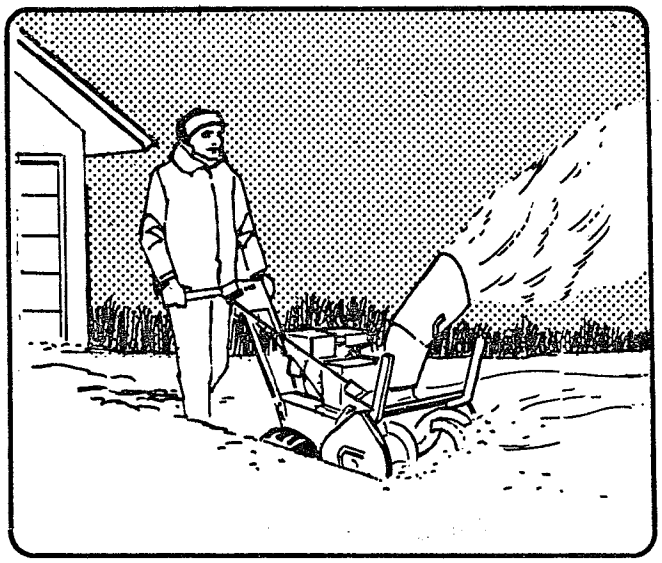
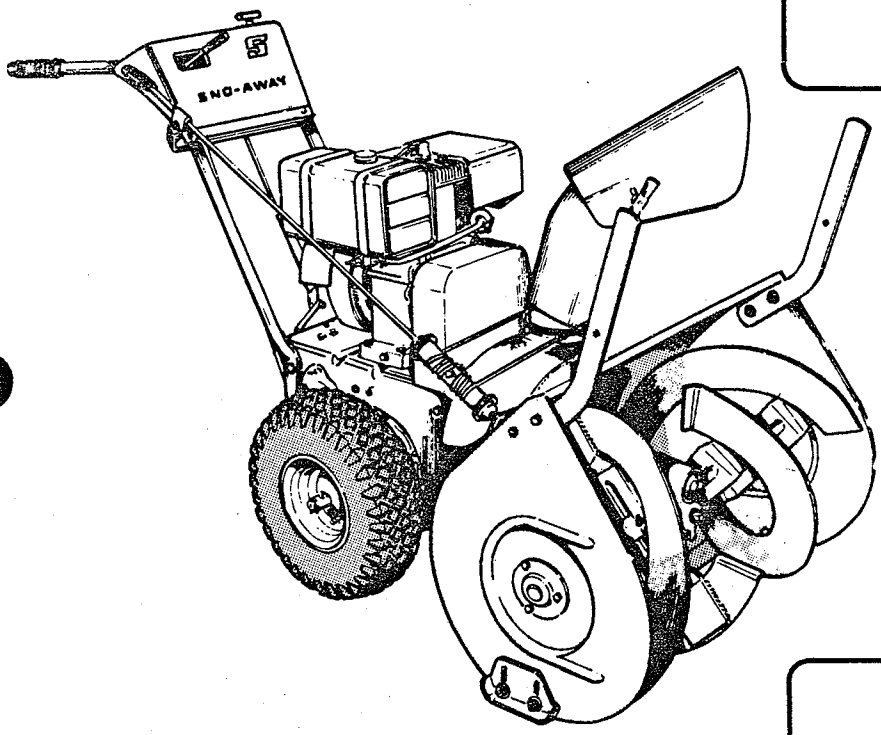
Simplicity®





MFG. NO. 805

2 STAGE
SNO-AWAY 8 H.P.

LITHO IN U.S.A.

SIMPLICITY MANUFACTURING COMPANY, INC.

ATTENTION!!!

Before attempting to start your unit, be sure to study all the safety, operating and maintenance instructions contained in this manual.

Safety...

Read the Owner's Manual to familiarize yourself with the controls, and how to stop the unit quickly in an emergency.

Never allow anyone to operate the equipment without full instructions and knowledge of safe operating procedures.

Always keep equipment clean and in good working order. Maintain a firm grip on the unit when operating.

Observe all safety regulations for the safe handling of fuel. Do not refuel with engine running. Wipe unit down if fuel is spilled on it. Always move away from the fueling area before starting the engine.

Handle and store fuel only in an approved type safety can. Do not smoke when fueling.

Keep the immediate working area free from all bystanders.

Inspect the area to be cleared. Note all grades, obstructions and other potential hazards.

Be sure all quards and shields are in place. Keep hands, feet and clothing from contacting driven parts.

After striking an obstruction or foreign object, immediately stop the engine and inspect for damage. Make the necessary repairs before restarting.

Never make any adjustments to the blower mechanism or drive train while engine is running.

Never direct the discharge at bystanders—debris may be hidden in the snow.

Adjust the skid shoes so the blower mechanism will not pick up and throw out gravel or crushed rock.

Always stop engine when attempting to clean the discharge chute.

Use caution when running the unit in reverse to avoid slipping or falling.

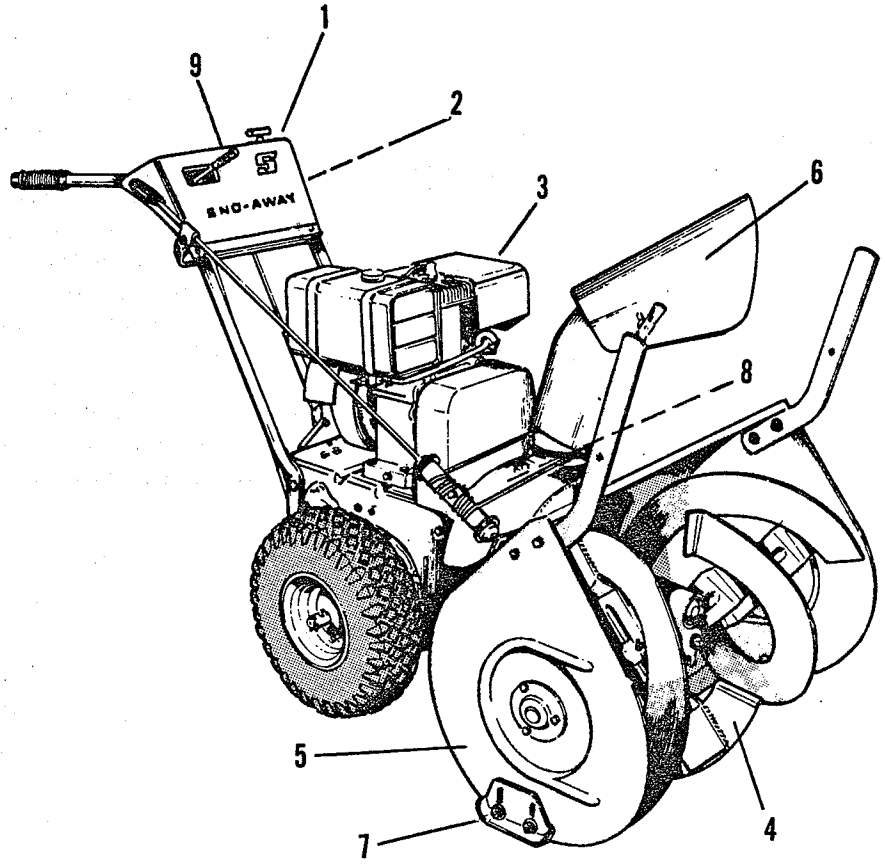
Never operate the machine in an explosive atmosphere or where there is insufficient ventilation to carry away the exhaust fumes.

Avoid contacting the hot muffler or cylinder.

SIMPLICITY'S NEW EQUIPMENT WARRANTY

The Company warrants Simplicity products to be free from defects in material and workmanship, except the Company makes no warranty, express or implied, with respect to tires, engines, generators and voltage regulators, which are warranted by their respective manufacturers. Any part covered by this warranty which is proven defective within one year (45 days for equipment used for rental, municipal or commercial purposes) under normal use, from date of purchase, will be replaced without charge, provided such part is returned to the factory, (if requested), and is found to be defective upon examination at the factory. This warranty does not apply to any Simplicity products altered outside of the Simplicity factory. THE FOREGOING WARRANTY IS IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, PERFORMANCE, OR OTHERWISE. The Company's obligation under its warranty is strictly and exclusively limited to the replacement of such parts, and in no event shall the Company be liable for any other damages, whether direct, immediate, incidental, special, or consequential. Simplicity Manufacturing Company, Inc., reserves the right to modify or change specifications without prior notification. There are no warranties which extend beyond the description of any Simplicity product.

TABLE OF CONTENTS



1. HANDLE-MOUNTED CONTROLS. Throttle lever, transmission shift lever, auger engagement lever and discharge spout rotation control are all mounted at the handles for greater safety.

2. DRIVE CONTROL. Squeeze the lever to engage the drive, release to stop. Forward or reverse travel is controlled independently of engine speed.

3. 8 HP. BRIGGS AND STRATTON ENGINE

4. RUGGED AUGER AND DRIVE.No shear pin to replace.

5. AUGER HOUSING. Width is matched to the engine power for full width clearing of heavy snow.

6. ADJUSTABLE DISCHARGE SPOUT. Direction of snow discharge is adjustable from the control panel.

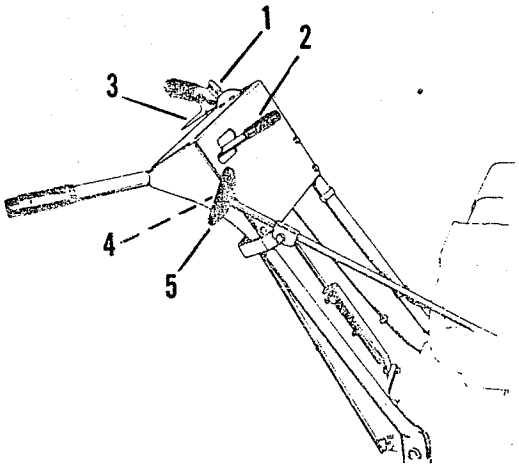
7. ADJUSTABLE HARDENED SKID SHOES. Lower the shoes to set the scraper bar above gravel and crushed stone. Raise them to get the scraper bar right down on smooth pavement.

8. TRACTION DRIVE LOCK PLATE. (ON left wheel.) A simple twist engages the spring loaded lock plate for positive drive of both wheels, or unlocks to permit independent wheel rotation for easy turning.

9. THREE FORWARD AND ONE REVERSE. All gear transmission.

THE CONTROLS AND HOW TO USE THEM

Before starting the engine, study the following paragraphs and photos to learn how to use the controls. The numbers on the photos correspond to the paragraph numbers below.



1. THE ENGINE SPEED CONTROL, controls the throwing distance and also the speed over ground. Push it forward to increase throwing distance (up to 30') and to increase ground speed. PULL IT ALL THE WAY BACK TO STOP THE ENGINE. Set it at the lowest speed for satisfactory throwing distance.

2. The 8 HP model has five shift positions. The shift pattern is shown by a decal located on the front of the handle panel. To shift out of any position raise the handle slightly and then rotate it to the desired position. NOTE: The Drive Control lever must be released when shifting. It may also be necessary occasionally to squeeze the Drive Control lever momentarily and release it before the shift lever will travel fully into gear.

Use HIGH GEAR (3rd) for transporting unit to the area to be cleared. Also when there is light snow up to 4" deep and heavy snow up to 2" deep.

3. THE DRIVE CONTROL lever also controls the speed with which the unit moves, either in forward or reverse. Should you slip or fall and your hand comes off the lever the unit will stop instantly. To operate, gently squeeze the lever to start travel. Squeezing it further will increase the travel speed. Use this control along with the proper gear selection in order that the engine speed control can control the throwing distance. This control should be used for inching into heavy drifts. It is designed to withstand slipping.

4. THE AUGER CONTROL LEVER starts and stops the auger rotation independently of any other drive.

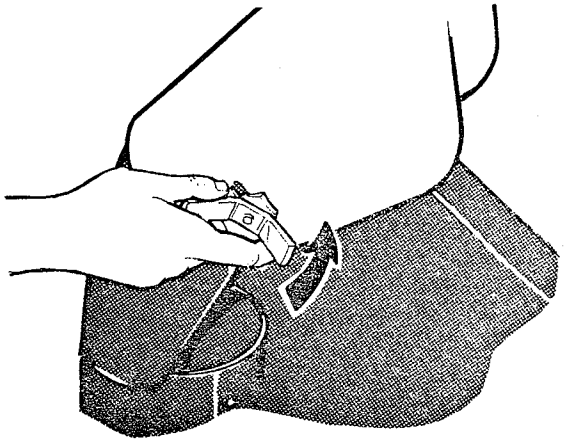
NOTE: The speed control lever should be at least half way forward before engaging the auger drive.

Pull the lever all the way up to run the auger. Push down to stop the auger. Always have this control fully engaged or fully disengaged.

5. THE DISCHARGE SPOUT CONTROL is used to select the direction you want to throw the snow. Always throw snow down wind whenever possible to keep airborne snow away from you. Should the spout become frozen, you can break it loose by rotating the "T" handle.

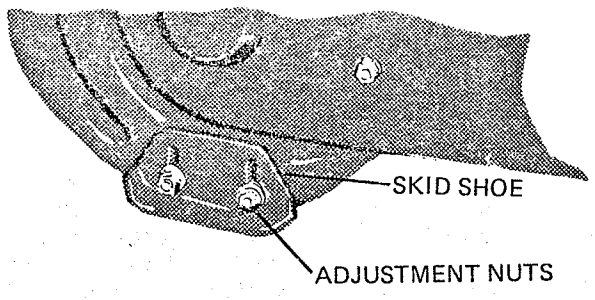
ALL OF THE CONTROLS JUST DESCRIBED ARE FOR USE WHILE YOUR SNOW THROWER IS IN OPERATION.

6. THE CHUTE DEFLECTOR POSITION can be adjusted by loosening the wing nuts and moving the deflector up or down. Be sure to tighten both wing nuts after positioning the deflector. The deflector position supplements the engine speed control to control throwing distance. The highest position provides the greatest throwing distance. Most snow moving can be done with the deflector all of the way up by using the engine speed lever to control the throwing distance. Hold the rear of the deflector down while tightening the wing nuts to make sure that all of the snow goes out of the chute.



CAUTION: BEFORE ATTEMPTING TO ADJUST THE CHUTE DEFLECTOR POSITION OR ADJUST THE SKID SHOES BE SURE ENGINE IS COMPLETELY TURNED OFF.

SKID SHOE ADJUSTMENT—While we are at the front of the unit, let's check the skid shoe adjustment. Your unit has hardened steel adjustable skid shoes. Their large area supports the front of the unit above even a gravel surface. (Small area rollers sink into gravel.)



GRAVEL SURFACE USE ADJUSTMENT

If you will be clearing a gravel surface loosen the nuts, raise the front of the unit and drop the skid shoes all of the way down. Set the bottom surface of the skid shoes so they are level or slightly (maximum of 1/8") higher in the front and tighten the nuts securely. Repeat these steps for the skid shoe on the other side. Check to make sure that with the unit resting on the skid shoes and the wheels, that the skid shoes are even with each other. The unit will now be supported on the skid shoes so the scraper bar can skim the snow from the surface and leave the stones on your driveway instead of throwing them on your lawn.

HARD SURFACE USE ADJUSTMENT

Loosen the nuts and rest the unit on hard level surface. The unit should now be supported on the tires, and skid shoes with the scraper bar resting on the surface. Tighten the nuts on both skid shoes taking care that their position doesn't change while the nuts are tightened. The full width scraper bar on your unit will now get down to "bed rock" and leave the surface clean.

TRACTION DRIVE LOCK PLATE

In the locked position both wheels propel the unit straight ahead even on icy surfaces or through uneven snow. It can be unlocked for easier turning on dry surfaces.

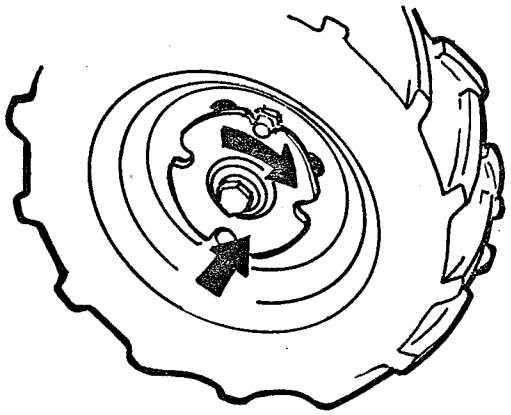
The 8 HP unit has an automatic torque transfer differential which combines easy turning with sufficient traction for most conditions. Lock it for conditions which require maximum traction such as icy surfaces, steep hills and widely varying snow depth.

The plate is located on the left wheel.

TO RELEASE THE LOCK PLATE so that the wheels can rotate independently, grasp the lock plate and pull it out toward you as far as it will go. NOTE: It may be necessary to push the unit back and forth slightly to pull the plate out of engagement with the pins. Now rotate the plate in either direction until the solid area of the plate rests against the pins.

The plate will stay out and the unit can be turned easily.

TO LOCK THE PLATE IN SOLID AXLE POSITION just rotate it until the pins line up with the knotches in the plate. A spring will snap it into the drive position. NOTE: On occasion the unit will have to move a short distance before the lock plate will fully engage the axle.



PREPARING YOUR UNIT FOR OPERATION

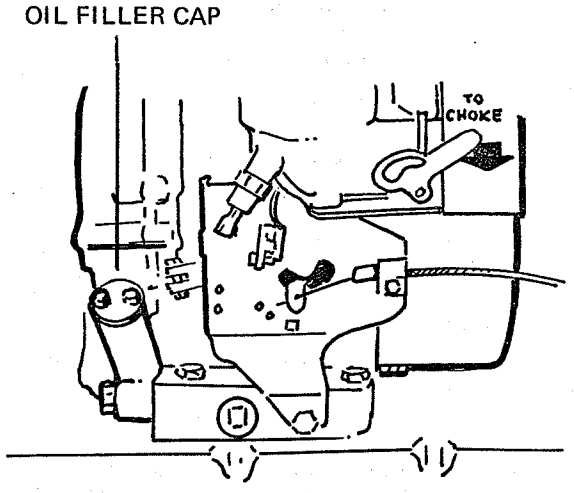
CAUTION: NEVER START OR OPERATE THE UNIT WITHOUT ALL COVERS, OR SHIELDS IN PLACE.

If your dealer has not already filled the engine crankcase with oil, do the following before attempting to start.

1. Remove the crankcase oil filler cap and fill the crankcase with 5W20 grade M.S. oil, level with the top of the filler neck.

2. Reinstall the filler cap and tighten it securely.
   NOTE: The oil level should be checked and oil should be added if necessary to bring the oil level with the top of the filler neck every other time you fill the unit with gasoline.

3. Remove the fuel tank filler cap and fill the tank completely with clean, fresh "Regular" grade gasoline.



CAUTION: GASOLINE IS HIGHLY FLAMMABLE AVOID OVERFILLING AND WIPE UP ANY SPILLED FUEL. ALLOW NO OPEN FLAME, SMOKING OR MATCHES NEAR THE AREA WHEN REFUELING. ALLOW THE ENGINE TO COOL SEVERAL MINUTES BEFORE ADDING FUEL.

4. Replace the filler cap securely.
   NOTE: Store gasoline in small quantities. Prolonged storage produces harmful gum and deposits.

STARTING

Always push the unit out of doors before attempting to start it. Always push unit away from refueling area before attempting to start it.

1. Set the engine speed control lever at the center of its travel.
2. Place the transmission control lever in neutral.
3. Push the auger drive control all the way down.
4. Push the choke lever all the way down on the 8 HP unit.
5. Stand behind the handles; grasp the recoil starter handle firmly in your right hand (on 8 HP model stand to the side) and pull sharply straight back.

The engine should start after a few pulls. After the engine starts, pull the choke lever up slowly.

Let the engine warm up about a minute before using the unit.

NOTE: If engine fails to start after 4 or 5 pulls, it may be flooded. Push the choke all the way up and crank engine 4 or 5 times to clear excess fuel.

OPERATING

The engine is warmed up and your unit us ready to be used. You are familiar with the controls, their function and how to set them.

ORGANIZING THE JOB

A few seconds spent in organizing the job will cut the total time required greatly.

Remove door mats and any other objects from the area to be cleared. We want to throw the snow downwind as much as possible so start your first pass on the upwind side of the driveway or sidewalk.

TRANSPORTING

Transporting the unit to the area to be cleared. Shift the transmission control lever into 3rd. Gently push the throttle forward, grasp the handles and squeeze the Drive Control lever to gently guide the unit to the work area.

DETERMINING THROWING DISTANCE

The snow should be deposited beyond the surface you want to clear - - if at all possible–so start with the deflector all of the way up and adjust the engine speed so that the thrown snow is deposited beyond the far side of the area to be cleared. If the snow is only a couple of inches deep it may be necessary to go over the ground quite rapidly to feed snow into the auger. In this situation, the deflector should be lowered and the engine speed increased.

CAUTION: STOP THE ENGINE WHILE CHANGING THE DEFLECTOR ADJUSTMENT.

THROWING DIRECTION

The chute should be rotated to discharge the snow downwind, not into it. Always adjust the spout and extension so that you are well out of the path of the snow stream.

CAUTION: CONSTANT INHALATION OF COLD, WET VAPOR IS EXTREMELY INJURIOUS, ON WINDY DAYS HAVE YOUR NOSE AND MOUTH WELL COVERED.

MOVING THE SNOW

LIGHT SNOW

Snow up to 6" deep can usually be cleared in one pass the full width of the machine. Face the unit into the snow, set the throttle at half speed or more, and pull the auger drive control rod all of the way up. When the auger drive is fully engaged, readjust the engine speed as described under throwing distance.

Squeeze the drive control lever slowly and guide the unit through the snow. When you come to the end of a pass, push down on the handles and turn the unit around to make the next pass, alongside of the cleared area–allow about 2" of over–lap into the cleared area. Release the downward pressure on the handles, rotate the chute so the snow stream goes downwind, and squeeze the drive control lever for the second pass. Repeat these steps until the area is cleared.

HEAVY DEEP SNOW

With very dense snow or snow deeper than the center of the auger, a different method is necessary.

FIRST PASS

Lower the deflector about half-way and run the engine at full speed. Push down on the handles until the top of the auger housing is above the top of the snow. Squeeze the drive control lever gently, and "inch" through the snow. (Readjust the deflector if necessary to obtain the desired throwing distance. REMEMBER TO STOP THE ENGINE BEFORE ADJUSTING THE DEFLECTOR.) At the end of the pass turn around as described under light snow except go back over the same path with the no down pressure on the handles.

Subsequent Passes

Use the same procedures as light snow, but substantially increase the overlap into the cleared area. In other words, take a narrower slice of snow than the width of the auger housing.

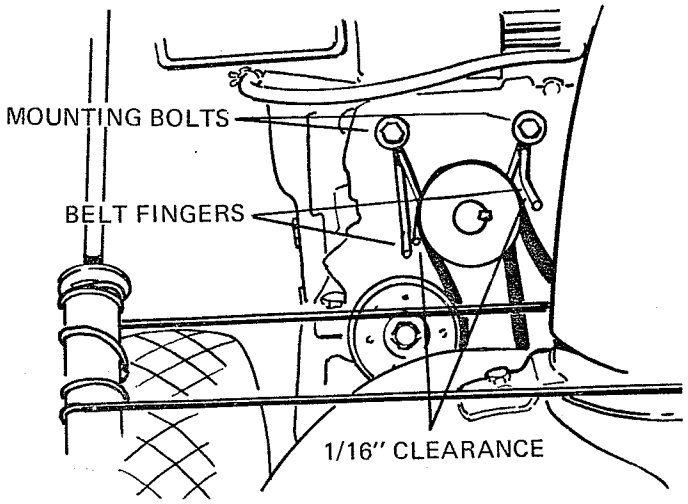
Judge how wide a "slice" to take by watching the snow stream – it should continue to flow freely from the spout, use reverse to back away until the unit clears itself and then inch into the snow. You will soon get the "feel" of how fast to go and how wide a slice to take.

ADJUSTMENTS

ENGINE MUST BE STOPPED

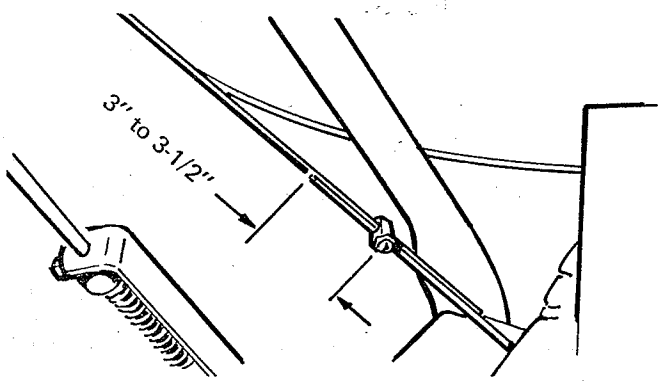
BELT ADJUSTMENTS

1. The belt guard is located in front of engine before the auger housing. Inspect the engine pulley belt stop fingers to be sure they do not touch the belts when the idler pulleys are engaged. Engage the auger drive idler pulley by pulling the blower control handle up. Engage the traction drive idler pulley by squeezing the Drive Control lever. Loosen the stop mounting bolts to adjust finger position; There must be 1/16 inch clearance visible between the belts and the fingers.

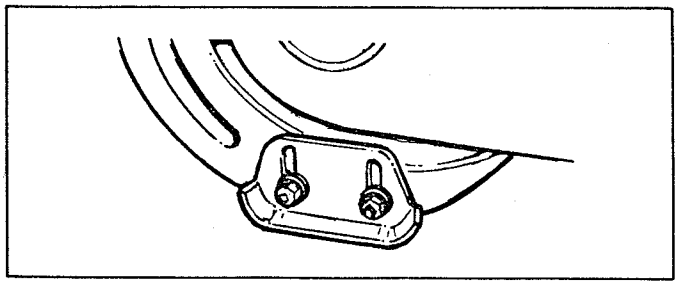


2. Belt tension for the auger drive is regulated by the position of the set collar on the Blower Control clutch rod. With the Auger Control clutch rod lever engaged, there should be 3/4" clearance between the collar and the front ear of the rod bracket. Loosen the squarehead setscrew to position the stop collar.

3. Adjust the Drive Control engagement at the control wire clamp. Initial adjustment of the Drive Control engagement may be made by placing the clamp next to the L bend on the lower connecting wire and pulling up on the lower wire and down on the upper wire also placed through the clamp, until there are 3 to 3-1/4 inches from the end of the top wire to the clamp. If necessary, further adjustment can be made by increasing or decreasing the above mentioned distances.



4. Adjust the auger housing side skid shoe height to suit the type of surface to be cleared. For moving across gravel or crushed stone, loosen the mounting nuts and lower the shoes to raise the housing scraper bar. Retighten the nuts securely. Be sure both shoes are at equal height. For clearing smooth pavement, raise the shoes to allow the scraper bar to rest on the ground.



FOREIGN OBJECT IN THE AUGER OR PLUGGED CHUTE

If the auger stalls or the chute plugs, push down the auger drive control IMMEDIATELY. Pull the speed control all of the way back to stop the engine, and remove the foreign object or spout blockage. CAUTION: Always stop the engine before working near or on the auger or spout.

SHUT DOWN AND STORAGE

After the clearing job is finished the unit should be transported to a sheltered area.

Set the transmission lever and auger drive control in the neutral position and run the engine at slow speed for about 5 minutes to melt and dry up the snow in hidden areas of the unit to prevent icing. CAUTION: DO NOT RUN ENGINE IN AN ENCLOSED AREA WHERE THERE IS INSUFFICIENT VENTILATION TO CARRY AWAY EXHAUST FUMES.

Allow the unit to cool about 5 minutes and fill the fuel tank to reduce condensation during storage.

Icing during storage will be reduced if the unit can be stored in a heated place.

SUMMER STORAGE

Your engine owners manual and the maintenance section of this manual cover the details of preparation for extended storage. Here are some additional suggestions.

The engine should be run out of fuel, the crankcase drained and refilled. Remove the spark plug, and pour about 2 tablespoons of oil into the spark plug hole. Crank the engine about 6 pulls and replace the spark plug.

Wash the unit thoroughly to remove dirt and salt, and wipe it dry. Go over exposed areas with an oily rag or use automotive wax to preserve its appearance.

Your unit can be stored on the front to reduce floor area required by about 40%. The fuel tank must be empty but the oil need not be drained for storage in this position.

TROUBLE SHOOTING

IF ENGINE FAILS TO START, check the following:

1. Throttle must be 1/2 open.
2. Choke lever must be in "CHOKE" position (pulled out) or in "OFF" position if engine appears to be flooded.
3. Shift lever must be in "Neutral".
4. Auger control lever must be down (disengaged).
5. Spark plug cable must be securely connected.

IF BELT SLIPPAGE OCCURS, check the following:

1. Belt may be stretched or excessively worn.
2. Pulleys may be greasy or oily.
3. Insufficient belt tension (See "Adjustments").
4. Auger may be clogged. Stop engine before cleaning.

IF A BELT BREAKS, check the following:

1. Look for sharp edges or rough spots on pulleys.
2. Belt tension may be too tight (See "Adjustment").
3. Pulleys may be misaligned.
4. Auger may be blocked by a foreign object or snow. Stop engine before cleaning.

IF GENERAL PERFORMANCE SEEMS UNSATISFACTORY, check the following:

1. Controls or drive system may be out of adjustment (See "Adjustments" and "Maintenance").
2. Extremely wet and heavy snow. See "Operation." Run at full throttle and in successive passes.
3. Belt slippage. See "Adjustments".
4. Low discharge capacity due to insufficient auger speed. See "Operation" and run at full throttle,
5. Lack of traction. Install tire chains for greater traction.

MAINTENANCE

GENERAL LUBRICATION: Apply light motor oil occasionally at the points indicated to reduce wear and assure free movement. Keep a light coating of oil on the auger drive roller chains.

LUBRICATION: Apply general purpose automotive grease to the fittings every 15 hours of operation.

ENGINE CRANKCASE: See the engine manual. Drain the crankcase by removing the drainplug. Change oil every 25 hours of operation. Refill the crankcase to the top of the filler neck with 5W20 grade MS motor oil.

GENERAL REPAIRS: To prevent rusting, sand off and paint any parts or areas which become chipped or damaged. Tighten all fasteners and guards securely. Use a wire brush to clean the auger drive roller chains before recoiling.

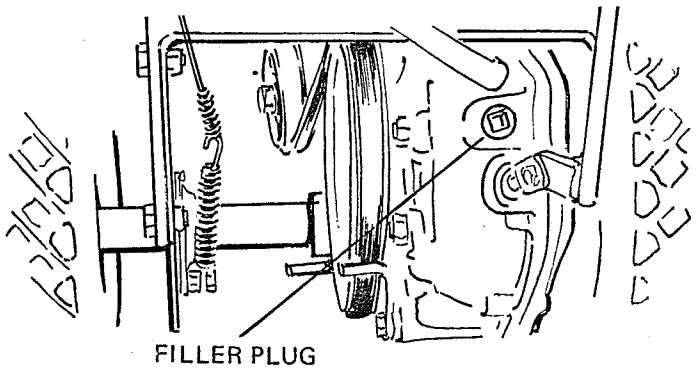
LUBRICATION

1. Use of 10W30 automotive type motor oil is recommended for use in the transmission and auger worm drive in this unit.

2. Oil should be maintained to the proper level, under normal condition there is no need to drain and refill during the season.

3. The filler plug on the transmission is located at the rear of the unit on the top of the transmission. The transmission should be filled to the level of the oil level plug which is located on the right side of the transmission. The drain plug is located at the bottom of the transmission.

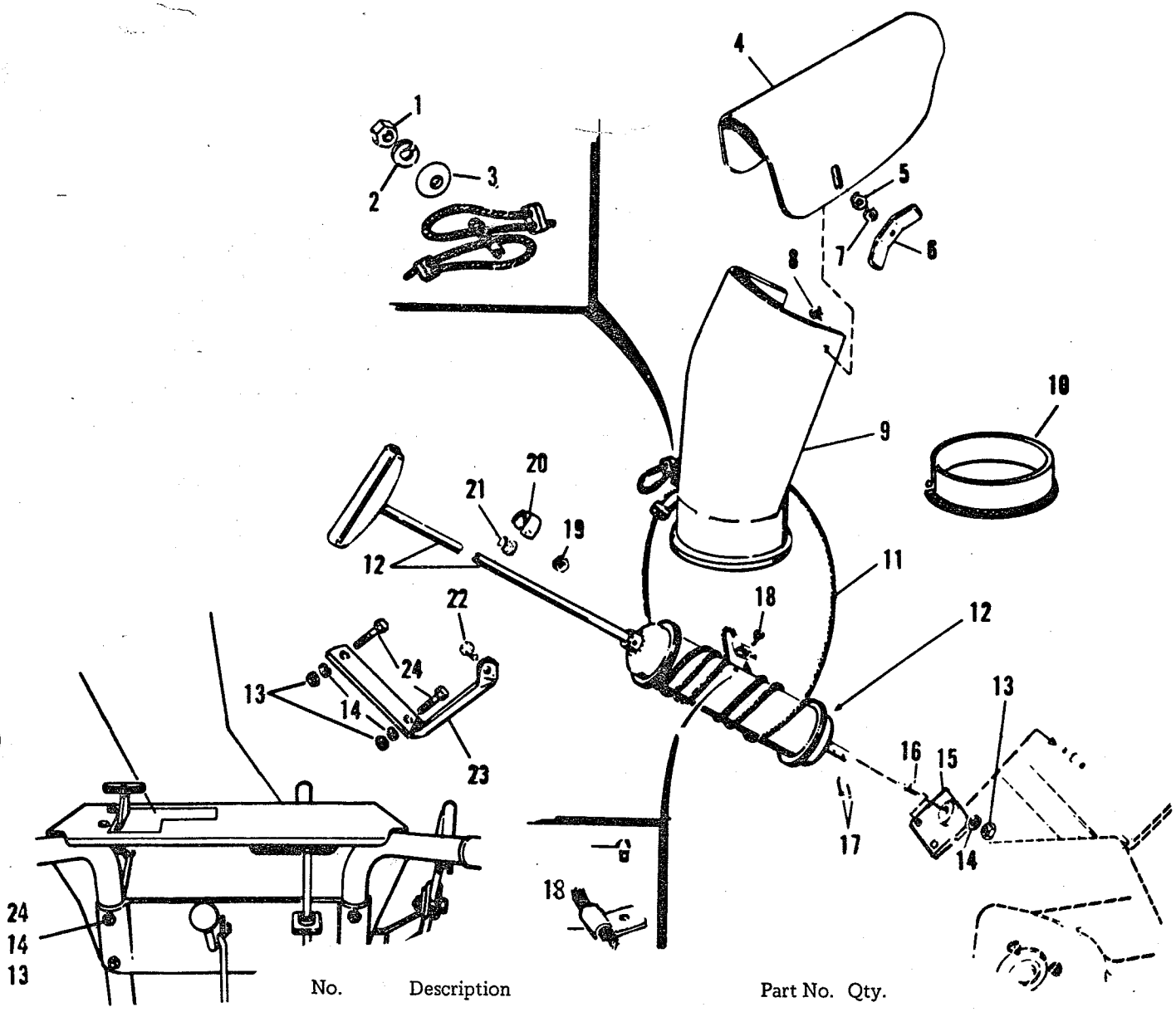
4. The Auger Worm Drive Housing oil level should be kept level with the pipe plug hole located in the front of the housing.



SPECIFICATIONS

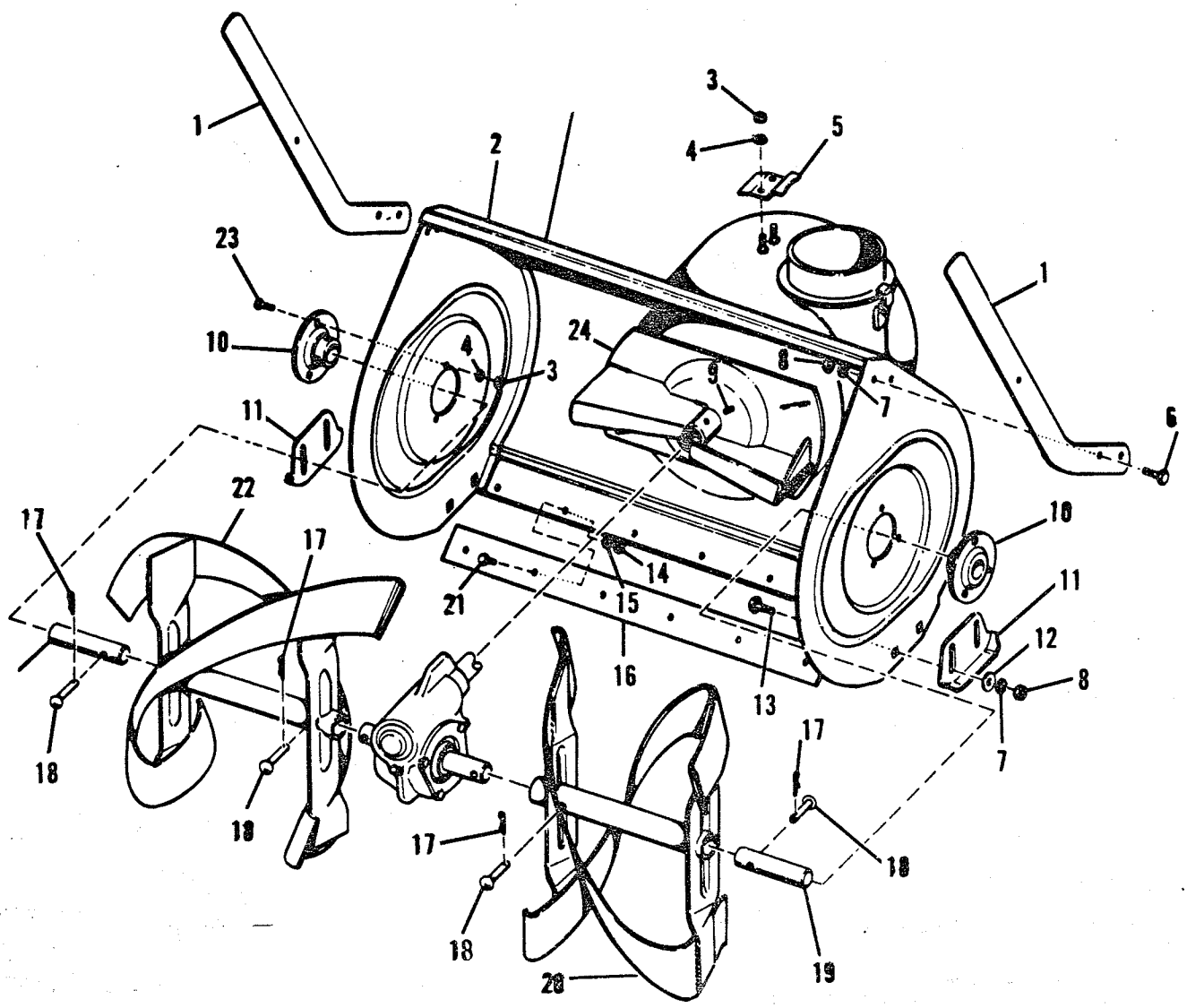
ENGINE # 410 EL ST.	BRIGGS & STRATTON	CYLINDERS: 1		
		CYCLES: 4		
		BORE DIA.		3 in.
		STROKE		2-3/4 in.
		DISPLACEMENT		19.44 cu. in.
		CRANKSHAFT PLANE	HORIZONTAL	
		MODEL NO.		190402
	STARTER		Manual Rewind, Up—Angle Side Pull	
	CHOKE		MANUAL	
	GOVERNOR		Remote Controlled Manual	
	IGNITION		High Tension Magneto	
	LUBRICATION		Splash Type	
	CRANKCASE CAPACITY			2-3/4 pints
	FUEL CAPACITY			4 qts.
	MUFFLER		Quiet, Low Back Pressure	
TRACTION DRIVE TRANSMISSION	TYPE			All Gear
	SPEEDS			3F & 1R
	CLUTCH		Squeeze Grip, V—Belt	
	AXLE			Controlled Slip
	TIRES			Pneumatic 10—15 P.S.I.
	SIZE:			4.50 x 6
AUGER AND HOUSING	AUGER	DRIVETYPE		Pulley & Worm Gear
		CONSTRUCTION		Ribbon Flite
	CLUTCH	TYPE:	V Belt Idler	
		PROTECTION	Cushioning Belt	
		CONSTRUCTION	Welded Steel	
	HOUSING	FRONT SUPPORT:	Adjustable, Hardened, Large Area Skid Shoes	
		SCRAPER BAR:	Full Width, High Carbon Steel	
CONTROLS	LOCATION		AUGER DRIVE: Control Panel THROTTLE: Control Panel DRIVE CLUTCH: Left Handle DRIVE DIRECTION: Control Panel SPOUT ROTATION: Adjacent to Right Handle	
	THROTTLE		Freeze Proof	
DIMENSIONS	OPERATION POSITION	OVERALL LENGTH		59 in.
		OVERALL WIDTH		29-1/2 in.
		HEIGHT TO TOP OF HANDLES		35 in.
		HEIGHT TO TOP OF DEFLECTORS		40 in.
	STORAGE POSITION	LENGTH		37 in.
		WIDTH		29-1/2 in.
		HEIGHT		59 in.
	WEIGHT	NET (DRY)		263 lbs.
		SHIPPING		285 lbs.

SPOUT and CONTROLS



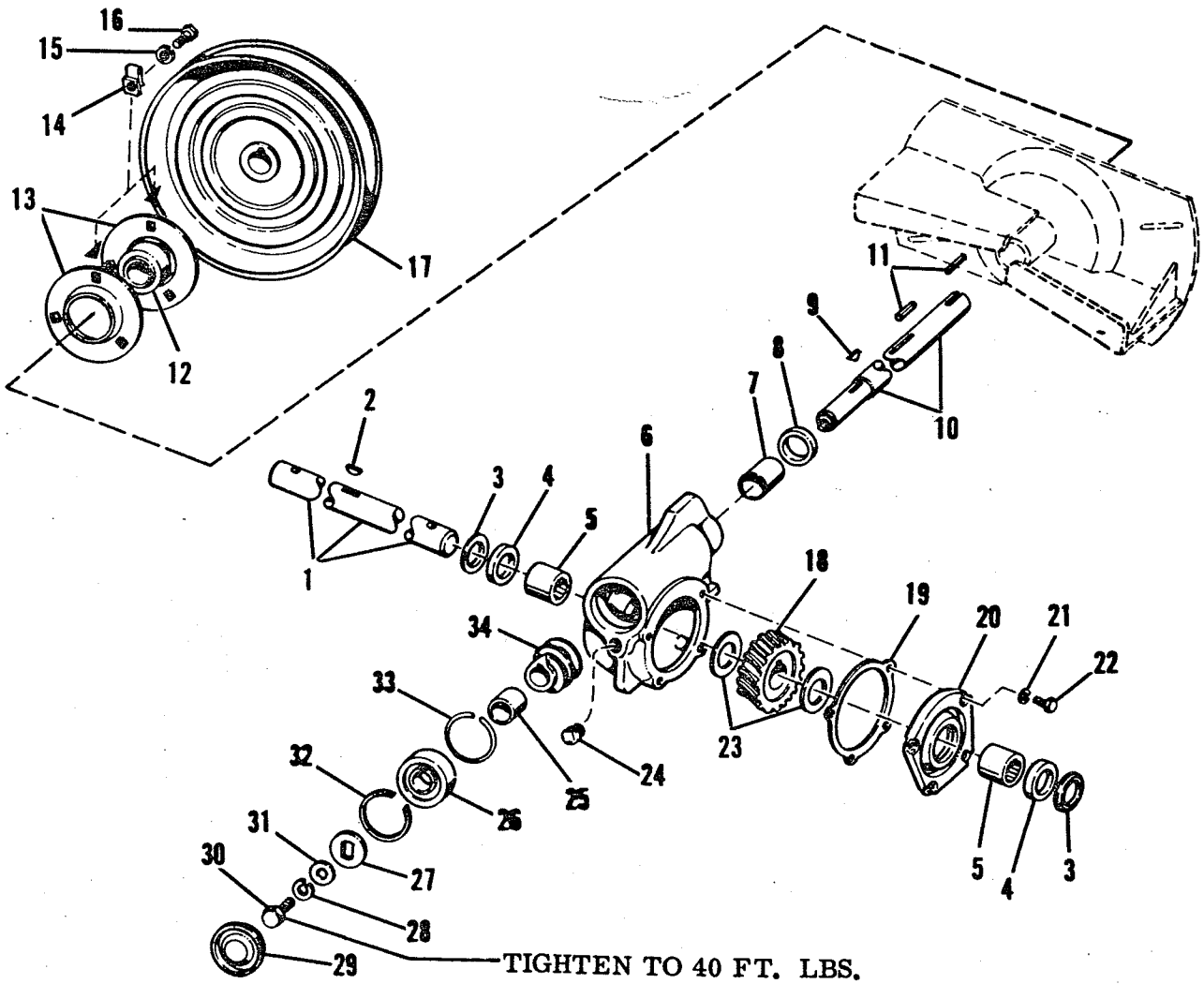
No.	Description	Part No.	Qty.
1	NUT-full hex, 5/16 - 18	717001	1
2	WASHER-lock, 5/16	720001	1
3	WASHER-cup	1067-85	1
4	EXTENSION-spout	1064-89	1
5	WASHER-lock, 3/8" shakeproof	721601	2
6	NUT-wing	1062-29	2
7	WASHER-flat, 3/8	LM-09173-78	2
8	BOLT-carriage	703005	2
9	SPOUT-assembly	161099	1
10	LINER	1612-81	1
11	CABLE ASSEMBLY	1611-33	1
12	TUBE ASSEMBLY	1611-34	1
13	NUT-full hex 1/4 - 20	717005	4
14	WASHER-lock, 1/4	720003	4
15	BEARING	1065-51	1
16	SCREW-hex cap, 1/4 - 20 x 5/8	705015	2
17	PIN-cotter, 1/8 x 3/4	722009	2
18	SCREW-Taptite, 1/4 - 20 x 3/8	715067	1
19	NUT-full hex lock, 5/16 - 18	717511	1
20	GUIDE-rod	1520-50	1
21	LINER-guide	1211-75	1
22	SCREW-hex cap, 5/16 - 18 x 1 - 1/4	705019	1
23	SUPPORT-adjusting rod spout	1611-01	1
24	SCREW-hex cap, 1/4 - 20 x 1 -3/4	705053	2

BODY and ROTOR GROUP



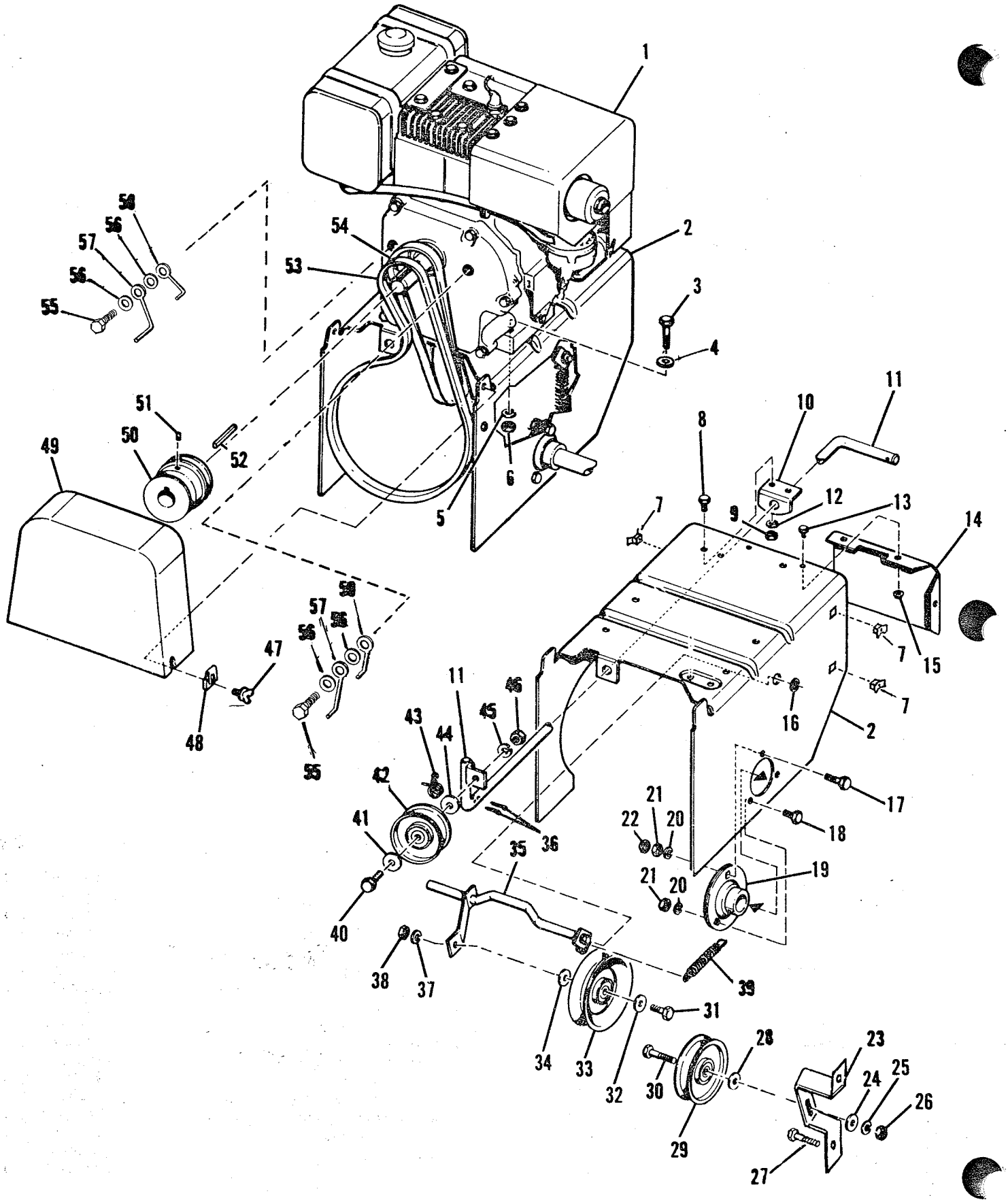
No.	Description	Part No.	Qty.
1	CUTTER-drift, 3/16 x 1–1/2 x 18 3/8	1610-42	2
2	BODY ASSEMBLY	1610-01	1
	Includes:		
	SLEEVE-(not shown)	1610-26	1
3	NUT-hex, 5/16 - 18	717001	8
4	WASHER-lock, 5/16	720001	8
5	CLIP-hold down	1611-16	1
6	SCREW-hex cap, 3/8 - 16 x 3/4	705004	1
7	WASHER-lock, 3/8	720002	8
8	NUT-full hex, 3/8 - 16	717003	8
9	SCREW-set, 5/16 - 18 x 3/8	713002	1
10	BEARING ASSEMBLY	1065-32	2
11	SKID	1610-06	2
12	WASHER-flat, 3/8	719001	1
13	BOLT-carriage, 3/8 - 16 x 3/4	703004	1
14	NUT-full hex, 1/4 - 20	717005	7
15	WASHER-lock, 1/4	720003	7
16	BLADE-scraper	1610-59	1
17	PIN-cotter, 1/8 x 1	722006	1
18	PIN	1180-53	4
19	AUGER-shaft	1610-60	2
20	AUGER ASSEMBLY- L.H.	1610-19	1
21	SCREW-hex cap, 1/4 - 20 x 5/8	715018	7
22	AUGER ASSEMBLY-R.H.	1610-20	1
23	SCREW-hex cap, 5/16 - 18 x 3/4	705017	6
24	IMPELLER ASSEMBLY	1610-11	1

ROTOR DRIVE GROUP



NO.	Description	Part No.	Qty.	No.	Description	Part No.	Qty.
1	SHAFT-worm gear	1610-66	1	18	GEAR-worm	1610-67	1
2	KEY- woodruff	725005	1	19	GASKET	1180-24	1
3	WASHER	1180-82	2	20	COVER	1183-16	1
4	SEAL-oil	1181-18	2	21	WASHER-lock, 1/4"	720003	4
5	BEARING-needle	1180-20	2	22	SCREW-hex, cap, 1/4 - 20 x 5/8	715018	
6	HOUSING-worm drive	1610-18	1	23	WASHER-thrust	1183-15	2
7	BUSHING	1583-37	1	24	PLUG-pipe, 3/8"	726003	1
8	SEAL-oil	1181-17	1	25	SPACER	1180-60	1
9	KEY-3/16 x 7/8	725502	1	26	BEARING-ball	1180-11	1
10	SHAFT-worm gear	1610-64	1	27	WASHER	1181-78	1
11	KEY	80610-81	2	28	WASHER-lock, 3/8"	720002	1
12	BEARING-cartridge	1610-68	1	29	CUP	1181-79	1
13	BEARING-flange	1610-69	2	30	SCREW-hex cap, 3/8 - 24 x 1	715001	1
14	NUT-retainer	718030	3	31	WASHER-flat, 5/16	719002	1
15	WASHER-lock, 5/16	702001	3	32	RING- retaining	1180-61	1
16	SCREW-hex cap, 5/16	705017	3	33	RING-snap	1180-94	1
17	PULLEY	1610-70	1	34	WORM	1610-65	1

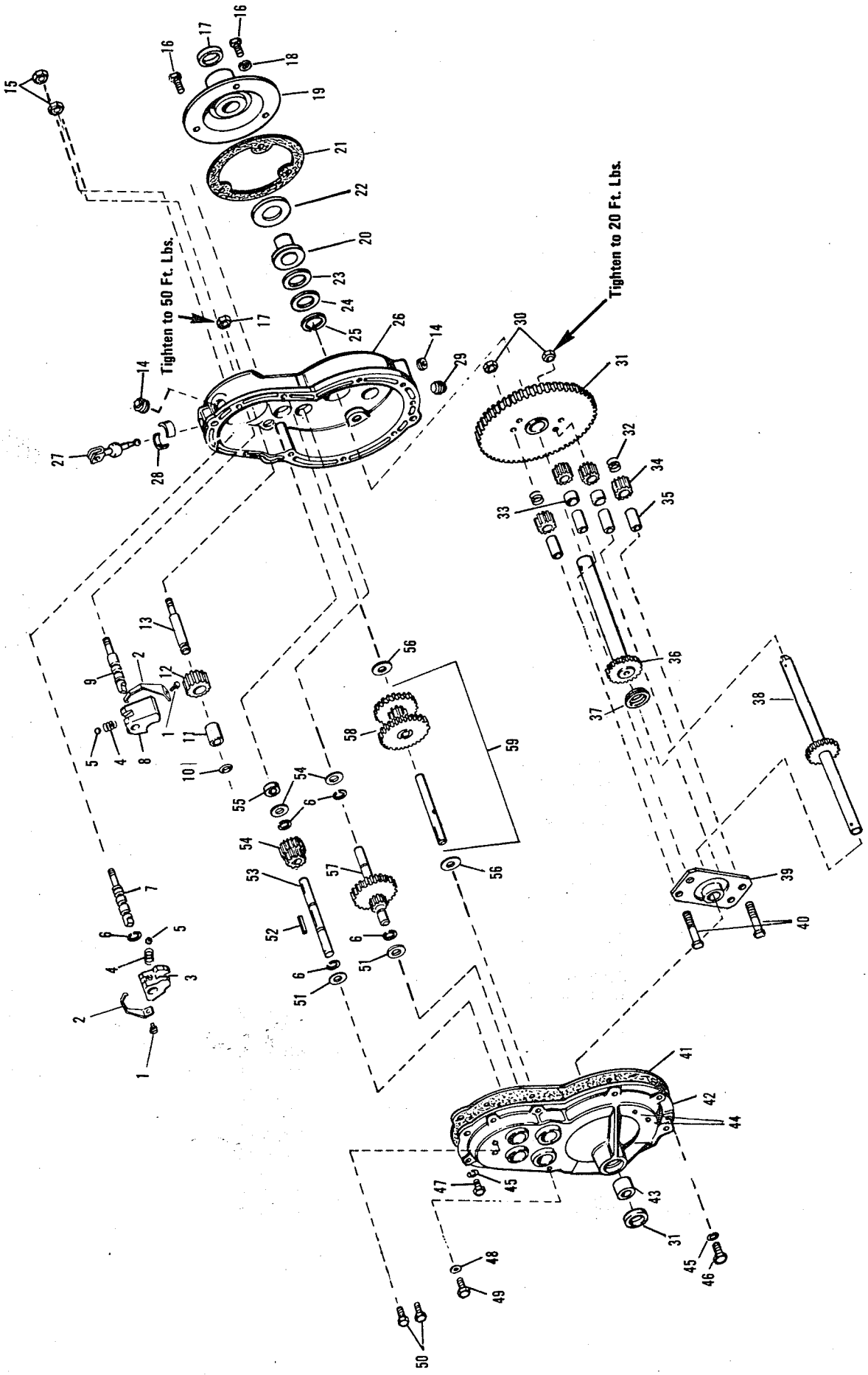
ENGINE and FRAME



ENGINE and FRAME

No.	Description	Part No.	Qty.
1	ENGINE	1735-78	1
2	ENGINE BASE & FRAME	1743-39	1
3	SCREW-hex cap, 5/16 - 18 x 1 3/4	705023	4
4	WASHER-flat, 5/16	LM-09176-42	4
5	WASHER-lock, 5/16	720001	4
6	NUT- 5/16 - 18	LM-09173-72	4
7	NUT-Tinnerman	LM-09204-70	3
8	SCREW-hex, 5/16 - 18 x 5/8	705012	2
9	NUT, hex, 5/16 - 18	LM-09173-72	2
10	BRACKET-idler	1610-56	1
11	ROD ASSEMBLY-auger	1610-34	1
12	WASHER-lock, 5/16	LM-09173-56	2
13	SCREW-self tapping, No. 14AB x 5/8	LM-09286-89	
14	COVER-rear	LM-01611-35	
15	NUT-Tinnerman	LM-09287-03	
16	RING-retaining	1583-99	1
17	SCREW-hex cap, 3/8 - 16 x 1 1/4	LM-09174-00	1
18	SCREW-hex cap, 3/8 - 16 x 1	LM-09077-31	2
19	BEARING-ball	161238	1
20	WASHER-lock, 3/8	LM-09169065	3
21	NUT-hex, 3/8 - 16	LM-09169-50	3
22	NUT-hex	LM-09234-28	1
23	BRACKET-idler	1740-91	1
24	WASHER-flat	LM-09176-42	1
25	WASHER-lock	LM-09169065	1
26	NUT- 3/8 - 16	LM-09169-50	1
27	SCREW- 3/8 - 16 x 1/2, Taptite	LM-09287-30	2
28	SPACER	1063-92	1
29	PULLEY-idler	1067-16	1
30	SCREW- 3/8 - 16 x 1 1/2	LM-09193-60	1
31	SCREW- 3/8 - 16 x 2 1/4	LM-09193-62	1
32	WASHER-flat, 5/16	719002	1
33	PULLEY	1744-97	1
34	SPACER	159029	1
35	CLUTCH PULLEY PIVOT	1743-24	1
36	PIN-cotter, 5/32 x 1	LM-09184-55	2
37	WASHER-lock, 3/8	LM-09169-65	1
38	NUT-3/8 - 16	LM-09169-50	1
39	SPRING-tension	1591-06	1
40	SCREW- 3/8 - 16 x 1 3/4	LM-09193-61	1
41	WASHER-flat, 5/16	LM-09176-42	2
42	PULLEY-idler	1545-34	1
43	SPRING- Torsion	1610-58	1
44	SPACER	1570-81	1
45	WASHER-lock, 3/8	720002	1
46	NUT-hex, 3/8 - 16	LM-09169-50	1
47	SCREW-thumb, 5/16 - 18 x 3/4	LM-09186-93	2
48	NUT-Tinnerman	LM-09287-01	2
49	COVER-engine pulley	1610-17	1
50	PULLEY-engine	1742-39	1
51	SCREW-set, 5/16 - 18 x 3/8	LM-09055-64	1
52	KEY	1591-29	1
53	BELT-V	1610-98	1
54	BELT-V	1743-23	1 1650352
55	SCREW-hex, 5/16 - 24 x 1	LM-09219-44	2
56	WASHER-flat, 5/16	LM-09176-42	4
57	STOP-belt	1743-26	1
58	STOP-belt	1630-65	2
59	STOP-belt	1743-27	1

TRANSMISSION



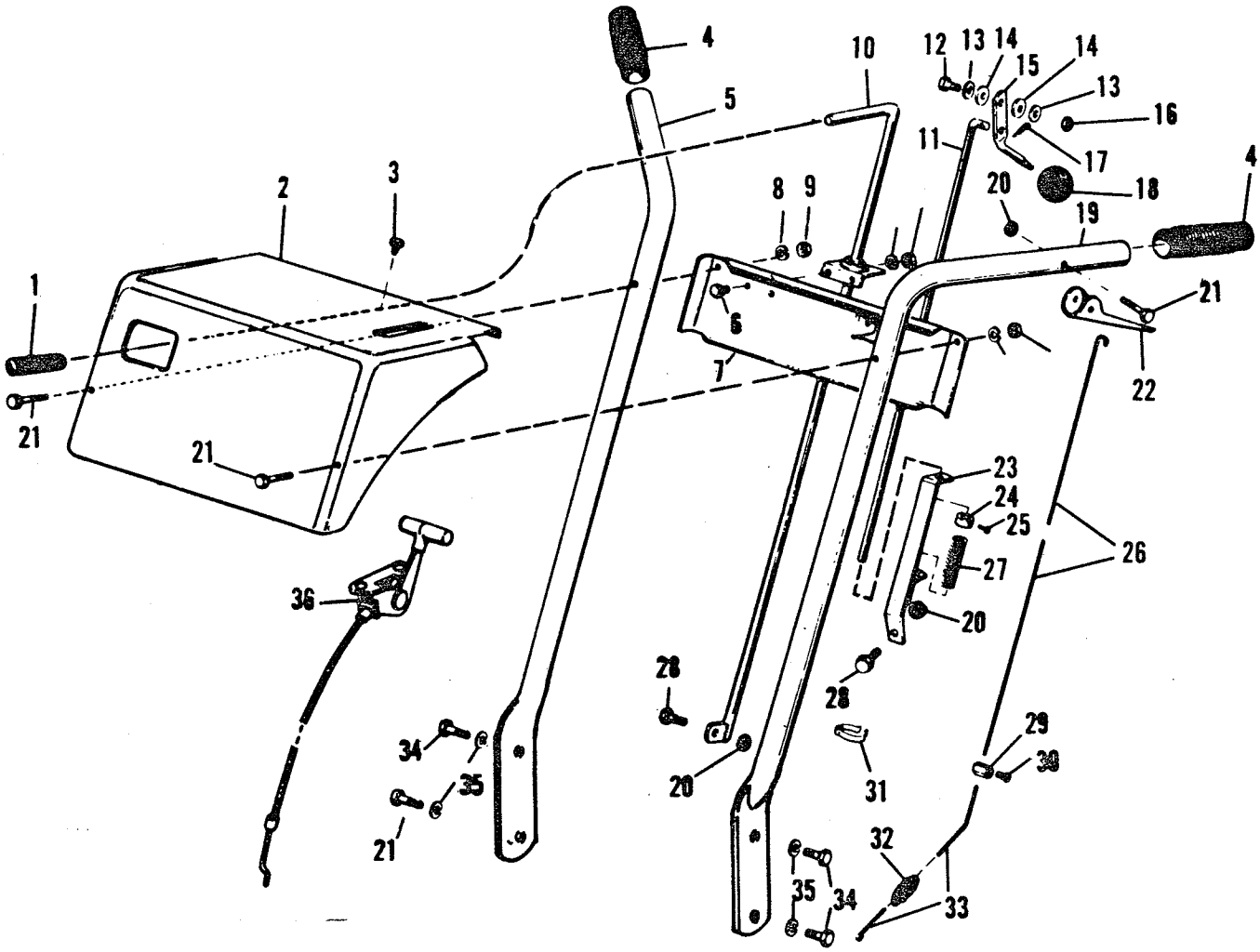
TRANSMISSION

No.	Description	Part No.	Qty.
1	SCREW-hex hd., 5/16 - 18 x 5/16	7151-33	2
2	SPRING	1713-42	2
3	FORK-shift, reverse	1713-63	1
4	SPRING	1714-56	2
5	BALL-shift lock	1542-62	2
6	RING-retaining	80610-48	4
7	SHAFT-shift, reverse & lo	1713-65	1
8	FORK-shift, I & II	1713-64	1
9	SHAFT-shift, hi-lo	1713072	1
10	"O" RING	1650-06	1
11	BEARING-roller	1560-82	1
12	PINION-reverse	1650-07	1
13	SHAFT-reverse pinion	1650-05	1
14	PLUG-pipe	726252	2
15	NUT-hex	LM-09182-13	3
16	SCREW-hex hd., 3/8 - 16 x 7/8	705031	3
17	SEAL-oil	LM-01630-19	1
18	WASHER-lock, 3/8	720002	7
19	PLATE SUPPORT ASSEMBLY	1630-56	1
20	Includes: BUSHING	1630-20	1
21	GASKET	1630-09	1
22	WASHER	1630-16	1
23	WASHER	LM-01630-14	as req'd.
	WASHER	LM-01630-88	as req'd.
24	WASHER	LM-01630-15	1
25	RING-snap	LM-01630-17	1
26	CASE-gear sub assembly	1630-94	1
27	Includes: SHIFT ROD ASSEMBLY	LM-01560-31	1
28	BUSHING-ball	1010-42	1
29	PLUG-pipe	726003	1
30	NUT-hex, 3/8 - 16	LM-09234-28	4
31	GEAR-drive	1630-13	1
32	SPRING-thrust	1620-85	2
33	SPACER-diff.	1210-84	2
34	PINION-diff.	1585-79	4
35	SPINDLE-pinion diff.	1210-83	4
36	AXLE TUBE & BUSHING ASSEMBLY	1612-17	1
37	CUP-thrust	158358	1
38	AXLE-assembly	1612-06	1
39	PLATE ASSEMBLY-diff.	1630-54	1
40	SCREW-hex hed., 3/8 - 16 x 2 1/2	715043	4
41	GASKET-case	1561-03	1
42	COVER-gear case sub-assembly	1735-66	1
43	Includes: BUSHING	LM-01630-21	1
44	SCREW-soc. hd., 3/8 - 16 x 3/8	LM-90280-70	3
45	WASHER-lock, 5/16	720001	10
46	SCREW-hex. hd., 5/16 - 18 x 1 1/2	LM-09212-21	1
47	SCREW-hex hd., 5/16 - 18 x 1 1/4	705019	9
48	WASHER-flat, 3/8	719001	4
49	SCREW-hex hd., 3/8 - 16	LM-09234-28	4
50	SCREW-hex hd., 7/16 - 14 x 3/4	LM-09193-21	2
51	WASHER	1560-85	4
52	KEY	1560-86	1
53	SHAFT-pulley	1560-83	1
54	PINION ASSEMBLY hi-lo	1560-87	1
55	SEAL–oil	1560-84	1
56	WASHER	1560-89	2
57	GEAR & SHAFT ASSEMBLY	1650-13	1
58	CLUSTER GEAR ASSEMBLY	1650-11	1
59	SHAFT & GEAR ASSEMBLY	1610-71	1
*	SEAL-oil	163012	1
*	BUSHING	158365	1
*	SEAL-oil	161212	1
*	PULLEY	174240	1
*	STOP-belt	1606014	1

* Not Shown

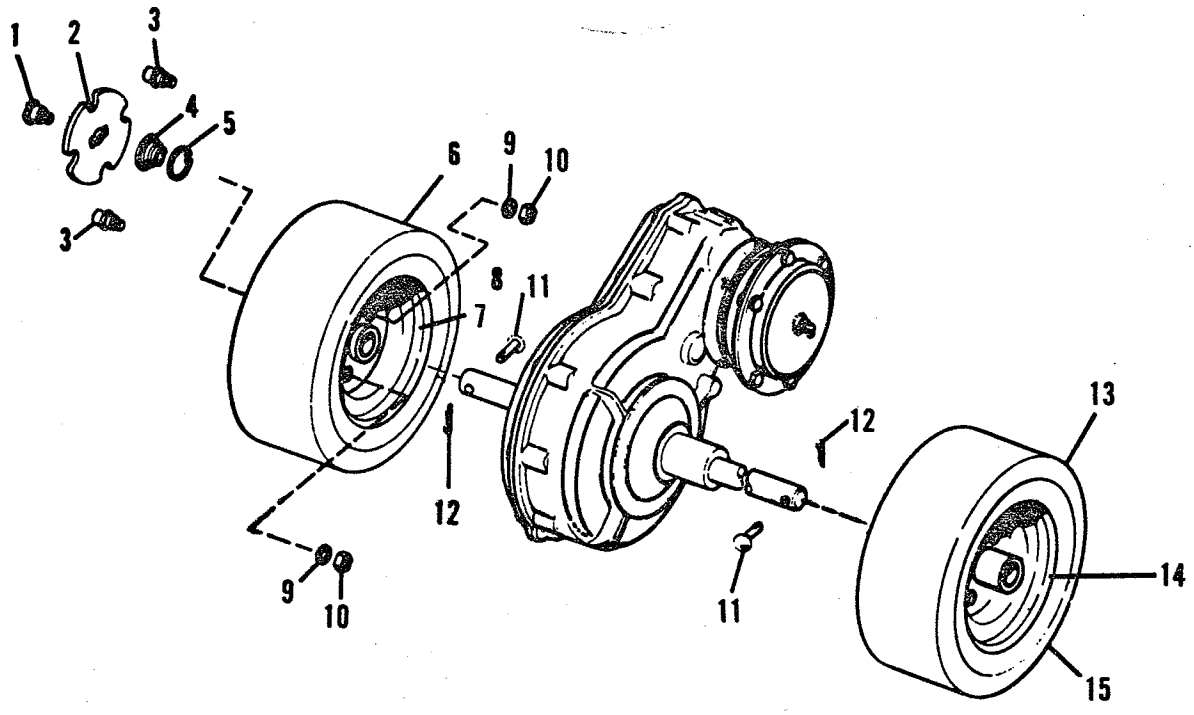
ALWAYS FURNISH MODEL AND SERIAL NUMBER WHEN ORDERING PARTS.

HANDLES and CONTROLS



No.	Description	Part No.	Qty.
1	GRIP-handle	1611-05	1
2	CONTOL HOUSING ASSEMBLY	1611-73	1
3	SCREW-hex, self-tapping, 1/4 - 20 x 1/2	714016	2
4	GRIP	1065-58	2
5	HANDLE-rear, R.H.	1611-38	1
6	SCREW-hex cap, 1/4 - 20 x 1/2	705002	2
7	COVER-handle	1610-84	1
8	WASHER-lock, 1/4"	720003	4
9	NUT-full hex, 1/4 - 20	717005	4
10	SHIFT ROD ASSEMBLY	1610-35	1
11	ROD-clutch	1610-52	1
12	SCREW-hex cap, 5/16 - 18 x 7/8	LM-09193-19	1
13	WASHER-flat, 1/4"	719006	2
14	WASHER-special	1591-34	2
15	HANDLE-auger clutch	1610-85	1
16	NUT-elastic stop, 5/16 - 18	717525	1
17	PIN-cotter, 3/32 x 3/4	LM-09184-47	1
18	KNOB	1220-05	1
19	HANDLE-rear, L.H.	1611-39	1
20	NUT-full hex lock, 1/4 - 20	717513	3
21	SCREW-hex cap, 1/4 - 20 x 1 1/2	705025	3
22	GRIP-clutch	1180-56	1
23	GUIDE ASSEMBLY	1610-41	1
24	COLLAR-set	81910-45	1
25	SCREW-set, 1/4 - 20 x 3/8	713001	1
26	EXTENSION-spring	1610-90	1
27	SPRING	81910-45	1
28	SCREW-hex cap, 1/4 - 20 x 1	715051	2
29	CLAMP-wire	1610-92	1
30	SCREW-rd. hd., 10 - 24 x 3/8	710006	1
31	CABLE CLIP	80611-08	1
32	SPRING	1610-93	1
33	WIRE-extension	1610-91	1
34	SCREW-hex cap, 5/16	715073	3
35	WASHER-lock, 5/16	720001	3
36	THROTTLE CONTROL ASSEMBLY	1611-78	1

WHEELS



No.	Description	Part No.	Qty.
1	BOLT-shoulder	1611-66	1
2	PLATE	1612-59	1
3	STUD	1612-04	2
4	SPRING	1611-76	1
5	RING-retaining	1612-07	2
6	WHEEL & TIRE ASSEMBLY–L.H.	1612-26	1
	Includes:		
7	WHEEL–L.H.	1612-25	1
8	TIRE–5.30/44.50 x 6	1562-13	1
9	WASHER-flat	719002	2
10	NUT-full hex lock, 3/8-16	717510	2
11	PIN	1180-53	1
12	PIN-cotter, ext. prong	722009	1
13	WHEEL & TIRE ASSEMBLY–R.H.	1612-35	1
	Includes:		
14	WHEEL–R.H.	1612-34	1
15	TIRE–5.30/4.50 x 6	1562-13	1
	KEY	118278	

Description	Part No.	Qty.
PLATE-Serial No.	174953	1
FILM-Simplicity	106719	1
FILM-Sno-Away	161266	1
EMBLEM S	161252	1
EMBLEM "S8"	174827	1
DECAL "8"	155063	1
FILM- Instructions	161255	1
FILM- Shifting	174487	1
DECAL- Safety	161247	1
DECAL- Control	161107	1