



Wheel Horse[®]

12–32 Recycler[®] Rider

70089—000000001 and Up

70089—200000001 and Up

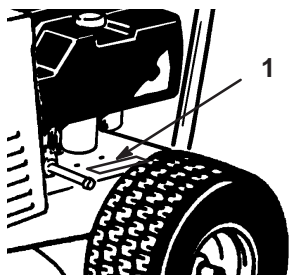
Operator's Manual

Introduction

Thank you for purchasing a Toro product.

All of us at Toro want you to be completely satisfied with your new product, so feel free to contact your local Authorized Service Dealer for help with service, genuine replacement parts, or other information you may require.

Whenever you contact your Authorized Service Dealer or the factory, always know the model and serial numbers of your product. These numbers will help the Service Dealer or Service Representative provide exact information about your specific product. You will find the model and serial number plate located in a unique place on the product as shown below.



1. Model and Serial Number Plate (on left frame)

For your convenience, write the product model and serial numbers in the space below.

Model No: _____
Serial No. _____

Read this manual carefully to learn how to operate and maintain your product correctly. Reading this manual will help you and others avoid personal injury and damage to the product. Although we design, produce and market safe, state-of-the-art products, you are responsible for using the product properly and safely. You are also responsible for training persons, who you allow to use the product, about safe operation.

The warning system in this manual identifies potential hazards and has special safety messages that help you and others avoid personal injury, even death. DANGER, WARNING and CAUTION are signal words used to identify the level of hazard. However, regardless of the hazard, be extremely careful.



DANGER signals an extreme hazard that will cause serious injury or death if the recommended precautions are not followed.

WARNING signals a hazard that may cause serious injury or death if the recommended precautions are not followed.

CAUTION signals a hazard that may cause minor or moderate injury if the recommended precautions are not followed.

Two other words are also used to highlight information. “Important” calls attention to special mechanical information and “Note” emphasizes general information worthy of special attention.

The left and right side of the machine is determined by sitting on the seat in the normal operator’s position.

	WARNING:	
<p>The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.</p>		

IMPORTANT: The engine in this product is not equipped with a spark arrester muffler. It is a violation of California Public Resource Code Section 4442 to use or operate this engine on any forest-covered, brush-covered or grass-covered land as defined in CPRC 4126. Other states or federal areas may have similar laws.


Contents

	Page		Page
Safety	3	Operating Procedure	19
Safe Operating Practices	3	The Safety Interlock System	20
Toro Riding Mower Safety	5	Operating-in-Reverse	20
Slope Chart	7	Side Discharging or Bagging	23
Safety and Instruction Decals	9	Driving Forward or Backward	23
Gasoline and Oil	10	Stopping the Machine	24
Recommended Gasoline	10	Positioning the Seat	24
Stabilizer/Conditioner	11	Recycler [®] Rider Tips	25
Filling the Fuel Tank	11	Tips for Cutting Grass	25
Check Engine Oil Level	11	Maintenance	28
Assembly	12	Service Interval Chart	28
Loose Parts	12	Air Cleaner	29
Install Front Wheels	13	Engine Oil	30
Install Steering Wheel	13	Spark Plug	31
Install Seat	13	Greasing and Lubrication	32
Activate the Battery	14	Tire Pressure	33
Fill Crankcase With Oil	16	Brake	33
Operation	17	Fuel Tank	34
Think Safety First	17	Front Wheel Toe-In	35
Controls	17	Battery	35
Gear Shift	17	Servicing Cutter Blade	37
Clutch Pedal	17	Removing/Installing Cutting Unit	39
Brake Pedal	17	Replacing Blade Drive Belt	39
Parking Brake	17	Adjusting Blade Drive Belt	40
Ignition Switch	18	Replacing Traction Drive Belt	40
Deck Engagement Lever	18	Leveling Cutting Unit	41
Height-of-Cut Control	18	Adjusting Gear Shift Neutral Position	41
Key Choice [™]	18	Wiring Diagram	42
Throttle Control	18	Cleaning and Storage	43
Starting and Stopping the Engine	18	Washing Underside of Mower	44
Break-In	19	Troubleshooting	45
Adjusting Height-of-Cut	19		

The enclosed Engine Owner's Manual is supplied for information regarding The U.S. Environmental Protection Agency (EPA) and the California Emission Control Regulation of emission systems, maintenance and warranty.

Keep this engine Owner's Manual with your unit. Should this engine Owner's Manual become damaged or illegible, replace immediately. Replacements may be ordered through the engine manufacturer.

Safety

This machine meets or exceeds the B71.1–1998 specifications of the American National Standards Institute, in effect at the time of production. However, improper use or maintenance by the operator or owner can result in injury. To reduce the potential for injury, comply with these safety instructions and always pay attention to the safety alert  symbol, which means CAUTION, WARNING, or DANGER—“personal safety instruction.” Failure to comply with the instruction may result in personal injury or death.

Safe Operating Practices

The following instructions are from ANSI standard B71.1—1998.

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

General Operation

- Read, understand, and follow all instructions in the operator’s manual and on the machine before starting.
- Allow only responsible adults who are familiar with the instructions to operate the machine.
- Clear the area of objects such as rocks, toys, wire, etc., which could be picked up and thrown by the blade.
- Be sure the area is clear of other people before mowing. Stop the machine if anyone enters the area.
- Never carry passengers.
- Do not mow in reverse unless absolutely necessary. Always look down and behind before and while backing.
- Be aware of the mower discharge direction and do not point it at anyone. Do not operate the mower without either the entire grass catcher or the guard in place.
- Slow down before turning.
- Never leave a running machine unattended. Always turn off blades, set parking brake, stop engine, and remove keys before dismounting.
- Turn off blades when not mowing.
- Stop the engine before removing the grass catcher or unclogging the chute.
- Mow only in daylight or good artificial light.
- Do not operate the machine while under the influence of alcohol or drugs.
- Watch for traffic when operating near or crossing roadways.
- Use extra care when loading or unloading the machine into a trailer or truck.
- Always wear safety goggles or safety glasses with side shields when operating mower.
- Data indicates that operators, age 60 years and above, are involved in a large percentage of riding mower–related injuries. These operators should evaluate their ability to operate the riding mower safely enough to protect themselves and others from serious injury.

Slope Operation

Slopes are a major factor related to loss-of-control and tip-over accidents, which can result in severe injury or death. All slopes require extra caution. If you cannot back up the slope or if you feel uneasy on it, do not mow it.

- Mow up and down slopes, not across.
- Remove obstacles such as rocks, tree limbs, etc.
- Watch for holes, ruts or bumps. Uneven terrain could overturn the machine. Tall grass can hide obstacles.
- Use slow speed. Choose a low gear so that you will not have to stop or shift while on the slope.
- Follow Toro's recommendations for wheel weight or counterweights to improve stability.
- Use extra care with grass catchers or other attachments. These can change the stability of the machine.
- Keep all movement on slopes slow and gradual. Do not make sudden changes in speed or direction.
- Avoid starting or stopping on a slope. If tires lose traction, disengage the blades and proceed slowly straight down the slope.
- Do not turn on slopes unless necessary, and then, turn slowly and gradually downhill, if possible.
- Do not mow near drop-offs, ditches, or embankments. The machine could suddenly turn over if a wheel goes over the edge of a cliff or ditch, or if an edge caves in.
- Do not mow on wet grass. Reduced traction could cause sliding.
- Do not try to stabilize the machine by putting your foot on the ground.
- Do not use a grass catcher on steep slopes.

Children

Tragic accidents can occur if the operator is not alert to the presence of children. Children are often attracted to the machine and the mowing activity. Never assume that children will remain where you last saw them.

- Keep children out of the mowing area and under the watchful care of another responsible adult.
- Be alert and turn the machine off if children enter the area.
- Before and while backing, look behind and down for small children.
- Never carry children, even with the blades off. They may fall off and be seriously injured or interfere with safe machine operation.
- Never allow children to operate the machine.
- Use extra care when approaching blind corners, shrubs, trees, the end of a fence or other objects that may obscure vision.

Service

- Use extra care when handling gasoline and other fuels. They are flammable and vapors are explosive.
 - A. Use only an approved container.
 - B. Never remove the gas cap or add fuel when the engine is running. Allow the engine to cool before refueling. Do not smoke.
 - C. Never refuel the machine indoors.
 - D. Never store the machine or fuel container inside where there is an open flame, such as near a water heater or furnace.
- Never run a machine inside a closed area.
- Keep nuts and bolts tight, especially the blade attachment bolts. Keep equipment in good condition.

- Never tamper with safety devices. Check their proper operation regularly.
- Keep the machine free of grass, leaves, or other debris build-up. Clean up oil or fuel spillage. Allow the machine to cool before storing.
- Stop and inspect the equipment if you strike an object. Repair, if necessary, before restarting.
- Grass catcher components are subject to wear, damage and deterioration, which could expose moving parts or allow objects to be thrown. Frequently check components and replace with manufacturer's recommended parts, when necessary.
- Mower blades are sharp and can cut. Wrap the blade(s) or wear gloves, and use extra caution when servicing them.
- Use only genuine Toro replacement parts to ensure that original standards are maintained.

Toro Riding Mower Safety

The following list contains safety information specific to Toro products or other safety information that you must know that is not included in the ANSI standard.

WARNING

POTENTIAL HAZARD

- **Engine exhaust contains carbon monoxide, which is an odorless, deadly poison.**

WHAT CAN HAPPEN

- **Carbon monoxide can kill you and is also known to the State of California to cause birth defects.**

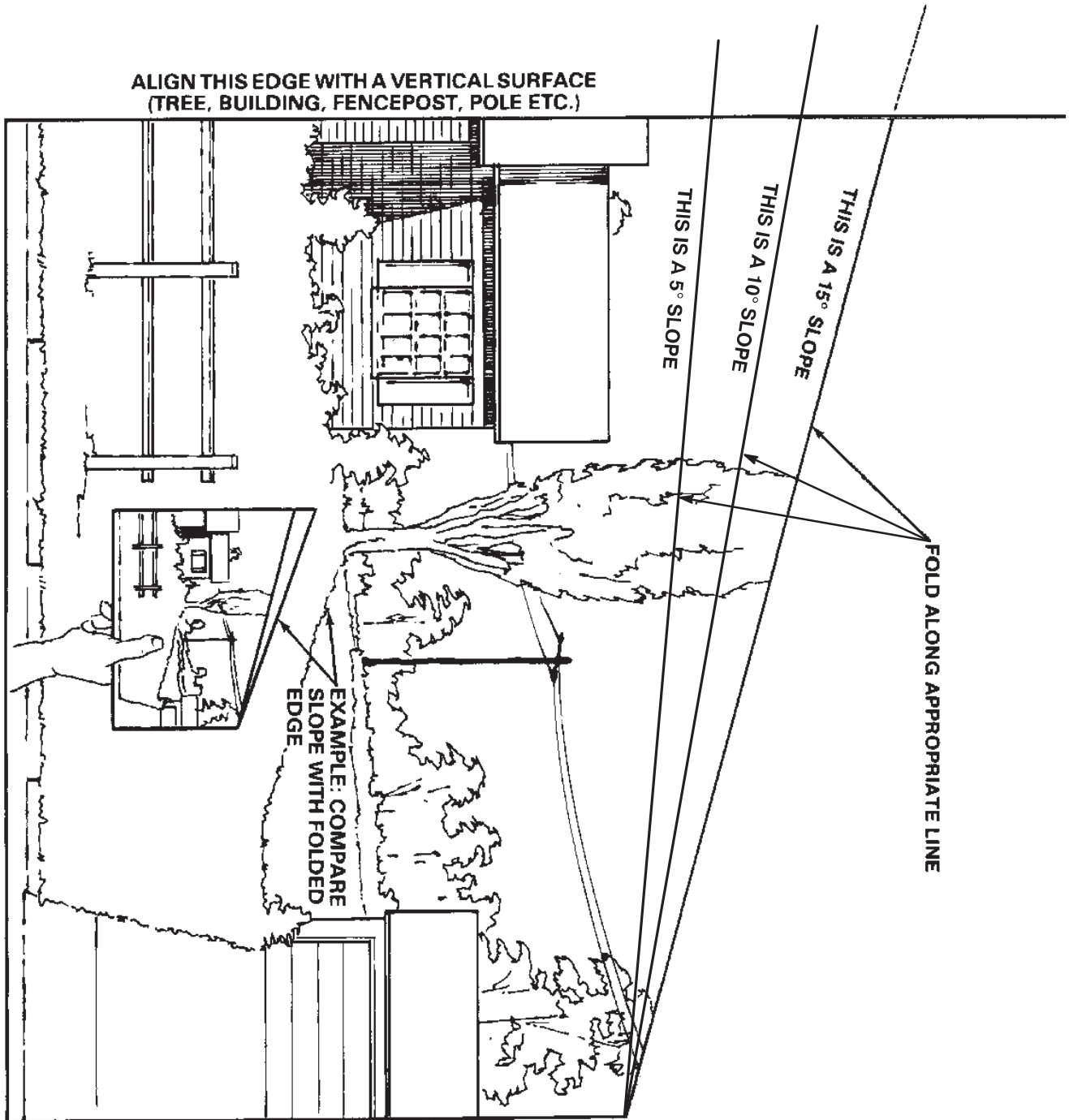
HOW TO AVOID THE HAZARD

- **Do not run engine indoors or in an enclosed area.**
- Stop the engine, disconnect spark plug wire(s) and remove key before performing any service, repairs, maintenance or adjustments.
- Slow down before turning. Sharp turns on any terrain may cause loss of control.
- Never leave a running machine unattended. Always turn off blades, set parking brake, stop engine, and remove the ignition and "Key Choice" keys before dismounting.
- Keep hands, feet, hair and loose clothing away from attachment discharge area, underside of mower and any moving parts while engine is running.
- Do not touch equipment or attachment parts which may be hot from operation. Allow to cool before attempting to maintain, adjust or service.
- Remove obstacles such as rocks, tree limbs, etc. from the mowing area. Watch for holes, ruts or bumps, as uneven terrain could overturn the machine. Tall grass can hide obstacles.

- Battery acid is poisonous and can cause burns. Avoid contact with skin, eyes and clothing. Protect your face, eyes and clothing when working with a battery.
- Battery gases can explode. Keep cigarettes, sparks and flames away from battery.
- Use only genuine replacement parts to ensure that original standards are maintained.
- Mow up and down slopes greater than 5°, not across.
- Mow downhill only on slopes above 10°, never mow uphill. If a steep slope must be ascended, back up the hill, and drive forward down the hill, keeping the machine in gear.
- Do not operate machine on hillsides or slopes exceeding 15°.
- Avoid turning on slopes. If you must turn, turn slowly and gradually downhill, if possible.
- Do not use a grass catcher on steep slopes. Heavy grass bags could cause loss of control or overturn the machine.
- Use only Toro-approved attachments. Warranty may be voided if used with unapproved attachments.

Slope Chart

Read all safety instructions on pages 3–6.



Safety and Instruction Decals

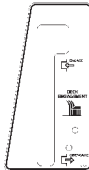


Safety decals and instructions are easily visible to the operator and are located near any area of potential danger. Replace any decal that is damaged or lost.

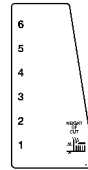
ON DEFLECTOR
(Part No. 54-9220)



IN FRONT OF SEAT
(Part No. 92-7244)



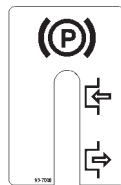
IN FRONT OF SEAT
(Part No. 92-7245)



ON STEERING TOWER
(Part No. 99-2981)



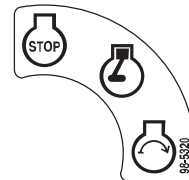
ON REAR OF STEERING TOWER
(Part No. 93-7008)



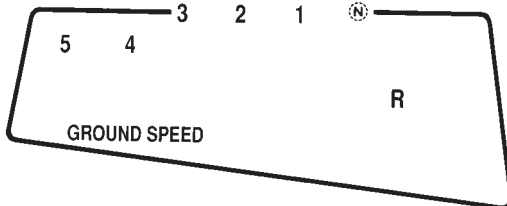
ON LEFT SIDE OF DECK
(Part No. 66-1340)



ON TOWER NEAR IGNITION SWITCH
(Part No. 98-5320)



ON RIGHT SIDE OF SEAT
(Part No. 92-1751)



ON FLOOR PANEL
(Part No. 99-6093)



IN FRONT OF SEAT
(Part No. 99-2979)



UNDER GRASS DEFLECTOR
(Part No. 68-3650)



Gasoline and Oil

Recommended Gasoline

Use UNLEADED Regular Gasoline suitable for automotive use (85 pump octane minimum). Leaded regular gasoline may be used if unleaded regular is not available.

IMPORTANT: Never use methanol, gasoline containing methanol, or gasohol containing more than 10% ethanol because the fuel system could be damaged. Do not mix oil with gasoline.

DANGER

POTENTIAL HAZARD

- In certain conditions gasoline is extremely flammable and highly explosive.

WHAT CAN HAPPEN

- A fire or explosion from gasoline can burn you, others, and cause property damage.

HOW TO AVOID THE HAZARD

- Use a funnel and fill the fuel tank outdoors, in an open area, when the engine is cold. Wipe up any gasoline that spills.
- Do not fill the fuel tank completely full. Add gasoline to the fuel tank until the level is 1/4" to 1/2" (6 mm to 13 mm) below the bottom of the filler neck. This empty space in the tank allows gasoline to expand.
- Never smoke when handling gasoline, and stay away from an open flame or where gasoline fumes may be ignited by a spark.
- Store gasoline in an approved container and keep it out of the reach of children. Never buy more than a 30-day supply of gasoline.

DANGER

POTENTIAL HAZARD

- In certain conditions gasoline is extremely flammable and highly explosive.

WHAT CAN HAPPEN

- A fire or explosion from gasoline can burn you, others, and cause property damage.

HOW TO AVOID THE HAZARD

- Always place gasoline containers on the ground away from your vehicle before filling.
- Do not fill gasoline containers inside a vehicle or on a truck or trailer bed because interior carpets or plastic truck bed liners may insulate the container and slow the loss of any static charge.
- When practical, remove gas-powered equipment from the truck or trailer and refuel the equipment with its wheels on the ground.
- If this is not possible, then refuel such equipment on a truck or trailer from a portable container, rather than from a gasoline dispenser nozzle.
- If a gasoline dispenser nozzle must be used, keep the nozzle in contact with the rim of the fuel tank or container opening at all times until fueling is complete.

Stabilizer/Conditioner

Using a stabilizer/conditioner in the machine:

- Keeps gasoline fresh during storage of 90 days or less. For longer storage it is recommended that the fuel tank be drained.
- Cleans the engine while it runs
- Eliminates gum-like varnish buildup in the fuel system, which causes hard starting

IMPORTANT: Never use fuel additives containing methanol or ethanol.

Add the correct amount of gas stabilizer/conditioner to the gas.

Note: A fuel stabilizer/conditioner is most effective when mixed with fresh gasoline. To minimize the chance of varnish deposits in the fuel system, use fuel stabilizer at all times.

Filling the Fuel Tank

1. Shut the engine off and set the parking brake.
2. Clean around fuel tank cap and remove the cap. Add unleaded regular gasoline to fuel tank, until the level is 1/4 to 1/2 inch (6 mm to 13 mm) below the bottom of the filler neck. This space in the tank allows gasoline to expand. Do not fill the fuel tank completely full.
3. Install fuel tank cap securely. Wipe up any gasoline that may have spilled.

Check Engine Oil Level

Before you start the engine and use the machine, check the oil level in the engine crankcase; refer to *Checking Oil Level*, page 30.

Assembly

Loose Parts

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

DESCRIPTION	QTY.	USE
Seat	1	Install Seat, page 13.
Wire Tie	1	
Clamp	1	
Seat Spacer (rubber)	2	
Seat Spacer (metal)	2	
Washer, 5/16" I.D.	2	
Screw, 5/16"-18 x 1 1/2" (38 mm)	2	
Locknut	2	
Front Wheel Assembly	2	Install Front Wheels, page 13
Flat Washer	2	
Hub Cap	2	
Cotter Pin	2	
Steering Wheel	1	Install Steering Wheel Assembly, page 13
Roll Pin	1	
Steering Shaft Cover	1	
Key	2	Use in ignition and "Key Choice" Switches
Capscrew	2	Secure battery cables to battery, page 15.
Wing Nut	2	
Hose coupling	1	Connect garden hose to washout port during maintenance.
Operator's Manual	1	Read manual before operating rider.
Registration Card	1	Fill out and mail to Toro.
Hang Tag	1	Read for Warranty information.

Install Front Wheels

Note: Grease axle shafts before installing wheels

1. Install wheel onto axle.
2. Mount flat washer onto axle, insert cotter pin and open pin ends with pliers (Fig. 1).
3. Install hub caps.

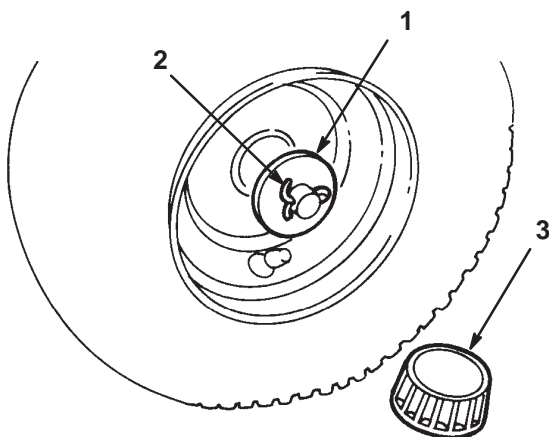


Figure 1

- | | |
|----------------|------------|
| 1. Flat washer | 3. Hub cap |
| 2. Cotter pin | |

4. Repeat steps 1-3 on opposite side.
5. Check front and rear tires for proper inflation. Refer to Maintenance section under Tire Pressure, page 33 for proper inflation pressure.
6. Lubricate both front wheels with No. 2 general purpose grease. Pump grease gun until grease comes through bearings. Wipe up any excess grease.

Install Steering Wheel

1. Position wheels in straight ahead direction and slide steering shaft cover over steering shaft.

2. Slip steering wheel over shaft and line the steering wheel mount hole with the shaft mounting hole (Fig. 2). Toro logo should be readable from operator's position.

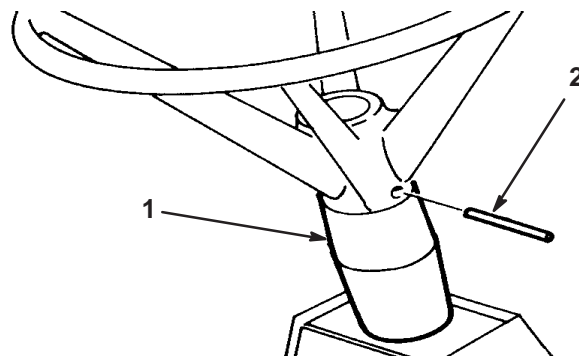


Figure 2

- | | |
|-------------------------|-------------|
| 1. Steering shaft cover | 2. Roll pin |
|-------------------------|-------------|

3. Insert a drift punch partially through the holes to maintain alignment and insert the roll pin in from the opposite side.
4. Drive the roll pin in until it is flush with the outside of the wheel (Fig. 2).

Install Seat

1. Thread 2 seat spacers (rubber) into bottom of seat (Fig. 3) in rear holes.
2. Position seat onto seat base, inserting seat switch cable thru slot and spacer studs through the rear mounting holes (Fig. 3). Secure loosely with two 5/16" locknuts.
3. Slide wire clamp over seat switch wire (Fig. 3).
4. Install 2 metal spacers in line with the front holes. Insert a 5/16" x 1 1/2" (38 mm) screw through the wire clamp and a 5/16" flat washer. Insert this screw through the seat bracket and spacer into the left front seat hole (Fig. 3). Install another 5/16" x 1 1/2" (38 mm) screw with a flat washer into the right front seat hole.

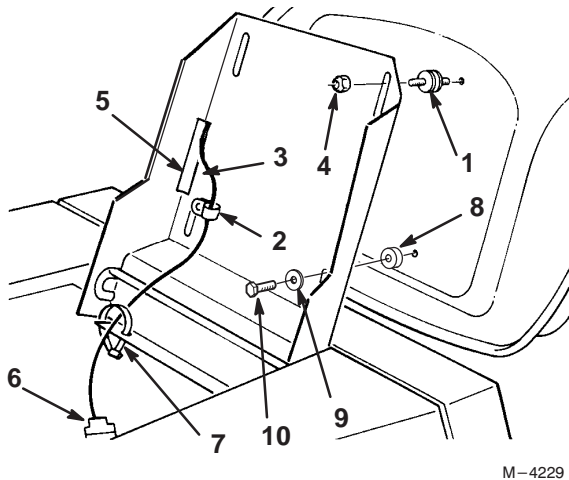


Figure 3

- | | |
|--------------------------|-------------------------------------|
| 1. Seat spacers (rubber) | 7. Wire tie |
| 2. Wire clamp | 8. Spacers (metal) |
| 3. Seat switch wire | 9. Washer, 5/16" I.D. |
| 4. Locknut | 10. Screw, 5/16-18 x 1 1/2" (38 mm) |
| 5. Seat switch slot | |
| 6. Seat switch connector | |

5. Adjust seat to desired position in the seat base slots and tighten locknuts and screws.
6. Insert seat switch connector into wire harness connector.
7. Secure wire harness to front of seat base with wire tie.

Activate the Battery

The battery must be removed from the machine so it can be filled with electrolyte and charged. Remove the battery and activate it as follows:

Removing the Battery

1. Tip seat forward exposing battery.
2. Remove wing nut securing battery hold downs to rider chassis (Fig. 4).

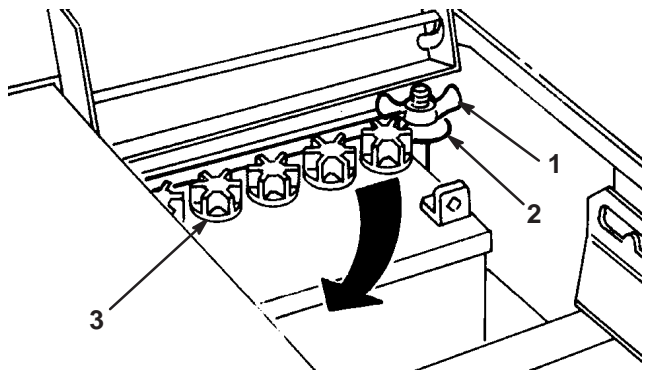


Figure 4

- | | |
|----------------------|---------------|
| 1. Wing nut | 3. Filler cap |
| 2. Battery hold-down | |
3. Lift up on top battery hold down and pivot rearward
 4. Remove battery from chassis and set it aside.

Adding Electrolyte

1. Remove filler caps from battery and slowly fill each cell until electrolyte is just above the "LOWER" fill line.
2. Leave filler caps off and connect a 3-4 amp battery charger to battery posts. Charge battery at a rate of 4 amperes or less for 4 hours (12 volt).

WARNING

POTENTIAL HAZARD

- Charging battery produces gasses.

WHAT CAN HAPPEN

- Battery gasses can explode.

HOW TO AVOID THE HAZARD

- Keep cigarettes, sparks and flames away from battery.

3. When battery is charged, disconnect charger from electrical outlet and battery posts.

- Slowly add electrolyte or distilled water to each cell until level is just below the “UPPER” fill line. Reinstall filler caps. Once battery is in service, distilled water only should be added; never add more electrolyte.

IMPORTANT: Do not overfill battery. Electrolyte will overflow onto other parts and severe corrosion and deterioration will result.

Installing the Battery

- Install the battery with the terminal posts toward the rear of the machine and vent tube on the left side of the battery, through the hole in the frame (Fig. 5).

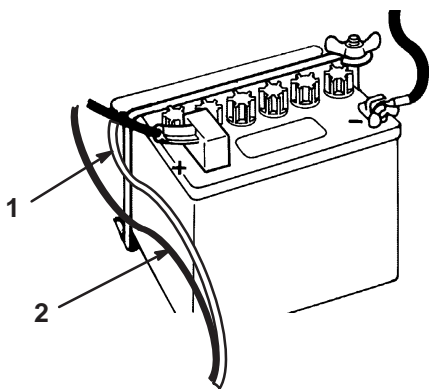


Figure 5

- Vent tube
- Throttle cable

- Reinstall battery hold downs.

WARNING

POTENTIAL HAZARD

- The battery terminals could short against the battery hold-down or metal tractor components.

WHAT CAN HAPPEN

- Sparks can cause the battery gasses to explode.

HOW TO AVOID THE HAZARD

- When removing or installing the battery, do not allow the battery terminals to touch any metal parts of the tractor.
- Always keep the battery hold-down rods in place to protect and secure the battery.

- Install the red positive cable (rubber boot over end) to the positive (+) terminal and the negative cable (black) to the negative (-) terminal of the battery and secure with capscrews and wing nuts. Slide the rubber boot over the positive terminal to prevent a possible short-out from occurring (Fig. 5).

Fill Crankcase With Oil

The rider is shipped from the factory without oil in the crankcase.

1. Place rider on a level surface.
2. Unscrew and remove the dipstick from the oil fill tube (Fig. 6).
3. Insert a funnel into the tube and slowly add engine oil into the crankcase, using oil fill chart below. Use a high quality detergent oil classified "For Service SF, SG, SH". Oil viscosity (weight) must be selected according to anticipated ambient temperature. See table below.

4. Oil Fill Chart

1232 Rear Engine Rider	48 ounces of oil
------------------------	------------------

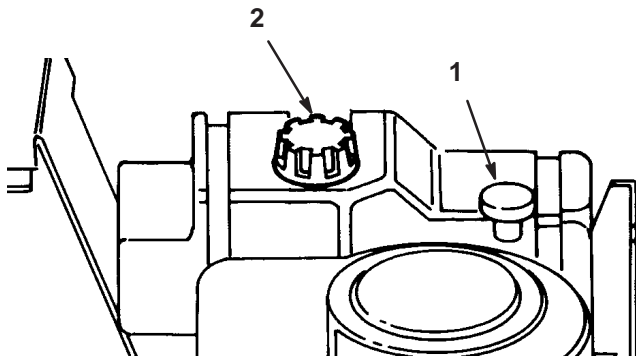


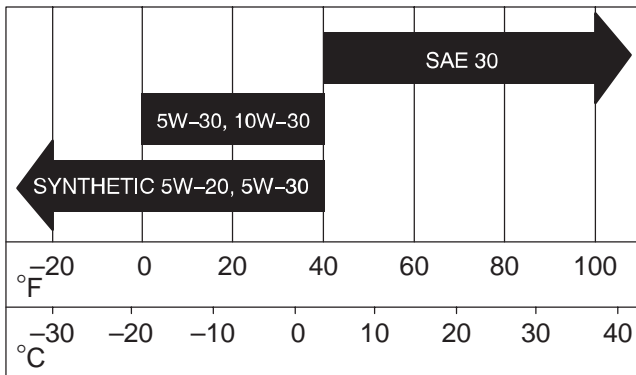
Figure 6

1. Dipstick 2. Fuel tank cap

5. Ensure the oil level is to the full mark on the dipstick when it is fully installed. Do not overfill or engine damage may result.
6. Insert the dipstick and turn it clockwise to secure it in the fill tube.

Note: Check the oil level every 5 operating hours or each time rider is used. Initially, drain the oil and replace it after the first 5 hours of operation to remove the contaminants produced by normal engine break-in; thereafter, under normal conditions, change oil after every 25 hours of operation. Change the oil more frequently when the engine is operated in dusty or dirty conditions.

USE THESE SAE VISCOSITY OILS



Operation

Think Safety First

Please carefully read all the safety instructions on pages 3–9. Knowing this information could help you, your family, pets or bystanders avoid injury.

Controls

Become familiar with all the controls (Fig. 1) before you start the engine and operate the machine.

Gear Shift

(Fig. 1)—Transaxle has five forward speeds, neutral and reverse. The gear shift lever is located at right side of operator. An interlock switch prevents engine from being started when transaxle is in any gear except neutral.

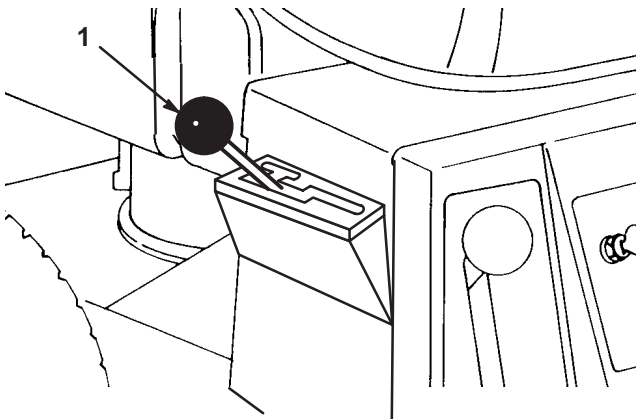


Figure 1

1. Gear shift

Clutch Pedal

(Fig. 2)—Used in conjunction with gear shift. Depress clutch pedal fully when shifting gears and whenever brake is used.

Brake Pedal

(Fig. 2)—Must be depressed to slow down or stop the rider. When pedal is depressed, a caliper engages the brake disc at side of transaxle. Remember to depress clutch pedal when using brake.

Note: Avoid depressing brake pedal while clutch is engaged otherwise premature brake wear will occur. Do not rest foot on pedal while mowing.

Parking Brake

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

(Fig. 2)—Parking brake must be used in conjunction with brake pedal. When pedal is depressed, end of parking brake lever holds brake pedal in depressed position and a caliper engages the brake disc at side of transaxle.

Setting the Parking Brake

1. Depress brake pedal fully and shift transaxle to neutral.
2. Move parking brake control upward and release brake pedal.

Releasing the Parking Brake

1. To release the parking brake, depress brake pedal, and parking brake lever will return it to its disengaged position. Release brake pedal slowly.

Ignition Switch

(Fig. 2)—Switch is part of engine ignition system, and it has three positions: OFF, RUN and START. Key automatically returns to RUN position from START position when released after engine starts.

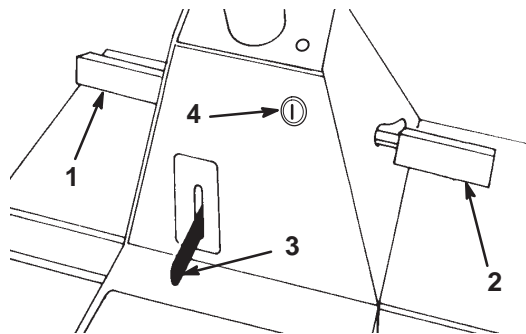


Figure 2

- | | |
|-----------------|-----------------------|
| 1. Clutch pedal | 3. Parking brake lock |
| 2. Brake pedal | 4. Ignition switch |

Deck Engagement Lever

(Fig. 3)—Engages and disengages the cutter blade. An interlock switch prevents engine from starting when control is in the ENGAGE position. Engine will start when control is in DISENGAGE position only.

Height-of-Cut Control

(Fig. 3)—Control varies the cutting height from approx. 1-1/2 to 4 inches (38 to 102 mm) in six increments.

Key Choice™

A hold and release switch used for deactivating the “Operating-In-Reverse” interlock feature. Located on panel in front and below the seat (Fig. 3).

Throttle Control

(Fig. 3)—Connects to and operates carburetor mounted throttle and choke. Control has four positions: IDLE, HOT RESTART, OPERATE and CHOKE. Push control slightly to the left and upward to obtain CHOKE position.

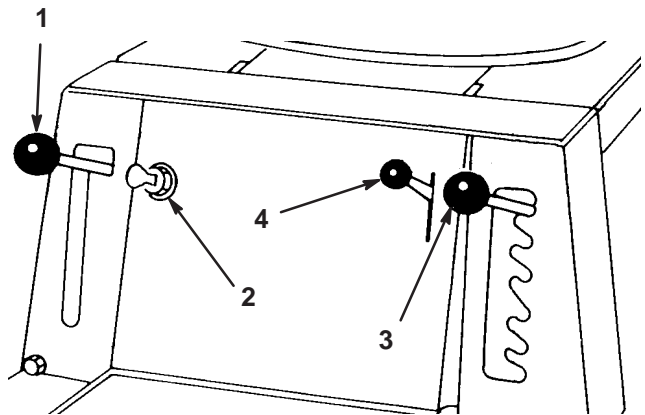


Figure 3

- | | |
|--------------------------|--------------------------|
| 1. Deck engagement lever | 3. Height-of-cut control |
| 2. “Key choice” switch | 4. Throttle control |

Starting and Stopping the Engine

Starting

1. Shift into neutral (N), move deck engagement lever to DISENGAGE. Lock the parking brake.
2. Move throttle control to CHOKE position, and rotate ignition key to START. When the engine starts, release the key and immediately move throttle control between OPERATE and IDLE positions if choke was used for starting.

3. Select desired height-of-cut and move deck engagement lever to ENGAGE. Release parking brake (if necessary), depress clutch pedal and shift into gear.
4. Release clutch pedal slowly and smoothly.

Stopping

1. Depress clutch and brake pedals, move throttle control lever to SLOW position, move deck engagement lever to DISENGAGE, and rotate ignition key to OFF.
2. Shift transaxle to neutral and engage parking brake.
3. Remove key from ignition switch. Wait for all moving parts to stop before getting off seat.

Break-In

The engine requires no special break-in other than changing oil after the first five hours of operation. Operate the transaxle in all gears to ensure that drive system is functioning correctly. After the first five hours of operation, check the condition of the belts.

Adjusting Height-of-Cut

The height-of-cut may be set in one of six positions from approximately 1-1/2 to 4 inches (38 to 102 mm).

1. Ensure the deck engagement lever is in DISENGAGE position.
2. Move height-of-cut control into desired setting.
3. To engage blade for cutting, move deck engagement lever to ENGAGE.

Operating Procedure

1. Move deck engagement lever to DISENGAGE.
2. Start the engine: refer to Starting/Stopping Instructions, page 16.

IMPORTANT: When rider is used for the first time, operate the transaxle in all gears to ensure that drive system is functioning correctly, and become familiar with the controls and operating characteristics. Never shift while the machine is moving or without first depressing the clutch pedal; transaxle damage could result.

3. Depress clutch pedal and shift transaxle into selected gear. Then release pedal slowly until traction drive engages.

IMPORTANT: To avoid a jerky start and putting a heavy load on the transaxle, release clutch pedal slowly. If shifting into reverse gear is difficult, jog clutch pedal in and out to get gears to mesh. Do not force the gear shift because damage may result. Should you encounter a jerking or grabbing condition during operation, contact your local Authorized TORO Service Dealer for assistance.

4. To engage blade for cutting, move height-of-cut control to the desired setting. Place throttle in OPERATE position. Then move deck engagement lever to ENGAGE position.
5. To stop engine, in sequence, depress clutch and brake pedals, move throttle control to IDLE, deck engagement lever into DISENGAGE, gear shift into neutral, engage parking brake, and rotate key to OFF position after allowing the engine to idle a short period.

The Safety Interlock System

Understanding the Safety Interlock System

The safety interlock system is designed to prevent the engine from starting unless:

- The power take off (PTO) is “OFF”
- The gear shift lever is in “N” neutral.

The safety system is designed to stop the engine if:

- You rise from the seat when the clutch/brake pedal is released.
- You rise from the seat when the blade (PTO) is “ENGAGED.”
- You shift into reverse with the power take off (PTO) engaged and the operating-in-reverse interlock not deactivated.

Operating-in-Reverse

An interlock feature is provided that prevents the Power Take Off (PTO) from operating while the tractor is traveling in reverse. If the unit is shifted into reverse while the mower blade or other PTO driven attachment is engaged, the PTO will stop.

Do not mow while backing up unless it is absolutely necessary. If you need to mow while in reverse gear or use other PTO driven attachments (such as a snowthrower or tiller), this no operating-in-reverse interlock may be temporarily deactivated.

Before deactivating this interlock, be sure there are no children present on or near the property where you are using the tractor, and that none are likely to appear while you are mowing or operating an attachment. Be extra observant after you have chosen to deactivate the interlock because the sound of the tractor’s engine might prevent you from being aware that a child or a bystander has entered the area where you are operating the tractor.

If you are certain that you can safely mow in reverse or operate an attachment, deactivate the no operating-in-reverse interlock by turning the Key Choice™ switch (Fig. 4), located on the seat bracket on the right hand side just below the seat, after engaging the blade (PTO). A red light on the front console (Fig. 5) will turn on as a reminder that the no operating-in-reverse interlock has been deactivated. Once the interlock is deactivated it stays in this mode—with your mower blade or PTO-driven attachment operating whenever you back up—and the console light stays on until either the blade (PTO) is disengaged, or the engine is turned off.

Note: Do not insert the “Key Choice” key unless it is absolutely necessary to mow in reverse or operate an attachment. The “Key Choice” key should also be removed from the unit if it will be operated by someone other than a responsible, experienced operator. This will prevent the unit from operating in reverse with the mower blade or other PTO attachment engaged. Always remove both the ignition and the “Key Choice” keys and put them in a safe place out of the reach of children when leaving the unit unattended.

CAUTION

POTENTIAL HAZARD

- A child or bystander could be backed over by a riding mower with its blade(s) engaged.

WHAT CAN HAPPEN

- Blade contact will cause serious personal injury or death.

HOW TO AVOID THE HAZARD

- Do not mow in reverse unless absolutely necessary.
- Always look backward and down before backing up.
- Use “Key Choice” switch only if you are certain no children or other bystanders will appear in the mowing area.
- Always remove both the ignition and “Key Choice” keys and put them in a safe place out of the reach of children or unauthorized users when leaving the unit unattended.

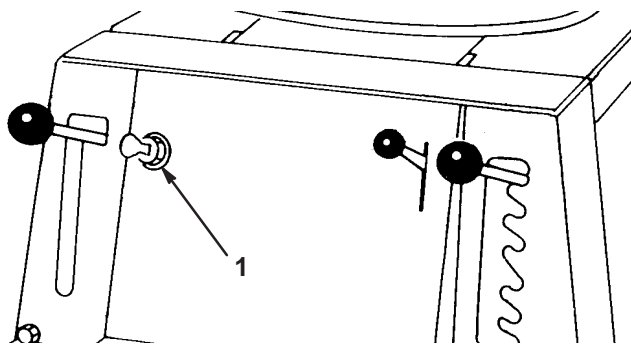


Figure 4

5. “Key choice” switch

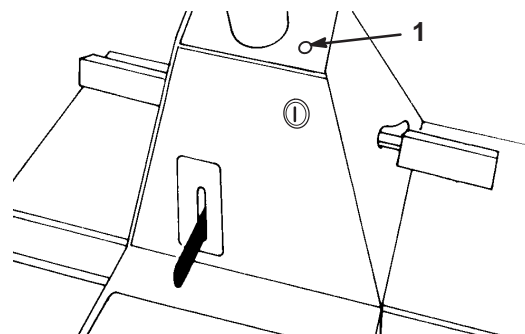


Figure 5

6. Operating-in-reverse light

Testing the Safety Interlock System

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

1. Move gear shift into neutral
2. Move deck engagement lever into ENGAGE. Sit on the seat and rotate ignition key to START. Engine should not crank; but if it does, the interlock system is malfunctioning and it must be repaired by an Authorized TORO Service Dealer. If engine does not crank, proceed to step 3.
3. Move deck engagement lever into DISENGAGE. Sit on the seat, depress the brake and clutch pedals, engage the parking brake and shift into gear. Rotate ignition key to START. Engine should not crank; but if it does, the interlock system is malfunctioning and must be repaired by an Authorized TORO Service Dealer. If engine does not crank, proceed to step 4.

4. Sit on the seat, move gear shift into neutral, deck engagement lever into DISENGAGE and ensure parking brake is engaged. Rotate ignition key to START. Engine should start and continue to run. Then engage deck engagement lever and carefully raise off the seat: the engine should stop. If the engine does not stop running, shut the engine off and have interlock system repaired by an Authorized TORO Service Dealer. If the engine shuts off when you raise off the seat, the interlock system is functioning correctly and the rider can be operated safely.
5. Put the PTO lever in the “disengage” position and the gear shifter in neutral. Now start the engine. While the engine is running, move the PTO lever to the “engage” position, push in the clutch and put the gear shifter in reverse. The engine should stop.
6. Put the PTO lever in the “disengage” position and the gear shifter in neutral. Now start the engine. Move the PTO lever to the “engage” position and turn the “Key Choice” key and release. The “Key Choice” warning light should illuminate. Move the PTO lever to the “disengage” position and the “Key Choice” warning light should turn off.

Side Discharging or Bagging

To side discharge or use bagging attachment, stop engine and wait for all moving parts to stop.

1. Shut the engine off and remove the ignition key.
2. Remove the wing nut securing the discharge cover (Fig. 6) to the mower housing. **NEVER REMOVE THE GRASS DEFLECTOR FROM THE MOWER HOUSING (Fig. 6).**
3. Lift the grass deflector and metal tab together to enable the removal of the metal tab. Continue to lift the grass deflector enough to remove the plastic discharge cover off the long bolt. Save the discharge cover and metal tab for possible future reinstallation.
4. Reinstall the wing nut and tighten. Lower the grass deflector fully down. Unit is ready for side discharge or bagging.

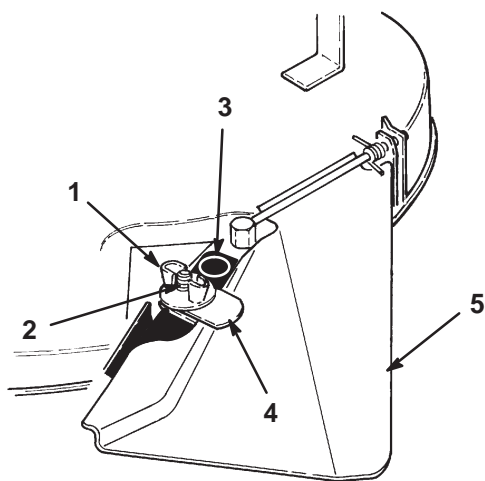


Figure 6

- | | |
|----------------------------|--------------------|
| 1. Wing nut | 4. Metal tab |
| 2. Long bolt | 5. Grass deflector |
| 3. Plastic discharge cover | |

For improved bagger performance change to high sail blade and remove Recycler® kickers. If you no longer wish to side discharge or bag clippings, the discharge cover can be reinstalled by securing it the mower housing with the wing nut.

IMPORTANT: When the discharge cover is in place, it **must** be secured to the grass deflector with the metal tab and wingnut.

DANGER

POTENTIAL HAZARD

- Without the grass deflector, discharge cover, or complete grass catcher assembly mounted in place, you and others are exposed to blade contact and thrown debris.

WHAT CAN HAPPEN

- Contact with rotating mower blades(s) and thrown debris will cause injury or death.

HOW TO AVOID THE HAZARD

- NEVER remove the grass deflector from the mower because the grass deflector routes material downward toward the turf. If the grass deflector is ever damaged, replace it immediately.
- Never put your hands or feet under the mower.
- Never try to clear discharge area or mower blades unless you move the power take off (PTO) to "OFF" and rotate the ignition key to "OFF". Also remove the key and pull the wire off the spark plug(s).

Driving Forward or Backward

The throttle control regulates the engine speed as measured in rpm (revolutions per minute). Place the throttle control in the "FAST" position for best performance while mowing.

To go forward push the clutch in and place the gear shifter in a forward gear, release the parking brake: refer to Releasing the Parking Brake, page 18 and slowly release the clutch. To go in reverse push the clutch in to stop and after stopping completely, place the gear shifter in reverse. Slowly release the clutch.

Note: For reverse motion, with the PTO engaged, the operating-in-reverse interlock must be deactivated by the “key choice” switch located in front of and below the seat.

Stopping the Machine

To stop the machine, push the clutch in and shift to neutral (“N”). Disengage the power take off (PTO), and turn the ignition key to “OFF” to stop the engine. Also set the parking brake if you leave the machine unattended; refer to Setting the Parking Brake, page 17. Remember to remove the keys from the ignition and “Key Choice” switches.

CAUTION

POTENTIAL HAZARD

- Someone could move or attempt to operate the tractor while it is unattended.

WHAT CAN HAPPEN

- Children or bystanders may be injured if they use the tractor.

HOW TO AVOID THE HAZARD

- Always remove the ignition and “Key Choice” keys and set the parking brake when leaving the machine unattended, even if just for a few minutes.

IMPORTANT: Do not “Ride the Brakes”. Shift to a lower gear for slower ground speed. Choose a slow speed so that you will not have to stop or shift while on a slope.

Positioning the Seat

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

1. Raise the seat and loosen the lock nuts (Fig. 7).
2. Slide the seat to the desired position and tighten the lock nuts.

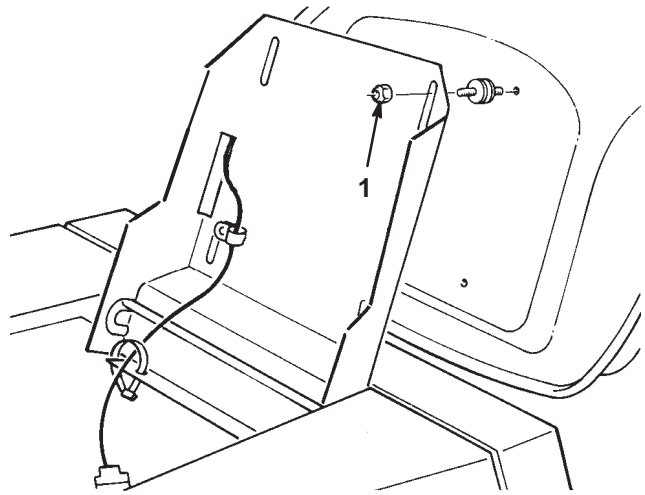


Figure 7

1. Lock nuts

Recycler® Rider Tips

Recycler® Rider Features

Your Toro Recycler® rider has a new and completely different cutting concept. It leaves your lawn with a bagged look without bagging clippings. The rider is equipped with special parts (Fig. 8) which increase your rider's ability to cut and recut grass clippings, leaves, and other yard debris into tiny particles which are injected down into the grass. These parts are:

- Deck ring
- Special blade and blade stiffener
- Discharge cover
- Four special “kickers” strategically positioned on the underside of the mower deck. A fifth kicker is molded into the discharge cover.

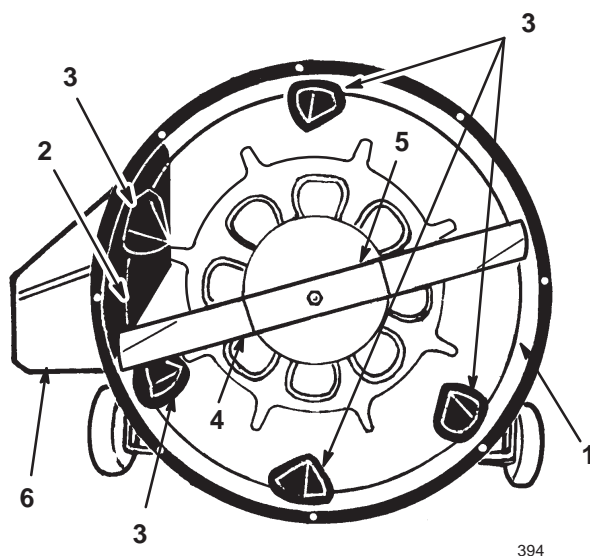


Figure 8

- | | |
|--------------------|--------------------|
| 1. Deck ring | 4. Blade |
| 2. Discharge cover | 5. Blade stiffener |
| 3. Kickers | 6. Grass deflector |

Tips for Cutting Grass

Even with the Recycler® rider, you may encounter conditions where it is not possible to incorporate all of the grass clippings or leaves all of the time into the grass. Follow these instructions for the best cutting results and lawn appearance:

- Always use FAST (full) throttle when mowing.
- Maintain a **sharp blade** throughout the cutting season. A sharp blade cuts cleanly and without tearing or shredding the grass blades like a dull blade. Tearing and shredding causes the grass to turn brown at the edges which impairs growth and increases susceptibility to diseases. About every 30 days, remove the wire from the spark plug and check the cutter blade for sharpness. File down any nicks on blade to restore its sharp edge.
- Clean any residue from the underside of the rider housing and kickers after each use. If residue is allowed to build up in rider housing and on kickers, cutting performance may be unsatisfactory.
- Very long or extremely wet grass can be cut, but specific operating techniques must be used. Start by setting height-of-cut in the highest position. Using first gear and maximum throttle speed, move into the grass and cut a swath that is only half as wide as the mower housing. If side discharging, direct grass clippings toward area that was cut previously. Stop forward movement occasionally to allow discharge area to clear itself. Cutting too much grass may clog the mower housing and discharge area. If mower housing does clog, shut engine off, disengage blade and remove the obstruction with a stick.

 **DANGER**

POTENTIAL HAZARD

- **Unexpected blade contact can occur**

WHAT CAN HAPPEN

- **Personal injury can occur from contact with blade**

HOW TO AVOID THE HAZARD

- **Depress clutch and brake pedals, shift into neutral and turn ignition key to “OFF” position. Remove wire from spark plug to prevent someone from accidentally starting the machine.**

- When the rider is used to cut a lawn for the first time, cut grass slightly longer than normal to ensure that cutting height of mower housing will not cause scalping, which could result from severe undulations of the ground. In general, however, the cutting height used in the past is probably the best one to use. When cutting grass over six inches tall, you may want to cut the lawn twice to hide clippings down in the grass.
- If the grass is ever allowed to grow slightly longer than normal, or if it contains a high degree of moisture, raise cutting height higher than usual and cut the grass at this setting. Next, cut the grass again using the lower, normal setting. This method of cutting long grass results in an even distribution of clippings and an acceptable quality-of-cut.
- In the heat of the summer, it is best to cut only about 1/3 of the grass blade. Cutting below the 3rd setting is not recommended unless grass is sparse or it is late fall when grass growth begins to slow down.
- If the cutting width of the rider is wider than the mower previously used, raise height-of-cut setting one notch to ensure undulations in turf are not cut too short.

- **MOWING IN EXTREME CONDITIONS**—Air is required to cut and recut grass clippings in rider housing, so do not set height-of-cut too low or totally surround housing by uncut grass. Always try to have one side of the rider housing free from uncut grass, allowing air to be drawn into housing. When making an initial cut thru center of uncut area, operate rider at a slower ground speed and back up if rider starts to clog.
- **STOPPING RIDER**—If forward motion of rider has to be stopped while cutting, a clump of grass clippings may be deposited on lawn. Follow this procedure for stopping while cutting:
 - A. With blade engaged, move onto a previously cut area.
 - B. Raise deck one or two height-of-cut settings while driving rider forward and deck is in operation.
 - C. Depress clutch and brake pedals, move throttle control lever to IDLE position, disengage mower and rotate ignition key to OFF.
- **MOW AT PROPER INTERVALS**—Under most normal conditions you’ll need to mow approximately every 4–5 days. But remember, grass grows at different rates at different times. This means that in order to maintain the same height-of-cut, which is a good practice, you’ll need to cut more frequently in early spring; as the grass growth rate slows in mid summer, cut only every 8–10 days. If you are unable to mow for an extended period due to weather conditions or other reasons, mow first with the height-of-cut at a high level; then mow again 2–3 days later with a lower height setting.
- Alternate mowing direction. This helps disperse clippings over lawn for even fertilization.
- **SIDE DISCHARGING OR BAGGING**—To side discharge or use bagging attachment, stop the engine and wait for all moving parts to stop.

Then remove the wing nut securing the discharge cover to the mower housing. **Never** remove the grass deflector from the mower housing.

DANGER

POTENTIAL HAZARD

- **Without the grass deflector, discharge cover, or complete grass catcher assembly mounted in place, you and others are exposed to blade contact and thrown debris.**

WHAT CAN HAPPEN

- **Contact with rotating mower blades(s) and thrown debris will cause injury or death.**

HOW TO AVOID THE HAZARD

- **NEVER** remove the grass deflector from the mower because the grass deflector routes material down toward the turf. **If the grass deflector is ever damaged, replace it immediately.**
- **Never put your hands or feet under the mower.**
- **Never try to clear discharge area or mower blades unless you move the power take off (PTO) to “OFF” and rotate the ignition key to “OFF”. Also remove the key and pull the wire off the spark plug(s).**

The Recycler® rider’s special features reduce clipping size, thus decreasing amount of grass to be disposed of and number of times bagger will have to be emptied.

Note: When bagger is full, mower will begin to inject clippings down into the grass.

If the lawn appearance is not satisfactory after mowing, try one of the following:

- Sharpen the blade.
- Raise the height-of-cut setting on your mower.
- Cut your grass more frequently.
- Reduce ground speed.

- Overlap cutting swaths instead of cutting a full swath with each pass.
- Mow across the marginal areas a second time.

Tips For Cutting Leaves

In the fall, you can cut your leaves up into finely cut particles and inject the particles down into the grass. When spring arrives, the leaf particles will have decomposed and restored valuable nutrients to the soil.

- When cutting is complete, always be sure that 50% of the lawn shows through the finely cut leaf cover. This may require one or more passes over the leaves.
- If there are more than five inches of leaves on lawn, raise the deck one or two notches higher. This makes it easier to feed leaves under mower deck.
- If leaves are not cut up finely enough to be hidden down in the grass, make a second pass 90° to the first pass.
- If you cut up a lot of oak leaves, you might want to add lime to your grass in the spring. Lime reduces the acidity of oak leaves.

Maintenance

Service Interval Chart

Service Operation	5 Hours	25 Hours	Storage Service	Spring Service	2 Years	Notes
Change Oil (Initial)	X					
Change Oil (Periodic)		X	X			
Check Oil Level						Before each use
Check System Interlock	X	X		X	X	Before each use
Check Cutter Blade	X	X	X			
Check Brake	X	X	X	X		
Grease Front Axle Spindles (2) & Wheel Bearings (2) and Rear Axle (2)		X	X			More often in dusty, dirty, conditions.
Lubricate Pivot Points		X	X			
Service Air Cleaner		X	X			
Check Spark Plug		X	X	X		
Check Blade Drive Belt			X			
Check Traction Drive Belt			X			More often in dusty, dirty, conditions.
Drain Gasoline			X			
Clean Outside of Engine		X	X			
Wash Underside of Mower	X		X			
Paint Chipped Surfaces			X			
Remove Rear Wheels and Grease Axles			X			
Remove Rear Wheels and Grease Axle Grease Fittings		X				

! CAUTION

POTENTIAL HAZARD

- If you leave the key in the ignition switch, someone could start the engine.

WHAT CAN HAPPEN

- Accidental starting of the engine could seriously injure you or other bystanders.

HOW TO AVOID THE HAZARD

- Remove the key from the ignition switch and pull the wire(s) off the spark plug(s) before you do any maintenance. Also push the wire(s) aside so it does not accidentally contact the spark plug(s).

Air Cleaner

Service Interval/Specification

Foam Element: Clean and re-oil after every 25

operating hours, or yearly, whichever occurs

first. Paper Element: Replace after every 100

operating hours or yearly, whichever occurs

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

1. Remove the wire from the spark plug (Fig. 12).
2. Remove the knob and air cleaner cover (Fig. 9).
3. Every 25 hours the foam pre-cleaner should be cleaned (Fig. 9). Remove foam pre-cleaner by sliding it off the paper cartridge (Fig. 9).
 - A. Wash the foam pre-cleaner in liquid soap and warm water. Rinse thoroughly in clear water.
 - B. Wrap the foam pre-cleaner in cloth and squeeze it dry
 - C. Saturate the foam in engine oil. Squeeze it to remove excess oil.
4. The paper air cleaner cartridge should be replaced every 100 hours. Remove one nut from the top of the paper cartridge (Fig. 9).

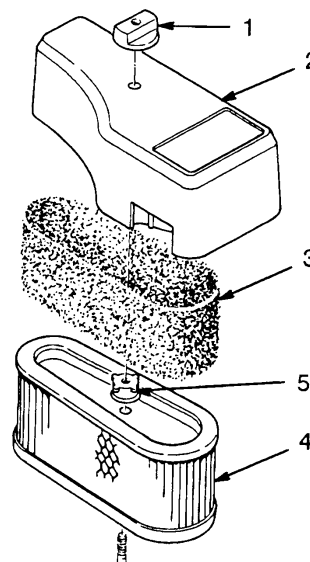


Figure 9

- | | |
|----------------------|--------------------|
| 1. Knob | 4. Paper cartridge |
| 2. Air cleaner cover | 5. Nut |
| 3. Foam pre-cleaner | |

5. Clean the air cleaner body carefully to prevent dirt from entering carburetor. Remove and discard the paper cartridge.

- Insert a new paper cartridge into the air cleaner body. Reassemble the air cleaner.

IMPORTANT: Petroleum solvents, such as kerosene, are not to be used to clean the paper cartridge. They may cause deterioration of the cartridge. DO NOT OIL THE CARTRIDGE. DO NOT USE PRESSURIZED AIR TO CLEAN THE CARTRIDGE.

IMPORTANT: Always operate the engine with the air cleaner element in place or engine damage will result.

Engine Oil

Service Interval/Specification

Check the oil level before each use.

Change oil:

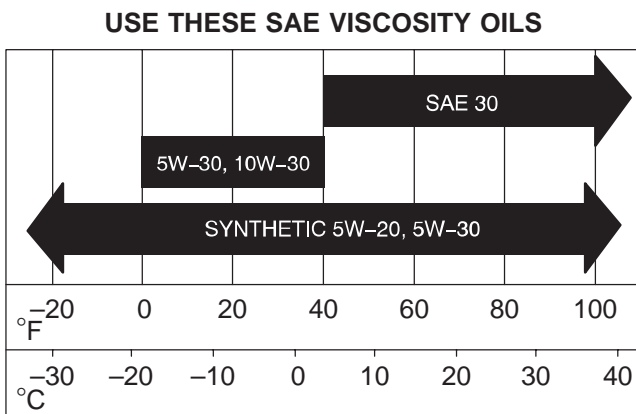
- After the first 5 operating hours.
- After every 25 operating hours.

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

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

Crankcase Capacity: 48 oz. (1.4 l)

Viscosity: See table below



Checking Oil Level

- Park the machine on a level surface, disengage the power take off (PTO), set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.
- Clean around the oil dipstick (Fig. 10) so dirt cannot fall into the filler hole and damage the engine.
- Unscrew the oil dipstick and wipe the metal end clean (Fig. 10).
- Screw dipstick fully into filler neck; then remove it and check oil level on dipstick. If level is low, add only enough oil to raise level to FULL mark. Do not overfill or engine damage may result.

IMPORTANT: Do not overfill the crankcase with oil because the engine may be damaged.

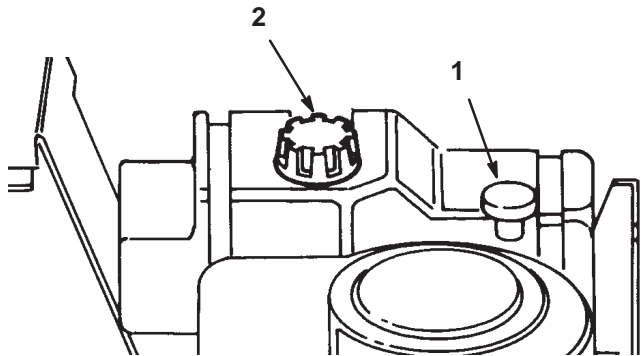


Figure 10

- Oil dipstick
- Fuel tank cap

Changing/Draining Oil

- Start the engine and let it run five minutes. This warms the oil so it drains better.
- Park the machine so that the drain side is slightly lower than the opposite side to assure the oil drains completely. Then disengage the power take off (PTO), set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.

- Place drain pan below drain plug (Fig. 11). Remove drain cap. Allow all oil to flow into drain pan. Reinstall drain cap after oil stops flowing.

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

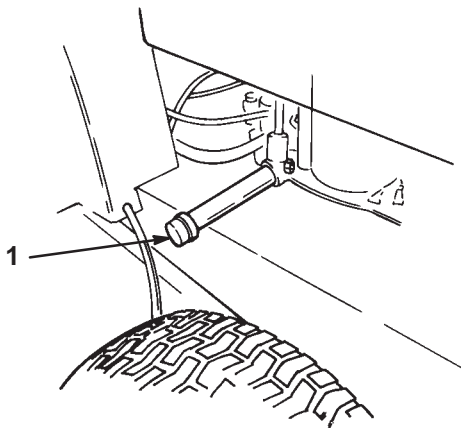


Figure 11

- Drain cap

- Unscrew dipstick and add oil to crankcase. Refer to Fill Crankcase With Oil, page 16. Crankcase capacity is 48 oz. **DO NOT OVERFILL** or engine damage may result.

Spark Plug

Service Interval/Specification

Since air gap between center and side electrodes of the spark plug increases gradually during normal operation of the engine, check condition of electrodes after every 25 operating hours. Recommended air gap is 0.030 of an inch (0.762 mm). Correct spark plug to use is: Champion RJ -19LM.

Note: The spark plug usually lasts a long time; however, the plug should be removed and checked whenever the engine malfunctions.

Removing the Spark Plug

- Disengage the power take off (PTO), set the parking brake, and turn the ignition key to “OFF” to stop the engine. Remove the key.
- Pull the wire off the spark plug (Fig. 12).
- Clean area around spark plug so foreign matter cannot fall into cylinder when spark plug is removed.
- Remove the spark plug(s).

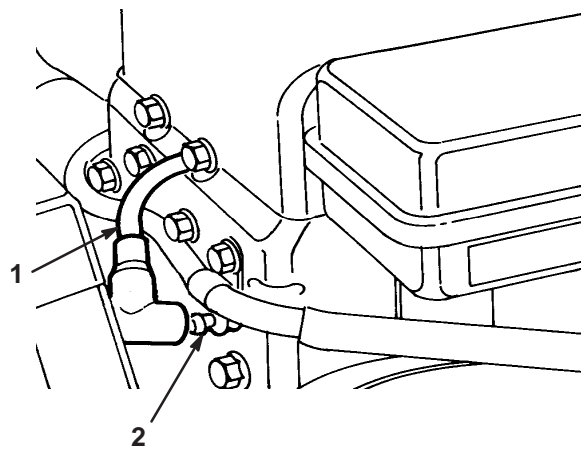


Figure 12

- Spark plug wire
- Spark plug

Checking the Spark Plug

- Look at the center of the spark plug(s) (Fig. 13). If you see light brown or gray on the insulator, the engine is operating properly. A black coating on the insulator usually means the air cleaner is dirty.

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

- Check the gap between the center and side electrodes (Fig. 13). Bend the side electrode (Fig. 13) if the gap is not correct.

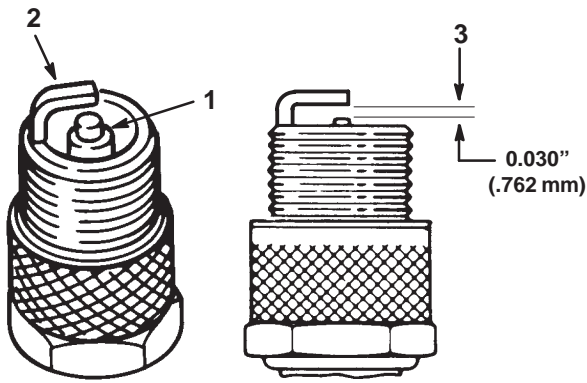


Figure 13

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

Installing the Spark Plug(s)

1. Install the spark plug. Make sure the air gap is set correctly.
2. Tighten the spark plug(s) to 15 ft-lb (20.4 Nm).
3. Push the wire(s) onto the spark plug (Fig. 12).

Greasing and Lubrication

Service Interval/Specification

Grease the machine after every 50 operating hours or yearly, whichever occurs first. Grease more frequently when operating conditions are extremely dusty or sandy.

Grease Type: General-purpose grease.

How to Grease

1. Disengage the power take off (PTO), set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.

2. Clean the grease fittings with a rag. Make sure to scrape any paint off the front of the fitting(s).
3. Connect a grease gun to the fitting. Pump grease into the fittings until grease begins to ooze out of the bearings.
4. Wipe up any excess grease.

Where to Add Grease

1. Lubricate the front wheels and spindles until grease begins to ooze out of the bearings (Fig. 14).

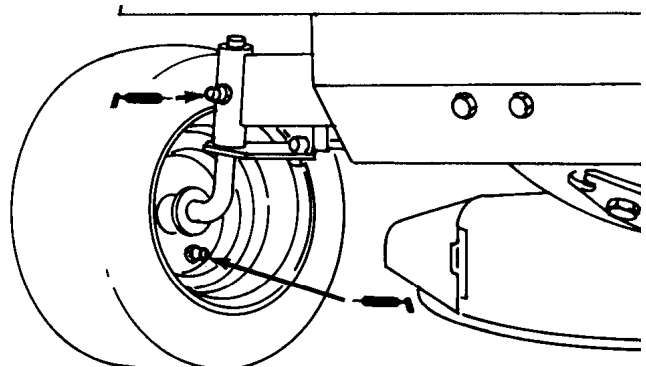


Figure 14

2. Grease rear axles with one to two pumps of No. 2 general purpose grease. The zerks are located just inside of the rear tires on the bottom of the transaxle (Fig. 15).

Lubricate Pivot Points

The mechanical pivot points on the rider must be oiled after every 25 hours of operation; lubricate more frequently when conditions are dusty or sandy.

1. Oil pivot points of steering, drive, brake, clutch, and deck engagement linkage with light oil (Fig. 15). Wipe up any excess oil.

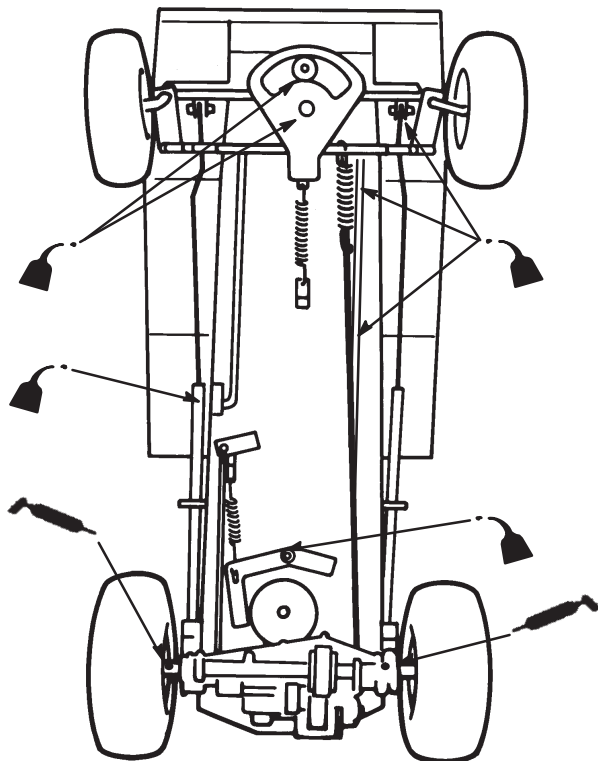


Figure 15

2. Remove mower: refer to Removing / Installing Cutting Unit, page 39.
3. Lubricate mower mounts (Fig. 16). Wipe up any excess oil.

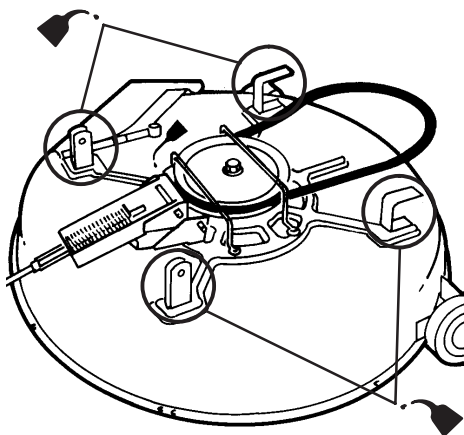


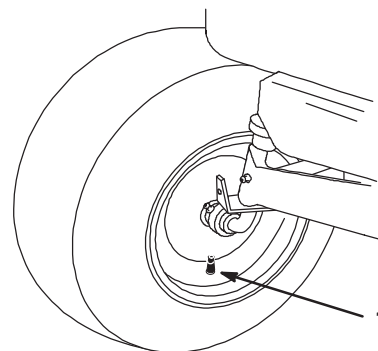
Figure 16

4. Install mower: refer to Removing / Installing Cutting Unit, page 39.

Tire Pressure

Service Interval/Specification

Maintain the air pressure in the front and rear tires at 20 psi (138 kPa). Check the pressure at the valve stem after every 25 operating hours or monthly, whichever occurs first (Fig. 17). Check the tires when they are cold to get the most accurate pressure reading.



2323

Figure 17

1. Valve stem

Brake

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

Checking the Brake

1. Park the machine on a level surface, disengage the power take off (PTO), set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.
2. Rear wheels must lock and skid when you try to push the tractor forward. Adjustment is required if the wheels turn and do not lock; refer to Adjusting the Brake, page 34.
3. Release the brake and push the tractor forward. The wheels should rotate freely.
4. If both conditions are met no adjustment is required.

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

Adjusting the Brake

Adjust brake pucks if the parking brake does not hold or braking power is not sufficient when brake pedal is depressed. The brake is located on the left side of the transaxle (Fig. 18).

1. Shut engine off and remove wire from spark plug.
2. Tighten locknut approximately 1/4 turn clockwise (Fig. 18).
3. Check operation of the brake by pushing rider: no brake drag should be evident. If drag is evident, rotate locknut an additional 1/8 turn counter-clockwise or until there is no drag.

IMPORTANT: With the parking brake released, the rear wheels must rotate freely when you push the mower. If brake action and free wheel rotation cannot be achieved contact your service dealer immediately.

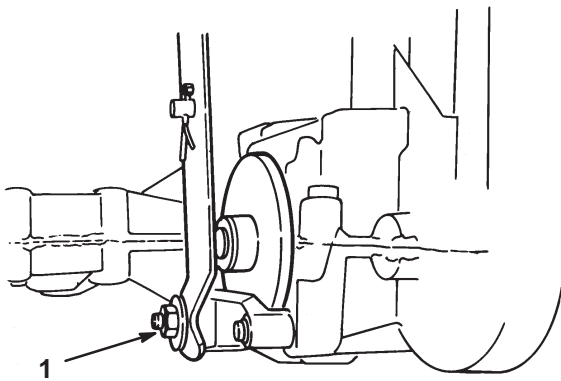


Figure 18

1. Locknut

Fuel Tank

Draining The Fuel Tank

DANGER

POTENTIAL HAZARD

- In certain conditions gasoline is extremely flammable and highly explosive.

WHAT CAN HAPPEN

- A fire or explosion from gasoline can burn you, others, and cause property damage.

HOW TO AVOID THE HAZARD

- Drain gasoline from the fuel tank when the engine is cold. Do this outdoors in an open area. Wipe up any gasoline that spills.
- Never drain gasoline near an open flame or where gasoline fumes may be ignited by a spark.
- Never smoke a cigarette, cigar or pipe.

1. Clean area around fuel tank cap so foreign matter cannot enter filler hole when cap is removed. Next, remove cap from fuel tank.
2. Using a pump-type syphon, drain gasoline into a clean gas can.

Note: There is no other recommended way to drain gasoline from the fuel tank, other than by using a pump-type syphon. An inexpensive syphon can be purchased at a hardware store.

Front Wheel Toe-In

Service Interval/Specification

Maintain toe-in of the front wheels as specified. If uneven tire wear, lawn scuffing or hard steering develop adjustment may be required. Check the toe-in after every 100 operating hours or yearly, whichever occurs first (Fig. 19).

Specification: .06" (1.5 mm) – .25" (6.3 mm) toe-in on front wheels.

Measuring Toe-in

1. Disengage the power take off (PTO), set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.
2. Push front tires out, at front, to remove normal looseness in the linkage.
3. Measure, between the wheels, at spindle level, in the front and rear of the wheels (Fig. 19).
4. The front measurement should be less than the rear, as specified.

Adjusting Toe-In

1. To align front wheels, loosen jam nut and turn tie rod end (there is only one adjustable tie rod) until center line distance across front of wheels (d') is .06 inch (1.5 mm) to .25 inch (6.3 mm) less than center line distance across rear of front wheels (d'') (Fig. 19 & 20).

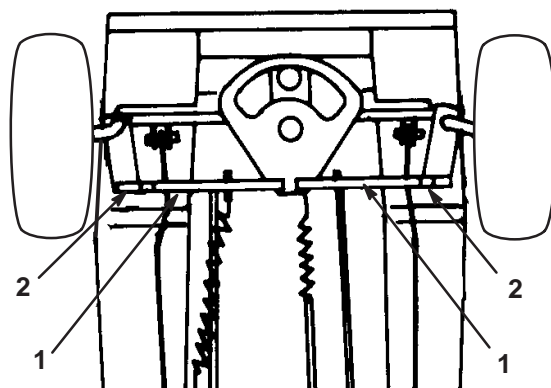


Figure 19

1. Tie rod (only one rod is adjustable)
2. Jam nut

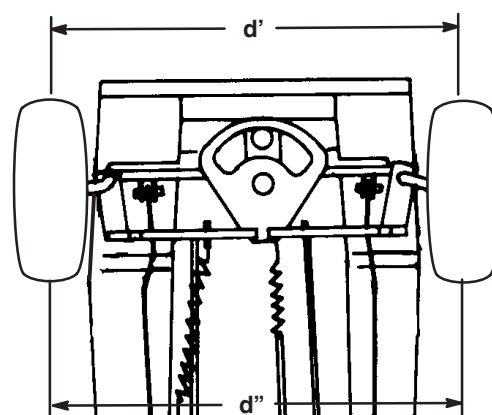


Figure 20

Battery

Service Interval/Specification

Check the electrolyte level in the battery every 5 hours. Always keep the battery clean and fully charged. Use a paper towel to clean the battery case. If the battery terminals are corroded, clean them with a solution of four parts water and one part baking soda. Apply a light coating of grease to the battery terminals to prevent corrosion.

Voltage: 12 v, 160 Cold Cranking Amps

Removing the Battery

1. Disengage the power take off (PTO), set the parking brake, and turn the ignition key to "OFF" to stop the engine. Remove the key.
2. Tip the seat forward to expose the battery.
3. Disconnect the negative (black) ground cable from the battery post (Fig. 21).
4. Lift the rubber cover up on the positive (red) cable. Disconnect the positive (red) cable from the battery post (Fig. 21).
5. Remove the wing nut securing the battery hold downs to the rider chassis (Fig. 21).
6. Lift up on the top battery hold down and pivot it rearward.
7. Remove battery from chassis.

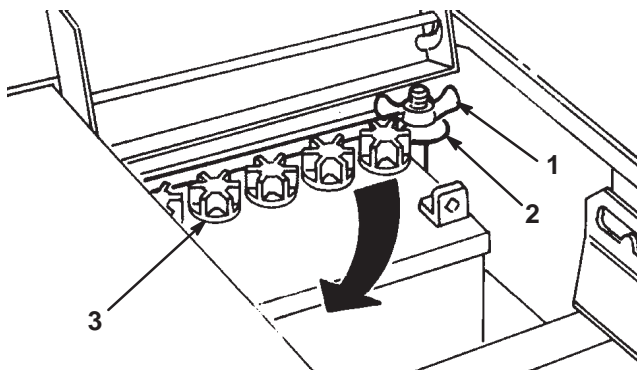


Figure 21

1. Wing nut
2. Battery hold down

Installing the Battery

8. Install the battery into the chassis (Fig. 22).
9. Secure battery in chassis with hold down rods.
10. Using the bolt and wing nut, connect the positive (red) cable to the positive (+) battery post (Fig. 22). Slide the rubber cover over the battery post.

11. Using the bolt and wing nut, connect the negative (black) cable to the negative (-) battery post (Fig. 22).

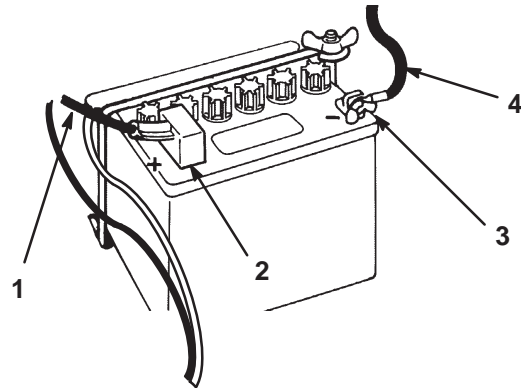


Figure 22

1. Positive (red) battery cable
2. Rubber boot
3. Wing nut and bolt
4. Negative (black) battery cable

Checking Electrolyte Level

1. With the engine off, lift the seat to see the battery.
2. Open covers to see into the cells. The electrolyte must be up to the lower part of the tube (Fig. 23). Do not allow the electrolyte to get below the plates. (Fig. 23).
3. If the electrolyte is low, add the required amount of distilled water; refer to Adding Water to the Battery, page 37.

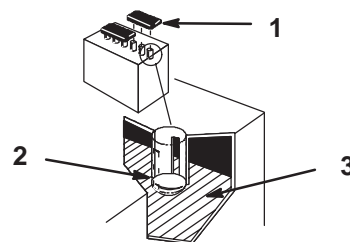


Figure 23

1. Filler caps
2. Lower part of tube
3. Plates

1262

Adding Water to the Battery

The best time to add distilled water to the battery is just before you operate the machine. This lets the water mix thoroughly with the electrolyte solution.

1. Clean the top of the battery with a paper towel.
2. Lift off the filler caps (Fig. 23).
3. Slowly pour distilled water into each battery cell until the level is up to the lower part of the tube (Fig. 23).

IMPORTANT: Do not overfill the battery because electrolyte (sulfuric acid) can cause severe corrosion and damage to the chassis.

4. Press the filler caps onto the battery.

Charging the Battery

IMPORTANT: Always keep the battery fully charged (1.260 specific gravity). This is especially important to prevent battery damage when the temperature is below 32°F (0°C).

1. Remove the battery from the chassis; refer to Removing the Battery, page 36.
2. Check the electrolyte level; refer to Checking Electrolyte Level, page 36, steps 2–3.
3. Remove the filler caps from the battery and connect a 3 to 4 amp battery charger to the battery posts. Charge the battery at a rate of 4 amperes or less for 4 hours (12 volts). Do not overcharge the battery. Install the filler caps after the battery is fully charged.

WARNING

POTENTIAL HAZARD

- Charging the battery produces gasses.

WHAT CAN HAPPEN

- Battery gasses can explode.

HOW TO AVOID THE HAZARD

- Keep cigarettes, sparks and flames away from battery.

4. Install the battery in the chassis; refer to Installing the Battery, page 36.

Servicing Cutter Blade

1. Shut off engine and remove wire from spark plug. Remove ignition key.
2. Shift transaxle into first gear and engage parking brake.
3. Remove cutting unit: refer to Removing/Installing Cutting Unit, page 39.
4. Grasp end of blade using a rag or thickly padded glove; then remove blade bolt, curved washer, blade stiffener and blade (Fig. 24).

Note: Since blade bolt is tightened to 45-60 ft-lb (61-81 Nm) at the factory, it may be difficult to remove. If the bolt cannot be removed, contact an Authorized TORO Service Dealer or a “service station” for assistance.

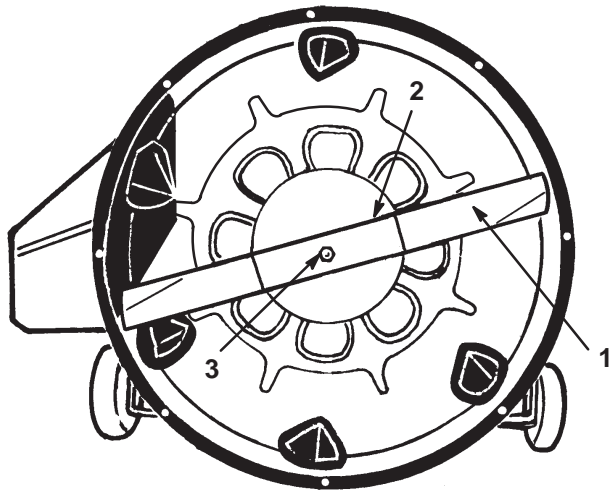


Figure 24

- 1. Blade
- 2. Blade stiffener
- 3. Blade bolt and curved washer

5. Using a file, sharpen cutting edge at both ends of the blade (Fig. 25).

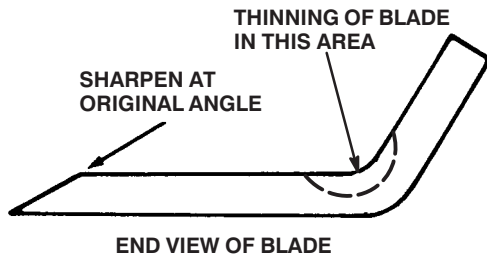


Figure 25

WARNING

POTENTIAL HAZARD

- Worn, eroded or cracked blade can be dangerous.

WHAT CAN HAPPEN

- Blade can fail and cause personal injury to bystanders.

HOW TO AVOID THE HAZARD

- Check blade often
- Replace if bent or out of balance
- Use genuine Toro replacement blade to ensure safety and best performance. **NEVER USE A WILL-FIT REPLACEMENT BLADE.**

IMPORTANT: Sharpen top side of the blade and maintain original cutting angle to ensure a sharp cutting edge. The blade will remain balanced if same amount of material is removed from both cutting edges.

6. Check balance of blade by putting it on a blade balancer. (An inexpensive balancer can be purchased at a hardware store.) A balanced blade will stay in a horizontal position on the balancer. By contrast, a blade that is not balanced will settle to the heavy side. If blade is not balanced, file more material off cutting edge of the blade. Continue to file and check the blade until it is balanced.

7. In sequence, install blade, blade stiffener, curved washer and blade bolt (Fig. 24). The concave side of the curved washer must point toward the blade. Tighten blade bolt to 45–60 ft-lb (61–81 Nm)

IMPORTANT: Make sure cutting edge of blade is away from mower housing.

8. Reinstall cutting unit: refer to Removing/Installing Cutting Unit, page 34.

Removing/Installing Cutting Unit

1. Shut off engine and pull wire off spark plug. Remove ignition key
2. Lock parking brake and turn front wheels to a full turn position to allow more clearance for cutting unit.
3. Set height-of-cut control to lowest setting.
4. Loosen belt guides near engine pulley and rotate them out of the way. Remove deck belt from engine pulley (Fig. 26).

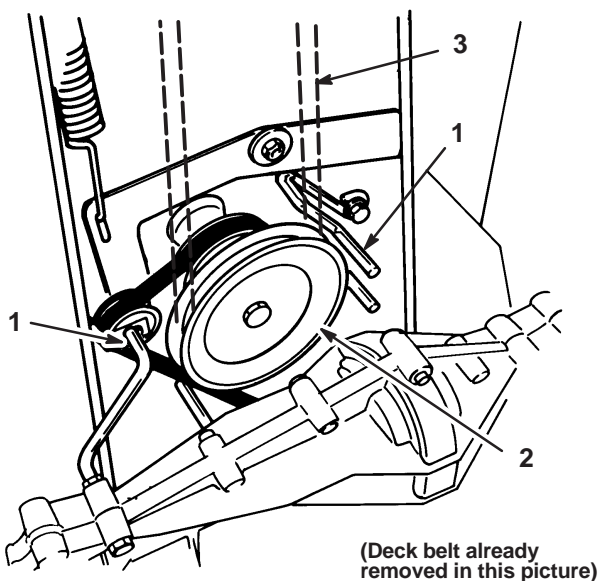


Figure 26

1. Belt guides
 2. Engine pulley
 3. Deck belt
5. Remove cotter pin from adjustment rod and pull from pivot tube arm (Fig. 27).

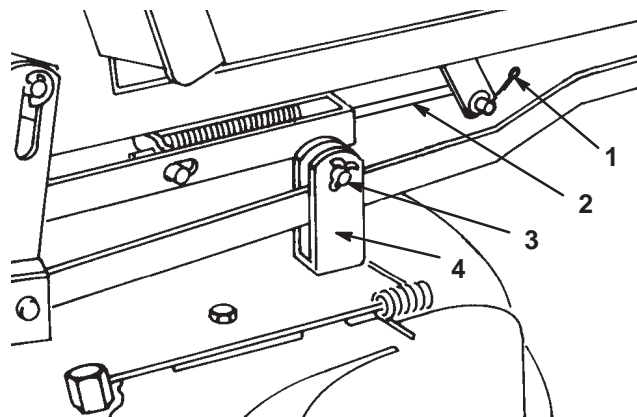


Figure 27

1. Cotter key
2. Adjustment rod
3. Cotter pin and clevis pin
4. Front hanger bracket

6. Remove cotter pins from clevis pins on front hanger brackets. Hold front of cutting unit in place with one hand, to prevent falling, and remove clevis pins to lower cutting unit to ground. Pull rear hanger brackets off pins on rear suspension arms. Set height-of-cut control to highest position and slide cutting unit from under rider.
7. Install in reverse order.

Replacing Blade Drive Belt

1. Lock parking brake and remove wire from spark plug. Remove ignition key.
2. Remove cutting unit: refer to Removing/Installing Cutting Unit, page 39.
3. Loosen and remove (1) mounting screw securing each belt guide to cutting unit. Pivot belt guides away from spindle pulley and remove belt. Visually inspect belt for wear or damage (Fig. 26).
4. Install new belt if needed and reinstall belt guides.
5. Install cutting unit: refer to Removing/Installing Cutting Unit, page 39.

Adjusting Blade Drive Belt

1. Set height-of-cut lever in lowest setting and deck engagement lever to ENGAGE.
2. Remove cotter pin from adjustment rod (Fig. 27).
3. Rotate adjustment rod until there is 0.060 inch (1.5 mm) or less between end of slot in engagement bracket and outer diameter of pin (Fig. 28).

Note: Adjustment rod is a left hand thread.

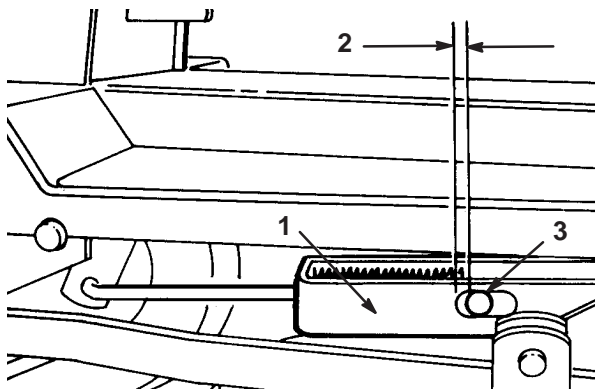


Figure 28

- | | |
|------------------------|--------|
| 1. Engagement bracket | 3. Pin |
| 2. .060" max. (1.5 mm) | |

Replacing Traction Drive Belt

1. Remove cutting unit: refer to Removing/Installing Cutting Unit, page 39.
2. Remove belt guides from transaxle pulley. Loosen and rotate belt guides at engine pulley out of the way. Loosen locknut and remove belt retainer from idler pulley.

Note: To make belt removal easier, set and lock clutch with parking brake to remove tension from belt.

3. Remove deck belt from engine pulley (Fig. 26).
4. Remove drive belt. Inspect belt for damage or wear.

5. Install new deck belt if needed.
6. Replace belt guides for transaxle pulley. Install belt retainer on idler pulley and tighten locknut.

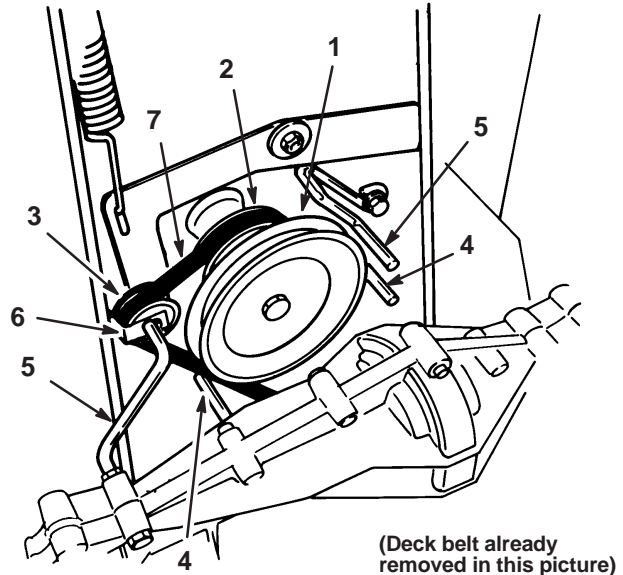


Figure 29

- | | |
|---------------------------------|------------------------------|
| 1. Engine pulley | 5. Engine pulley belt guides |
| 2. Transaxle pulley | 6. Belt retainer and locknut |
| 3. Idler pulley | 7. Drive belt |
| 4. Transaxle pulley belt guides | |

IMPORTANT: Idler retainer must be installed at an 80 to 90 degree angle to the idler mounting bracket (Fig. 30) or rider may creep with clutch pushed down.

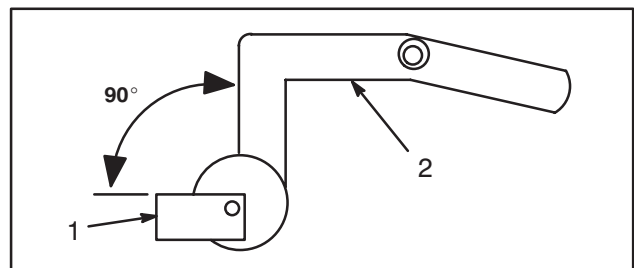


Figure 30

- | | |
|-----------------|---------------------------|
| 1. Idler pulley | 2. Idler mounting bracket |
|-----------------|---------------------------|

7. Install cutting unit: refer to Removing/Installing Cutting Unit, page 39.

Leveling Cutting Unit

If the mower does not cut level from side-to-side and the cutting blade is not bent, level the cutting unit as follows:

1. Place rider on level surface, lock parking brake, shut off engine and remove key from ignition switch.
2. Raise seat or remove left side panel from rider.
3. Place height-of-cut lever in number 3 position and position cutter blade at a right angle to direction of rider travel.
4. Measure the blade tip height at one end of blade, rotate blade 180 degrees and measure same blade tip at opposite side of rider. Measurement should be within 1/8 inch (3 mm) of one another.
5. If blade tip height is not within 1/8 inch (3 mm), level cutting unit by loosening height-of-cut support bracket capscrews and raising or lowering the bracket (Fig. 31).
6. Ensure blade tip height is within 1/8 inch (3 mm) and retighten capscrews.

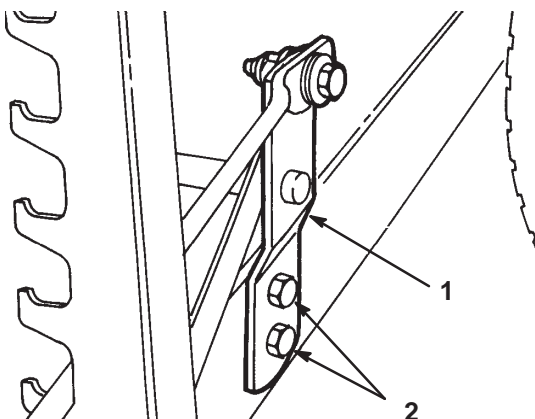


Figure 31

1. Height-of-cut support bracket
2. Capscrews

Adjusting Gear Shift Neutral Position

An adjustment to the gear shift rod may be required if gear shift will not go into neutral position.

1. Remove cotter pin from rod on right side of transaxle as viewed from the rear of the unit (Fig. 32).
2. Lift rod out of bracket hole (Fig. 32).
3. Rotate rod one complete turn clockwise and reinsert rod into hole in bracket.
4. Move gear shift selector into REVERSE position, then to NEUTRAL, then to first gear and then back to NEUTRAL.
5. Try rolling the rider backward and forward. If wheels turn freely and gear shift selector lines up with the NEUTRAL mark on the gear shift guide, the adjustment is correct.

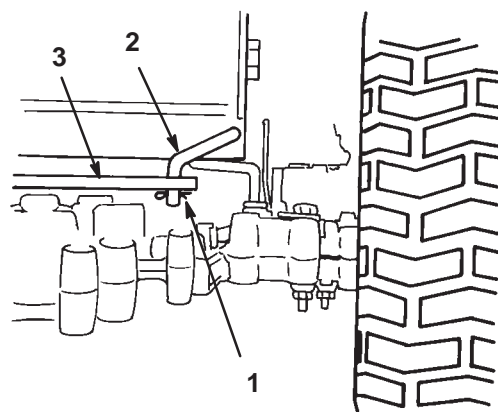
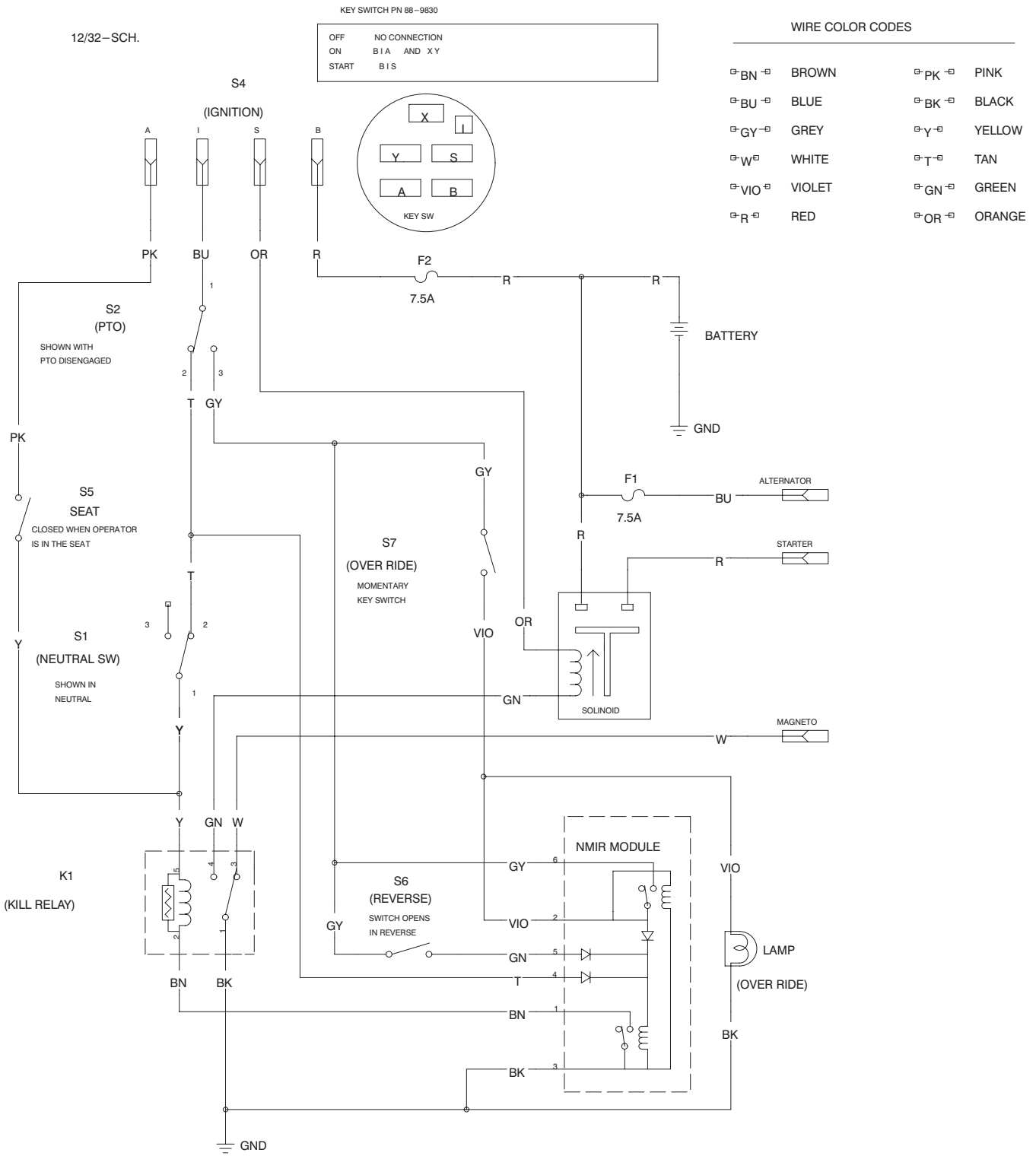


Figure 32

1. Cotter pin
2. Rod
3. Bracket

6. If adjustment is not correct, remove rod from hole in bracket again. Rotate rod two turns counterclockwise and reinstall rod in hole in bracket.
7. Check adjustment again by repeating step 5.
8. When adjustment is correct, install cotter pin in rod.

Wiring Diagram



Cleaning and Storage

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

IMPORTANT: You can wash the machine with mild detergent and water. DO NOT PRESSURE WASH THE MACHINE.

Pressure washing may damage the electrical system or wash away necessary grease at friction points. Avoid excessive use of water, especially near the control panel, lights, engine, and the battery.

3. Check the brake; refer to Brake, page 33.
4. Service the air cleaner; refer to Air Cleaner, page 29.
5. Grease the chassis; refer to Greasing and Lubrication, page 32.
6. Change the crankcase oil; refer to Engine Oil, page 30.
7. Remove the spark plug(s) and check its condition; refer to Spark Plug, page 31. With the spark plug(s) removed from the engine, pour two tablespoons of engine oil into the spark plug hole. Now use the electric starter to crank the engine and distribute the oil inside the cylinder. Install the spark plug(s); refer to Spark Plug, page 31. Do not install the wire on the spark plug(s).
8. Remove the battery from the chassis, check the electrolyte level, and charge it fully; refer to Battery, page 35. Do not connect the battery cables to the battery posts during storage.

IMPORTANT: The battery must be fully charged to prevent it from freezing and being damaged at temperatures below 32°F (0°C). A fully charged battery maintains its charge for about 50 days at temperatures lower than 40°F (4°C). If the temperatures will be above 40°F (4°C), check the water level in the battery and charge it every 30 days.

9. Check the tire pressure; refer to Tire Pressure, page 33.
10. Prepare the machine for storage when non-use occurs over 30 days. Prepare machine for storage as follows.
 - A. Add a petroleum based stabilizer/conditioner to fuel in the tank. Follow mixing instructions from stabilizer manufacture. (1 oz. per gallon). **Do not use an alcohol based stabilizer (ethanol or methanol).**

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

 - B. Run engine to distribute conditioned fuel through the fuel system (5 minutes).
 - C. Stop engine, allow to cool and drain the fuel tank; refer to Fuel Tank, page 34.
 - D. Restart engine and run it until it stops.
 - E. Choke or prime the engine. Start and run engine until it will not start. Operate primer, if equipped on machine, several times to ensure fuel remains in primer system.
 - F. Dispose of fuel properly. Recycle as per local codes.

IMPORTANT: Do not store stabilizer/conditioned gasoline over 90 days.

11. Check and tighten all bolts, nuts, and screws. Repair or replace any part that is damaged or defective.

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

Washing Underside of Mower

After each use wash the underside of the mower to prevent grass build-up for improved mulch action and clipping dispersal

1. Park the machine on a hard level surface, disengage the power take off (PTO) and turn the ignition key to “OFF” to stop the engine.
2. Attach hose coupling to the end of the mower washout fitting, turn water on high (Fig. 33).
3. Lower the mower to the lowest height-of-cut.
4. Sit on the seat and start the engine. Engage power take off (PTO) and let mower run for one to three minutes.
5. Disengage the blade, power take off (PTO) and turn the ignition key to “OFF” to stop the engine. Wait for all moving parts to stop.
6. Turn the water off, remove hose coupling from the washout fitting.
Note: If the mower is not clean after one washing, soak and let stand for 30 minutes. Then repeat process again.
7. Run mower again for one to three minutes to remove excess water.

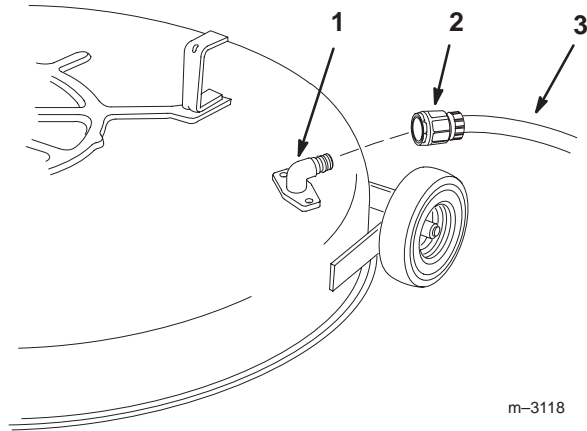


Figure 33

1. Washout port
2. Coupling
3. Hose

WARNING

POTENTIAL HAZARD

- A broken or missing washout fitting could expose you and others to thrown objects or blade contact.

WHAT CAN HAPPEN

- Contact with thrown debris or blade will cause injury or death.

HOW TO AVOID THE HAZARD

- Replace broken or missing washout fitting immediately, before using mower again.
- Plug any hole(s) in mower with bolts and locknuts.
- Never put your hands or feet under the mower or through openings in the mower.

Troubleshooting

PROBLEM	POSSIBLE CAUSES	CORRECTIVE ACTION
Starter does not crank	<ol style="list-style-type: none"> 1. Deck engagement lever is in ENGAGE. 2. Battery is dead. 3. Electrical connections are corroded or loose. 4. Transaxle is in gear. 5. Relay or switch is defective. 	<ol style="list-style-type: none"> 1. Move deck engagement lever into DISENGAGE. 2. Charge the battery. 3. Check electrical connections for good contact. 4. Position shift lever in neutral. 5. Contact Authorized Service Dealer.
Engine will not start, starts hard, or fails to keep running.	<ol style="list-style-type: none"> 1. Fuel tank is empty. 2. Choke is not ON. 3. Air cleaner is dirty. 4. Spark plug wire is loose or disconnected. 5. Spark plug is pitted, fouled, or gap is incorrect. 6. Spark plug gap is incorrect. 7. Dirt, water, or stale fuel is in the fuel system. 8. Battery is dead. 9. Vent hole in fuel tank cap is plugged. 10. Carburetor is adjusted incorrectly. 11. Module or switch is defective. 12. Spark plug is loose. 	<ol style="list-style-type: none"> 1. Fill fuel tank with gasoline. 2. Move choke lever to ON. 3. Clean or replace air cleaner element. 4. Install wire on spark plug. 5. Install new, correctly-gapped spark plug. 6. Set gap to 0.030" (.76 mm). 7. Contact Authorized Service Dealer. 8. Charge the battery. 9. Clean or replace the fuel cap. 10. Adjust the carburetor. 11. Contact Authorized Service Dealer. 12. Tighten plug to 15 ft-lb (20.4 N-m).
Engine does not idle or idles poorly	<ol style="list-style-type: none"> 1. Air cleaner is dirty. 2. Idle speed is too low. 3. Dirt, water, or stale fuel is in the fuel system. 4. Spark plug is pitted, fouled, or defective in some other way. 	<ol style="list-style-type: none"> 1. Clean air cleaner element. 2. Adjust the carburetor. 3. Contact Authorized Service Dealer. 4. Install new, correctly-gapped spark plug.

PROBLEM	POSSIBLE CAUSES	CORRECTIVE ACTION
Blade does not rotate	<ol style="list-style-type: none"> 1. Blade drive belt is worn, loose or broken. 2. Blade drive belt is off pulley. 	<ol style="list-style-type: none"> 1. Install new blade drive belt. 2. Install blade drive belt and check idler pulley and belt guides for correct position.
Engine loses power.	<ol style="list-style-type: none"> 1. Engine load is excessive. 2. Air cleaner is dirty. 3. Oil level in crankcase is low. 4. Cooling fins and air passages under engine blower housing are plugged. 5. Spark plug is pitted, fouled, or gap is incorrect. 6. Vent hole in fuel cap is plugged. 7. Carburetor is adjusted incorrectly. 8. Dirt, water, or stale fuel is in fuel system. 	<ol style="list-style-type: none"> 1. Reduce ground speed. 2. Clean air cleaner element. 3. Add oil to crankcase. 4. Remove obstruction from cooling fins and air passages. 5. Install new, correctly gapped spark plug. 6. Clean or replace the fuel cap. 7. Adjust the carburetor. 8. Contact Authorized Service Dealer.
Engine overheats.	<ol style="list-style-type: none"> 1. Engine load is excessive. 2. Oil level in crankcase is low. 3. Cooling fins and air passages under engine blower housing are plugged. 4. Carburetor is adjusted incorrectly. 	<ol style="list-style-type: none"> 1. Reduce ground speed. 2. Add oil to crankcase. 3. Remove obstruction from cooling fins and air passages. 4. Adjust the carburetor.
Abnormal vibration.	<ol style="list-style-type: none"> 1. Engine mounting bolts are loose. 2. Loose engine pulley, idler pulley, or blade pulley. 3. Engine pulley is damaged. 4. Cutter blade is unbalanced, bent, or loose. 5. Blade bolt is loose. 6. Drive belt is damaged. 	<ol style="list-style-type: none"> 1. Tighten engine mounting bolts. 2. Tighten the appropriate pulley. 3. Contact Authorized Service Dealer. 4. Install new cutter blade. 5. Tighten bolt to 45–60 ft-lb (61–81 N-m). 6. Install blade drive belt and check idler pulley and belt guides for correct position.

PROBLEM	POSSIBLE CAUSES	CORRECTIVE ACTION
Machine does not drive.	<ol style="list-style-type: none"> 1. Traction idler is adjusted incorrectly. 2. Traction belt is worn, loose, or broken. 3. Traction belt is off pulley. 4. Transaxle not shifting gears. 	<ol style="list-style-type: none"> 1. Adjust traction drive belt. 2. Contact Authorized Service Dealer. 3. Contact Authorized Service Dealer. 4. Contact Authorized Service Dealer.



Consumer
Riding
Products

The Toro Total Coverage Guarantee

A Two-Year Full Warranty
(Limited Warranty for Commercial Use)

Conditions and Products Covered

The Toro Company and its affiliate, Toro Warranty Company, pursuant to an agreement between them, jointly promise to repair any Toro Product used for normal residential purposes* if defective in materials or workmanship. The following time periods apply from the date of purchase:

<u>Products</u>	<u>Warranty Period</u>
• All Products	2 year full warranty
• 300 and 5xi Series Tractors:	
Chassis	5 year full warranty
Front Axle	5 year full warranty
Drive Shaft (5xi Series Only)	5 year full warranty
• All Batteries	1 year full warranty

This warranty covers both the cost of parts and labor, and transportation within a fifteen mile radius of the servicing dealer.

This warranty applies to all consumer riding products and their attachments.

* Normal residential purposes means use of the product on the same lot as your home. Use at more than one location is considered commercial use, and the commercial use warranty would apply.

Limited Warranty for Commercial Use

Toro Consumer Products and attachments used for commercial, institutional, or rental use are warranted against defects in materials or workmanship for the following time periods from the date of purchase:

<u>Products</u>	<u>Warranty Period</u>
• All Products	90 day limited warranty
• 300 and 5xi Series Tractors:	
Chassis	1 year limited warranty
Liquid Cooled Gas Engines	1 year limited warranty
Air Cooled Gas and Diesel Engines	2 year limited warranty

Instructions for Obtaining Warranty Service

Should you feel your Toro Product contains a defect in materials or workmanship, contact the retailer who sold you the product or any Authorized Service Dealer or Master Service Dealer. The Yellow Pages of your telephone directory is a good reference source. The dealer will either arrange service at his/her dealership or recommend another Authorized Service Dealer who may be more convenient. You may need proof of purchase (copy of registration card, sales receipt, etc.) for warranty validation.

If for any reason you are dissatisfied with the Service Dealer's analysis of the defect in materials or workmanship or if you need a referral to a Toro Service Dealer, please feel free to contact us at:

Customer Service Department
Toro Warranty Company
8111 Lyndale Avenue South
Bloomington, MN 55420-1196
612-888-8801
800-348-2424

Owner Responsibilities

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

Items and Conditions Not Covered

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

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

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

General Conditions

Repair by an Authorized Toro Service Dealer is your sole remedy under this warranty.

Neither The Toro Company nor Toro Warranty Company is liable for indirect, incidental or consequential damages in connection with the use of the Toro Products covered by this warranty, including any cost or expense of providing substitute equipment or service during reasonable periods of malfunction or non-use pending completion of repairs under this warranty. Some states do not allow exclusions of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above exclusions and limitations may not apply to you.

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 Toro Warranty Company.