

## STARTING THE ENGINE

The Snow Caster features a winterized SNOW KING engine which incorporates a cold weather starting primer for positive cold weather starting to minus 10°F.

(1) Refuel engine with fresh winter blend regular gasoline, and check crankcase to be sure oil level is ok.

(2) Check to be sure the gear shift lever (H) is in neutral position and rotor lever (K) is in disengaged position.

(3) Place manual choke in full choke position.

(4) Move throttle lever to run position.

(5) Open fuel shut-off valve on gas tank.

(6) If temperature is 10°F or below, hold primer button in and turn engine slowly over compression once. Release primer button.

(7) Pull engine on compression and then pull starter handle quickly.

(8) When engine starts advance choke immediately to 3/4 choke position (first notch). As engine warms up, position to 1/2 choke and then to no choke position.

(9) To stop engine, move throttle control lever to stop position.

## OPERATION

After the engine is running smoothly, engage the rotor by moving the control lever (K-Fig. 1) to "UP" position and latch. Then squeeze clutch lever (G) against handle grip and move gear shift lever from neutral to desired drive position and slowly release clutch lever.

**IMPORTANT: NEVER ATTEMPT TO CHANGE POSITION OF GEAR SHIFT LEVER UNLESS THE CLUTCH LEVER IS IN DISENGAGED POSITION, AS, SERIOUS DAMAGE TO THE GEAR CASE COULD RESULT.**

To stop travel, squeeze the clutch lever against the handle grip and return gear shift lever to neutral position.

This unit will handle wet or dry snow equally well. Chute clogging invariably occurs only when operating with too little snow or in slush. When operating the unit after a light snow fall, use the high speed range. Use LOW speed only when there is sufficient snow to cause the engine speed to slow down under load in the HIGH speed range. In extremely heavy snow, always run the engine speed at full throttle (3600 RPM as set at the factory).

When operating on a smooth surface the guide shoes (P-Fig. 1) may be raised so that the scraper on the bottom of the housing contacts the surface. When operating on a rough surface, lower the shoes so that the scraper edge will not get caught on obstructions or pick up foreign objects that would be taken through the rotor.

A protective shield covers the engine which is enclosed in the front by a latch, and pivots at the

rear on an extension hinge. To gain access to the engine, raise the shield from the front until it rests on the snow caster handles.

The back of the unit is covered by a removable panel which is held in place by four screws (N-Fig. 1). Removing this panel will expose the drive belts, pulleys, and belt guides as illustrated in Fig. 2.

## DRIVE BELTS

The Sno-Caster has three drive belts; a matched pair (R) driving the rotor gear case and a single belt (E) driving the wheel gear case. The idler pulleys engaging these belts are under spring tension, and normally do not require adjustment. The drive belts can be removed by simply moving the belt guides to allow clearance. To remove the wheel drive belt it is necessary to first remove the pair of belts driving the rotor gear case.

When replacing drive belts, it is very important that belt guides are replaced in the original position. For proper idling and to insure long belt life, the guides should be positioned so there is 1/8" to 1/4" clearance between guides and belts when in engaged position (Points S). It is recommended that the belt guide positions be checked periodically to see that proper clearance is maintained.

A safety slip clutch is provided to prevent overload of the wheel drive train which may require adjustment after being forced to slip an excessive amount (Fig. 2). To adjust, remove cotter pin, turn nut finger tight and then turn to the next notch. Replace cotter pin.

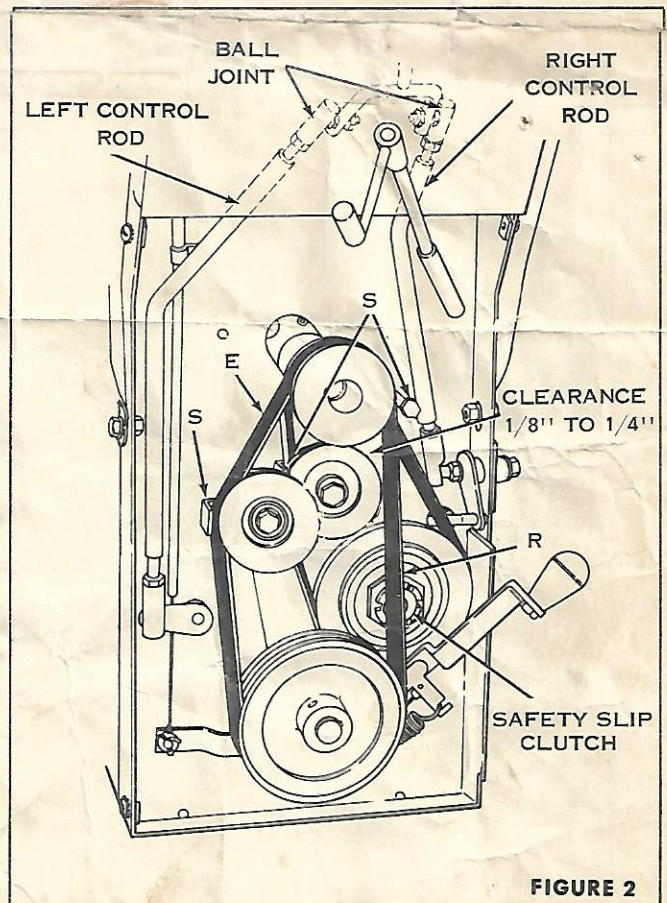


FIGURE 2