Form No. 3397-186 Rev A

Deluxe Seat Kit

2000 Series Z Master® Riding Mower

Model No. 132-5972

Installation Instructions

Installation

Loose Parts

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

Procedure	Description	Qty.	Use
1	No parts required	–	Remove the seat.
2	Seat Spacer Flange nut (5/16 inch) Cable tie	1 4 4 4	Install the seat.
3	No parts required	–	Test the safety-interlock system.

Note: For performance and safety, 2000 Series machines with 48 inch mower decks require a weight kit (No. 121-7576) after the deluxe seat kit is installed. Obtain the correct weight kit from an Authorized Service Dealer.

1

Removing the Seat

No Parts Required

Procedure

1. To expose the front nuts, move the seat to the furthest rear position.
2. Loosen the front nuts (Figure 1).
3. To expose the rear nuts, move the seat to the furthest forward position.
4. Loosen the rear nuts.
5. Slide the seat and seat plate forward to allow the front nuts to go through the key holes (Figure 1).
6. Remove the seat and base from the machine.
7. Unplug the harness connector from the seat switch located under the seat.

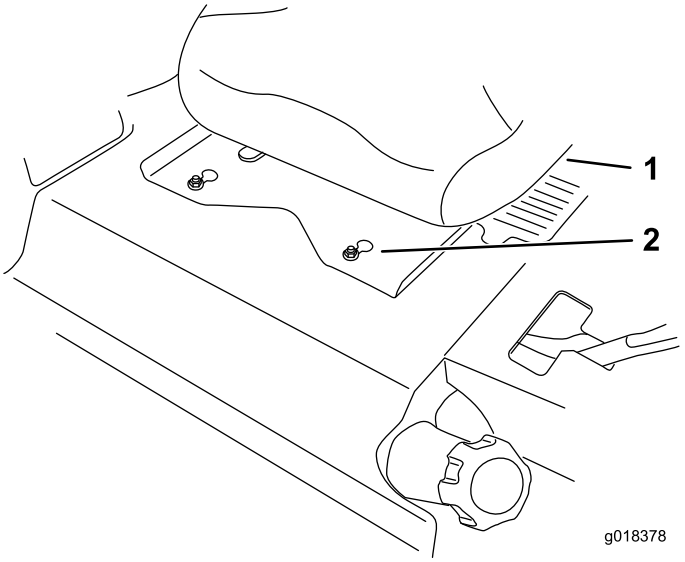

Figure 1

1. Existing seat
2. Front nuts with key hole

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Bloomington, MN 55420

Register at www.Toro.com.

Original Instructions (EN)
Printed in the USA

3397-186 A

2

Installing the Seat

Parts needed for this procedure:

1	Seat
4	Spacer
4	Flange nut (5/16 inch)
4	Cable tie

Procedure

1. Remove the packing covers guarding the seat studs.
2. Install a spacer onto each seat stud (Figure 2).
3. Secure the seat frame to the seat with 4 flange nuts (5/16 inch) (Figure 2).
4. Torque the nuts to 30.5 N-m (22.5 ft-lb).

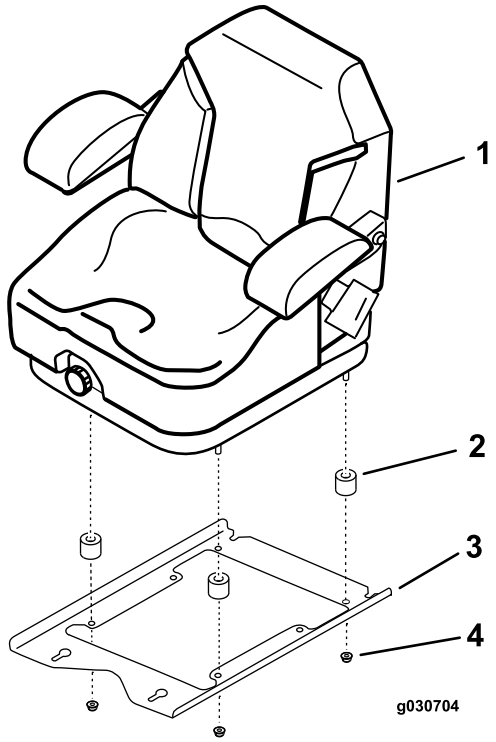

Figure 2

1. Seat
2. Spacer
3. Seat frame
4. Nut

5. Plug the harness connector into the seat switch located under the seat toward the front.
6. Carefully lower the seat down and ensure that you do not pinch the wire harness.
7. Install the cable ties.
8. Install the seat to the machine frame by aligning the front nuts with the key hole in the seat plate.
9. Slide the seat and seat plate rearward to lock the front nuts into the key hole and the rear nuts into the slots (Figure 1).
10. Torque the nuts to 47.5 N-m (35 ft-lb).

3

Testing the Safety-Interlock System

No Parts Required

Procedure

⚠ CAUTION

If the safety-interlock switches are disconnected or damaged, the machine could operate unexpectedly, causing personal injury.

- **Do not tamper with the interlock switches.**
- **Check the operation of the interlock switches daily and replace any damaged switches before operating the machine.**

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

- The parking brake is engaged.
- The blade-control switch (PTO) is disengaged.
- The motion-control levers are in the NEUTRAL LOCK position.

The safety-interlock system is also designed to stop the engine when the traction controls are moved from the LOCKED position with the parking brake engaged or if you rise from the seat when the PTO is engaged.

The hour meter has symbols to notify you when the interlock component is in the correct position. When the component is in the correct position, a triangle lights up in the corresponding square.

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. 1. Sit on the seat, engage the parking brake, and move the blade-control switch (PTO) to the ON position.

   Start the engine: The engine should not crank.

2. Sit on the seat, engage the parking brake and move the blade-control switch (PTO) to the OFF position, and move either motion-control lever (out of the NEUTRAL LOCK position).

   Start the engine: The engine should not crank. Repeat for the other motion-control lever.

3. Sit on the seat, engage the parking brake, move the blade-control switch (PTO) to the OFF position, and move the motion-control levers to the NEUTRAL LOCK position.

   Start the engine, release the parking brake, engage the PTO, and rise up slightly from the seat: The engine should stop.

4. Sit on the seat, engage the parking brake, move the blade-control switch (PTO) to the OFF position, and move the motion-control levers to the NEUTRAL LOCK position.

   Start the engine, center either motion-control lever, and move (forward or reverse): The engine should stop. Repeat for the other motion-control lever.

5. Sit on the seat, disengage the parking brake, move the blade-control switch (PTO) to the OFF position, and move the motion-control levers to the NEUTRAL LOCK position.

   Start the engine: The engine should not crank.

Operation

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.

To adjust, move the lever sideways to unlock the seat (Figure 3).

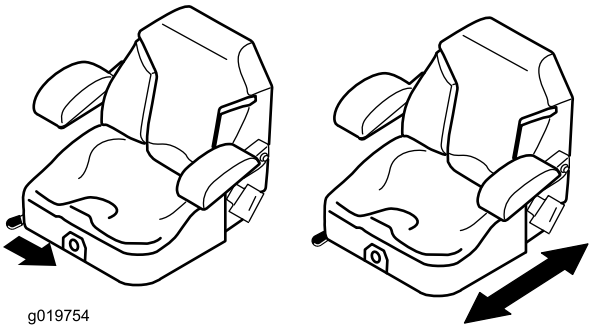

Figure 3

Changing the Seat Suspension

The seat is adjustable to provide a smooth and comfortable ride. Position the seat where you are most comfortable.

To adjust the seat, turn the knob in front either direction to provide the best comfort (Figure 4).

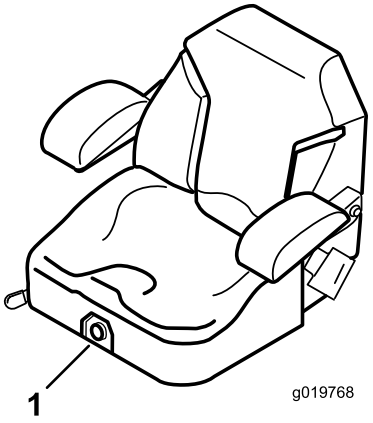

Figure 4

1. Seat-suspension knob

Count on it.