

TO THE OWNER

This is an operation and general maintenance manual only and does not cover repair. All repair work must be performed by an authorized Bolens dealer or the warranty is void. Bolens equipment is engineered to give efficient performance if properly operated and maintained. Keep your equipment clean and lubricate it regularly. Periodically inspect the unit and perform any upkeep maintenance necessary.

Your dealer is obligated by the factory to completely assemble and service new equipment before delivery and thoroughly explain its operation. He will repair or replace any parts which fail due to defective material and/or workmanship during the warranty period and also provide future repair service and parts. To insure continued satisfactory operation, insist that your new equipment be completely serviced and its operation explained by your dealer when it is delivered.

ENGINE

IMPORTANT: THE ENGINE IS SHIPPED WITHOUT OIL IN THE CRANKCASE. Before starting the engine, be certain the crankcase is filled to indicated level with lubricant specified in the engine manual. Check oil level and change oil in accordance with engine manufacturer's instructions. Other important information is contained in the engine manual; follow all instructions carefully.

NOTE: BOLENS DIVISION DOES NOT WARRANT THE ENGINE ON THIS UNIT. IT IS WARRANTED SEPARATELY BY THE MANUFACTURER THROUGH HIS OWN SERVICE DEALER ORGANIZATION.

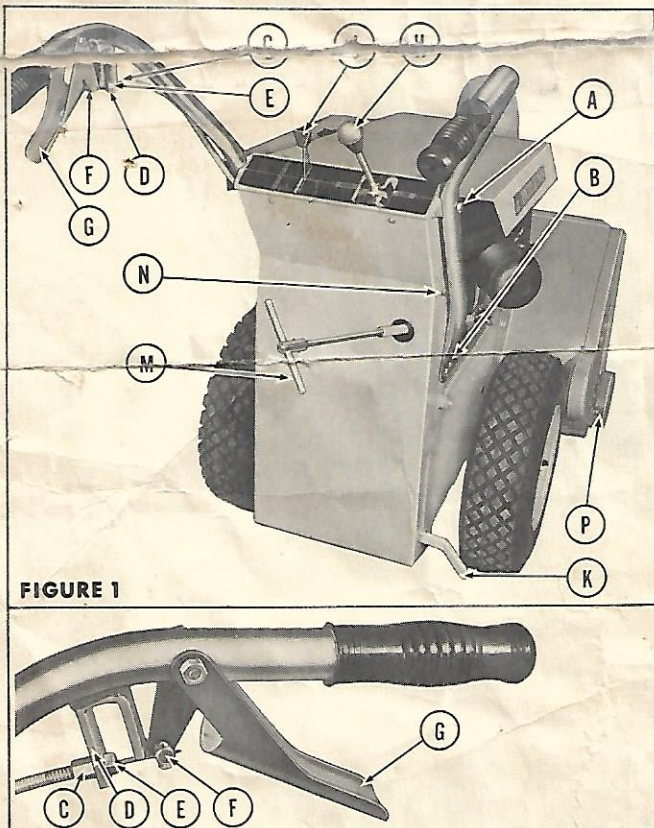


FIGURE 1

ASSEMBLY

This unit is shipped completely assembled except for the handles, chute control, and clutch cable

hook-up. Loosen screws (N), remove back cover and mount handles as illustrated, using 5/16-18 x 1-1/4 capscrews and lockwashers at point (A), and 3/8-16 x 7/8 capscrews, flat washers, lockwashers, and hex nuts at point (B).

Feed clutch control cable through cable housing adapter (C) and turn adapter onto cable housing hand tight. Lead clutch cable and threaded end of adapter through hole in cable guide (D) on left hand handle, install 1/4-20 hex nut (E) and lock tight. Thread control wire into swivel clamp (F) and tighten securely. NOTE: Position control wire in the swivel block so that drive belt (E-Fig. 2) is completely disengaged when clutch lever (G-Fig. 1 insert) is squeezed against the handle grip. This occurs when there is a clearance of approximately 1/8" between the idler pulley and rim of driven pulley (see Fig. 2).

Attach swivel block on forward end of chute control rod to the chute control shaft and secure with 1/8 x 1-1/4 cotter pin. Check for proper rotation left and right.

A drift slicer is supplied which may be installed for operating this unit in deep snow. It can be mounted on either upper inside wall of the rotor housing with 5/16-18 x 3/4" capscrews supplied.

CONTROLS

The clutch lever (G) engages and disengages the drive to the wheels through the gear case assembly. The drive is engaged by spring load on the belt idler pulley, and disengaged when clutch lever is squeezed up against the handle grip. The clutch must be disengaged to change position of gear shift lever. The gear shift lever (H) has five positions: high and low speed forward; high and low speed reverse; and neutral. When ever adjustment is required, disconnect the ball joints (Fig. 2) from clutch lever end of right and left side control rods; move rods up or down until the spring neutral detent is felt on each rod. With shift lever in neutral, adjust ball joints on rods until they can be connected to shift lever without disturbing the neutral position of lever or links. Secure the left side rod in this position, turn ball joint on right rod two turns tight and secure.

The throttle control lever (J) controls the engine speed, and also acts as a shut-off switch when moved to the "STOP" position.

A separate gear case assembly operates the rotor. The rotor is engaged when the control lever (K) is latched in the "UP" position and disengaged when the lever is latched in the "DOWN" position. NOTE: BE SURE THE LEVER IS PROPERLY LATCHED IN EITHER THE UPPER OR LOWER NOTCH AT ALL TIMES.

The discharge chute is limited to a turning radius of 110° LEFT and RIGHT from straight forward position. DO NOT attempt to force chute beyond this angle in either direction. Obtain desired discharge angle by turning crank (M). The angle of the discharge chute cap can also be set to regulate the discharge depending upon wind, snow, and space conditions.