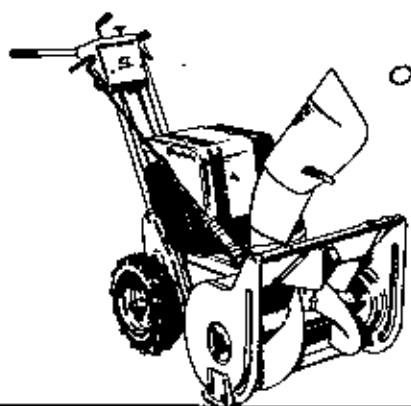


Simplicity®



OWNER'S MANUAL

**SINGLE STAGE
SNO-AWAY**

**4 H.P.
Mfg's. No. 558**

SIMPLICITY MANUFACTURING COMPANY, INC.



SER. FORM - 177924
LITHO IN U.S.A.

1603

CONGRATULATIONS!

... on your choice of *SIMPLICITY* equipment.

This great new product is engineered with imagination and built with integrity to assure you maximum service and performance for years to come. To completely understand the operation of your equipment and to take full advantage of its many fine built-in features, study this instruction manual thoroughly before operating the machine. The little time you spend reading now will repay you many times over in the time you save and the satisfaction you gain in using your equipment properly and safely.

SAFETY FIRST

PROTECT YOURSELF AND OTHERS BY FOLLOWING THESE SAFETY RULES

- * **ALWAYS** inspect the area to be worked — note all grades, obstructions, wet spots and other potential hazards and pick up all foreign objects before mowing.
- * **ALWAYS** keep children and pets a good, safe distance away.
- * **ALWAYS** know your controls and how to stop quickly in an emergency — read the owner's manual thoroughly.
- * **NEVER** allow anyone to operate the equipment without full instruction and knowledge of safe operating procedures.
- * **NEVER** handle gasoline carelessly. Use an approved container and fill the tank out of doors. Wipe up spilled gasoline. Do not smoke while fueling the engine.
- * **NEVER** add gasoline to a running engine. Stop engine and allow it to cool a few minutes before adding fuel. Replace filler cap securely.
- * **NEVER** operate equipment unless all guards and shields are in place.
- * **ALWAYS** keep hands, feet and clothing away from power driven parts.
- * **ALWAYS** disengage the power take off drives, stop the engine, and remove the key (on electric start models) before leaving the machine even if only for a moment.
- * **ALWAYS** stop the engine before servicing or adjusting machine or equipment. Remove the spark plug wire on walk behind mowers.
- * **ALWAYS** stop the engine and inspect for damage immediately after striking an obstruction or foreign object. Repair damage before restarting.
- * **NEVER** overspeed the engine or alter governor settings. Excessive speed is always unsafe and shortens engine life.
- * **ALWAYS** properly maintain the equipment. Check all fasteners, guards and parts.
- * Mow across slopes with walk behind units and up and down them with riding units. Do not use power mowers on slopes greater than 40% grade. (Four feet vertically for each 10 feet horizontally.)
- * **ALWAYS** stop the engine on walk behind units or disengage the blade drive and raise the mower on riding units before crossing gravel drives.
- * Do not operate the engine where carbon monoxide can collect.



**BUILT IN SAFETY FEATURES CAN BE
EFFECTIVE ONLY IF PROPERLY
MAINTAINED AND UTILIZED.**

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.

PROTECT YOURSELF AND OTHERS

In addition to the basic safety rules appearing on the inside front cover, follow these snow removal safety tips.

Always direct the snow discharge so that it does not blow back toward you. Constant inhalation of cold, wet vapor is extremely injurious. On windy days, have your nose and mouth well covered.

Adjust the skid shoes to clear gravel or crushed rock surfaces.

Never direct discharge at by-standers or allow anyone in front of the machine - debris may be hidden in the snow.

Use caution to avoid slipping or falling, especially when moving in reverse.

Disengage the drives and stop the engine before cleaning the discharge chute, removing obstacles, making adjustments or when leaving the operating position.

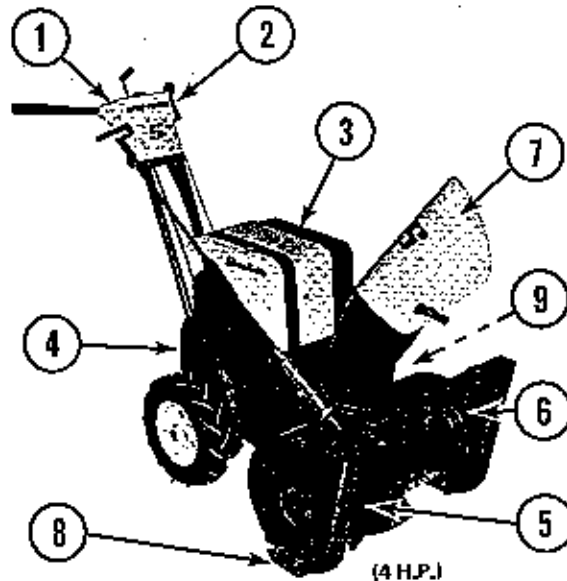
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SER. FORM-OP12

Mr. Simplicity Sno-Away Owner:

Congratulations on your purchase of this fine Simplicity Sno-Away. We know you bought this machine to make your snow moving job easier - you bought the right machine to do it. Here are the highlights of its superior design features.



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. **EXCLUSIVE TOUCH-O-MATIC TRACTION DRIVE CONTROL.** Simply squeeze the lever to engage the drive, release it to stop. Forward or reverse travel is controlled independently of engine speed.

3. **4 H.P. BRIGGS AND STRATTON ENGINE.** Featuring positive choke for fast cold-weather starts and winterized hood for engine protection. The auger and traction drive de-clutch right at the engine pulley - you crank **only the engine**.

4. **ONE FORWARD AND ONE REVERSE SPEED.** All-gear transmission with integral, solid axle drive.

5. **RUGGED AUGER AND DRIVE.** No shear pin to replace. The shock of hitting an obstruction is absorbed by the unique drive belt system and rugged construction.

6. **AUGER HOUSING.** Width (21") is matched to the engine power for full width clearing of heavy snow. Large chute diameter (6 1/4") is free freethreading for non-clog operation.

7. **ADJUSTABLE DISCHARGE SPOUT.** Direction of snow discharge is adjustable from the control panel. The spout extension can be positioned to control the distance of the snow stream.

8. **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.

9. **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.

We know it is fun to find out for yourself - go ahead if you want to - but we would consider it a personal favor if you will take the time to study this owners manual. It will increase the chance of adding you to our long list of satisfied Simplicity customers. Reading it will **S-I-M-P-L-I-F-Y** your snow moving problem.

It is a powerful and rugged machine - it has to be to do what you expect it to. Treat it with the respect it deserves. The safety hints on the inside front cover and page 1 will show you what to do.

Let's share the excitement of learning what this brand new Sno-Away can do by understanding its controls.

THE CONTROLS AND HOW TO USE THEM

Visualize yourself standing at the operators position by looking at figure 1. Before starting the engine let's learn how you can use these controls, all within easy reach, to **SIMPLIFY** your snow moving problem. You are safely behind the handles away from all moving parts even for starting. Your Sno-Away is one of the very few snow throwers with this convenience and safety. (The numbers on the figure correspond to the paragraph numbers below.)

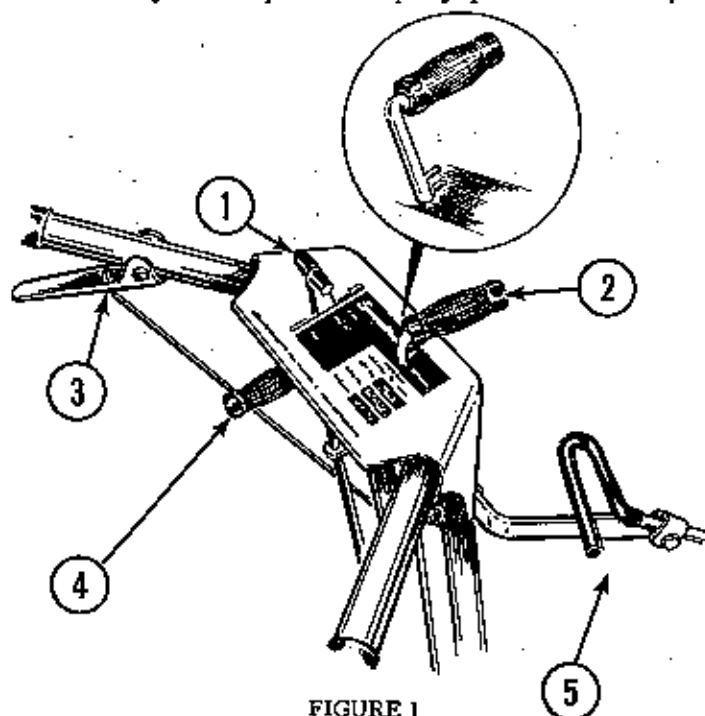


FIGURE 1

1. **THE ENGINE SPEED CONTROL** - is the most convenient way to control throwing distance - it is at your finger tips. It also can be used to control speed over the ground. Push it forward to increase throwing distance (up to 30') and ground speed up to 1.39 MPH. **PULL IT ALL OF THE WAY BACK TO STOP THE ENGINE.** The control is freeze proof so it always works. Set it at the lowest speed for satisfactory throwing distance - there will be much less powdery snow in the air.

2. **THE TRANSMISSION DIRECTION CONTROL** has three positions - down for forward, up for reverse, and centered for neutral. Figure 1 shows the pin in the handle and key hole slot in the panel provide positive stopping in neutral from either forward or reverse. The Touch-O-Matic trigger must be released before shifting.

FORWARD - Rotate the handle toward your left and push all of the way down.

NEUTRAL - From Forward, rotate the handle toward your right and pull it up against the stop.

REVERSE - Rotate the handle toward your left and pull it all of the way up.

NEUTRAL - From Reverse, rotate the handle toward your right and push the shift rod down against the top of the control housing.

NOTE: It may be necessary occasionally to squeeze the Touch-O-Matic trigger momentarily and release it before the shift lever will travel fully into forward or reverse.

SHUTTLE SHIFTING - From forward to reverse and vice-versa - hold the handle rotated to your left and move it all of the way up or down - remember the Touch-O-Matic trigger must be released while shifting.

3. **THE TOUCH-O-MATIC₃ TRIGGER** is a true safety feature. If you should slip and fall, your hand comes off the trigger and the Sno-Away stops instantly in either forward or reverse.

Rest your left hand on the handle and squeeze the trigger upward gently to start travel. Squeezing it further upward increases the travel speed. This control should be used to adjust travel speed so that the engine speed control can be used to control throwing distance.

The Touch-O-Matic trigger should also 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. Your Sno-Away is one of the few snow throwers which lets you run the traction drive without running the auger.

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

Pull the lever all of the way up to run the auger. Push down to stop the auger. **NOTE:** your Sno-Away should always be operated with this drive either fully engaged or fully disengaged. (All of the way up or down).

5. **THE DISCHARGE SPOUT CONTROL** is an exclusive design using aircraft cable and a "T" handle rod. You can break loose a frozen Sno-Away spout by rotating the "T" handle.

Rotate the handle clockwise (top to the right) to discharge snow to the right. Throw snow down wind wherever possible to keep airborne snow away from you.

ALL OF THE CONTROLS WE HAVE JUST DISCUSSED ARE FOR USE WHILE YOUR SNO-AWAY IS IN OPERATION.

There are two other controls and an adjustment for added convenience which must **BE ADJUSTED ONLY WITH THE MACHINE STOPPED.** Let's go to the front of the Sno-Away by looking at Figure 2.

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. 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.

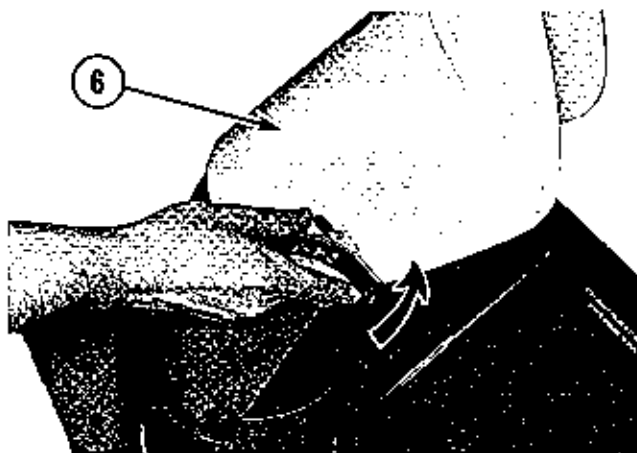


FIGURE 2

This 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.

Now let's go to the left side of the machine by looking at figure 3.



FIGURE 3

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

GRAVEL SURFACE USE ADJUSTMENT

If you will be clearing a gravel surface loosen the nuts, see figure 3 raise the front of the Sno-Away 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 Sno-Away resting on the skid shoes and the wheels, that the skid shoes are even with each other. The Sno-Away 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 Sno-Away on a hard level surface. The Sno-Away 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 Sno-Away will now get down to "bed rock" and leave the surface clean.

8. THE TRACTION DRIVE LOCK PLATE is a convenience feature missing from most 4 HP Snow Throwers but it is on your Simplicity Sno-Away. Solid axle traction (both wheels driving) propels the Sno-Away straight ahead thru uneven snow with just guiding pressure on the handles. The Sno-Away should always be operated with this plate in the locked position. It is quite easy to turn the Sno-Away on a wet or snowy surface with the wheels locked. Turning it on a dry garage floor while storing it is very difficult unless the wheel is unlocked.

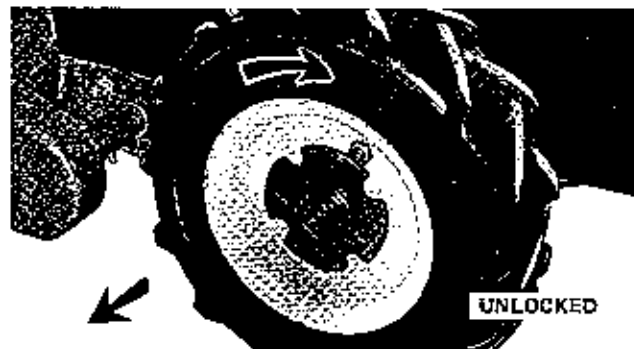


FIGURE 4

TO RELEASE THE LOCK PLATE so that the wheels can rotate independently, grasp the lock plate and pull it toward you, as far as it goes. **NOTE:** It may be necessary to push the Sno-Away 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 Sno-Away can be turned easily.



FIGURE 5

TO LOCK THE PLATE IN THE DRIVING POSITION just rotate it until the pins line up with the holes - a spring will snap it into the drive position. **NOTE:** On occasion the Sno-Away will have to move a short distance before the lock plate will fully engage the axle.

Now that you know how the Sno-Away can **SIMPLIFY** your life, let's prepare it for operation and start it up.

PREPARING YOUR SNO-AWAY FOR OPERATION

If your dealer has not already filled the engine crankcase with oil, proceed as follows:

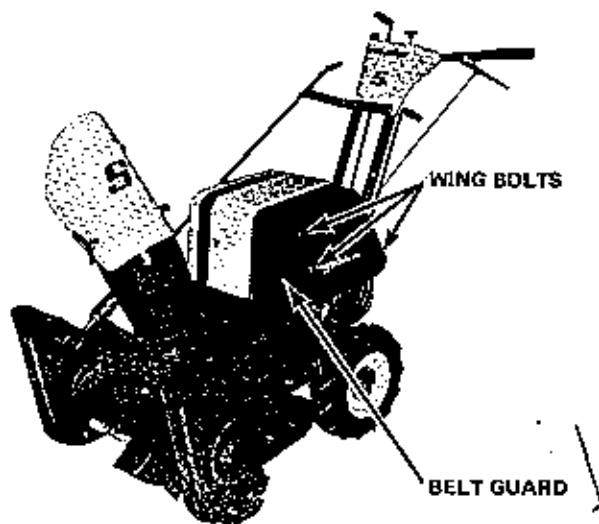


FIGURE 6

1. Remove the three wing bolts, and the belt guard shown in the picture above.

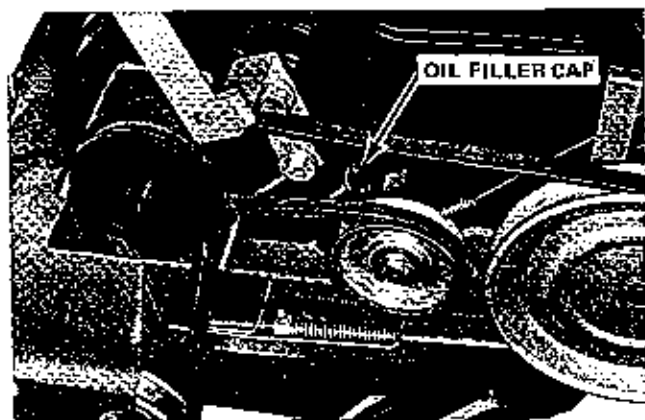


FIGURE 7

2. Remove the crankcase oil filler cap shown in this picture and fill the crankcase with 5W20 grade M.S. oil - level with the top of the filler neck.
3. Re-install the filler cap - tighten it securely.
4. Re-install the belt guard and the 3 wing screws - tighten them 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 Sno-Away with gasoline.

CAUTION: NEVER START OR OPERATE THE SNO-AWAY WITHOUT ALL COVERS, OR SHIELDS IN PLACE.

5. Remove the fuel tank filler cap and fill the tank completely with clean, fresh "Regular" grade gasoline. DO NOT MIX OIL WITH GASOLINE.

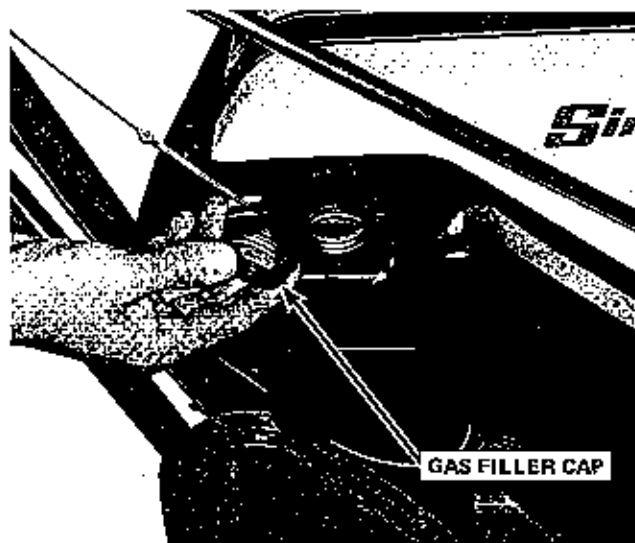


FIGURE 8

CAUTION

GASOLINE IS HIGHLY INFLAMMABLE. AVOID OVER-FILLING 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.

Replace the filler cap securely. Store gasoline in small quantities - prolonged storage produces harmful gum and deposits.

Now you are ready to start the Sno-Away.

CAUTION: CONCENTRATED EXHAUST GAS IS POISONOUS

Always push the Sno-Away out of doors or open the garage door fully before starting the engine.

The paragraph numbers match the numbers identifying the controls in this picture.

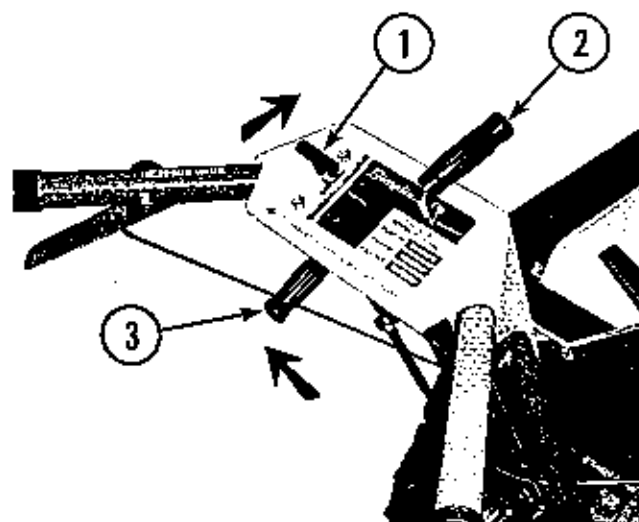


FIGURE 9

1. Set the engine speed control lever at the center of this travel.
2. Place the transmission control lever in neutral.
3. Push the auger drive control all of the way down.
4. Pull the choke plunger all of the way out.

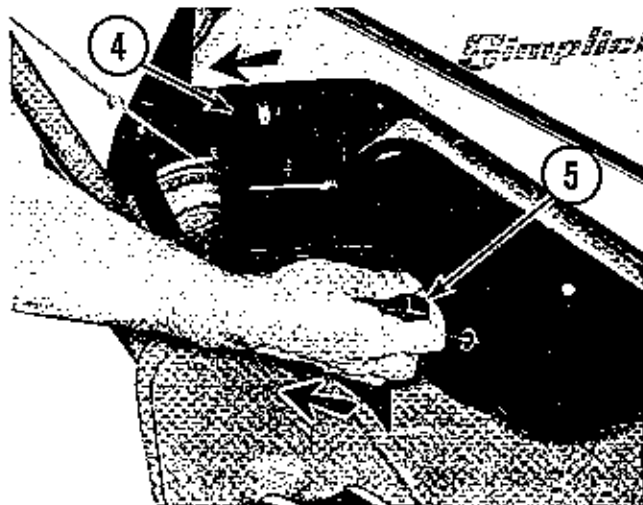


FIGURE 10

5. Stand behind the handles, grasp the recoil starter handle firmly in your right hand and pull sharply straight back. The engine should start after a few pulls. After the engine starts, push the choke plunger in slowly.

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

Let the engine warm up about a minute before using the Sno-Away.

OPERATING YOUR SNO-AWAY

The engine is warmed up and your Sno-Away is ready to go. You are familiar with the controls, their function and how to set them, so let's survey the job at hand.

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 Sno-Away to the area to be cleared. Shift the transmission control lever into forward (down), push the throttle forward, grasp the handles, and squeeze the touch-o-matic trigger gently to guide the Sno-Away to the work area. A down pressure on the handles will raise the skid shoes and make the Sno-Away easier to guide. Remember the lock plate should be in the driving position and there is no need to run the auger while transporting.

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 Sno-Away 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 touch-o-matic slowly and guide the Sno-Away through the snow. When you come to the end of a pass, push down on the handles and turn the Sno-Away 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 touch-o-matic clutch 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 touch-o-matic trigger 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 procedure 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 chute - if it doesn't - squeeze the trigger less or take a narrower slice of snow. Any time snow stops flowing freely from the spout, use reverse to back away until the Sno-Away 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.

FOREIGN OBJECT IN THE AUGER OR PLUGGED CHUTE

If the auger stalls or the chute plugs, push the auger drive control down 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 Sno-Away 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 Sno-Away to prevent icing. CAUTION: DO NOT RUN ENGINE IN AN ENCLOSED AREA.

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

Icing during storage will be reduced if the Sno-Away can be stored in an unheated place. The storage cover Mfg. No. 587 will protect your Sno-Away if it must be stored out of doors.

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 Sno-Away 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 Sno-Away has a unique feature - it 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 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. Belts 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. Pulleys may be misaligned.
3. Belt tension may be too tight (See "Adjustments").
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 Mfg. No. 259 for greater traction.

If the trouble cannot be corrected by following the instructions above, see your Simplicity dealer for assistance.

ADJUSTMENTS ENGINE MUST BE STOPPED

BELT ADJUSTMENTS

1. Remove the belt guard at the left side of the engine by unscrewing the wing bolts. 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 Touch-O-Matic lever. Loosen the stop mounting bolts to adjust finger position. There must be 1/16 inch clearance visible between the belts and the fingers. See Figure 11

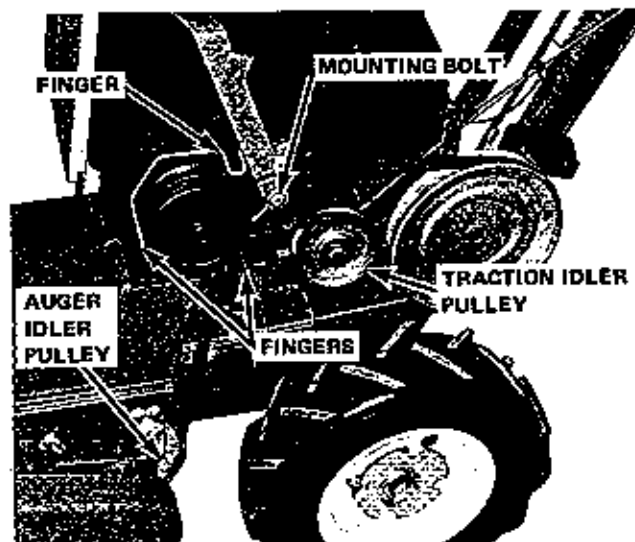


FIGURE 11

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 1/2 inch clearance between the collar and the front ear of the rod bracket. Loosen the square-head set-screw to position the stop collar. See Figure 12.

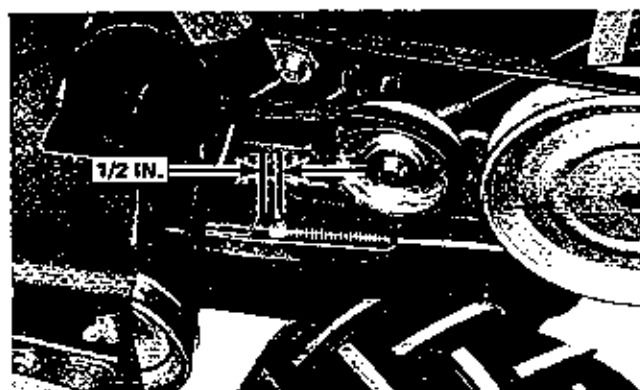


FIGURE 12

3. Adjust the Touch-O-Matic control engagement at the control wire clamp. Initial adjustment of the Touch-O-Matic 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 nec-

essary, further adjustment can be made by increasing or decreasing the above mentioned distances. See Figure 13.



FIGURE 13

CHAIN ADJUSTMENT

Chain is properly adjusted when all slack is out of the chain. Loosen, but do not remove chain guard. Pull back on bearing housing until all slack is removed from chain. Be sure bearing housing remains parallel to the auger housing so that the sprocket and pulley are properly aligned. Retighten hardware. See Figure 14

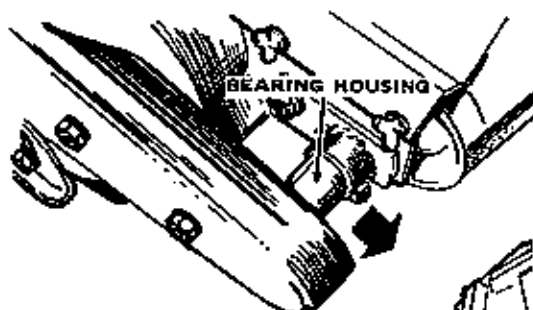


FIGURE 14



FIGURE 15

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. See Figure 15

MAINTENANCE

LUBRICATION: There are four grease fittings, located on the following:

1. Axle drive housing (right side).
2. Axle shaft.
3. Traction drive pulley shaft.
4. Auger drive pulley shaft.

Apply general purpose automotive grease to all fittings every 15 hours of operation. See Figures 16 & 17

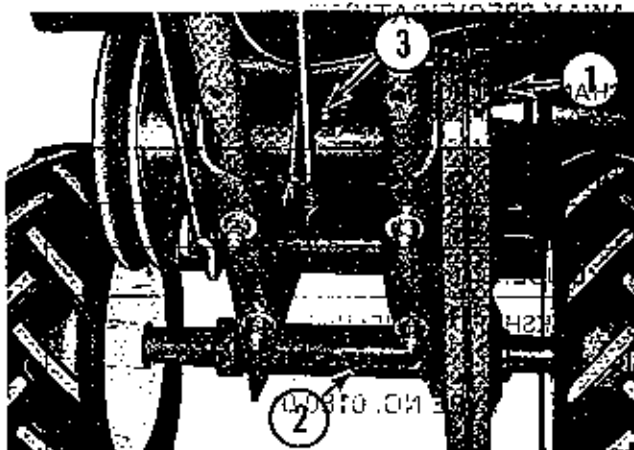


FIGURE 16

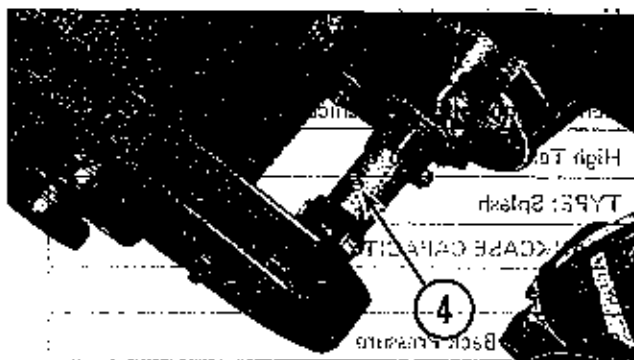


FIGURE 17

ENGINE CRANKCASE: See the engine manual. Drain the crankcase by removing the square head plug from the elbow on the rear lower side of the engine. Change oil every 25 hours of operation. Refill the crankcase to the top of the filler neck with 5W-20 grade MS motor oil. See Figure 18.

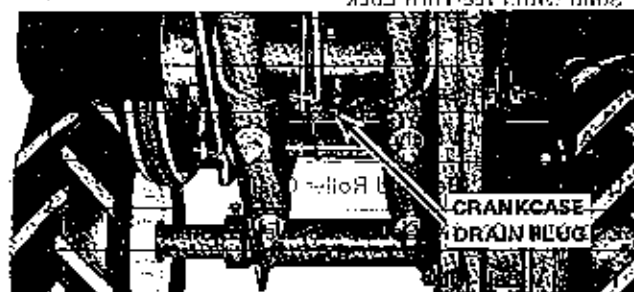
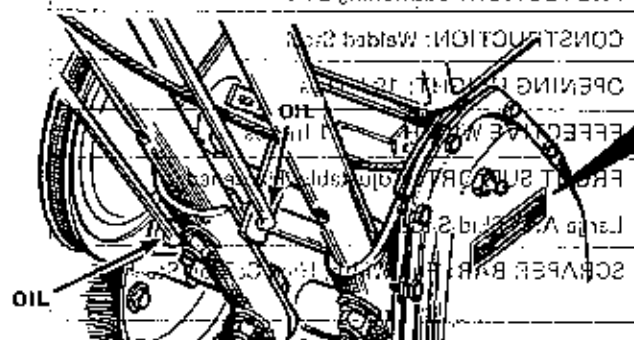


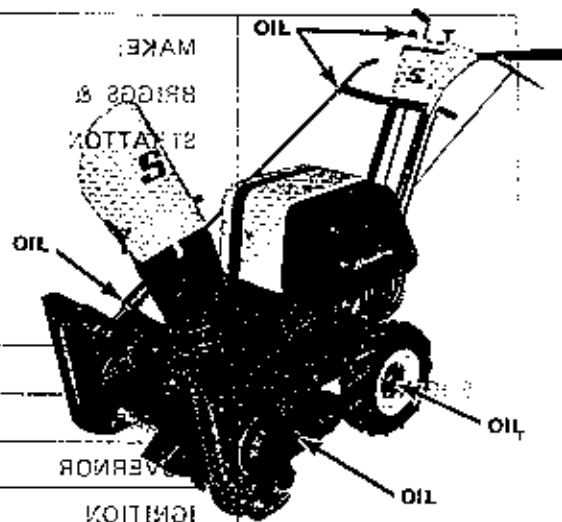
FIGURE 18



AUGER CONTROL AND SHIFT RODS AND LINKAGES, CLUTCH ROD AND IDLER PULLEY PIVOT POINTS.

FIGURE 19

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 chain. See Figures 19 & 20.



HAND CONTROLS, DISCHARGE SPOUT LINKAGE, AXLE ENDS AND AUGER DRIVE CHAIN.

FIGURE 20

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 chain before re-oiling.

SERVICE PARTS should be obtained through your Simplicity dealer. He can give you better service if you will take the Sno-Away Identification (I.D.) number with you.

The I.D. number is on the right side of the transmission, just ahead of the handles as shown in this picture. See Figure 19.

SIMPLICITY MANUFACTURING CO., INC.
PORT WASHINGTON, WIS., U.S.A.
Refer to i.d. no. when writing or ordering parts.
I.D. No. _____

Thank you for studying this manual - with the knowledge you now have your Sno-Away can SIMPLIFY your life. We want to add you to our long list of satisfied Simplicity Owners.

PRODUCT SERVICE DEPARTMENT
SIMPLICITY MANUFACTURING COMPANY, INC.

4 H.P. SINGLE STAGE SNOW-AWAY SPECIFICATIONS

SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

ENGINE	MAKE: BRIGGS & STRATTON	MODEL NO. 100202
		CYCLES: 4
		CYLINDERS: 1
		CRANKSHAFT PLANE: Horizontal TYPE NO. 0180-01
	STARTER	Manual Rewind, Up-Angle Side Pull
	CHOKE	Manual
	GOVERNOR	Remote Controlled Mechanical
	IGNITION	High Tension Magneto
	LUBRICATION	TYPE: Splash
		CRANKCASE CAPACITY: 2-3/4 Pints
TRACTION DRIVE TRANSMISSION	FUEL CAPACITY	3 Quarts
	MUFFLER	Quiet, Low Back Pressure
	HOUSING	Winterized
	TYPE	All Gear
	SPEEDS	One Forward, One Reverse 1.39 MPH at 3600 RPM
	CLUTCH	Touch-O-Matic, V-Belt Type
AUGER AND HOUSING	AXLE	Solid with Free-Turn Lock
		SIZE: 3.50 x 6
		TYPE: Zero Pressure, Keyed
	AUGER	DIAMETER: 14 Inches
		DRIVE TYPE: Belt and Roller Chain
		CONSTRUCTION: Solid Flite, Welded Steel
	CLUTCH	TYPE: V-Bolt Idler
		PROTECTION: Cushioning Belt
	HOUSING	CONSTRUCTION: Welded Steel
		OPENING HEIGHT: 19 Inches
		EFFECTIVE WIDTH 21 Inches
		FRONT SUPPORT: Adjustable, Hardened, Large Area Skid Shoes
		SCRAPER BAR: Full Width, High Carbon Steel

4 H.P. SINGLE STAGE SNOW-AWAY SPECIFICATIONS (Continued)

CONTROLS	LOCATION	AUGER DRIVE: Control Panel	
		THROTTLE: Control Panel	
		TRACTION DRIVE CLUTCH: Left Handle	
		TRACTION DRIVE DIRECTION: Control Panel	
		TRACTION DRIVE SPEED: Lower Right Rear	
	THROTTLE	Freeze-Proof, Wiper Type Bowden Wire	
	ADJUSTABLE SPOUT	TYPE: Freeze-Proof Aircraft Type Cable plus "T" Rod	
DIMENSIONS	OPERATING POSITION	ROTATION ANGLE	250 Degrees
		OVERALL LENGTH	56-3/4 Inches
		OVERALL WIDTH	23 Inches
		HEIGHT TO TOP OF HANDLES:	37-3/4 Inches
	STORAGE POSITION	HEIGHT TO TOP OF DEFLECTOR (UP):	33-1/2 Inches
		LENGTH:	37-3/4 Inches
		WIDTH	23 Inches
		HEIGHT	56-3/4 Inches
	WEIGHT	NET (DRY)	190 Pounds
		SHIPPING	204 Pounds

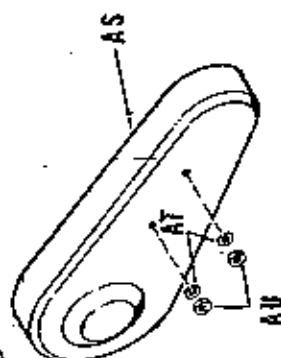
ACCESSORIES

Your dealer can furnish these accessories to increase the convenience and usefulness of your Sno-Away.

TIRE CHAINS - MFGS. NO. 259. The chevron tread tires on your Sno-Away are self cleaning and will propel the machine under most conditions.

Tire chains will greatly increase the traction on icy surfaces or if steep grades must be climbed. Chains should be used with caution on black top to avoid marking the surface.

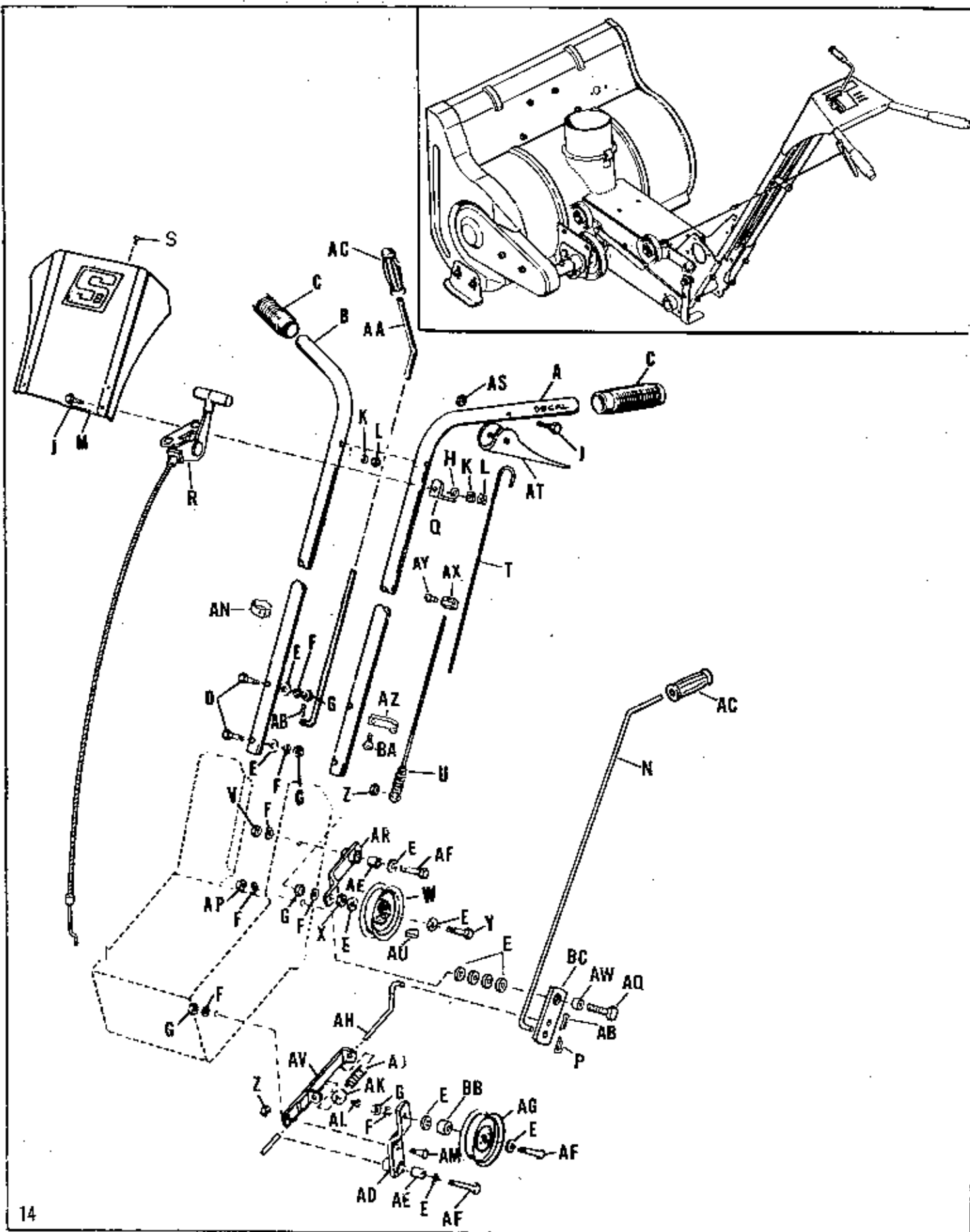
SNOW CAB - MFG. NO. 877. The shelter provided by this cab, will greatly increase operator comfort in severe weather and blowing snow.



ROTOR BODY and FRAME

Ref. Let.	Part Number 21"	Description
A	161180	Body - Frame Assembly
B	170754	Side Plate
C	106831	Scraper - Body
D	715071	Hex Capscrew, 5/16-18 x 5/8" lg.
E	717511	Hex Nut Full Lock, 5/16-18
F	715018	Hex Capscrew, 1/4-20 x 5/8" lg.
G	720003	Lockwasher, 1/4"
H	717005	Hex Nut Full, 1/4-20
J	177434	Skid
K	703004	Carriage Bolt, 3/8-16 x 3/4" lg.
L	719006	Plain Washer, 1/4"
M	720002	Lockwasher, 3/8"
N	717003	Hex Nut Full, 3/8-16
P	106823	Rotor Assembly
Q	106732	Bearing Cartridge
R	713509	Set Screw, 1/4-28 x 1/4" lg.
S	161069	Bearing Flange
T	705017	Hex Capscrew, 5/16-18 x 3/4" lg.
U	720001	Lockwasher, 5/16"
V	717001	Hex Nut Full, 5/16-18
W	106653	Rotor Sprocket
X	713503	Set Screw, 5/16-18 x 5/16" lg.
Y	151040	Key
Z	176161	Clamp Housing
AA	705005	Hex Capscrew, 3/8-16 x 1" lg.
AB	719001	Plain Washer, 3/8"
AC	720002	Lockwasher, 3/8"
AD	717003	Hex Nut Full, 3/8-16
AE	106771	Stud
AF	718035	Flange Nut, "Whiz Lock", 3/8-16
AG	717510	Hex Nut Full Lock, 3/8-16
AH	705018	Hex Capscrew, 5/16-18 x 1-1/2" lg.
AJ	720001	Lockwasher, 5/16"
AK	717001	Hex Nut Full, 5/16-18
AL	106826	Bearing Housing
AM	154258	Needle Bearing
AN	727013	Grease Fitting
AP	8061012	Washer
AQ	106827	Shaft Assembly
AR	106058	Chain
AS	170865	Chain Guard
AT	720002	Lockwasher, 3/8"
AU	717003	Hex Nut Full, 3/8-16
AV	106663	Pulley
AW	713503	Set Screw 5/16-18 x 5/16" lg.
AX	725003	Key
AY	106774	Deflector
AZ	705012	Hex Capscrew, 5/16-18 x 5/8" lg.
BA	720001	Lockwasher, 5/16"
BB	717001	Hex Nut Full, 5/16-18
BC	106880	Speed Clip
BD	714006	Self-Tapping Screw, No. 10 x 1/2" lg.
BE	718008	Speed Nut
BF	106825	Support
BG	106822	Support Plate

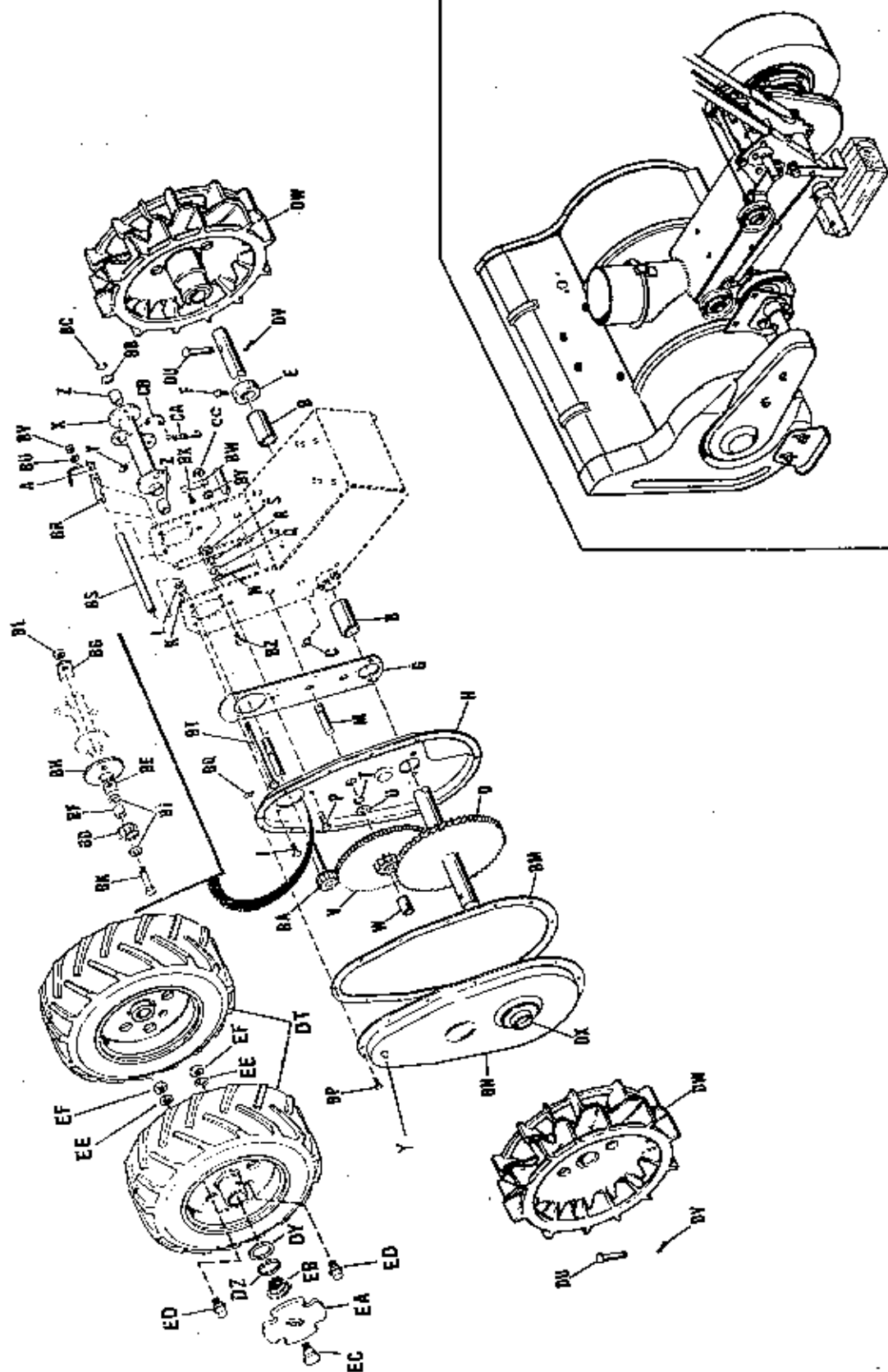
HANDLES & CONTROLS



HANDLES & CONTROLS

Ref. Let.	Part Number 21"	Description
A	176566	Handle, L.H.
B	176567	Handle, R.H.
C	106558	Grip
D	705006	Hex Capscrew, 3/8-16 x 2"
E	719001	Plain Washer, 3/8"
F	720002	Lockwasher, 3/8"
G	717003	Hex Nut, Full, 3/8"-16
H	719006	Plain Washer, 1/4"
J	705025	Hex Capscrew, 1/4-20 x 1-1/2"
K	720003	Lockwasher, 1/4"
L	717005	Hex Nut, Full, 1/4"-20
M	161171	Housing Assembly
N	161163	Rod
P	722001	Cotter Pin, 3/32" x 3/4"
Q	154119	Spring Clip
R	161177	Throttle Control Assembly
S	714016	Hex. Screw, Self-Tap., 1/4-20 x 1/2" lg.
T	161090	Extension Wire
U	106778	Spring Assembly
V	717003	Hex Nut, Full, 3/8" - 16
W	154534	Idler Pulley (Trans. Drive)
X	717003	Hex Full Nut
Y	705010	Hex Capscrew, 3/8"-16 x 3/4"
Z	717510	Hex Nut, Full, Lock, 3/8"-16
AA	161159	Reverse Rod Assembly
AB	722001	Cotter Pin, 3/32" x 3/4"
AC	106572	Grip, Reverse Rod
AD	106201	Idler Lever Assembly
AE	8171073	Bearing Race, Inner
AF	705010	Hex Capscrew, 3/8-16 x 1-3/4
AG	154534	Idler Pulley (Rotor Drive)
AH	106829	Rotor Clutch Rod
AJ	8191045	Spring
AK	8191022	Set Collar
AL	713001	Set Screw, Sq. Hed., 1/4-20 x 3/8
AM	705031	Hex Capscrew, 3/8-16 x 7/8" lg.
AN	8061106	Cable Clip
AP	717524	Hex Nut, Full, Jam., 3/8"-16
AQ	108418	Special Capscrew
AR	106204	Idler Lever Assembly
AS	717513	Hex Nut, Full, Lock, 1/4-20
AT	118056	Clutch Grip
AU	725003	Key
AV	8081503	Clutch Rod Guide Assembly
AW	8161215	Bushing
AX	161092	Clamp
AY	710006	Screw, Rd. Head, 10-24 x 3/8" lg.
AZ	154247	Clamp
BA	715067	Screw, Tapite, 1/4-20 x 3/8" lg.
BB	154177	Bushing
BC	161169	Clutch Bar
BD	719002	Plain Washer, 5/16"

TRANSMISSION, WHEELS

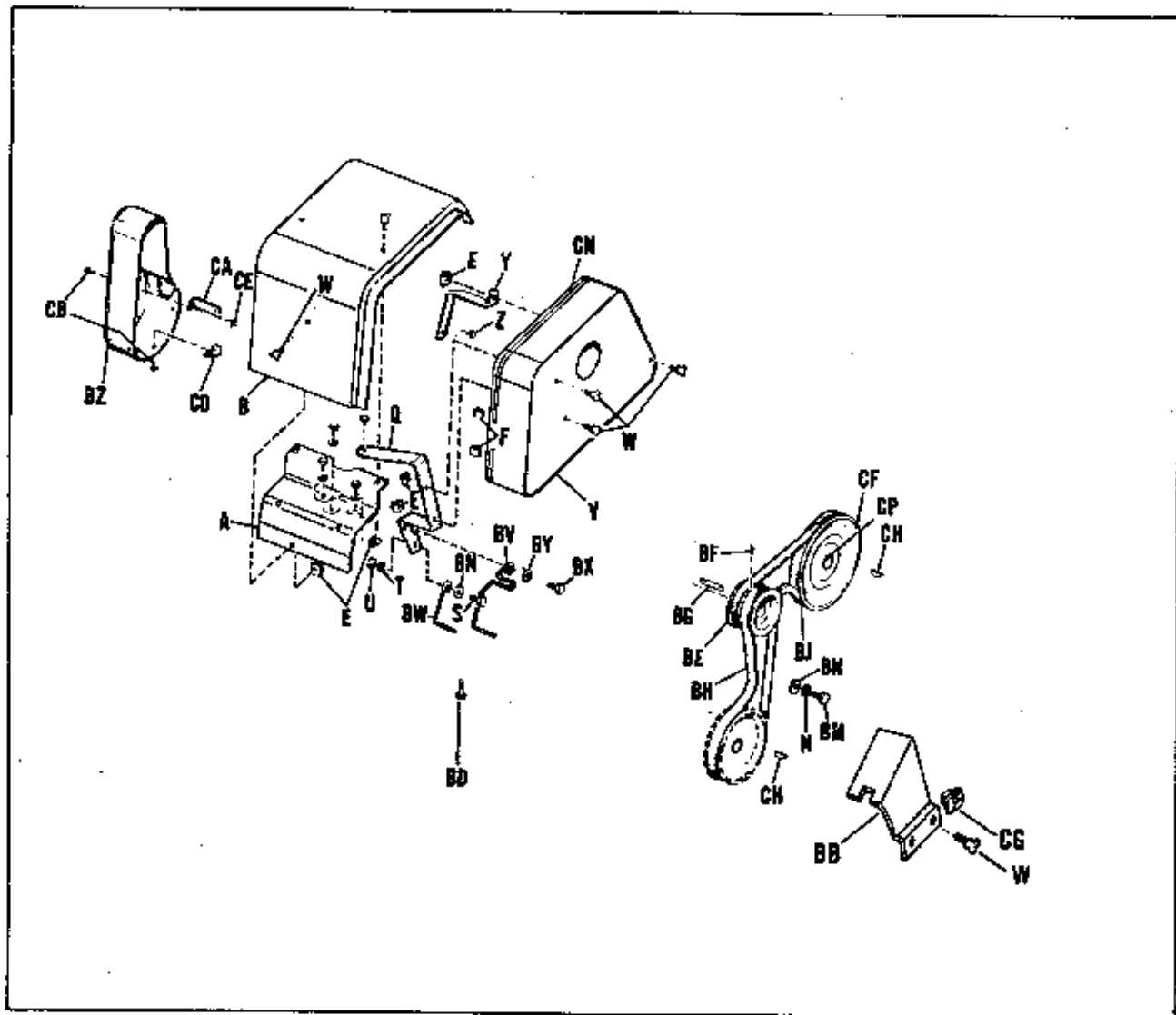


TRANSMISSION, WHEELS

Ref. Let.	Part Number 21"	Description
A	106777	Guide, Clutch Wire (4hp only)
B	153089	Bearing
C	727002	Grease Fitting
D	161164	Axle & Gear Assembly
E	8061046	Set Collar
F	713006	Set Screw, Sq. Hd., 5/16-18x1/2
G	153114	Gasket, Bearing Housing
H	153105	Gear Case
J	705012	Hex Capscrew, 5/16-18x5/8
K	720001	Lockwasher, 5/16"
L	717001	Hex Nut, Full, 5/16"-18
M	106193	Shaft, Intermediate
N	121044	Lock Pin
P	705005	Hex Capscrew, 3/8-16x1"
Q	719001	Plain Washer, 3/8"
R	720002	Lock Washer, 3/8"
S	717003	Hex Nut, Full, 3/8"-16
T	153124	Retaining Ring
U	153079	Washer
V	121306	Gear Assy., Intermediate
W	153078	Bearing, Intermediate
X	106199	Housing Assy., Bearing
Y	727002	Grease Fitting
Z	8051038	Bearing
BA	121115	Pulley Shaft Assembly
BB	153079	Washer
BC	153124	Retaining Ring
BD	121118	Reverse Pinion
BE	121107	Reverse Pinion Spacer
BF	121163	Pinion Spacer
BG	121139	Lock Plate
BH	153094	Shield
BJ	719002	Plain Washer, 5/16"
BK	715033	Hex Head Bolt, L.H.
BL	153090	Nut, Hex., Full, L.H.
BM	153115	Gear Case Gasket
BN	153106	Gear Case Cover Assembly
BP	714004	Screw, Self-Tap., No. 10 x 3/8"
BQ	718008	Speed Nut
BR	106215	Plate, Friction, Stop
BS	106217	Spacer, Frame
BT	106216	Bolt, Frame
BU	720001	Washer, Lock, 5/16"
BV	717001	Hex Nut, Full, 5/16"-18
BW	718021	Detent, Neutral
BX	714014	Screw, Self-Tap., No. 10 x 3/8"
BY	719006	Washer, Plain, 1/4"
BZ	715018	Hex Capscrew, 1/4-20 x 5/8
CA	153121	Spring, Reverse Lever
CB	153011	Extension, Spring
CC	717005	Hex Nut Full, 1/4"-20

Ref. Let.	Part Number 21"	Description
DT	161161	Wheel & Tire Assembly
DU	118053	Pin
DV	8161045	Spring Clip
DW	106420	Steel Wheels
DX	8061055	Seal, Felt
DY	153088	Washer
DZ	158396	Retaining Ring
EA	161168	Plate
EB	161176	Spring
EC	161166	Shoulder Bolt
ED	161167	Stud
EE	719002	Plain Washer, 5/16"
EF	717510	Full Hex Lock Nut, 3/8-16

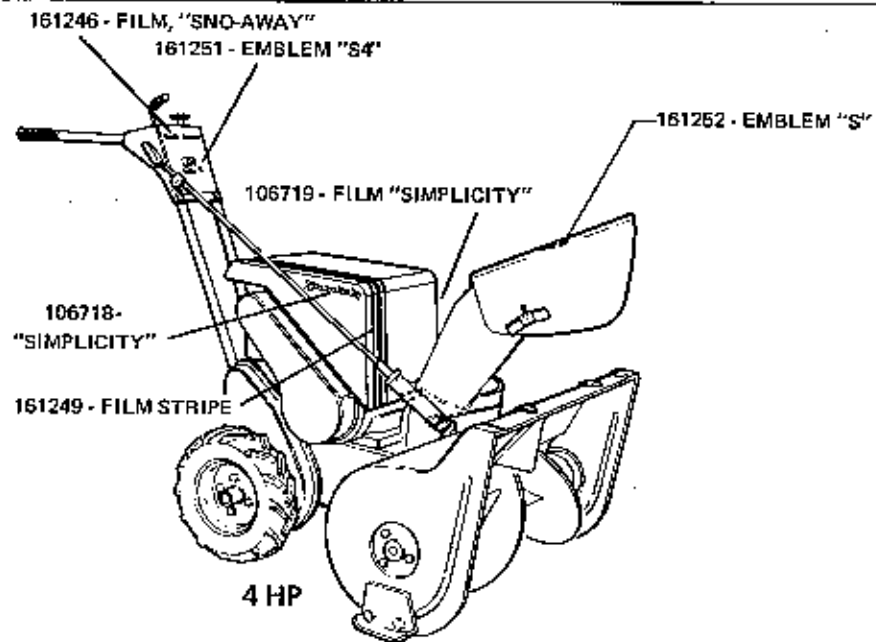
SHIELD, DRIVE PULLEYS, ENGINE



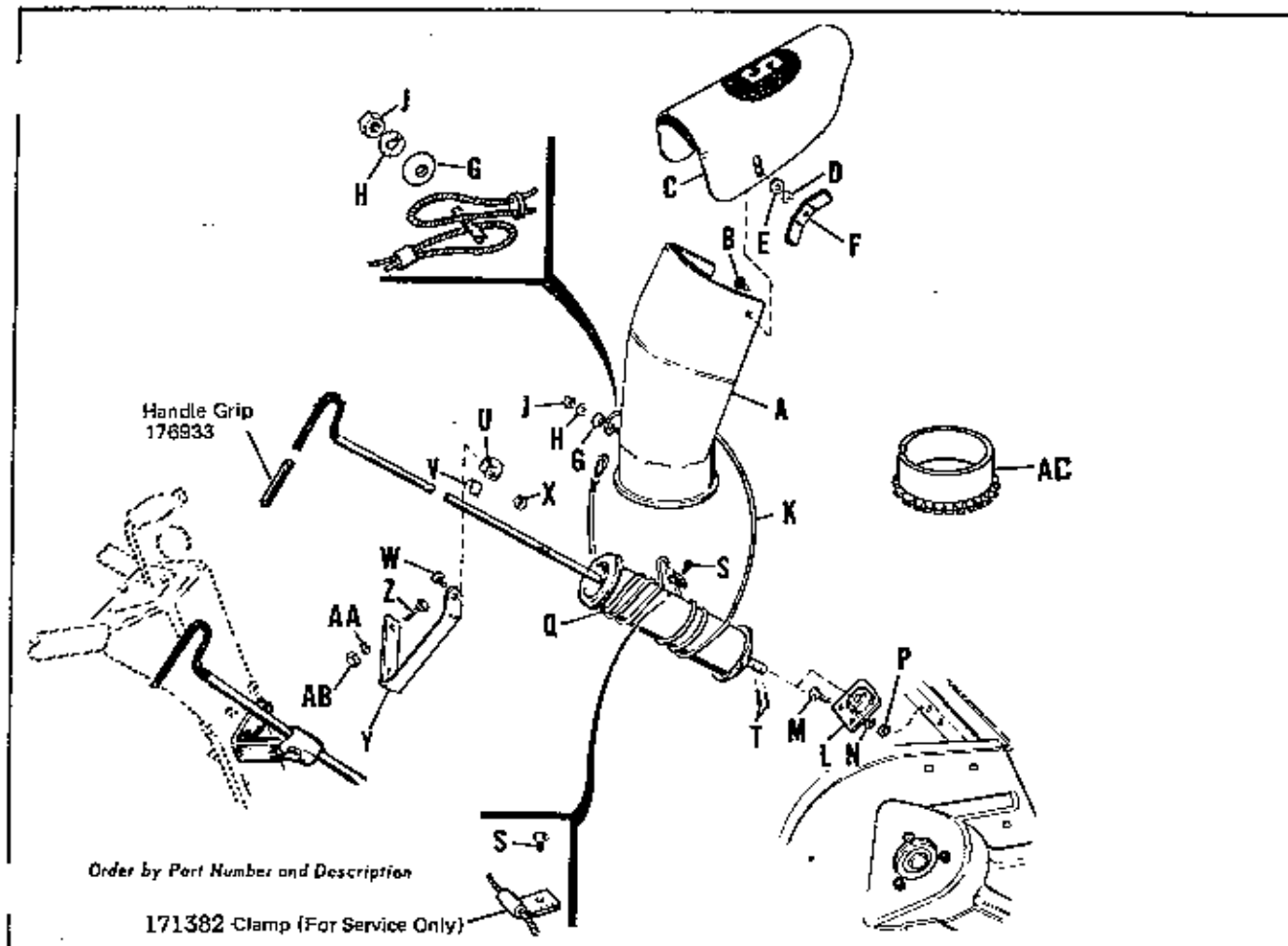
SHIELD, DRIVE PULLEYS, ENGINE

Ref. Let.	Part Number 21"	Description	Ref. Let.	Part Number 21"	Description
A	106533	Hood Support	BK	-----	Guard Support
B	106534	Hood Assembly	BL	-----	Belt Stop
C	705012	Hex Capscrew, 5/16-18 x 5/8"	BM	-----	Hex Capscrew, 5/16-24 x 3/4"
D	-----	Lockwasher, 5/16"	BN	719002	Plain Washer, 5/16"
E	718030	Tinnerman Nut, No. C31280-5618-1	BP	-----	Belt Stop
F	106372	Speed Clip	BQ	-----	Hex Capscrew, 5/16-18 x 3/4"
G	-----	Rear Hood Support	BR	-----	Belt Stop
H	-----	Hood Spacer, LH	BS	-----	Hex Capscrew, 5/16-24 x 5/8"
J	-----	Hood Spacer, RH	BT	-----	Rubber Tube
K	-----	Brace	BU	-----	Tube Clamp
L	-----	Round Hd. Screw, No. 10-32 x 3/8"	BV	106624	Belt Stop
M	-----	Bolt, Hood Spacer	BW	106545	Belt Stop
N	-----	Lockwasher, 5/16"	BX	706017	Hex Capscrew, 1/2-20 x 1" lg.
P	-----	Hex Nut, Full, Lock, 5/16"-18	BY	721506	Lockwasher, Int. Shakeproof, 1/2
Q	106541	Belt Guard Support	BZ	106590	Cover, Air Cooling
R	-----	Belt Guard Brace	CA	106591	Cover Bracket
S	705031	Hex Capscrew, 3/8"-16 x 7/8"	CB	714003	Screw, Self-Tap., No. 10 x 1/2"
T	720002	Lock Washer, 3/8"	CC	-----	Plain Washer, 3/16"
U	717003	Hex Nut, 3/8"-16	CD	718031	Speed Nut, Special
V	106537	Belt Guard Assembly	CE	718019	Speed Nut
W	715037	Thumb Screw	CF	106214	Pulley, Transmission Drive
Y	106540	Belt Guard Bracket	CG	718024	Nut Retainer
Z	714007	Screw, Rec. Hex. Hd., Self-Tap. 1/4"-20 x 3/8" lg.	CH	725003	Key, Woodruff
BA	106439	Engine	CJ	154381	Tube, Oil Filler
BB	106866	Belt Cover	CK	728502	Street Elbow, 90°
EC	-----	Spec. Capscrew, 3/8-16 x 1-1/4"	CL	106885	Nipple
ED	715081	Spec. Capscrew, 3/8-16 x 1" lg.	CM	726502	Pipe Cap
BE	106227	Engine Pulley	CN	106547	Strip, White
BF	713504	Setscrew, Cup Pt., Socket Head, 5/16"-18 x 3/8" lg.	CP	713503	Screw, Set
BG	8221042	Key	CQ	-----	Plain Washer, 5/16"
BH	154307	V-Belt (Rotor Drive)	CR	-----	Felt Pad
BJ	8021077	V-Belt (Transmission Drive)	CS	154380	Funnel
			CT	-----	Clamp
			CU	-----	Hex Capscrew, Self-tapping

DECALS



161247 - DECAL, "SAFETY"
161278 - FILM, ROTOR INSTRUCTIONS
161254 - FILM, INSTRUCTIONS
161107 - DECAL, CONTROL



REF. LET.	PART NUMBER 21"	DESCRIPTION
A	106762	Spout Assembly
B	703005	Carriage Bolt, 5/16-18 x 3/4" lg.
C	106760	Spout Extension
D	719001	Plain Washer, 3/8"
E	721601	Pyramidal Shake Proof Washer, 3/8"
F	106229	Wing Nut
G	171379	Cup Washer
H	720001	Lockwasher, 5/16
J	717001	Hex Nut, Full, 5/16-18
K	171362	Cable Assembly
L	106491	Bearing
M	705016	Hex Capscrew, 1/4-20 x 5/8" lg.
N	720003	Lockwasher, 1/4"
P	717005	Hex Nut, Full, 1/4-20
Q	176096	Spout Control, Tube Assembly
S	715067	Self-Tapping Screw, 1/4-20 x 3/8" lg.
T	722016	Cotter Pin, 3/32 x 5/8" lg.
U	152050	Rod Guide
V	121175	Guide Liner
W	705019	Hex Capscrew, 5/16-18 x 1-1/4" lg.
X	717511	Hex Nut, Full, Lock, 5/16-18
Y	171357	Spout Adjusting Rod Support
Z	705053	Hex Capscrew, 1/4-20 x 1-3/4" lg.
AA	720003	Lockwasher, 1/4"
AB	717005	Hex Nut, Full, 1/4-20
AC	161280	Liner

