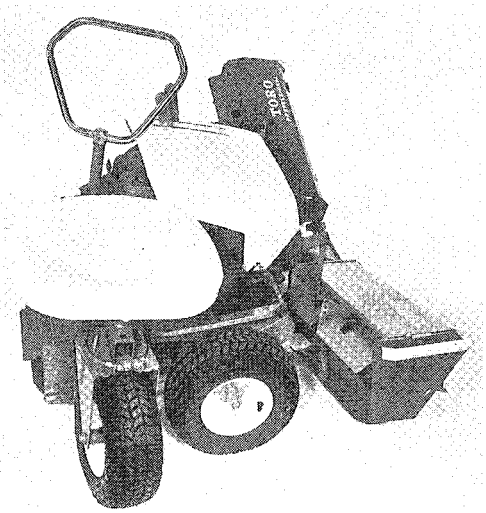
ON CUTTING UNIT

WARNING
NEVER PLACE HANDS OR FEET IN REEL AREA WHILE ENGINE IS RUNNING.

SETTING UP INSTRUCTIONS



Mowing Position



Storage Position

Begin by breaking the shipping bands on the carton, removing top and lifting the carton sides and liner from the bottom pad. Clip the packing wires on the inside of the carton holding the unit.

First, remove the large, white-handled clamping bolt located near the front and on the right side of the Rear Frame Assembly. Swing the Rear Frame Assembly into operating position and replace the clamping bolt securely.

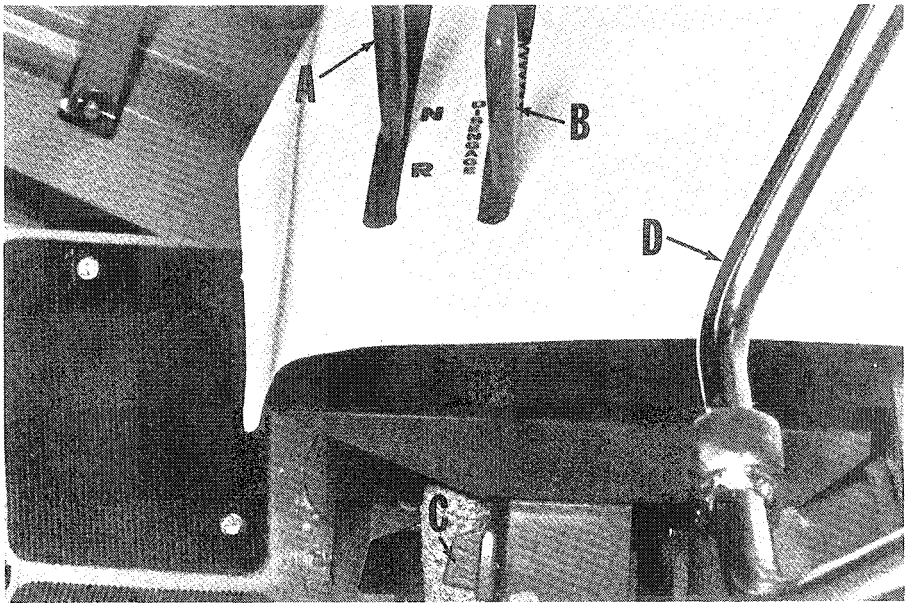
The steering wheel is attached by removing the roll pin at the top of the steering shaft, placing the steering wheel over the steering shaft and replacing the roll pin.

Place the seat assembly over the rear frame assembly and when the seat has been adjusted to a comfortable position for the operator, secure in place with the white-handled clamping bolt found in the loose parts bag.

The mower can be returned to a storage position by removing the clamping bolt at the base of the steering shaft and swinging the rear frame assembly to the right and replacing the clamping bolt. (see above).

The rear cutting unit must be lowered to cutting position to allow proper clearance for sulky to pivot into storage position. Also, the front cutting units should be lowered to the cutting position for storage.

OPERATION

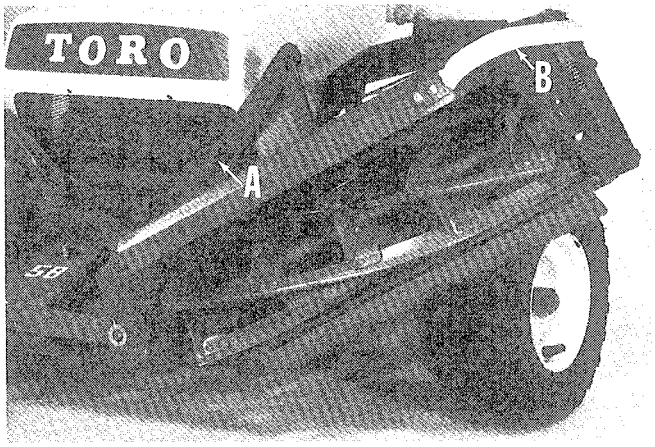


CONTROLS

The controls of this mower have been carefully placed to make operation easy and pleasant. The traction drive lever 'A' (see photo at left) puts the mower into motion, either full forward or full reverse. The cutting unit drive lever 'B' controls the cutting unit reels, forward to engage, back to disengage. The speed of the mower is controlled by the throttle control 'C'. The choke position is used when starting (see starting instructions) and when throttle lever is pulled to the extreme back of throttle control the engine will stop. The steering wheel 'D' will guide the mower quickly and easily in any direction the operator chooses.

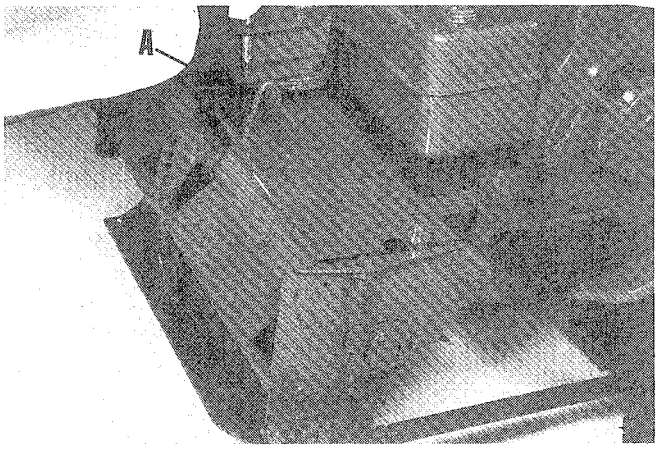
OPERATION (Cont'd)

FRONT TRANSPORT POSITION

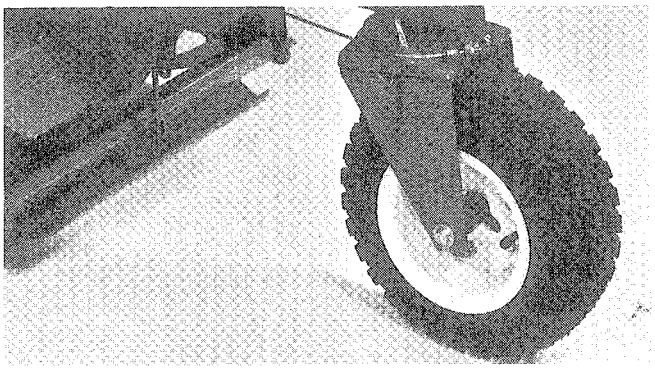


The front cutting units are put into transport position or returned to mowing position by pressing transport lever 'A' while lifting on reel guard 'B'.

REAR TRANSPORT POSITION



The rear cutting unit is put into transport position by lifting the cutting unit and hooking the hanger assembly 'A' over rod or lower plate of the sulky.



TIRE INFORMATION

For shipping purposes, the tires are over-inflated. Tire pressure should be maintained at 12 pounds. Electric start model of this mower utilizes calcium chloride in the sulky tire as a counterbalance.

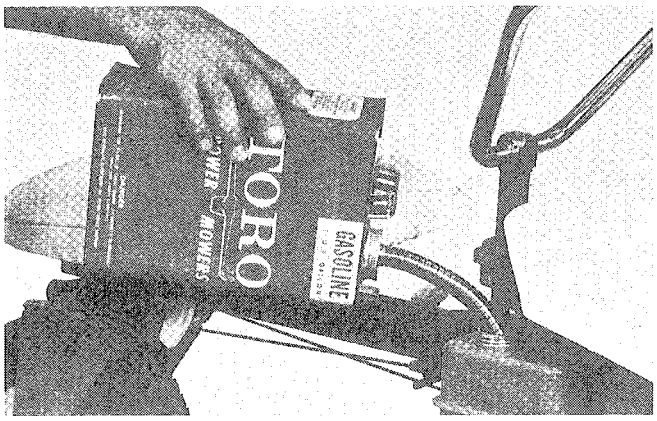
CAUTION: DO NOT CHECK TIRE PRESSURE ON THE GRASS. ROTATE VALVE STEM TO TOP WHEN CHECKING TIRE PRESSURE.

PREPARATION BEFORE STARTING

FILLING WITH OIL

With the 58" Professional on a level surface, remove the oil filler cap (see photo above). Fill crankcase to the full mark (F) on the dipstick with S. A. E. 30 regular grade oil. For a smoother running engine, change oil every 25 operating hours or more often under dusty conditions. Check oil level periodically.

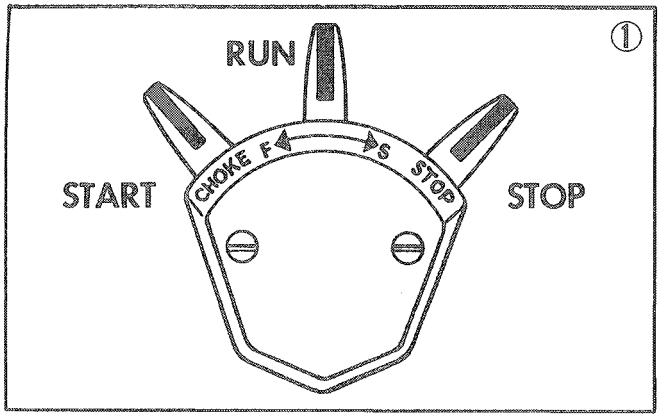
FILLING WITH GASOLINE



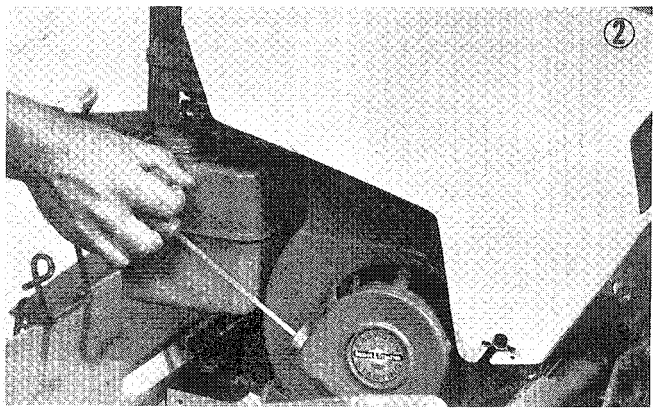
Carefully fill the fuel tank with a good grade of regular, fresh gasoline. Never use gasoline that has been standing for months. Do not mix oil with gas for this engine. Keep fuel tank full for maximum power. Tank capacity 3 quarts.

DO NOT MIX OIL WITH GAS

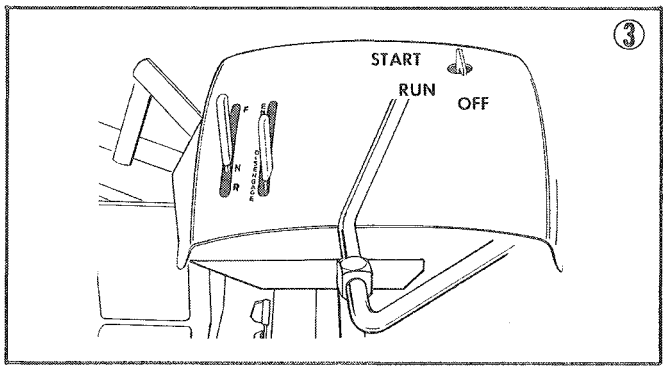
STARTING INSTRUCTIONS



After filling with the proper oil and gasoline, your Toro 58" Professional is ready for operation. The engine is controlled by the throttle control lever mounted on the left side of the frame. (See Illustration)



Put the throttle control lever in choke position and pull starter rope with a quick full arm stroke to start engine. When engine starts place throttle lever in the run position.



ELECTRIC START MODEL ONLY: Put the throttle control lever in choke position and turn switch to start position. When engine starts, release switch and move throttle lever to run position. Mower may be started by use of recoil starter rope if battery is discharged and will not crank engine. The key may be removed to prevent unauthorized use of this machine.

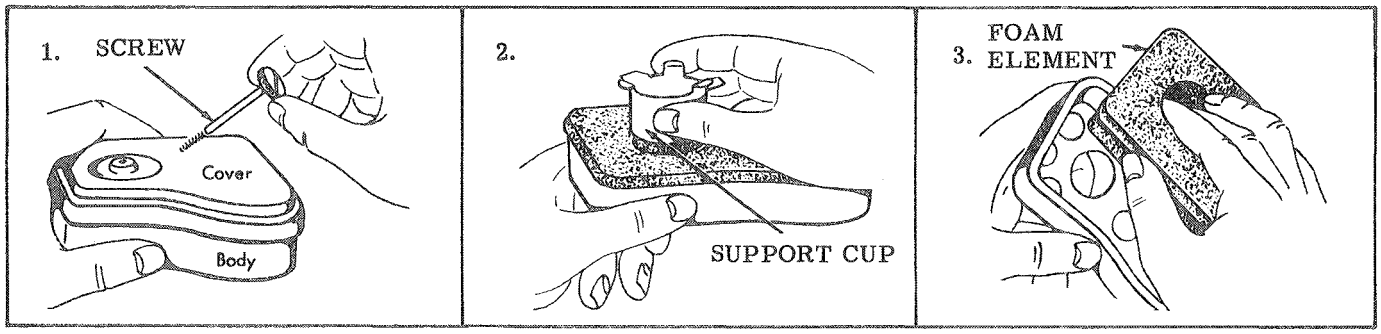
BATTERY CARE

Check the battery at least once a month. Remove the battery cover and clean dust and grass clippings from the battery caps and terminals. Check the water level in the battery and fill to proper level with clean distilled water if necessary. Be sure the vent holes in the battery filler caps are open.

If the battery cables are removed, check the position of the cable terminals when reinstalling them. The terminals should be parallel with the long side of the battery. If they are rotated so the terminal overhangs the edge of the battery, they can short out on the battery cover.

REMINDER: When replacing the battery cable, be certain to install the ground cable to the negative (-) terminal on the battery.

SERVICING OIL-FOAM AIR CLEANER

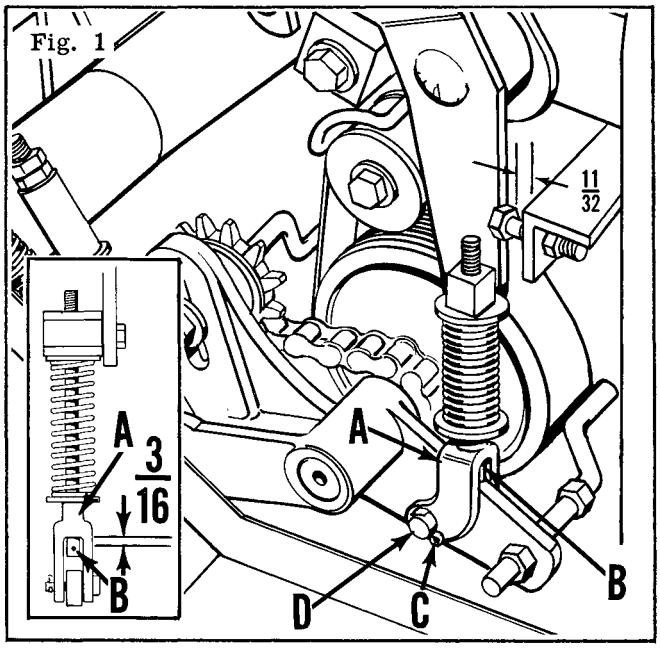


(1) Remove screw and lift air cleaner from carburetor.
(2) Take off cover and lift support cup out of foam element.
(3) Remove foam element.
(4) A. Wash element in a solvent such as kerosene.
B. Squeeze dry, and oil with 3 tablespoons of engine oil. Squeeze again to spread oil through foam.
C. Reverse steps 1 - 2 - 3 and assemble to carburetor with screw.

This element should be removed and cleaned at least every 25 operating hours. Clean more often under dusty operating conditions.

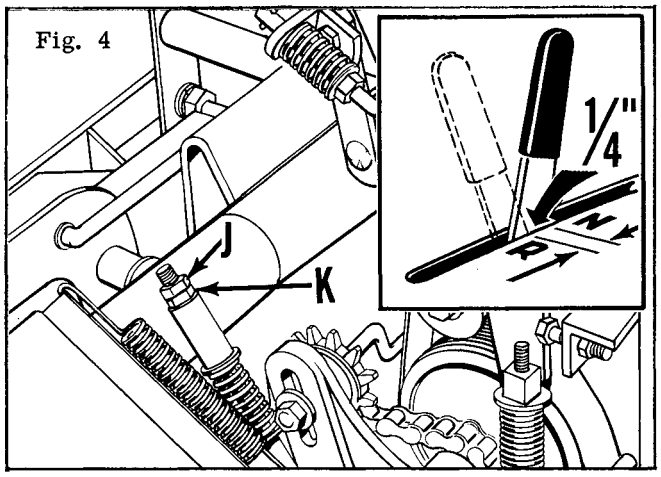
ADJUSTMENTS

TRACTION DRIVE CONTROL



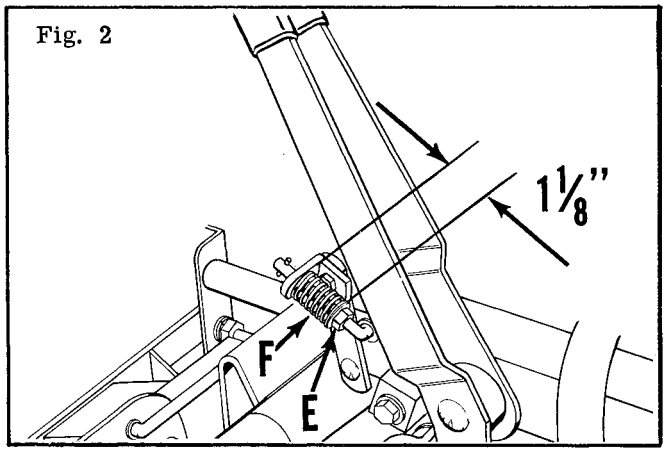
TRACTION DRIVE CONTROL ADJUSTMENT: Clevis yoke 'A' has been adjusted for proper position when belts and pulleys are new. As these wear after a prolonged period, the clevis yoke 'A' will position itself closer to roll pin 'B'. Contact between the inner surface of clevis 'A' and roll pin 'B' in the engaged position will result in loss of traction. When this occurs, remove cotter key 'C' and clevis pin 'D', then swing clevis 'A' backward to disengage from casting. Turn clevis 'A' counterclockwise three turns. Reinstall clevis and fasten with clevis pin and cotter key. This will provide the original 3/16" clearance (see inset) with traction control lever in forward position with bolt length set at 11/32"for proper over center condition of control lever.

NEUTRAL POSITION



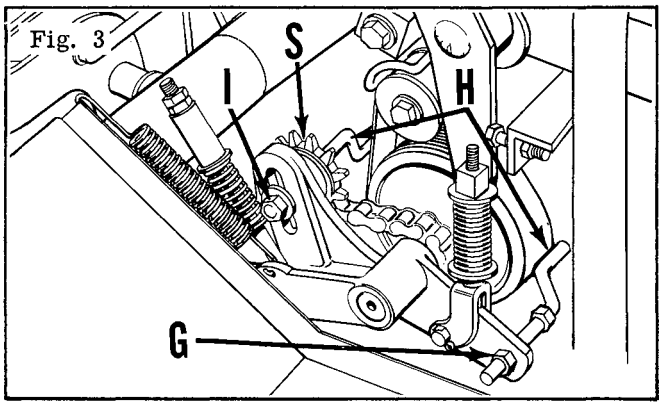
NEUTRAL POSITION: This adjustment is set at the factory and normally will not need adjusting. But if the traction lever movement from neutral to reverse exceeds 1/4"(measured at hood line, see inset) loosen nut 'J' and tighten nut 'K'. Do not reduce traction lever movement under 1/8". Retighten nut 'J' after adjustment has been made.

CUTTING UNIT DRIVE BELT



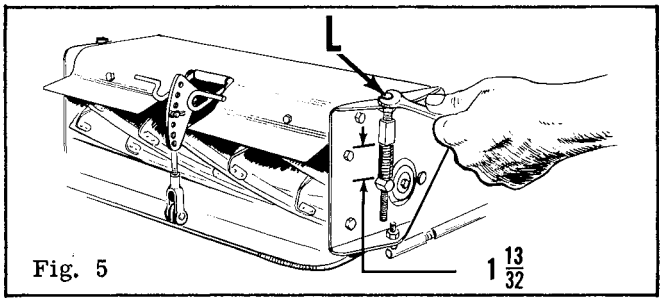
CUTTING UNIT DRIVE BELT ADJUSTMENT: With cutting unit drive control lever in the engaged position, adjust nut 'E' to compress spring 'F' to a total height of 1 1/8".

BELT GUIDE



BELT GUIDE CLEARANCE: Remove hood and heat shield. Belt guides must be set a minimum clearance to prevent belt from becoming misaligned. These guides should be set between .050" and .070" for proper clearance. (Thin dime). To adjust belt guides, place traction lever in engaged position. Loosen nut 'G'. Move guide 'H' into proper setting and hold while retightening nut 'G'. Repeat same procedure with nut 'I', however, sprocket 'S' should be maintained in place so as not to alter chain adjustment.

REEL ADJUSTMENT



REEL ADJUSTMENT: To adjust reel toward bed knife for proper cutting, turn hex bolt head 'L' on each end of cutting unit, counter-clockwise 1/6 turn. Smartly tap on head 'L' to insure seating of bolt head against side plate flange. 1-13/32" dimension is pre-set at factory and should be maintained while operating.

ADJUSTMENTS

HEIGHT OF CUT

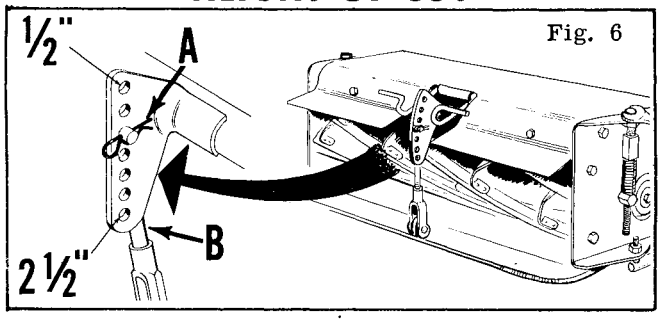


Fig. 6

HEIGHT OF CUT ADJUSTMENT: Cutting units are shipped from the factory set at 1 1/2" height of cut. If another setting is desired, remove hair pin cotter 'A' and move link 'B' to appropriate hole; up for lower cut and down for higher cut. Be sure all cutting units are set in the same relative height of cut position.

PIVOT FRAME

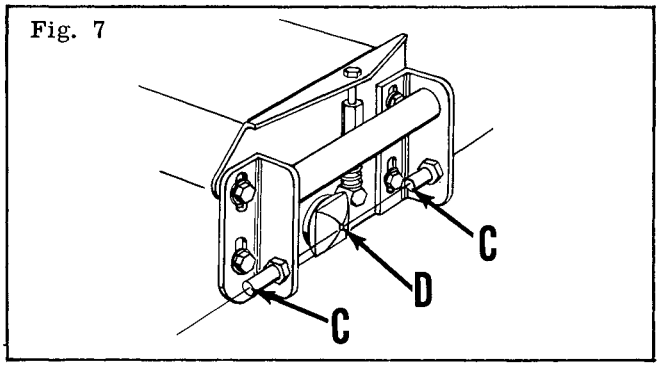


Fig. 7

PIVOT FRAME ADJUSTMENT: If pivot frame is removed or reel is ground or replaced, readjust the pivot frame so that the center line of pivot pins 'C' pass through the center line of reel shaft 'D'.

FRONT COUNTERBALANCE

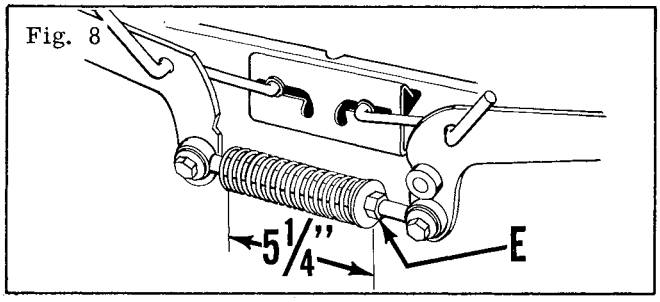


Fig. 8

REAR COUNTERBALANCE

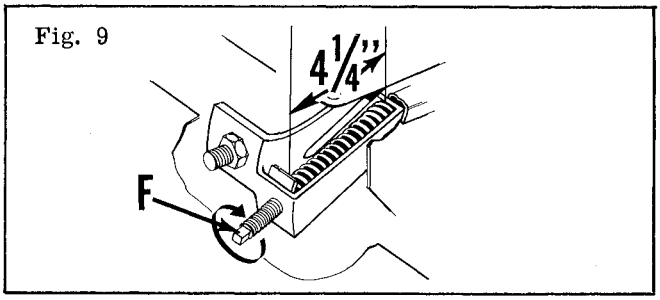


Fig. 9

COUNTERBALANCE ADJUSTMENTS: The counterbalance of the cutting units is accomplished by compression springs attached to the lift arms of each mower. Proper counterbalancing has been set at the factory for cutting at 1 1/2". When a different height of cut is desired, it may be necessary to reset the counterbalance springs. With the mower set at the desired height of cut, move mower onto grass. Front counterbalance spring should be adjusted to a total length of 5 1/4" by loosening or tightening nut "E". Loosen or tighten square end of rod "F" on rear units. Counterbalance spring on rear units should be maintained at 4 1/4".

CAUTION: Since extension spring is tensioned, GRASP LIFT ARMS when releasing from cutting units.

TRACTION BELT

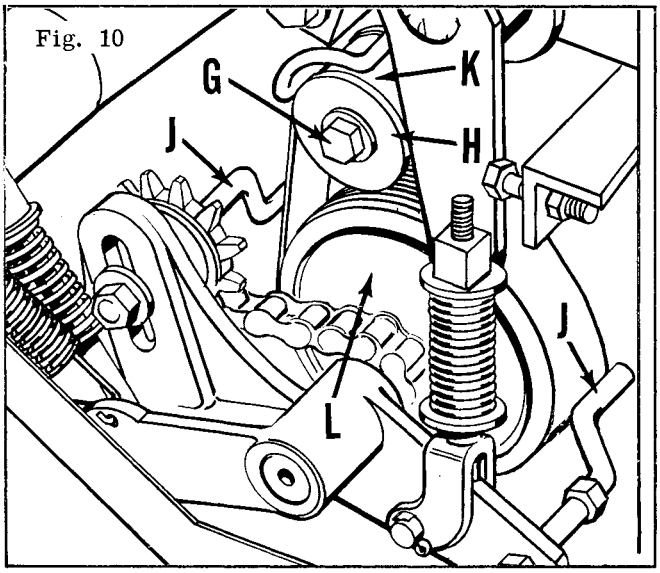


Fig. 10

TRACTION BELT REPLACEMENT: With traction lever in neutral position, remove capscrew 'G' and washer 'H'. Loosen belt guides 'J'. Work belt off end of engine crankshaft by sliding belt alternately outward on grooves of engine pulley 'K' and traction drive pulley 'L'. Remove from traction pulley by sliding belt edgewise between traction pulley and cutting unit drive pulley. Reverse process to install new belt.

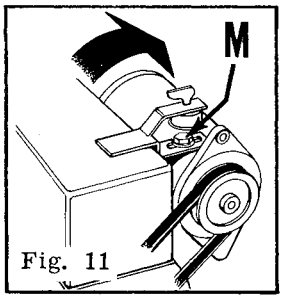


Fig. 11

GENERATOR BELT

GENERATOR BELT ADJUSTMENT (Electric model only). Loosen capscrew 'M' and rotate generator forward until proper belt tension is obtained. Hold in position, then retighten screw 'M' securely.

REPLACING CUTTING UNIT DRIVE BELT

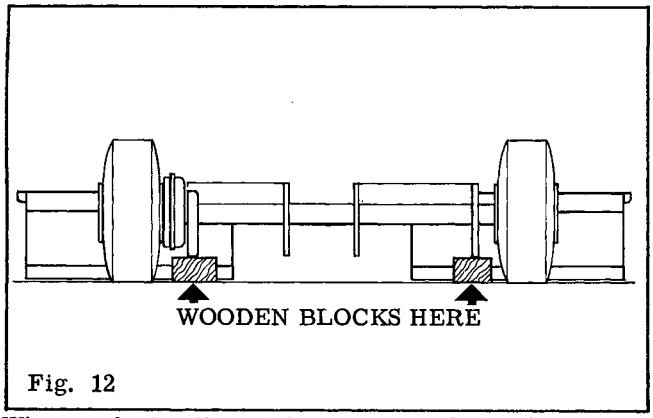


Fig. 12

When replacing the cutting unit drive belt, place wooden blocks under frame members at points shown in Fig. 12. A piece of 4" x 4" or equivalent should be sufficient. Remove Traction Belt per Figure 10, Page 8.

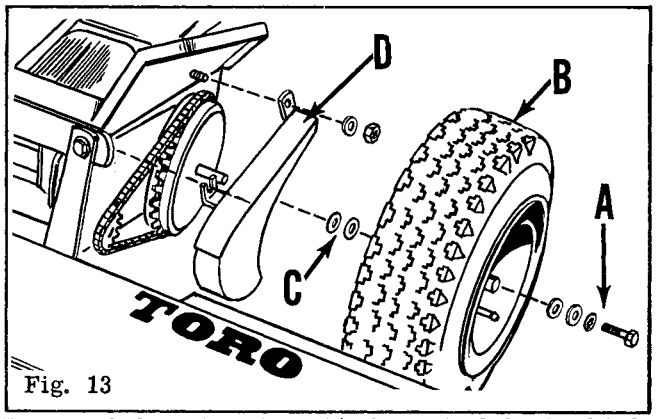


Fig. 13

Remove bolt and washers 'A' from the left wheel hub; pull the left wheel assembly 'B' from the axle, being careful to remove washers 'C' along with the wheel assembly. Remove chain guard 'D'.

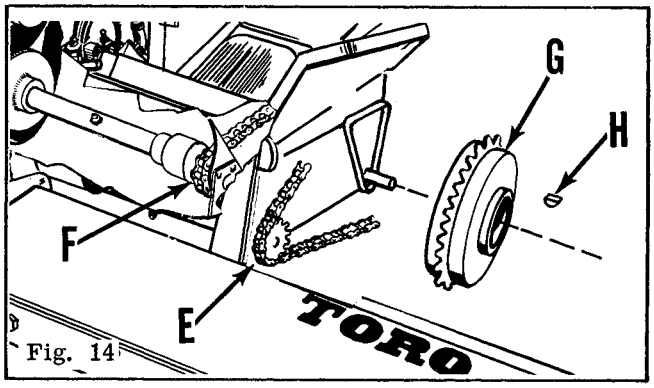


Fig. 14

Disconnect the differential chain 'E' and rear reel drive chain 'F' by removing the master link on each chain. Pull the differential 'G' from the axle. Remove axle key 'H' from the axle keyway.

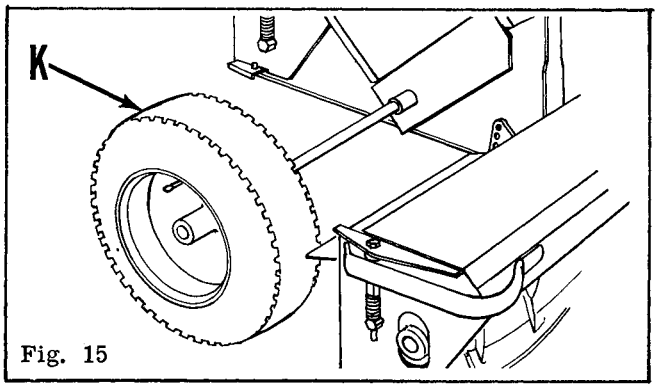


Fig. 15

The countershaft assembly 'J' (Figure 16) is removed by pulling on the right wheel and axle assembly 'K' until countershaft assembly falls free (approximately halfway).

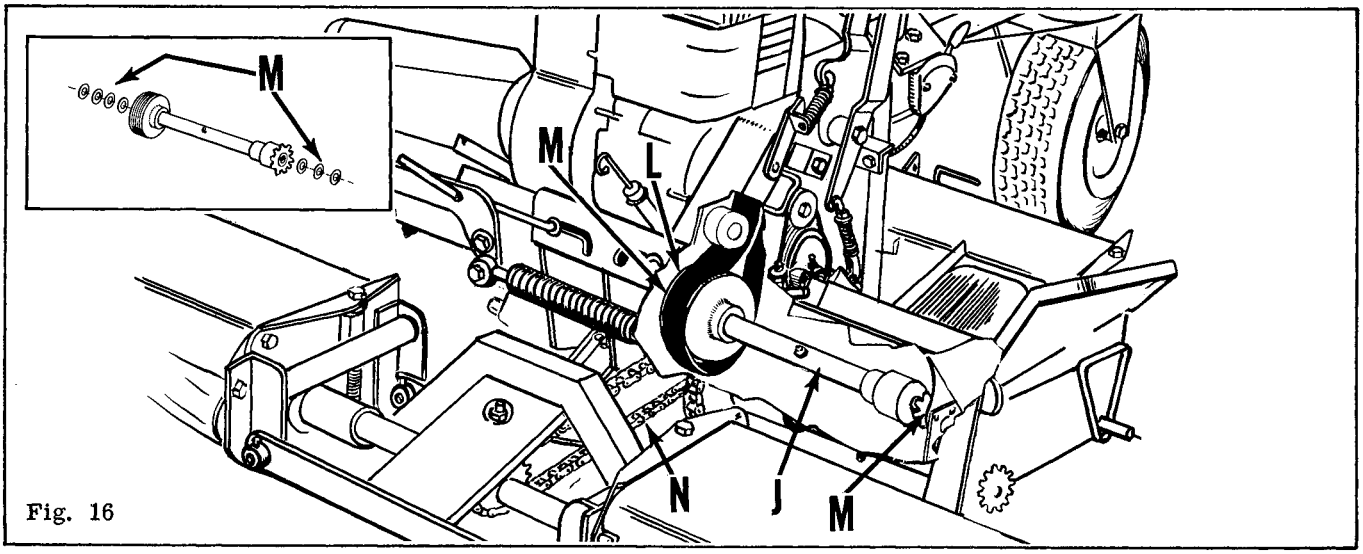
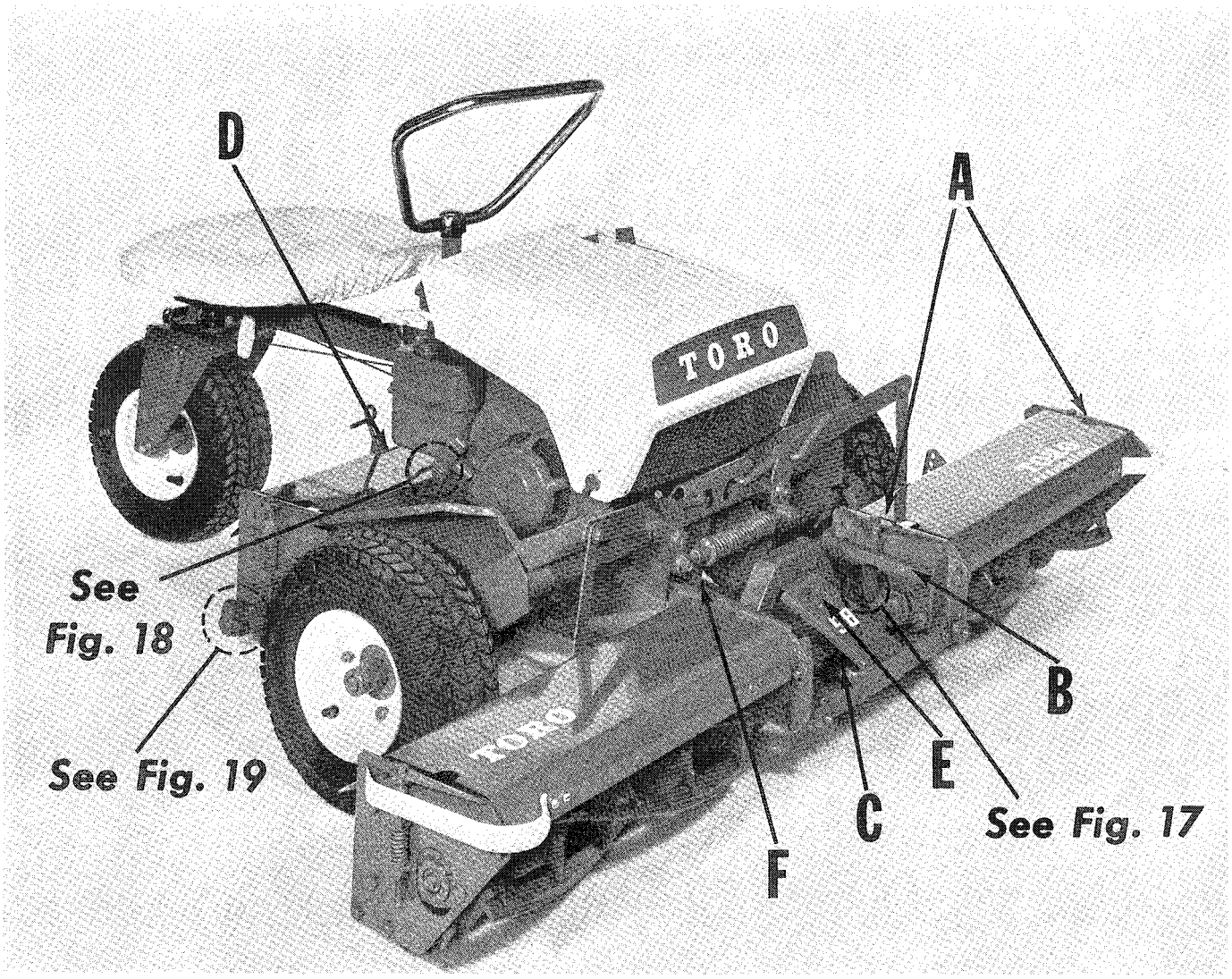


Fig. 16

At this point the countershaft assembly 'J' is held only by belt 'L' and front cutting unit drive chain 'N'. Disconnect chain by removing master link, then remove belt 'L' and replace. At either end of the countershaft assembly are spacer washers 'M' (see inset). The number of spacer washers used may vary with each it is extremely important that the same spacers are reinstalled and at the same ends of the countershaft assembly. Proper belt and chain alignment can only be achieved by having these spacer washers in their proper place. Reverse the above procedure to assemble the mower.

CUTTING UNIT CHAIN ADJUSTMENT



CUTTING UNIT ATTITUDE

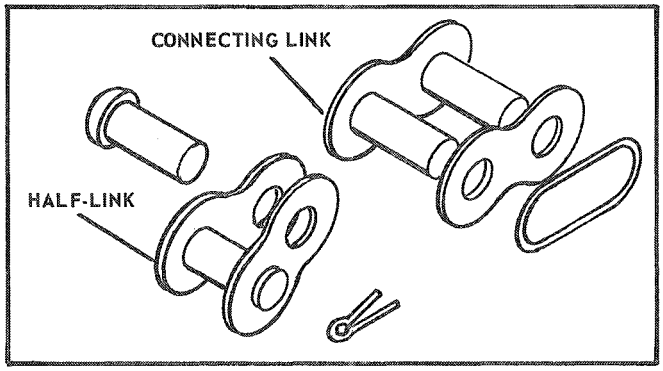
Attitude is the relationship of the cutting unit to a level surface. Proper attitude occurs when the side plate flanges 'A' of all three cutting units are level and parallel with the ground.

The attitude of each machine is factory set and should never have to be reset. However, if replacement of cutting units or adjustment of hanger brackets 'B' is needed, the attitude must be reset as follows:

1. Place cutting units in most widely used height-of-cut position.
2. Adjust attitude by lengthening or shortening center ball joints 'E' or 'L' in yokes 'F' or 'M', being certain that the ball joints are locked securily in the yoke upon completion of adjustment (Items 'L' and 'M' located in Fig. 18).
3. Adjust chains, if necessary, per instructions on page 11.

GENERAL

Chain adjustments should be made when chains can be squeezed together with fingers and come within 1/2" of touching. At this point, moving one set of shims, as described on page 11, should sufficiently tighten chain. If all shims are moved to the adjusted positions and drive chains are still loose, move all shims to the unadjusted position and remove a half-link from the chain (see below). Then, adjust for proper tension as described in Front and Rear Cutting Unit Drive (p. 11).



CUTTING UNIT CHAIN ADJUSTMENT

FRONT CUTTING UNIT DRIVE (see Fig. 17)

To tighten front cutting unit drive chain:

1. Remove screw 'A'.
2. Reposition one shim 'B' on each of the four corners (as shown) of the intermediate frame 'C'.
3. Be certain that one shim (or the same number) is moved on each corner and that screw 'A' is then reinserted.

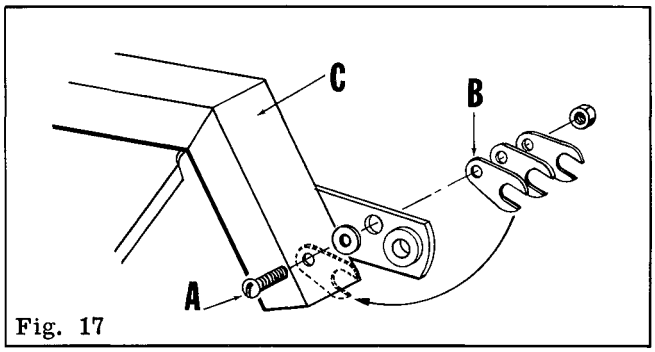


Fig. 17

REAR CUTTING UNIT DRIVE (see Fig. 18 & 19)

The rear cutting unit chain may be tightened by:

1. Remove cotter pin 'D' and screw 'J'.
2. Reposition shims 'E' and 'H' (one shim 'H' on each side of cutting unit).
3. Nuts 'F' and 'K' must be slightly loosened to remove shims 'E' and 'H'. Then retighten after moving.
4. Care must be taken so that nut 'G' does not rotate during adjustment as this will affect the attitude of the reel and thus change the cutting height slightly.
5. Reinsert cotter pin 'D'.
6. Be certain that one shim (or the same number) is moved in each of the three shim areas.

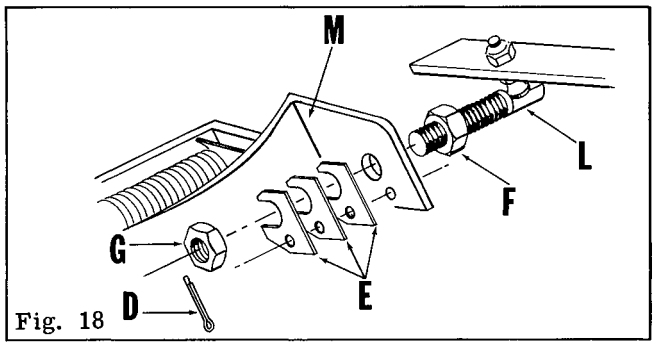


Fig. 18

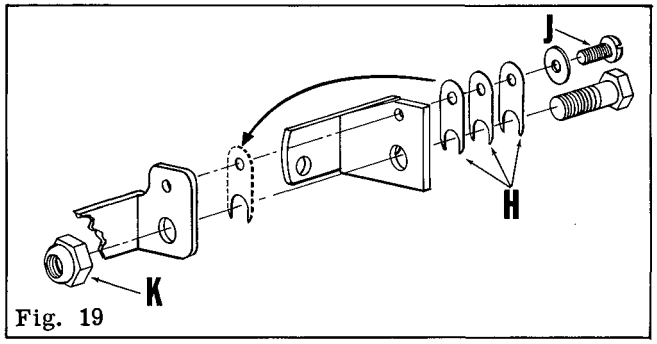


Fig. 19

DIFFERENTIAL DRIVE CHAIN

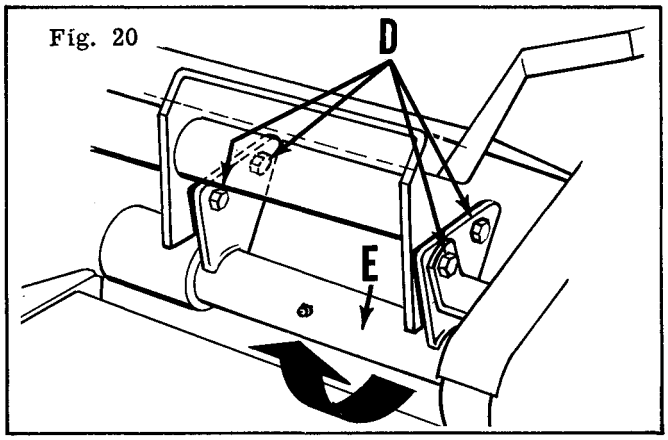


Fig. 20

DIFFERENTIAL DRIVE CHAIN ADJUSTMENT: Loosen fasteners 'D' and rotate shaft and housing assembly 'E' as shown until chain is snug - but not taut. Care should be taken to assure alignment of shaft assembly before retightening fasteners 'D'. Alignment is correct when grooves of traction pulley mesh with grooves of engine pulley.

TRACTION DRIVE CHAIN

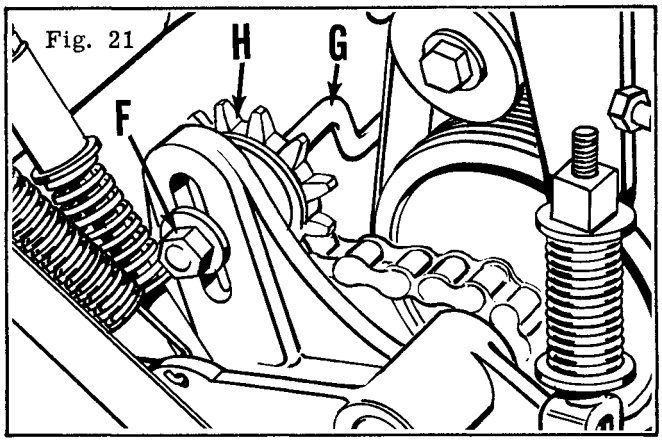
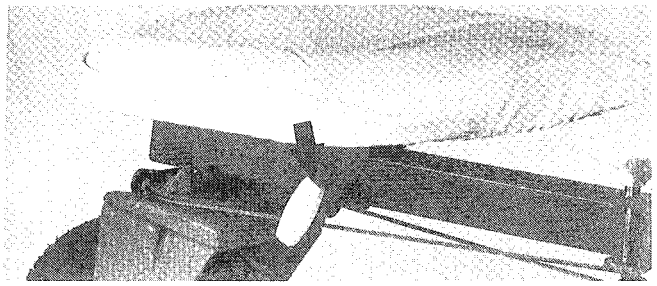


Fig. 21

TRACTION DRIVE CHAIN ADJUSTMENT: Loosen nut 'F' on belt guide 'G', and slide sprocket 'H' down in slot until chain is snug. Hold sprocket in this position while retightening nut 'F'. CAUTION - BE SURE BELT GUIDE IS IN PROPER POSITION AS DESCRIBED IN FIGURE 3.

ADJUSTMENTS



SEAT ADJUSTMENT

SEAT ADJUSTMENT: The seat can be adjusted fore and aft by loosening white handle adjusting screw, (see arrow on photo at left).

STORAGE INSTRUCTIONS

1. Remove accumulations of dirt and old grass clippings. Use a rust preventative on bed knives and reel blades. Grease and oil all lubrication points.

2. Block up wheels to remove tire weight.

3. Relieve tension on all belts and springs.

4. All fuel should be removed from fuel tank; run the engine until it stops from lack of fuel. The small amount of fuel that remains in the bottom of the tank should then be removed by absorbing it with a clean dry cloth.

5. While engine is still warm, drain oil from crankcase. Refill with fresh oil.

6. Remove spark plug, pour 1 ounce of SAE-30 oil into cylinder and crank slowly to distribute oil. Replace spark plug.

7. Clean dirt and chaff from cylinder, cylinder head fins and blower housing.

EVALUATING QUALITY OF CUT

FREQUENCY OF MOWING: The frequency of cutting is as important as the height-of-cut. Lawn grasses should be cut often enough so that never more than 1/2", preferably 1/4", of leaf surface is removed. If excessive clippings be removed at one mowing, the plant is "shocked" and will not grow properly until it recovers.

MOWER: To maintain a well-groomed appearance, the lawn must always be cut with a sharp, properly adjusted mower. Dull, improperly adjusted mowers leave the lawn ragged and often the grass will turn gray and brown-off on the leaf tips. Keep Your Mower Operating Properly.

1. Examine cutting units for the following:
   a. Blades and bed bars sharp
   b. Skids adjusted to same hole, mounting clips not bent, adjusting links same length
   c. Pivot points free, no binding, proper lubrication
   d. Reels properly adjusted

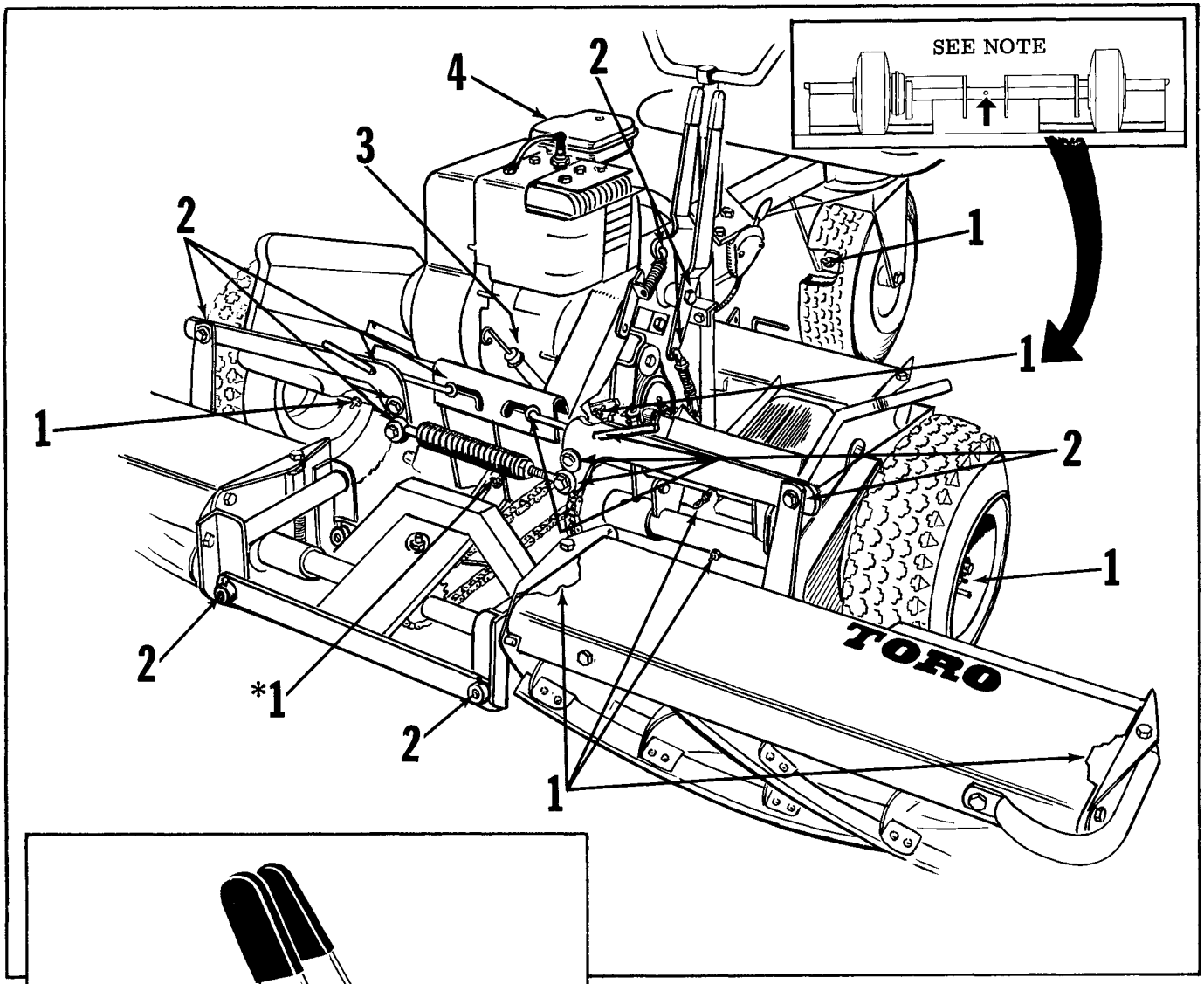
   Correct any deficiencies.

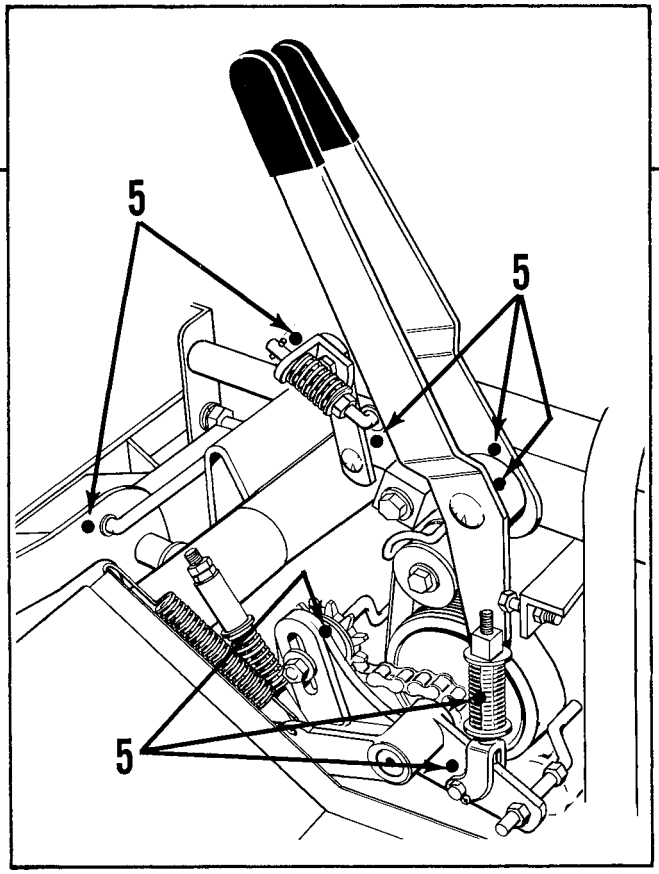
2. Place mower on a hard, level surface with cutting units in cutting position. Check the following:
   a. Attitude of mowers - top flange of side plates parallel to ground
   b. Both ends of cutting units on ground
   c. Counterbalance springs properly adjusted.
   d. Height of cut of each unit approximately the same - within 1/16".
   e. Chain tightness
   f. Check push rods and frame for bent or broken parts and correct any deficiencies.

3. Make trial cut in the grass on a level area and examine for the following:
   a. Each unit cutting clean. A few stragglers are not uncommon - look for bruised grass as evidence of improper cutting. See Fig.5 for method of adjusting reels.
   b. Units cutting same height on each end. If there is evidence that one end of a unit is cutting higher than the other, re-examine skid for damage - if none, re-check pivots for free motion - if correct, re-check length of counterbalance spring. Increased compression on front spring will raise the inside end of units and lower outside ends. Reducing the compression has opposite effect. Increasing compression on rear spring will raise left end of unit and lower right end. Reducing compression has opposite effect.

4. If an adjustment has been made in above paragraphs, make new trial run. Adjust minor variations in cutting height of units by turning adjusting link in shackle - shorten to lower cut and lengthen to raise cut.

LUBRICATION





1. Zerk fitting - use good grade of gun grease every eight hours of operation. There are 13 zerk fittings in all. Two fittings on each cutting unit are not shown; they are located on bearing cups.

NOTE: This zerk fitting is located behind and in the center of the mainframe (see inset) and can be serviced by tilting the mower forward.

* Four-inch block required under wheel.

2. Linkage - apply a few drops of a good grade of lubricating oil every eight hours of operation.

3. Engine - use a good grade of SAE 30 engine oil. (Capacity is 1 1/4 pints). Check engine oil level periodically and change oil every 25 hours of operation.

4. Clean and re-oil the air cleaner frequently (every few hours under extremely dusty conditions). Clean and re-oil at least every 25 hours under normal conditions.

5. The illustration at the left, with shroud removed, indicates areas that should move freely to insure smooth operation. A few drops of good lubricating oil at these points every eight operating hours is essential.

MAINTENANCE RECORD

Date	Hours Used	Oil Change	Air Cleaner Service	Lubri- cation	Sharpen Reels	Winter Storage	Sharpen or lap Bed Knives	Spark Plug Gap

MAINTENANCE RECORD

Date	Hours Used	Oil Change	Air Cleaner Service	Lubri-cation	Sharpen Reels	Winter Storage	Sharpen or lap Bed Knives	Spark Plug Gap

IDENTIFICATION AND ORDERING

Model and Serial Numbers

The 58" Professional has two identification numbers: a model number and a serial number. The two numbers are stamped on a decal which is located behind the throttle control on left side of sulky tube. In any correspondence concerning the product, supply model and serial numbers to assure the correct information and replacement parts are obtained.

To order replacement parts from an Authorized TORO Distributor, supply the following information.

1. Model and serial numbers of the product.
2. Part number, description, and quantity of part(s) desired.

NOTE: Do not order by reference number if a parts catalog is being used; use the PART NUMBER.

The Toro Promise

A One Year Limited Warranty on Turf Products Other Than Walk Rotary Mowers

The Toro Company promises to repair any TORO Product if defective in materials or workmanship. The following time periods from the date of purchase apply:

Turf Products	1 Year
Hevi-Duty Walk Rotary Mowers	90 Days

The costs of parts and labor are included, but the customer pays the transportation costs. Just return any residential product to an Authorized TORO Service Dealer or TORO Distributor.

Should you feel your TORO is defective and wish to rely on The Toro Promise, the following procedure is recommended:

1. Contact any Authorized TORO Service Dealer, TORO Master Service Dealer, or TORO Distributor (the Yellow Pages of your telephone directory is a good reference source).
2. He will either instruct you to return the product to him or recommend another Authorized TORO Service outlet which might be more convenient.
3. Bring the product along with your original sales slip, or other evidence of purchase date, to the service dealer.
4. The servicing dealer will inspect the unit, advise you whether the product is defective and, if so, make all repairs necessary to correct the defect without extra charge to you.

If for any reason you are dissatisfied with the dealer's analysis of the defect or the service performed, you may contact us.

Write:

TORO Customer Service Department
8111 Lyndale Avenue South
Minneapolis, Minnesota 55420

The above remedy of product defects through repair by an Authorized TORO Service Dealer is the purchaser's sole remedy for any defect.

THERE IS NO OTHER EXPRESS WARRANTY. ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR USE ARE LIMITED TO THE DURATION OF THE EXPRESS WARRANTY.

Some states do not allow limitation on how long implied warranty lasts, so the above limitation may not apply to you.

This Warranty applies only to parts or components which are defective and does not cover repairs necessary due to normal wear, misuse, accidents, or lack of proper maintenance. Regular, routine maintenance of the unit to keep it in proper operating condition is the reponsibility of the owner.

All warranty repairs reimbursable under The Toro Promise must be performed by an Authorized TORO Service Dealer using Toro approved replacement parts.

Repairs or attempted repairs by anyone other than an Authorized TORO Service Account are not reimbursable under The Toro Promise. In addition, these unauthorized repair attempts may result in additional malfunctions, the correction of which is not covered by warranty.

The Toro Company is not liable for indirect, incidental or consequential damages in connection with the use of the product including any cost or expense of providing substitute equipment or service during periods of malfunction or non-use.

Some states do not allow the exclusion of incidental or consequential damages, so the above exclusion 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.

Compliance with Radio Interference Regulations Certified
Certifie Conforme au Reglement sur le Brouillage Radioelectrique

Litho in U.S.A.