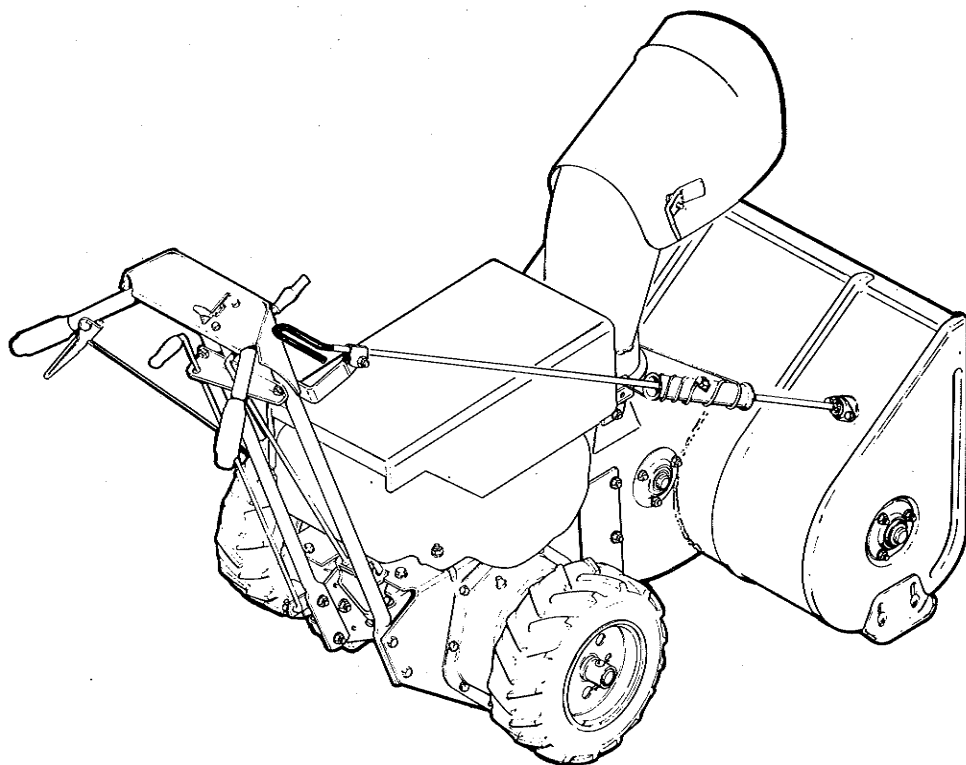


Simplicity[®]

DOUBLE STAGE SNO-AWAY 5 H.P.

MFG. NO. 990869 5 H.P. 2 STAGE SNO-AWAY
MFG. NO. 1690048 ELECTRIC STARTER KIT



OPERATOR'S MANUAL

CONGRATULATIONS!

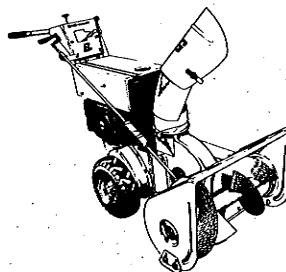
... on your choice of *SIMPLICITY* equipment.

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.
- * **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.
- * **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.
- * 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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ACCESSORIES

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

TIRE CHAINS - MFGS. NO. 2025053. The tires on your Sno-Away are designed with self-cleaning treads that 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. 990877. The shelter provided by this cab, will greatly increase operator comfort in severe weather and blowing snow.

ELECTRIC STARTER KIT 110V - MFG. NO. 1690048
The starter kit will provide the operator with the comfort and convenience of an electric start.

ASSEMBLY

1. See Figure 1. Attach handle assemblies to frame assembly with four hex capscrews, lockwashers and hex nuts.

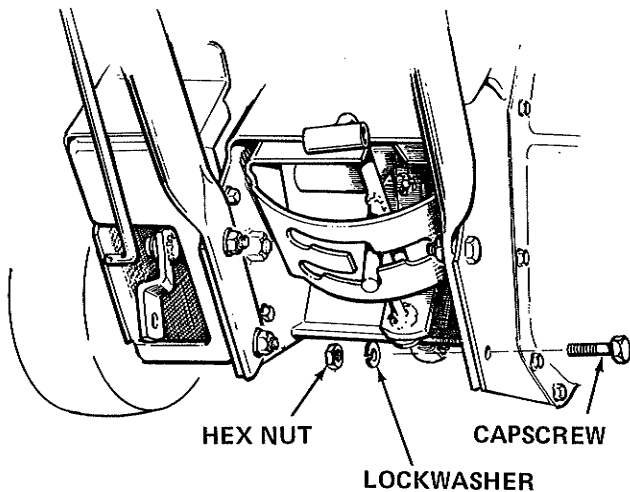


Figure 1.

2. See Figure 2. Place throttle control handle in stop position and secure loose end of throttle cable to engine as shown.
3. See Figure 3. Place liner on frame outlet and spout on liner. Attach hold down plates and tighten into position.
4. See Figure 3. Attach the spout control rod assembly as follows:
 - a. Secure support bracket to control panel with two locknuts and capscrews.
 - b. Attach upper spout control rod to bracket with rod guide, liner, capscrew and locknut.

THROTTLE CONTROL HANDLE

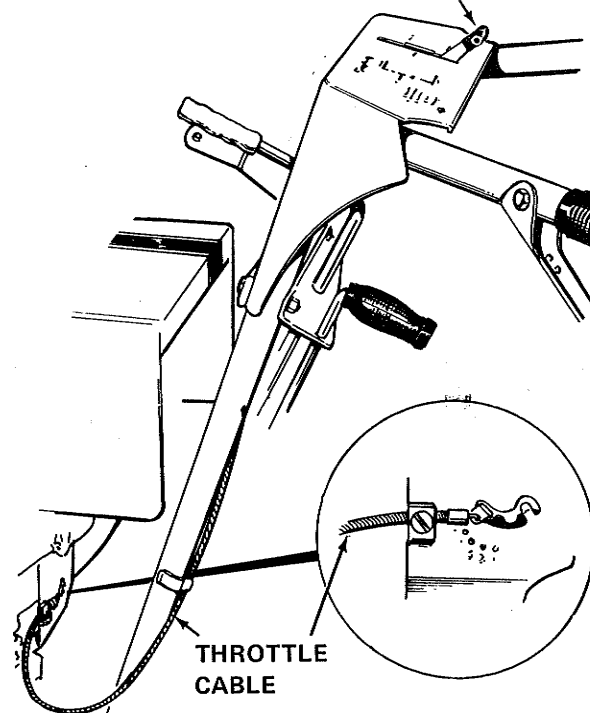


Figure 2.

- c. Insert lower spout control rod into bearing on blower body assembly. Secure rod into bearing with two cotter pins above and below bearing.

- d. Secure one end of cable to carriage bolt on spout. Refer to insets in Figure 3. Wind remaining cable three turns around control rod tube, through clamp, three times around to other end of tube and back to carriage bolt. Overlap approximately 2-inches of loose end of cable and cut off excess cable. Tape loose end of cable into loop and secure to carriage bolt and flat washer with cup washer, lockwasher and hex nut.

NOTE: Be sure clamp is secure on control rod tube and upper portion of rod is secure to support bracket.

4. See Figure 3. Aline spout extension on spout and attach with carriage bolts on inside, extension to spout with two wing nuts, flat washers, pyramidal lockwashers and carriage bolts.

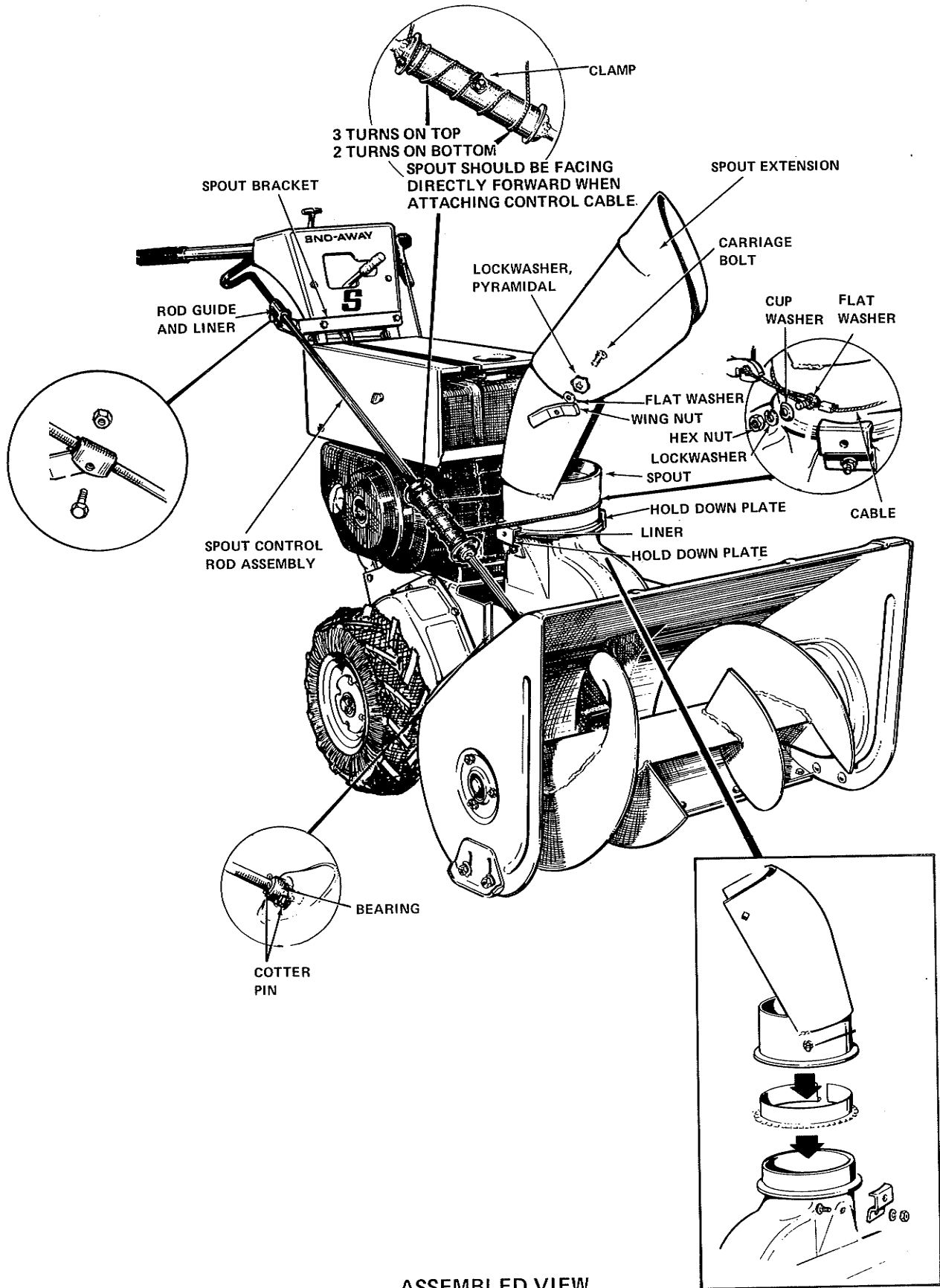


Figure 3.

5. See Figure 4. Secure transmission control upper shift rod to lower shift rod with a capscrew and locknut.

6. See Figure 4. Secure spring extension to spring assembly with wire clamp and round-head screw. Pull down on spring extension (upper wire) until there are 4 to 4¼ inches from the end of the clamp to the end of the spring extension. Tighten clamp. Further adjustment may be necessary.

7. See Figure 4. Attach auger control idler rod to pivot assembly and clutch rod with a cotter pin. Refer to Adjustments Section for clutch rod adjustment.

8. Refer to Adjustments Section for chain and belt adjustments.

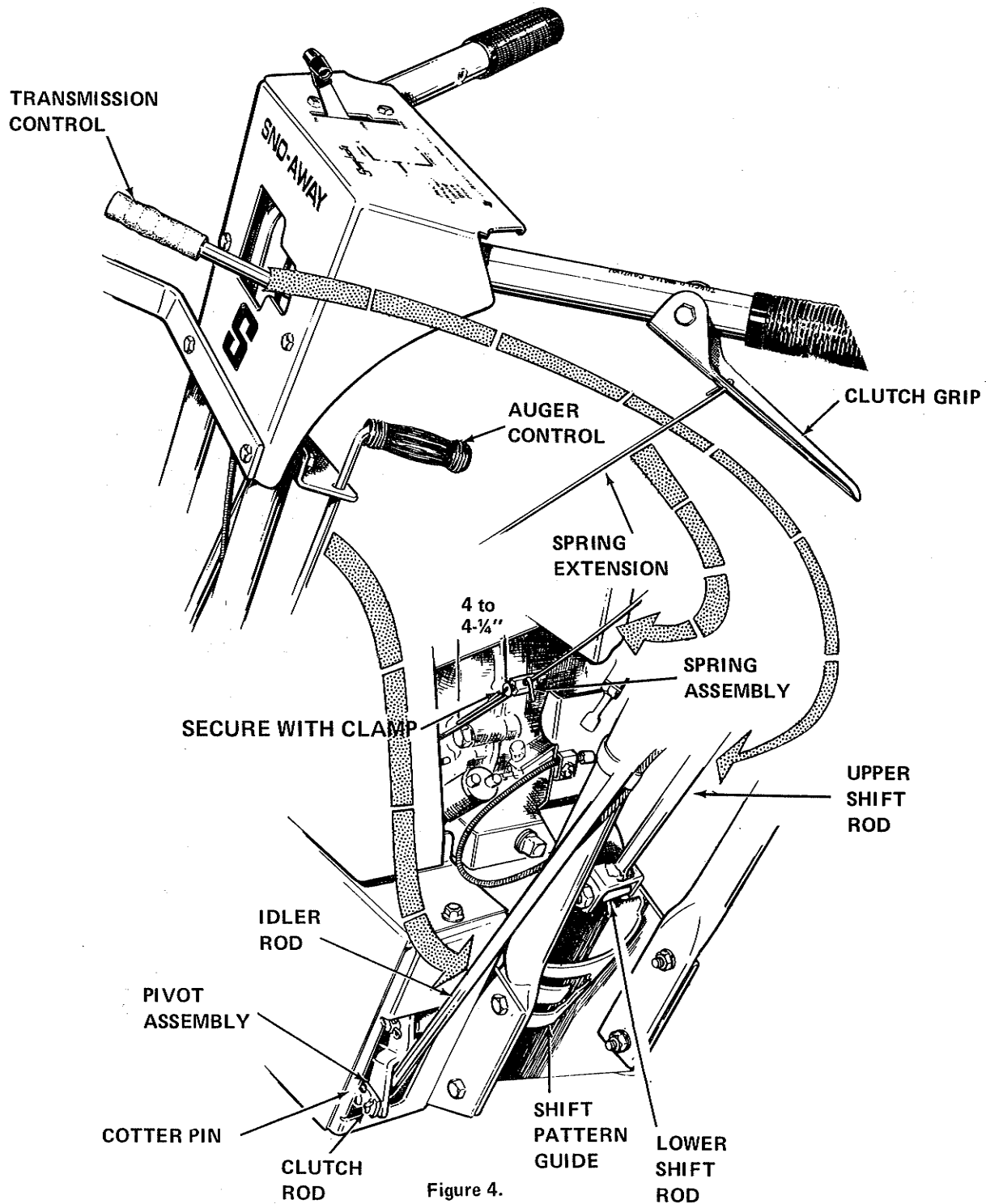


Figure 4.

THE CONTROLS AND HOW TO USE THEM

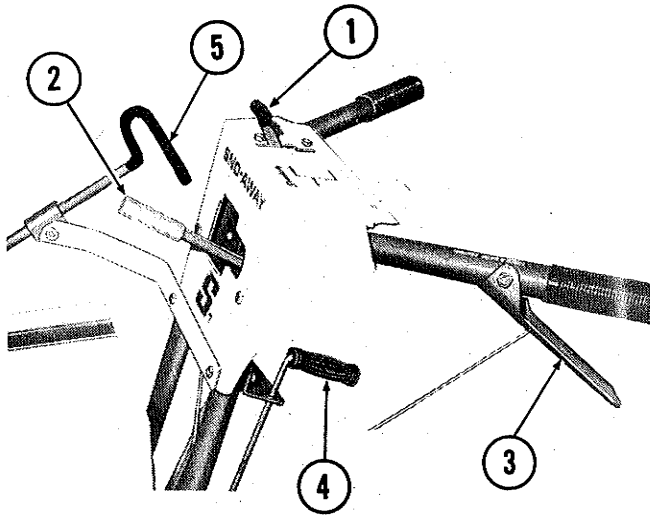


Figure 5.

Visualize yourself standing at the operators position by looking at Figure 5. 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).

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 1.75 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. **TRANSMISSION CONTROL LEVER** - Select either high or low speed forward, neutral, or reverse, in the all gear transmission of your Sno-Away. The shift pattern is shown by the decal on top of the handle panel. The shift sector at the rear of the transmission has notches to keep your Sno-Away transmission in the position you have selected. To shift out of any position raise the handle slightly and then rotate it to the desired position.

USE HIGH GEAR (Down and to the right) for transporting to the snow removal area. Also use it when light snow is up to 4" deep and heavy snow is up to 2" deep.

USE LOW GEAR (Up and to the right) for light deep snow, and heavy snow over 2" deep.

CAUTION: The Touch-O-Matic trigger must be released while shifting.

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 gear.

3. **THE TOUCH-O-MATIC 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, together with gear selection, should be used to adjust travel speed so 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.

NOTE: 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 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 Figures 6 and 7.

6. **THE CHUTE DEFLECTOR POSITION** can be adjusted by loosening the wing nuts and moving the deflector up

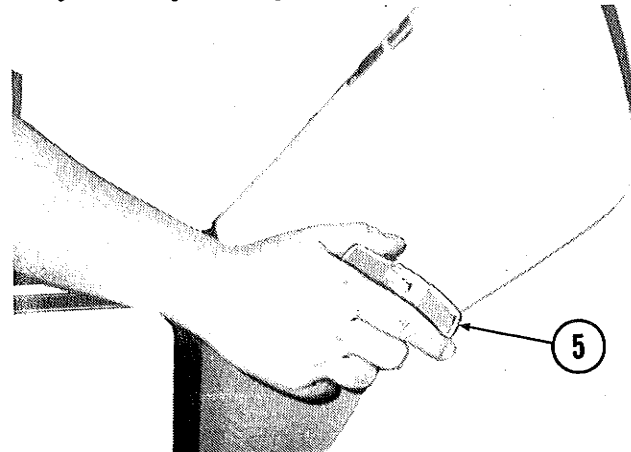


Figure 6.

or down. Be sure to tighten both wing nuts after positioning the deflector. See Figure 6.

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. 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.

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.

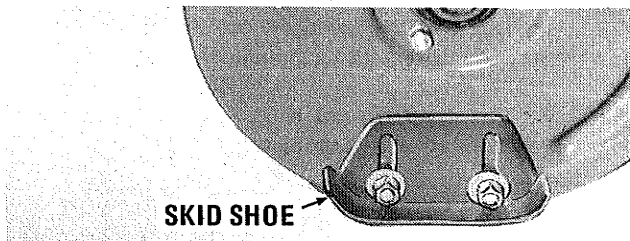


Figure 7.

GRAVEL SURFACE USE ADJUSTMENT

If you will be clearing a gravel surface loosen the nuts, see figure 7, 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 standard equipment on your Sno-Away - an extra cost option on most other snow throwers. In the locked position both wheels propel the Sno-Away straight ahead even on icy surfaces or through uneven snow. It can be unlocked for easily turning the Sno-Away on dry surfaces.

Operate your Sno-Away with this plate in

the locked position. Unlock it for easy turning while storing your Sno-Away.

This plate is located on the left wheel of the Sno-Away.

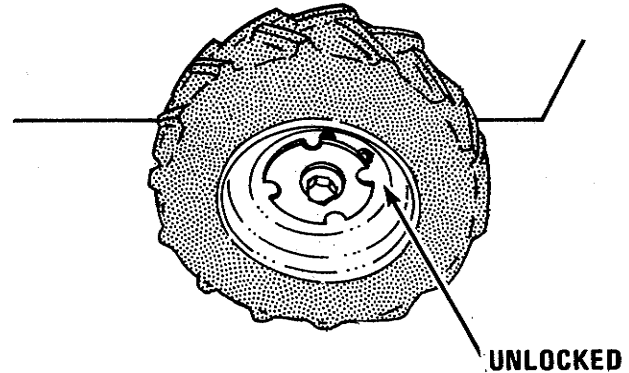


Figure 8.

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.

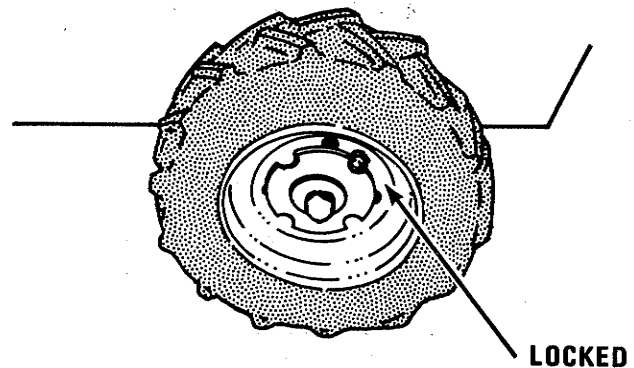


Figure 9.

TO LOCK THE PLATE IN SOLID AXLE 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

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

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

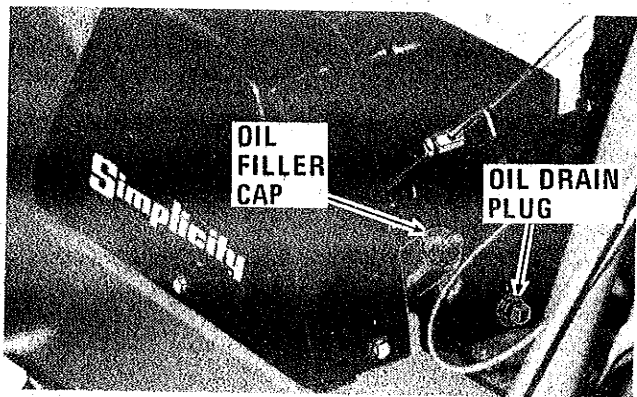


Figure 10.

1. 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.

2. Re-install the filler cap - 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 Sno-Away with gasoline.

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

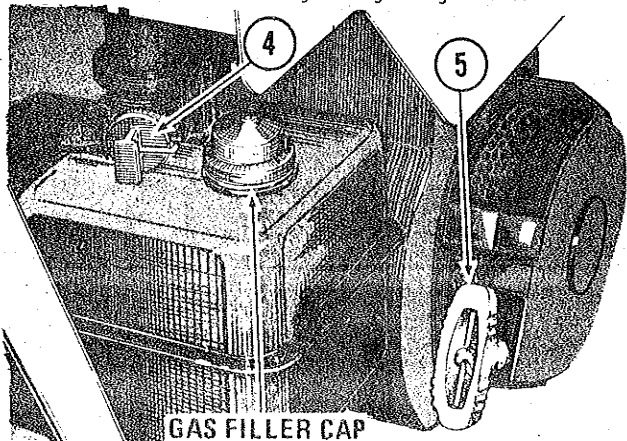


Figure 11.

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 in Figure 11 and Figure 12, identifying the controls in that figure.

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 of the way down.

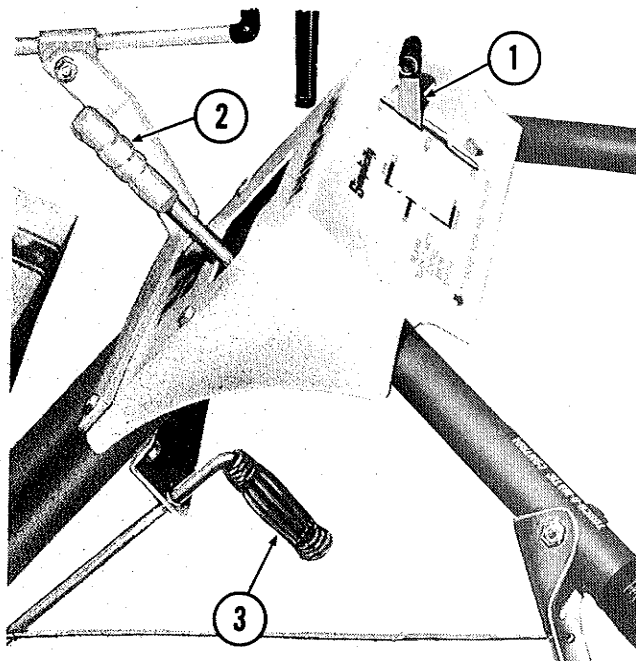


Figure 12.

4. Push the choke lever all the way down.

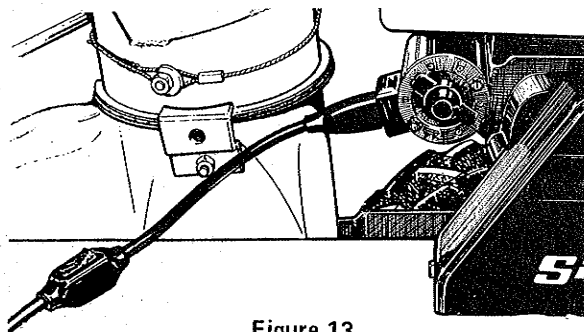


Figure 13.

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.

Electric Start units equipped with Electric Start Kit. See figure 3. Plug one end of the electric cord into the Sno-Away as shown and the other into a 115V wall socket. To crank the engine, use the switch on the cord. Remove cord once engine has started.

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

If the engine fails to start after 4 or 5 pulls, or 15 seconds of cranking, it may be "flooded". Push the choke all of the way in and crank the engine 4 or 5 times or about 10 seconds to clear the excess fuel.

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 central lever into forward (Hi Gear), 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 just 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. Select the proper gear for the conditions as explained under Transmission Control Lever page. Page 5.

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. (Always use low gear.)

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 whenever possible. 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 "bite" 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 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 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.

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 (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. 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 "Adjustment").
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 the tire chains Mfg. No. 2025053 for greater traction.

BELT ADJUSTMENTS

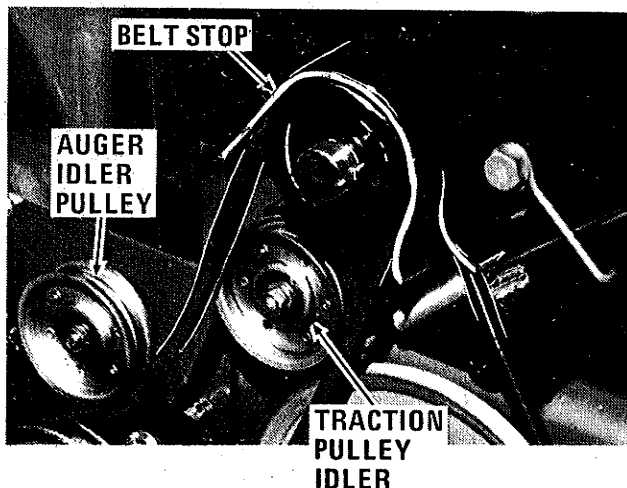


Figure 14.

1. Remove the belt shields on the left side of the unit. Engage both the auger and transmission drive belts. Loosen hardware and adjust the large one-piece belt stop on the engine to gain approximately 1/8" clearance between the belts and the belt stop with belt engaged. Secure the belt stop hardware. See Figure 14.

2. Check the alignment of the transmission drive pulley on the engine and the large pulley on the transmission input shaft.

3. Belt tension for the auger drive is regulated by the position of the set collar on the Auger Control clutch rod. With the Auger Control lever engaged, there should be 3/8" to 1/2" clearance between the collar and the front ear of the rod bracket. Loosen the square-head setscrew to position the stop collar. See Figure 15.

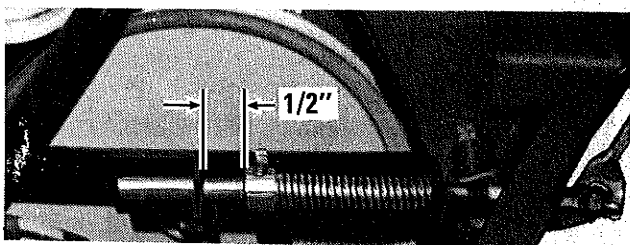


Figure 15.

4. Adjust the Touch-O-Matic control engagement at the control wire clamp. Loosen the clamp screw. Pull the upper extension wire down and the lower extension wire up until there is 4 or 4-1/4 inch clearance between the clamp and the end of the lower extension wire. Tighten the clamp screw securely. See Figure 16.

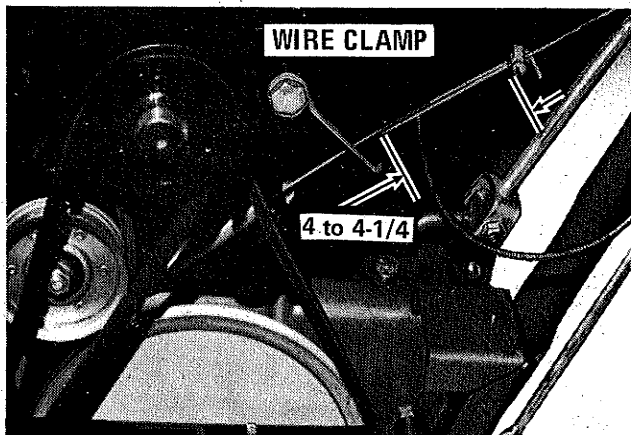


Figure 16.

5. 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 17.

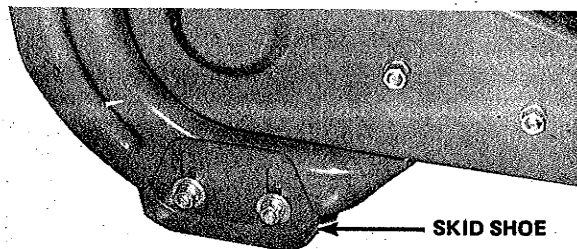


Figure 17.

CHAIN ADJUSTMENT

The chain is in correct adjustment when all slack has been removed.

1. Remove the belt shields and chain guard from the left side of the unit.

2. Loosen but do not remove all hardware holding the side plate to the blower housing and bearing clamp. Loosen but do not remove all hardware holding the adjustment plate and bearing clamp to the blower housing. Move the bearing housing down and back to remove all slack from both chains connected to the sprocket and the shaft assembly. **IMPORTANT:** Be sure the bearing housing is parallel to the blower housing.

Visually check the alignment of both chains. Move the sprockets and/or bearing housing to achieve proper alignment. Secure all hardware at this time making sure it is very tight.

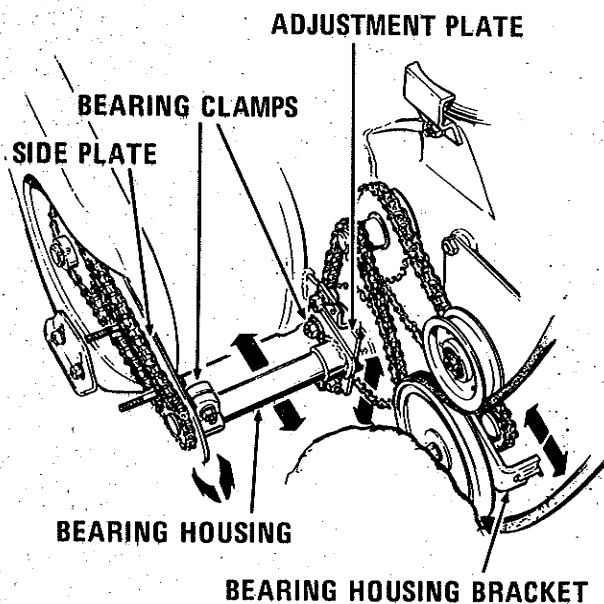


Figure 18.

3. To adjust the chain between the engine drive and the impeller shaft, loosen but do not remove the hardware holding the bearing housing bracket to the frame. Move the bearing housing bracket down and to the rear to achieve the proper chain tension. Re-tighten all hardware at this time. See Figure 18.

4. Oil or grease all the chains and replace all guards and shields.

MAINTENANCE

LUBRICATION: There are four grease fitting located on the following:

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

Apply general purpose automotive grease to all fittings every 15 hours of operation.

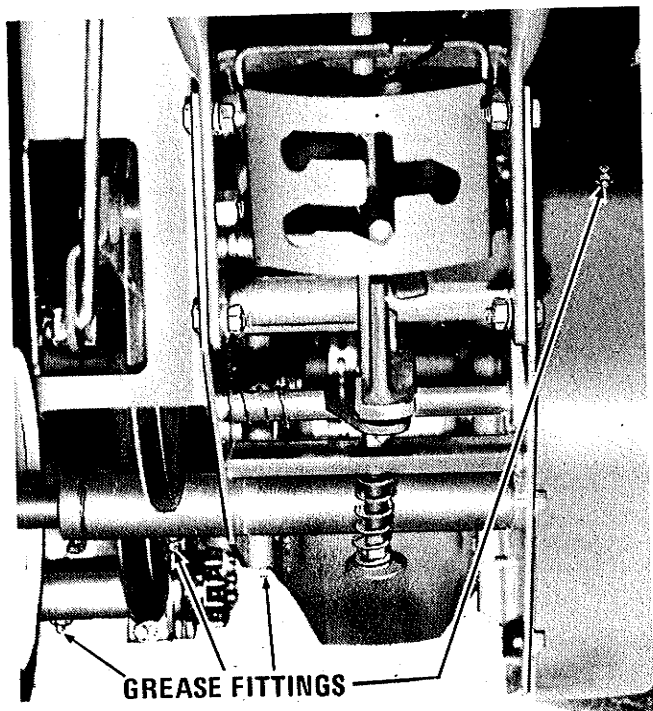


Figure 19.

ENGINE CRANKCASE: See the engine manual. Drain the crankcase by removing the plug on the rear lower side of the 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.

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.

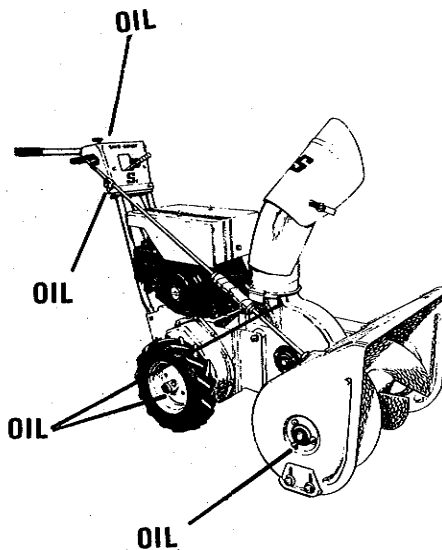


Figure 20.

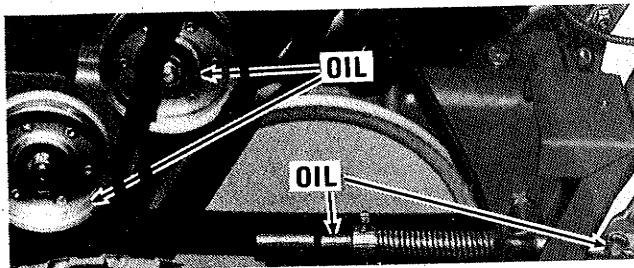


Figure 21.

GENERAL REPAIRS: To prevent rusting, sand off and paint any parts or areas which become chipped or damaged. Tighten all fasteners and guard securely. Use a wire brush to clean the auger drive roller chains 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 frame just ahead of the handles.

SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

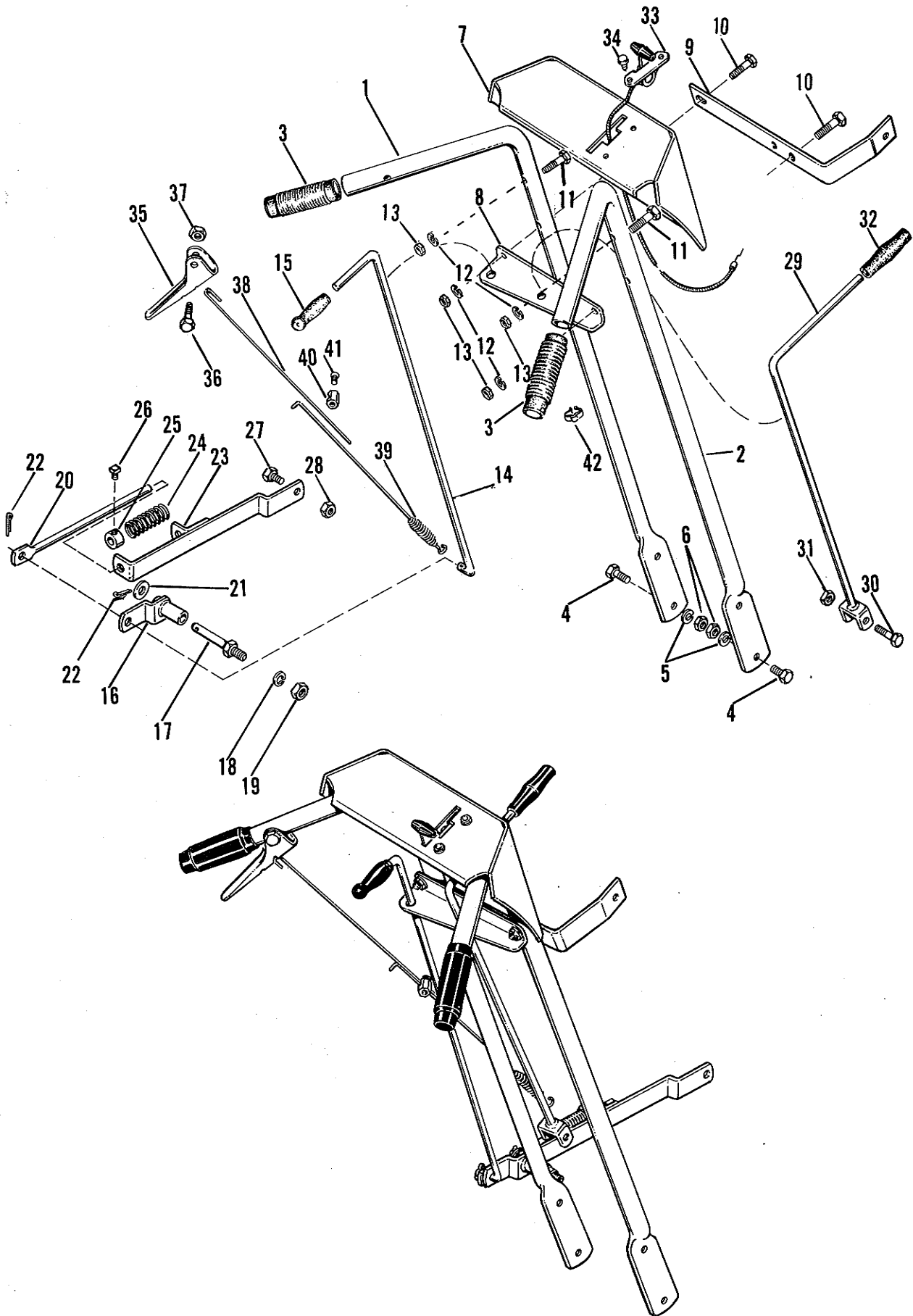
SPECIFICATIONS

| | | |
|-----------------------------------|-------------------------------|---|
| ENGINE | MAKE: BRIGGS & STRATTON | MODEL NO. 130202 |
| | | TYPE NO. 0409-01 |
| | | CYCLES: 4 |
| | | CYLINDERS: 1 |
| | STARTER | MANUAL REWIND, UP-ANGLE, SIDE PULL |
| | CHOKE | MANUAL |
| | GOVERNOR | REMOTE CONTROLLED MECHANICAL |
| | IGNITION | HIGH TENSION MAGNETO |
| | LUBRICATION | TYPE: SPLASH |
| | | CRANKCASE CAPACITY: 1-1/4 Pints |
| | FUEL CAPACITY | 3 QUARTS |
| MUFFLER | QUIET, LOW BACK PRESSURE | |
| HOUSING | WINTERIZED BY SIMPLICITY | |
| TRACTION DRIVE TRANSMISSION | TYPE | ALL GEAR |
| | SPEEDS | 2 FORWARD, ONE REVERSE |
| | CLUTCH | TOUCH-O-MATIC, V-BELT TYPE |
| | AXLE | DIFFERENTIAL WITH FREE-TURN LOCK |
| | | SOLID WITH FREE-TURN LOCK |
| | TIRES | SIZE: 3.50 x 6 |
| | | SIZE: 4.50 x 6 |
| | | TYPE: ZERO PRESSURE, KEYED |
| TYPE: PNEUMATIC | | |
| | DIAMETER: 14 INCHES | |
| AUGER AND HOUSING | AUGER | DRIVE TYPE: BELT AND ROLLER CHAIN |
| | | CONSTRUCTION: SOLID FLITE, WELDED STEEL |
| | | SECOND STAGE: 3 RUBBER PADDLES |
| | | SECOND STAGE AND FIRST STAGE AXIS: PARALLEL |

SPECIFICATIONS (CONT'D)

| | | | |
|--|---------------------------------------|--|---------------|
| AUGER AND HOUSING (Cont'd) | CLUTCH | TYPE: V-BELT IDLER | |
| | | PROTECTION: CUSHIONING BELT | |
| | HOUSING | CONSTRUCTION: WELDED STEEL | |
| | | EFFECTIVE WIDTH | 24 Inches |
| | | | |
| | | | |
| | | OPENING HEIGHT: 19 Inches | |
| | | FRONT SUPPORT: Adjustable, Hardened, Large Area Skid Shoes | |
| SCRAPER BAR: FULL WIDTH, HIGH CARBON STEEL | | | |
| CONTROLS | LOCATION | AUGER DRIVE: CONTROL PANEL | |
| | | THROTTLE: CONTROL PANEL | |
| | | TRACTION DRIVE CLUTCH: LEFT HANDLE | |
| | | TRACTION DRIVE DIRECTION: CONTROL PANEL | |
| | | TRACTION DRIVE SPEED: CONTROL PANEL | |
| | | DISCHARGE SPOUT: ADJACENT TO RIGHT HANDLE | |
| | THROTTLE | FREEZE-PROOF, WIPER TYPE BOWDEN WIRE | |
| | ADJUSTABLE SPOUT | TYPE: FREEZE-PROOF CABLE AND ROD | |
| ROTATION ANGLE: 245 DEGREES | | | |
| DIMENSIONS | OPERATING POSITION | OVERALL LENGTH: 58-7/8 Inches | |
| | | OVERALL WIDTH | 25-1/2 Inches |
| | | | |
| | | | |
| | | HEIGHT TO TOP OF HANDLES: 35 Inches | |
| | HEIGHT TO TOP OF DEFLECTOR: 40 Inches | | |
| | STORAGE POSITION | LENGTH: 38 Inches | |
| | | WIDTH | 25-1/2 Inches |
| | | | |
| | | | |
| | HEIGHT: 58 Inches | | |
| | WEIGHT | NET DRY | 218 POUNDS |
| | | | |
| | | | |
| SHIPPING | | 238 POUNDS | |
| | | | |

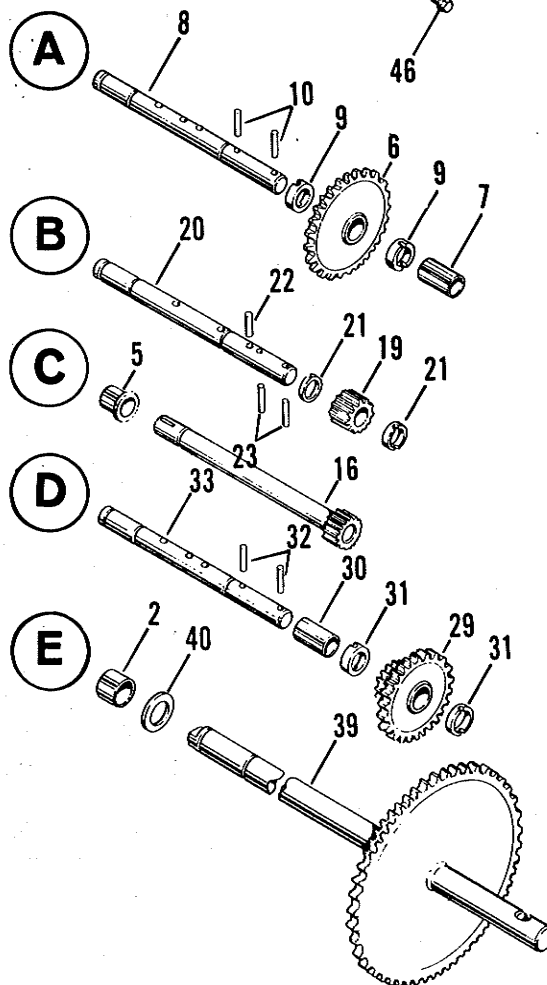
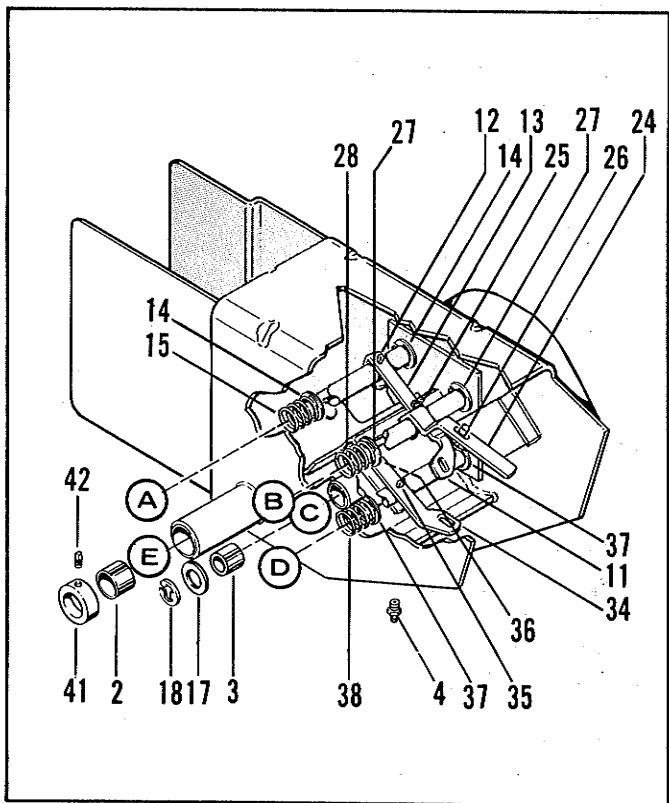
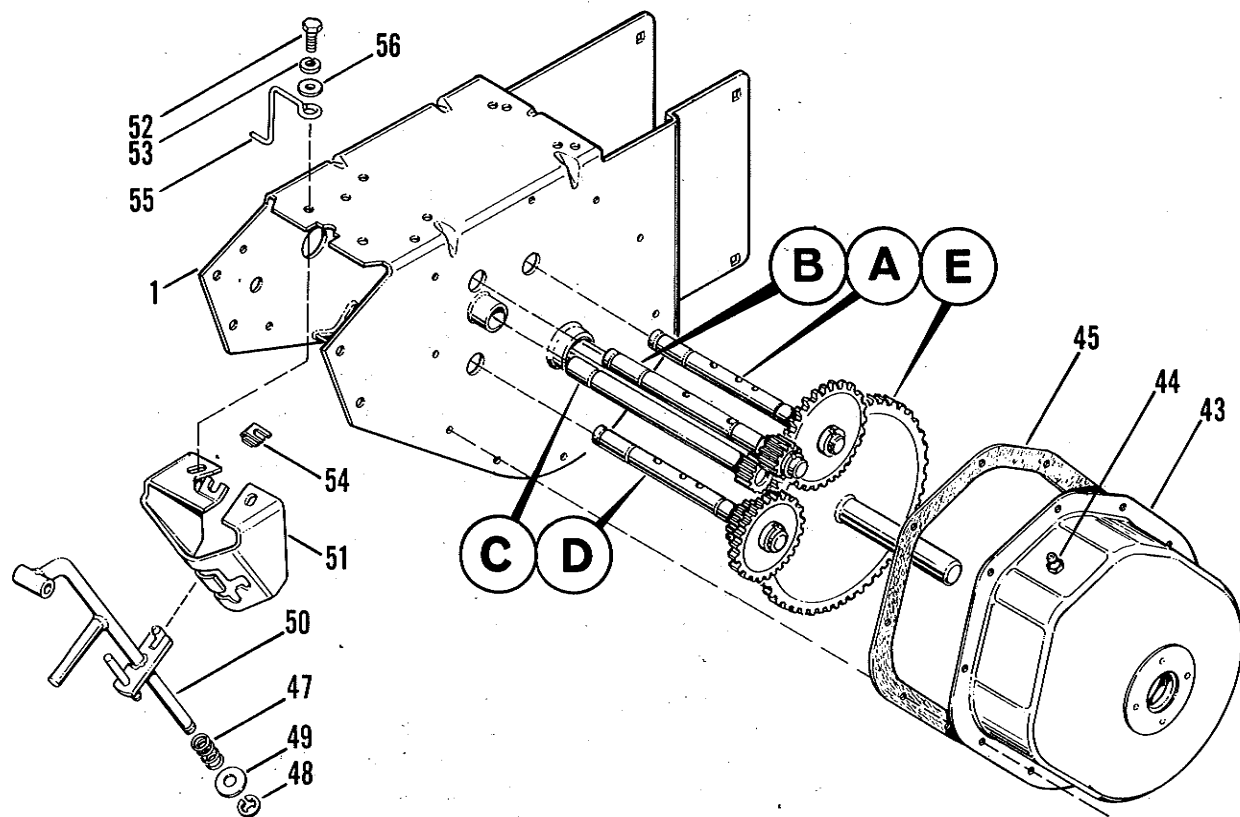
HANDLE AND CONTROLS GROUP



HANDLE AND CONTROLS GROUP

| REF. NO. | PART NO. | QTY. REQ. | DESCRIPTION |
|----------|----------|-----------|------------------------------------|
| 1 | 176563 | 1 | L.H. Handle |
| 2 | 176564 | 1 | R.H. Handle |
| 3 | 106558 | 2 | Grip |
| 4 | 715073 | 4 | Hex Capscrew, 5/16"-18 x 7/8" |
| 5 | 720001 | 4 | Lock Washer, 5/16" |
| 6 | 717001 | 4 | Hex Nut, Full, 5/16"-18 |
| 7 | 171308 | 1 | Control Housing Assy. |
| 8 | 171422 | 1 | Rod Guide |
| 9 | 171357 | 1 | Support Bracket |
| 10 | 705025 | 2 | Hex Capscrew, 1/4"-20 x 1-1/2" |
| 11 | 705053 | 2 | Hex. Capscrew, 1/4"-20 x 1-3/4" |
| 12 | 720003 | 4 | Lock Washer, 1/4" |
| 13 | 717005 | 4 | Hex Nut, Full, 1/4"-20 |
| 14 | 106980 | 1 | Idler Rod |
| 15 | 106572 | 1 | Grip |
| 16 | 106931 | 1 | Pivot Assy. |
| 17 | 106928 | 1 | Stud |
| 18 | 720006 | 1 | Lock Washer, 7/16" |
| 19 | 717022 | 1 | Hex Nut, Full 7/16"-14 |
| 20 | 106913 | 1 | Clutch Rod |
| 21 | 719001 | 1 | Plain Washer, 3/8" |
| 22 | 722009 | 2 | Cotter Pin, 1/8" x 3/4" |
| 23 | 106954 | 1 | Rod Guide Assy. |
| 24 | 8191045 | 1 | Spring |
| 25 | 105201 | 1 | Set Collar |
| 26 | 713001 | 1 | Sq. Hd. Set Screw, 1/4"-20 x 3/8" |
| 27 | 705012 | 1 | Hex Capscrew, 5/16"-18 x 5/8" |
| 28 | 717511 | 1 | Hex Nut, Full Lock, 5/16"-18 |
| 29 | 171411 | 1 | Upper Shift Rod Assembly |
| 30 | 705020 | 1 | Hex Capscrew, 5/16"-18 x 2" |
| 31 | 717511 | 1 | Hex Nut, Full Lock, 5/16"-18 |
| 32 | 161105 | 1 | Handle Grip |
| 33 | 161178 | 1 | Throttle Control Assy. |
| 34 | 714016 | 2 | Self Tapping Screw, 1/4"-20 x 1/2" |
| 35 | 118056 | 1 | Clutch Grip |
| 36 | 705025 | 1 | Hex Capscrew, 1/4"-20 x 1-1/2" |
| 37 | 717513 | 1 | Hex Nut, Full Lock, 1/4"-20 |
| 38 | 161090 | 1 | Spring Extension |
| 39 | 176017 | 1 | Spring Assy. |
| 40 | 161092 | 1 | Wire Clamp |
| 41 | 710006 | 1 | Round Hd. Screw, No. 10-24 x 3/8" |
| 42 | 8061108 | 1 | Cable Clip |

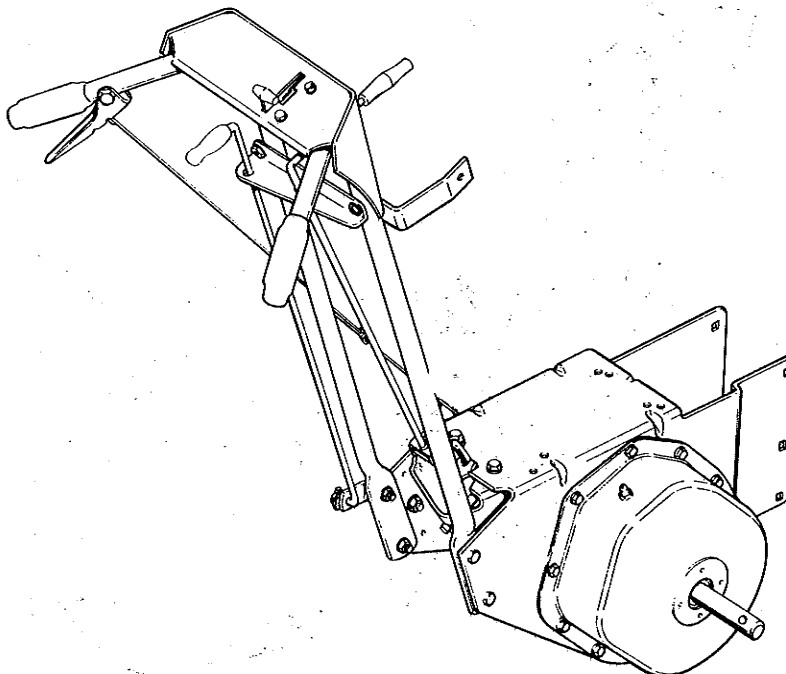
TRANSMISSION



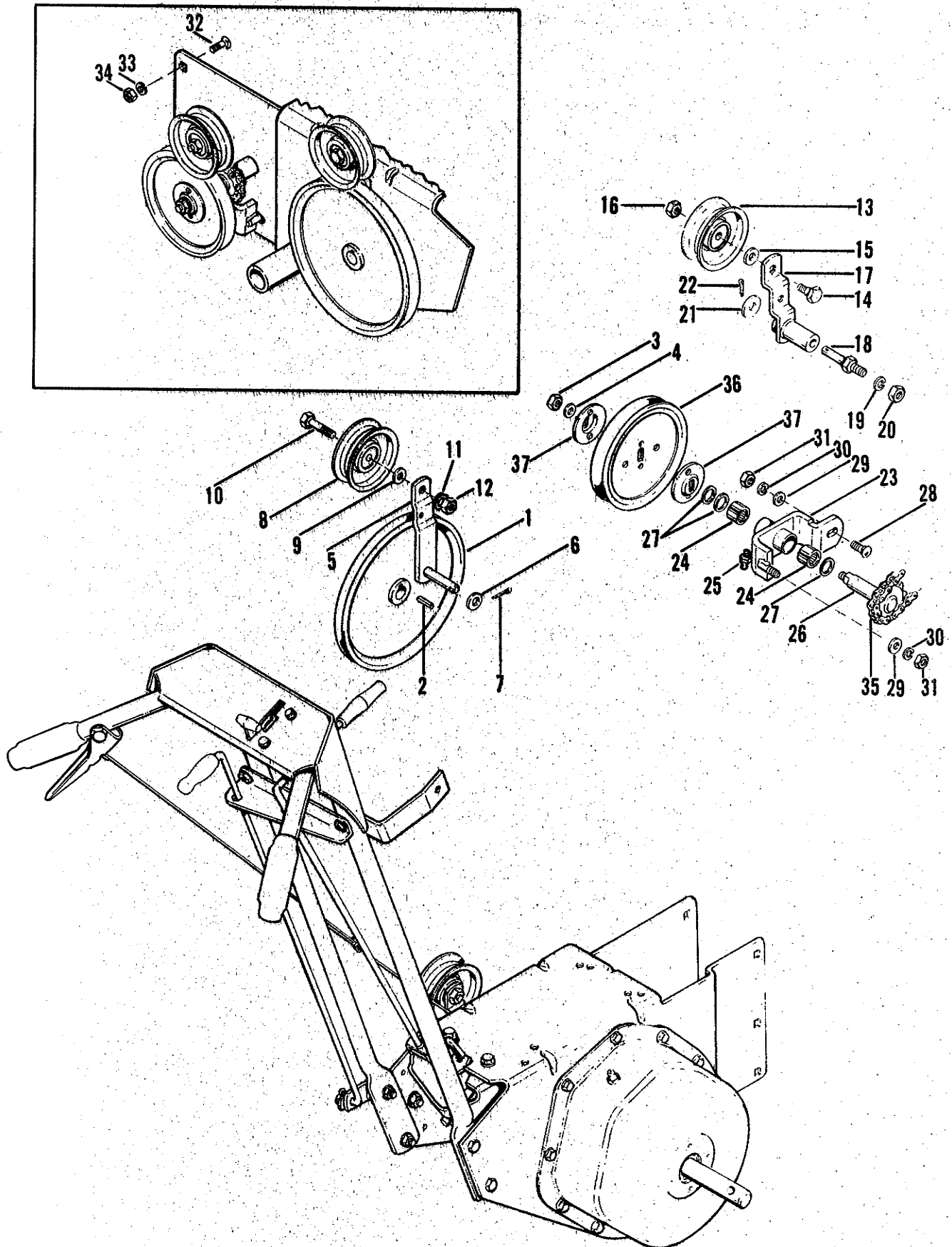
TRANSMISSION

| REF. NO. | PART NO. | QTY. REQ. | DESCRIPTION |
|----------|----------|-----------|---|
| 1 | 171240 | 1 | Engine Base & Frame Assy. |
| 2 | 158363 | 2 | Bushing |
| 3 | 8051038 | 1 | Bearing |
| 4 | 727002 | 2 | Grease Fitting |
| 5 | 158569 | 1 | Bearing |
| 6 | 158542 | 1 | Gear & Bearing Assy. (Includes Parts 6 & 7) |
| 7 | 158544 | 1 | Bearing |
| 8 | 158541 | 1 | Shaft, Interm. |
| 9 | 158561 | 2 | Thrust Collar |
| 10 | 723004 | 2 | Roll Pin, 1/8" x 1" |
| 11 | 171237 | 1 | Lo Shift Link |
| 12 | 722003 | 1 | Cotter Pin, 3/16" x 1-1/4" |
| 13 | 722001 | 1 | Cotter Pin, 3/32" x 3/4" |
| 14 | 1602155 | 2 | Retaining Ring |
| 15 | 158578 | 1 | Spring |
| 16 | 172782 | 1 | Gear & Shaft Assy. |
| 17 | 153079 | 1 | Washer |
| 18 | 153124 | 1 | Retaining Ring |
| 19 | 158557 | 1 | Reverse Pinion |
| 20 | 158534 | 1 | Shaft, Reverse |
| 21 | 158562 | 2 | Thrust Collar |
| 22 | 723014 | 1 | Roll Pin, 5/32" x 1" |
| 23 | 723016 | 2 | Roll Pin, 1/8" x 3/4" |
| 24 | 161227 | 1 | Reverse Shift Link |
| 25 | 722003 | 1 | Cotter Pin, 3/16" x 1-1/4" |
| 26 | 722001 | 1 | Cotter Pin, 3/32" x 3/4" |
| 27 | 1602155 | 2 | Retaining Ring |
| 28 | 158578 | 1 | Spring |
| 29 | 158570 | 1 | Gear & Bearing Assy. |
| 30 | 158544 | 1 | Bearing |

| REF. NO. | PART NO. | QTY. REQ. | DESCRIPTION |
|----------|----------|-----------|--|
| 31 | 158561 | 2 | Thrust Collar |
| 32 | 723004 | 2 | Roll Pin, 1/8" x 1" |
| 33 | 158541 | 1 | Shaft, Interm. |
| 34 | 171169 | 1 | High Shift Link |
| 35 | 722003 | 1 | Cotter Pin, 3/16" x 1-1/4" |
| 36 | 722001 | 1 | Cotter Pin, 3/32" x 3/4" |
| 37 | 1602155 | 2 | Retaining Ring |
| 38 | 158578 | 1 | Spring |
| 39 | 161221 | 1 | Axle & Drive Gear Assy. |
| 40 | 118252 | 1 | Washer |
| 41 | 158357 | 1 | Set Collar |
| 42 | 713002 | 1 | Sq. Hd. Set Screw, 5/16"-18 x 3/8" |
| 43 | 161265 | 1 | Transmission Case Assy. (Includes Parts 43 & 44) |
| 44 | 727003 | 1 | Grease Fitting |
| 45 | 158524 | 1 | Gasket |
| 46 | 715067 | 10 | Hex Taptite Screw, 1/4"-20 x 3/8" |
| 47 | 161290 | 1 | Spring |
| 48 | 157288 | 1 | Retaining Ring |
| 49 | 719003 | 1 | Plain Washer, 7/16" |
| 50 | 171396 | 1 | Lower Shift Rod Assy. |
| 51 | 171391 | 1 | Shift Pattern Guide |
| 52 | 715121 | 2 | Hex Capscrew, 5/16"-18 x 3/4" (Grade 5) |
| 53 | 720001 | 2 | Lock Washer, 5/16" |
| 54 | 718022 | 2 | Retainer Nut |
| 55 | 172789 | 1 | Belt Stop |
| 56 | 719006 | 1 | Plain Washer, 1/4" |



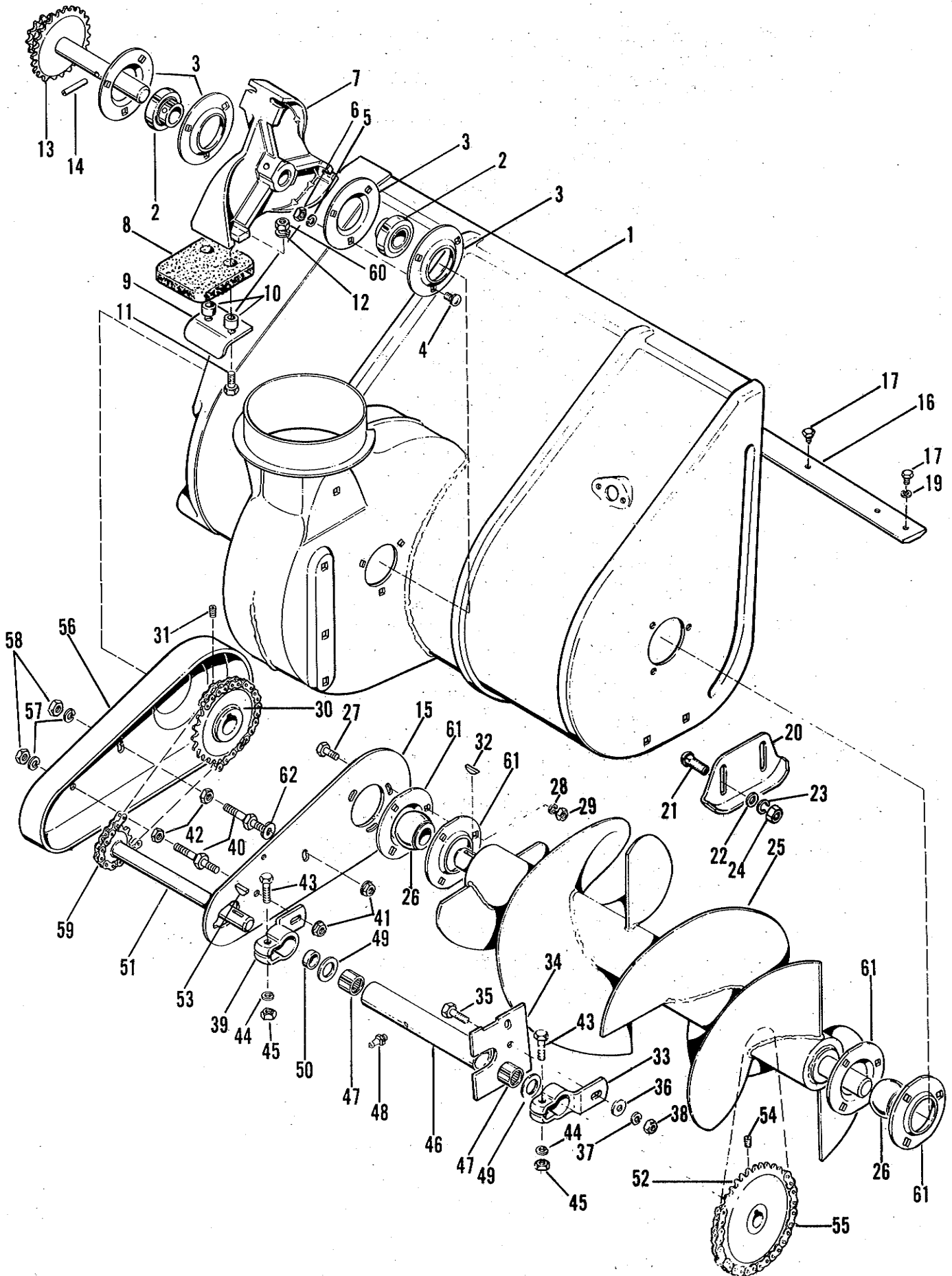
PULLEY GROUP



PULLEY GROUP

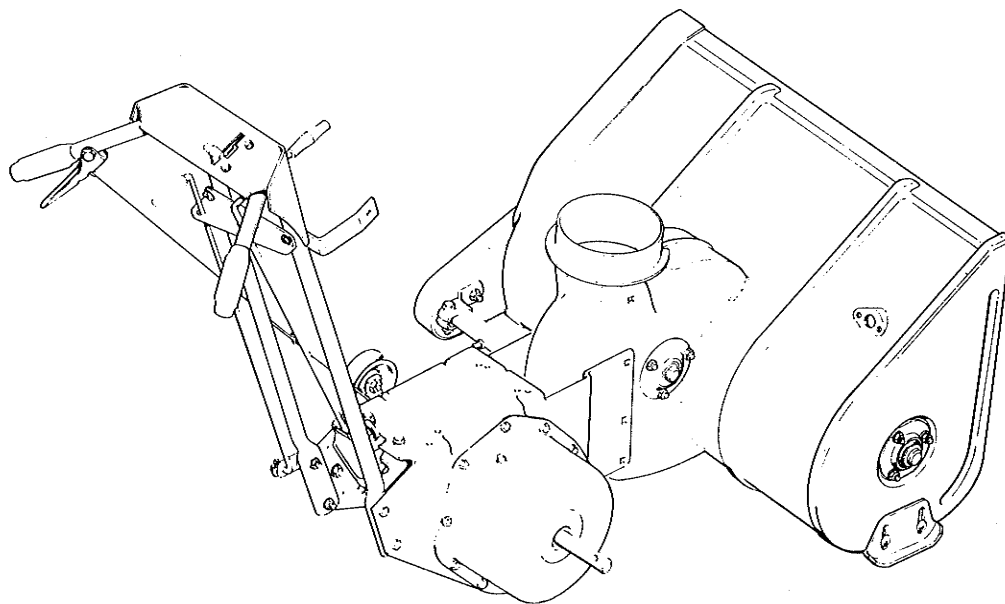
| REF. NO. | PART NO. | QTY. REQ. | DESCRIPTION |
|----------|----------|-----------|----------------------------------|
| 1 | 176213 | 1 | Transmission Pulley |
| 2 | 8061081 | 1 | Key |
| 3 | 717524 | 1 | Hex Nut, Jam Lock, 3/8"-16 |
| 4 | 719002 | 1 | Plain Washer, 3/8" |
| 5 | 170768 | 1 | Idler Arm Assy. |
| 6 | 158645 | 1 | Plain Washer, 3/8" |
| 7 | 722001 | 1 | Cotter Pin, 3/32" x 3/4" |
| 8 | 154534 | 1 | Idler Pulley |
| 9 | 719002 | 1 | Plain Washer, 5/16" |
| 10 | 705016 | 1 | Hex Capscrew, 3/8"-16 x 1-1/4" |
| 11 | 720002 | 1 | Lock Washer, 3/8" |
| 12 | 717003 | 1 | Hex Nut, Full, 3/8"-16 |
| 13 | 154534 | 1 | Idler Pulley |
| 14 | 108497 | 1 | Special Screw |
| 15 | 719002 | 1 | Plain Washer, 5/16" |
| 16 | 717524 | 1 | Hex Nut, Jam Center Lock 3/8"-16 |
| 17 | 106969 | 1 | Idler Lever Assy. |
| 18 | 106928 | 1 | Stud |
| 19 | 720006 | 1 | Lock Washer, 7/16" |
| 20 | 717022 | 1 | Hex Nut, Full, 7/16"-14 |
| 21 | 719001 | 1 | Plain Washer, 3/8" |
| 22 | 722009 | 1 | Cotter Pin, 1/8" x 3/4" |
| 23 | 170783 | 1 | Bearing Housing Bracket Assy. |
| 24 | 156072 | 2 | Bearing |
| 25 | 727001 | 1 | Grease Fitting |
| 26 | 106925 | 1 | Sprocket & Shaft Assy. |
| 27 | 8051056 | 4 | Spacer Washer |
| 28 | 703003 | 1 | Carriage Bolt, 3/8"-16 x 1" |
| 29 | 719002 | 2 | Plain Washer, 5/16" |
| 30 | 720002 | 2 | Lock Washer, 3/8" |
| 31 | 717003 | 2 | Hex Nut, Full, 3/8"-16 |
| 32 | 703004 | 4 | Carriage Bolt, 3/8"-16 x 3/4" |
| 33 | 720002 | 4 | Lock Washer, 3/8" |
| 34 | 717003 | 4 | Hex Nut, Full, 3/8"-16 |
| 35 | 170769 | 1 | Chain w/Connecting Link |
| 36 | 158377 | 1 | Pulley |
| 37 | 158378 | 2 | Special Washer |

BODY, BLOWER & ROTOR GROUP

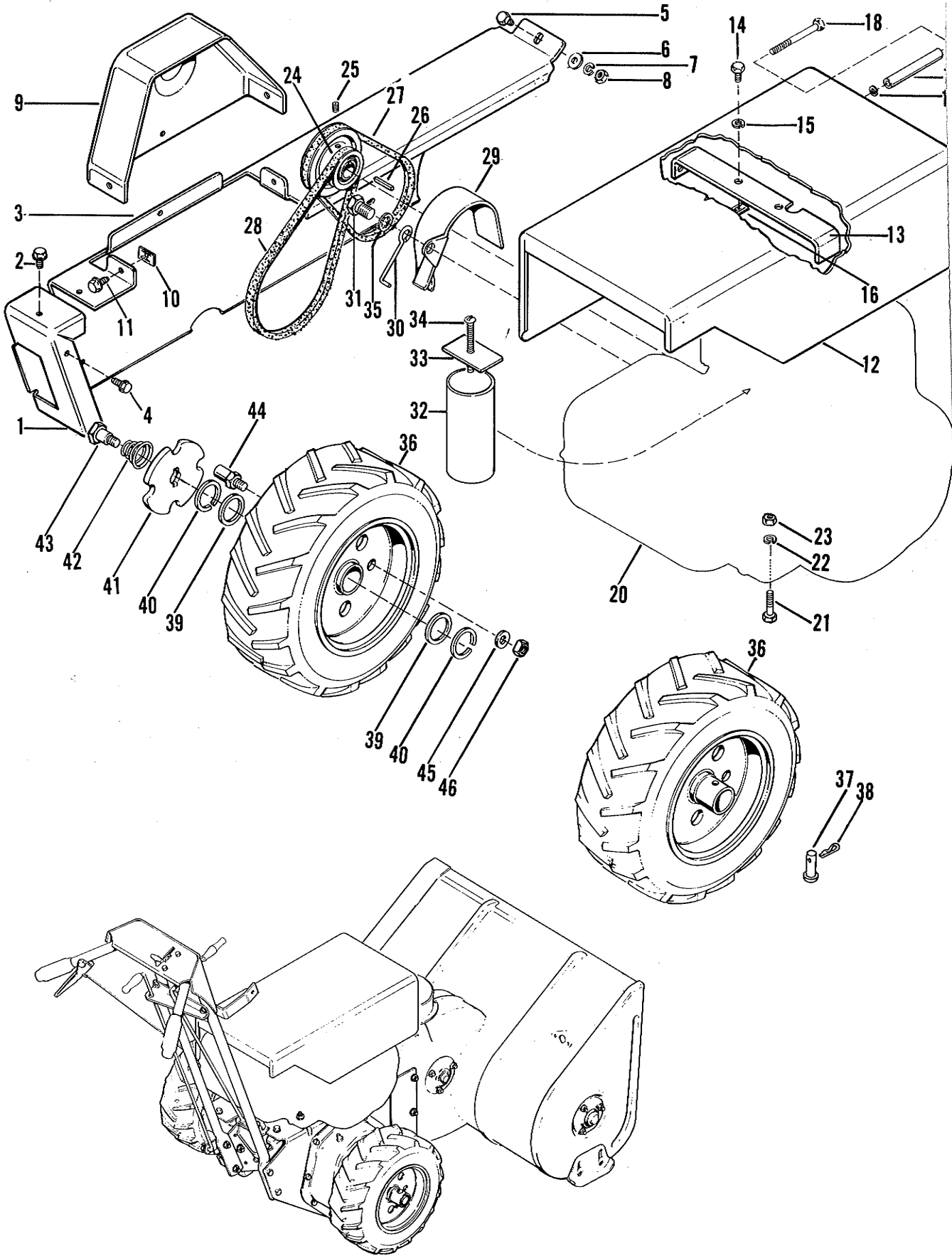


BODY, BLOWER & ROTOR GROUP

| REF. NO. | PART NO. | QTY. REQ. | DESCRIPTION | REF. NO. | PART NO. | QTY. REQ. | DESCRIPTION |
|----------|----------|-----------|---------------------------------------|----------|----------|-----------|---------------------------------|
| 1 | 172333 | 1 | Blower Body Assy. | 31 | 713006 | 1 | Set Screw, 5/16"-18 x 1/2" |
| 2 | 161068 | 2 | Bearing Cartridge | 32 | 725008 | 1 | Key |
| 3 | 161069 | 4 | Bearing Flange | 33 | 176161 | 1 | Clamp Support Assy. |
| 4 | 702022 | 6 | Carriage Bolt, 5/16"-18 x 5/8" | 34 | 170753 | 1 | Adjusting Plate |
| 5 | 720001 | 6 | Lock Washer, 5/16" | 35 | 705031 | 3 | Hex Capscrew, 3/8"-16 x 7/8" |
| 6 | 717001 | 6 | Hex Nut, Full, 5/16"-18 | 36 | 719001 | 3 | Plain Washer, 3/8" |
| 7 | 176010 | 1 | Impeller Assy. | 37 | 720002 | 3 | Lock Washer, 3/8" |
| 8 | 171351 | 3 | Impeller Blades | 38 | 717003 | 3 | Hex Nut, Full, 3/8"-16 |
| 9 | 171370 | 3 | Back Up Plates | 39 | 176161 | 1 | Clamp Support Assy. |
| 10 | 8091019 | 6 | Spacer | 40 | 106771 | 2 | Stud |
| 11 | 715170 | 6 | Whiz Lock, Flange Screw | 41 | 718035 | 2 | Nut, Whiz Lock, 3/8"-16 |
| 12 | 720001 | 6 | Lock Washer, 5/16" | 42 | 717510 | 2 | Hex Nut, Full Lock, 3/8"-16 |
| 13 | 106962 | 1 | Sprocket-& Shaft Assy. | 43 | 715025 | 2 | Hex Capscrew, 5/16"-18 x 1-1/2" |
| 14 | 723026 | 1 | Roll Pin, 5/16" x 1-1/2" | 44 | 720001 | 2 | Lock Washer, 5/16" |
| 15 | 170754 | 1 | Side Plate | 45 | 717001 | 2 | Hex Nut, Full, 5/16"-18 |
| 16 | 106994 | 1 | Scraper Body | 46 | 106916 | 1 | Bearing Housing |
| 17 | 705026 | 6 | Thread Forming Screw, 5/16"-18 x 1/2" | 47 | 154258 | 2 | Needle Bearing |
| 18 | 705026 | 2 | Hex Capscrew, 5/16"-18 x 1/2" | 48 | 727013 | 1 | Grease Fitting |
| 19 | 720001 | 6 | Lock Washer, 5/16" | 49 | 8061012 | 3 | Washer |
| 20 | 177434 | 2 | Skid | 50 | 106992 | 1 | Spacer |
| 21 | 703004 | 4 | Carriage Bolt, 3/8"-16 x 3/4" | 51 | 106938 | 1 | Shaft Assy. |
| 22 | 719001 | 4 | Plain Washer, 3/8" | 52 | 106964 | 1 | Sprocket |
| 23 | 720002 | 4 | Lock Washer, 3/8" | 53 | 725003 | 1 | Key No. 9-3/16" x 3/4" Dia. |
| 24 | 717003 | 4 | Hex Nut, Full, 3/8"-16 | 54 | 713503 | 1 | Set Screw, 5/16"-18 x 5/16" |
| 25 | 161283 | 1 | Rotor Assy. | 55 | 106899 | 1 | Chain w/Connecting Link |
| 26 | 176100 | 2 | Bearing Assy. | 56 | 170865 | 1 | Chain Guard |
| 27 | 705017 | 6 | Hex Capscrew, 5/16"-18 x 3/4" | 57 | 720002 | 2 | Lock Washer, 3/8" |
| 28 | 720001 | 6 | Lock Washer, 5/16" | 58 | 717003 | 2 | Hex Nut, Full, 3/8"-16 |
| 29 | 717001 | 6 | Hex Nut, Full, 5/16"-18 | 59 | 106898 | 1 | Chain w/Connecting Link |
| 30 | 161291 | 1 | Sprocket | 60 | 717001 | 6 | Hex Nut, Full, 5/16"-18 |
| | | | | 61 | 176101 | 4 | Bearing Flange |
| | | | | 62 | 8161199 | 1 | Washer, Special |



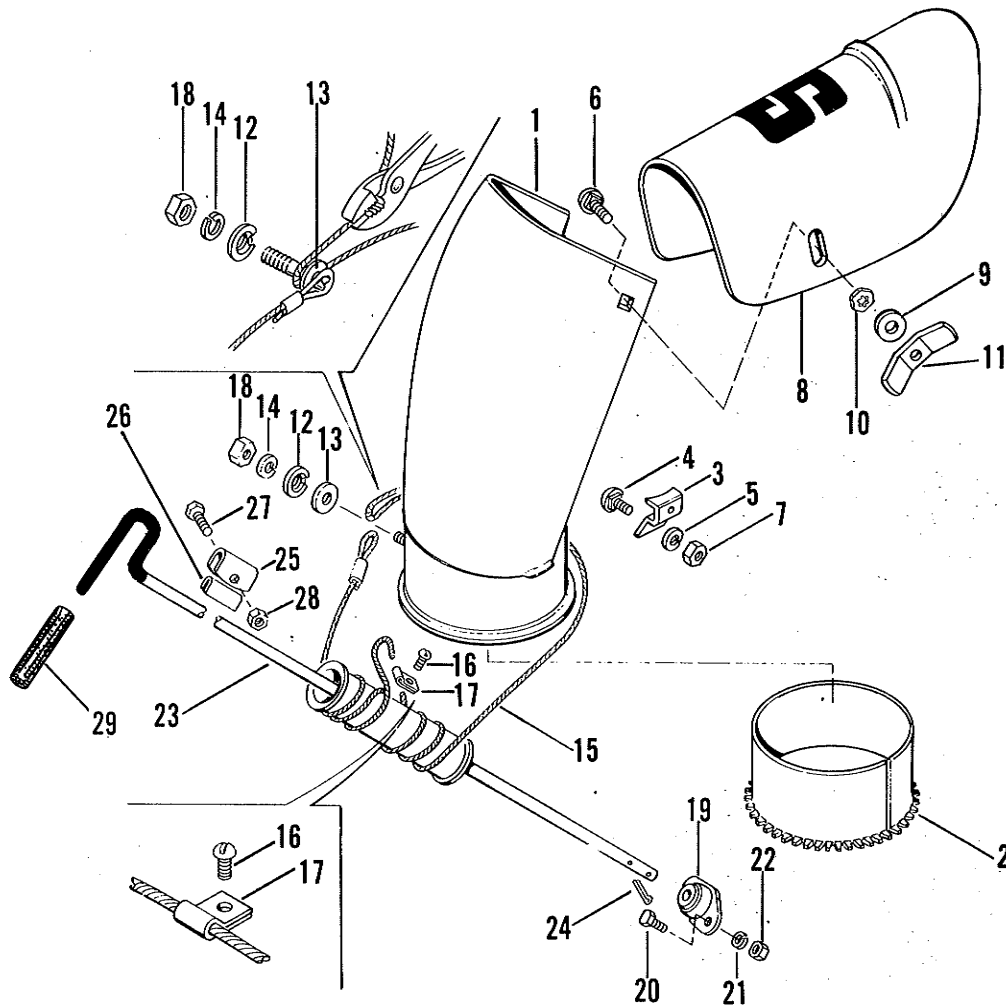
ENGINE, SHIELD & TIRES



ENGINE, SHIELD & TIRES

| REF. NO. | PART NO. | QTY. REQ. | DESCRIPTION |
|----------|----------|-----------|---|
| 1 | 161258 | 1 | Belt Cover Support |
| 2 | 715067 | 2 | Screw, Taptite, 1/4"-20 x 3/8" |
| 3 | 170755 | 1 | Lower Belt Cover |
| 4 | 715067 | 3 | Screw, Taptite, 1/4"-20 x 3/8" |
| 5 | 705002 | 1 | Hex Capscrew, 1/4"-20 x 1/2" |
| 6 | 719006 | 1 | Plain Washer, 1/4" |
| 7 | 720003 | 1 | Lock Washer, 1/4" |
| 8 | 717005 | 1 | Hex Nut, Full, 1/4"-20 |
| 9 | 170756 | 1 | Top Belt Cover |
| 10 | 718038 | 3 | Retainer Nut |
| 11 | 714020 | 3 | Self Tapping Screw, 1/4"-20 x 5/8" |
| 12 | 171267 | 1 | Hood Assy. |
| 13 | 106533 | 1 | Bracket |
| 14 | 705017 | 2 | Hex Capscrew, 5/16"-18 x 3/4" |
| 15 | 720001 | 2 | Lock Washer, 5/16" |
| 16 | 718022 | 3 | Tinnerman Nut |
| 17 | 171744 | 1 | Spacer |
| 18 | 705072 | 1 | Hex Capscrew, 5/16"-18 x 3-1/4" |
| 19 | 720001 | 1 | Lock Washer, 5/16" |
| 20 | | 1 | Engine (5 H.P) |
| 21 | 705018 | 4 | Hex Capscrew, 5/16"-18 x 1-1/2" |
| 22 | 720001 | 4 | Lock Washer, 5/16" |
| 23 | 717001 | 4 | Hex Nut, 5/16"-18 |
| 24 | 106939 | 1 | Engine Pulley |
| 25 | 713504 | 1 | Set Screw, 5/16"-18 x 3/8" |
| 26 | 8221042 | 1 | Sq. Key |
| 27 | 161098 | 1 | "V" Belt (Rotor Drive) |
| 28 | 118488 | 1 | "V" Belt (Trans. Drive) |
| 29 | 171063 | 1 | Belt Stop |
| 30 | 161271 | 1 | Guide Rod |
| 31 | 706017 | 1 | Hex Capscrew, 1/2"-20 x 1" |
| 32 | 171688 | 1 | Tube |
| 33 | 171684 | 1 | Clamp |
| 34 | 710011 | 1 | Machine Screw, No. 10-32 x 3" |
| 35 | 721506 | 1 | Lock Washer, Internal 1/2" Shake Proof |
| 36 | 161151 | 2 | Wheel & Tire Assy. |
| 37 | 118053 | 1 | Pin |
| 38 | 8161045 | 1 | Spring Clip |
| 39 | 118252 | 2 | Special Washer |
| 40 | 161260 | 2 | Retaining Ring |
| 41 | 161259 | 1 | Plate |
| 42 | 161176 | 1 | Spring |
| 43 | 161166 | 1 | Shoulder Bolt |
| 44 | 161167 | 2 | Stud |
| 45 | 719002 | 2 | Plain Washer, 5/16" |
| 46 | 717510 | 2 | Hex Nut, Full Lock, 5/16"-16 |

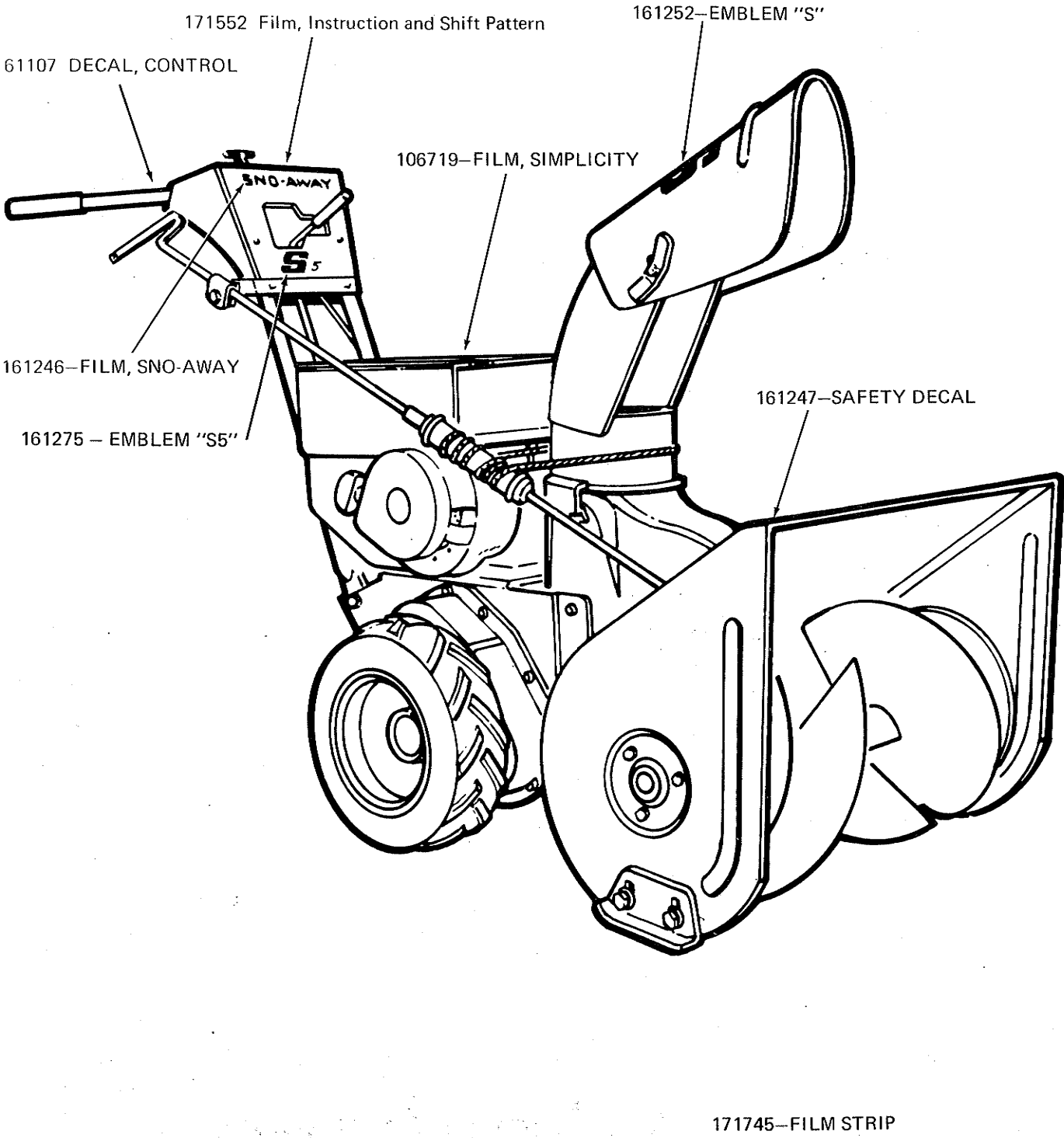
SPOUT GROUP



| REF. NO. | PART NO. | QTY. REQ. | DESCRIPTION |
|----------|----------|-----------|--------------------------------|
| 1 | 106762 | 1 | Spout Assy. |
| 2 | 161280 | 1 | Liner |
| 3 | 106893 | 2 | Hold Down Plate |
| 4 | 702015 | 2 | Carriage Bolt, 5/16"-18 x 3/4" |
| 5 | 720001 | 2 | Lock Washer, 5/16" |
| 6 | 703005 | 2 | Carriage Bolt, 5/16"-18 x 3/4" |
| 7 | 717001 | 2 | Hex Nut, Full, 5/16"-18 |
| 8 | 106760 | 1 | Spout Extension |
| 9 | 719001 | 2 | Plain Washer, 3/8" |
| 10 | 721601 | 2 | Shake Proof Lock Washer, 3/8" |
| 11 | 106229 | 2 | Wing Nut |
| 12 | 171379 | 1 | Cup Washer |
| 13 | 719006 | 1 | Plain Washer, 1/4" |
| 14 | 720001 | 1 | Lock Washer, 5/16" |
| 15 | 171362 | 1 | Cable Assy. |

| REF. NO. | PART NO. | QTY. REQ. | DESCRIPTION |
|----------|----------|-----------|---------------------------------|
| 16 | 715067 | 1 | Taptite Screw, 1/4"-20 x 3/8" |
| 17 | 171382 | 1 | Clamp |
| 18 | 717001 | 1 | Hex Nut, Full, 5/16"-18 |
| 19 | 171388 | 1 | Bearing |
| 20 | 705002 | 2 | Hex Capscrew, 1/4"-20 x 5/8" |
| 21 | 720003 | 2 | Lock Washer, 1/4" |
| 22 | 717005 | 2 | Hex Nut, Full, 1/4"-20 |
| 23 | 176021 | 1 | Spout Control Tube Assy. |
| 24 | 722009 | 2 | Cotter Pin, 1/8" x 3/4" |
| 25 | 152050 | 1 | Rod Guide |
| 26 | 121175 | 1 | Guide Liner |
| 27 | 705019 | 1 | Hex Capscrew, 5/16"-18 x 1-1/4" |
| 28 | 717511 | 1 | Hex Nut, Full Lock, 5/16"-18 |
| 29 | 176933 | 1 | Handle Grip |

DECALS



Simplicity

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