



## Customer Service Bulletin Commercial Business Group

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### Workman® 3000/4000 Series

Date: October 25, 2006

<u>Model/Serial Range:</u>	<u>Model Number:</u>	<u>Serial Numbers:</u>
	07211 & 07211TC	220000101-230099999
	07212 & 07212TC	220000101-230099999
	07218 & 07218TC	220000101-230099999
	07360 & 07360TC	240000101-250000700
	07361 & 07361TC	240000101-250000700
	07365 & 07365TC	240000101-250000700

#### **Subject: Elevated Idle and/or Engine Run-On**

Two engine performance situations have been reported on some liquid cooled, gasoline powered Workman vehicles: units that fail to completely return to low idle (1100 RPM) after releasing the accelerator pedal, and units that continue to run on or “diesel” for a few moments after the ignition is switched off. In a few instances, both issues have been reported on the same vehicle. The following procedures have proven to correct the complaints in most cases.

To correct **Elevated Idle:** First, verify that the idle stop screw is adjusted to 1100 rpm low idle; if the adjustment screw is found to not contact the stop with the accelerator pedal not depressed, check the throttle cable and accelerator pedal pivot for any restriction of free movement in both directions. Check for varnish deposits in the carburetor throat that could inhibit free movement of the throttle plate, and verify that the accelerator pedal ball joint is free moving and all governor and carburetor springs are in place and undamaged (over-extended).

To correct **Engine Run-On:** Make all of the same checks as above; also verify that the air filter is clear of debris that could restrict airflow creating a rich fuel condition. Remove and inspect all spark plugs for excessive carbon deposits, and check the fuel tank fill cap to confirm it is venting properly. The cap is designed to vent excess fuel tank air pressure due to heat expansion at a pressure of approximately 1.5 to 2 psi. (0.1 to 0.14 bar). A simple tank vent cap test would be to first firmly set the parking brake, and then run the engine to full normal engine operating temperature with the fuel tank cap removed. Do not move or drive the vehicle and keep all ignition sources away from the vehicle during this test. Try stopping and starting the engine several times; if the run-on condition ceases, replace the fuel cap.

If your vehicle continues to exhibit either of these issues after performing the above procedures, please contact your local Toro Commercial Products Distributor for correction of these issues. The factory trained service staff will be able to identify and resolve these complaints.