

CHAIN DRIVE SPROCKET

The sprocket on the gear case shaft (D-Fig. 3) which drives the rotor is secured to the shaft by a shear bolt (E) and lock nut which protects the mechanism against sudden shock. NOTE: An extra shear bolt is supplied with this unit which can easily be installed after removing chain guard cover (F).

LUBRICATION

This unit is designed with sealed bearings and packed gear cases which reduces the lubrication requirements to a minimum. The only regular lubrication necessary are the grease fittings on the axle (A-Fig. 3), one on each side of unit, the counter shaft (B), the gear case shaft (C) and all links and rod pivot points which should be oiled with a light oil at regular intervals.

If gear case repair is necessary, the rotor gear case should be repacked with 3 ounces of SAE #90 transmission oil and the wheel drive gear case with 4 ounces of semi-fluid #0 consistency grease. If #0 consistency grease is not available, a mixture of equal parts of good #2 chassis grease and #30 oil will prove satisfactory.

NOTE: Once each season, approximately one ounce of specified lubricant should be added to each gear case to compensate for normal usage. The lubricant can not be checked by "level", therefore, it is very important that caution be used when adding lubricant as over filling will cause excessive heating and result in damage. The amount specified for each gear case assembly is sufficient so the gear will pick up the grease and properly lubricate the gear train. Filler plugs are accessible when unit is placed up-right on front end and the bottom plate is removed. If there is any indication of leakage, the gear case should be inspected and corrective measures taken.

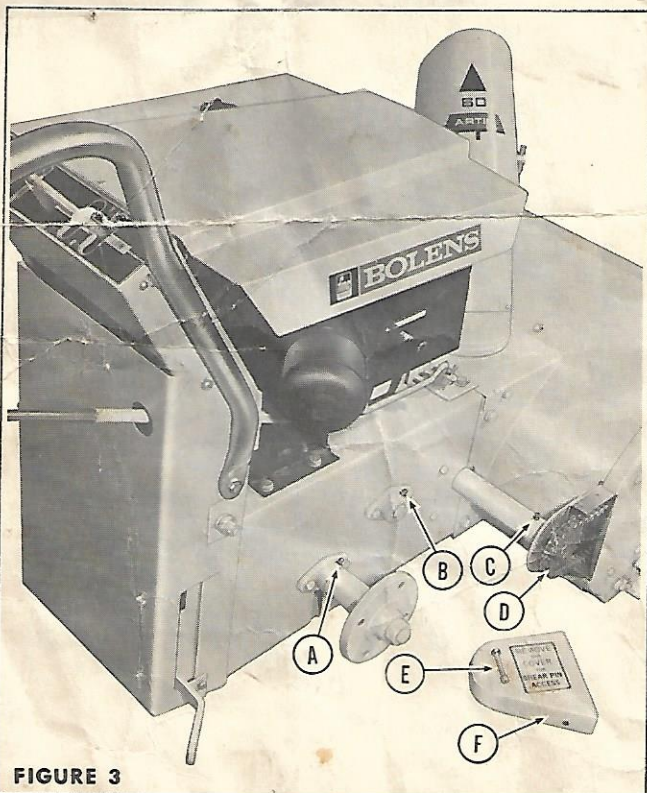


FIGURE 3

At the beginning and end of each season the bottom plate should be removed and the drive chains and sliding gear shaft lubricated with light oil. Also remove chain guard (P) and oil rotor drive chain. Remove back panel and lubricate all moving parts of shifting mechanism and idler linkage.

TIRES

The tires are pneumatic and pressure of five pounds should be maintained.

STORAGE

If the unit is stored in heated quarters, allow it to cool to outside temperature before operating. This will help prevent snow from sticking to the rotor housing, duct, and duct cap. If after use the unit is allowed to stand in freezing temperature, be sure snow and ice are removed from the rotor as heavy icing could cause damage when the rotor is again engaged. Also free the chute assembly so that it turns freely with the crank. If frozen do not force the crank.

END OF SEASON STORAGE

Before putting your SNOW CASTER into storage at the end of the season, drain gasoline from tank and run engine until carburetor is dry. Remove and check spark plug. Pour an ounce or two of light oil into cylinder. Turn engine over a few times to distribute the oil throughout the cylinder and replace plug. Clean unit and touch up areas where paint has chipped off.

Follow instructions for end of season storage as outlined under "Maintenance" and in a dry area, blocking unit up off ground to avoid flat spots on the tires.

SAFETY RULES

- (1) Be sure the shift lever is in neutral and rotor lever disengaged before starting the engine.
- (2) Never place hands or feet in front of machine or into the discharge chute while engine is running.
- (3) Never attempt to clear rotor or outlet duct while engine is running.
- (4) Disconnect spark plug wire before working on the unit.
- (5) Never leave unit unattended while engine is running.
- (6) Never fill gasoline tank when engine is running. Wipe up any spilled fuel before again starting engine.
- (7) Avoid using unit in area having protruding objects, stones, etc., as these could cause serious damage.
- (8) Frequently check complete unit to be sure that all nuts and bolts are tight.
- (9) Never allow children to operate unit without proper instructions and strict supervision.