FORM NO. 3320-133

TORO®

MODEL 16390 - 9000001 & UP

OPERATOR'S MANUAL

21" (0.53 m) WHIRLWIND II

FINGERTIP START

ENGLISH



FOREWORD

The WHIRLWIND II with exclusive WIND–TUNNEL housing provides unequaled performance in mowing efficiency and reliability. If the mower is set up, operated and maintained properly it will give long, dependable service.

To familiarize yourself with safety, set-up, operating and maintenance instructions, read this manual thoroughly. The major sections of this manual are:

1. Set-Up Instructions
2. Before Operating
3. Controls
4. Operating Instructions
5. Maintenance
6. Trouble Shooting

Safety, mechanical, and some general information in this manual is emphasized. DANGER, WARNING, and CAUTION identify the safety messages. Whenever the red safety symbol appears, it is followed by a safety message; therefore, refer to the safety instructions attached to your mower for complete details. IMPORTANT identifies special mechanical information and NOTE identifies general information worthy of special attention.

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IDENTIFICATION AND ORDERING

MODEL AND SERIAL NUMBERS

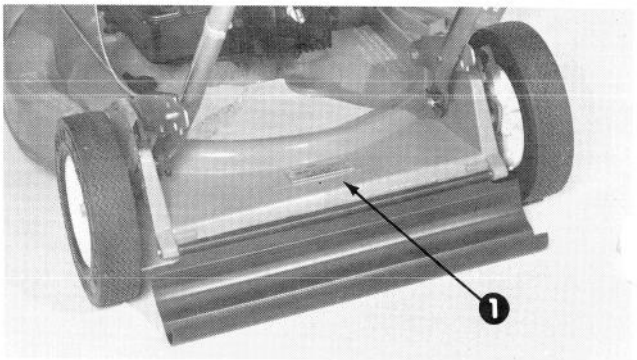
The Whirlwind II has two identification numbers: a model number and a serial number. The two numbers are stamped into a decal located on back of mower housing, between the rear wheels. In any correspondence concerning the mower, supply model and serial numbers to assure correct information and replacement parts are obtained.

To order replacement parts from an Authorized TORO Service Dealer, supply the following information:

1. Model and serial numbers of the mower.

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.



1. Model and Serial Number Decal

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LOOSE PARTS

PART	QTY.	WHERE USED
Operator's Manual	1	Read manual before operating mower.
Registration Card	1	Fill out card and send it to The Toro Company.
Lower Handle	1	Install Lower and Upper Handles, page 3.
Hairpin Cotter	2	
Upper Handle	1	
Curved-Head Bolt	2	
Knob	2	
Self-Tapping Screw	4	Install Control Panel.
Cable Tie	1	
Cable Clip	1	

SET-UP INSTRUCTIONS

ASSEMBLE AND ADJUST HANDLE

1. Push ends of lower handle together and install handle on pivot studs (Fig. 1).

2. Move handle and handle latches backward until the handle studs snap into center latch hole (Fig. 1). Retain handle on pivot studs with two hairpin cotters.

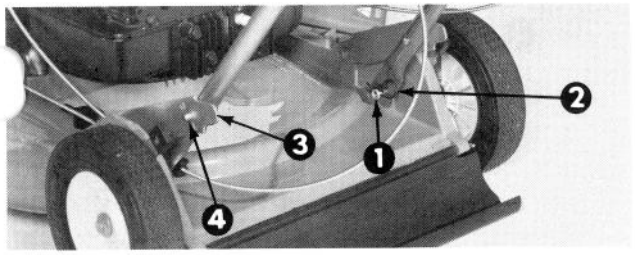

Figure 1

1. *Pivot Stud*
2. *Hairpin Cotter*
3. *Handle Latch*
4. *Stud*

3. Slide upper handle into position on outside of lower handle. Secure upper and lower handles together with two handle bolts and knobs (Fig. 2). Knobs are on inside.

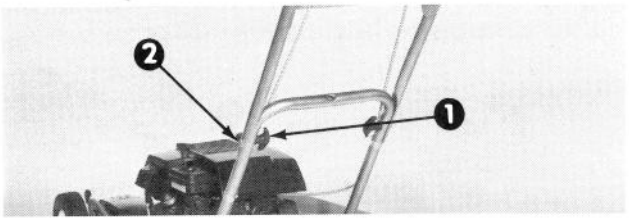

Figure 2

1. *Knob*
2. *Handle Bolt*

Install Control Panel

1. Route control panel in front of lower handle and install it between upper handle with four self-tapping screws (Fig. 3). Control cables are in front of handle.

2. Secure traction and throttle control cables to inside of lower handles with cable clips (Fig. 3).

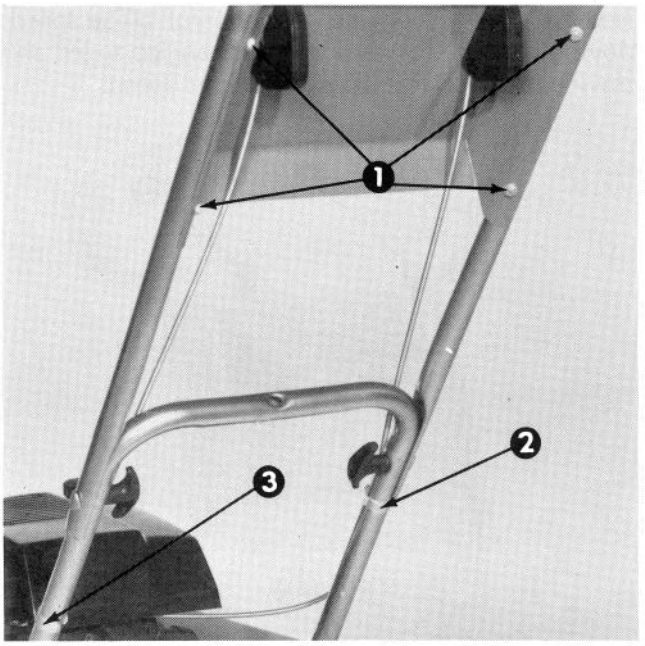

Figure 3

1. *Screws*
2. *Throttle Cable Clip*
3. *Traction Cable Clip*

BEFORE OPERATING

ILL CRANKCASE WITH OIL

Before engine is started fill crankcase with oil.

1. Position mower on level surface.

2. Remove dipstick (Fig. 4).

3. Fill with approximately 0.59 l of oil.

Note: A. Above 4° – Use SAE 10 W-30 or 10 W-40 oil.

B. Below 4° – Use SAE 5 W-20 or 5 W-30 oil.

BEFORE OPERATING

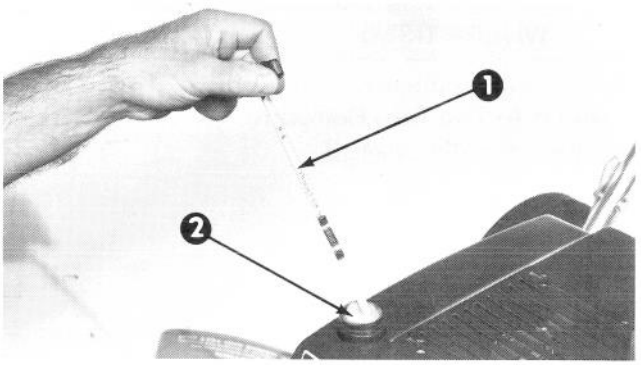

Figure 4

1. Dipstick *2. Fill Hole*

4. Check oil level and replace the dipstick.

FILL FUEL TANK WITH GASOLINE

1. Remove cap from fuel tank (Fig. 5).

2. Fill fuel tank with regular petrol. Replace fu tank cap.

3. Wipe up spilled gasoline.

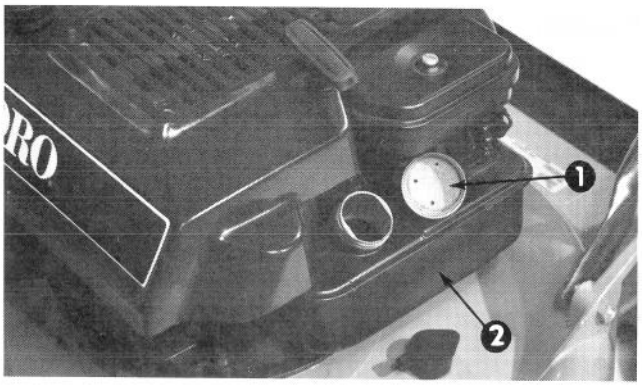

Figure 5

1. Fuel Cap *2. Fuel Tank*

CONTROLS

Throttle Control (Fig. 6) – The throttle control is used to stop the engine and control blade speed. Moving throttle forward increases engine speed and moving it backward decreases engine speed.

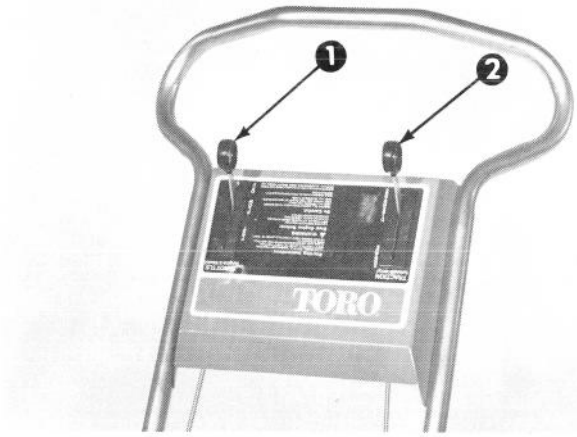

Figure 6

1. Throttle Control 2. Traction Control

Traction Control–Traction control (Fig. 6) has two positions: ENGAGE and DISENGAGE. Move control to the left and forward to engage front wheel drive. Pull control backward into **detent** position to disengage front wheel drive. **The detent holds traction control in DISENGAGE position.** The traction control (Fig. 6) must be in DISENGAGE **detent** before engine can be started.

Recoil Starter (Fig. 7) – After moving throttle control to START position, pull fingertip starter to start the engine.



Figure 7

1. Recoil Starter Handle

Height-of-Cut Adjuster (Fig. 8) – The height-of-cut adjuster controls the height of the mower for cutting.

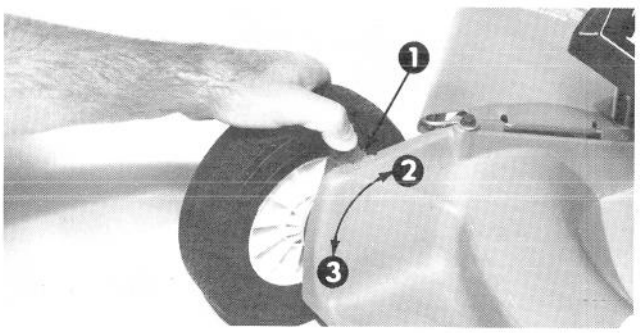

Figure 8

1. Height-of-Cut Adjuster
2. Low Height Setting
3. High Height Setting

OPERATING INSTRUCTIONS

ADJUST HEIGHT-OF-CUT

The height-of-cut is adjustable from approximately 25 to 76 mm, in 13 mm increments, and notches cast into the housing represent each graduated increment.

1. ⚠ Assure engine is not running.

2. Place thumb against height-of-cut adjuster and fingers on outside of wheel (Fig. 8).

3. Raise mower housing until wheel is off the ground. Squeeze height-of-cut adjuster toward wheel so its locating pin disengages notch in mower housing. Then pivot the wheel and adjuster to the desired height-of-cut, and release adjuster so locating pin engages notch in housing.

OPERATING CHARACTERISTICS AND TIPS

The Whirlwind II has a high torque engine that runs at a low 2700 rpm, yet delivers the blade turning force necessary to produce a good quality-of-cut. The reduced engine speed should result in less engine wear, less noise when compared with other rotary mowers, and better gasoline economy.

The mower has conventional side discharge, but can be used to bag grass when the optional bagging kit is installed: refer to Installing Optional Bagging Kit, page 5. When using the side discharge, direct the discharged grass toward the previously cut area, not toward the uncut grass. This prevents the engine from any unnecessary load – cutting the same grass twice – and it should result in a better quality-of-cut. To use the mower for bagging grass, install the complete bagging assembly, start the engine and use maximum engine speed to assure a good quality-of-cut. As grass is being cut, the bag will be filled and slowly start to sag toward the ground. Empty the bag often by opening the zipper, rather than let it get too full and possibly plug the discharge opening. Stop the engine before removing the bag, and always assure zipper is closed before bagging assembly is reinstalled.

Since the mower is equipped with a rear shield (Fig. 9), feet are protected from objects that might be thrown rearward and from possible contact with the blade. Because of its flexible design, maneuverability of the mower is unaffected. Never remove the rear shield because it is a safety device, designed for your protection. If the shield is ever damaged, replace it before operating the mower.

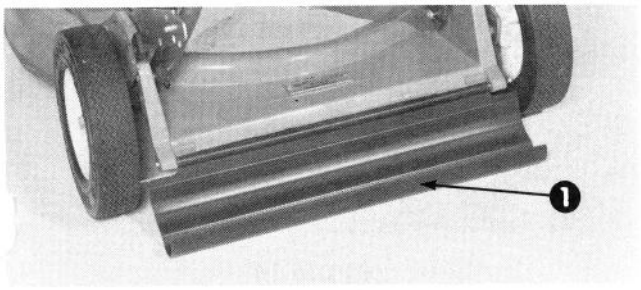

Figure 9

1. Rear Shield

After the mower is used, it must be cleaned and maintained so it is ready for the next cutting. Use the wash-out port to clean the underside of the mower housing. However, avoid getting water directly onto the engine because damage could result. Periodically, check the air cleaner and blade, and assure the blade bolt is tightened to 68 N·m. The oil in the crankcase must be changed after the first 2 hours of operation and every 25 hours thereafter. Assure level of oil is always up to the top of the line on the dipstick.

Whenever the mower is being operated, adjusted or maintained, the safety instructions attached to your mower must be kept in mind. Safe operation is your responsibility.

INSTALLING OPTIONAL GRASS BAG

Bagging is most effective when engine is running at maximum speed and only about 1/4 of the grass blade is being cut. If an excessive amount of grass is being cut off, the mower can plug and cause the engine to stall. If long grass must be cut, adjust mower to the highest height-of-cut and cut the grass. Follow this by lowering the height-of-cut and cutting the grass again.

To install the bagging assembly:

1. Grasp bag chute by the handle and insert chute slides into grooves in deflector. Raise deflector with the bag chute and slide the chute fully forward (Fig. 10). Allow spring tension of deflector to lower the bag chute so its tab settles into slot in mower housing. Do not use your free hand to raise grass deflector when installing the bag chute, even though engine is not running, because contact with the blade could cause personal injury.

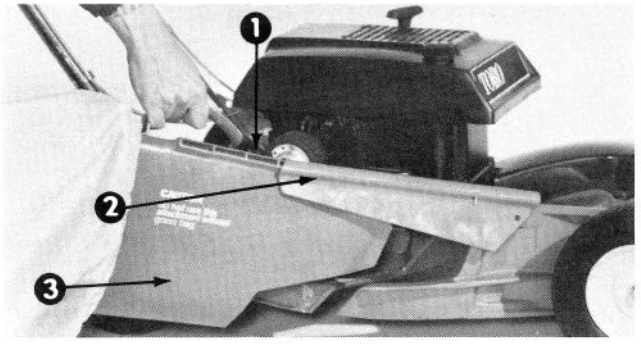

Figure 10

1. Chute Slide 2. Groove 3. Bag Chute

OPERATING INSTRUCTIONS

2. Slide L-shaped end of bag rod through hole in lower handle (Fig. 11).



Figure 11
1. Bagging Assembly Installed

3. Hang bag loop onto end of bag rod (Fig. 11). If the bottom of bag is dragging, bend the bag rod slightly until clearance between bag and ground results.

4. To remove bag and grass chute, stop the engine. Raise grass chute by the handle and slide it out of the deflector. Open the zipper to empty the bag and close the zipper before installing the bag and bag chute.

STARTING/STOPPING THE ENGINE

1. Move traction control into DISENGAGE **detent** and throttle control forward to START position (Fig. 12).

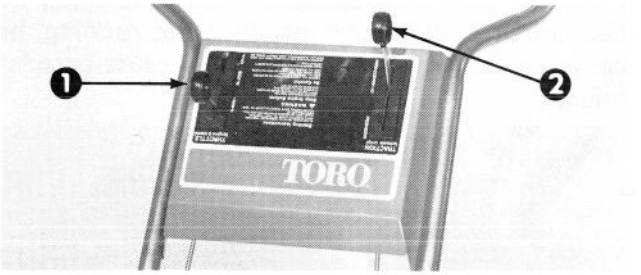

Figure 12
1. Throttle Control in START Position
2. Traction Control in DISENGAGE Detent

2. Place foot on step at left side of mower housing. Pull fingertip starter up until positive engagement results (Fig. 13); then pull vigorously to start the engine.



Figure 13
1. Recoil Starter Handle

IMPORTANT: **Do not pull starter rope to its limit or let go of the handle when rope is pulled out because starter mechanism or rope may break.**

3. After engine starts, move throttle control to the desired speed.

4. To stop engine, move traction control into DISENGAGE **detent** and throttle control to STO position.

USING WASH-OUT PORT

After mower is used, underside of mower housing must be cleaned.

1. ⚠ Stop the engine.

2. Set height-of-cut in the lowest position and open wash-out port.

3. Start the engine. Insert end of hose, without nozzle, into wash-out port opening (Fig. 14).

Using moderate water pressure, allow water and engine to run for approximately two minutes.

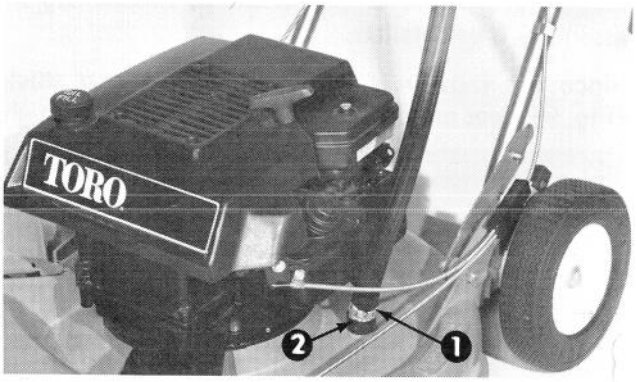

Figure 14
1. Hose Without Nozzle
2. Wash-Out Port

MAINTENANCE

CAUTION

Never perform an adjustment or maintenance procedure while the engine is running. Pull high tension wire (Fig. 15) off spark plug.

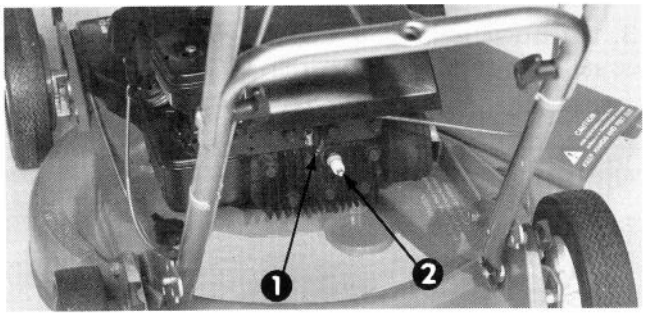

Figure 15

1. *High Tension Wire - Install on V Notch*
2. *Spark Plug*

LUBRICATION

1. After every 25 hours of operation or at the end of the mowing season, apply 2 or 3 drops of light oil on the inside of all the wheel bolts (Fig. 16). Spin the wheel to distribute oil into the wheel bushings.

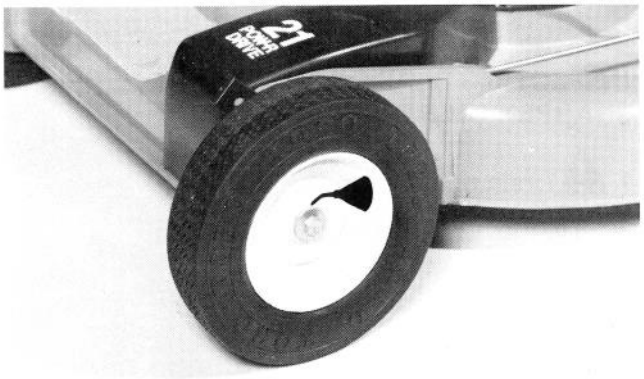

Figure 16

2. Lubricate the throttle and traction control cables after every 25 hours of operation or at the end of the mowing season. Apply light oil onto the cables (Fig. 17) and where they enter the control housing.

SERVICING AIR CLEANER

The air cleaner element must be cleaned after every 25 hours of engine operation; however, more frequently when mower is operated in dusty or dirty conditions.

1. Remove screw and cover.



Figure 17

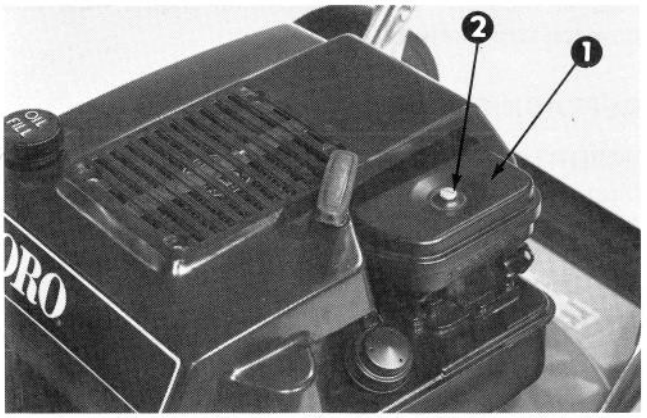

Figure 18

1. *Air Cleaner Cover*
2. *Mounting Screw*

2. Inspect the air cleaner element (Fig. 19). If necessary remove and clean (Fig. 19).

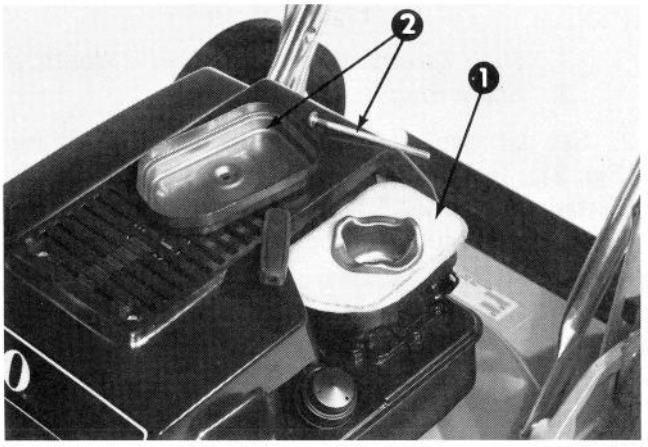

Figure 19

1. *Air Cleaner Element*
2. *Cover, and Mount Screw*

MAINTENANCE

A. WASH element in a solution of liquid soap detergent and water. Squeeze the element to remove dirt. Do not twist element because it may tear.

B. DRY the element by wrapping it in a clean rag. Squeeze the rag and element until element is dry.

C. SATURATE the element with 25 ml of SAE 30 oil, and squeeze it to distribute oil thoroughly. A damp element is desirable.

D. Place element and spacer into air cleaner body (Fig. 19). Assure narrow edge of spacer is parallel with side of air cleaner body.

3. Replace cover and screw. (Fig. 19)

IMPORTANT: Do not operate engine without air cleaner element because extreme engine wear and damage will likely result.

REPLACING SPARK PLUG

IMPORTANT: A cracked, fouled or dirty spark plug must be replaced. Recommended spark plug to use is a Champion RJ-8 or equivalent.

1. Remove spark plug (Fig. 20).

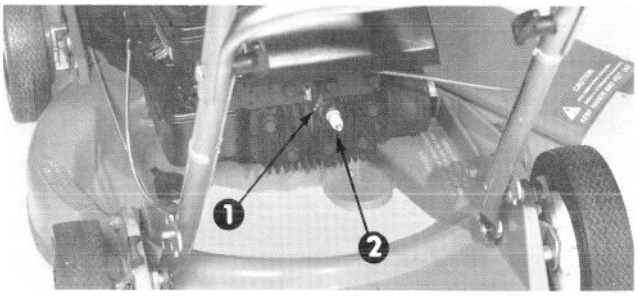

Figure 20

1. High Tension Wire - Install on V Notch
2. Spark Plug

2. Set air gap between electrodes at 0.76 mm (Fig. 21). Install the spark plug with gasket seal and tighten plug to 20.4 N·m. If torque wrench is not used, tighten plug firmly.

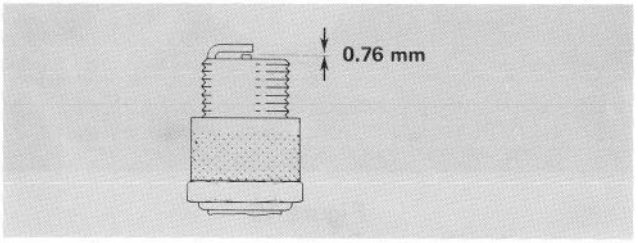

Figure 21

CHANGING CRANKCASE OIL

Change oil after the first 2 hours of engine operation, and after every 25 hours thereafter. Since warm oil drains better and carries more contaminants than cold oil, run the engine for a minute or so before changing oil.

1. Drain petrol from fuel tank.

2. Tip mower on its left side (Fig. 22).

3. Remove drain plug (Fig. 22) and tip mower back to its normal position to drain oil.

4. After oil is drained, install oil drain plug and tighten it securely. Tip mower back to its normal position.

5. Fill crankcase with oil.

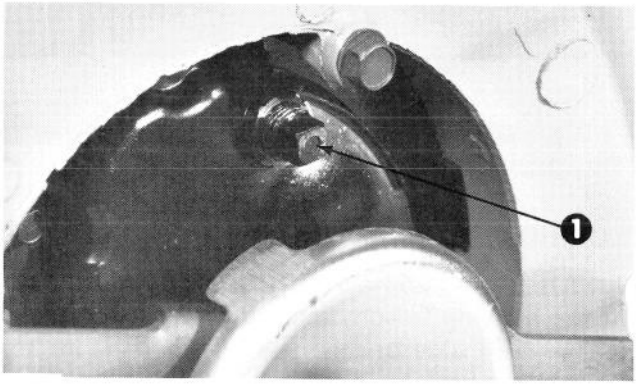

Figure 22

1. Engine Oil Drain Plug

INSPECTING BLADE FOR DAMAGE: SHARPEN OR REPLACE

1. ⚠ Drain petrol from fuel tank.

2. Tip mower on its left side (Fig. 23).

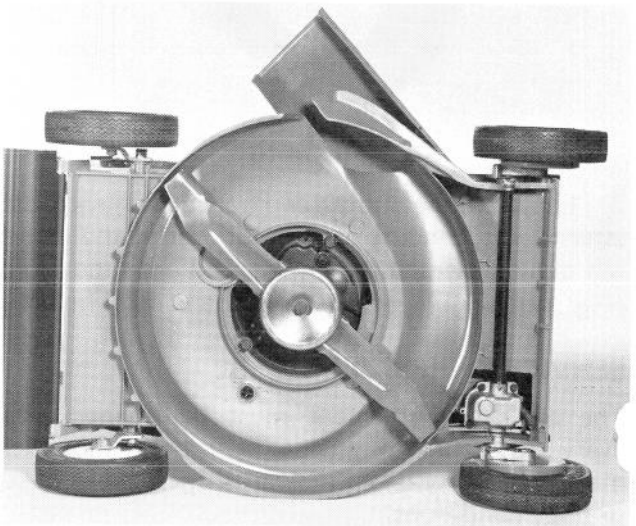

Figure 23

. Examine cutting ends of the blade carefully; harpen or replace as needed (Fig. 24).

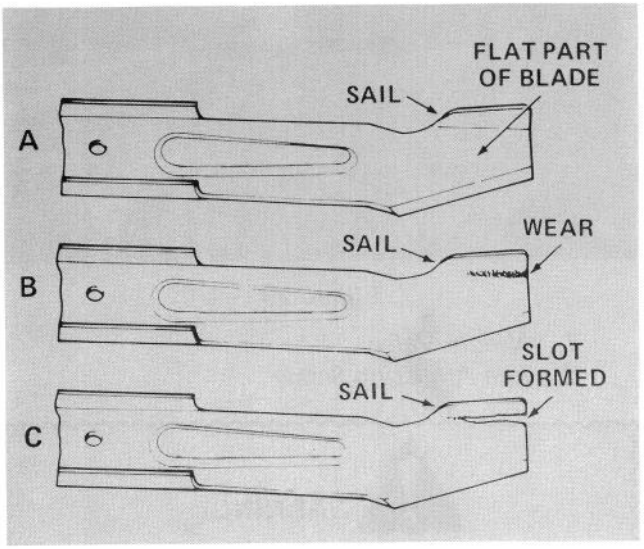

Figure 24

4. Grasp end of blade using a rag or thickly padded glove. Remove capscrew, lockwasher, scalp cup and blade (Fig. 25).

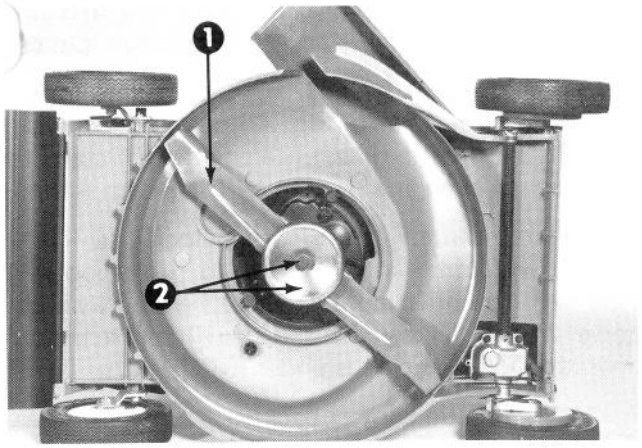

Figure 25

1. *Blade*
2. *Capscrew, Lockwasher and Scalp Cup*

Note: To assure optimum cutting performance, install a new blade at the start of the cutting season. During the year, file down small nicks to maintain a fine cutting edge.

5. Using a file, sharpen cutting edge at both ends of the blade (Fig. 26).

IMPORTANT: Sharpen top side of blade and maintain original cutting angle (Fig. 26).

6. Check balance of blade by putting it on a blade balancer. If blade is not balanced, file some metal off heavy "end" of the blade, not off the cutting edge. Then check the blade balance again.

7. Install sharp, balanced blade with scalp cup, lockwasher and capscrew. Sail part of the blade must point toward the mower housing. Tighten capscrew to 68 N·m.

8. Set mower upright.

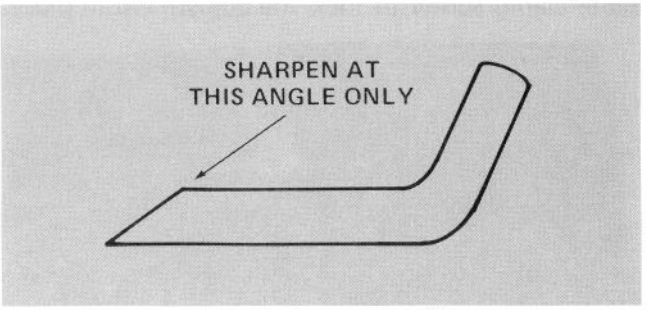

Figure 26

1. *Blade Sharpening Angle*

CLEANING MOWER HOUSING

To assure a good cut and efficient grass bagging, the underside of mower housing must be kept clean.

1. ⚠ Drain petrol from fuel tank.

2. Tip mower on its left side (Fig. 27). Remove grass clippings and dirt by spraying with a garden hose and scraping with a wooden scraper.

3. Set mower upright.

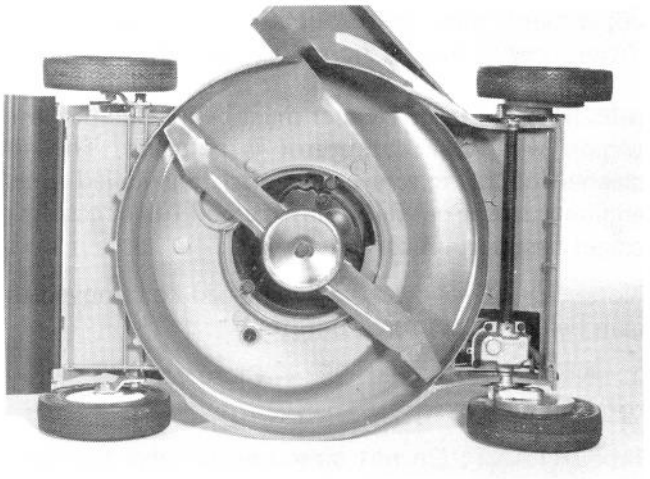

Figure 27

ADJUSTING THROTTLE CONTROL

An adjustment of the throttle control may be required if the engine does not start or stop, and whenever a new throttle control cable assembly is installed.

1. Move throttle control lever to the STOP position, remove screws securing cover to engine and remove cover.

2. Loosen cable clamp screw until throttle cable is free to slide (Fig. 28).

3. Move carburetor control arm to the right until it contacts grounding bracket (Fig. 28). Pull throttle cable slightly to remove any slack, and tighten the cable clamp screw to lock the adjustment in place.

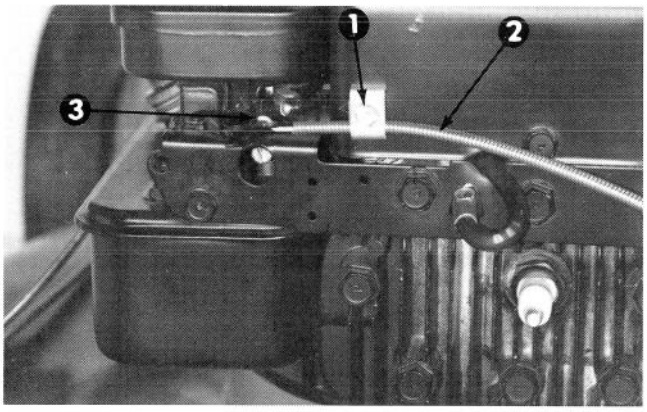

Figure 28

1. *Cable Clamp Screw*
2. *Cable*
3. *Control Arm.*

ADJUSTING CARBURETOR

The carburetor has been set at the factory, but an occasional adjustment may be required. However, do not make unnecessary carburetor adjustments because factory settings are usually correct. An adjustment may be required to compensate for differences in fuel, temperature and altitude.

IMPORTANT: Air cleaner must be installed on the engine whenever carburetor is adjusted. The air cleaner mounting screw must also be installed when engine is run. Fuel tank must be half full of gasoline to get best carburetor adjustment.

Note: The cover over the engine can be removed to gain better access to carburetor.

1. Needle Valve (Fig. 29) – Close valve by gently rotating it clockwise.

IMPORTANT: Do not close needle valve too tight because valve and seat in carburetor could be damaged.

2. Rotate – open – needle valve 1-1/2 turns counterclockwise.

Note: The needle valve setting is an approximate; however, the setting will allow engine to be started so carburetor can be fine tuned – steps 3-8.

3. Start engine and let it warm up for approximately two minutes. Move throttle control to START position.

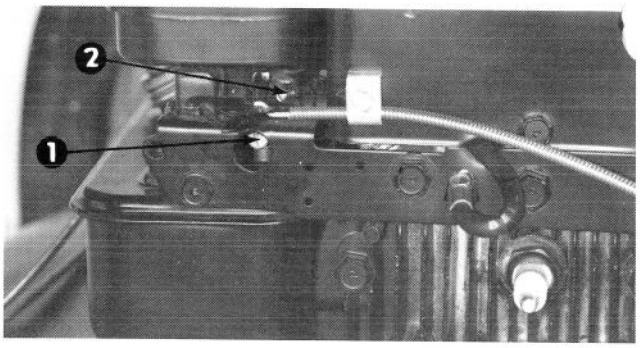

Figure 29

1. *Needle Valve*
2. *Idle Adjusting Screw*

WARNING

Engine must be running so final adjustment of the carburetor can be performed. Take care to guard against possible personal injury.

4. Rotate needle valve (Fig. 29) clockwise, 1/8 turn at a time, until engine starts to lose speed. Let engine react to each 1/8 turn setting.

5. Rotate needle valve (Fig. 29) counterclockwise-out – 1/8 turn at a time, until engine first starts to run rough. Let engine react to each 1/8 turn setting.

6. Rotate needle valve (Fig. 29) clockwise – in – very slowly until engine starts to run smoothly. This setting under no load may be slightly rich; however, the slightly rich setting will assure proper operation when engine is under load.

7. Move throttle control backward so engine idles. Rotate idle adjusting screw (Fig. 29) until engine speed is 1750 rpm.

Note: Rotate idle adjusting screw clockwise to increase idle rpm and counterclockwise to decrease idle rpm.

8. Check carburetor adjustment by quickly moving throttle control from idle speed to START position. Engine speed should increase without hesitation. If engine tends to stall or die out, rotate needle valve 1/8 turn counterclockwise until engine accelerates smoothly.

CHECKING GEAR CASE

Check gear case periodically for oil leaks between sides of case and axle (Fig. 30). If oil leak is excessive or continuous, have mower inspected by an Authorized TORO Service Dealer.

MAINTENANCE

Slight leakage may be occurring which will not be noticed. Therefore, check the oil level in the gear case at least every 25 hours of operation.

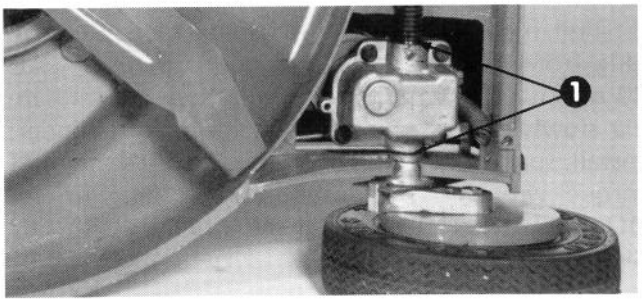

Figure 30

1. Check Here

1. Remove two screws securing POW-R-DRIVE cover and set cover aside.

2. Place mower on level surface. Remove plastic plug from gear case (Fig. 31). Gear oil will flow out hole in gear case if filled to proper level. If no gear oil is evident, add oil.

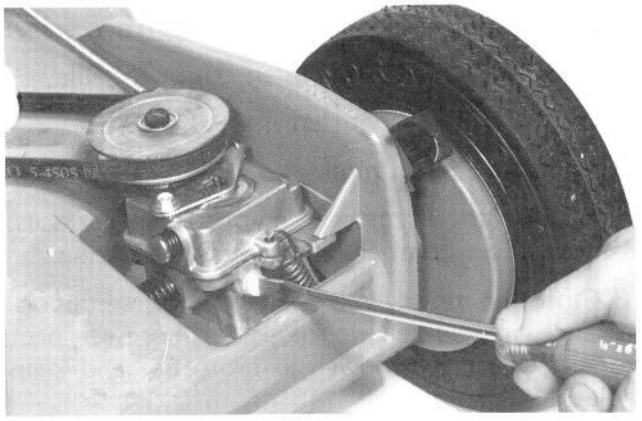

Figure 31

3. Add gear oil until gear oil leaks out when gear case is level (Fig. 32).

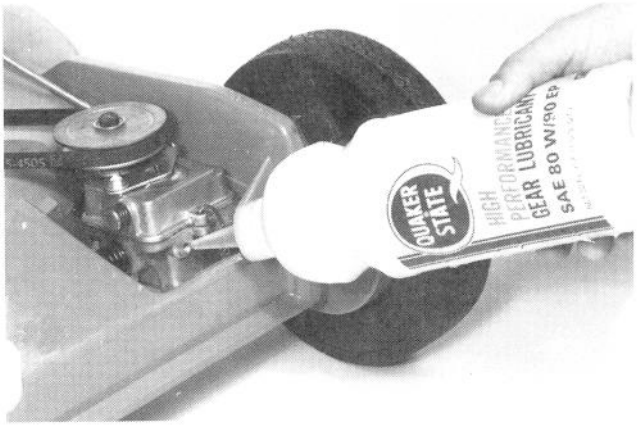

Figure 32

4. Install plastic plug.

ADJUSTING DRIVE CONTROL

If drive control does not engage or disengage an adjustment may be required.

1. Remove two screws holding POW-R-DRIVE cover and put cover aside.

2. Loosen cable retaining screw until control cable is free to slide (Fig. 33).

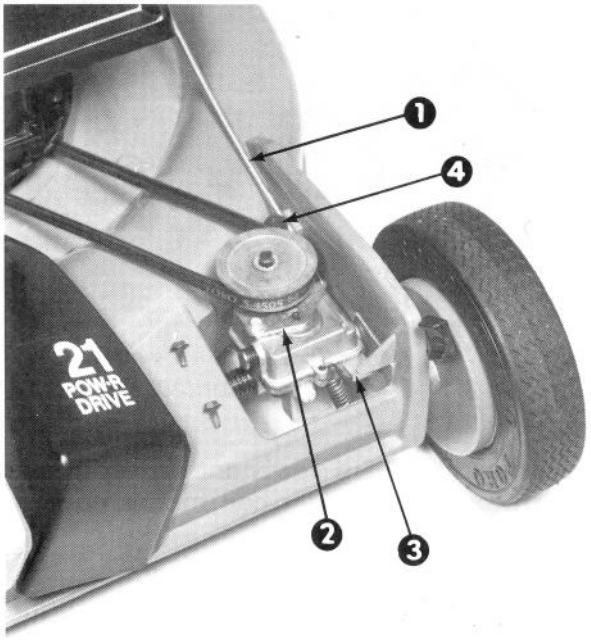

Figure 33

1. Cable
2. Arm
3. Tab
4. Retaining Screw

3. Move the drive control backward into the DISENGAGE **detent.**

4. Push shifter arm backward until it stops and hold shifter in place. Pull control cable and wire backward to remove all slack, and secure cable in place by tightening the cable retaining screw (Fig. 33).

5. Install POW-R-DRIVE cover with two screws.

ADJUSTING RECOIL TRACTION LOCKOUT

The recoil lockout mechanism (Fig. 34) on the left side of engine, in conjunction with the drive control, disengages the recoil starter so the engine cannot be started when drive control is in the ENGAGE position. Unless the control cable ever breaks and is replaced an adjustment should not be required.

1. Move drive control into DISENGAGE **detent.**

2. Loosen cable clamp screw until control cable is free to slide (Fig. 34).

MAINTENANCE

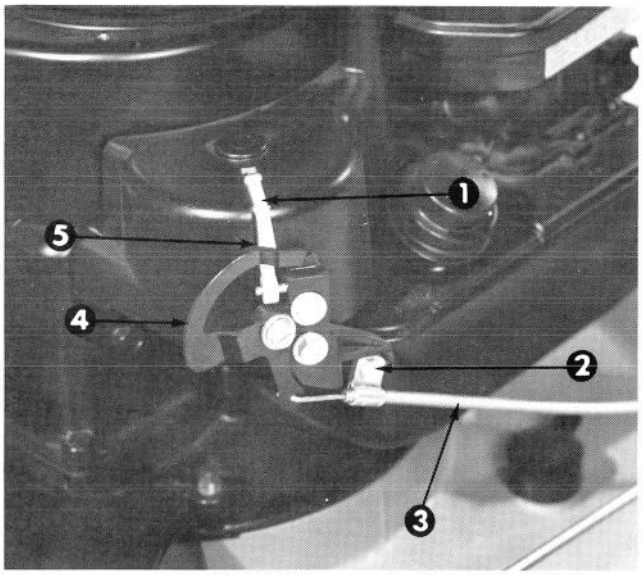

Figure 34

1. *Interlock Arm*
2. *Clamp and Screw*
3. *Cable*
4. *Cam Lever*
5. *Contact Point*

3. Pull recoil handle up slowly until interlock arm moves outward, and hold recoil in this position so arm stays out (Fig. 34).

4. Move cam lever until interlock arm contacts the "V" on inside of the cam lever (Fig. 34). Maintain cam lever and interlock arm position and release the recoil handle; then tighten cable clamp screw (Fig. 34).

5. Test the adjustment by moving traction control to ENGAGE. Pull recoil starter slowly: it must be very easy to pull and engine must not turn over. If engine turns over, repeat the adjustment.

PREPARING MOWER FOR STORAGE

1. Drain petrol from fuel tank. Start engine and let it run until all petrol is used.

2. Pull high tension wire off spark plug. Remove plug from cylinder head and pour 30 ml of SAE 30 oil into spark plug hole. Pull recoil starter handle slowly to distribute oil on inside of cylinder. Install spark plug and tighten it to 20.4 N·m. If torque wrench is not used, tighten plug firmly. DO NOT INSTALL HIGH TENSION WIRE ON SPARK PLUG.

3. Drain oil from crankcase. Do not fill crankcase with oil at this time.

4. Clean dirt and chaff from outside of cylinder, cylinder head fins, blower housing, external parts of engine, shrouding and top of mower housing.

5. Clean underside of mower housing.

6. Check condition of blade and blade capscrew; repair or replace if necessary.

7. Check and tighten all capscrews, bolts, screws, nuts and mating parts. Repair or replace if necessary.

8. Lubricate wheel bushings and throttle cable.

9. Wash the air cleaner element.

10. Fill crankcase with oil.

11. "Touch up" all rusted or chipped paint surfaces. Make sure to sand affected area before painting.

12. Store the mower in a clean, dry place. For convenience, handle can be folded for more compact storage. Cover the mower to protect it and keep it clean.

TROUBLE SHOOTING

Problem	Possible Causes	Corrective Action
Engine does not start.	1. Throttle not in start position.	1. Move throttle to start.
	2. Fuel tank is empty.	2. Fill fuel tank with petrol: refer to Fill Fuel Tank with Petrol page 4.
	3. Spark plug loose.	3. Tighten spark plug to 20.4 N·m.
	4. High tension wire loose or disconnected from spark plug.	4. Install high tension wire on plug.
	5. Spark plug gap is incorrect.	5. Set gap between electrodes at 0.76 mm.
	6. Spark plug is defective.	6. Install new, correctly gapped plug: refer to Replacing Spark Plug, page 8.
	7. Blade bolt is loose.	7. Tighten blade bolt to 68 N·m.
	8. Faulty points or condenser.	8. Contact TORO Service Dealer.
Engine starts hard or loses power.	1.Dirt or water in fuel tank.	1. Drain petrol and clean fuel tank. Fill tank with clean, fresh petrol: refer to Fill Fuel Tank with Petrol, page 4.
	2. Vent hole in fuel tank cap is plugged.	2. Clean or replace fuel tank cap.
	3. Air cleaner is dirty.	3. Clean air cleaner element: refer to Servicing Air Cleaner, page 7.
	4. Blade bolt is loose.	4. Tighten blade bolt to 68 N·m.
Engine operates erratically or idles poorly.	1. Spark plug is defective.	1. Install new, correctly gapped plug: refer to Replacing Spark Plug, page 8.
	2. Spark plug gapped incorrectly.	2. Set gap between electrodes at 0.76 mm.
	3. Air cleaner is dirty.	3. Clean the air cleaner element: refer to Servicing Air Cleaner, page 7.
	4. Oil level in crankcase is low.	4. Add oil to crankcase: refer to Fill Crankcase with Oil, page 3.
	5. Air slots in engine shroud are plugged.	5. Remove obstruction from slots.
	6. Cooling fins and air passages under engine blower housing are plugged.	6. Remove obstruction from cooling fins and air passages.
Engine skips at high speed.	1. Air gap between electrodes of spark plug is too close.	1. Set air gap at 0.76 mm.
Engine overheats.	1. Cooling air flow is restricted.	1. Remove any obstruction from slots in shroud, blower housing, air passages, and cooling fins on engine.
	2. Oil level in crankcase is low.	2. Add oil to crankcase: refer to Fill Crankcase with Oil, page 3.
	3. Incorrect spark plug.	3. Install Champion RJ8 spark plug that is gapped at 0.76 mm.
Mower vibrates abnormally.	1. Blade bolt is loose.	1. Tighten blade bolt to 68 N·m.
	2. Cutter blade is unbalanced.	2. Sharpen cutter blade and check the balance: refer to Sharpening or Replacing Cutter Blade, page 8. Replace the blade if it cannot be balanced.

The Toro Promise

A One Year Limited Warranty

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

Residential and Turf Products . . . . . 1 year
Residential Products used Commercially (except trimmers) . . . 45 days

The cost of parts and labor is included, but you pay all transportation costs.

If you feel your Toro Product is defective and wish to have it repaired under The Toro Promise, the following procedure is recommended:

1. Contact your nearest Toro Distributor concerning your complaint so that he can advise you of the arrangements that can be made to inspect and repair your product.
2. The Toro Distributor will inspect the product and advise you whether it is defective and if so, make all repairs necessary to correct the defect.

If for any reason you are dissatisfied with the Distributor's analysis of the defect or the service performed, contact the Toro Importer. If the above remedies fail, you may contact us at the address below:

The Toro Company
International Service Department
8111 Lyndale Avenue South
Minneapolis, Minnesota 55420
U.S.A.

The above remedy of product defect through repair is your sole remedy for any defect.

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