



MODEL NO. 03500 - 00001 THRU
20001 & UP

OPERATOR'S
MANUAL

REELMASTER® 223-D
Traction Unit

To understand this product, and for safety and optimum performance, read this manual before starting the engine. Pay special attention to **SAFETY INSTRUCTIONS** highlighted by this symbol.



It means **CAUTION, WARNING or DANGER** - personal safety instruction. Failure to comply with the instruction may result in personal injury.



The REELMASTER 223-D conforms to the B71.4-1984 specifications of the American National Standards Institute's safety standards for riding mowers when 65 lbs. of ballast is added to rear wheels and a rear weight kit, part no. 75-6690 is installed.



FOREWORD

This operator's manual has instructions on safety, proper set-up and operation, adjustments and maintenance. Therefore, anyone involved with the product, including the operator, should read and understand this manual. Major sections are:

- Safety Instructions
- Specifications
- Set-up Instructions
- Before Operating
- Know Your Controls
- Operating Instructions
- Maintenance
- Electrical Schematic

This manual emphasizes safety, mechanical and general product information. **DANGER**, **WARNING** and **CAUTION** identify safety messages. Whenever the triangular safety alert symbol appears, understand the safety message that follows. For complete safety instructions, read pages 4- 7. **IMPORTANT** highlights special mechanical information and **NOTE** emphasizes general product information worthy of special attention.

OPTIONAL SPARK ARRESTER

In some places a spark arrester muffler must be used because of local, state or federal regulations. The spark arrester available from your local Toro Distributor is approved by the United States Department of Agriculture and the United States Forest Service.

When the mower is used or operated on any California forest, brush or grass covered land, a properly operating spark arrester must be attached to the muffler. The operator is violating state law, Section 442 Public Resources Code if a spark arrester is not used.

Whenever you have questions or need service, contact your local authorized Toro Distributor. In addition to having a complete line of accessories and professional turf care service technicians, the distributor has a complete line of genuine TORO replacement parts to keep your machine operating properly. Keep your TORO all TORO. Buy genuine TORO parts and accessories.

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SAFETY INSTRUCTIONS

The REELMASTER 223-D was tested and certified by TORO for compliance with the B71.4-1984 specifications of the American National Standards Institute's safety standards for riding mowers when 65 lbs. of ballast is added to rear wheels and a rear weight kit, part no. 75-6690 is installed. Although hazard control and accident prevention partially are dependent upon the design and configuration of the machine, these factors are also dependent upon the awareness, concern, and proper training of the personnel involved in the operation, transport, maintenance, and storage of the machine. Improper use or maintenance of the machine can result in injury or death. To reduce the potential for injury or death, comply with the following safety instructions.

WARNING: Engine exhaust contains carbon monoxide which is an odorless, deadly poison. Carbon monoxide is also known to the State of California to cause birth defects. Do not run engine indoors or in an enclosed area.

BEFORE OPERATING

1. Read and understand the contents of this manual before starting and operating the machine. Become familiar with the controls and know how to stop the machine and engine quickly. A free replacement manual is available by sending the complete model and serial number to:

The Toro Company
8111 Lyndale Avenue South
Minneapolis, Minnesota 55420.

2. Never allow children to operate the machine. Do not allow adults to operate machine without proper instruction. Only trained operators who have read this manual should operate this machine.

3. Never operate the machine when under the influence of drugs or alcohol.

4. Keep all shields, safety devices and decals in place. If a shield, safety device or decal is defective, illegible or damaged, repair or replace it before operating the machine. Also tighten any loose nuts, bolts or screws to ensure machine is in safe operating condition.

5. Always wear substantial shoes. Do not operate machine while wearing sandals, tennis shoes, sneakers or when barefoot. Do not wear loose fitting clothing that could get caught in moving parts and possibly cause personal injury. Wearing safety glasses, safety shoes, long pants and a helmet is advisable and required by some local ordinances and insurance regulations.

6. Assure interlock switches are adjusted correctly so engine cannot be started unless traction pedal is in NEUTRAL and cutting units are DISENGAGED.

7. Remove all debris or other objects that might be picked up and thrown by the reels or fast moving components from other attached implements. Keep all bystanders away from operating area.

8. Since diesel fuel is highly flammable, handle it carefully:

- A. Use an approved fuel container.
- B. Do not remove fuel tank cap while engine is hot or running.
- C. Do not smoke while handling fuel.
- D. Fill fuel tank outdoors and only to within an inch of the top of the tank, not the filler neck. Do not overfill.
- E. Wipe up any spilled fuel.

WHILE OPERATING

9. Sit on the seat when starting and operating the machine.

10. Before starting the engine:

- A. Engage the parking brake.
- B. Make sure traction pedal is in NEUTRAL and the ENABLE / DISABLE switch is in DISABLE.
- C. After engine is started, release parking brake and keep foot off traction pedal. Machine must not move. If movement is evident, the neutral return mechanism is adjusted incorrectly; therefore, shut engine off and adjust until machine does not move when traction pedal is released.

11. Seating capacity is one person. Therefore, never carry passengers.

12. Do not run engine in a confined area without adequate ventilation. Exhaust fumes are hazardous and could possibly be deadly.

13. Check interlock switches daily for proper operation. If a switch fails, replace it before operating the machine. The interlock system is for your protection, so do not bypass it. Replace all interlock switches every two years.

14. Using the machine demands attention and to prevent loss of control:

- A. Operate only in daylight or when there is good artificial light.
- B. Drive slowly
- C. Watch for holes or other hidden hazards.
- D. Look behind machine before backing up.
- E. Do not drive close to a sand trap, ditch, creek or other hazard.
- F. Reduce speed when making sharp turns and turning on a hillside.
- G. Avoid sudden stops and starts.

15. Traverse slopes carefully. Do not start or stop suddenly when traveling uphill or downhill.



SAFETY INSTRUCTIONS

16. Operator must be skilled and trained in how to drive on hillsides. Failure to use caution on slopes or hills may cause loss of control and vehicle to tip or roll possibly resulting in personal injury or death.

17. If engine stalls or loses headway and cannot make it to the top of a slope, do not turn machine around. Always back slowly straight down the slope.

18. **DON'T TAKE AN INJURY RISK!** When a person or pet appears unexpectedly in or near the mowing area, **STOP MOWING**. Careless operation, combined with terrain angles, ricochets, or improperly positioned guards can lead to thrown object injuries. Do not resume mowing until area is cleared.

19. Do not touch engine, muffler or exhaust pipe while engine is running or soon after it is stopped. These areas could be hot enough to cause burns.

20. If cutting unit strikes a solid object or vibrates abnormally, stop immediately, turn engine off, set parking brake and wait for all motion to stop. Inspect for damage. If reel or bedknife is damaged, repair or replace it before operating. Do not attempt to free blocked cutting unit by reversing reel direction. Damage to reel may result.

21. Before getting off the seat:

- A. Move traction pedal to neutral.
- B. Set parking brake.
- C. Disengage cutting units and wait for reels to stop.
- D. Stop engine and remove key from switch.
- E. Do not park on slopes unless wheels are chocked or blocked.

MAINTENANCE

22. Before servicing or making adjustments, stop engine and remove key from the switch.

23. Make sure machine is in safe operating condition by keeping all nuts, bolts and screws tight.

24. Make sure all hydraulic line connectors are tight, and all hydraulic hoses and lines are in good condition before applying pressure to the system.

25. Keep body and hands away from pin hole leaks in hydraulic lines that eject high pressure hydraulic fluid. Use cardboard or paper to find hydraulic leaks. Hydraulic fluid escaping under pressure can penetrate skin and cause injury. Fluid accidentally injected into the skin must be surgically removed within a few hours by a doctor familiar with this form of injury or gangrene may result.

26. Before disconnecting or performing any work on the hydraulic system, all pressure in system must be relieved by stopping engine and lowering cutting units to the ground.

27. If major repairs are ever needed or assistance is desired, contact an Authorized Toro Distributor.

28. To reduce potential fire hazard, keep engine area free of excessive grease, grass, leaves and dirt. Clean protective screen on front of engine frequently.

29. **THE ASBESTOS BRAKE LININGS CONTAIN ASBESTOS FIBERS. BREATHING ASBESTOS DUST MAY BE HAZARDOUS TO YOUR HEALTH AND MAY CAUSE SERIOUS RESPIRATORY OR OTHER BODILY HARM.** For your protection:

A. Avoid creating dust.

B. Do not remove brake drum without proper equipment.

C. Do not work on brake linings without proper protective equipment.

D. Do not replace brake linings without proper protective equipment.

E. Do not attempt to sand, grind, chisel, file, hammer, or alter brake linings in any manner without proper protective equipment.

F. Follow O.S.H.A. standards for proper protective devices to be used when working with asbestos materials.

30. If engine must be running to perform maintenance or an adjustment, keep hands, feet, clothing and other parts of the body away from cutting units and other moving parts. Keep everyone away.

31. Do not overspeed the engine by changing governor setting. To assure safety and accuracy, have an Authorized Toro Distributor check maximum engine speed.

32. Shut engine off before checking or adding oil to the crankcase.

33. Disconnect battery before servicing the machine. If battery voltage is required for troubleshooting or test procedures, temporarily connect the battery.

34. At the time of manufacture, the machine conformed to the safety standards for riding mowers. To assure optimum performance and continued safety certification of the machine, use genuine Toro replacement parts and accessories. Replacement parts and accessories made by other manufacturers may result in non-conformance with the safety standards, and the warranty may be voided.



SAFETY AND INSTRUCTION DECALS

The following safety and instruction decals are affixed to the traction unit. If any decal becomes illegible or damaged, install a new decal. Part numbers are listed below and in your Parts Catalog.



ON RIGHT FENDER
(Part No. 75-0740)



IMPORTANT

THIS UNIT COMPLIES WITH ANSI B7 1.4-1984 WHEN EQUIPPED WITH REAR BALLAST PER OPERATOR'S MANUAL.

ON TOOL BOX COVER
(Part No. 62-6280)



ON LEFT FENDER
(Part No. 52-1320)

CAUTION

ASBESTOS BRAKE LININGS CONTAIN ASBESTOS FIBERS

75-0810

BREATHING ASBESTOS DUST MAY BE HAZARDOUS TO YOUR HEALTH AND MAY CAUSE SERIOUS RESPIRATORY OR OTHER BODY HARM.
AVOID CREATING DUST.
DO NOT REMOVE BRAKE DRUM WITHOUT PROPER PROTECTIVE EQUIPMENT.
DO NOT WORK ON BRAKE LININGS WITHOUT PROPER PROTECTIVE EQUIPMENT.
DO NOT REPLACE BRAKE LININGS WITHOUT PROPER PROTECTIVE EQUIPMENT.
DO NOT ATTEMPT TO SAND, GRIND, CHISEL, FILE, HAMMER OR ALTER BRAKE LININGS IN ANY MANNER WITHOUT PROPER PROTECTIVE EQUIPMENT.
PROPER PROTECTIVE EQUIPMENT INCLUDES A FACE MASK RESPIRATOR, EYE PROTECTION, GLOVES, AND FULL-BODY WORK CLOTHING.

IMPORTANT

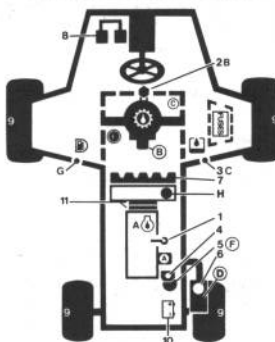
IMPROPER TOWING CAN CAUSE DAMAGE TO THIS MACHINE.

BEFORE TOWING, SEE OPERATOR'S MANUAL FOR SPECIAL INSTRUCTIONS. 75-1280

ON TOOL BOX COVER
(Part No. 75-1280)

BEHIND EACH FRONT WHEEL
(Part No. 75-0810)

REELMASTER 223-D QUICK REFERENCE AID



CHECK/SERVICE (daily)

1. Oil Level, Engine
2. Oil Level, Transmission
3. Oil Level, Hydraulic Tank
4. Coolant Level, Radiator
5. Fuel/Water Separator
6. Precleaner - Air Cleaner
7. Radiator Screen
8. Brake Function
9. Tire Pressure
10. Battery
11. Belts (Fan, Alt.)

Greasing - See Operator's Manual

FLUID SPECIFICATIONS/CHANGE INTERVALS

See operator's manual for initial changes.	FLUID TYPE	CAPACITY	CHANGE INTERVAL	FILTER	FILTER PART NO.
A. ENGINE OIL	SAE 10W-30 CD	3.9 QTS.	50 HRS.	100 HRS.	67-4330
B. TRANSMISSION OIL	SAE 10W-30 CD	5 QTS.*	750 HRS.	750 HRS.	75-1330
C. HYD CIRCUIT OIL	Mobil DTE 26	8.5 GALS.*	750 HRS.	SEE INDICATOR	75-1310
D. AIR CLEANER			400 HRS.		27-7110
E. FUEL PUMP			400 HRS.		43-2550
F. WATER SEPARATOR			400 HRS.		63-8300
G. FUEL TANK	NO. 2-Diesel	10 GALS.	Drain and flush.	2 yrs.	
H. COOLANT	50/50 Ethylene glycol/water	7 QTS.	Drain and flush.	2 yrs.	

*including filter

75-0730

IN TOOL BOX
(Part No. 75-0730)

DANGER

Reels may stall while backlapping. DO NOT ATTEMPT TO RESTART REELS BY HAND OR ADJUST WHILE BACKLAPPING. Set speed control to position 11 to start reels; set to position 1 for backlapping. See operator's manual for complete instructions.

75-6830

ON UNDERSIDE OF SEAT PLATE
(Part No. 75-6830)

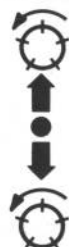
IMPORTANT

Use correct fuses. Wrong fuses can cause damage to controller and void warranty.

75-0690

BACKLAP SOL S4 5A	SOL S5 5A	SOL S7 5A
SOL S1 5A	SOL S2 5A	SOL S3, S6 5A
CONTROLLER POWER 2 20A	START RELAY 5A	RUN SOL ALT 5A
CONTROLLER POWER 1 10A	GLOW RELAY 5A	IGNITION SWITCH 5A

INSIDE CONTROL BOX
(Part No. 75-0690)



REAR

OFF

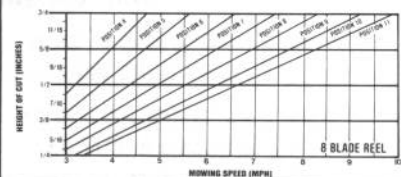
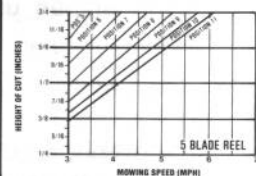
FRONT

BACKLAP

75-0750

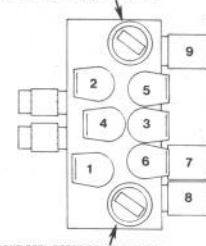
ON BACKLAP BRACKET
(Part No. 75-0750)

REEL SPEED SETTINGS



MOWING SPEED IS SUBJECT TO TURF CONDITIONS. SEE OPERATOR'S MANUAL FOR REEL SPEED SETTING INSTRUCTIONS.

REAR REEL SPEED CONTROL KNOB



SOLENOID WIRE IDENTIFICATION

Solenoid	Power Wire Color
1	Orange/Black
2	Orange/White
3	Orange/Blue
4	Yellow/Black
5	Yellow/White
6	Orange/Blue
7	Yellow/Blue
8	Brown/Red
9	Brown/White

SEE OPERATOR'S MANUAL FOR SOLENOID FUNCTION INFORMATION AND TEST PORT USAGE.

FRONT REEL SPEED CONTROL KNOB

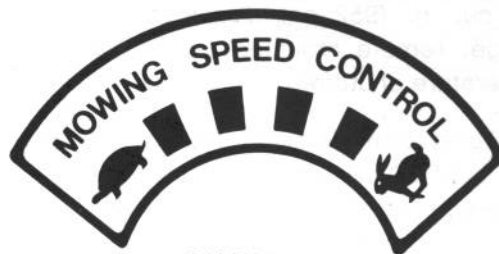
UNDER SEAT PLATE
(Part No. 75-0760)



SAFETY AND INSTRUCTION DECALS

DO NOT STEP

ON LIFT ARMS
(Part No. 36-3400)



ON TOWER
(Part No. 75-6710)

WARNING

SPRING LOADED MECHANISM
SEE OPERATOR'S MANUAL
FOR DISASSEMBLY PROCEDURE.

ON EACH LIFT ARM
(Part No. 55-4300)



ECCENTRIC BOLT—
SEE OPERATORS MANUAL
FOR INSTRUCTIONS. 77-0490

ON FRAME
(Part No. 77-0490)



6-7.5 KG-M

45-55 FT-LBS

76-8730

ON FRONT WHEEL RIMS
(Part No. 76-8730)



DANGER



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

ON EACH CUTTING UNIT CARRIER FRAME
(Part No. 67-7960)



WARNING



77-3100

ON FAN SHROUD
(Part No. 76-8750)

NO RIDERS

75-5190

ON FENDERS
(Part No. 75-5190)



CAUTION

DO NOT USE 67-1700
STARTING FLUID.

ON AIR CLEANER
(Part No. 67-1700)



DANGER



TO MINIMIZE THE RISK OF PERSONAL INJURY OR DEATH
COMPLY WITH THE FOLLOWING SAFETY INSTRUCTIONS.

READ AND UNDERSTAND OPERATORS MANUAL
BEFORE OPERATING THIS MACHINE.

- LOS OPERADORES DEBEN ESTAR MUY BIEN CAPACITADOS EN UNA OPERACION SEGURA.
- **USE EXTREME CAUTION ON HILLS AND SLOPES.**
- ALWAYS USE SEAT BELT AND ROPS TOGETHER AND HAVE SEAT ANCHORED TO SEAT BASE FRAME.
- CUTTING UNITS MUST BE LOWERED WHEN GOING DOWN SLOPES FOR STEERING CONTROL.
- OPERATOR MUST BE SKILLED AND TRAINED IN SLOPE OPERATION.
- KEEP ALL GUARDS IN PLACE.
- KEEP PEOPLE AND PETS AWAY FROM MACHINE.
- STOP ENGINE BEFORE ADDING FUEL OR SERVICING MACHINE.
- CHECK OPERATION OF ALL INTERLOCK DEVICES DAILY.
- BEFORE LEAVING OPERATOR'S POSITION — SET PARKING BRAKE — TURN OFF ENGINE — REMOVE KEY.
- BEFORE BACKLAPPING SEE OPERATOR'S MANUAL FOR INSTRUCTIONS.

75-7540

ON TOOL BOX
(Part No. 75-7540)

SPECIFICATIONS

Engine: Mitsubishi three cylinder, liquid cooled diesel engine. 23.0 hp @ governed maximum rpm of 3200. 58.1 cu. in. (952 cc) displacement. Heavy duty, 3-stage, remote mounted air cleaner. High water temperature shutdown switch.

Cooling System: Radiator capacity is approximately 6 qts. of 50/50 mixture of ethylene glycol anti-freeze. Remote mounted 1 qt. expansion tank. A two speed fan drive controls air flow from fan.

Fuel System: Fuel tank capacity is 10 gal. of #2 diesel fuel. 12 volt, electric fuel pump is mounted on frame with replaceable fuel filter. Equipped with a fuel filter/water separator to capture water in the fuel.

Traction System: Foot pedal controls forward/reverse ground speed. Ground speed: 0-10 m.p.h forward and 0-4 reverse. Hydrostatic transmission mounted directly on a 20.9:1 ratio axle. Axle/reservoir capacity is 5 qts.. Replaceable filter mounted directly on transmission housing.

Cutting Unit Drive System: Hydraulic reel motors feature quick disconnects to ease removal/installation on cutting units. Hydraulic fluid reservoir capacity is 8.5 gal. System protected by a filter assembly with service indicator.

Seat: Deluxe high back seat with adjustable fore and aft travel, weight and height. Tool box at left side of seat.

Steering System: Power steering with dedicated power source.

Tires: Two rear steering tires: 18x8.50-8, tubeless, 4-ply rating. Two front traction drive tires: 26x12.00-12 tubeless, 4-ply rating. Recommended tire pressure for front and rear tires is 10-15 psi.

Brakes: Individual drum type wheel brakes on front traction wheels. Brakes controlled by individual pedals operated by the left foot. Hydrostatic braking through traction drive.

Electrical System: Automotive type electrical system. 12 volt, maintenance free battery with 530 cold cranking Amps @ 0 degrees F. and 85 minute reserve capacity @ 85 degrees F. 40 amp alternator with I.C. regulator/rectifier. Seat switch, reel and traction interlock switches. An electronic controller monitors and controls safety and operational functions.

Controls: Foot operated traction and brake pedals. Hand operated throttle, traction speed control lever, parking brake lock, ignition switch with automatic pre-heat cycle, single joy stick control for cutting unit on/off and lift/lower. Cutting unit backlap switch and reel speed controls located under operator seat.

Gauges: Hour meter, speedometer, fuel gauge, temperature gauge. 4 warning lamps: oil pressure, water temperature, amps and glow plug.

General Specifications (approx.):

<u>Width-of-Cut :</u>	95 in.
<u>Overall Width:</u>	
Transport	87 in.
Outside of tires	82 in.
<u>Overall Length:</u>	
Without grass baskets:	103.5 in.
With grass baskets:	116 in.
<u>Height:</u>	56 in.
<u>Recommended Height-of-Cut:</u>	
5 Blade Cutting Unit:	1/2 - 3/4 in.
8 Blade Cutting Unit:	1/4 - 5/8 in.
<u>Weight:</u>	2200 lbs.
(with 8 Blade Cutting Units, baskets & full fluid levels)	

Optional Equipment

5 Blade Cutting Unit, Model No. 03505
 8 Blade Cutting Unit, Model No. 03508
 Rear Weight Kit, Part No. 75-6690
 Rear Roller Scraper Kit, Model No. 03512
 Traction Tires (Turf Tread), Model No. 03514
 Armrest Kit, Model No. 30707
 4 Post ROPS, Available from your Toro Distributor

LOOSE PARTS CHART

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

DESCRIPTION	QTY.	USE
Nuts	10	Mount front wheels.
Steering wheel	1	Install Steering Wheel
Foam Seal	1	
Nut	1	
Screw	1	
Cap	1	
Manual tube	1	Install on right underside of seat
Tube Cap	1	
R-Clamp	2	
Screw	5	Mount Cutting Units
Flat Washer	5	
Thrust Washer	5	
Lock Washer	5	
Capscrew 5/16 x 1.75	5	Mount Baskets on Carrier Frames
Lock Washer 5/16	10	
Flat Washer .344 x .875	10	
Torsion Spring - LH	2	
Torsion Spring - RH	3	
Basket Collar	5	
Basket Bracket	5	
Roll Pin	5	
Basket Guide	5	
Capscrew 5/16 x .5	5	
Cutting Unit Baskets	5	
Long Handle Brush	1	Use for Backlap Operation
Gauge Bar	1	Use to Set Height-of-Cut
Screw #10 - 32	1	
Nut #10 - 32	1	
Hydraulic Filter	1	
Operator's Manual (Traction Unit)	2	Read before operating machine.
Parts Catalog	1	
Registration Card	1	Fill out and return to Toro

Specifications and design subject to change without notice.

SET-UP INSTRUCTIONS

INSTALL FRONT WHEELS

1. Mount wheels and torque nuts to 45-55 ft-lb.

INSTALL STEERING WHEEL (Fig. 1)

1. Remove jam nut from steering shaft. Slide foam seal and steering wheel onto steering shaft.
2. Secure steering wheel to shaft with jam nut and tighten it to 10-15 ft-lb.
3. Install cap to steering wheel with screw.

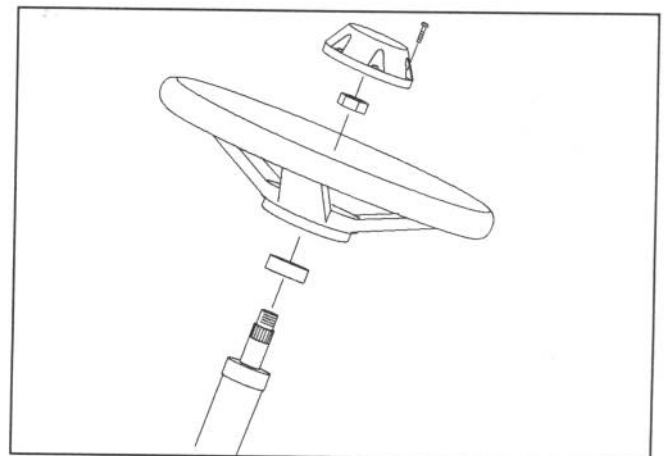


Figure 1

- | | |
|-------------------|--------------|
| 1. Steering Wheel | 4. Screw |
| 2. Jam Nut | 5. Foam Seal |
| 3. Cap | |

SET-UP INSTRUCTIONS

INSTALL SEAT (Fig. 2)

1. Assemble seat suspension to the seat base with (4) capscrews, flatwasher and locknuts. Install an R-clamp over left front and left rear capscrews of seat and install and tighten locknuts to secure all (4) locations. Install manual tube into R-clamps, insert manual into tube and place cap over tube end.

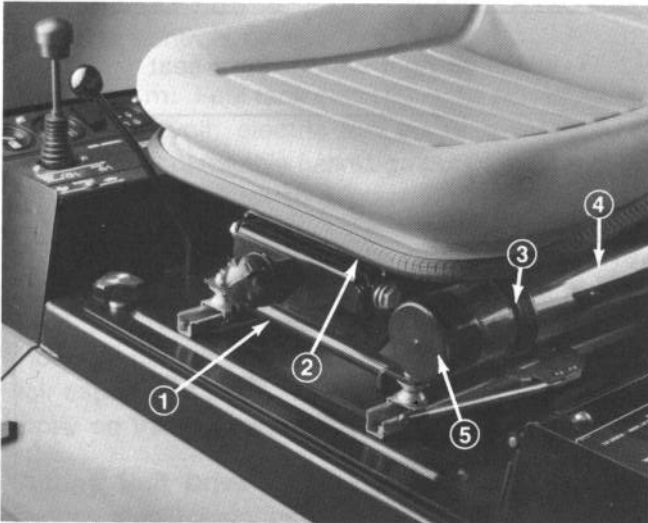


Figure 2

- | | |
|--------------------|----------------|
| 1. Seat Suspension | 4. Manual Tube |
| 2. Seat Base | 5. Cap |
| 3. R-Clamp | |

CONNECT BATTERY (Fig. 3)



WARNING

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

1. Open hood.
2. Ensure battery is securely fastened in place and check battery charge with a hydrometer. If battery needs charging, be sure at least one battery cable, preferable the positive (+) cable, is disconnected from the battery before connecting the charger.
3. Slide the red, positive battery cable onto the positive battery post and tighten nut securely.
4. Slide the black, negative battery cable onto the negative battery post and tighten nut securely.

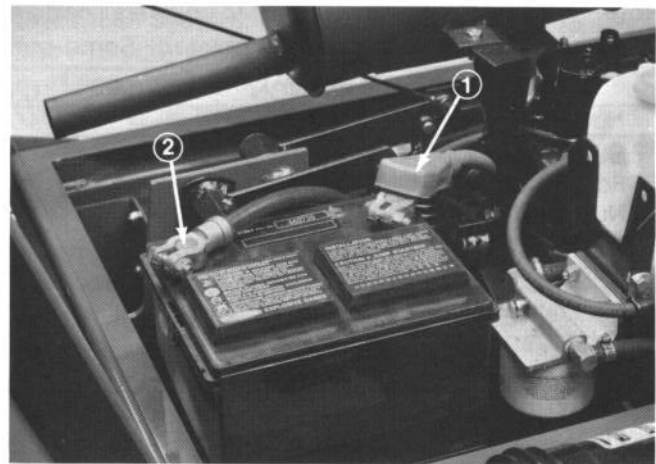


Figure 3

1. Positive Battery Cable
2. Negative Battery Cable



CAUTION

Wear safety goggles and rubber gloves when working with electrolyte. Charge the battery in a well ventilated area so gases produced while charging can dissipate. Since the gases are explosive, keep open flame and electrical spark away from the battery; do not smoke. Nausea may result if the gases are inhaled. Unplug charger from electrical outlet before connecting to, or disconnecting charger leads from battery posts.

5. Coat both battery connections with Grafo 112X (skin over) grease, Toro Part No. 505-47, petroleum jelly or light grease to prevent corrosion and slide rubber boot over positive terminal.

6. Close hood.

CHECK TIRE PRESSURE

The tires are over-inflated for shipping. Therefore, release some of the air to reduce the pressure. Correct air pressure in the front and rear tires is 10-15 psi.

IMPORTANT: Maintain even pressure in all tires to assure uniform contact with turf.

SET-UP INSTRUCTIONS

INSTALL CUTTING UNITS (Fig. 4-11)

1. Remove cutting units from cartons. Assemble and adjust per the Operator's Manual for the cutting unit.
2. Using chart below (Fig. 4) determine the locations at which basket guides or basket brackets must be mounted to cutting unit carrier frames.

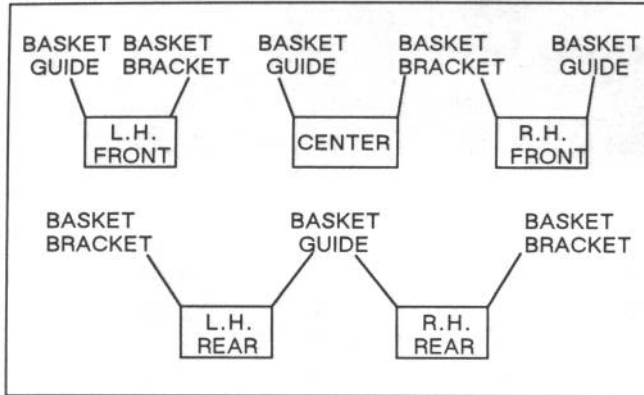


Figure 4

3. Mount a basket guide (Fig. 5) to the appropriate side of each cutting unit carrier frame (see figure 4) with a capscrew (5/16 x 1-3/4" lg.), flatwasher and lockwasher as shown in figure 5.

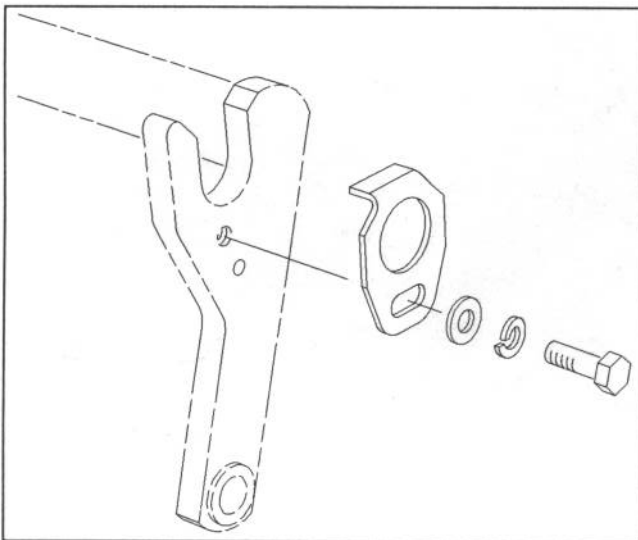


Figure 5

- | | |
|------------------|----------------|
| 1. Carrier Frame | 4. Lock washer |
| 2. Basket Guide | 5. Capscrew |
| 3. Flat washer | |

4. Install a roll pin (Fig. 6) into hole in appropriate side of each cutting unit carrier frame (Fig. 4).

5. On the same side of carrier frame as roll pin is installed, mount a basket bracket with capscrew (5/16 x 1-3/4" lg.), lockwasher, flatwasher, torsion spring, basket collar as shown in figure 6. Torsion springs are different for L.H. and R.H. sides of carrier frames. Three are (2) L.H. and (3) R.H. springs. Longer leg of spring is to be positioned forward as shown in Fig. 7.

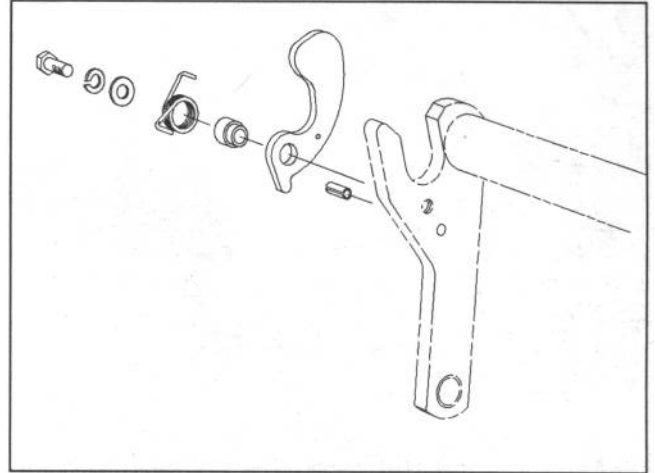


Figure 6

- | | |
|-------------------|-------------------|
| 1. Carrier Frame | 5. Torsion Spring |
| 2. Roll pin | 6. Flatwasher |
| 3. Basket Bracket | 7. Lockwasher |
| 4. Basket Collar | 8. Capscrew |

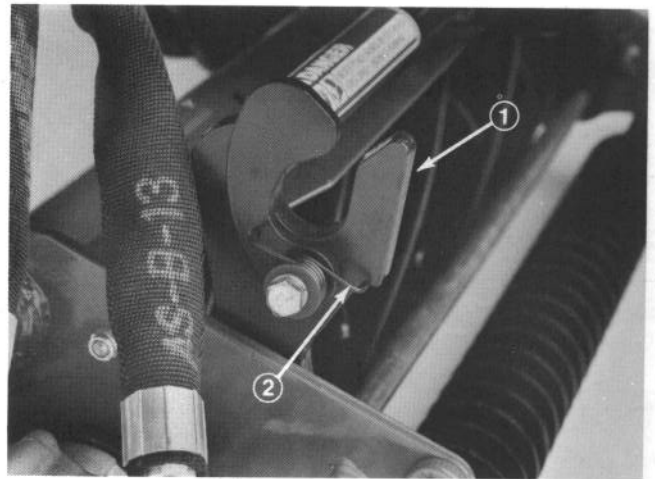


Figure 7

- | |
|-------------------|
| 1. Basket Bracket |
| 2. Torsion Spring |

6. Align the mounting shaft of the cutting unit with the pivot tube on the carrier frame. Insert the shaft into the tube (Fig. 8).
7. Secure shaft in pivot tube with a thrust washer, flatwasher, lockwasher and capscrew.

SET-UP INSTRUCTIONS

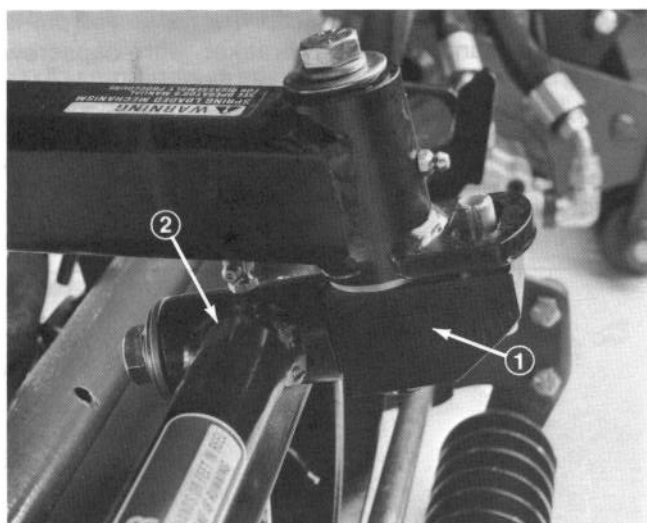


Figure 8

- 1. Cutting Unit Mounting Shaft
- 2. Carrier Frame Pivot Tube

8. Assemble the mounting nuts for the reel drive motor to each cutting unit (Fig. 9). Leave approximately 1/2" of threads exposed on each mounting stud.

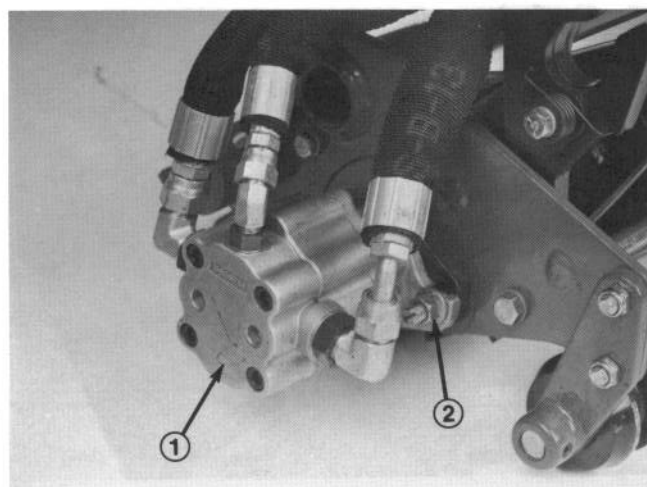


Figure 9

- 1. Reel Drive Motor
- 2. Mounting Nuts

9. Coat the spline shaft of the motor with clean grease and install the motor by rotating the motor clockwise so the motor flanges clear the studs. Rotate the motor counterclockwise until the flanges encircle the studs and tighten the mounting nuts. Ensure the washers are against the nuts.

10. Detach chain from lift arm and secure it to cross tube on each rear cutting unit with a capscrew, flat-washer and locknut.

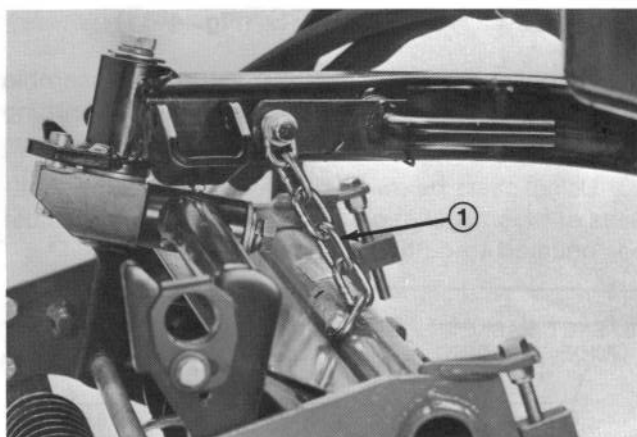


Figure 10

- 1. Lock Up Chain

Important: Make sure all hydraulic hoses are routed away from cutting unit so when cutting unit pivots excessive rubbing does not occur.

11. Check adjustment of lock-up rollers. When properly adjusted, they will contact the lock-up levers on rear lift arms and support the cutting units when fully raised. The cutting units should have approximately 3/8" – 5/8" vertical travel measured at the rear roller.

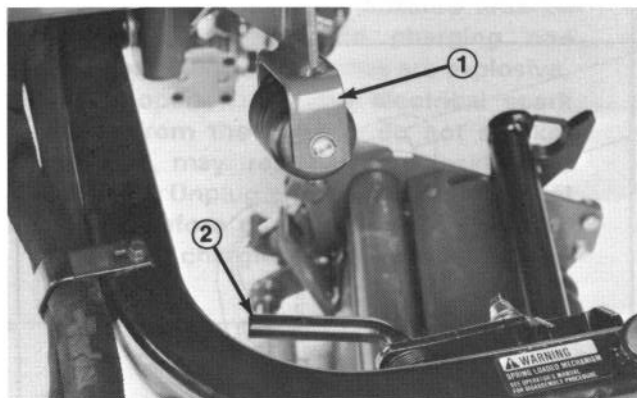


Figure 11

- 1. Lock-up Rollers
- 2. Lock-up Levers

12. Mount a basket to each cutting unit carrier frame by inserting basket mounting pin into basket bracket and depressing opposite mounting pin into pivoting bracket.

REAR BALLAST

This unit complies with the ANSI B71.4-1984 Standard when rear weight kit, Part no. 75-6690, is installed and 65 lbs. of calcium chloride ballast is added to rear wheels.

IMPORTANT: If a puncture occurs in a tire with calcium chloride, remove unit from turf area as quickly as possible. To prevent possible damage to turf, immediately soak affected area with water.

BEFORE OPERATING

CHECK ENGINE OIL (Fig. 12-13)

1. Park machine on a level surface. Open hood.
3. Remove dipstick, wipe clean and reinstall dipstick. Remove dipstick and check oil level on dipstick; Oil level should be up to FULL mark.

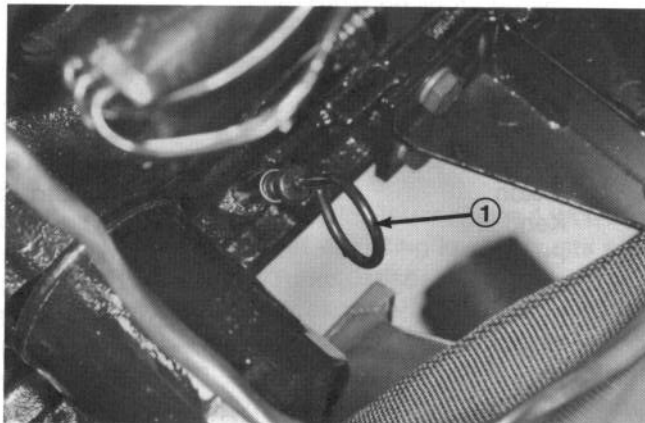


Figure 12
1. Dipstick

4. If oil is below FULL mark, remove fill cap and add SAE 10W-30 CD classification oil until level reaches FULL mark on dipstick. DO NOT OVERFILL. Crank-case capacity is 3.9 qt. with filter.

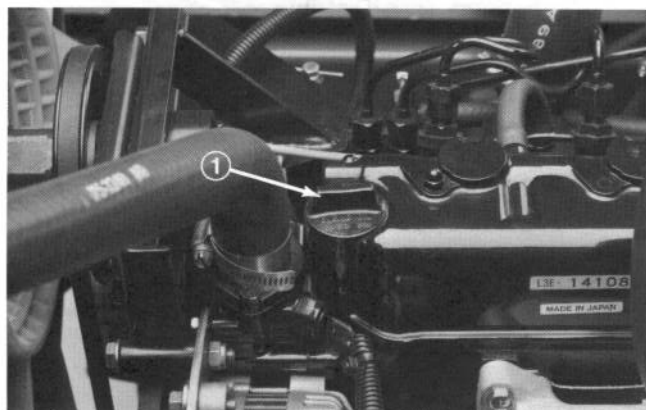


Figure 13
1. Oil Fill Cap

5. Install oil fill cap and close hood.

CHECK COOLING SYSTEM (Fig. 14)

Clean debris off screen, oil cooler and front of radiator daily, more often if conditions are extremely dusty and dirty; refer to section on Engine Cooling System.

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



CAUTION

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

1. Check level of coolant in expansion tank. Coolant level should be between the marks on side of tank.

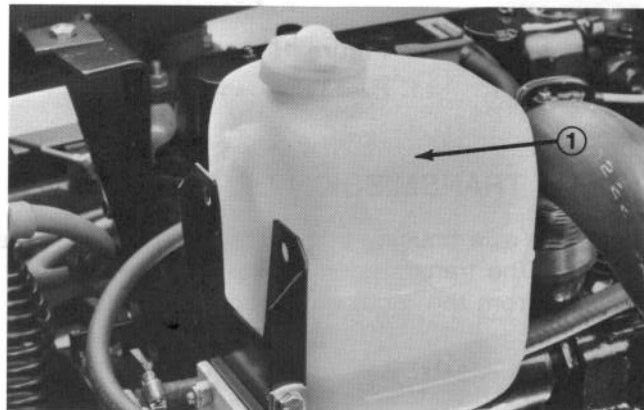


Figure 14
1. Expansion Tank

2. If coolant level is low, remove expansion tank cap and replenish the system. DO NOT OVERFILL.
3. Install expansion tank cap.

FILL FUEL TANK (Fig. 15)

1. Remove fuel tank cap.
2. Fill tank to about one inch below top tank, not filler neck with No. 2 diesel fuel. Then install cap.



DANGER

Because diesel fuel is flammable, use caution when storing or handling it. Do not smoke while filling the fuel tank. Do not fill fuel tank while engine is running, hot, or when machine is in an enclosed area. Always fill fuel tank outside and wipe up any spilled diesel fuel before starting the engine. Store fuel in a clean, safety-approved container and keep cap in place. Use diesel fuel for the engine only; not for any other purpose.

BEFORE OPERATING

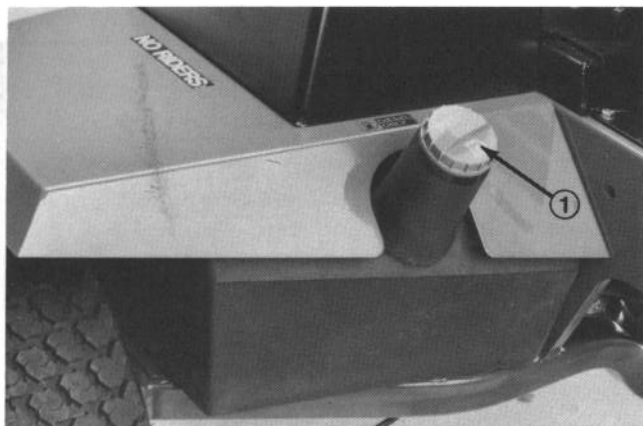


Figure 15
1. Fuel Tank Cap

CHECK TRANSMISSION OIL (Fig. 16)

The front axle housing acts as the reservoir for the system. The transmission and axle housing are shipped from the factory with approximately 5 quarts of SAE 10W-30 engine oil. However, check level of transmission oil before engine is first started and daily thereafter.

1. Position machine on a level surface, lower the cutting units and stop the engine.
2. Unscrew dipstick cap from the transmission filler neck and wipe it with a clean rag. Screw dipstick into filler neck. Remove the dipstick and check level of oil. If level is not within 1/2 inch from the groove in the dipstick, add enough oil to raise level to groove mark. DO NOT OVERFILL by more than 1/4 inch above groove.

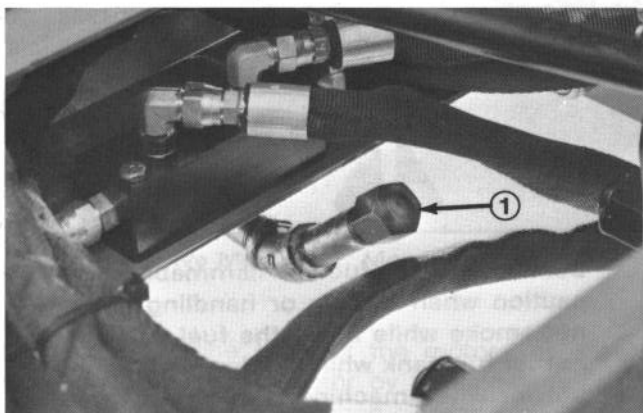


Figure 16
1. Transmission Dipstick Cap

3. Screw dipstick filler cap finger-tight onto filler neck. It is not necessary to tighten cap with a wrench.

CHECK HYDRAULIC OIL (Fig. 17)

The hydraulic system driving the reels is designed to operate on Mobil DTE 26 or equivalent anti-wear hydraulic fluid. The machine's reservoir is filled at the factory with approximately 8.5 gallons of fluid. However, check level of hydraulic fluid before engine is first started and daily thereafter.

Hydraulic Oil (Recommended brands):

Mobil	DTE 26
Shell	Tellus 68
Amoco	Rykon Oil 68
Conoco	Super Hydraulic Oil 68
Exxon	Nuto 68
Kendall	Kenoil R&O AW 68
Pennzoil	Penreco 68
Phillips	Magnus A 68
Standard	Energol HLP 68
Sun	Sunvis 831 WR
Union	Unax AW 68
Chevron	AW Hydraulic Oil 68

Note: All are interchangeable.

IMPORTANT: Use only hydraulic oils specified. Other fluids could cause system damage.

Note: A red dye additive for the hydraulic system oil is available in 2/3 oz. bottles. One bottle is sufficient for 4-6 gal. of hydraulic oil. Order Part No. 44-2500 from your Authorized Toro Distributor

1. Position machine on a level surface, lower the cutting units and stop the engine.
2. Clean area around filler neck and cap of hydraulic tank. Remove cap from filler neck.

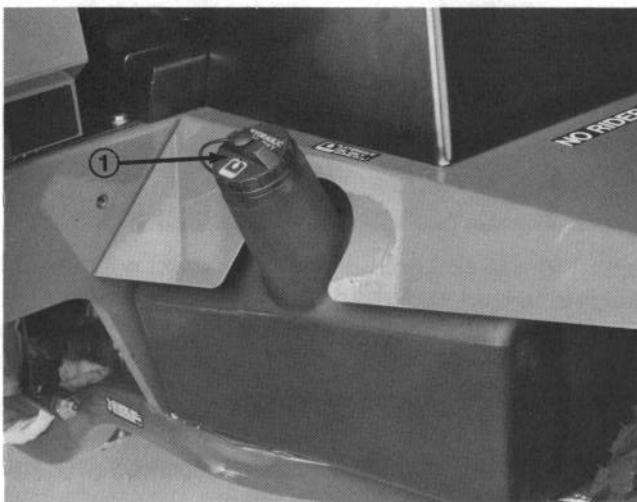


Figure 17
1. Hydraulic Tank Cap

3. Remove dipstick from filler neck and wipe it with a clean rag. Insert dipstick into filler neck; then remove it and check level of fluid. Fluid level should be within 1/4 inch of mark on dipstick.

BEFORE OPERATING

4. If level is low, add Mobil DTE 26 or equivalent fluid to raise level to full mark.
5. Install dipstick and cap onto filler neck.

CHECK REEL TO BEDKNIFE CONTACT

Each day before operating, check reel to bedknife contact, regardless if quality of cut had previously been acceptable. There must be light contact across the full length of the reel and bedknife (refer to Adjusting Reel to Bedknife in Cutting Unit Operator's Manual).

KNOW YOUR CONTROLS

Seat (Fig. 18) – Seat adjusting lever allows 4 inch fore and aft adjustment. Seat adjusting knob adjusts seat for operators weight. To adjust seat fore and aft, pull lever on left side of seat assembly outward. After moving seat to desired location, release lever to lock seat into position. To adjust for operators weight, turn spring tension knob; clockwise to increase tension, counterclockwise to decrease spring tension

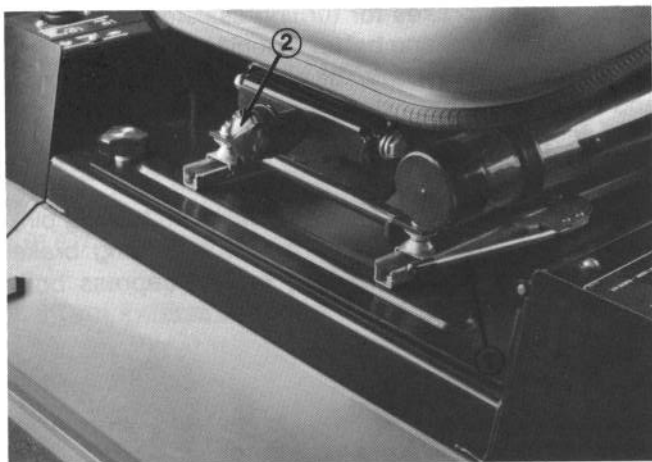


Figure 18

1. Seat Adjusting Lever
2. Seat Adjusting Knob

Traction Pedal (Fig. 19) – Controls forward and reverse operation. Depress top of pedal to move forward and bottom to move backward. Ground speed depends on how far pedal is depressed. For no load, maximum ground speed, fully depress pedal while throttle is in FAST.

To stop, reduce foot pressure on traction pedal and allow it to return to center position.

Traction Speed Limiter (Fig. 19) – Preset this lever to limit the amount the traction pedal can be depressed in the forward direction to maintain a constant mowing speed.

CHECK TORQUE OF WHEEL NUTS



WARNING

Tighten wheel nuts to 45-55 ft-lb after 1-4 hours of operation and again after 10 hours of operation and every 250 hours thereafter. Failure to maintain proper torque could result in failure or loss of wheel which may result in personal injury.

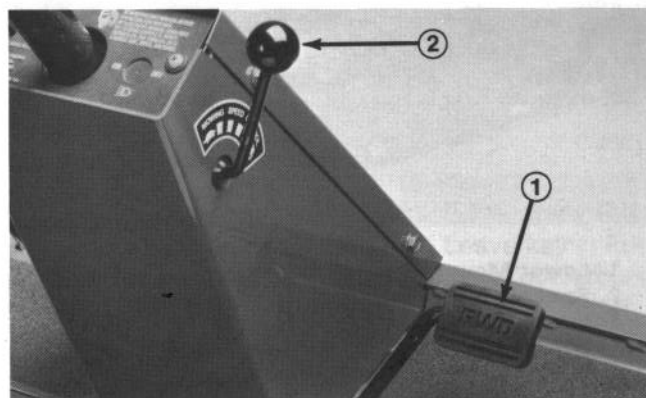


Figure 19

1. Traction Pedal
2. Traction Speed Limiter

Lower Mow / Raise Control Lever (Fig. 20) – The lever raises and lowers the cutting units and also starts and stops the reels.

Speedometer (Fig. 20) – Indicates ground speed at which machine is traveling.

Fuel Gauge (Fig. 20) – Shows amount of fuel in tank.

Hour Meter (Fig. 20) – Shows total hours that machine has been operated.

Engine Oil Pressure Warning Light (Fig. 20) – Indicates dangerously low engine oil pressure.

Engine Coolant Temperature Warning Light (Fig. 20) – The light illuminates and engine shuts down when coolant reaches a dangerously high temperature.

Glow Plug Indicator Light (Fig. 20) – When lit, indicates glow plugs are on.

Charge Indicator (Fig. 20) – Illuminates when system charging circuit malfunctions.

Key Switch (Fig. 20) – Three positions: OFF, ON / Preheat and START.

KNOW YOUR CONTROLS

Throttle Control (Fig. 20) – Move control forward to increase engine speed, rearward to decrease speed.

Enable / Disable Switch (Fig. 20) –Used in conjunction with lower mow / raise control lever to operate reels.

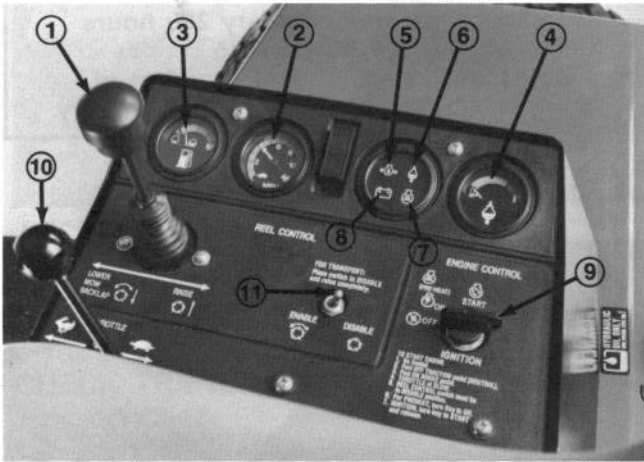


Figure 20

1. Lower Mow / Raise Control Lever
2. Speedometer
3. Fuel Gauge
4. Engine Coolant Temperature Gauge
5. Engine Oil Pressure Warning Light
6. Engine Coolant Temperature Warning Light
7. Glow Plug Indicator Light
8. Charge Indicator
9. Key Switch
10. Throttle Control
11. Enable / Disable switch
12. Hour Meter (Under Control Panel)

Backlap Switch (Fig. 21) – Used in conjunction with lower mow / raise control lever for backlapping operation. Refer to Cutting Unit Maintenance, Backlapping.

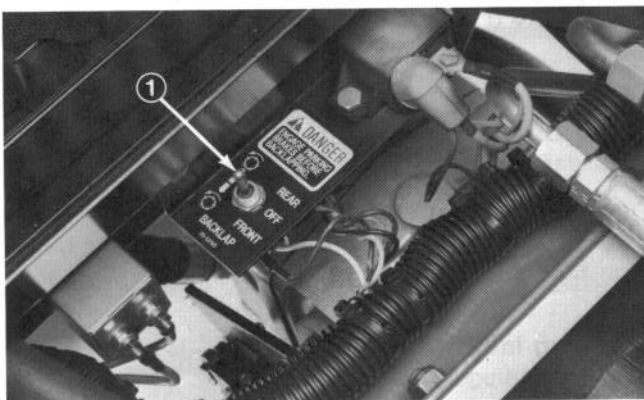


Figure 21

1. Backlap Switch

Reel Speed Control (Fig. 22) – Controls RPM of front and rear cutting units. #1 position is for backlapping. Remaining settings are for mowing operations. See section in manual for operating instructions.

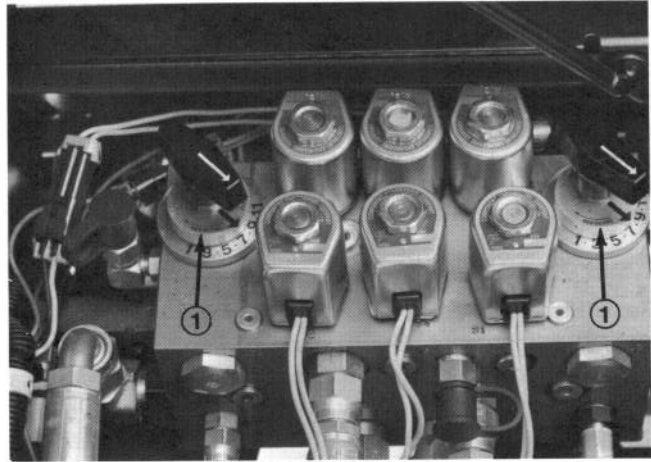


Figure 22

1. Reel Speed Control

Brake Pedals (Fig. 23) – Two foot pedals operate individual wheel brakes for turning assistance, parking and to aid in obtaining better sidehill traction. Locking pin connects the pedals for parking brake operation and transport.

Parking Brake Latch (Fig. 23) – A knob on the left side of console actuates parking brake lock. To engage parking brake, connect pedals with locking pin, push down on both pedals and pull parking brake latch out. To release parking brake, depress both pedals until parking brake latch retracts.

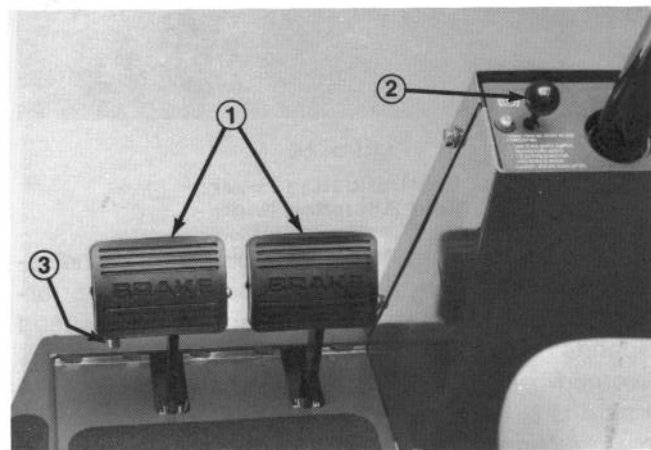


Figure 23

1. Brake Pedals
2. Parking Brake Latch
3. Locking Pin

OPERATING INSTRUCTIONS



CAUTION

Before servicing or making adjustments to the machine, stop engine and remove key from the switch.

STARTING AND STOPPING

IMPORTANT: The fuel system must be bled if any of the following situations have occurred.

- A. Initial start up of a new machine.
- B. Engine has ceased running due to lack of fuel.
- C. Maintenance has been performed upon fuel system components; i.e., filter replaced, separator serviced, etc.

Refer to Bleeding The Fuel System

1. Sit on the seat, keep foot off traction pedal. Assure parking brake is engaged, traction pedal is in NEUTRAL, throttle is in SLOW position and the ENABLE / DISABLE switch is in the DISABLE position.
2. Turn ignition switch to ON / Preheat position. An automatic timer will control preheat for 15 seconds. After preheat, turn key to START position. CRANK ENGINE FOR NO LONGER THAN 15 SECONDS. Release key when engine starts. If additional preheat is required, turn key to OFF position then to ON / preheat position. Repeat process as required.
3. Run engine at idle speed or partial throttle until engine warms up.
4. To stop, move all controls to NEUTRAL and set parking brake. Return throttle to the idle position, turn key to OFF and remove it from switch.

BLEEDING FUEL SYSTEM (Fig. 24 & 25)

1. Raise hood over engine.
2. Loosen air bleed screw on top of fuel filter/water separator (Fig. 24).

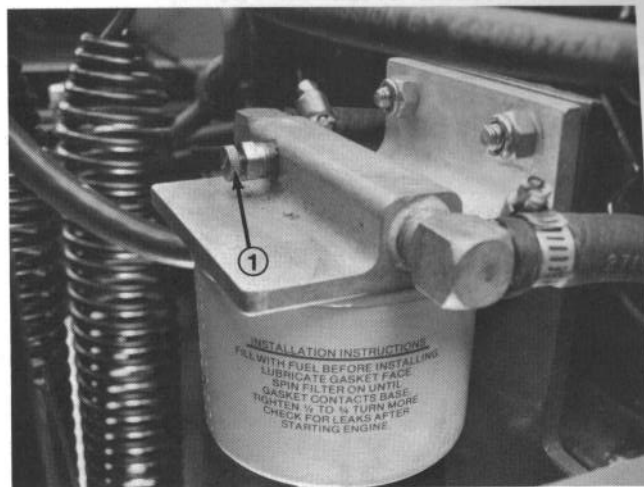


Figure 24

1. Air bleed screw

3. Turn key in ignition switch to the RUN position. Electric fuel pump will begin operation, thereby forcing air out around air bleed screw. Leave key in RUN position until solid stream of fuel flows out around screw. Tighten screw and turn key to OFF.

4. Open the air bleed screw on the fuel injection pump (Fig. 25) with a 10 mm wrench.

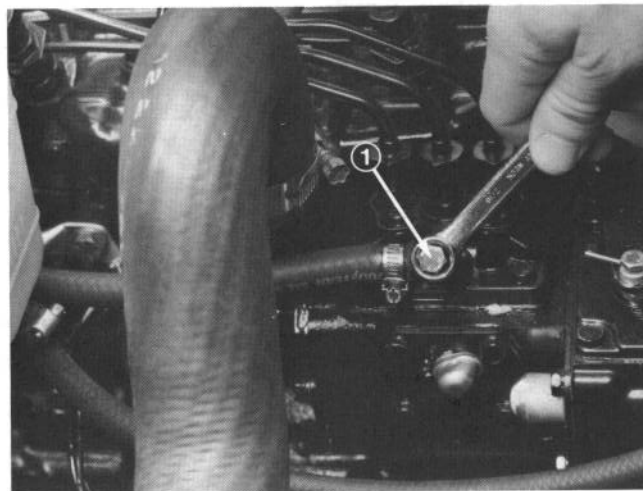


Figure 25

1. Fuel injection pump bleed screw

5. Turn key in ignition switch to the RUN position. Electric fuel pump will begin operation, thereby forcing air out around air bleed screw on fuel injection pump. Leave key in RUN position until solid stream of fuel flows out around the screw. Tighten screw and turn key to OFF.

Note: Normally, engine should start after above bleeding procedures are followed. However, if engine does not start, air may be trapped between injection pump and injectors; refer to Bleeding Air From Injectors.

OPERATING INSTRUCTIONS

SETTING REEL SPEED

To achieve a consistent, high quality-of-cut and a uniform after cut appearance, it is important that the reel speed controls (located under seat) be correctly set.

Adjust the reel speed controls as follows:

1. Select the height-of-cut at which the cutting units are set.

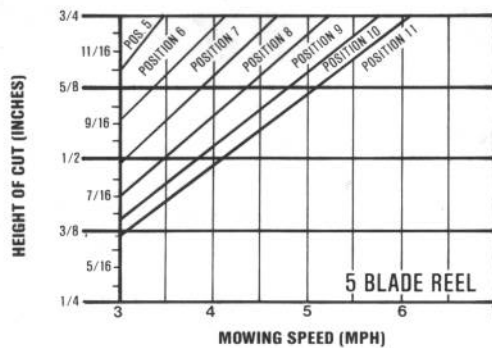
2. Choose the desired ground speed best suited for conditions.

3. Using the appropriate graph (See graph below) for 5 blade or 8 blade cutting units, determine the proper reel speed setting.

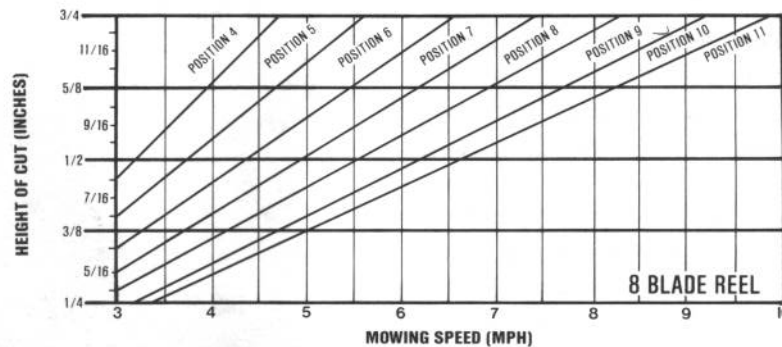
4. To set reel speed, rotate knobs (Fig. 22) until indicator arrows are in line with the number designating desired setting.

Note: Reel speed can be increased or decreased to compensate for turf conditions.

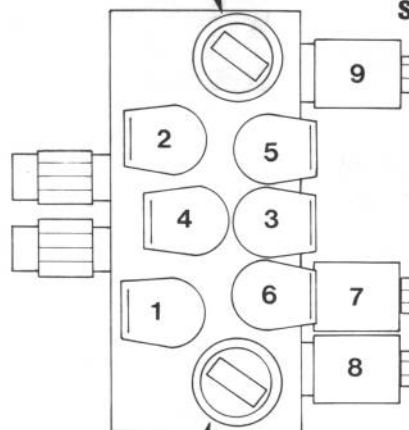
REEL SPEED SETTINGS



MOWING SPEED IS SUBJECT TO TURF CONDITIONS. SEE OPERATOR'S MANUAL FOR REEL SPEED SETTING INSTRUCTIONS.



REAR REEL SPEED CONTROL KNOB



FRONT REEL SPEED CONTROL KNOB

SOLENOID WIRE IDENTIFICATION

Solenoid	Power Wire Color
1	Orange/Black
2	Orange/White
3	Orange/Blue
4	Yellow/Black
5	Yellow/White
6	Orange/Blue
7	Yellow/Blue
8	Brown/Red
9	Brown/White

SEE OPERATOR'S MANUAL FOR SOLENOID FUNCTION INFORMATION AND TEST PORT USAGE.

75-0760

OPERATING INSTRUCTIONS

ADJUSTING LIFT ARM DOWN PRESSURE

(Fig. 26)

The down pressure spring on each cutting unit lift arm can be adjusted to compensate for different turf conditions. Increased down pressure will help keep the cutting units on the ground when mowing at higher speeds and helps maintain a uniform height-of-cut in rough conditions or in areas of thatch build up. Each down pressure spring may be adjusted to one of four settings. Each increment increases or decreases down pressure on cutting unit by 8 lbs.

1. Position machine on a level surface, lower the cutting units, stop the engine, engage the parking brakes and remove key from ignition switch.
2. Remove floor plate in front of seat and open the hood to gain access to all (5) springs.



CAUTION

Springs are under tension, use caution when adjusting.

3. Place an open end wrench on the hex shaft of the spring bracket.

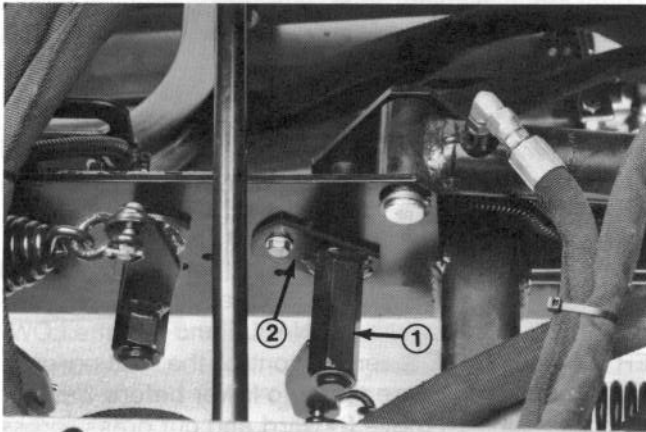


Figure 26

1. Spring Bracket Hex Shaft
2. Retaining Bracket

4. Remove the capscrew and locknut securing retaining bracket, while rotating hex shaft to relieve spring tension.
5. Move spring bracket to desired location and install capscrew and locknut, while rotating hex shaft to relieve spring tension.

TOWING TRACTION UNIT (Fig. 27 & 28)

If it becomes necessary to tow the machine, tow it forward only and at a speed no greater than 10 mph.

Note: If these towing limits are exceeded, severe damage to the hydrostatic transmission may occur.

To Tow a disabled machine:

1. Loosen and remove capscrews securing the drive shaft to the engine drive coupler. Loosen capscrews clamping drive shaft to transmission (Fig. 27). Remove drive shaft.

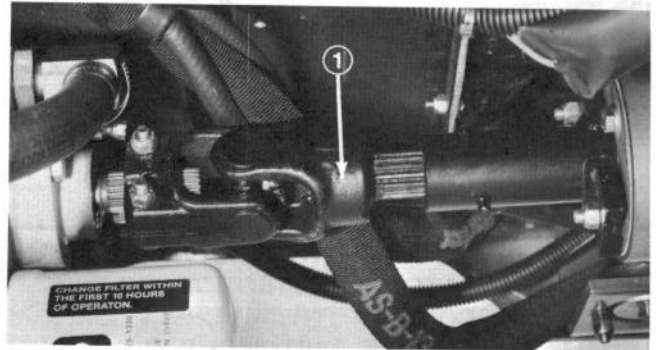


Figure 27

1. Drive Shaft

Important: If drive shaft is not removed before towing, the transmission input shaft will not be able to rotate, thus not allowing transmission to maintain its internal lubrication. Severe damage to the hydrostatic transmission may occur.

2. Attach a suitable chain, strap or cable to the center of the front frame member (Fig. 28).

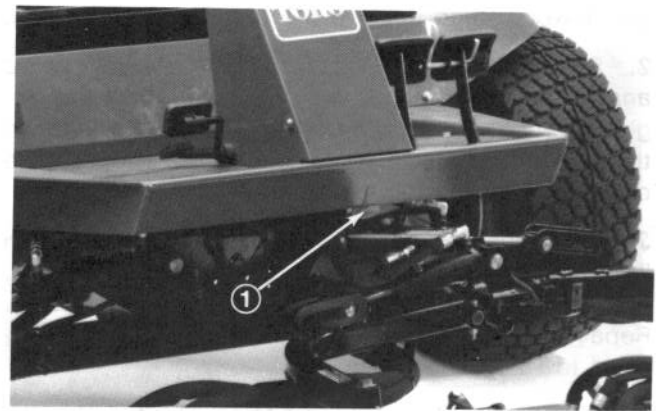


Figure 28

1. Center Of Front Frame Member

Note: Lock both brake pedals together before towing.

3. Attach the other end of the towing device to a vehicle that is capable of towing the machine safely and at speeds below 10 mph.
4. An operator must be on the machine to steer it and keep the traction pedal fully depressed in the forward position while towing.
5. When towing is completed, reinstall driveshaft as shown in figure 27. The splines are designed to allow assembly only when the two halves of the shaft are properly oriented.

OPERATING INSTRUCTIONS

CHECKING INTERLOCK SYSTEM.

The purpose of the interlock system is to prevent the engine from cranking or starting unless the traction pedal is in NEUTRAL, the Enable / Disable switch is in DISABLE and the Lower Mow / Raise control is in the neutral position. In addition, the engine will stop when the traction pedal is depressed with operator off the seat.



CAUTION

THE INTERLOCK SWITCHES ARE FOR THE OPERATOR'S PROTECTION, SO DO NOT DISCONNECT THEM. CHECK OPERATION OF THE SWITCHES DAILY TO ASSURE INTERLOCK SYSTEM IS OPERATING. IF A SWITCH IS DEFECTIVE, REPLACE IT BEFORE OPERATING. REGARDLESS IF SWITCHES ARE OPERATING PROPERLY OR NOT, REPLACE THEM EVERY TWO YEARS TO ASSURE MAXIMUM SAFETY. DO NOT RELY ENTIRELY ON SAFETY SWITCHES - USE COMMON SENSE!

1. In a wide open area free of debris and bystanders, lower cutting units to the ground. Stop engine.
2. Sit on the seat. Depress traction pedal in forward and reverse directions, while trying to start the engine. If engine cranks there may be a malfunction in the interlock system. Repair immediately. If engine does not crank, proceed to step 3.
3. Sit on seat. Position the ENABLE / DISABLE switch in ENABLE. Try to start the engine. If engine cranks, there may be a malfunction in the interlock system. Repair immediately. If engine does not crank, proceed to step 4.
4. Sit on seat and start the engine. Position the ENABLE / DISABLE switch in ENABLE. Move the LOWER MOW / RAISE control forward to turn the cutting units ON. Rise off the seat slowly, the cutting units should stop. If cutting units stop, the switch is operating correctly; thus, proceed to step 5. If cutting units do not stop, there is a malfunction in the interlock system. Repair immediately.
5. Position the ENABLE / DISABLE switch in ENABLE. Sit on seat and start the engine. Raise the cutting units to the transport position. Position the ENABLE / DISABLE switch in ENABLE. Move the LOWER MOW / RAISE control forward to lower the cutting units. If any of the cutting units begin operating before the front left and right cutting units have reached the turn around position, there may be a malfunction in the interlock system. Repair immediately. If the cutting units remain OFF until the turnaround position, proceed to step 6.
6. Sit on seat and start the engine. Lower the cutting units to the ground. Position the ENABLE / DISABLE switch in ENABLE. Raise the cutting units. If the front right or left cutting units raise past the turnaround position, there may be a malfunction in the interlock system. Repair immediately.

OPERATING CHARACTERISTICS

Familiarization - Before mowing grass, practice operating machine in an open area. Start and stop the engine. Operate in forward and reverse. Lower and raise cutting units and engage and disengage reels. When you feel familiar with the machine, practice operating up and down slopes at different speeds. The brakes can be used to assist in turning the machine. However, use them carefully, especially on soft or wet grass conditions because the turf may be torn accidentally. Individual turning brakes may also be used to help maintain traction. For example, in some slope conditions, the uphill wheel slips and loses traction. If this situation occurs, depress uphill turn pedal gradually and intermittently until the uphill wheel stops slipping, thus, increasing traction on the downhill wheel.

Warning System - If a warning light comes on during operation, stop the machine immediately and correct the problem before continuing operation. Serious damage could occur if the machine is operated with a malfunction.

Mowing - Start engine and move throttle to FAST so engine is running at maximum speed. Move the ENABLE / DISABLE switch to ENABLE and use the LOWER MOW / RAISE lever to control the cutting units (front cutting units are timed to lower before the rear cutting units). To move forward and cut grass, press traction pedal forward. Maintain constant speed to assure a consistent clip and quality-of-cut.

Transport - Move the ENABLE / DISABLE switch to DISABLE and raise the cutting units to the transport position. Be careful when driving between objects so you do not accidentally damage the machine or cutting units. Use extra care when operating machine on slopes. Drive slowly and avoid sharp turns on slopes to prevent roll overs. The cutting units should be lowered when going downhill for steering control.

Setting Reel Speed - Match the reel speed with ground speed to establish the best quality of cut for the area being mowed. Reel speeds either too fast or too slow for conditions may effect the quality of cut. Refer to setting reel speed.

LUBRICATION



CAUTION

Before servicing or making adjustments to the machine, stop engine and remove key from the switch.

GREASING BEARINGS AND BUSHINGS

(Fig. 29 - 34)

The machine has grease fittings that must be lubricated regularly with No. 2 General Purpose Lithium Base Grease. If machine is operated under normal conditions, lubricate all bearings and bushings after every 25 hours of operation.

1. The grease fitting locations and quantities are: Drive shaft (2), (Fig. 29); Cutting unit carrier frames and cutting unit lift arm pivots (5 ea.), (Fig. 30); Lift arm pivots (5), (Fig. 31); Rear axle spindles (2), Tie rod linkage pivot (1), Steering cylinder ball joints (2), Rear axle Pivot (1) (Fig. 32); Traction control linkage at transmission (1) (Fig. 33) and the Brake pedals (2) (Fig. 34).



Figure 29



Figure 30

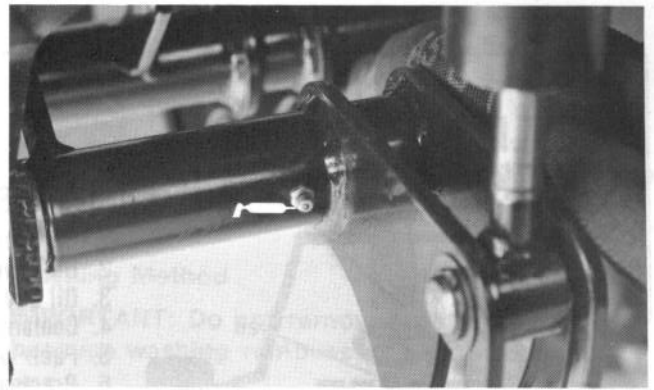


Figure 31

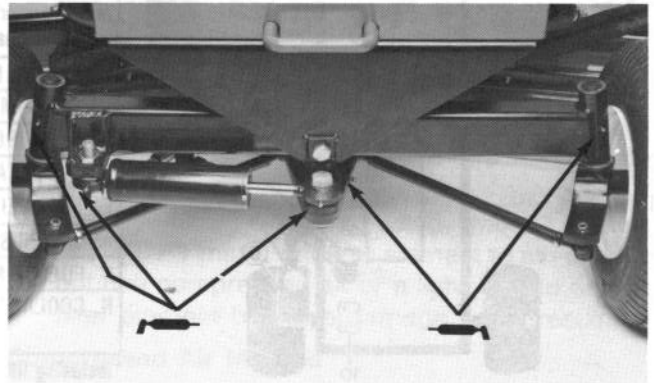


Figure 32

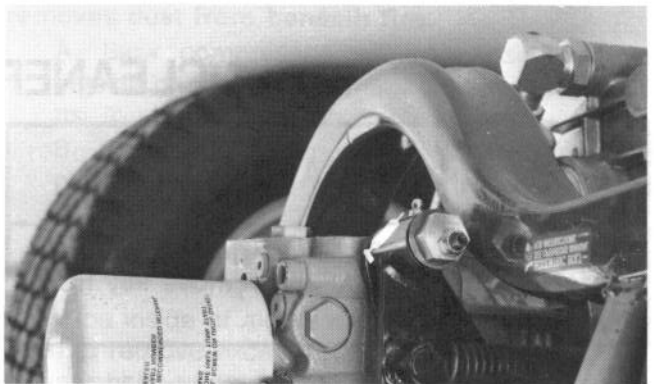


Figure 33

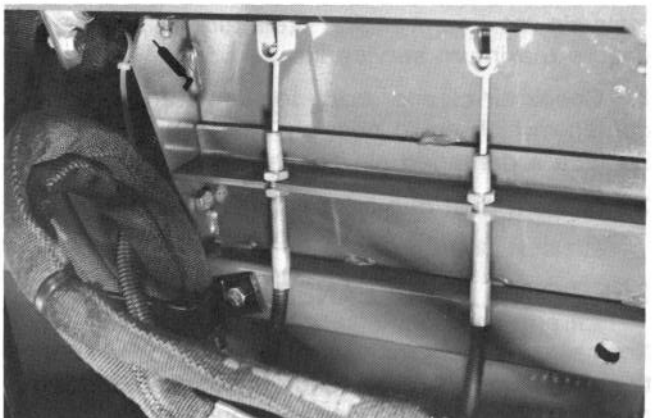
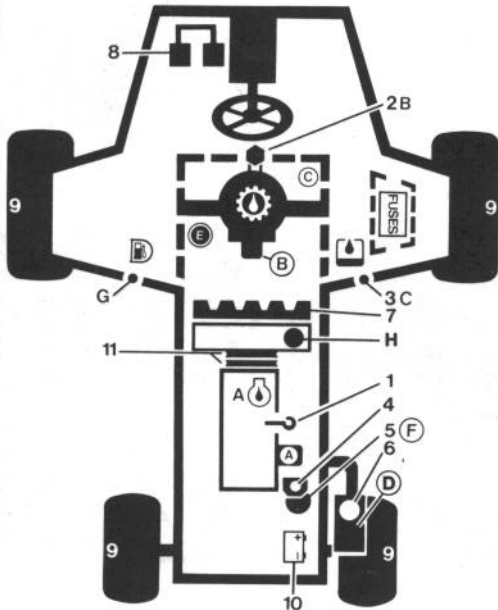


Figure 34

SERVICE INTERVAL CHART

REELMASTER 223-D QUICK REFERENCE AID



CHECK/SERVICE (daily)

- | | |
|------------------------------|----------------------------------|
| 1. Oil Level, Engine | 7. Radiator Screen |
| 2. Oil Level, Transmission | 8. Brake Function |
| 3. Oil Level, Hydraulic Tank | 9. Tire Pressure |
| 4. Coolant Level, Radiator | 10. Battery |
| 5. Fuel/Water Separator | 11. Belts (Fan, Alt.) |
| 6. Precleaner—Air Cleaner | Greasing — See Operator's Manual |

FLUID SPECIFICATIONS/CHANGE INTERVALS

See operator's manual for initial changes.	FLUID TYPE	CAPACITY	CHANGE INTERVAL		FILTER PARTNO.
			FLUID	FILTER	
A. ENGINE OIL	SAE 10W-30 CD	3.9 QTS.	50 HRS.	100 HRS.	67-4330
B. TRANSMISSION OIL	SAE 10W-30 CD	5 QTS.*	750 HRS.	750 HRS.	75-1330
C. HYD CIRCUIT OIL	Mobil DTE 26	8.5 GALS.*	750 HRS.	SEE INDICATOR	75-1310
D. AIR CLEANER				400 HRS.	27-7110
E. FUEL PUMP				400 HRS.	43-2550
F. WATER SEPARATOR				400 HRS.	63-8300
G. FUEL TANK	NO. 2-Diesel	10 GALS.	Drain and flush, 2 yrs.		
H. COOLANT	50/50 Ethylene glycol/water	7 QTS.	Drain and flush, 2 yrs.		

*including filter

75-0730

AIR CLEANER MAINTENANCE



CAUTION

Before servicing or making adjustments to the machine, stop engine and remove key from the switch.

GENERAL MAINTENANCE PRACTICES

Inspect air cleaner and hose periodically to maintain maximum engine protection and to ensure maximum service life.

- Check air cleaner body for dents and other damage which could possibly cause an air leak. Replace a damaged air cleaner body.
- Be sure dust cup is sealing around air cleaner body.

SERVICING PRECLEANER BOWL (Fig. 35)

Normally, inspect precleaner bowl daily. When conditions are extremely dusty and dirty, inspect more frequently. Do not let dust or debris build up above level marks on precleaner bowl.

- Remove thumb screw, separate cover from precleaner bowl.

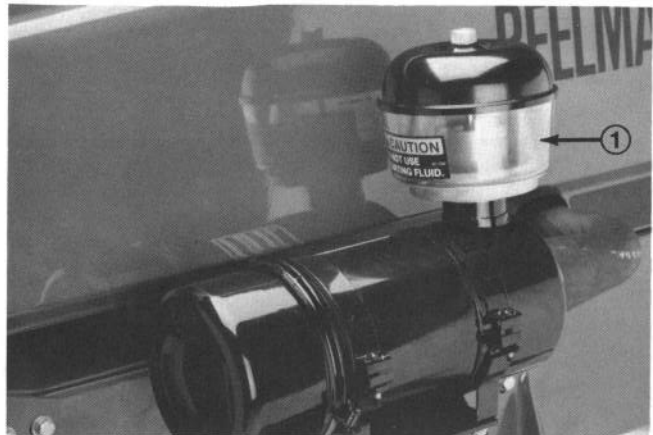


Figure 35

1. Pre Cleaner Bowl

- Empty precleaner bowl and wipe clean.
- Assemble and install precleaner bowl, cover and thumb screw.

AIR CLEANER MAINTENANCE

SERVICING DUST CUP AND BAFFLE

(Fig. 36)

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

1. Loosen thumb screw until dust cup and baffle can be removed. Separate dust cup and baffle.

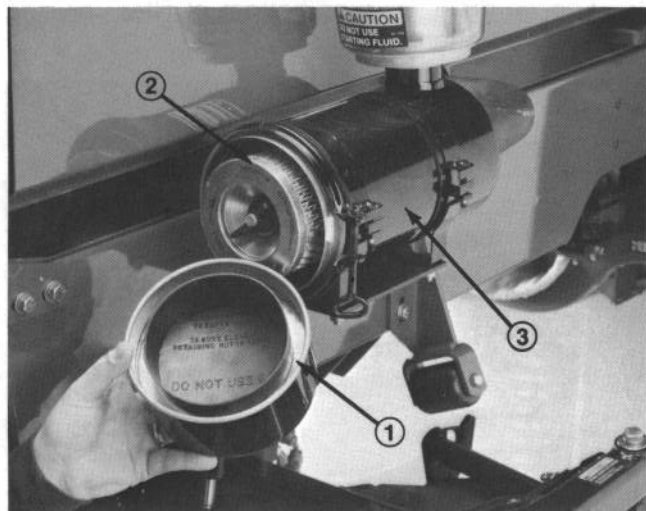


Figure 36

1. Dust Cup & Baffle
2. Filter Element
3. Air Cleaner Body

2. Dump dust out of the dust cup. After cleaning cup and baffle, assemble and reinstall both parts.

SERVICING AIR CLEANER FILTER (Fig. 36)

Service the air cleaner filter every 400 hours or more frequently in extreme dusty or dirty conditions by washing or using compressed air. Replace the element after every four cleanings (1600 hours) or annually, whichever comes first.

1. Remove and service dust cup; refer to Servicing Dust Cup and Baffle.
2. Remove wing nut w/gasket and slide filter element out of air cleaner body.
3. Clean the element by washing it in a solution of filter cleaner (Toro Part No. 27-7220) and water, or blow dirt out of filter by using compressed air.

Note: Compressed air is recommended when element must be used immediately after servicing because a washed element must be dried before it is used. By comparison, washing the element cleans better than blowing dirt out with compressed air. Remember, though, filter must be washed when exhaust soot is lodged in the filter pores.

Washing Method

IMPORTANT: Do not remove plastic fin assembly because washing removes dust from beneath fins.

- A. Prepare a solution of filter cleaner and water and soak filter element about 15 minutes. Refer to directions on filter cleaner carton for complete information.
- B. After soaking filter for 15 minutes, rinse it with clear water. Maximum water pressure must not exceed 40 psi to prevent damage to the filter element.
- C. Dry filter element using warm, flowing air (160°F) max), or allow element to air-dry. Do not use compressed air or a light bulb to dry the filter element because damage could result.

Compressed Air Method

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

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

INSPECTING FILTER ELEMENT

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

ENGINE MAINTENANCE

ENGINE OIL AND FILTER (Fig. 37 & 38)

Change oil and filter initially after the first 50 hours of operation, thereafter change oil every 50 hours and filter every 100 hours.

1. Remove drain plug and let oil flow into drain pan. When oil stops, install drain plug.

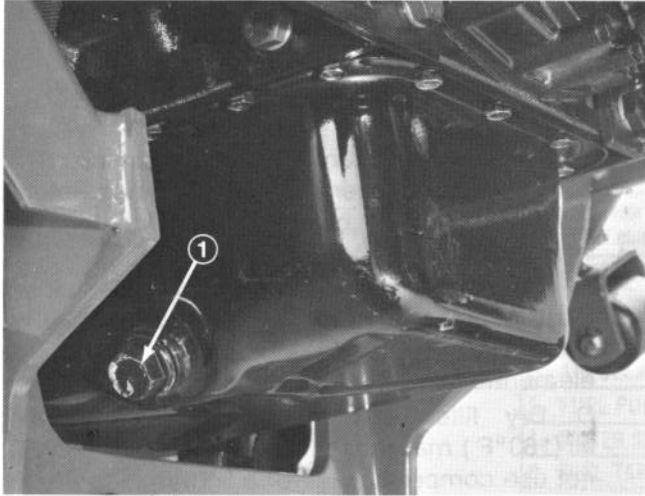


Figure 37

1. Engine Oil Drain Plug

2. Remove oil filter. Apply a light coat of clean oil to the new filter seal before screwing it on. DO NOT OVER-TIGHTEN.

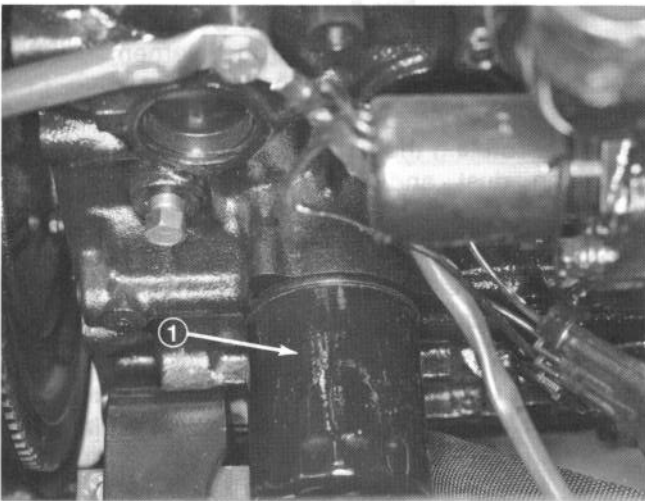


Figure 38

1. Engine Oil Filter

3. Add oil to crankcase, refer to Check Engine Oil.

FUEL SYSTEM(Fig. 39)

Fuel Tank

Drain and clean fuel tank every 2 years. Also, drain and clean tank if fuel system becomes contaminated or if machine is to be stored for an

extended period. Use clean fuel to flush out the tank.

Fuel Lines and Connections

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

Fuel Filter / Water Separator

Drain water or other contaminants from fuel filter / water separator (Fig. 39) daily.

1. Place a clean container under fuel filter.
2. Loosen drain plug on bottom of filter canister. Tighten plug after draining.

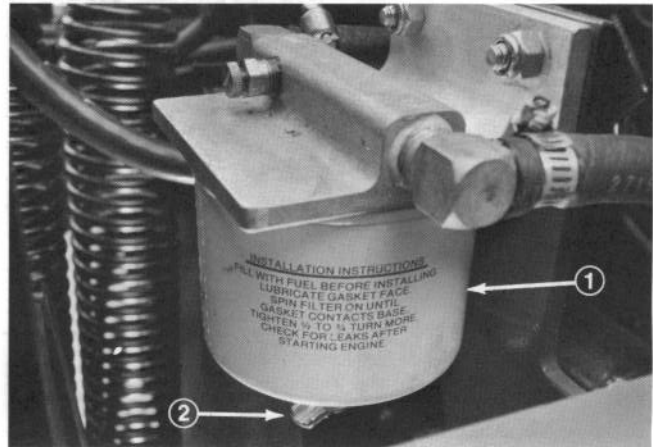


Figure 39

1. Fuel Filter / Water Separator
2. Drain Plug

Replace filter canister after every 400 hours of operation.

1. Clean area where filter canister mounts.
2. Remove filter canister and clean mounting surface.
3. Lubricate gasket on filter canister with clean oil.
4. Install filter canister by hand until gasket contacts mounting surface, then rotate an additional 1/2 turn.

Fuel Pump Filter

Remove and replace the fuel pump filter after every 400 hours operation.

1. Fuel pump (Fig. 40) is located on inside of left frame channel below tool box.
2. Thoroughly clean this area and outside of filter assembly.
3. Place a drain pan under fuel pump and remove cover from bottom of fuel pump. Take care not to damage wire while removing cover.
4. Pull filter out of pump body.

ENGINE MAINTENANCE

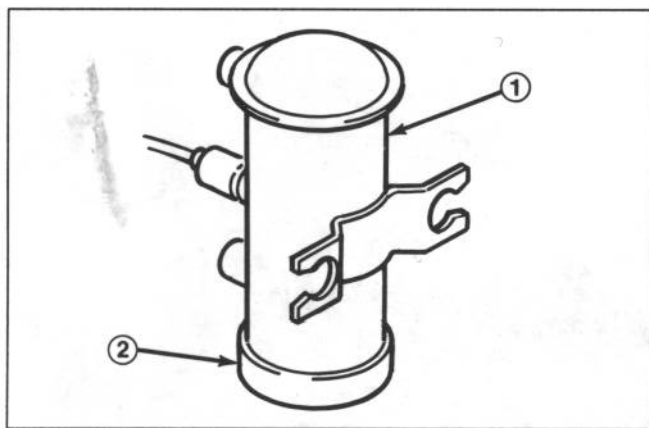


Figure 40
1. Fuel Pump
2. Cover

5. If filter is to be cleaned, wash thoroughly in cleaning solvent and blow compressed air from inside toward outside of element. Hold air nozzle at least one inch from filter and move up and down while rotating filter. Do not exceed 100 psi to avoid filter damage.

Note: Replace the filter if there is any visible dirt which cannot be washed out.

6. Inspect the (2) rubber gaskets; replace them if damaged.

7. Clean the cover magnet of any residue, insert filter into body and install cover.

8. Bleed the fuel system.

BLEEDING AIR FROM INJECTORS (Fig. 41)

Note: This procedure should be used only if fuel system has been purged of air through normal priming procedures and engine will not start; refer to Bleeding Fuel System.

1. Loosen the pipe connection to the No. 1 nozzle and holder assembly.

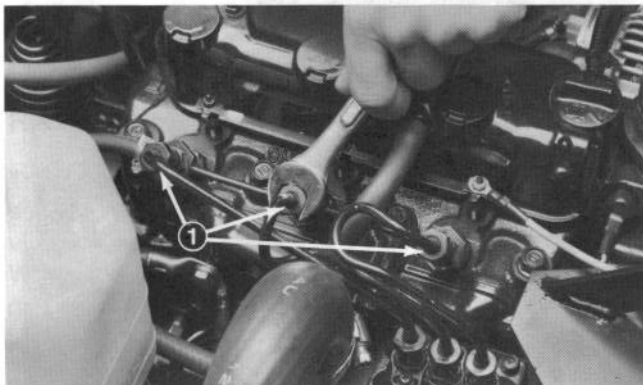


Figure 41
1. Fuel Injectors (3)

2. Move throttle to FAST position.

3. Turn key in key switch to START position and watch fuel flow around connector. Turn key to OFF position when solid flow is observed.

4. Tighten pipe connector securely.

5. Repeat steps on remaining nozzles.

ENGINE COOLING SYSTEM (Fig. 42 & 43)

1. **Removing Debris** – Remove debris from screen, oil cooler and radiator daily, clean more frequently in dirty conditions.

A. Turn engine off and raise hood. Clean engine area thoroughly of all debris.

B. Pull up on screen to slide it out of mounting tracks. Clean screen thoroughly with water or compressed air.

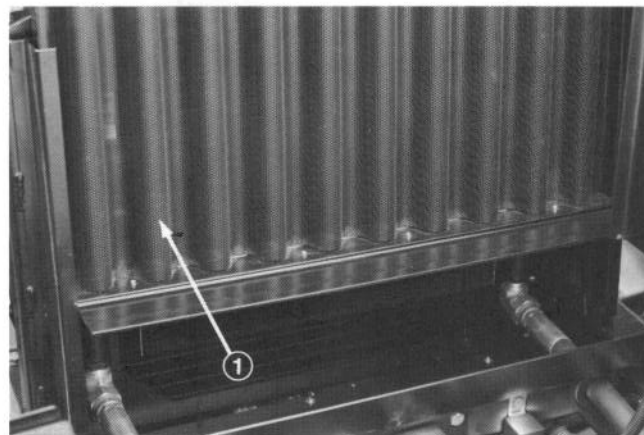


Figure 42
1. Screen

C. Slightly raise oil cooler and pivot forward. Clean both sides of oil cooler and radiator area thoroughly with water or compressed air. Pivot oil cooler back into position.

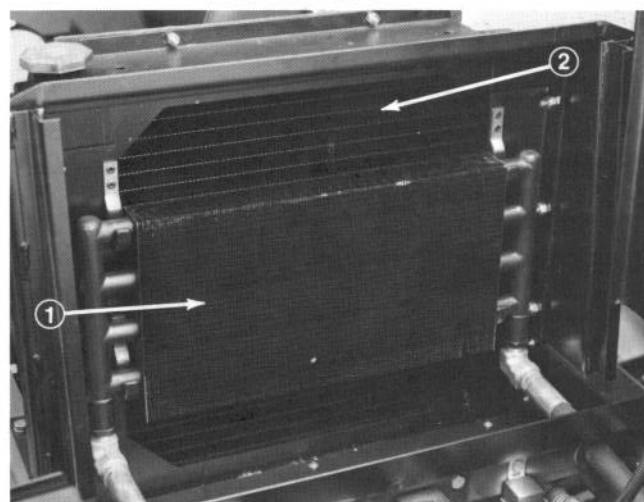


Figure 43
1. Oil Cooler
2. Radiator

D. Install screen and close hood.

ENGINE MAINTENANCE

SERVICING ENGINE BELTS (Fig. 44 & 45)

Check condition and tension of all belts after first day of operation and every 100 operating hours thereafter.

Alternator Belt

To Check Tension:

1. Open hood.
2. Check tension by depressing belt midway between alternator and crankshaft pulleys with 22 lb. of force. Belt should deflect 7/16 in. If deflection is incorrect, proceed to step 3. If correct, continue operation.

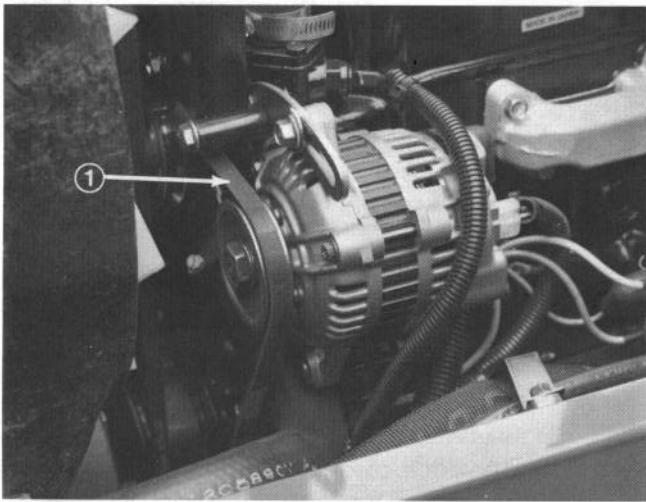


Figure 44
1. Alternator Belt

3. Loosen bolt securing brace to engine and bolt securing alternator to brace (Fig. 44).
4. Insert pry bar between alternator and engine and pry out on alternator.
5. When proper tension is achieved, tighten alternator and brace bolts to secure adjustment.

Cooling Fan Belt

1. Loosen lock nut on belt tensioner lever.
2. Apply 5 -10 lb. of force at end of lever to set the proper tension on the fan belt.
3. Tighten lock nut to secure adjustment.

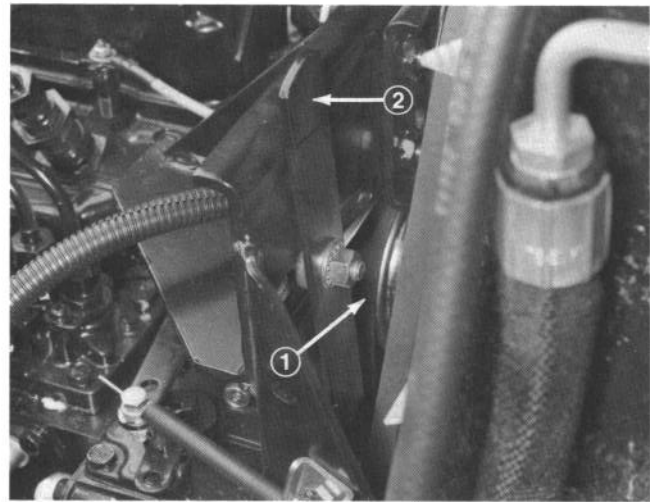


Figure 45
1. Cooling Fan Belt
2. Tensioner Lever

ADJUSTING THROTTLE (Fig. 46)

1. Position throttle lever forward so it stops against seat base slot.
2. Loosen the throttle cable connector on the lever arm at the injection pump.
3. Hold the injection pump lever arm against the high idle stop and tighten the cable connector.

Note: When tightened, the cable connector must be free to swivel.

4. Torque the lock nut, used to set the friction device on the throttle lever, to 40 - 55 in. lb. The maximum force required to operate the throttle lever should be 20 lb.

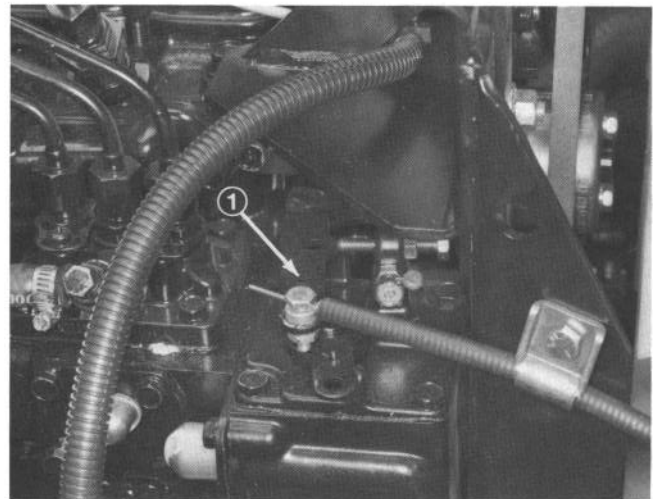


Figure 46
1. Injection Pump Lever Arm

HYDRAULIC MAINTENANCE

CHANGING HYDRAULIC OIL (Fig.47)

Change hydraulic oil after every 750 operating hours, in normal conditions. If oil becomes contaminated, contact your local TORO distributor because the system must be flushed. Contaminated oil looks milky or black when compared to clean oil.

1. Turn engine off and raise hood.
2. Remove drain plug from bottom of reservoir and let hydraulic oil flow into drain pan. Reinstall and tighten plug when hydraulic oil stops draining.
3. Fill reservoir with approximately 8.5 gallons of hydraulic oil. Refer to Checking Hydraulic Oil.

IMPORTANT: Use only hydraulic oils specified. Other fluids could cause system damage.

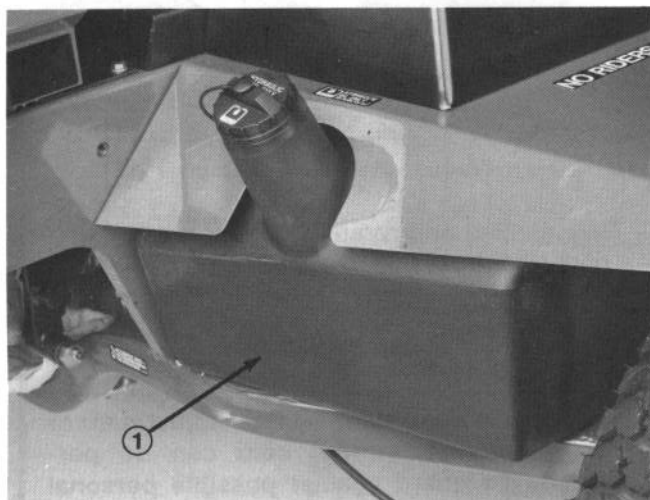


Figure 47

1. Hydraulic Reservoir

4. Install reservoir cap. Start engine and use all hydraulic controls to distribute hydraulic oil throughout the system. Also check for leaks. Then stop the engine.
5. Check level of oil and add enough to raise level to FULL mark on dipstick. DO NOT OVER FILL.

REPLACING HYDRAULIC FILTER (Fig. 48)

The hydraulic system filter head is equipped with a service interval indicator. With the engine running, view the indicator, it should be in the GREEN zone. When the indicator is in the RED zone, the filter element should be changed.

Only the Toro replacement filter (Part No.75-1310) can be used in the hydraulic system.

IMPORTANT: Using any other filter voids the warranty, and may cause component failure or premature wear.

1. Position machine on a level surface, lower the cutting units, stop the engine, engage the parking brakes and remove key from ignition switch.
2. Clean area around filter mounting area. Place drain pan under filter and remove filter.

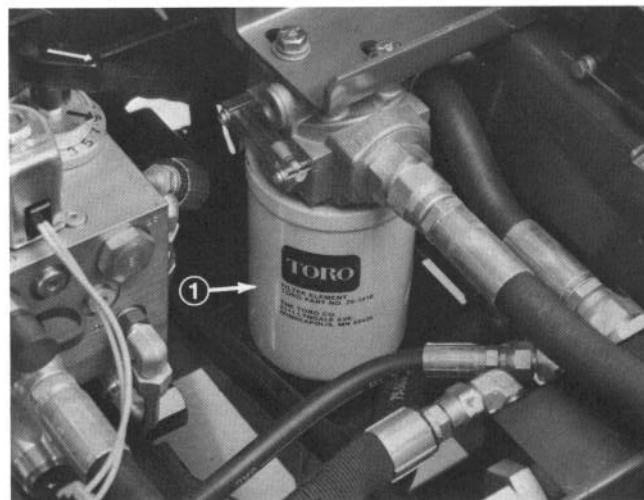


Figure 48

1. Hydraulic Filter

3. Lubricate new filter gasket and fill the filter with hydraulic oil.
4. Assure filter mounting area is clean. Screw filter on until gasket contacts mounting plate. Then tighten filter one-half turn.
5. Start engine and let run for about two minutes to purge air from the system. Stop the engine and check for leaks.

CHECKING HYDRAULIC LINES AND HOSES

After every 100 operating hours, check hydraulic lines and hoses for leaks, kinked lines, loose mounting supports, wear, loose fittings, weather deterioration and chemical deterioration. Make all necessary repairs before operating.



WARNING

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. Hydraulic fluid escaping under pressure can penetrate skin and cause injury. Fluid accidentally injected into the skin must be surgically removed within a few hours by a doctor familiar with this form of injury or gangrene may result.

HYDRAULIC MAINTENANCE

HYDRAULIC SYSTEM TEST PORTS (Fig. 49)

The test ports are used to test pressure in the hydraulic circuits. Contact your local Toro distributor for assistance.

1. Test Port #1 is used to assist in trouble shooting the hydraulic circuit for the front cutting units and lift cylinders.

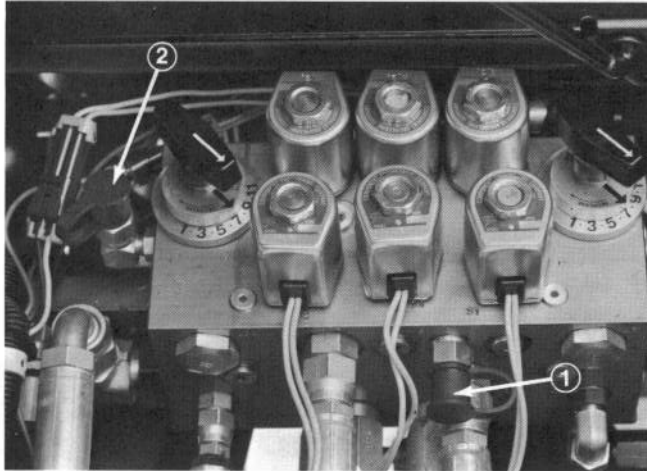


Figure 49

- 1. Test Port #1
- 2. Test Port #2
- 3. Test Port #3 (Not Shown)

2. Test Port #2 is used to assist in trouble shooting the hydraulic circuit for the rear cutting units.

3. Test Port #3 is located on the rear of the hydrostatic transmission and is used to measure the charge pressure of the transmission.

ADJUSTING TRACTION DRIVE FOR NEUTRAL (Fig. 50)

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

1. Park machine on a level surface, shut engine off and lower cutting units to the floor. Depress only the right brake pedal and engage the parking brake.

2. Jack up left side of machine until front tire is off the shop floor. Support machine with jack stands to prevent it from falling accidentally.

3. Under right side of machine, loosen locknut on traction adjustment cam.

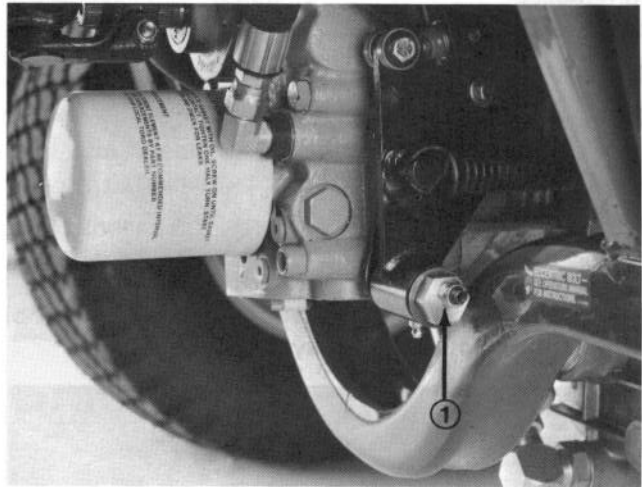


Figure 50

1. Traction Adjustment Cam

4. Start engine and rotate cam hex in either direction until wheel ceases rotation.



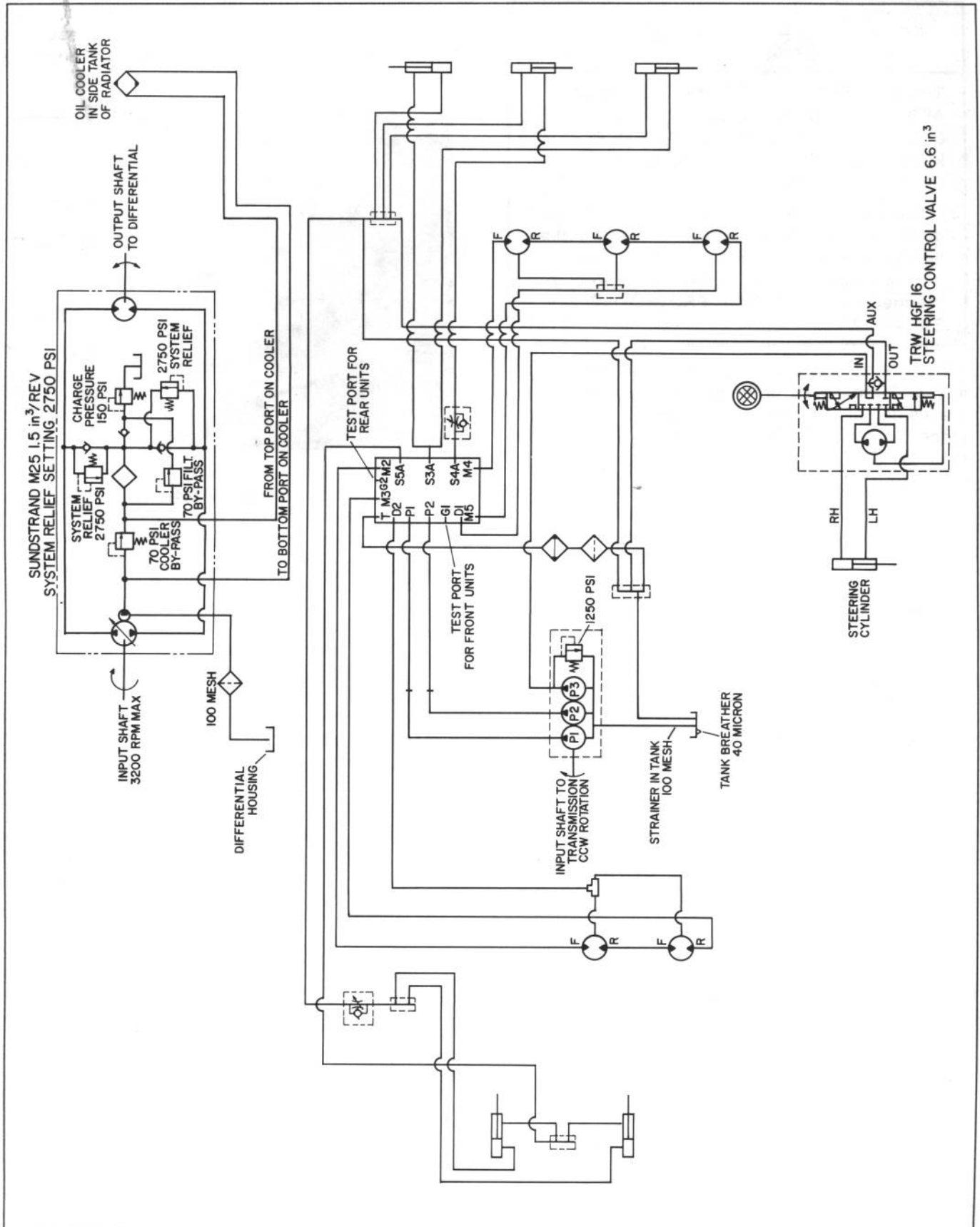
WARNING

Engine must be running so final adjustment of the traction adjustment cam can be performed. To guard against possible personal injury, keep hands, feet, face and other parts of the body away from the muffler, other hot parts of the engine, and other rotating parts.

5. Tighten locknut securing adjustment.

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

HYDRAULIC SCHEMATIC



BRAKE MAINTENANCE

ADJUSTING SERVICE BRAKES (Fig. 51)



WARNING

THE ASBESTOS BRAKE LININGS CONTAIN ASBESTOS FIBERS. BREATHING ASBESTOS DUST MAY BE HAZARDOUS TO YOUR HEALTH AND MAY CAUSE SERIOUS RESPIRATORY OR OTHER BODILY HARM.

Avoid creating dust. Do not remove brake drum, work on brake linings, replace brake linings or attempt to sand, grind, chisel, file, hammer, or alter brake linings in any manner without PROPER PROTECTIVE EQUIPMENT.

Adjust the service brakes when there is more than 1 inch of "free travel" of the brake pedal, or when the brakes do not work effectively. Free travel is the distance the brake pedal moves before braking resistance is felt.

1. Disengage locking pin from brake pedals so both pedals work independently of each other.

2. To reduce free travel of brake pedals, tighten the brakes – loosen front nut on threaded end of brake cable. Then tighten rear nut to move cable backward until brake pedals have 1/2 to 1 inch of free travel. Tighten front nuts after brakes are adjusted correctly.

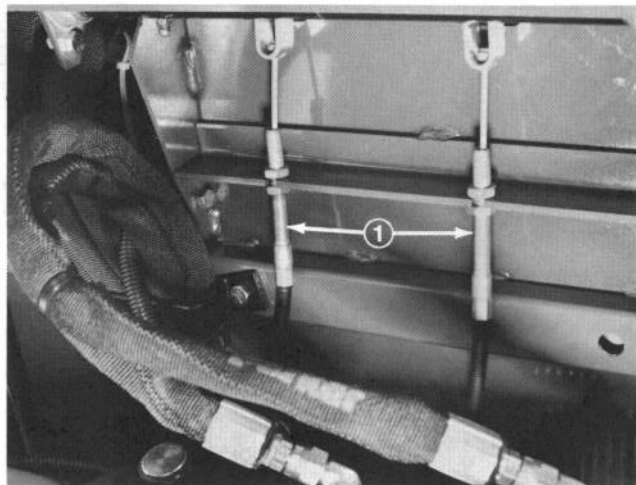


Figure 51

1. Brake Cables

ELECTRICAL MAINTENANCE

BATTERY CARE

IMPORTANT: Before welding on the machine, disconnect both cables from the battery, disconnect both wire harness plugs from the electronic control unit and the terminal connector from the alternator to prevent damage to the electrical system.



CAUTION

Wear safety goggles and rubber gloves when working with electrolyte. Charge the battery in a well ventilated so gases produced while charging can dissipate. Since the gases are explosive, keep open flame and electrical spark away from the battery; do not smoke. Nausea may result if the gases are inhaled. Unplug charger from electrical outlet before connecting to, or disconnecting charger leads from battery posts.

Note: Check battery condition weekly or after every 50 hours of operation. Keep terminals and entire battery case clean because a dirty battery will discharge slowly. To clean the battery, wash the entire case with solution of baking soda and water. Rinse with clear water. Coat the battery posts and cable connectors with Grafo 112X (skin-over) grease (Toro Part No. 505-47) or petroleum jelly to prevent corrosion.

FUSES (Fig. 52)

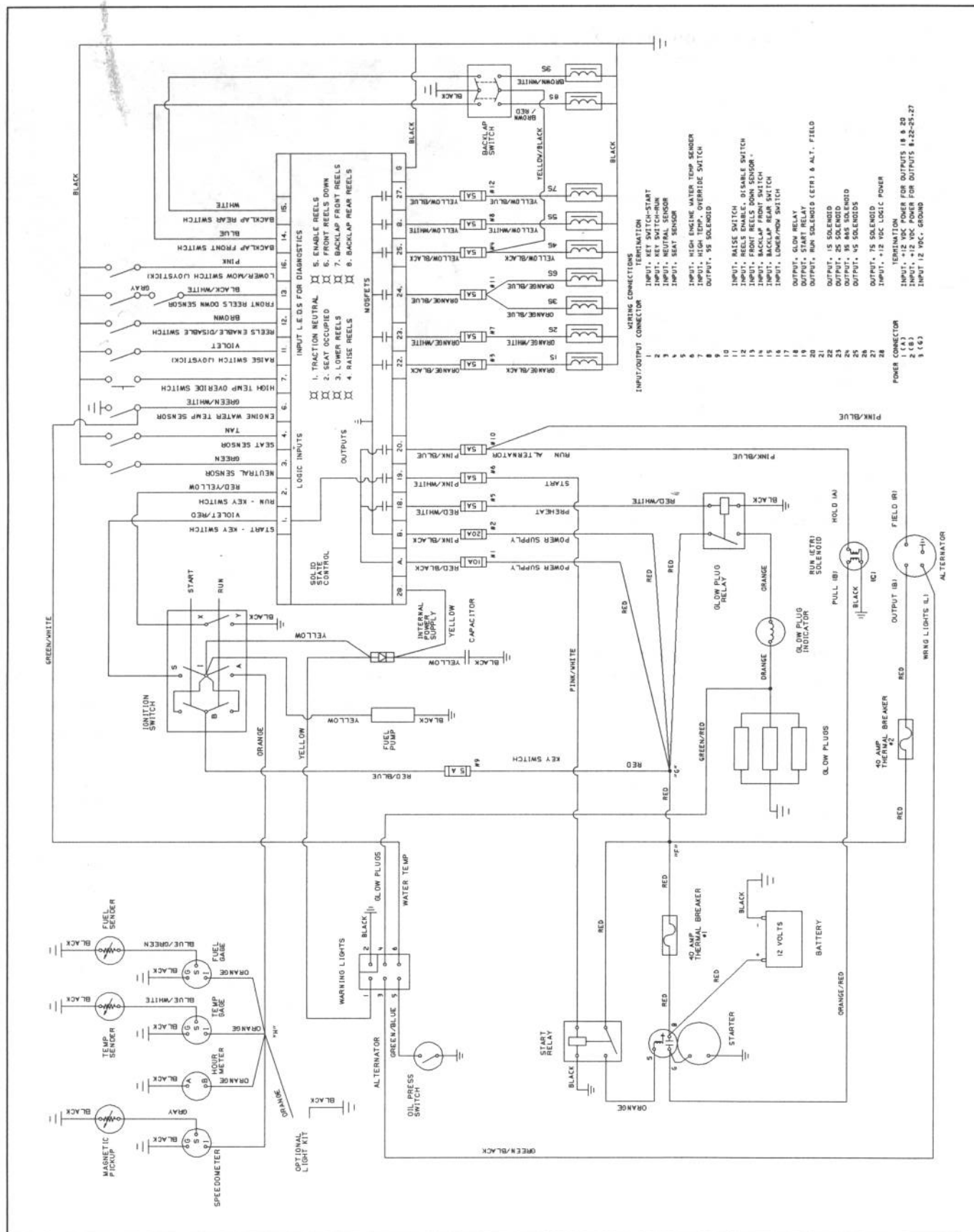
There are 12 fuses in the machines electrical system. They are located below control panel.



Figure 52

FUSES		
BACKLAP SOL S4	SOL S5	SOL S7
5A	5A	5A
SOL S1	SOL S2	SOL S3, S6
5A	5A	5A
CONTROLLER POWER 2	START RELAY	RUN SOL ALT
20A	5A	5A
CONTROLLER POWER 1	GLOW RELAY	IGNITION SWITCH
10A	5A	5A

ELECTRICAL SCHEMATIC



AXLE MAINTENANCE

CHANGING TRANSMISSION OIL (Fig. 53)

Change the transmission oil after every 750 hours of operation, in normal conditions.

1. Position machine on a level surface, lower the cutting units, stop the engine, engage the parking brakes and remove key from ignition switch.
2. Clean area around suction line on bottom of transmission. Place drain pan under line.

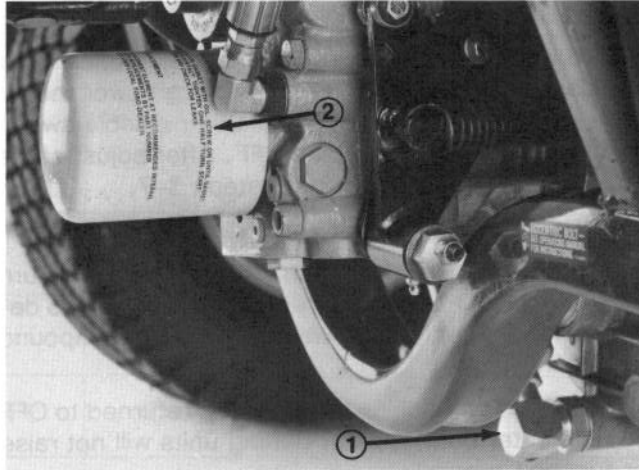


Figure 53

1. Transmission Suction Line
2. Transmission Oil Filter

3. Remove line from transmission allowing oil to drain into drain pan.
4. Reinstall suction line to transmission.
5. Fill with oil; refer to Check Transmission Oil.
6. Before starting the engine after changing transmission oil, disconnect the run (ETR) solenoid on the engine, and crank the engine several times for 15 seconds. This allows the charge pump to fill the transmission with oil before the engine is started.

REPLACING TRANSMISSION OIL FILTER (Fig. 53)

Change the transmission filter after the first 10 hours of operation and every 750 hours, thereafter.

Only the Toro replacement filter (Part No. 75-1330) can be used in the hydraulic system.

IMPORTANT: Using any other filter voids the warranty, and may cause component failure or premature wear.

1. Position machine on a level surface, lower the cutting units, stop the engine, engage the parking brakes and remove key from ignition switch.
2. Clean area around filter mounting area. Place drain pan under filter and remove filter.
3. Lubricate new filter gasket and fill the filter with hydraulic oil.
4. Assure filter mounting area is clean. Screw filter on until gasket contacts mounting plate. Then tighten filter one-half turn.
5. Start engine and let run for about two minutes to purge air from the system. Stop the engine and check for leaks. Check oil level and replenish if necessary.

REAR WHEEL TOE-IN (Fig. 54)

After every 750 operating hours or annually, check rear wheel toe-in.

1. Measure center-to-center distance (at axle height) at front and rear of steering tires. Front measurement must be 1/8 in. less than rear measurement.
2. To adjust, loosen clamps at both ends of tie rods.



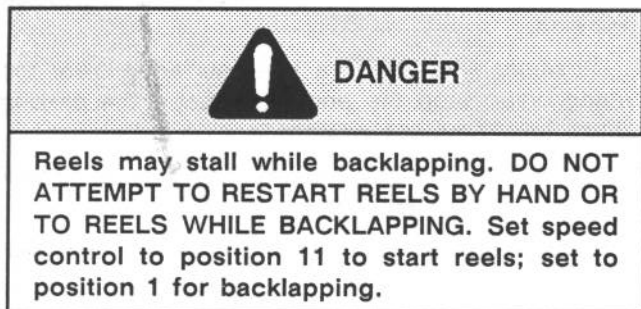
Figure 54

1. Tie Rods

3. Rotate tie rod to move front of tire inward or outward.
4. Tighten tie rod clamps when adjustment is correct.

CUTTING UNIT MAINTENANCE

BACKLAPPING



Note: Backlap the front cutting units together and the rear ones together.

1. Position machine on a level surface, lower the cutting units, stop the engine, engage the parking brakes and move enable / disable switch to disable position.
2. Unlock and raise seat to expose controls.
3. Make initial reel to bedknife adjustments appropriate for backlapping on all cutting units. Start engine and run at idle speed.

4. Set both reel speed controls to position 11. Select either front or rear on backlap switch to determine which units to backlap.

5. Move enable / disable switch to enable position. Move lower mow / raise lever forward to start backlapping operation on designated reels.

6. For the machines being backlapped, move the reel speed control to position 1.

7. Apply lapping compound with the long handle brush supplied with machine.

8. To make an adjustment to the cutting units while backlapping, turn reels OFF by moving Lower mow / raise lever rearward, moving enable / disable switch to disable and turning engine OFF. After adjustments have been completed, repeat steps 3-7.

9. Repeat procedure for remaining cutting units.

10. When backlap operation is completed, return backlap switch to OFF, set reel speed controls to desired mowing setting and wash all lapping compound off cutting units.

IMPORTANT: If backlap switch is not returned to OFF position after backlapping, cutting units will not raise or function properly.

PREPARATION FOR SEASONAL STORAGE

Traction Unit

1. Thoroughly clean the traction unit, cutting units and the engine.
2. Check the tire pressure. Inflate all traction unit tires to 15-20 psi.
3. Check all fasteners for looseness; tighten as necessary.
4. Grease or oil all grease fittings and pivot points. Wipe up any excess lubricant.
5. Lightly sand and use touch-up paint on painted areas that are scratched, chipped, or rusted. Repair any dents in the metal body.
6. Service the battery and cables as follows:
 - a. Remove the battery terminals from the battery posts.
 - b. Clean the battery, terminals, and posts with a wire brush and baking soda solution.
 - c. Coat the cable terminals and battery posts with Grafo 112X skin-over grease (Toro Part No. 505-47) or petroleum jelly to prevent corrosion.
 - d. Slowly recharge the battery every 60 days for 24 hours to prevent lead sulfation of the battery.

Engine

1. Drain the engine oil from the oil pan and replace the drain plug.
2. Remove and discard the oil filter. Install a new oil filter.
3. Refill oil pan with 3.9 quarts of SAE10W-30 motor oil.
4. Start the engine and run at idle speed for approximately two minutes.
5. Stop the engine.
6. Thoroughly drain all fuel from the fuel tank, lines and the fuel filter/water separator assembly.
7. Flush the fuel tank with fresh, clean diesel fuel.
8. Resecure all fuel system fittings.
9. Thoroughly clean and service the air cleaner assembly.
10. Seal the air cleaner inlet and the exhaust outlet with weatherproof tape.
11. Check anti-freeze protection and add as needed for expected minimum temperature in your area.

PRODUCT IDENTIFICATION

MODEL AND SERIAL NUMBER

The model and serial number is on a plate that is mounted on the left side of footrest. Use model and serial number in all correspondence and when ordering parts.

MAINTENANCE CHART

The Toro Promise

A ONE YEAR LIMITED WARRANTY

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

Commercial Products 1 Year

The costs of parts and labor are included, but the customer pays the transportation costs on walk rotary mowers with cutting unit widths of less than 25".

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

1. Contact your Authorized TORO Distributor or Commercial Dealer (the Yellow Pages of your telephone directory is a good reference source).
2. The TORO Distributor or Commercial Dealer will advise you on the arrangements that can be made to inspect and repair your product.
3. The TORO Distributor or Commercial Dealer will inspect the product and advise you whether the product is defective and, if so, make all repairs necessary to correct the defect without an extra charge to you.

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

Write:

TORO Commercial Products Service Department
8111 Lyndale Avenue South
Minneapolis, Minnesota 55420

The above remedy of product defects through repair by an Authorized TORO Distributor or Commercial 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 limitations on how long an 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 condition is the responsibility of the owner.

All warranty repairs reimbursable under the Toro Promise must be performed by an Authorized TORO Commercial Dealer or Distributor using Toro approved replacement parts.

Repairs or attempted repairs by anyone other than an Authorized TORO Distributor or Commercial Dealer 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 or limitation of incidental or consequential damages, so the above limitation or 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.

COUNTRIES OTHER THAN THE UNITED STATES OR CANADA

Customers who have purchased TORO products exported from the United States or Canada should contact their TORO Distributor (Dealer) to obtain guarantee policies for your country, province or state. If for any reason

you are dissatisfied with your Distributor's service or have difficulty obtaining guarantee information, contact the TORO importer. If all other remedies fail, you may contact us at The Toro Company.