



## Customer Service Bulletin Commercial Business Group

---

### Groundsmaster® 325-D

<u>Model/Serial Range:</u>	<u>Model Number:</u>	<u>Serial Numbers:</u>
	30739	70001-99999
	30741	70001-99999
	30788	70001-99999
	30795	70001-99999

**Subject: Momentary engine interruption in rough terrain.**

The units identified in this bulletin were manufactured without an Engine Shut down delay, due to the manufacture eliminating this feature from the control Unit (43-1880). This may result in more frequent momentary engine shut down in rough terrain, especially with operators that are lightweight and/or short in stature.

An easy to install kit has been developed to counter this issue for those customers who regularly operate the machine typically at high speeds under rough conditions or with operators that are lightweight and/or short in stature.

**Note:**

Optional Seat Weight Kit (92-1181) is also available for lightweight operators.

As an ongoing product improvement, all machines starting with serial number 200000101 and up will incorporate an approximate 0.5 ~ 1-second delay achieved by the use of an externally mounted capacitor.

**Note:**

If control unit (43-1880) is replaced on older GM 72-D or Pre-1997 Groundsmaster 300 series the delay feature will no longer exist unless Seat Delay Kit (100-6584) is installed.

Contact your local distributor for parts availability.

**TORO**

PART NO. 100-6584

**INSTALLATION  
INSTRUCTIONS****SEAT DELAY KIT  
GROUNDMASTER 300****CAUTION**

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

1. Remove instrument panel cover.
2. Remove capscrew, spacer, washer and nut securing buzzer and wires to instrument panel.
3. Remove capscrews, lockwashers and nuts securing control unit and wires to instrument panel.
4. Remove capscrew, washers and nuts securing front end of instrument panel to fender.
5. Affix self adhesive rubber pad onto fender positioning it so butts against back edge of instrument panel and is aligned with front end of panel (See figure inset).
6. Secure capacitor bracket to front end of instrument panel and fender with capscrew (2) lockwashers and nut.

**Note:** Capacitor bracket to be resting on rubber pad.

7. Install control unit, previously removed wires and new ring terminal ground wire from kit harness to instrument panel with capscrews, lockwashers and nuts.

8. Install buzzer and previously removed wires to instrument panel with capscrew, spacer, washer and nut.

9. Unplug main harness from seat switch located under operator seat.

10. Plug connectors from new kit harness into seat switch and main harness connectors.

11. Perform functional check: With operator on seat, start engine, engage PTO and verify that engine kills when operator lifts off seat.

**Note:** Engine should remain running for approximately .5 to 1 second after operator lifts off seat.

12. Install instrument panel cover.

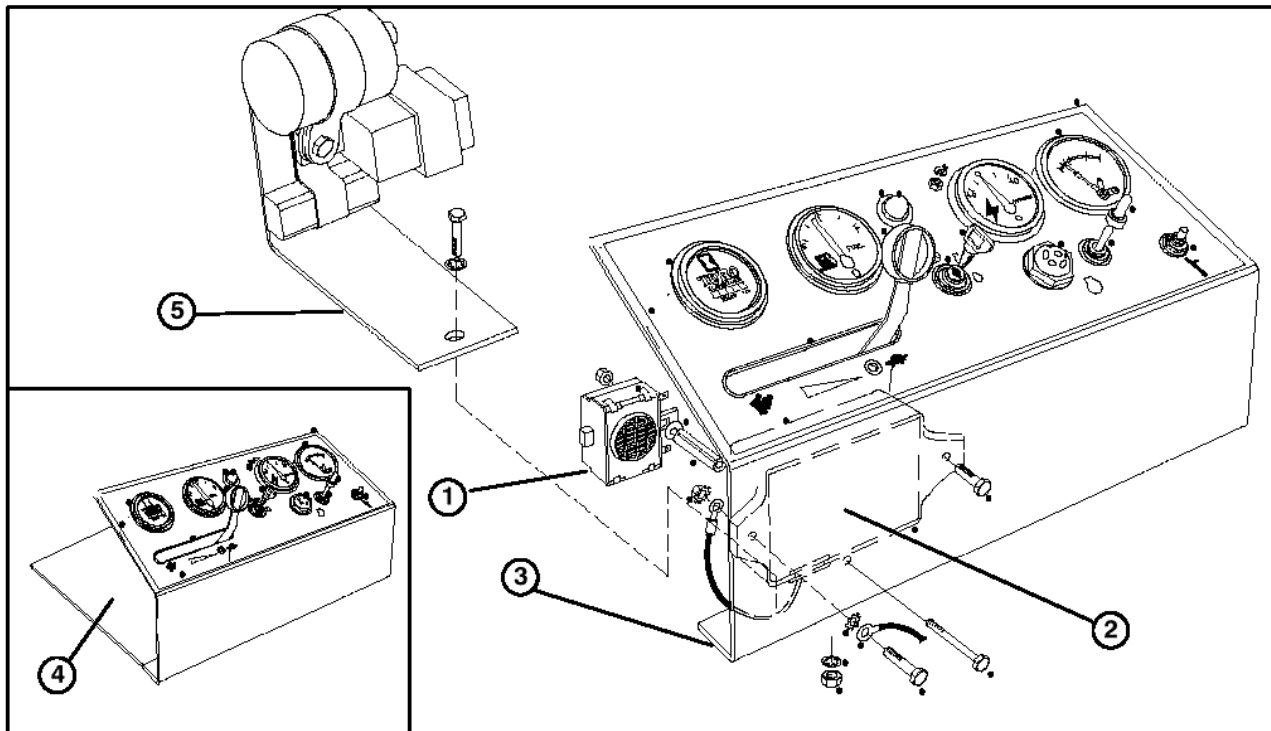


Figure 1

- |                                  |                        |
|----------------------------------|------------------------|
| 1. Buzzer                        | 4. Adhesive rubber pad |
| 2. Control unit                  | 5. Capacitor bracket   |
| 3. Front end of Instrument panel |                        |