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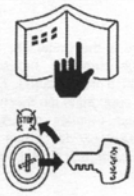
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GENERAL SAFETY INFORMATION



BEFORE YOU START SERVICE

- Read all instructions and safety instructions in this manual and on your machine safety decals.
- Clean the work area and machine.
- Park the machine on a stable and level ground, and set the parking brake.
- Lower the implement to the ground.
- Stop the engine, then remove the key.
- Disconnect the battery negative cable.
- Hang a **"DO NOT OPERATE"** tag in the operator station.



No Smoking or Open Flames while Fueling

- Fuel is extremely flammable and dangerous. Never smoke near fuel. If fuel is spilled on the machine, its engine, or electrical parts, it may cause a fire. If fuel is spilled, wipe it all up immediately.
- Never smoke while filling the machine with fuel. And always tighten the fuel cap securely and wipe up any spilled fuel.



- When performing maintenance on the equipment, hang the DO NOT OPERATE sign where it will be obvious from and around the driver's seat.
- When performing maintenance or repairs, always lower attachments to the ground, stop the engine and secure the tracks with blocks.
- When performing maintenance on the equipment, always disconnect the negative battery cable.
- Before using tools, make sure you understand how to use them correctly and use tools in good condition and of the right size for the job.



- Before getting on/off of the machine, clean off around the steps so there is no mud on them. Always give yourself 3-point support when getting on/off the machine.

CAUTION

- **3-point support means using both legs and one hand or both hands and one leg as you climb up/down.**



START SAFELY

- Do not do the procedures below when you start the engine.
  - short across starter terminals
  - bypass the safety start switch
- Do not alter or remove any part of machine safety system.
- Before you start the engine, make sure that all shift levers are in neutral positions or in disengaged positions.
- Do not start the engine when you stay on the ground. Start the engine only from operator's seat.



- Do not remove the radiator cap when the engine operates, or immediately after it stops. If not, hot water can spout out from the radiator. Only remove the radiator cap when it is at a sufficiently low temperature to touch with bare hands. Slowly loosen the cap to release the pressure before you remove it fully.



Starting the Machine Safely

- Before starting the engine, always sit in the driver's seat and make sure the area is safe and clear.
- As it is dangerous, never start the engine from anywhere but the driver's seat.
- Always check and make sure control lever(s) are not engaged before starting the engine.
- Never start the engine by hot-wiring the starter circuit. This is not only dangerous, but may damage the machine.



- The engine, muffler, radiator, hydraulic line, etc., have parts that remain very hot even after the engine has been stopped. Be sure to avoid these parts, as touching them can result in burns. Radiator coolant, hydraulic fluid and oil also remain hot. Therefore, do not attempt to remove caps and plugs, etc., before these fluids have sufficiently cooled.
- Make sure the coolant temperature has dropped sufficiently before opening the radiator cap. Also, since the inside of the radiator is pressurized, when removing the cap, first loosen it to release the pressure before removing the cap completely.



- Wear clothes appropriate for working on equipment. Do not wear loose-fitting clothes as they may catch on the machine controls.
- When working on the equipment, use all safety gear, such as a helmet, safety glasses and shoes, that are required by law or regulation.
- Never perform maintenance while drowsy or under the influence of alcohol or drugs.



- Grease is under high pressure inside the hydraulic cylinder. It is very dangerous to loosen a grease nipple quickly as it may shoot off. Always loosen grease nipples slowly.
- And never face a grease nipple while loosening it.



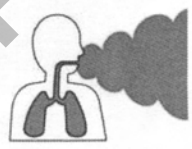
Be Ready for an Emergency

- Keep a first-aid kit and fire extinguisher close at hand so you can use it when needed.
- Keep emergency contact information for doctors, hospitals and ERs handy.



PREVENT A FIRE

- Fuel is very flammable and explosive under some conditions. Do not smoke or let flames or sparks in your work area.
- To prevent sparks from an accidental short circuit, always disconnect the battery negative cable first and connect it last.
- The battery gas can cause an explosion. Keep the sparks and open flame away from the top of battery, especially when you charge the battery.
- Make sure that you do not spill fuel on the engine.



KEEP A GOOD AIRFLOW IN THE WORK AREA

- If the engine is in operation, make sure that the area has good airflow. Do not operate the engine in a closed area. The exhaust gas contains poisonous carbon monoxide.



Dispose of Waste Fluids Properly

- Never dispose of waste fluids on the ground, in the gutter, a river, pond or lake. Always dispose of hazardous substances like waste oil, coolant and electrolytic fluid in accordance with the relevant environmental protection regulations.
- Keep the safety plates clean so they can be read. If a safety plate is damaged and comes off or becomes illegible, put a plate with the same warnings back in its place.

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ASSEMBLY

Connectting the Snowblower

(Figures 3)

1. Make sure the area is clear of any object that could interfere with the connection.
2. Make sure the drive system is functional and that there's no residue, snow or ice that would prevent them from operating properly.
3. **Figures 3a-3c:** Make sure the engagement shafts (items 2-8) and the hitches connection points (items 3-7-9-10) are clean and not covered with snow or ice.
4. **Figure 3c:** Make sure the "T" pins (item 7) of the equipment hitch is in the disengaged position.
5. **Figure 3a:** Place the engagement lever (item 1) in the unlock position by moving it completely rearward as illustrated.
6. **Figure 3b:** Make sure the snowblower is slightly tilted backwards as shown on figure.
7. Make sure the tractor PTO is disengaged.

⚠ **WARNING: To avoid serious injuries or death: never engage the tractor PTO when the engagement lever of the male hitch is in the unlocked position and there's no PTO driven equipment installed.**

8.

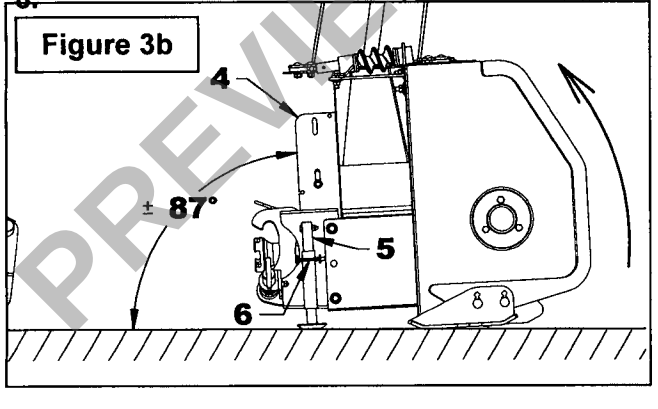
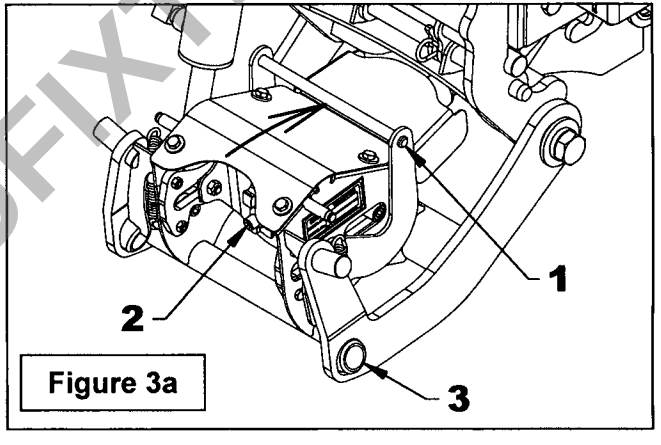
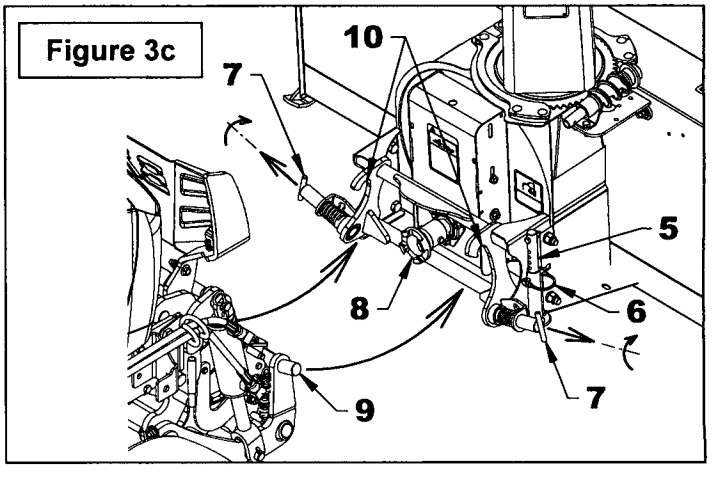


Figure 3c: Start the tractor, remove the parking brake and advance slowly making sure to align the snowblower female hitch with the male hitch of the tractor. Lower the male hitch enough so the two hitch pins (item 9) can be inserted in the hooks (item 10) of the snowblower hitch.

9. Raise the snowblower completely to correctly position the snowblower hitch with the tractor hitch.



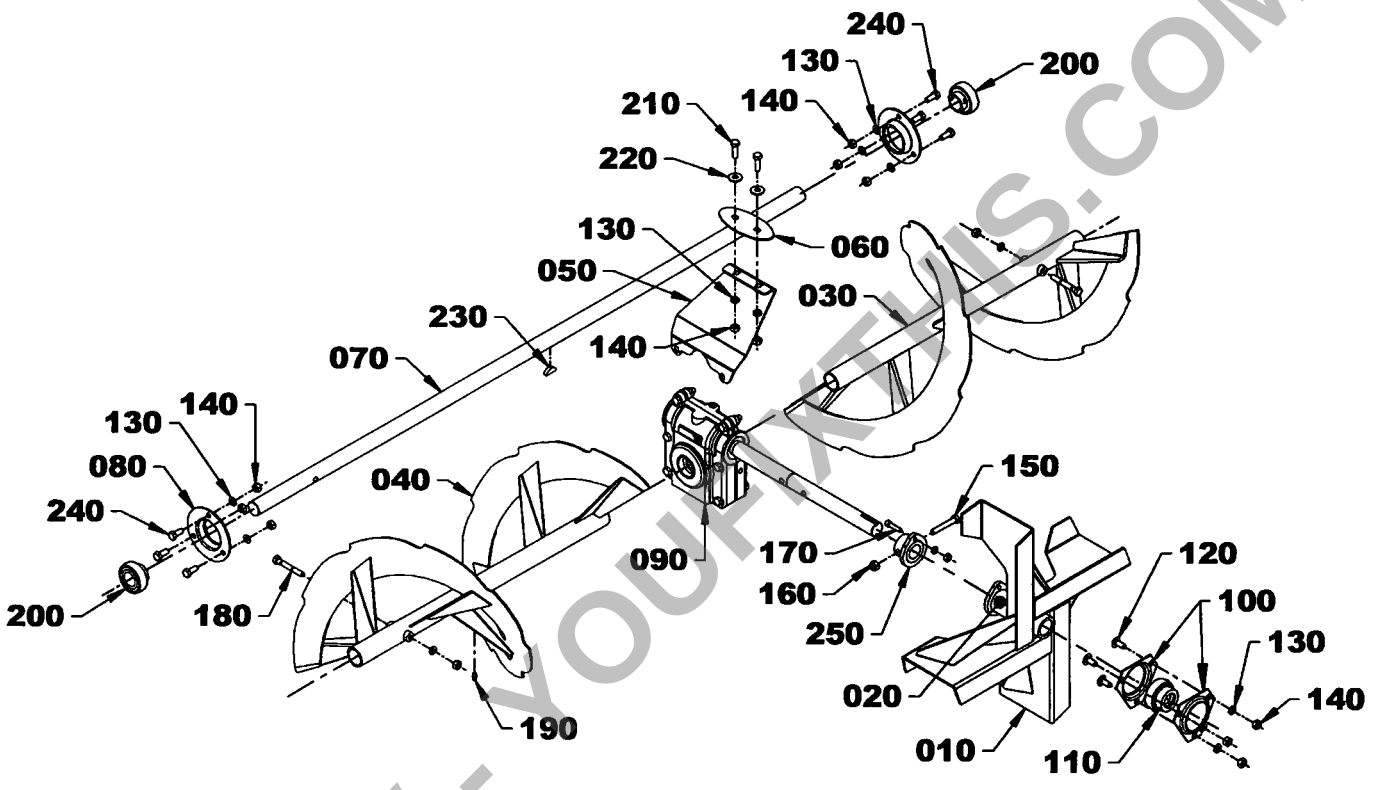


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PARTS

SNOWBLOWER - FRONT



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MAINTENANCE

IMPORTANT: Perform the required maintenance below without taking into account the intervals given in the following circumstances:

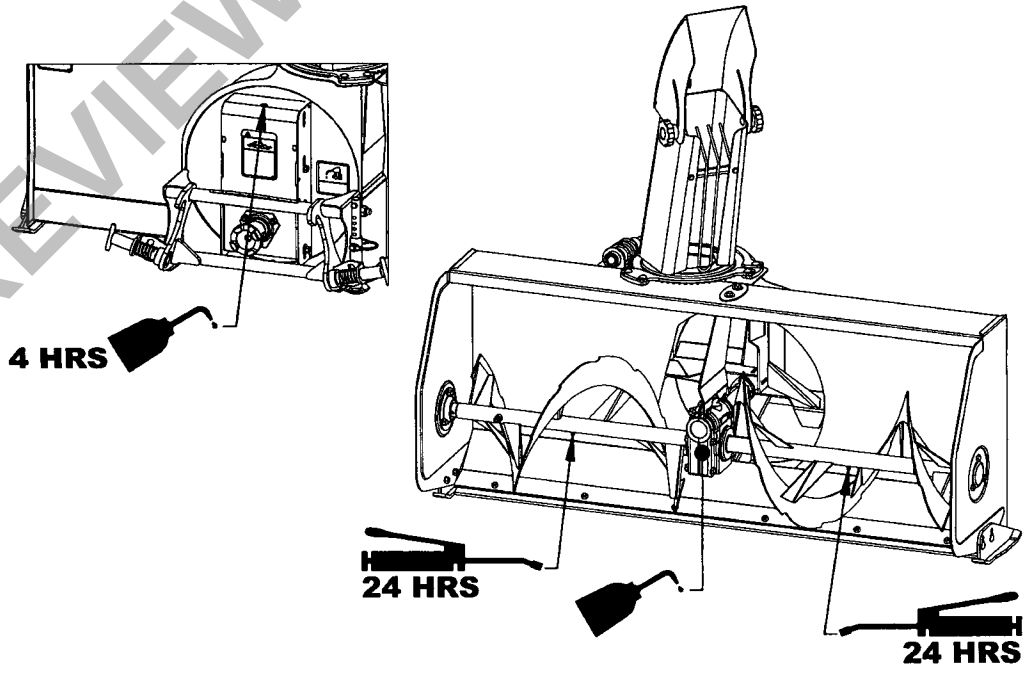
- At least once a year if the snowblower is used less than 20 hours annually.
- After each storage period.
- After each wash

MAINTENANCE SCHEDULE		
DESCRIPTION	**INTERVAL**	**REQUIRED MAINTENANCE**
Hardware	After the first 8 hours of operation	Tighten all nuts and bolts according to the Torque Specification Table.
	40 hours of operation	
Connection points	Before each equipment connection	Visual inspection of the clutch shaft, hydraulic/electric connectors and the hitch connection points. Clean if necessary
Connection system	After the first 8 hours of operation	Visual inspection. Tighten, repair or replace if necessary.
	40 hours of operation	

LUBRICATION

Use a grease gun and lubricate as follows:

DESCRIPTION	INTERVAL	REQUIRED LUBRICATION
Drive chain	4 hours And after each operation	Lubricate with chain saw lubricant
Auger	24 hours of operation or at least once a year	Inject grease in grease fitting of each auger section
Gearbox	Monthly	Check oil level. If needed, add AGMA 5EP extreme pressure oil, SAE 80W90 gear oil or equivalent



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TORQUE SPECIFICATION TABLE

GENERAL SPECIFICATION TABLE

USE THE FOLLOWING TORQUES WHEN SPECIAL TORQUES ARE NOT GIVEN

Note:These values apply to fasteners as received from supplier dry, or when lubricated with normal engine oil. They do not apply if special graphited or moly sidulphide greases or other extreme pressure lubricants are used. These values apply to dry conditions; under lubricated conditions reduce by 25% the torques in this table.

BOLT HEAD IDENTIFICATION

INCHES Bolt Size	Grade 2		Grade 5		Grade 8	
in-tpi [1]	N-m [2]	lbs-ft [3]	N-m	lbs-ft	N-m	lbs-ft
1/4" – 20NC	7.4	5.6	11	8	16	12
1/4" – 28NF	8.5	6	13	10	18	14
5/16" – 18NC	15	11	24	17	33	25
5/16" – 24NF	17	13	26	19	37	27
3/8" – 16NC	27	20	42	31	59	44
3/8" – 24NF	31	22	47	35	67	49
7/16" – 14NC	43	32	67	49	95	70
7/16" – 20NF	49	36	75	55	105	78
1/2" – 13NC	66	49	105	76	145	105
1/2" – 20NF	75	55	115	85	165	120
9/16" – 12NC	95	70	150	110	210	155
9/16" – 18NF	105	79	165	120	235	170
5/8" – 11NC	130	97	205	150	285	210
5/8" – 18NF	150	110	230	170	325	240
3/4" – 10NC	235	170	360	265	510	375
3/4" – 16NF	260	190	405	295	570	420
7/8" – 9NC	225	165	585	430	820	605
7/8" – 14NF	250	185	640	475	905	670
1" – 8NC	340	250	875	645	1230	910
1" – 12NF	370	275	955	705	1350	995
1 1/8" – 7NC	480	355	1080	795	1750	1290
1 1/8" – 12NF	540	395	1210	890	1960	1440
1 1/4" – 7NC	680	500	1520	1120	2460	1820
1 1/4" – 12NF	750	555	1680	1240	2730	2010
1 3/8" – 6NC	890	655	1990	1470	3230	2380
1 3/8" – 12NF	1010	745	2270	1670	3680	2710
1 1/2" – 6NC	1180	870	2640	1950	4290	3160
1 1/2" – 12NF	1330	980	2970	2190	4820	3560

METRIC Bolt Size	5.8 Class 5.8		8.8 Class 8.8		10.9 Class 10.9	
mm x pitch [4]	N-m	lbs-ft	N-m	lbs-ft	N-m	lbs-ft
M 5 X 0.8	4	3	6	5	9	7
M 6 X 1	7	5	11	8	15	11
M 8 X 1.25	17	12	26	19	36	27
M 8 X 1	18	13	28	21	39	29
M10 X 1.5	33	24	52	39	72	53
M10 X 0.75	39	29	61	45	85	62
M12 X 1.75	58	42	91	67	125	93
M12 X 1.5	60	44	95	70	130	97
M12 X 1	90	66	105	77	145	105
M14 X 2	92	68	145	105	200	150
M14 X 1.5	99	73	155	115	215	160
M16 X 2	145	105	225	165	315	230
M16 X 1.5	155	115	240	180	335	245
M18 X 2.5	195	145	310	230	405	300
M18 X 1.5	220	165	350	260	485	355
M20 X 2.5	280	205	440	325	610	450
M20 X 1.5	310	230	650	480	900	665
M24 X 3	480	355	760	560	1050	780
M24 X 2	525	390	830	610	1150	845
M30 X 3.5	960	705	1510	1120	2100	1550
M30 X 2	1060	785	1680	1240	2320	1710
M36 X 3.5	1730	1270	2650	1950	3660	2700
M36 X 2	1880	1380	2960	2190	4100	3220

[1] in-tpi = nominal thread diameter in inches-threads per inch
[2] N-m = newton-meters
[3] lbs-ft= pounds-foot
[4] mm x pitch = nominal thread diameter in millimeters x thread Pitch

*Torque tolerance +0%, -15% of torquing values. Unless otherwise specified use torque values listed above

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OPERATION

SNOW REMOVAL METHODS

When removing snow, do not use the snowblower as a dozer blade to push snow. Let the snowblower work its way through deep drifts. If the speed of your tractor is too fast, the snowblower may become overloaded and clog. For best results, raise the snowblower and remove a top layer of snow. A second pass with the snowblower will remove the remaining snow.

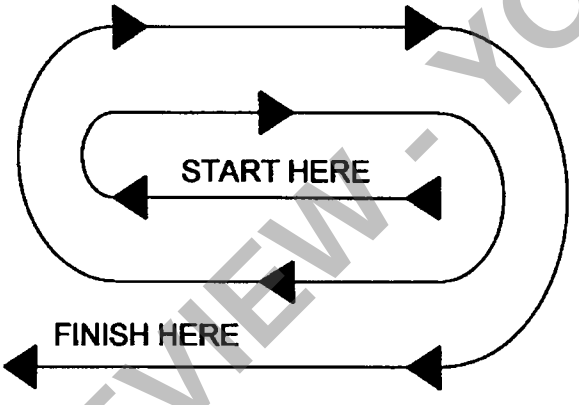
IMPORTANT: Use full RPM power when removing wet, sticky snow. Low RPM power will tend to clog the chute.

WARNING: Do not use hands or feet to unclog chute. Do not attempt to clear clogged chute of snow while tractor engine is running. If the chute clogs, disengage the PTO according to owner's manual, shut off the tractor engine, remove the ignition key, wait for all movement to stop, and then clear the snow from the chute.

A definite pattern of operation is required to thoroughly clean the snow area. These patterns will avoid throwing snow in unwanted places as well as eliminating a need to perform a second pass with the snowblower.

PATTERN 1

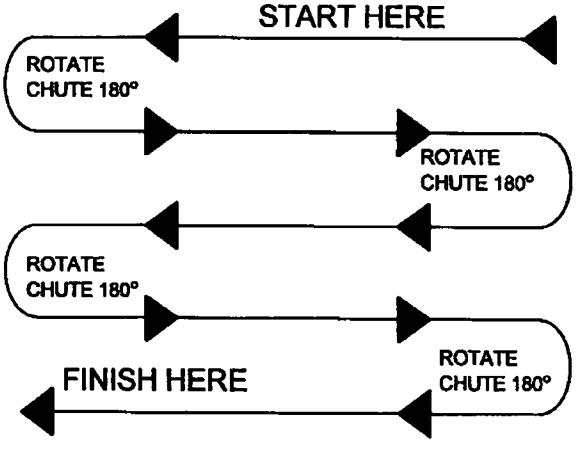
DISCHARGE SNOW BOTH SIDES



DISCHARGE SNOW BOTH SIDES

Where it is possible to throw the snow to the left and right (above), as on a long driveway, it is advantageous to start in the middle. Plow from one end to the other, throwing snow to both sides without changing the direction of the chute.

PATTERN 2



DISCHARGE SNOW THIS SIDE ONLY

If the snow can only be thrown to one side of the driveway or sidewalk (above), start on the opposite side. At the end of the first pass, rotate the discharge guide 180 degrees for the return pass. At the end of each succeeding pass, rotate the chute 180 degrees to maintain direction of throw in the same area.

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