



ARIENS
THE KING OF SNOW

Service Guide

Platinum Series Sno-Thro[®]

Models

921050 – Platinum 24 SHO
(SN 000101 +)

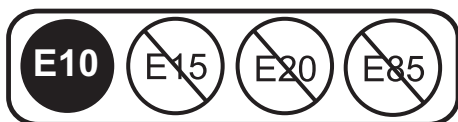
921051 – Platinum 30 SHO
(SN 000101 +)

921052 – Platinum 28 Track SHO
(SN 000101 +)

921053 – Platinum 24 SHO EFI
(SN 000101 +)

921057 – Platinum 28 SHO RapidTrak
(SN 000101 +)

921327 – Platinum 24 SHO EFI CE
(SN 000101 +)



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WELCOME

Before operating or servicing the unit, carefully and completely read the Operator's Manual and engine manual provided with the unit at time of purchase. They contain important safety instructions and information about unit controls.

Have Questions or Need Assistance?

www.ariens.com

A parts manual and an operator's manual for your unit are available for free download or purchase at ariens.com.

Ariens recommends using only genuine Ariens replacement parts on this unit. Using unauthorized parts may adversely affect the performance, durability or safety of this unit and may void the warranty. Installing unauthorized parts will not automatically void the warranty; however, the warranty will not apply if the installation and use of unauthorized parts damages the unit. The Ariens warranty applies solely to defects in Ariens materials and / or factory workmanship. Ariens disclaims liability for any claims or damages – whether warranty, property damage, personal injury or death – arising from using unauthorized replacement parts.

Be aware of your mechanical aptitude when applying information in this manual for service and / or repairs. If you are not comfortable or capable of completing service and / or repairs to the machine, take the machine to an authorized Ariens service dealer.

SAFETY

Read these safety rules and follow them closely. Failure to follow these rules could lead to loss of control of unit, severe personal injury or death to you or bystanders, or result in damage to property or the machine.

PRACTICES & LAWS

Practice usual and customary safe working precautions. Learn applicable rules and laws in your area. Always follow the practices set forth in this manual.

EMISSION CONTROL SYSTEM

This equipment and/or its engine may include exhaust and evaporative emissions control system components required to meet U.S. Environmental Protection Agency (EPA) and/or California Air Resources Board (CARB) regulations. Tampering with emission controls and components by unauthorized personnel may result in severe fines or penalties. Emission controls and components can only be adjusted by an Ariens Company dealer or an authorized engine manufacturer's service center. Contact your Ariens Company Equipment Retailer concerning emission controls and component questions.

REQUIRED OPERATOR TRAINING



Read and understand the Operator's Manual and decals on the unit. This information is for your safety and the proper use of your equipment. Failure to follow these instructions and warnings may cause death or serious

injury. If you have purchased this product from an Ariens dealer, the dealer can provide you with training.

Familiarize yourself and any other operators with all controls and the safe use of the features of this unit. If you loan, rent or sell this product to others, provide them with all manuals.

If you have any questions, please call our customer support line at 920-756-4688 or contact us at www.ariens.com. Do not use this equipment if, after reading the Operator's Manual and the on-board decals, you have any questions about the safe use of this product.



WARNING: AVOID INJURY. This snow thrower is capable of crushing or amputating body parts. Failure to observe the safety instructions in the manuals and on decals could result in serious injury or death.

ALWAYS disengage auger, stop unit and engine, remove key and allow moving parts to stop before leaving operator's position.

SAFETY ALERT SYMBOL



This is the safety alert symbol. It means:

- **ATTENTION!**
- **YOUR SAFETY IS INVOLVED!**

When you see this symbol:

- **BECOME ALERT!**
- **OBEY THE MESSAGE!**

SIGNAL WORDS

The safety alert symbol above and signal words below are used on decals and in this manual. Read and understand all safety messages.

1. Danger



DANGER: Indicates an **IMMINENTLY HAZARDOUS SITUATION!** If not avoided, **WILL RESULT** in death or serious injury.

2. Warning



WARNING: Indicates a **POTENTIALLY HAZARDOUS SITUATION!** If not avoided, **COULD RESULT** in death or serious injury.

3. Caution



CAUTION: Indicates a **POTENTIALLY HAZARDOUS SITUATION!** If not avoided, **MAY RESULT** in minor or moderate injury. It may also be used to alert against unsafe practices.

4. Notice

NOTICE: Indicates information or procedures that are considered important but not hazard related. If not followed, property damage could result.

5. Important

IMPORTANT: Indicates general reference information worthy of special attention.

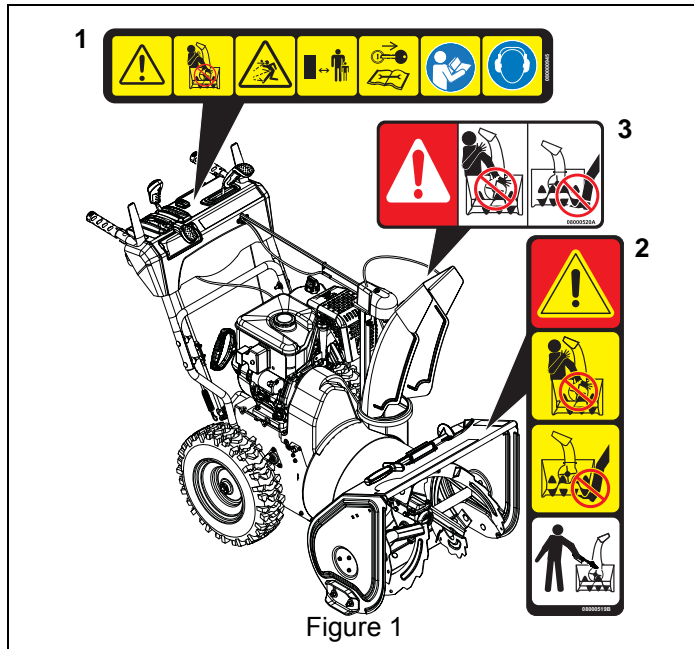
SAFETY DECALS

The safety decals on your machine are visual reminders of the important safety information in this manual. All messages on your unit must be fully understood and carefully followed. Safety decals on the machine are explained below.

Always replace missing or damaged safety decals. Replacement decal information is in the parts manual for your machine. Decals can be ordered from your dealer.

See Figure 1 for safety decal locations.

Safety Decal Locations



Safety Decal Descriptions

1. CAUTION!



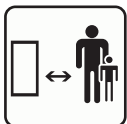
Danger!



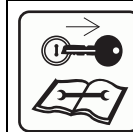
Only use clean-out tool to clear blockages. NEVER use your hands.



NEVER direct discharge towards persons or property that may be injured or damaged by thrown objects.



Keep people away from unit while operating. Keep children out of work area and under watchful care of a responsible adult.



Stop engine, remove key, and read manual before making any repairs or adjustments.



Read Operator's Manual.



Wear appropriate hearing protection.

2. DANGER!



Danger!



ROTATING PARTS! Only use clean-out tool to clear blockages. NEVER use your hands.



High-speed auger/impeller rotates below discharge opening. Wait for all moving parts to stop before removing clogs or servicing.



3. DANGER!



Danger!

ROTATING PARTS! Keep clear of auger while engine is running.

- Read Operator's Manual.



- Allow operation only by properly-trained adult, never children.



- Stop engine and remove ignition key prior to leaving the operator's position for any reason.

- Keep all controls, guards and safety devices properly serviced and functional.

- NEVER direct discharge towards persons or property that may be injured or damaged by thrown objects.

SAFETY RULES

The following safety instructions are based on the B71.3 specifications of the American National Standards Institute in effect at the time of production.

Training

Read, understand and follow all instructions on the machine and in the manual(s) before operating this unit. Be thoroughly familiar with the controls and the proper use of the equipment. Know how to stop the unit and disengage the controls quickly.

Never allow children to operate or play on or near the equipment. Never allow adults to operate the equipment without proper instruction.

Keep the area of operation clear of all persons, particularly small children. Be alert and shut off unit if children enter area.

Exercise caution to avoid slipping or falling, especially when operating the snow thrower in reverse.

Always remove key and/or wire from spark plug before assembly, maintenance or service. Unintentional engine start up can cause death or serious injury.

Complete a walk-around inspection of the unit to understand the unit, your work area and all safety decals.

Understand how to operate all controls, the functions of all controls and how to STOP in an emergency.

Preparation

Always check overhead and side clearances carefully before operation.

Always be aware of traffic when operating near streets or along curbs.

Thoroughly inspect the area where the equipment is to be used and remove all doormats, sleds, boards, toys, wires and other foreign objects.

Disengage all clutches and shift into neutral before starting the engine.

Use extension cords and receptacles as specified by the manufacturer for all units with electric drive motors or electric starting motors.

Handle fuel with care; it is highly flammable.

- Use an approved fuel container.
- Never add fuel to a running engine or hot engine.
- Fill fuel tank outdoors with extreme care. Never fill fuel tank indoors.
- Never fill containers inside a vehicle or on a truck or trailer bed with a plastic liner. Always place containers on the ground, away from your vehicle, before filling.
- When practical, remove gas-powered equipment from the truck or trailer and refuel it on the ground. If this is not possible, then refuel such equipment on a trailer with a portable container, rather than from a gasoline dispenser nozzle.
- Keep the nozzle in contact with the rim of the fuel tank or container opening at all times, until refueling is complete. Do not use a nozzle lock-open device.
- Replace gasoline cap securely and wipe up spilled fuel.
- If fuel is spilled on clothing, change clothing immediately.

Adjust the auger / impeller housing height to clear gravel or crushed rock surface.

Never attempt to make any adjustments while the engine is running (except when specifically recommended by manufacturer).

Always allow unit and engine to adjust to outdoor temperature before clearing snow.

Operation

Disengage all controls before starting engine.

Never leave a running unit unattended. Always stop engine and remove key before leaving unit to prevent unauthorized use.

Do not put hands or feet near or under rotating parts. Keep clear of the discharge opening at all times.

Moving and/or rotating parts can cut off body parts such as fingers or a hand. NEVER place your hands, other body part or clothing near any moving parts while unit is running.

Always keep hands away from all pinch points.

Do not touch parts which might be hot from operation. Allow parts to cool before attempting to maintain, adjust or service.

Thrown objects can cause injury. Check for weak spots on docks, ramps or floors. Avoid uneven work areas and rough terrain and stay alert for hidden hazards.

Exercise extreme caution when operating on or crossing gravel drives, walks or roads. Stay alert for hidden hazards or traffic.

After striking a foreign object, stop the engine, remove the wire from the spark plug, disconnect the cord on electric motors, thoroughly inspect the snow thrower for any damage, and repair the damage before restarting and operating the snow thrower.
If the unit should start to vibrate abnormally, stop the engine and check immediately for the cause. Vibration is generally a warning of trouble.
Stop the engine whenever you leave the operating position, before unclogging the auger / impeller housing or discharge chute, and when making any repairs, adjustments or inspections.
When cleaning, repairing or inspecting the snow thrower, stop the engine and make certain the auger / impeller and all moving parts have stopped. Disconnect the spark plug wire and keep the wire away from the plug to prevent someone from accidentally starting the engine.
Do not run the engine indoors, except when starting the engine and for transporting the snow thrower in or out of the building. Open the outside doors; exhaust fumes are dangerous.
Never operate the snow thrower without proper guards, and other safety protective devices in place and working.
Always stand clear of the discharge area when operating this unit.
Never direct the discharge toward people or areas where injury or property damage can occur from thrown objects. Keep children and others away.
Do not overload the machine capacity by attempting to clear snow at too fast a rate.
Never operate the machine at high transport speeds on slippery surfaces. Look behind and use care when operating in reverse.
Do not operate in reverse unless absolutely necessary. Always back up slowly and look down and behind before and while backing.
Do not carry passengers.
Disengage attachment when not in use and when traveling from one work area to another.
Disengage power to the auger / impeller when snow thrower is transported or not in use.
Use only attachments and accessories approved by the manufacturer of the snow thrower (such as wheel weights, counterweights or cabs).
This product is equipped with an internal combustion engine. Do not use unit on or near any unimproved, forest-covered or brush-covered land unless exhaust system is equipped with a spark arrester meeting applicable local, state or federal laws. A spark arrester, if used, must be maintained in effective working order by operator.

Never operate the snow thrower without good visibility or light. Always be sure of your footing, and keep a firm hold on the handles. Walk; never run.
Never operate unit after or during the use of medication, drugs or alcohol. Safe operation requires complete and unimpaired attention at all times.
Never allow anyone to operate this unit when their alertness or coordination is impaired.
Never touch a hot engine or muffler.
Avoid contact with sharp edges; sharp edges can cut.
Do not throw snow higher than necessary.

Clearing a Clogged Discharge Chute

Hand contact with the rotating auger / impeller inside the discharge chute is the most common cause of injury associated with snow throwers. Never use your hand to clean out the discharge chute.

To clear the chute:

1. SHUT THE ENGINE OFF!
2. Wait 10 seconds to be sure the auger / impeller blades have stopped rotating.
3. Always use a clean-out tool, not your hands.

Maintenance and Storage

Secure unit so it will not tip over during maintenance.
Before cleaning, removing clogs or making any inspections, repairs, etc., disengage clutch(es), stop engine, remove key, allow moving parts to stop and hot parts to cool.
Check shear bolts and other bolts at frequent intervals for proper tightness to be sure the equipment is in safe working condition.
Check clutch and brake operation frequently.
Do not change engine governor settings and do not over-speed engine.
Adjust and service as required. Motion of drive wheels and auger / impeller must stop quickly when clutch levers are released.
Always maintain unit in safe operating condition. Damaged or worn out muffler can cause fire or explosion.
Keep unit free of ice or other debris. Clean up oil or fuel spills.
Always keep protective structures, guards, and panels in good repair and secured in place. Never modify or remove safety devices.
Never store the machine with fuel in the fuel tank inside a building where ignition sources are present such as hot water heaters, space heaters or clothes dryers. Close fuel valve and allow the engine to cool completely before storing in any enclosure or covering the unit.

Always refer to operator's manual for important details if the snow thrower is to be stored for an extended period.

Maintain or replace safety and instruction labels as necessary.

Run the machine a few minutes after throwing snow to prevent freeze-up of the auger / impeller.

Personal Protection

Do not operate the equipment without wearing adequate winter garments. Avoid loose fitting clothing that can get caught in moving parts. Wear footwear that will improve footing on slippery surfaces.

Wear adequate safety gear, including safety glasses with side shields and protective gloves.

Do not wear loose clothing or jewelry, and tie back hair that may get caught in rotating parts.

NEVER attempt to unclog or clean unit while engine is running. Rotating auger / impeller can cause serious injury.

Protect eyes, face and head from objects that may be thrown from unit. Wear appropriate hearing protection.

Always wear safety glasses or eye shields during operation or while performing an adjustment or repair to protect eyes from foreign objects that may be thrown from the machine.

Slope Operation

Exercise extreme caution when operating on slopes. DO NOT operate on steep slopes. DO NOT clear snow across the face of slopes; go up and down. Keep all movement on slopes slow and gradual.

Use a slow speed to avoid stops or shifts on slopes. Avoid starting or stopping on a slope. Do not park unit on a slope unless absolutely necessary. When parking on a slope always block the wheels.

Do not operate near drop-offs, ditches, or embankments. Unit can suddenly turn over if a wheel is over the edge of a cliff or ditch, or if an edge caves in.

Fuel

DO NOT run engine in an enclosed area. Always provide good ventilation. Fumes from engine exhaust can cause injury or death.

Fuel is highly flammable and its vapors are explosive. Handle with care. Use only an approved gasoline container with an appropriately-sized dispensing spout.

No smoking, no sparks, no flames. Always allow engine to cool before servicing.

Never fill fuel tank when engine is running or hot from operation.

Never fill or drain fuel tank indoors.

Replace fuel cap securely and clean up spilled fuel.

Never fill fuel containers inside a vehicle or on a truck or trailer bed with a plastic liner. Always place containers on the ground away from your vehicle before filling.

When practical, remove gas-powered equipment from the truck or trailer and refuel it on the ground. If this is not possible, then refuel on a trailer with a portable container, rather than from a gasoline dispenser nozzle.

Keep the nozzle in contact with the rim of the fuel tank or container opening at all times until fueling is complete. Do not use a nozzle lock-open device.

If fuel is spilled on clothing, change clothing immediately.

Properly remove fuel before tipping unit up onto housing to avoid spills.

Towing/Transporting

Always stop engine, remove key and close fuel valve or drain fuel when transporting unit on a truck or trailer.

Use extra care when loading or unloading unit onto trailer or truck. Secure unit chassis to transport vehicle. Never secure from rods or linkages that could be damaged. Do not transport machine while engine is running.

Accessories

Use only Ariens Company-recommended attachments or accessories that are designed for your unit and that are appropriate to your use and can be used safely in your application.

DRAINING FUEL SYSTEM

1. Move unit to an open, well-ventilated area with no flames or sparks.
2. Remove fuel tank cap and siphon fuel into a clean gasoline container.
3. Reinstall fuel tank cap and tighten.
4. Start engine to burn remaining fuel in fuel system and leave engine running until it “runs dry” and stops. Refer to Operator’s Manual for engine start procedure.
5. Stop engine, remove key and close fuel valve.

SERVICE POSITION

See Figure 2.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

NOTICE: NEVER store unit in service position.

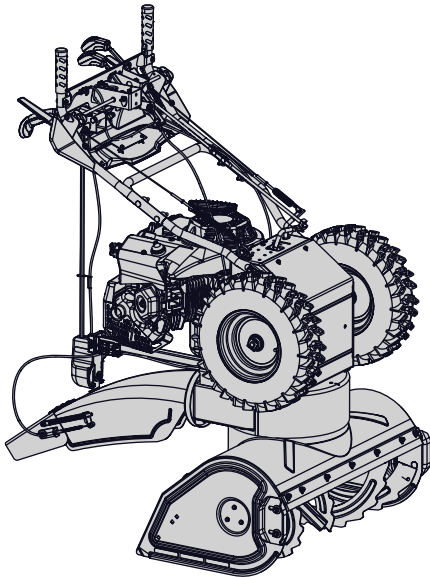


Figure 2

SEPARATE HOUSING FROM FRAME

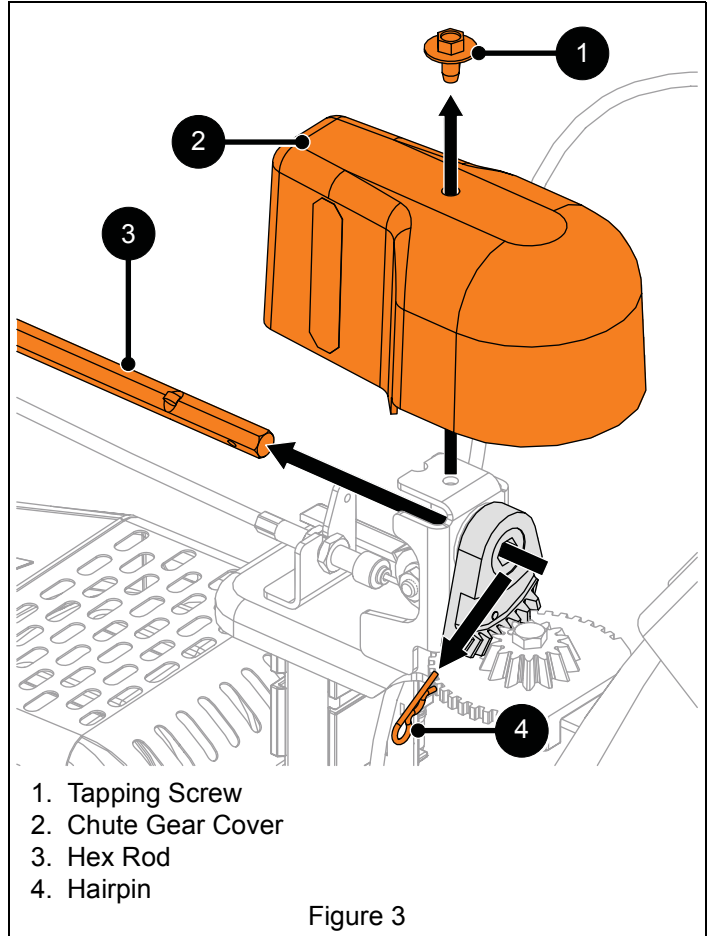
Remove Auger Housing

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove hardware retaining chute gear cover to chute pedestal and remove cover.

See Figure 3.

4. Remove hairpin from hex rod and remove hex rod from chute gears.



1. Tapping Screw
2. Chute Gear Cover
3. Hex Rod
4. Hairpin

Figure 3

5. Remove hex rod from dash panel.

IMPORTANT: Discharge chute control designs differ based on serial number. Generation 2 chute control designs appear as shown in Figure 4 and Generation 3 chute control designs appear as shown in Figure 5. Continue to step 7 for service to units with Generation 2 designs and advance to step 11 for service to units with Generation 3 designs.

Generation 2 Chute Control Designs

See Figure 4.

6. Remove hairpin and cable eyelet from chute control assembly.
7. With a pliers, compress cable anchor tabs and remove anchor from chute control assembly.
8. Guide cable end through hole in dash panel.

IMPORTANT: Reinstall hairpin into clevis pin so it is not misplaced.

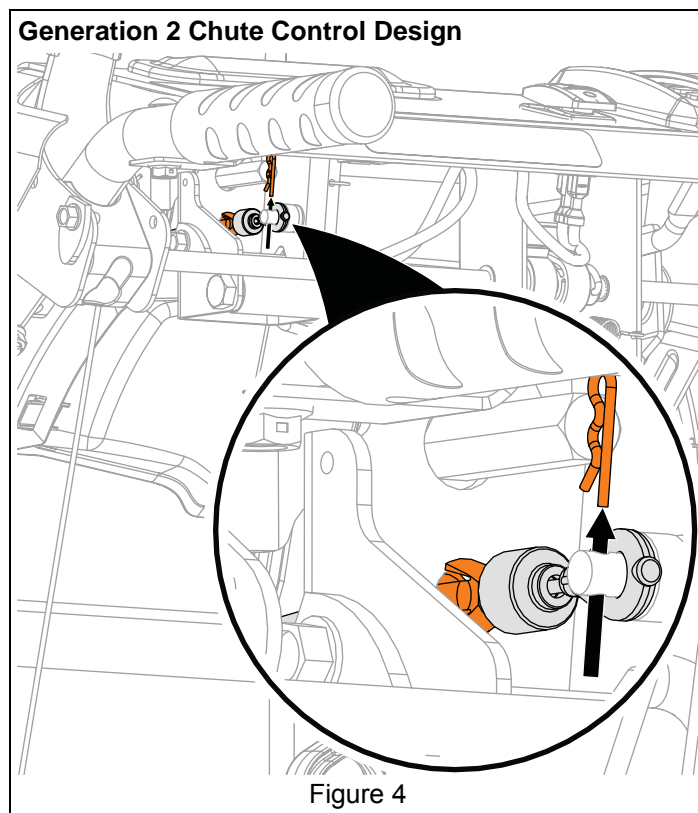


Figure 4

9. Advance to step 16.

Generation 3 Chute Control Designs

See Figure 5.

10. Remove hairpin from clevis pin and partially remove clevis pin from chute control assembly.
11. With a pliers, compress cable anchor tabs and remove anchor from chute control assembly.
12. Guide cable end through hole in dash panel.

IMPORTANT: Reinstall hairpin into clevis pin so it is not misplaced.

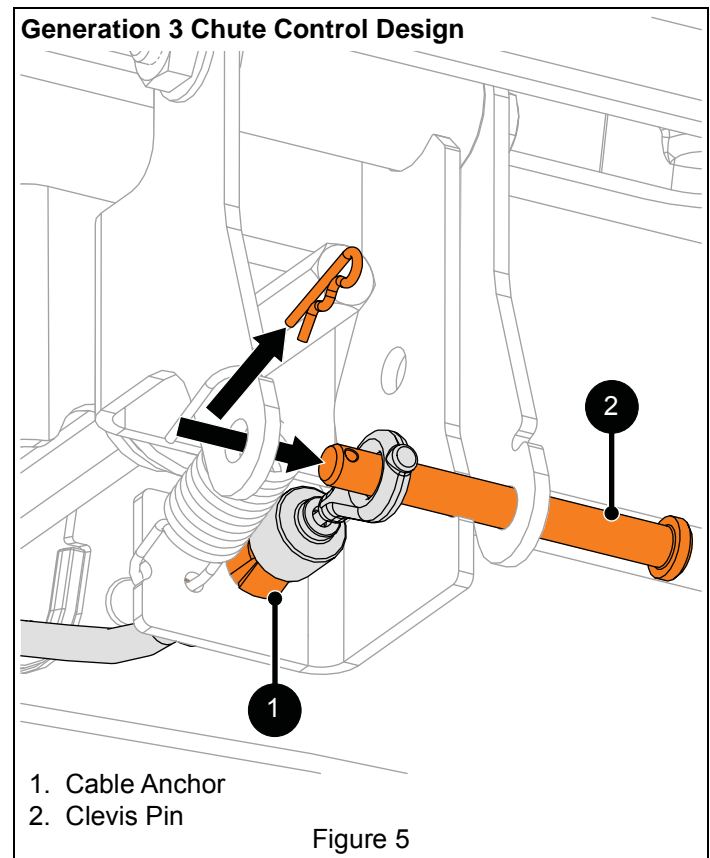
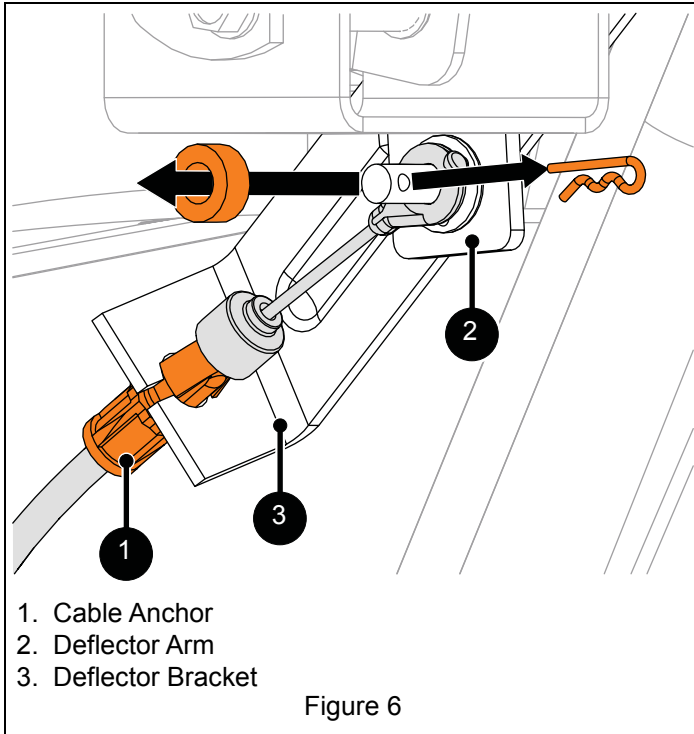


Figure 5

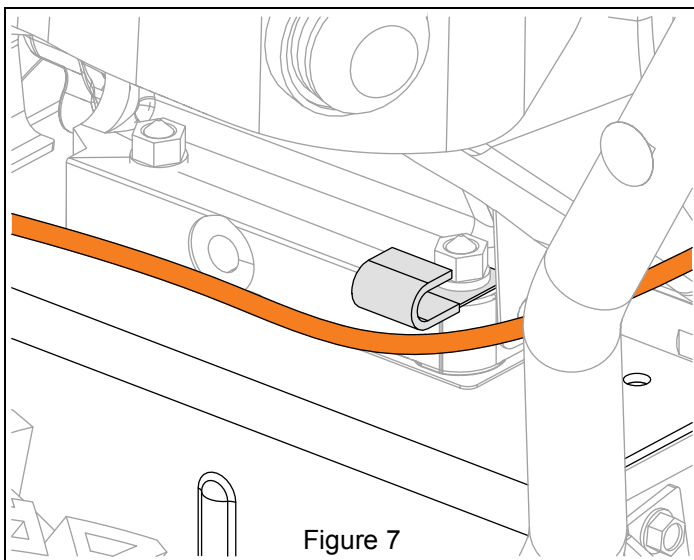
See Figure 7.

13. Remove hairpin, sleeve bushing and cable eyelet from deflector arm under dash panel.
14. With a pliers, compress cable anchor tabs and remove anchor from deflector bracket.

IMPORTANT: Reinstall sleeve bushing and hairpin so parts are not misplaced.

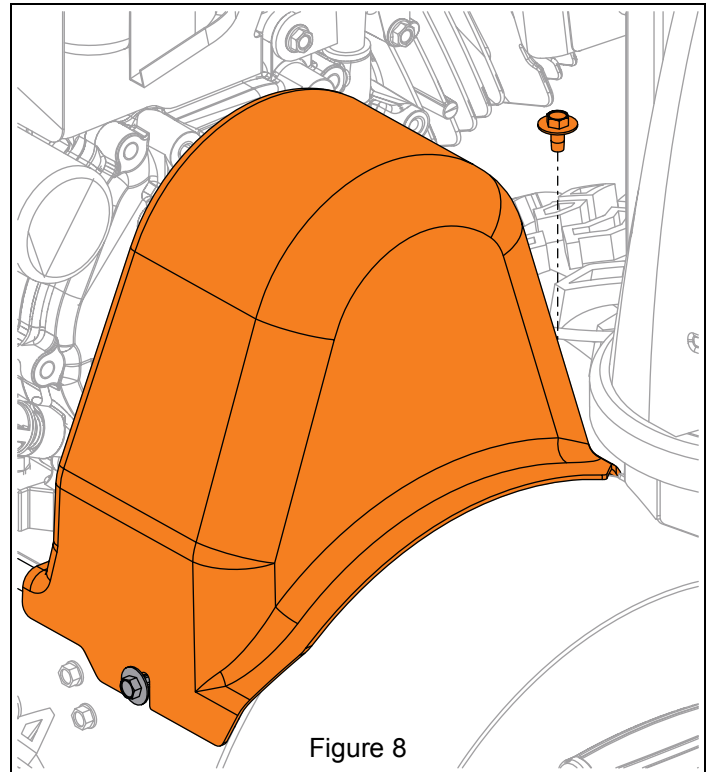


15. Remove chute deflector cable from J-clamp on engine mount. See Figure 8.

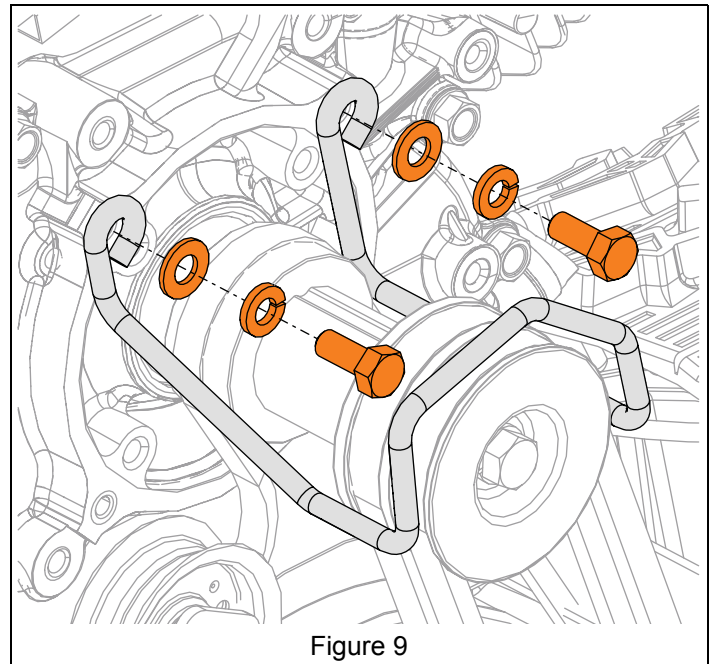


See Figure 9.

16. Remove tapping screw securing left side of belt cover to frame.
17. Loosen, but DO NOT remove tapping screw securing right side of belt cover to frame and remove belt cover.



18. Remove hardware retaining belt finger to engine and remove belt finger. See Figure 10.



WARNING: AVOID INJURY. Attachment sheave edges are sharp. Wear thick gloves to remove belts from attachment sheave.

See Figure 11.

19. Remove attachment drive belts from attachment sheave.

To assist belt removal, slowly pull recoil starter handle while gently guiding belts out of attachment sheave.

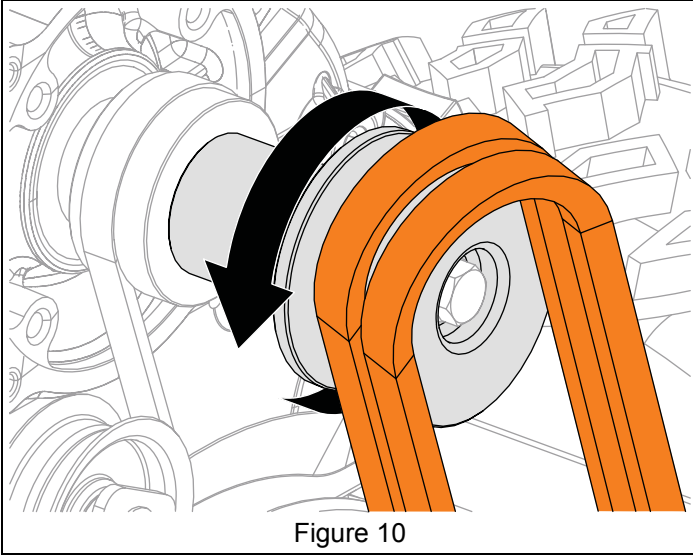


Figure 10

See Figure 12.

20. Position support, such as a trash can, under handlebars so tractor / frame remains upright when separated from auger housing.
21. Chock or block wheels to prevent tractor / frame movement.

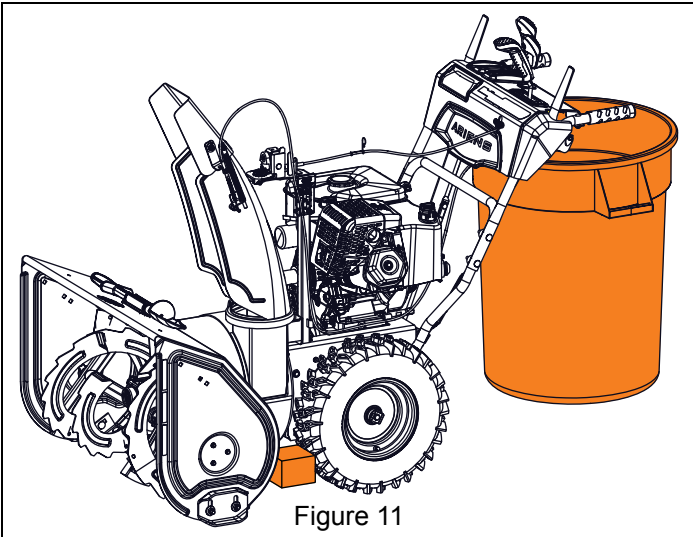


Figure 11

See Figure 13.

22. Remove hardware securing auger housing to frame.
23. Lift auger housing rear slightly to disengage from mount rod and separate from unit.

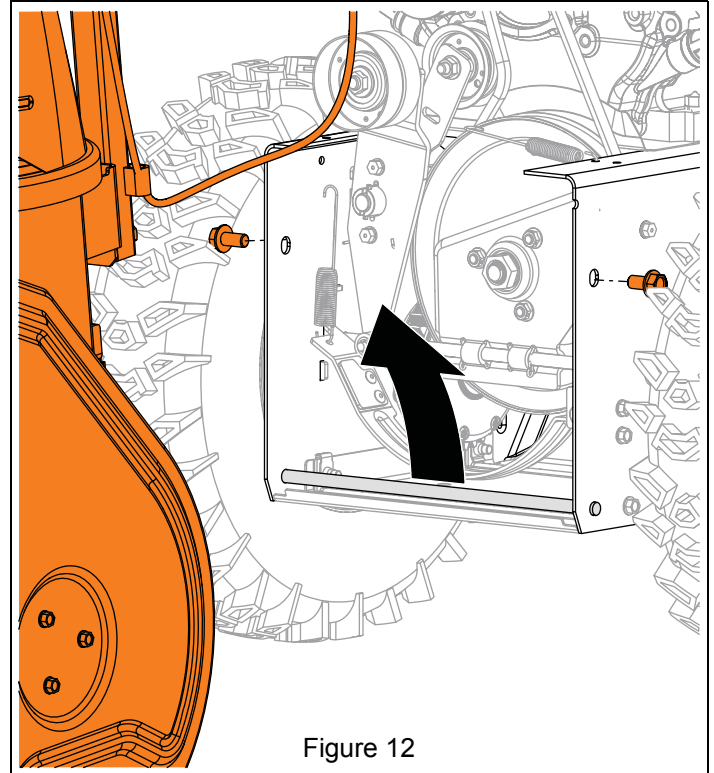
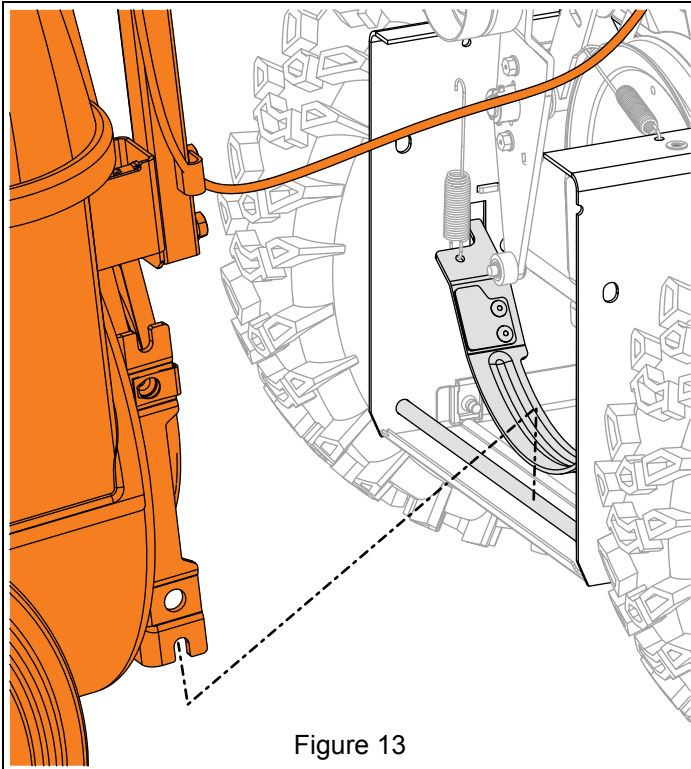


Figure 12

Reinstall Auger Housing

See Figure 14.

1. With assistance from an adult helper, engage attachment clutch lever so attachment brake will not obstruct attachment drive pulley in step 2.
2. Lift auger housing rear and lower mount brackets onto mount rod.



3. Release attachment clutch lever.
4. Align holes in mount brackets with holes in frame and secure housing to frame with two hex bolts, but DO NOT tighten.

IMPORTANT: Unit must be on a flat, level surface during steps 5 – 7.

5. Check tire pressure and adjust if necessary. Refer to Operator's Manual for specification.
6. Torque hex bolts installed in step 4 to 33.8 N•m – 70.1 N•m (24.9 lb-ft – 51.7 lb-ft).
7. Loosen skid shoe hardware and adjust skid shoes. Refer to Operator's Manual for adjustment procedure.

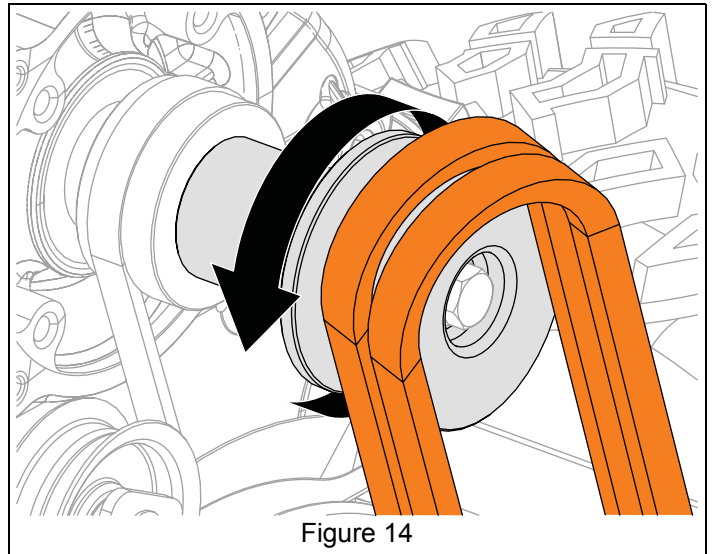
See Figure 15.



WARNING: AVOID INJURY. Attachment sheave edges are sharp. Wear thick gloves to install belts onto attachment sheave.

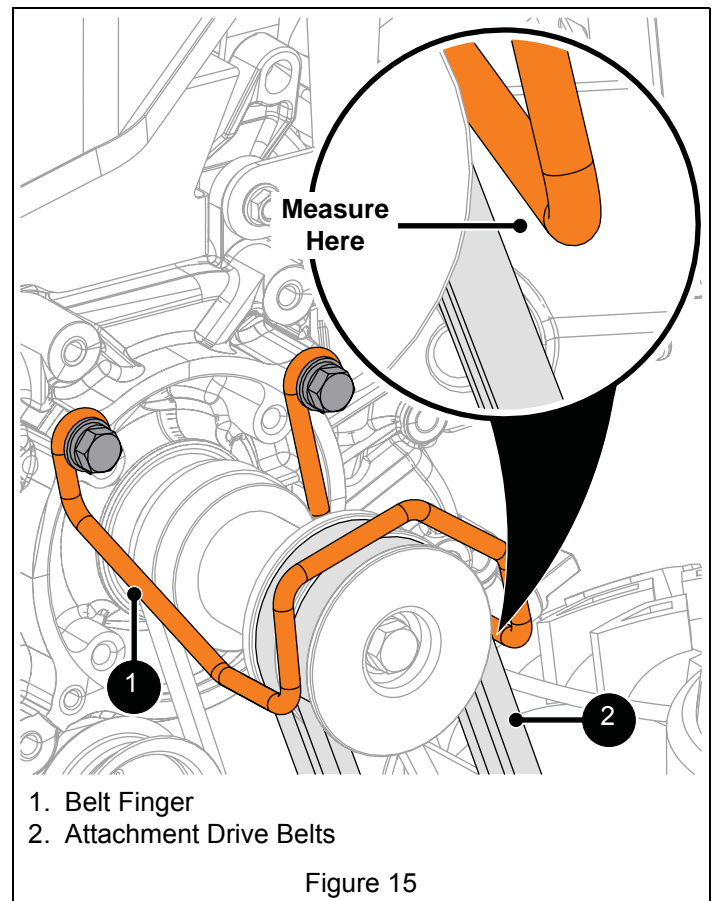
8. Reinstall attachment drive belts onto attachment sheave.

To assist belt installation, slowly pull recoil starter handle while gently guiding belts onto attachment sheave.



See Figure 16.

9. Reinstall belt finger and secure with two flat steel washers, two locking washers and two hex bolts.
10. Check belt finger clearance:
 - Engage attachment clutch lever and make sure belt finger located opposite belt idler is less than 3.2 mm (1/8") from belt, but not touching the belt.
 - If needed, adjust clearance by loosening hex bolts, repositioning belt finger, and tightening bolts.

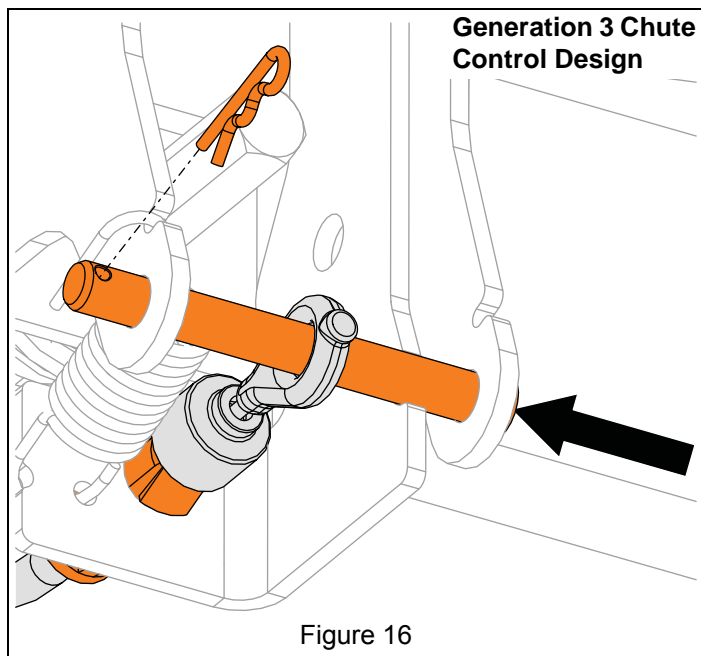


11. Reinstall belt cover and secure left side with tapping screw. Position right side under tapping screw and tighten.
15. Insert hex rod end without ears into dash panel until opposite end clears chute gears.
16. Position discharge chute facing forward.
17. Position chute rotation lever upright and insert hex rod through chute gear until it stops.
18. Reinstall hairpin into hex rod.
19. Insert chute lock cable through hole in dash panel and insert cable anchor into chute control assembly.
20. For service to models with a Generation 3 chute control design, continue to step 21. For service to models with a Generation 2 chute control design, advance to step 23.

Generation 3 Chute Control Design

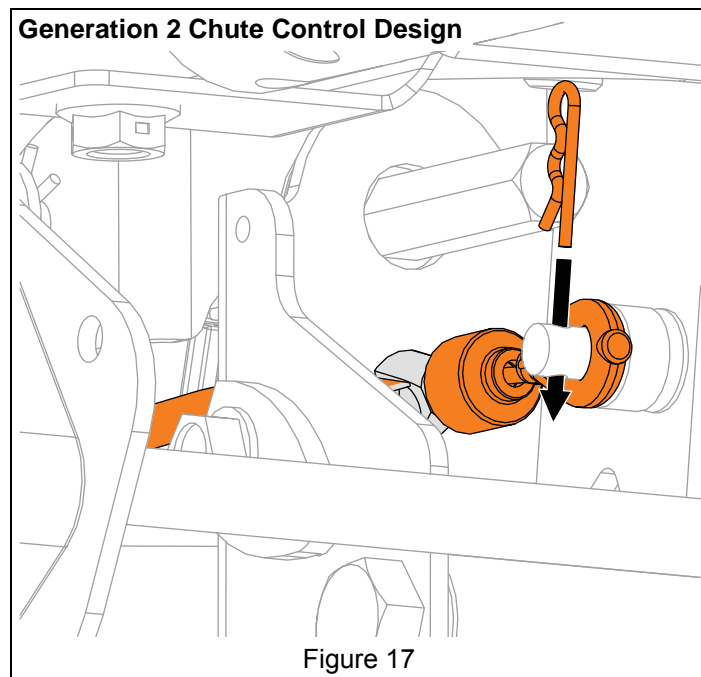
See Figure 17.

21. Remove hairpin from clevis pin and reinstall cable eyelet onto clevis pin.
22. Insert clevis pin through chute control bracket and secure with hairpin.



Generation 2 Chute Control Design

23. Remove hairpin from chute control assembly and reinstall cable eyelet onto assembly. Reinstall hairpin. See Figure 18.



All Models

24. Reinstall gear cover and secure with tapping screw.
25. Reinstall chute deflector cable into J-clamp on engine mount.
26. Reinstall deflector cable anchor into deflector bracket.
27. Remove sleeve bushing and hairpin from deflector arm and reinstall cable eyelet onto deflector arm. Reinstall sleeve bushing and hairpin. See Figure 7.
28. Reconnect spark plug wire.
29. Adjust chute lock cable and deflector cable. Refer to operator's manual for instructions.

IMPORTANT: Check all adjustments after first use.



WARNING: AVOID INJURY. Auger / impeller must stop within 5 seconds when attachment clutch lever is released.

BOTTOM COVER REMOVAL

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position. See *Service Position* on page 7.
4. *Models 921050, 921051, 921327:* Advance to step 10.

Models 921052, 921057

5. Rotate track to the raised position. Refer to operator's manual.

See Figure 19.

6. Remove hairpin and cable eyelet from lock finger.
7. Loosen cable adjustment barrel nuts and remove cable from height-adjuster bracket.

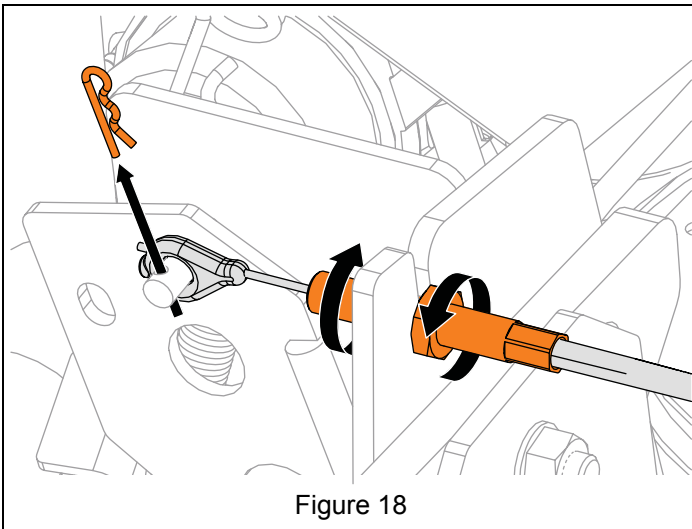


Figure 18



CAUTION: AVOID INJURY. The track carriage will rotate freely without the height-adjuster bracket. Keep fingers and hands away from pinch points.

See Figure 20.

8. Remove three top-lock flange nuts retaining height-adjuster plate. Remove plate and remaining hardware.

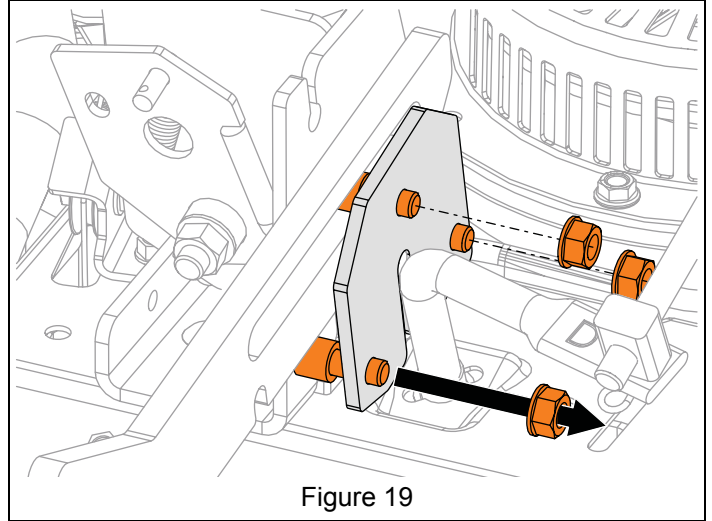


Figure 19

9. Move height-adjuster stop to the right and rotate away from frame. See Figure 21.

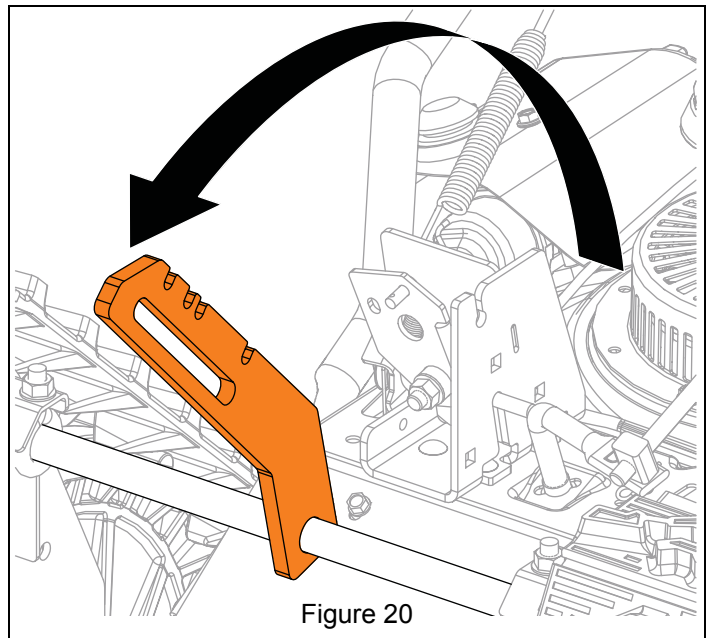


Figure 20

All Models

10. Remove hardware retaining bottom cover to frame and remove cover. See Figure 22.

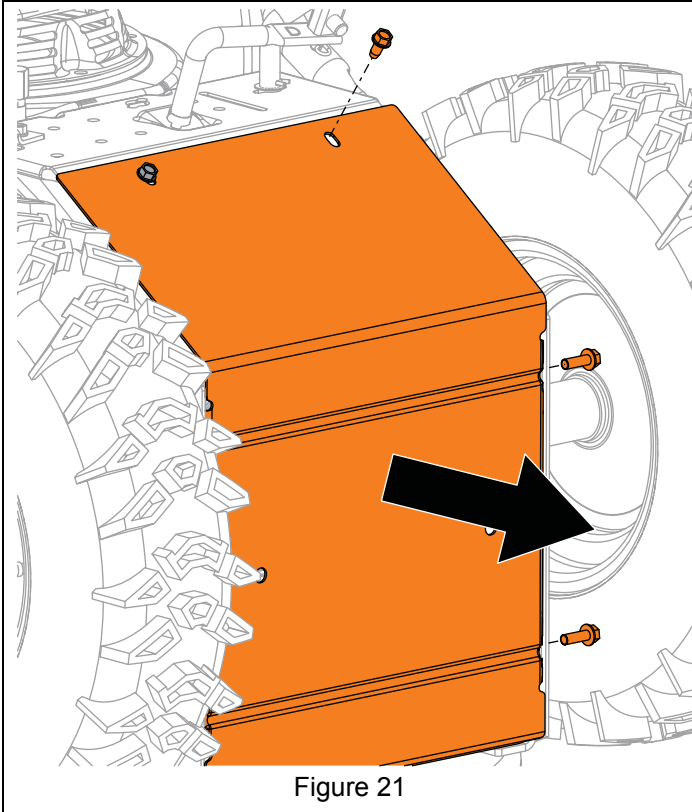


Figure 21

Install Bottom Cover

1. Reinstall bottom cover and secure with two tapping screws and four hex bolts.
2. *Models 921050, 921051, 921327:* Advance to step 9.

Models 921052, 921057

See Figure 23.



CAUTION: AVOID INJURY. Height adjuster is unsecured until hardware is reinstalled. Be careful not to bump adjuster from position on lock finger. Keep hands away from pinch points.

3. Support track carriage, rotate height adjuster stop to original position and align with lock finger.

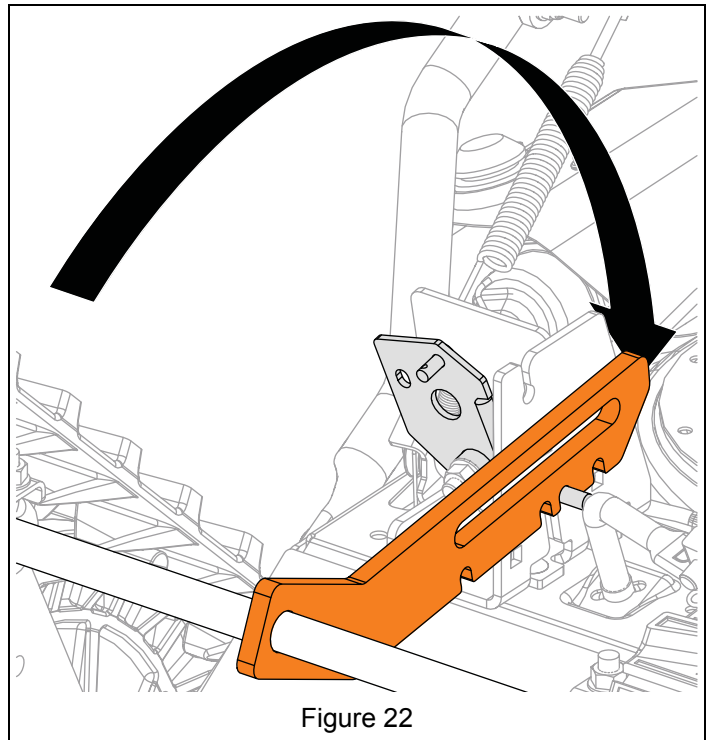


Figure 22

4. Reinstall three carriage bolts through height adjuster bracket and reinstall spacers onto bolts. See Figure 24.

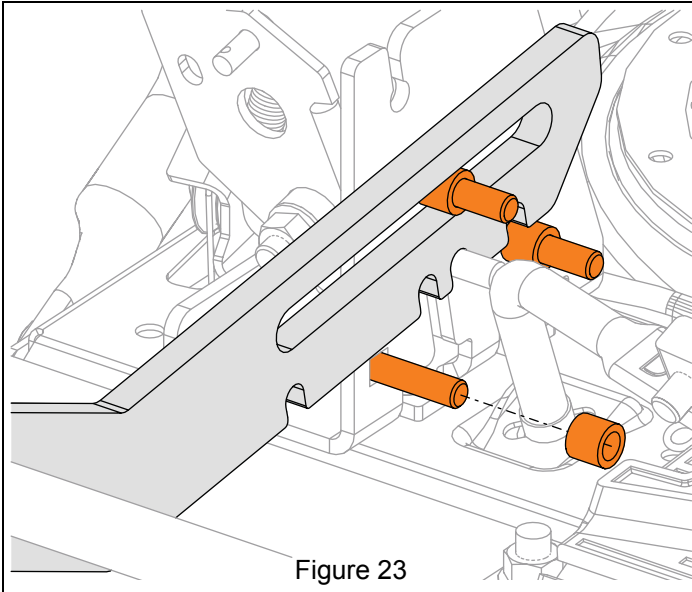


Figure 23

See Figure 25.

5. Secure height-adjuster plate to carriage bolts with three original flange nuts.
6. Reinstall cable eyelet onto lock finger and secure with hairpin.
7. Reposition cable adjustment barrel into height adjuster bracket and adjust cable. Refer to operator's manual for instructions.
8. Check adjustments after first use.

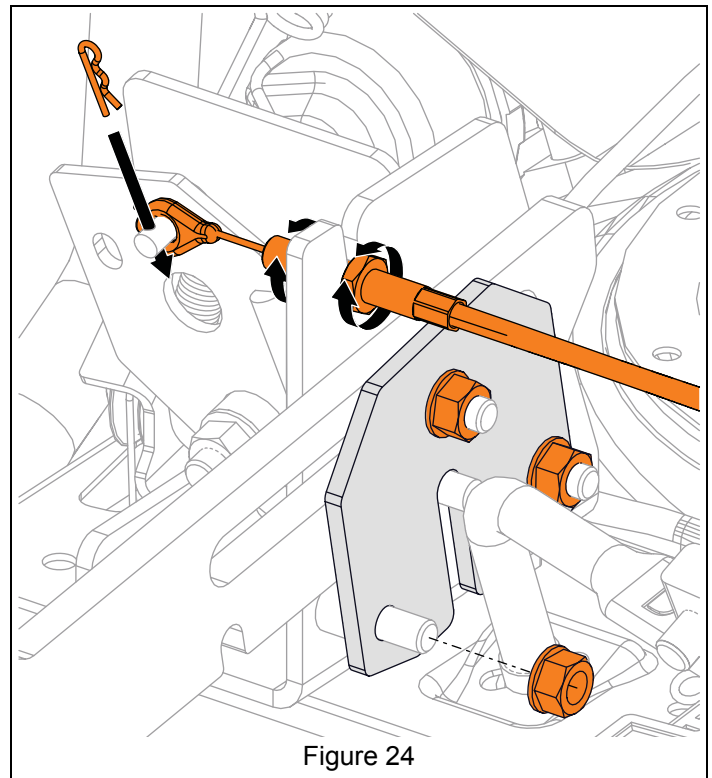


Figure 24

All Models

9. Return unit to operating position.

ATTACHMENT DRIVE BELT REPLACEMENT

Remove Attachment Drive Belts

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove auger housing. See *Separate Housing From Frame* on page 7.
4. Remove attachment drive belts from attachment drive pulley. See Figure 26.

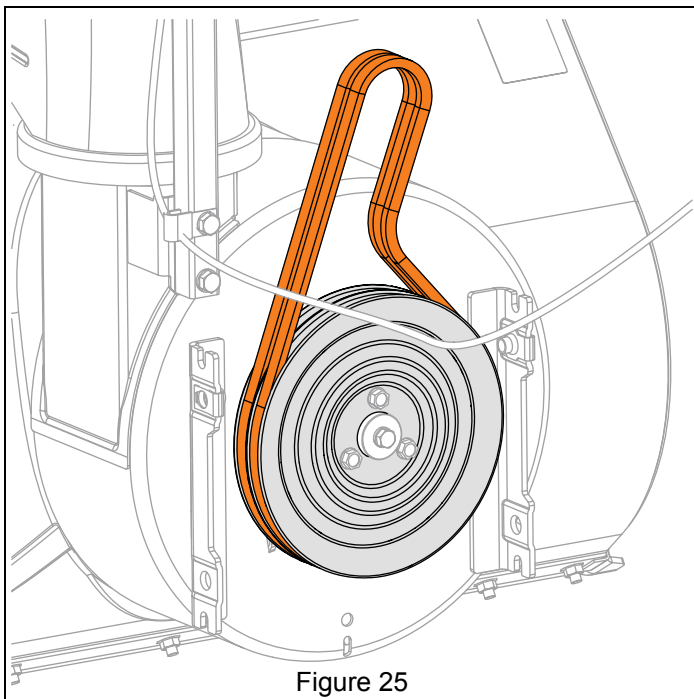


Figure 25

Install Attachment Drive Belts

1. Install belts onto attachment drive pulley.
2. Reinstall auger housing to frame. See *Reinstall Auger Housing* on page 11.

TRACTION DRIVE BELT REPLACEMENT

Remove Traction Drive Belt

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove belt cover and belt finger as shown in Figure 9 and Figure 10.
4. Slowly pull recoil starter handle while gently guiding attachment belts off engine sheave. See Figure 27.

To assist belt removal, slowly pull recoil starter handle while gently guiding belts out of attachment sheave.

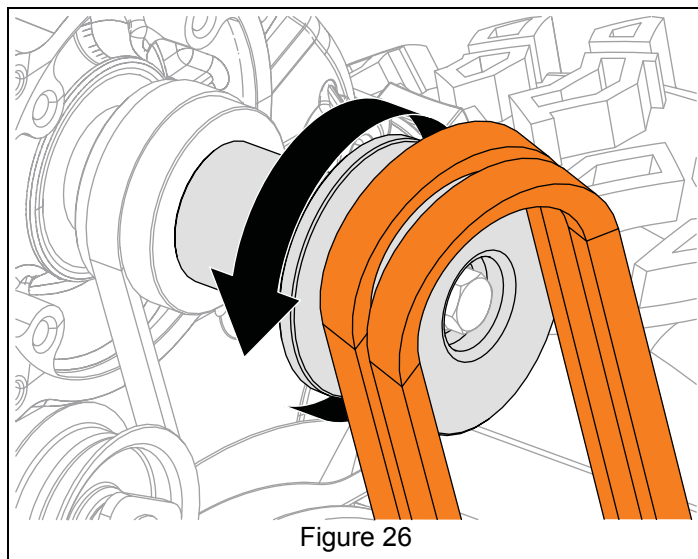


Figure 26

5. Loosen traction drive clutch cable. See Figure 28.

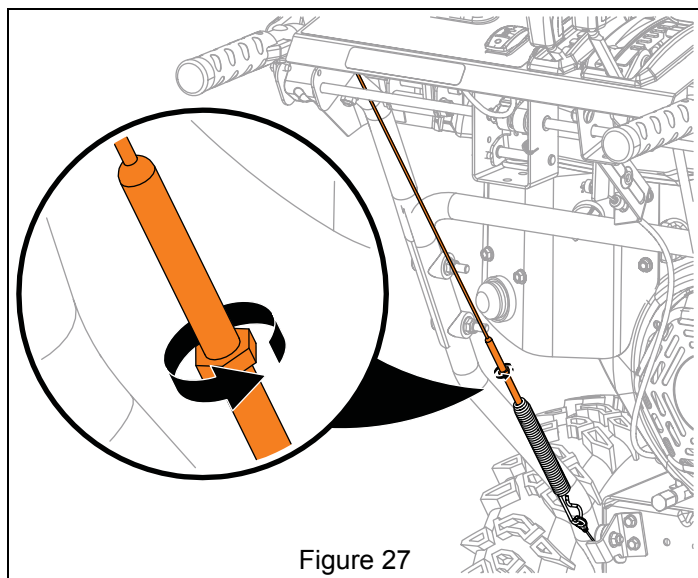
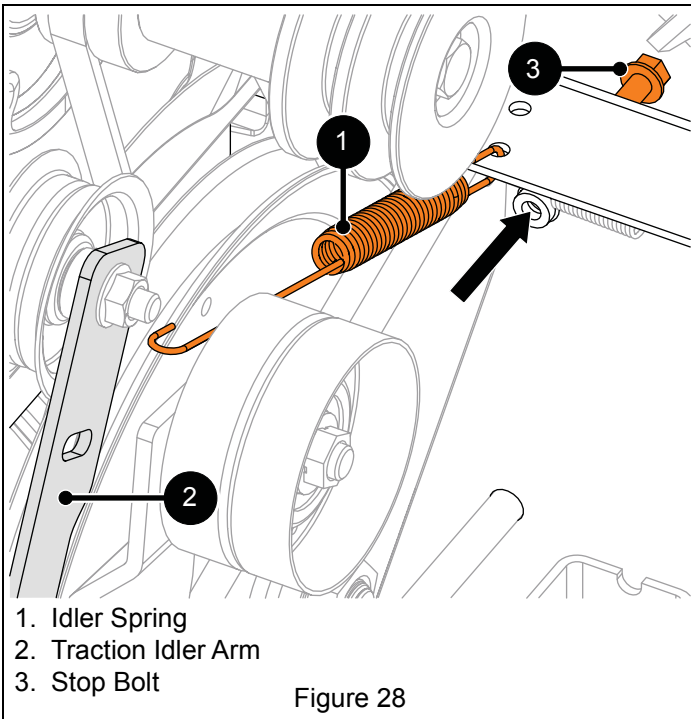


Figure 27

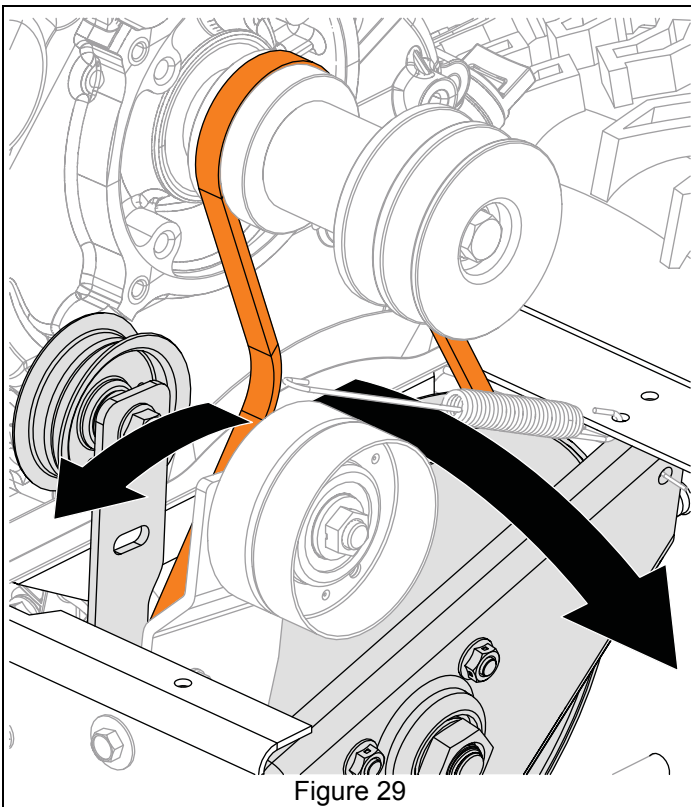
See Figure 29.

6. Disconnect idler spring from traction idler arm.
7. Remove stop bolt from frame.



See Figure 30.

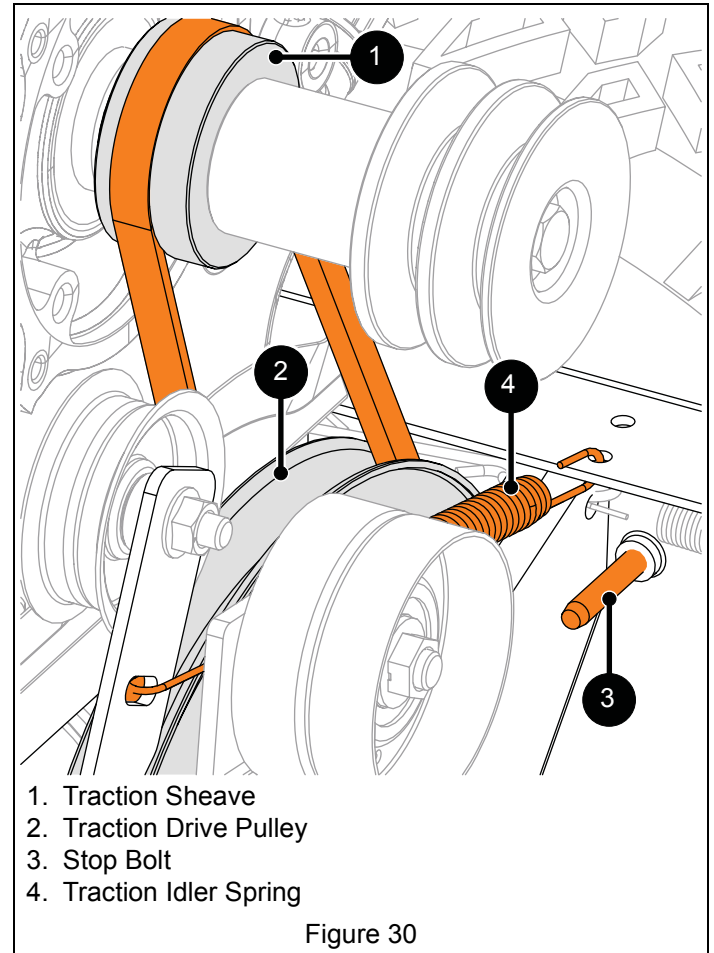
8. Rotate traction idler arm away from belt and rotate swing gate assembly forward.
9. Remove belt.



Install Traction Drive Belt

See Figure 31.

1. Install belt onto traction sheave and around traction drive pulley.
2. Return swing gate assembly to upright position and reinstall stop bolt.
3. Reinstall traction idler spring onto traction idler arm.

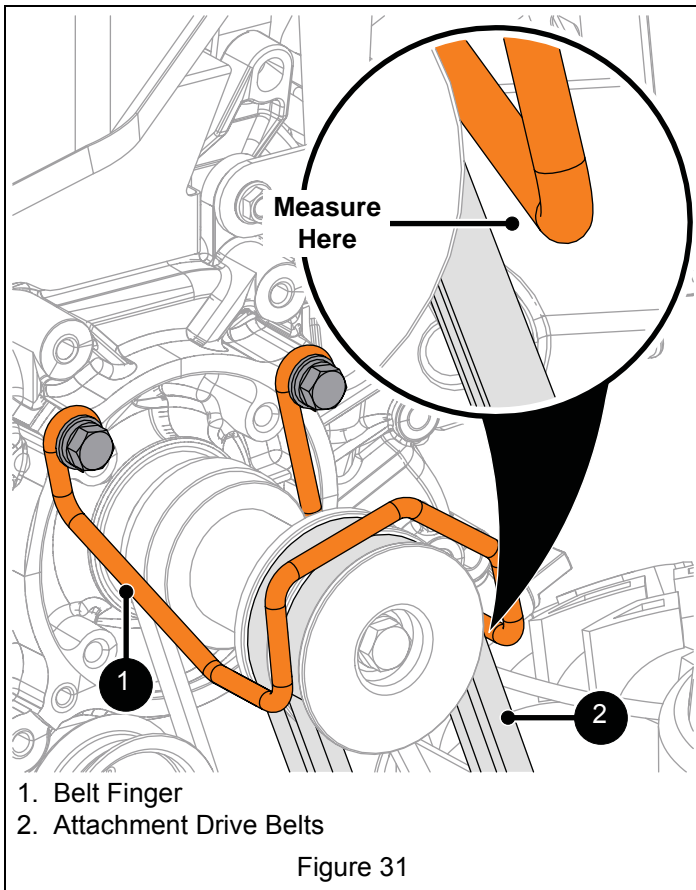


4. Reinstall attachment drive belts onto attachment sheave.

To assist belt installation, slowly pull recoil starter handle while gently guiding belts onto attachment sheave.

See Figure 32.

5. Reinstall belt finger and secure with two flat steel washers, two locking washers and two hex bolts.
6. Check belt finger clearance:
 - Engage attachment clutch lever and make sure belt finger located opposite belt idler is less than 3.2 mm (1/8") from belt, but not touching the belt.
 - If needed, adjust clearance by loosening hex bolts, repositioning belt finger, and tightening bolts.



7. Adjust traction drive clutch. Refer to Operator's Manual for adjustment procedure.
8. Reconnect spark plug wire.

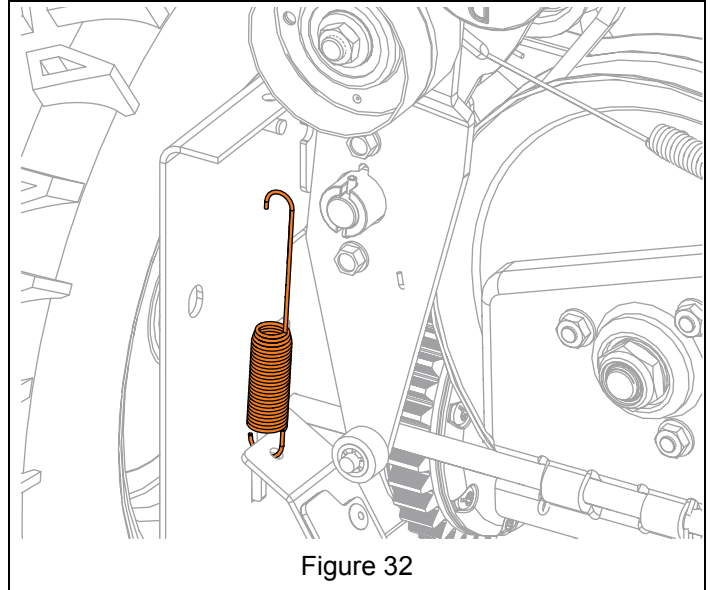
IMPORTANT: Check all adjustments after first use.

DRIVE IDLER ASSEMBLY REPLACEMENT

Remove Attachment Drive Idler Assembly

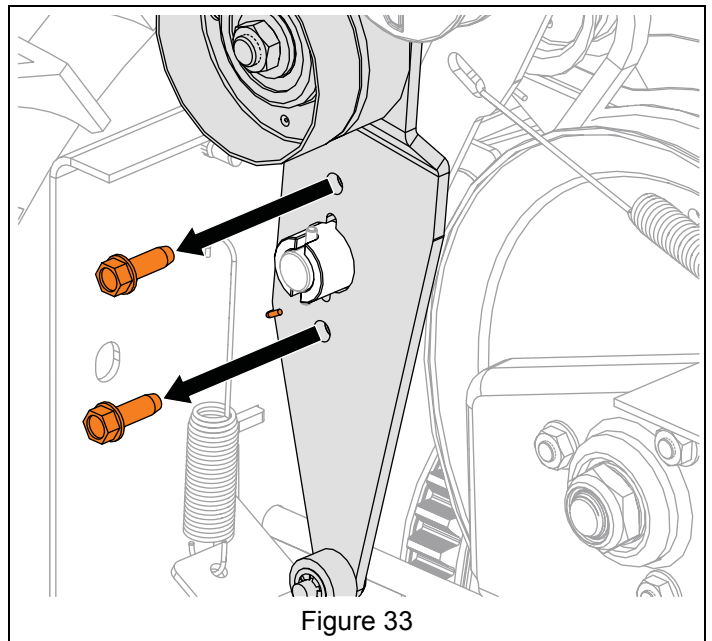
IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove auger housing. See *Separate Housing From Frame* on page 7.
4. Remove attachment brake spring from frame. See Figure 33.



See Figure 34.

5. Remove torsion spring from attachment idler arm.
6. Remove tapping screws retaining attachment idler arm to hub and remove idler assembly.



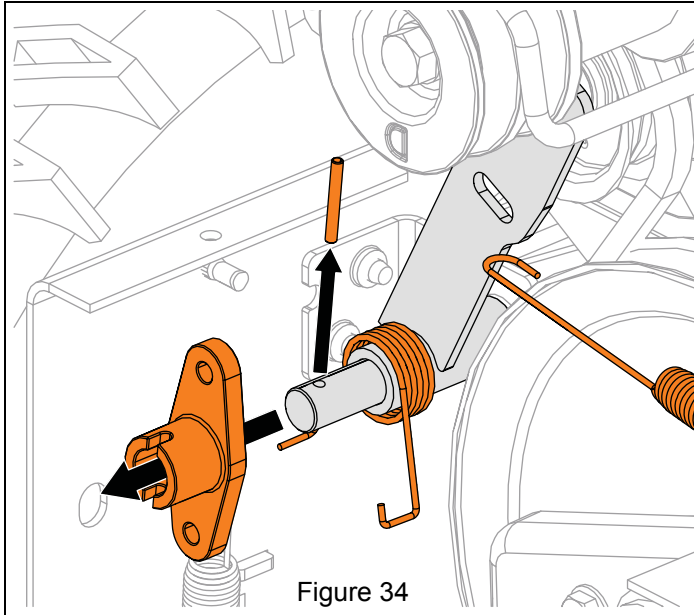
Remove Traction Drive Idler Assembly

IMPORTANT: Save all hardware for reinstallation.

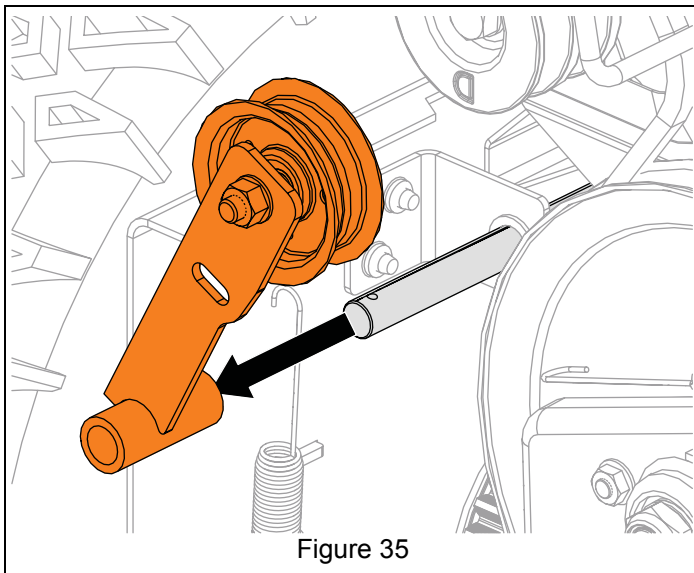
1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove attachment drive idler assembly. See *Remove Attachment Drive Idler Assembly* on page 19.

See Figure 35.

4. Remove tension spring from traction drive idler arm.
5. Remove roll pin and attachment idler arm hub from drive idler pivot rod.
6. Remove torsion spring from idler pivot rod.



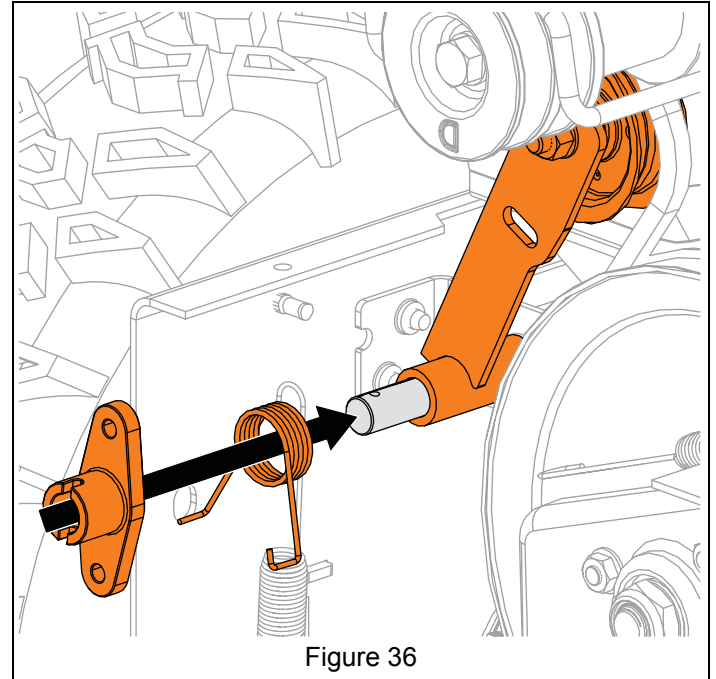
7. Remove traction idler arm assembly from pivot rod. See Figure 36.



Install Traction Drive Idler Assembly

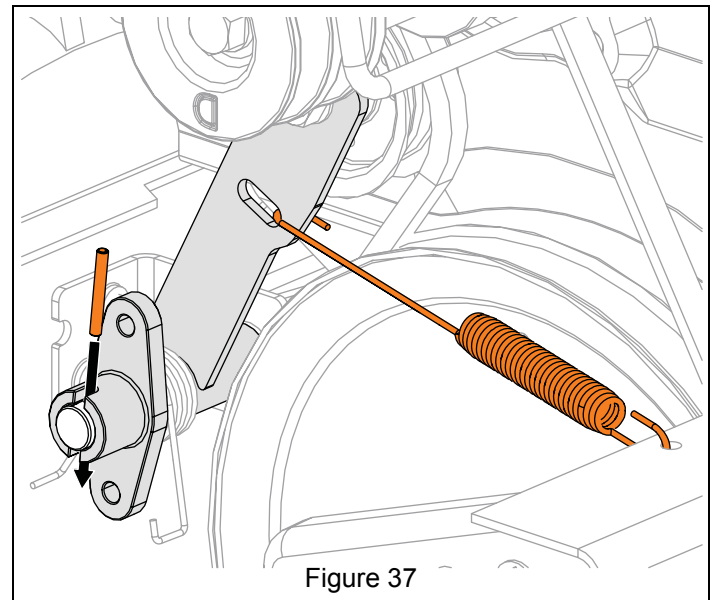
See Figure 37.

1. Reinstall traction drive idler assembly and torsion spring onto idler pivot rod.
2. Reinstall attachment idler arm hub onto idler pivot rod.



See Figure 38.

3. Position attachment idler arm hub beyond hole through pivot rod and reinstall roll pin. Align hub with roll pin.
4. Reinstall idler spring onto traction drive idler arm and ensure traction drive belt is aligned in all pulleys.



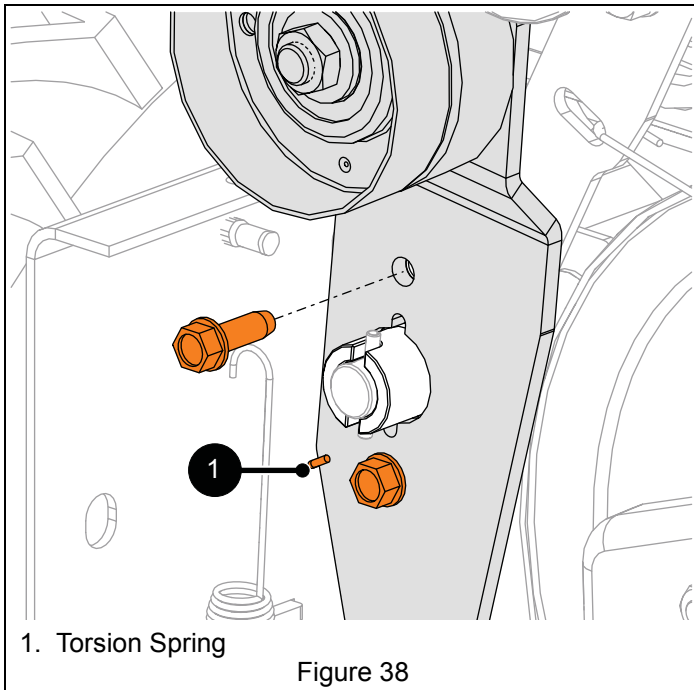
5. Reinstall attachment drive idler assembly. See *Install Attachment Drive Idler Assembly* on page 20.

Install Attachment Drive Idler Assembly

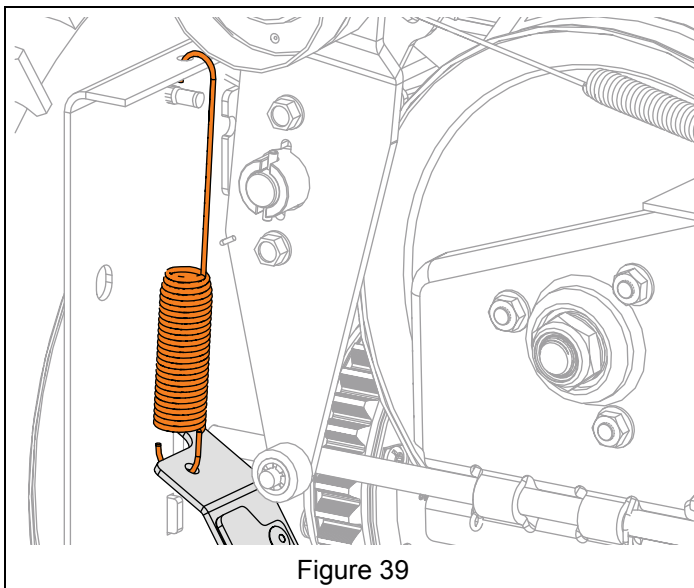
See Figure 39.

1. Secure attachment idler arm to hub with original tapping screws.
2. Reinstall torsion spring around attachment idler arm.

IMPORTANT: Ensure attachment idler arm has tension.



3. Reinstall attachment brake spring onto frame. See Figure 40.



4. Reinstall auger housing. See *Reinstall Auger Housing* on page 11.
5. Adjust attachment drive clutch. Refer to Operator's Manual for adjustment procedure.
6. Reconnect spark plug wire.

IMPORTANT: Check all adjustments after first use.

ATTACHMENT BRAKE REPLACEMENT

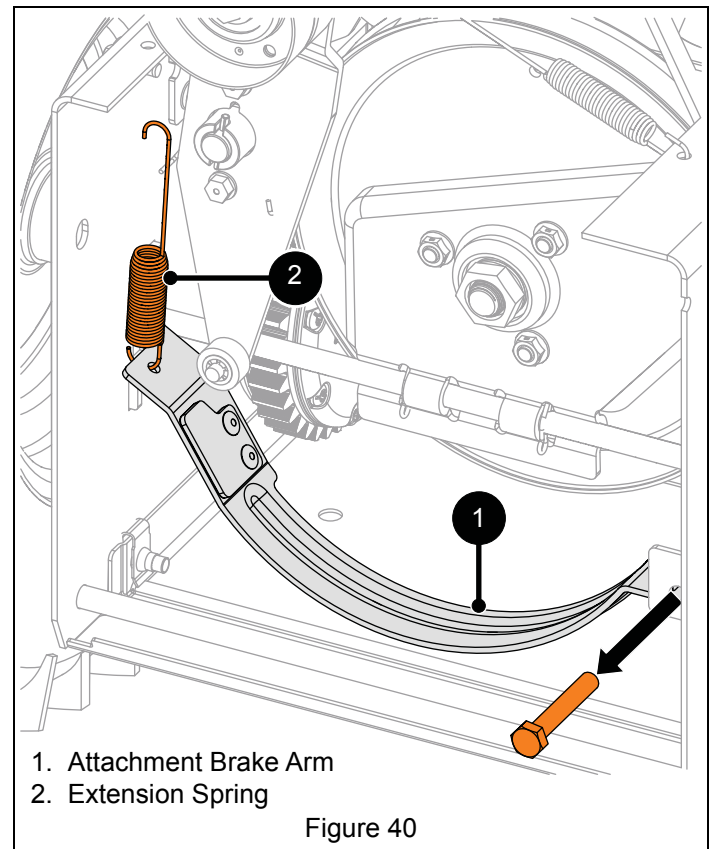
Remove Attachment Brake

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove auger housing. See *Separate Housing From Frame* on page 7.

See Figure 41.

4. Disconnect extension spring from frame.
5. Remove hardware retaining attachment brake arm to brake mount bracket and remove brake arm.



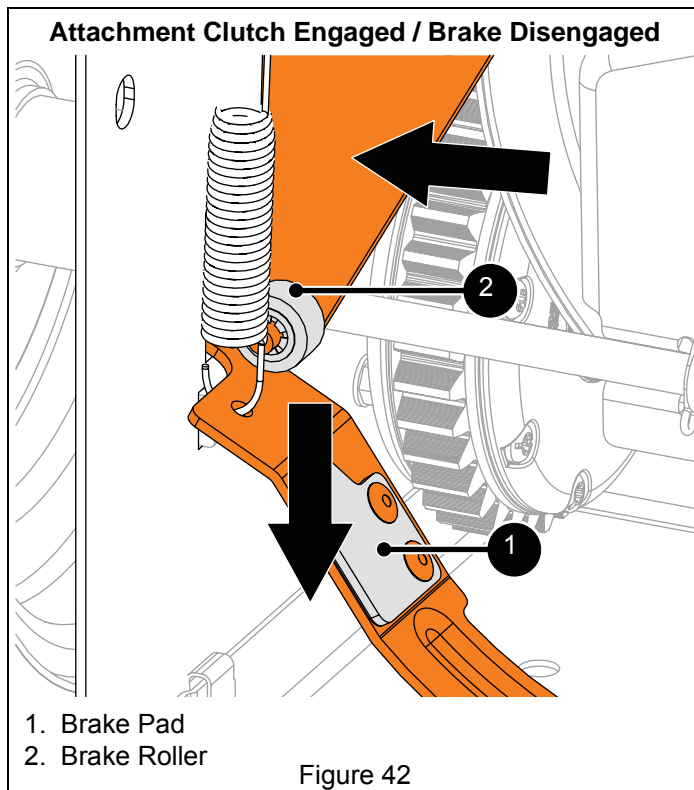
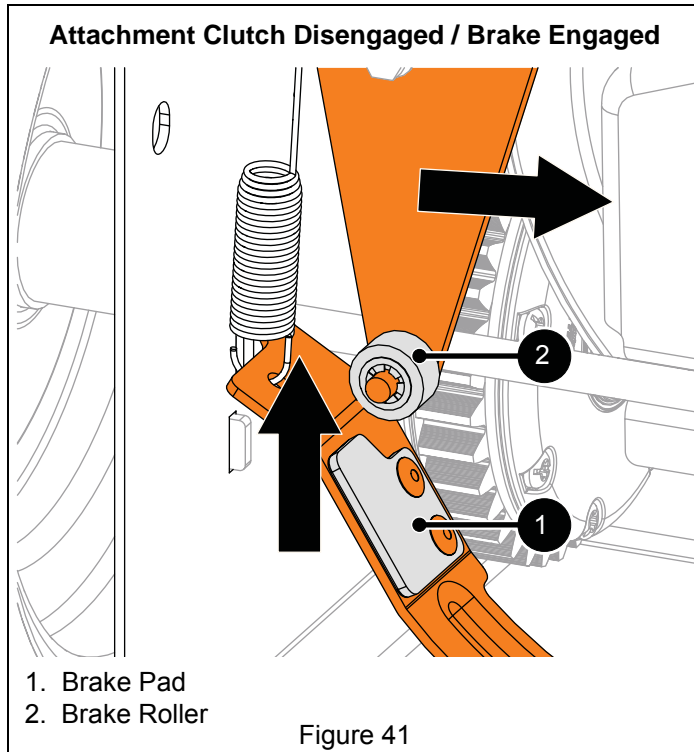
Install Attachment Brake

1. Secure attachment brake arm to brake arm bracket with original hex bolt and top locking flange nut, but **DO NOT** overtighten.
2. With flathead screwdriver or similar pry bar, reinstall extension spring hook onto attachment brake arm.

See Figures 42 and 43.

- Engage and disengage attachment clutch to verify brake roller on attachment idler does not interfere with brake pad.

IMPORTANT: Ensure brake roller does not bind.



- Reinstall auger housing to frame. See *Reinstall Auger Housing* on page 11.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

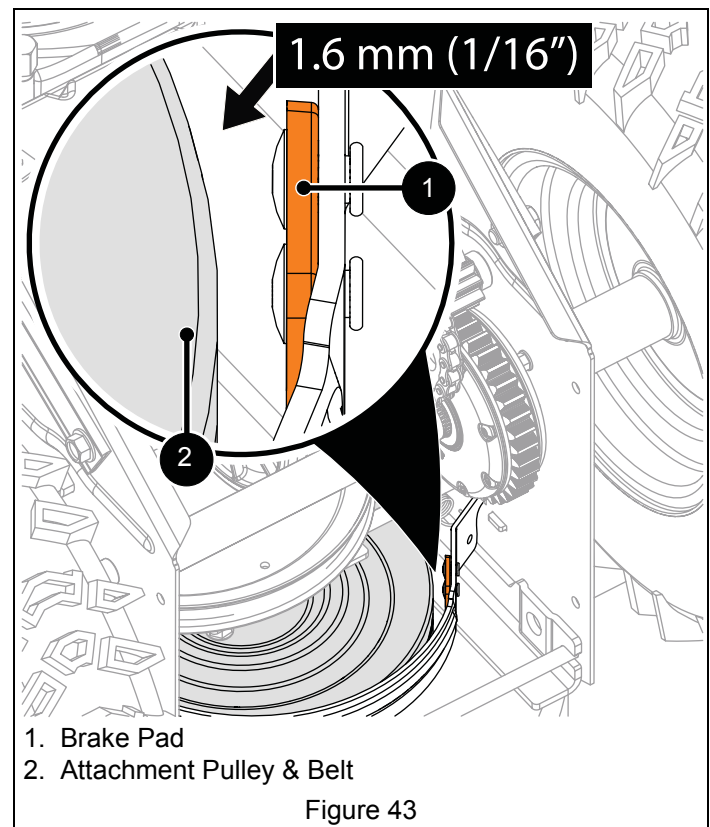
- Place unit in service position and remove bottom cover. See *Service Position* on page 7 and *Bottom Cover Removal* on page 13.

See Figure 44.

- Check attachment brake:

- When attachment clutch is disengaged, brake must contact attachment belt or pulley, whichever is closest.
- When attachment clutch is engaged, brake must be more than 1.6 mm (1/16") away from attachment belt or pulley, whichever is closest.

IMPORTANT: If attachment clutch / brake is out of adjustment, refer to Operator's Manual for adjustment procedure.



- Reinstall bottom cover and secure with two tapping screws and four hex bolts.
- Return unit to operating position.
- Reconnect spark plug wire and fill fuel tank.

IMPORTANT: Check all adjustments after first use.



WARNING: AVOID INJURY. Auger / impeller must stop within 5 seconds when attachment clutch lever is released.

FRICION DISC REPLACEMENT

Remove Friction Disc

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position and remove bottom cover. See *Service Position* on page 7 and *Bottom Cover Removal* on page 13.

See Figure 45.

4. Remove hairpin securing adjustment pin to shift arm.
5. Remove adjustment pin from shift arm.

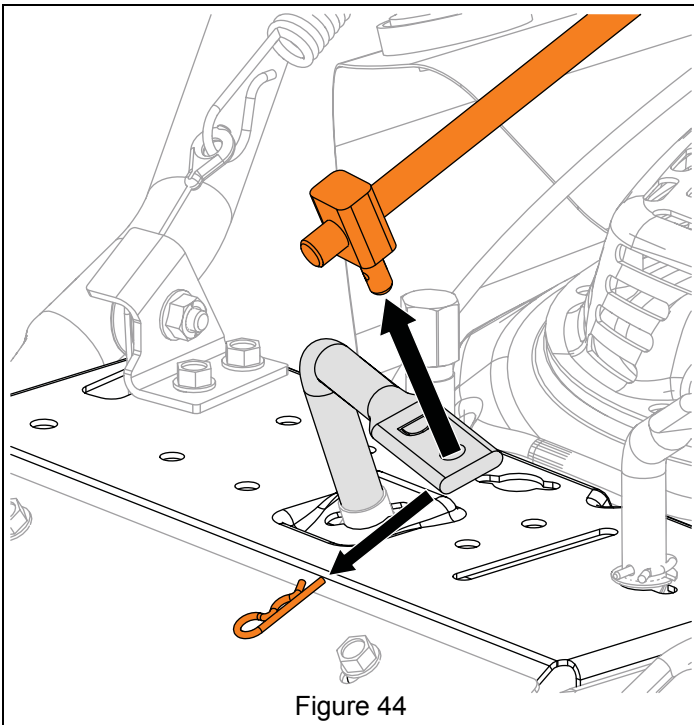


Figure 44

6. Remove snap clips from axle ends and remove wheels.

7. Remove hardware securing bearing to left side of frame and remove bearing. See Figure 46.

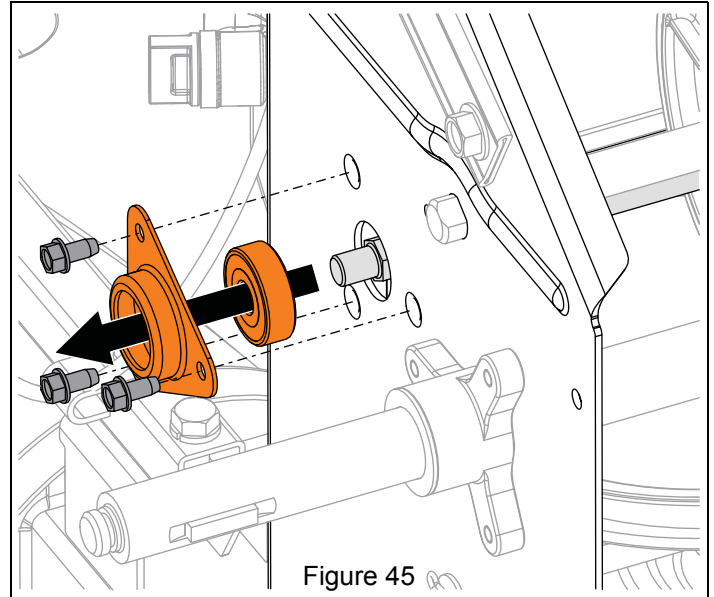


Figure 45

8. Remove two spring clips from hex shaft. See Figure 47.

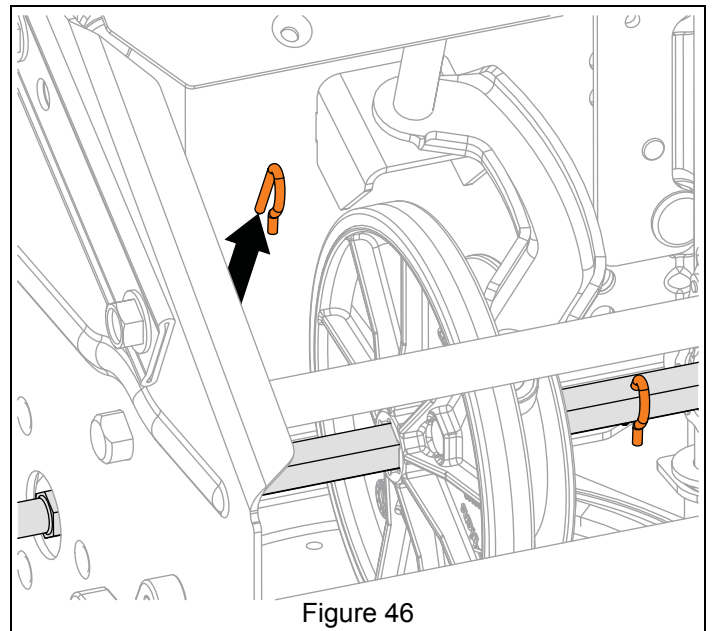
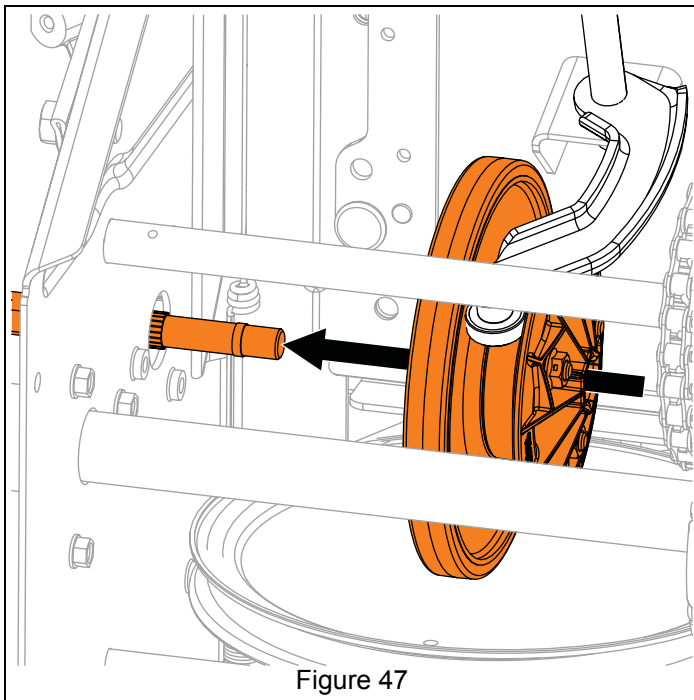


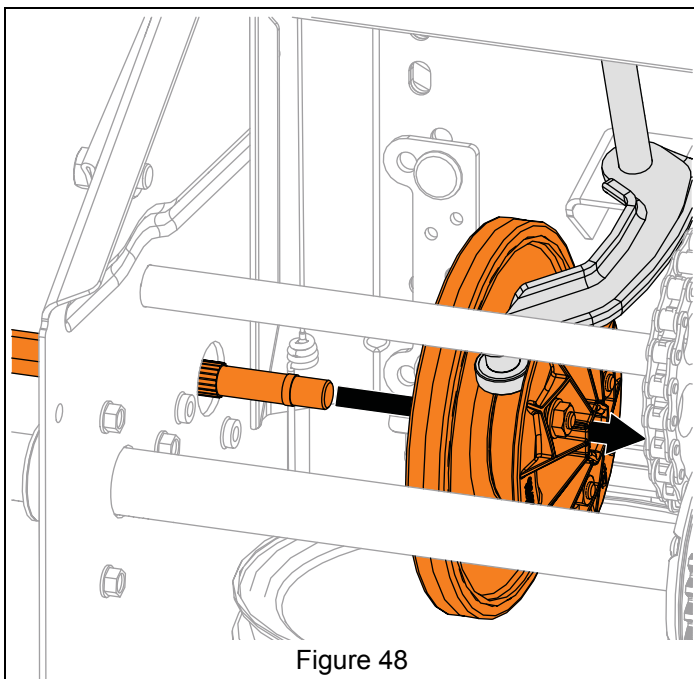
Figure 46

9. Remove hex shaft from friction disc assembly and remove friction disc assembly. See Figure 48.

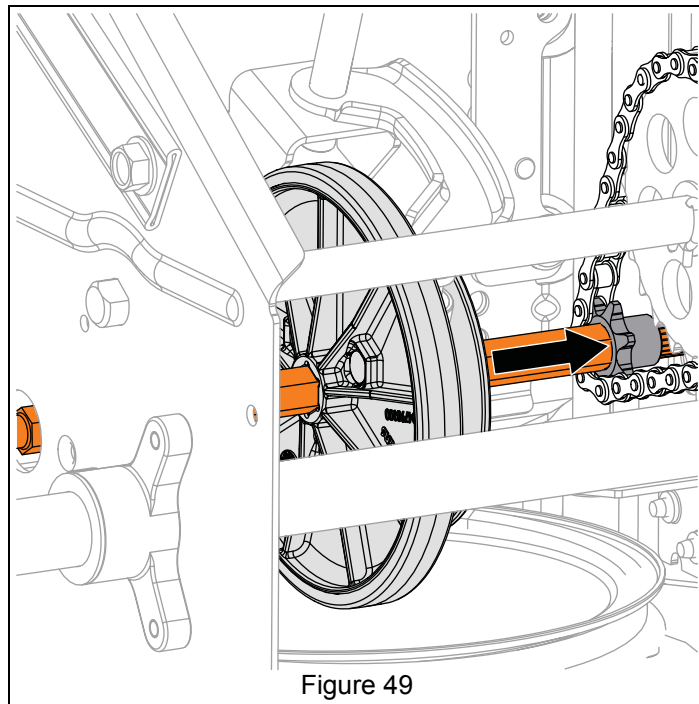


Install Friction Disc

1. Align friction disc assembly with shift fork roller bearing and hex shaft. See Figure 49.

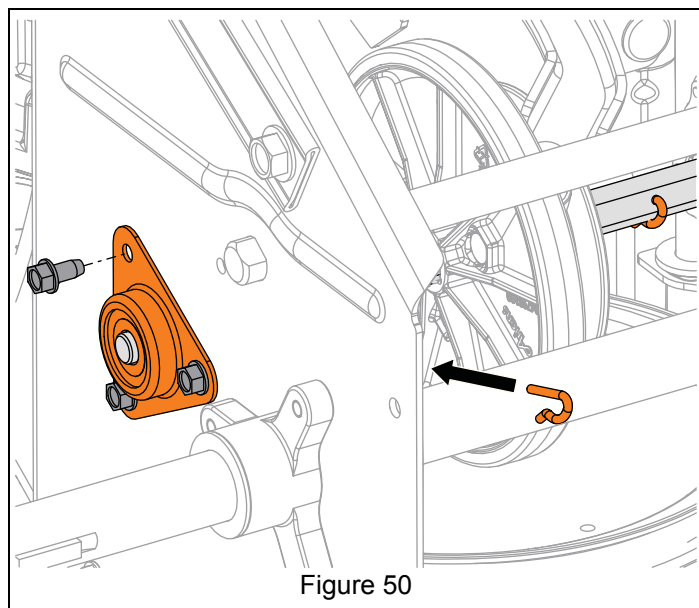


2. Insert hex shaft through friction disc, pinion sprocket and right side of frame. See Figure 50.



See Figure 51.

3. Reinstall spring clips into hex shaft.
4. Reinstall bearing onto hex shaft end.
5. Reinstall bearing flange over bearing and secure to frame with three tapping screws.



6. Reinstall adjustment pin onto shift arm and secure with hairpin.
7. Reinstall bottom cover and secure with two tapping screws and four hex bolts.
8. Reinstall wheels onto axle and secure with snap clips.
9. Return unit to operating position.
10. Fill fuel tank and reconnect spark plug wire.

11. Adjust speed selector lever. Refer to Operator's Manual for adjustment procedure.

IMPORTANT: Check all adjustments after first use.

HEX SHAFT BEARING REPLACEMENT

Remove Bearing

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.

See Figure 52.

3. Remove hardware retaining bearing flange to frame and remove flange.
4. Remove bearing from hex shaft.

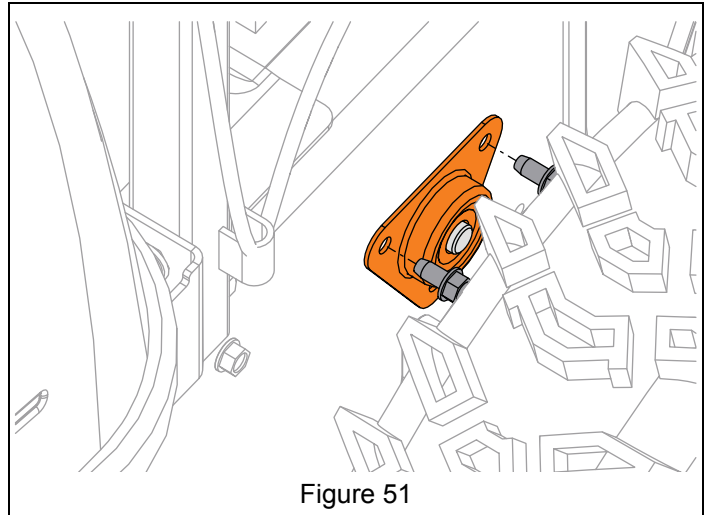


Figure 51

Install Bearing

1. Install bearing onto hex shaft end.
2. Install bearing flange over bearing and secure to frame with three tapping screws.

SWING GATE REPLACEMENT

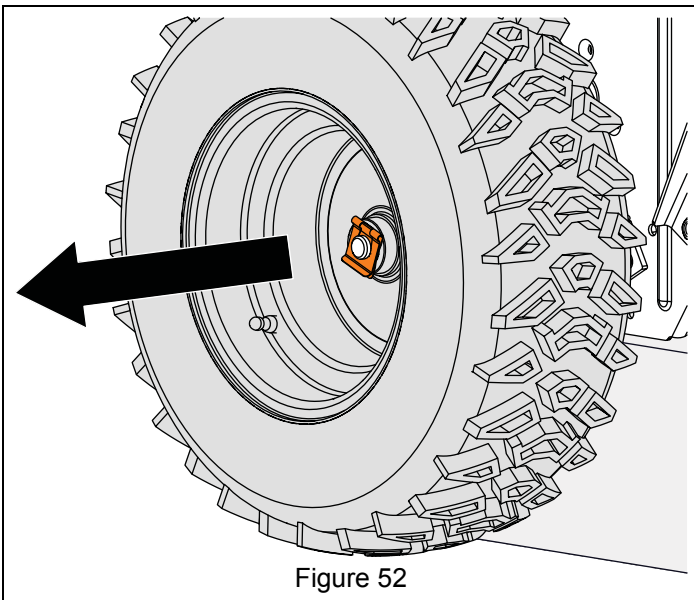
Remove Swing Gate Assembly

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove auger housing. See *Separate Housing From Frame* on page 7.
4. Remove traction drive belt. See *Remove Traction Drive Belt* on page 17.

See Figure 53.

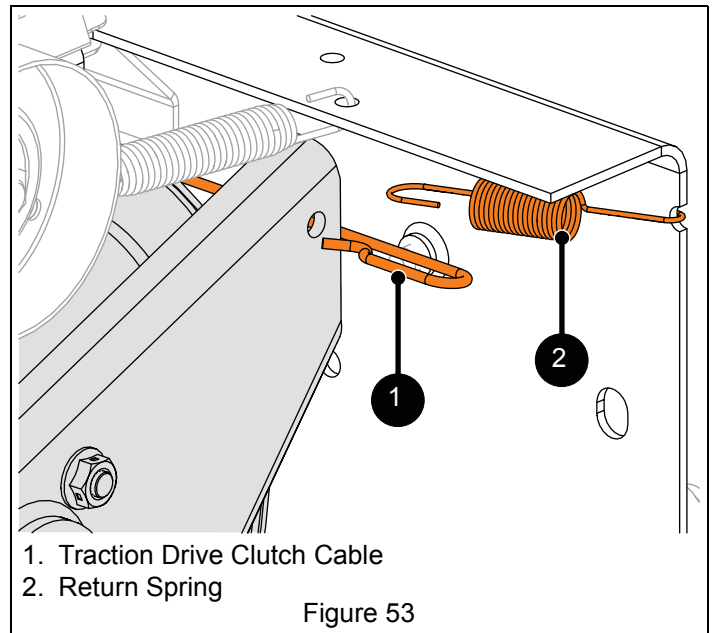
5. Position tractor / frame on a support, such as wood blocks, so wheels are off the ground. Make sure unit is secure and will not tip.
6. Remove snap clip from axle ends and remove wheels.



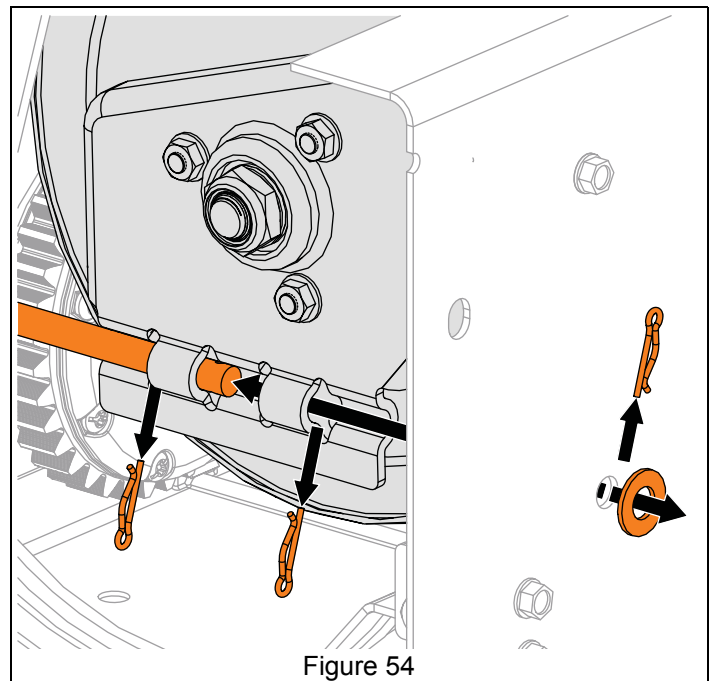
See Figure 54.

7. Remove traction drive clutch cable and return spring from swing gate.

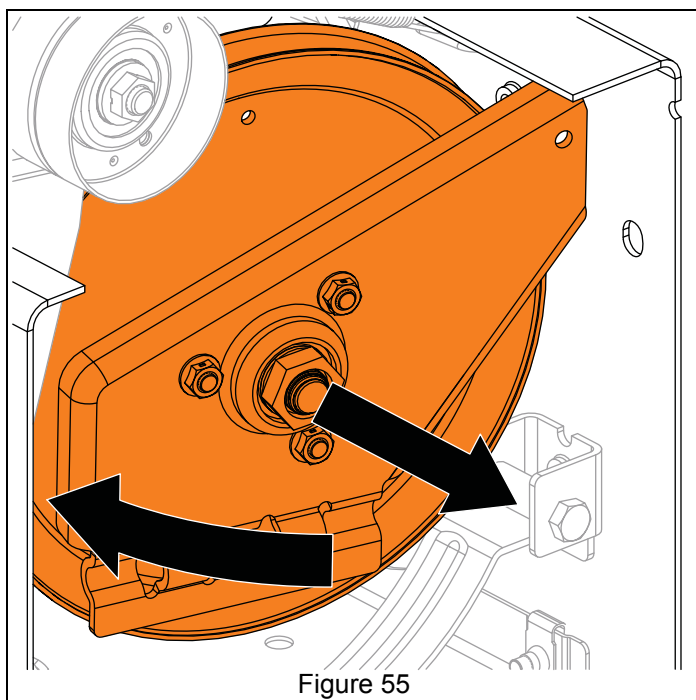
IMPORTANT: To gain more cable slack, traction drive clutch cable may need to be removed from traction clutch lever. See Figure 86.



8. Remove three hairpins and one flat steel washer from pivot rod and remove pivot rod. See Figure 55.



9. Remove swing gate assembly. See Figure 56.

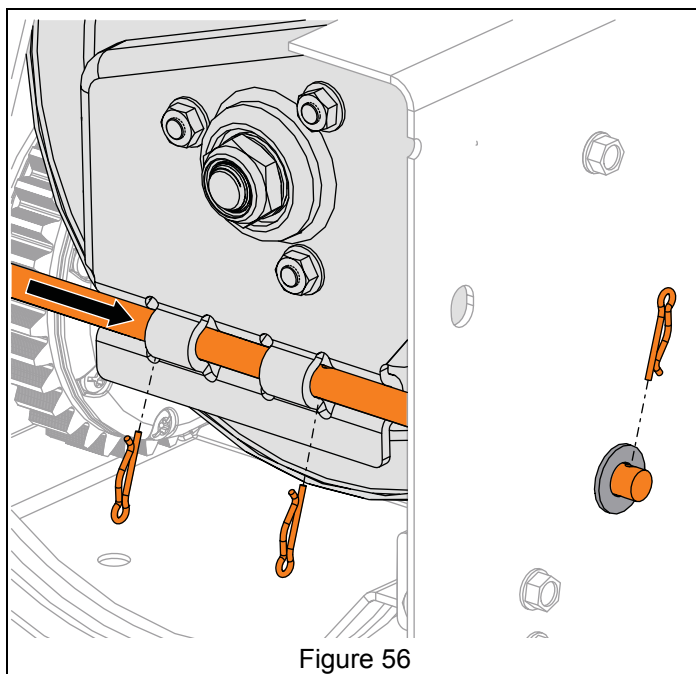


Install Swing Gate Assembly

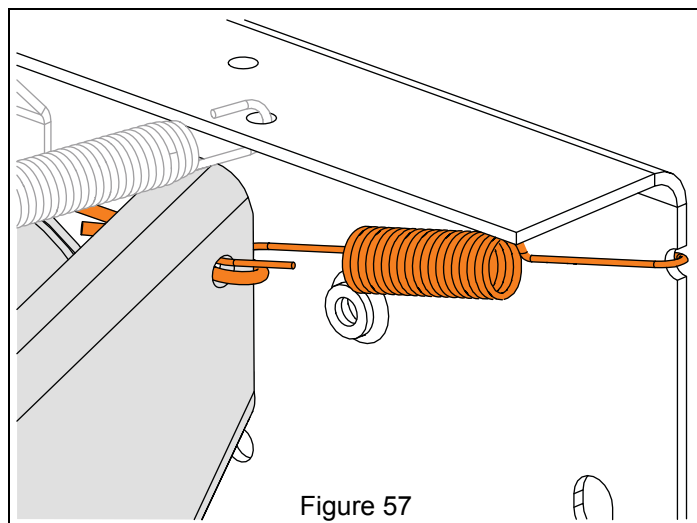


WARNING: AVOID INJURY. Wear thick gloves; traction drive pulley and engine sheave edges are sharp.

1. Position swing gate assembly inside frame and align with pivot rod holes.
2. Reinstall pivot rod through swing gate and secure with one flat steel washer and three hairpins. See Figure 57.



3. Reinstall traction drive clutch cable and return spring onto swing gate. See Figure 58.



IMPORTANT: If traction drive clutch cable was removed from traction clutch lever, reinstall cable to lever. See Figure 86.

4. Reinstall traction drive belt. See *Install Traction Drive Belt* on page 18.
5. Reinstall auger housing to frame. See *Reinstall Auger Housing* on page 11.
6. Adjust traction drive clutch. Refer to Operator's Manual for adjustment procedure.
7. Reconnect spark plug wire.

IMPORTANT: Check all adjustments after first use.

REDUCTION SHAFT BEARING REPLACEMENT

Model 921057

Remove Bearings

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

3. Place unit in service position and remove bottom cover. See *Service Position* on page 7 and *Bottom Cover Removal* on page 13.
4. Remove spring clip and sleeve bushing from reduction shaft end. See Figure 58.

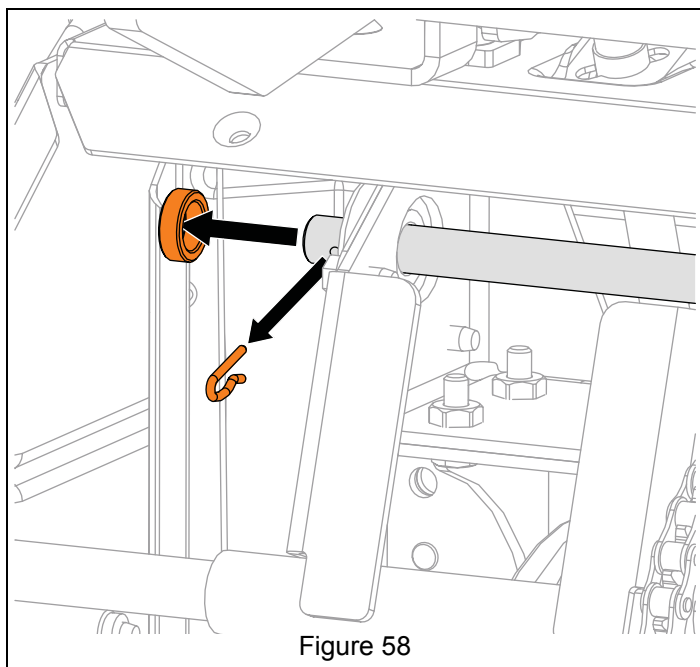


Figure 58

5. Position reduction shaft as far to the right side of unit as possible and remove spring clip from shaft. See Figure 59.

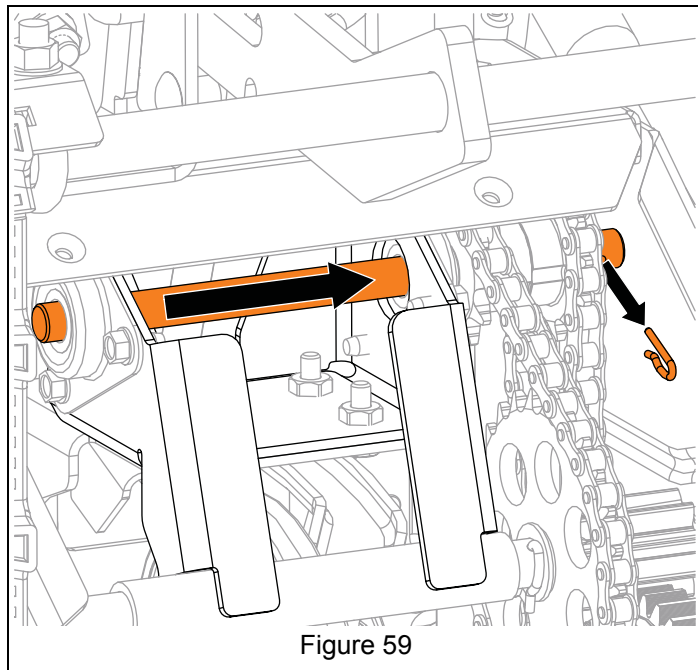


Figure 59

See Figure 60.

6. Position reduction shaft as far to the left side of unit as possible and remove sprockets.

IMPORTANT: Be aware of sleeve bushing between right bearing and sprocket.

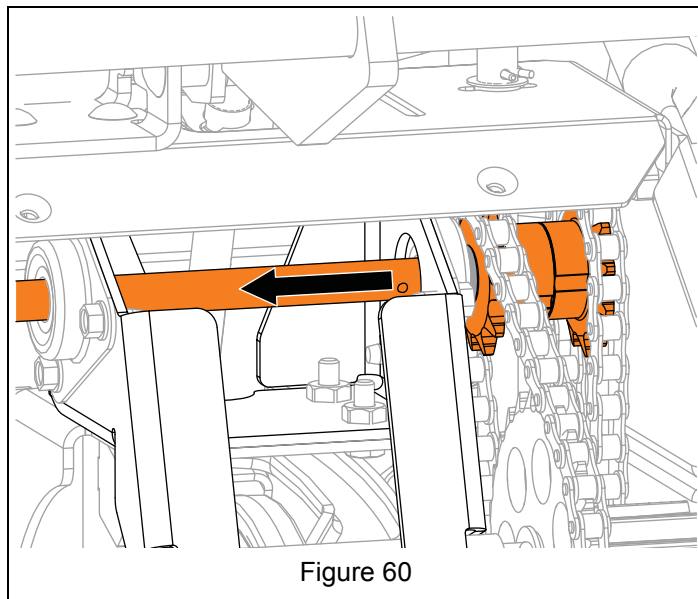
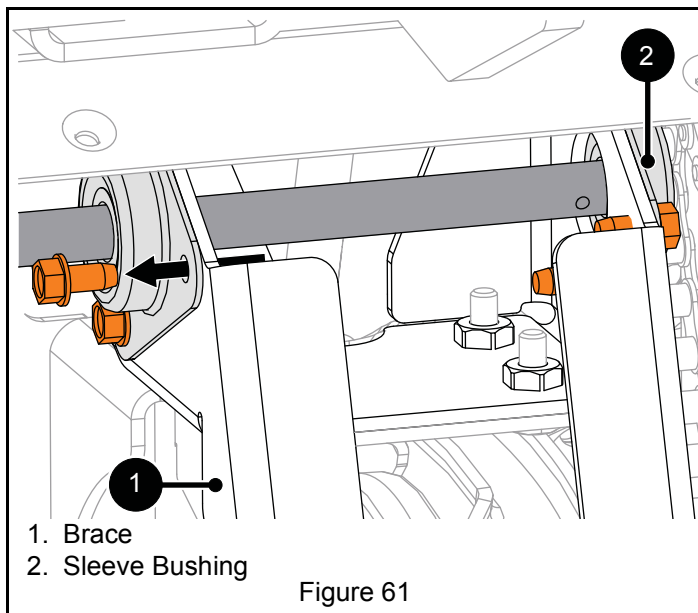


Figure 60

See Figure 61.

7. Remove hardware retaining bearing flanges.
8. Reposition reduction shaft as needed and remove bearings from brace.



9. Remove bearing flanges from reduction shaft and remove bearings.

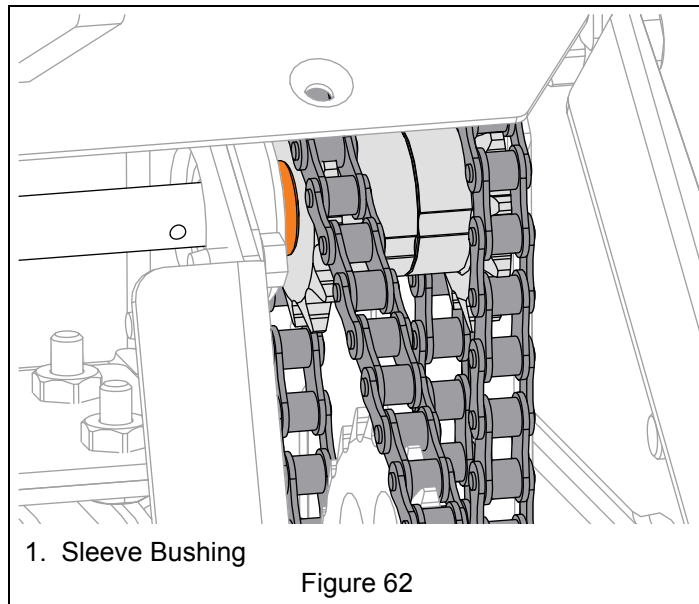
Install Bearings

1. Press bearings into bearing flanges and install onto reduction shaft.
2. Secure bearing flanges to brace with original tapping screws.

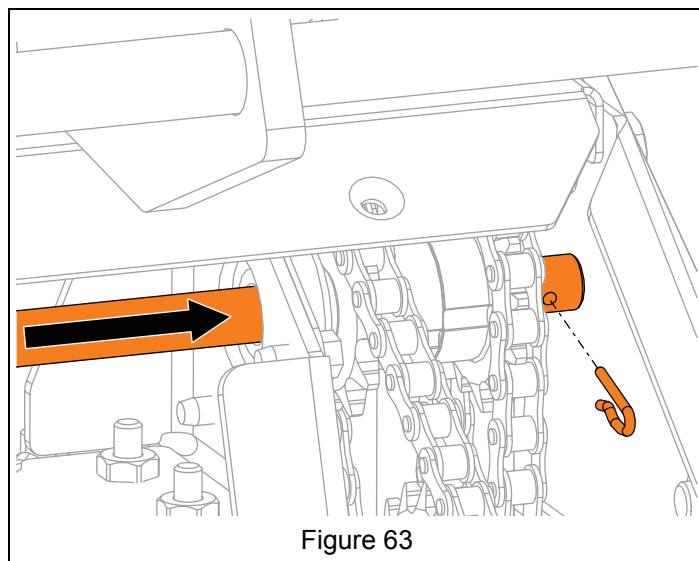
See Figure 61.

3. Align sleeve bushing and sprockets with right bearing.

IMPORTANT: Ensure chains are aligned with sprockets.



4. Position reduction shaft as far right as possible and reinstall spring clip. See Figure 63.



5. Position reduction shaft as far left as possible and reinstall sleeve bushing and spring clip. See Figure 64.

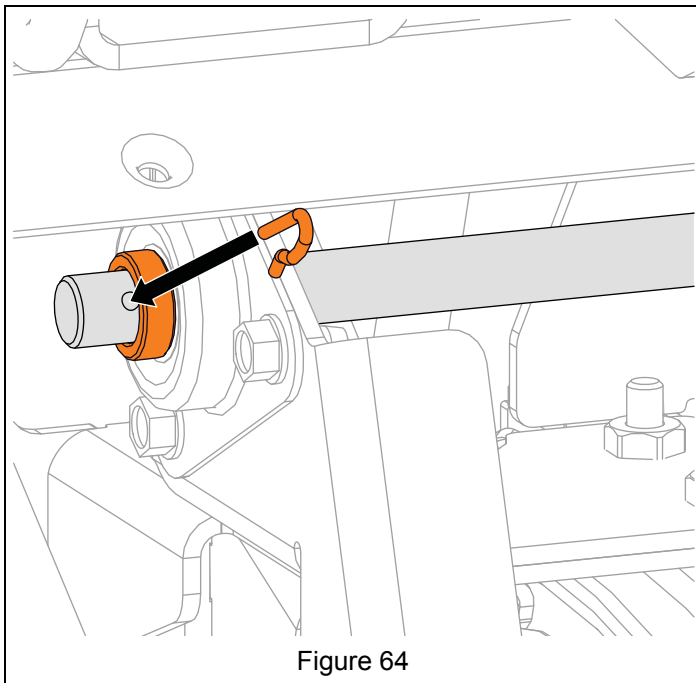


Figure 64

6. Reinstall bottom cover and secure with two tapping screws and four hex bolts.
7. Return unit to operating position.
8. Fill fuel tank and reconnect spark plug wire.
9. Adjust speed selector lever. Refer to Operator's Manual for adjustment procedure.
10. Check all adjustments after first use.

AUGER REPLACEMENT

Remove Auger

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove auger housing. See *Separate Housing From Frame* on page 7.

See Figure 60.



CAUTION: AVOID INJURY. Attachment drive pulley edges are sharp. Wear gloves when handling pulley.

4. Hold attachment drive pulley in place and remove hardware securing pulley to impeller shaft.
5. Remove pulley and spacer from impeller shaft.
6. Loosen, but DO NOT remove hardware securing bearing plate to auger housing.

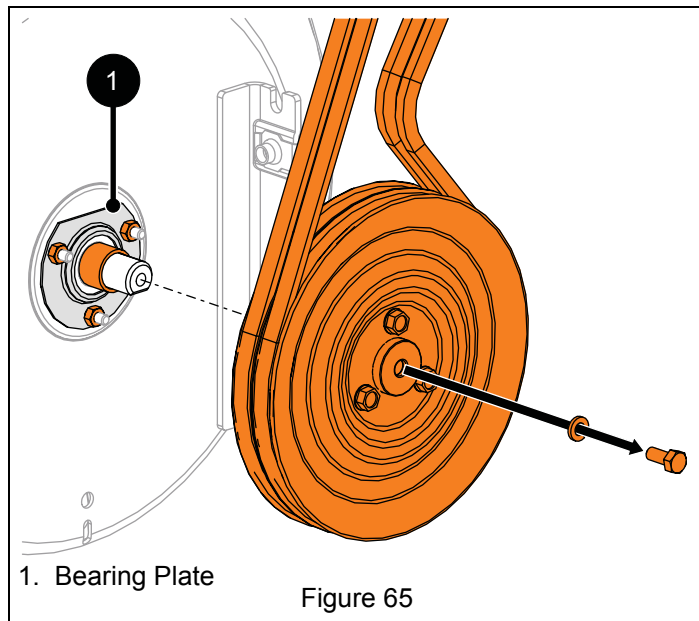
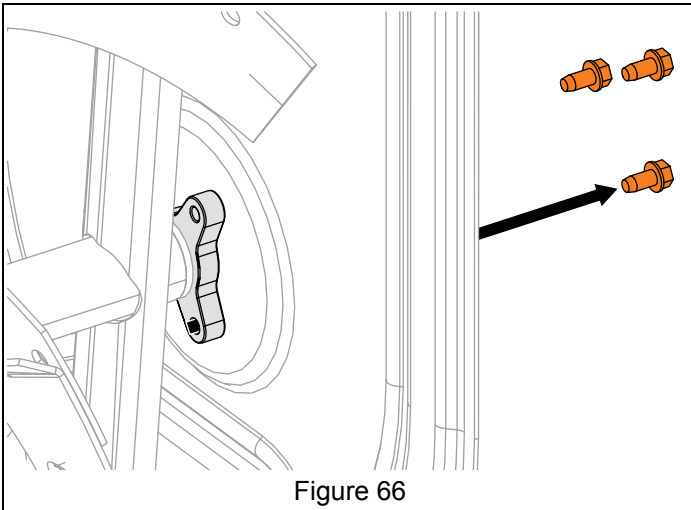
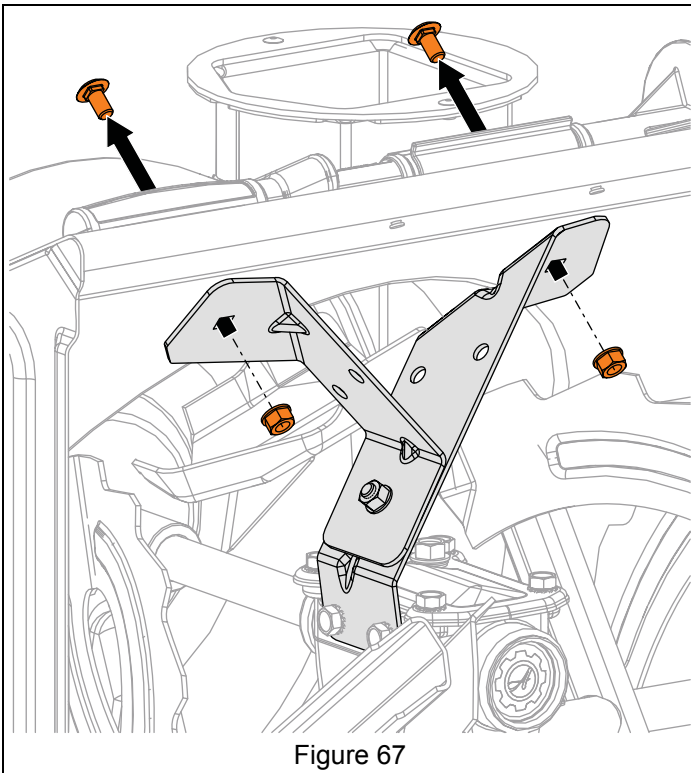


Figure 65

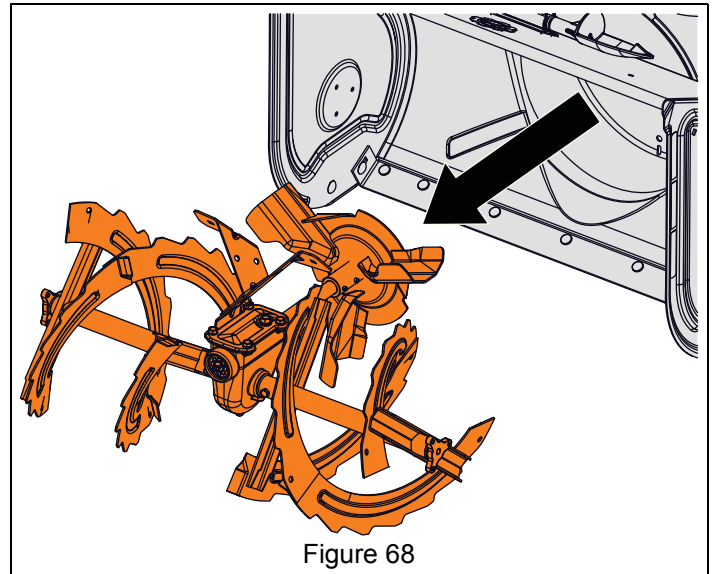
7. Remove hardware retaining support bushings to auger housing. See Figure 61.



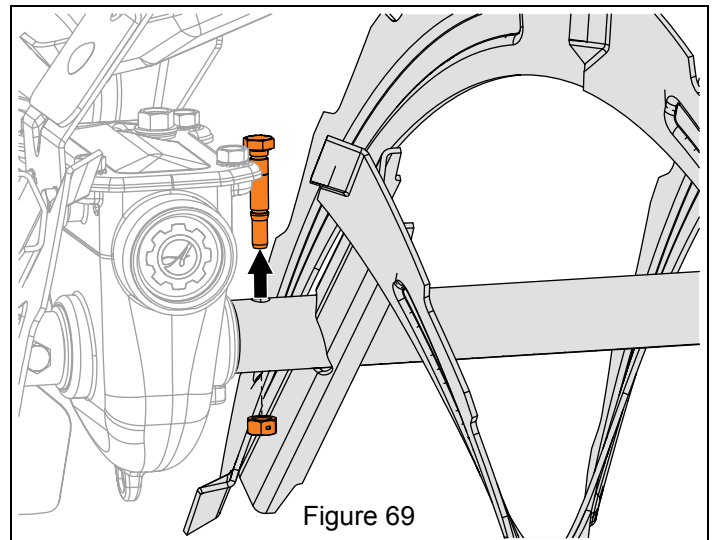
8. Remove hardware retaining gearcase support brackets to auger housing. See Figure 62.



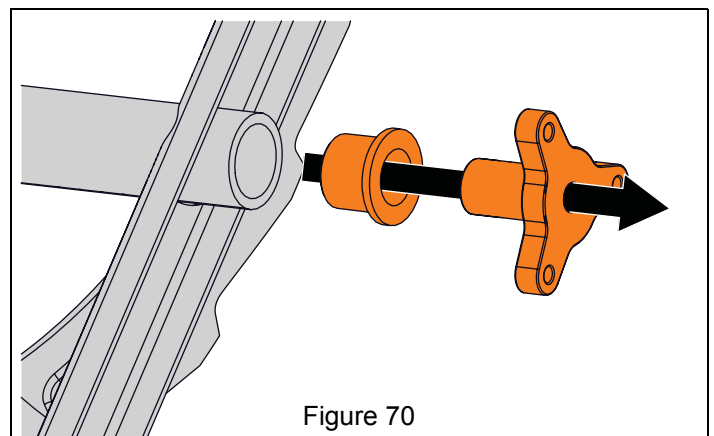
9. Remove auger assembly from housing. See Figure 63.



10. Remove shear bolt from auger shaft. See Figure 64.



11. Remove support bushing and flange bushing from auger end. See Figure 65.



See Figure 66.

12. Remove auger. Use of penetrating oil or heat may be necessary to remove auger.

IMPORTANT: If rust is present on auger shaft, remove with sand paper and wipe clean with oil.

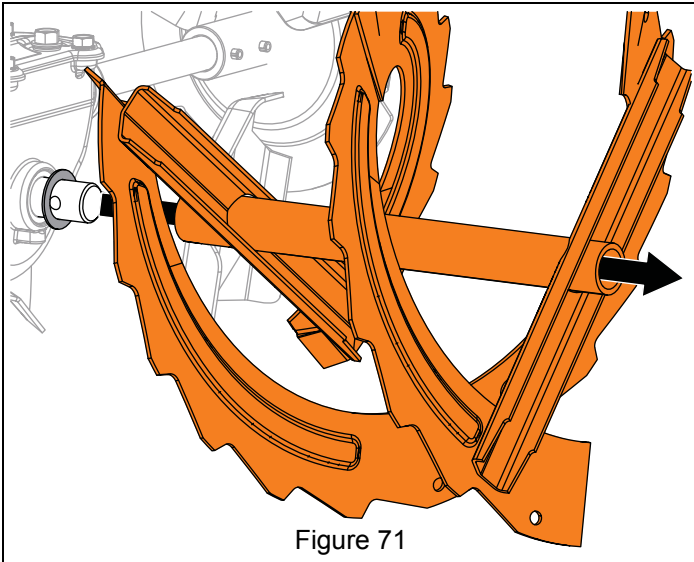


Figure 71

Install Auger

See Figure 67.

1. Install auger onto auger shaft with auger kickers facing gearcase.

IMPORTANT: Make sure auger helix direction matches the original auger orientation.

2. Apply grease to grease zerk
3. Align holes in auger with holes in auger shaft and reinstall shear bolt. Torque bolt to 7.9 N•m – 16.5 N•m (5.8 lb-ft – 12.2 lb-ft). If torque wrench is unavailable, tighten until bolts no longer spin freely. DO NOT overtighten.

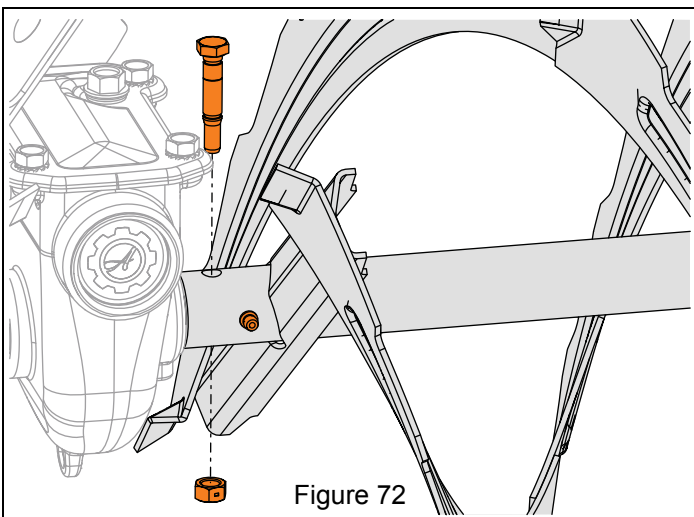


Figure 72

4. Reinstall flange bushing and support bushing onto auger end. See Figure 68.

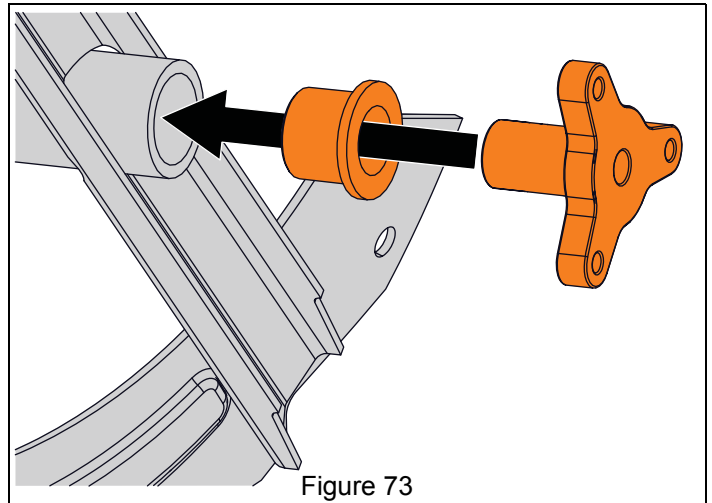


Figure 73

5. Reinstall auger assembly into housing and seat impeller shaft end into ball bearing at housing rear. See Figure 69.

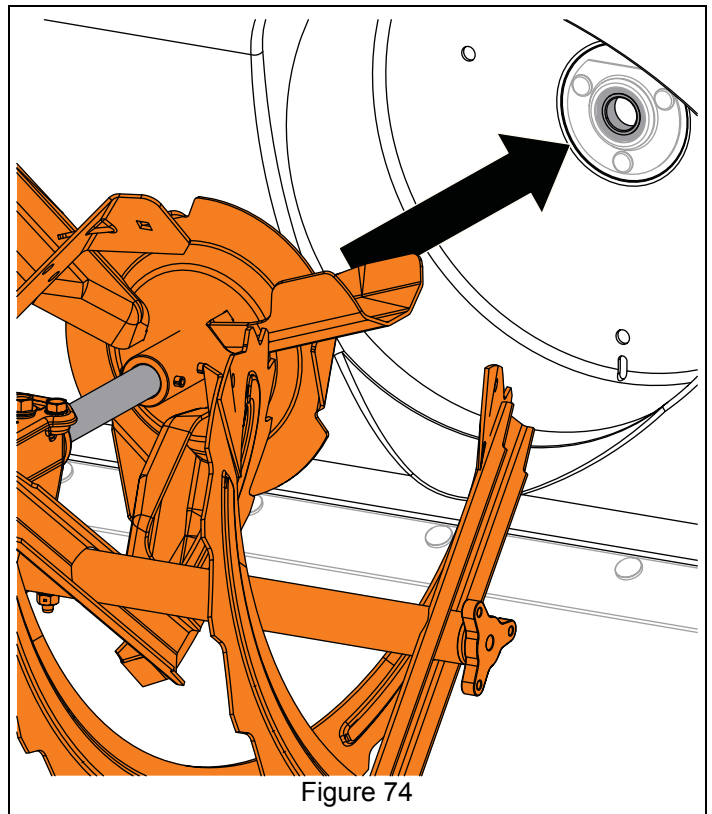


Figure 74

6. Secure support brackets to auger housing with original round head square neck bolts and top locking flange nuts. See Figure 70.

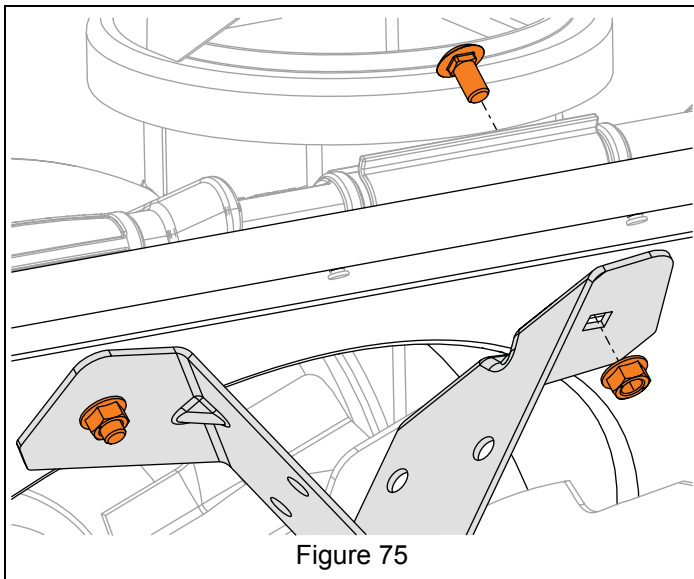


Figure 75

7. Secure support bushings to auger housing with six tapping screws. See Figure 71.

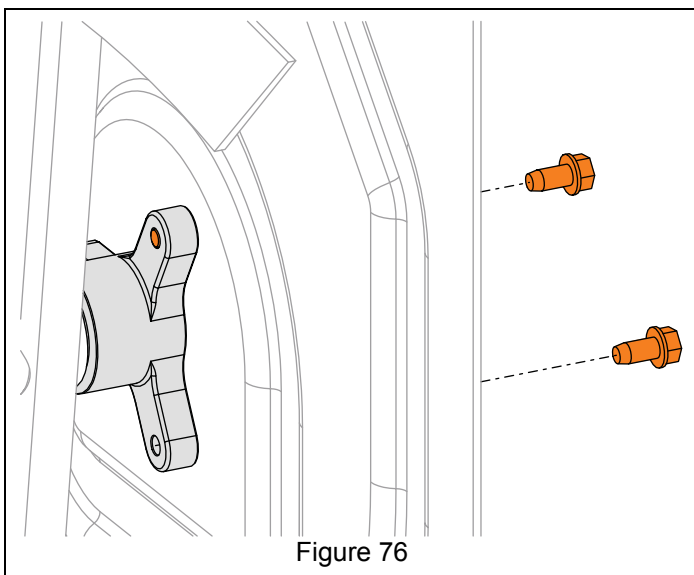
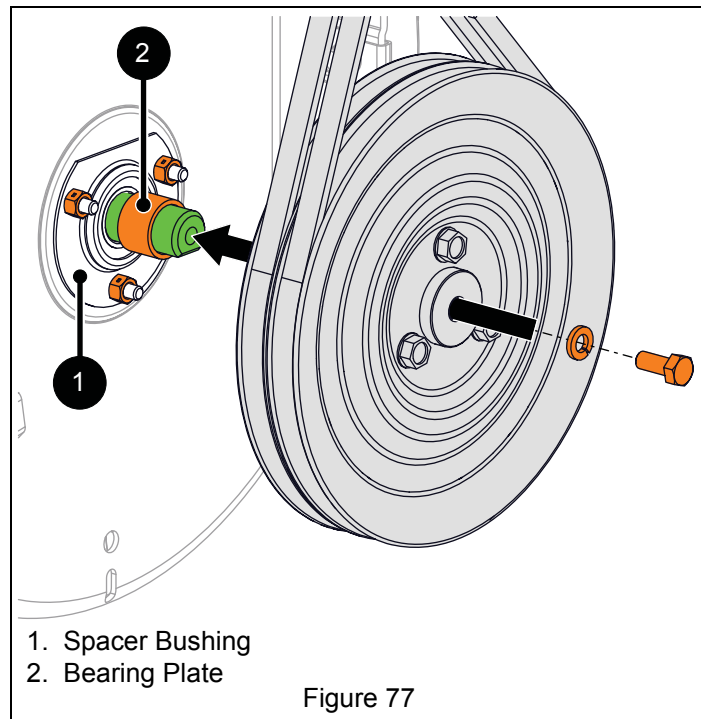


Figure 76

See Figure 72.

8. Tighten three hex nuts retaining bearing plate.
9. Apply a thin layer of anti-seize to impeller shaft end.
10. Reinstall spacer bushing onto impeller shaft.
11. Secure attachment drive pulley to impeller shaft with locking washer and hex bolt. Torque to 7.9 N•m – 16.5 N•m (5.8 lb-ft – 12.2 lb-ft).



1. Spacer Bushing
2. Bearing Plate

Figure 77

12. Reinstall housing to frame. See *Reinstall Auger Housing* on page 11.
13. Reconnect spark plug wire.
14. Adjust attachment clutch. Refer to operator's manual for instructions.

IMPORTANT: Check all adjustments after first use.

AUGER GEARCASE REPLACEMENT

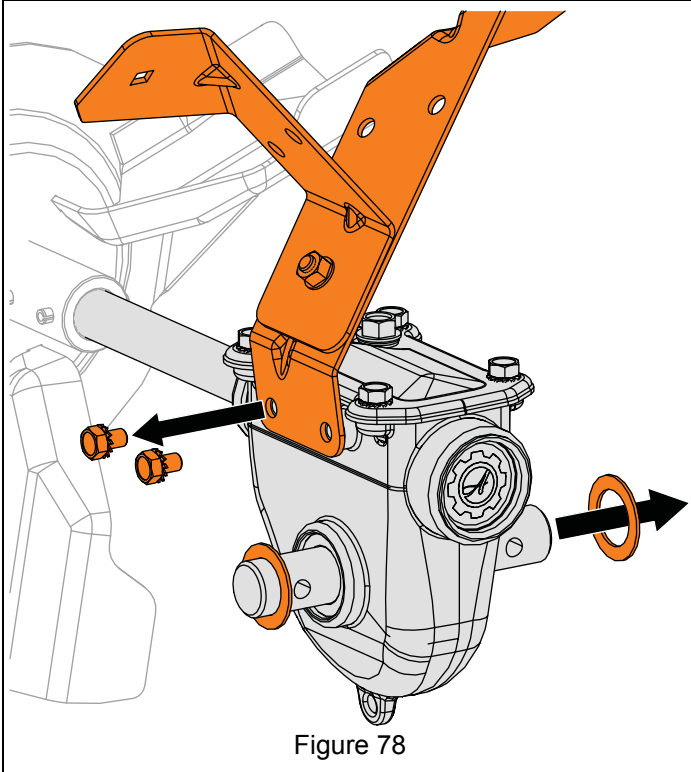
Remove Gearcase Assembly

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove augers. See *Remove Auger* on page 27.

See Figure 73.

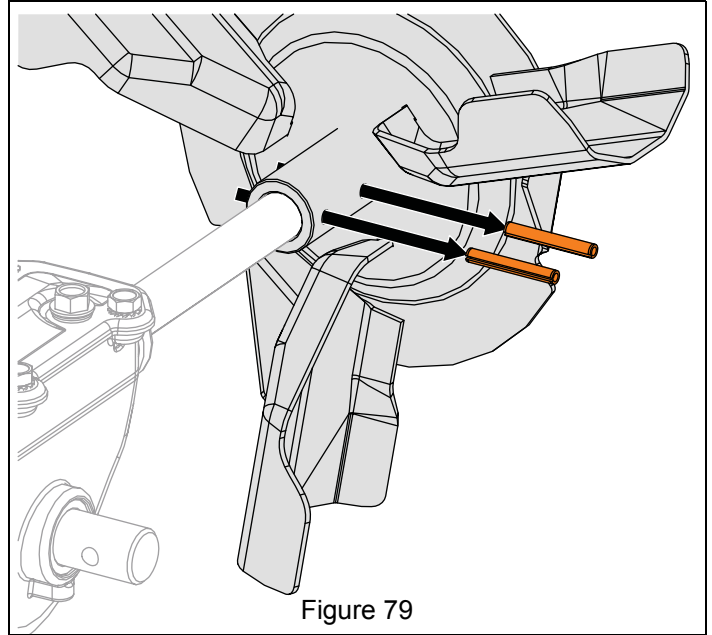
4. Remove hardware retaining support brackets to gearcase and remove brackets.
5. Remove washers from auger shaft.



See Figure 74.

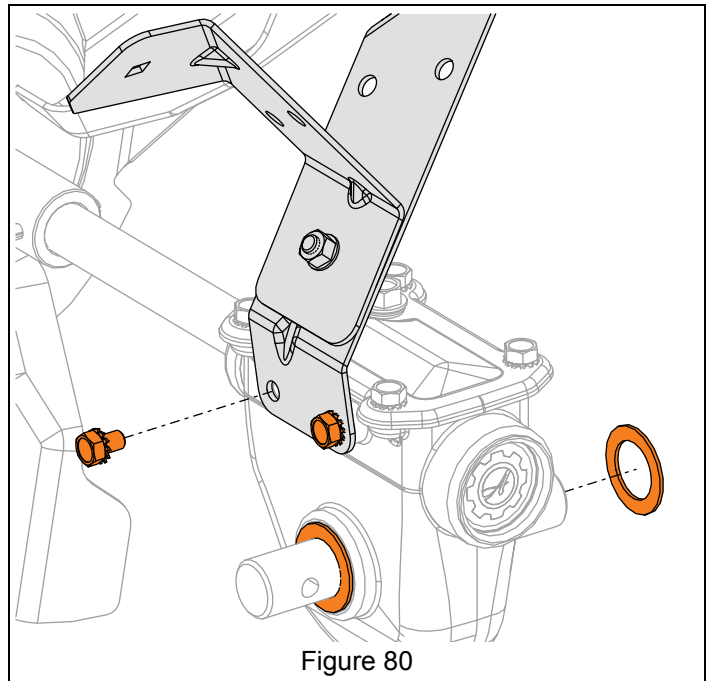
6. Remove roll pins retaining impeller to impeller shaft and remove impeller.

IMPORTANT: Use of penetrating oil or heat may be necessary to remove impeller.



Install Gearcase Assembly

1. Secure impeller to impeller shaft with two roll pins.
2. Reinstall one flat steel washer onto each auger shaft end.
3. Reinstall support brackets to gearcase and secure with two external tooth locking bolts. See Figure 75.



4. Reinstall augers. See *Install Auger* on page 29.
5. Reconnect spark plug wire.

IMPELLER REPLACEMENT

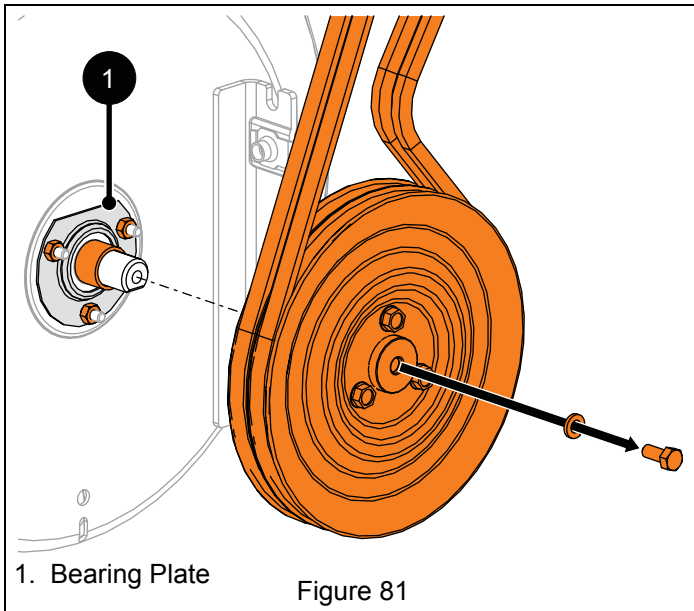
Remove Impeller

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove auger housing. See *Separate Housing From Frame* on page 7.

See Figure 76.

4. Remove hardware securing attachment drive pulley to impeller shaft.
5. Remove pulley and spacer from impeller shaft.
6. Loosen, but DO NOT remove bearing plate hardware.



7. Remove hardware securing auger bushings to auger housing. See Figure 61.
8. Remove auger assembly from housing. See Figure 63.

See Figure 74.

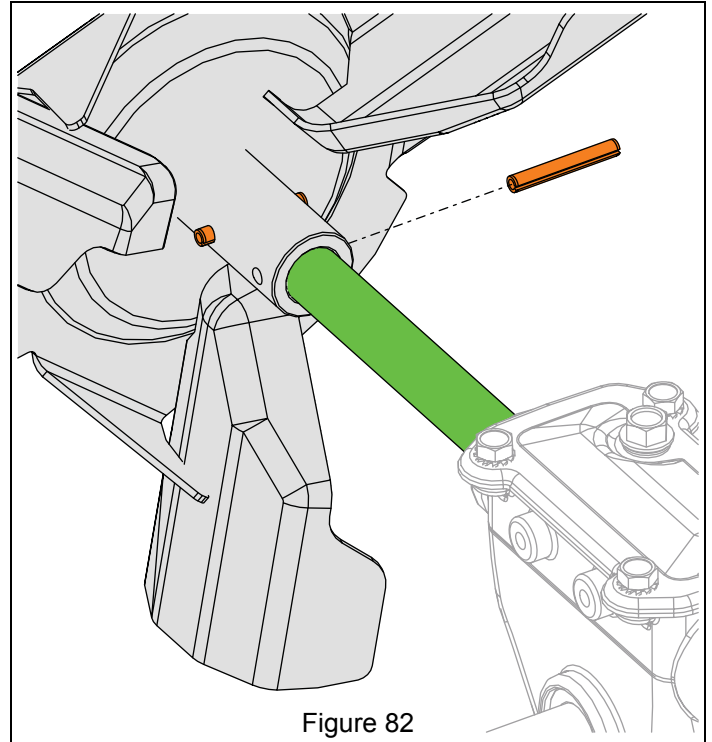
9. Remove two roll pins securing impeller to impeller shaft and remove impeller.

IMPORTANT: Use of penetrating oil or heat may be necessary to remove impeller.

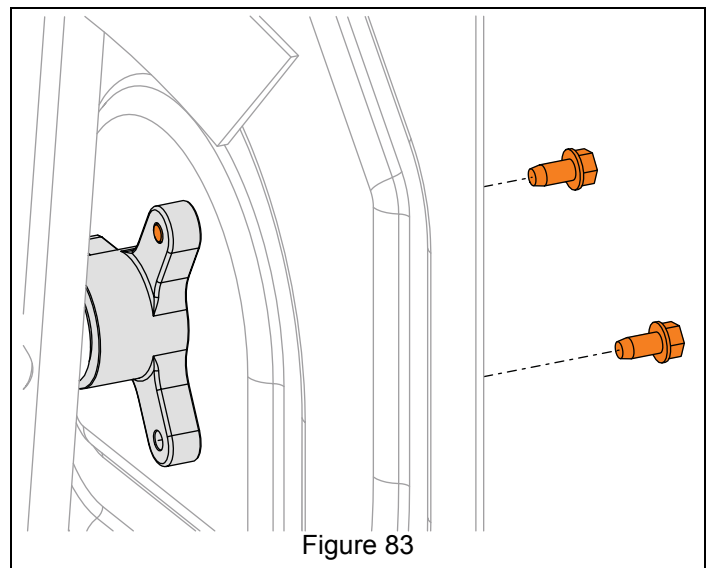
Install Impeller

See Figure 77.

1. Apply a thin layer of anti-seize to impeller shaft.
2. Secure impeller to impeller shaft with two roll pins.

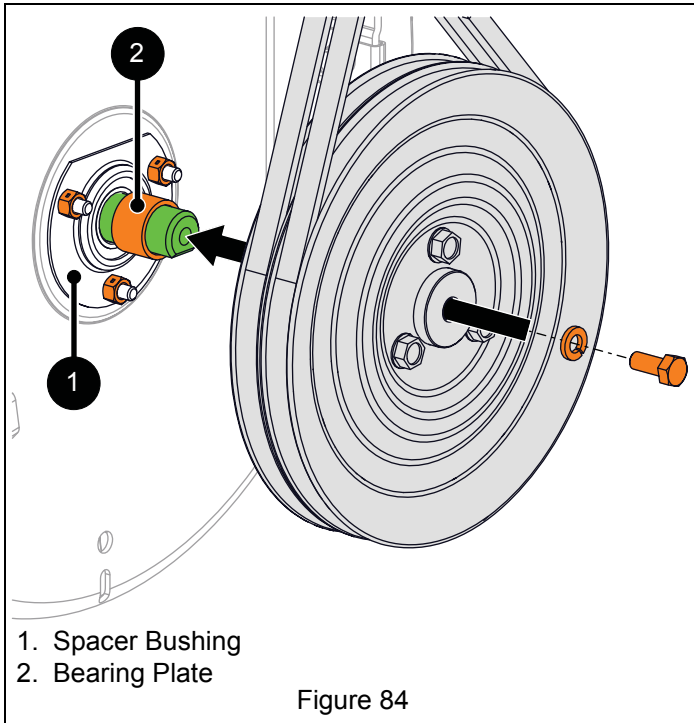


3. Reinstall auger assembly into housing and seat impeller shaft in ball bearing at housing rear. See Figure 69.
4. Secure support bushings to auger housing with six tapping screws. See Figure 78.



See Figure 79.

5. Tighten three hex nuts securing bearing plate to housing.
6. Apply a thin layer of anti-seize to impeller shaft end.
7. Reinstall spacer bushing onto impeller shaft.
8. Reinstall attachment drive pulley onto impeller shaft and secure with locking washer and hex bolt. Torque to 7.9 N•m – 16.5 N•m (5.8 lb-ft – 12.2 lb-ft).



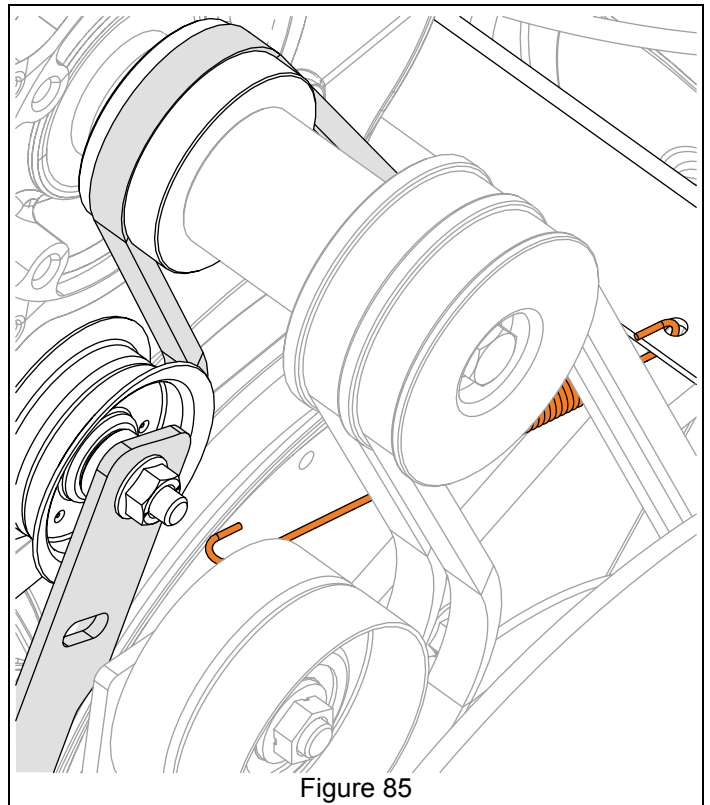
9. Reinstall auger housing to frame. See *Reinstall Auger Housing* on page 11.
10. Reconnect spark plug wire.

ENGINE REPLACEMENT

Remove Engine

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Drain gasoline from fuel system and tank. See *Draining Fuel System* on page 7.
4. Remove belt cover. See Figure 9.
5. Remove hardware securing belt finger to engine and remove belt finger. See Figure 10.
6. Disconnect idler spring from traction drive idler arm and remove spring. See Figure 80.



See Figure 81.

7. Remove engine mounting hardware.
8. Remove J-clamp and chute deflector cable from engine mount.

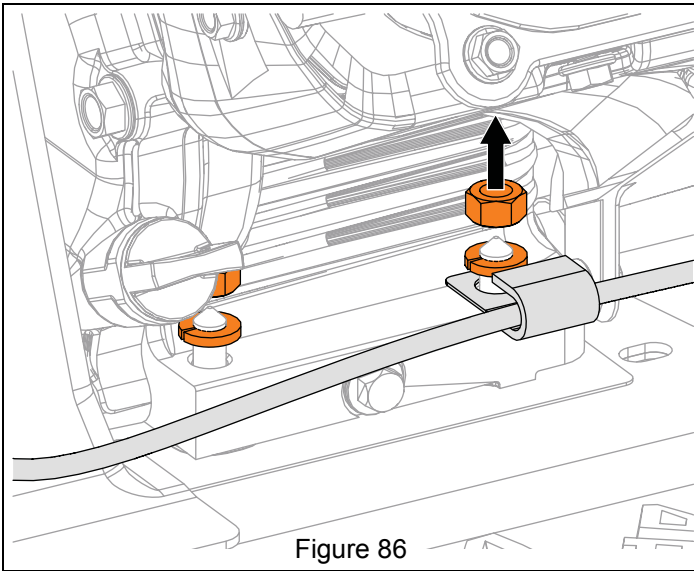


Figure 86



WARNING: AVOID INJURY. Engine is heavy. NEVER lift engine without a suitable lifting device or adult assistant.

9. Using a suitable lifting device or help from an adult assistant, lift engine and tilt forward slightly to relieve tension from belts. Remove belts from engine sheaves.
10. Lower engine onto a flat, level surface.

See Figure 82.

11. Remove hardware securing attachment sheave to crankshaft.
12. Remove attachment sheave, traction sheave and flat steel washer from crankshaft.

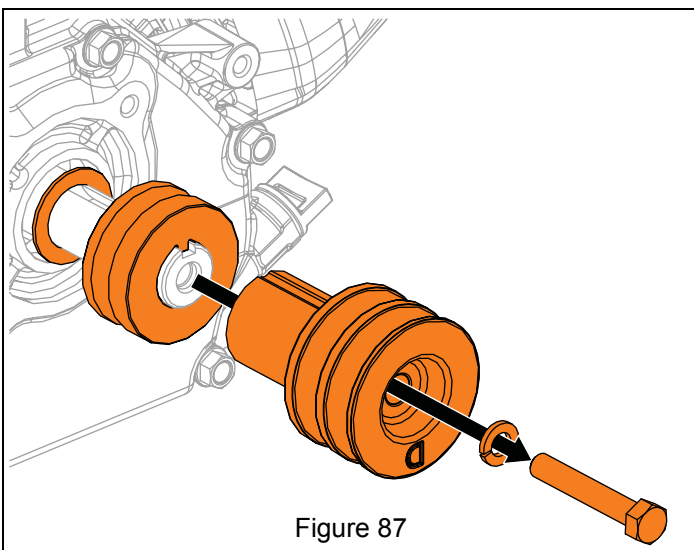


Figure 87

Install Engine



WARNING: AVOID INJURY. Engine is heavy. NEVER lift engine without a suitable lifting device or adult assistant.

1. Using a suitable lifting device or help from an adult assistant, lift engine and lower onto bolts in frame.
2. Position belts over crankshaft.
3. Reinstall J-clamp to left rear engine mounting position.
4. Secure engine mount to frame with four locking nuts. Torque to 11.9 N•m – 17.9 N•m (8.8 lb-ft – 13.2 lb-ft).

See Figure 83.

5. Reinstall flat steel washer and traction drive sheave onto crankshaft.
6. Reinstall traction drive belt onto traction sheave.
7. Reinstall attachment drive sheave onto crankshaft.

IMPORTANT: Traction drive sheave must be reinstalled in the orientation shown in Figure 83.

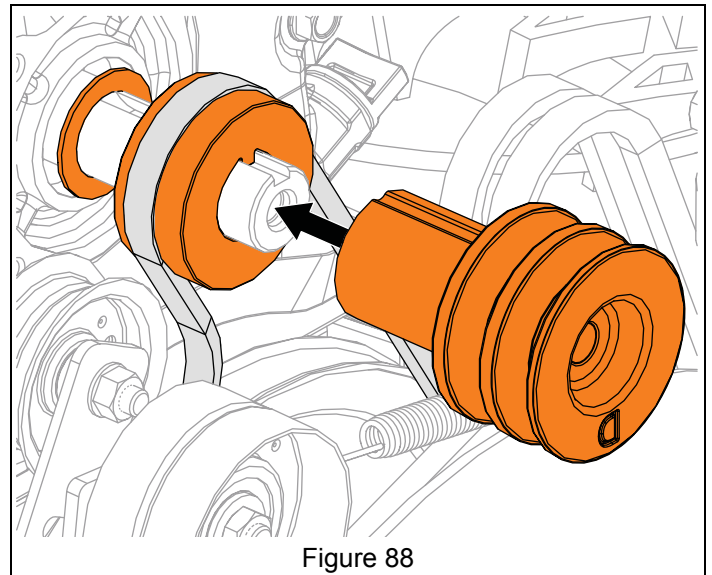


Figure 88

See Figure 84.

8. Reinstall idler spring to traction idler arm.
9. Secure attachment sheave to crankshaft with one locking washer and hex bolt.

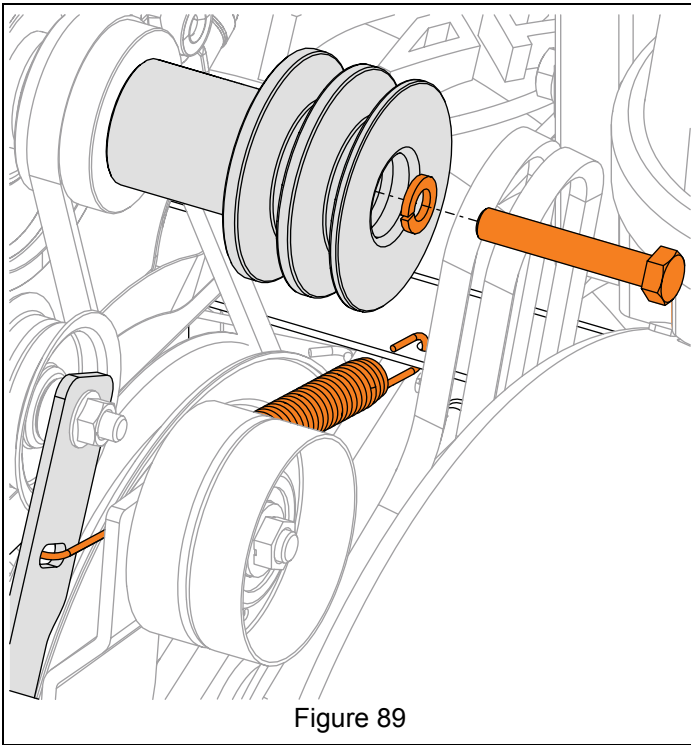


Figure 89



WARNING: AVOID INJURY. Attachment sheave edges are sharp. Wear thick gloves to install belts onto attachment sheave.

See Figure 85.

10. Reinstall attachment drive belts onto attachment sheave.

To assist belt installation, slowly pull recoil starter handle while gently guiding belts into attachment sheave.

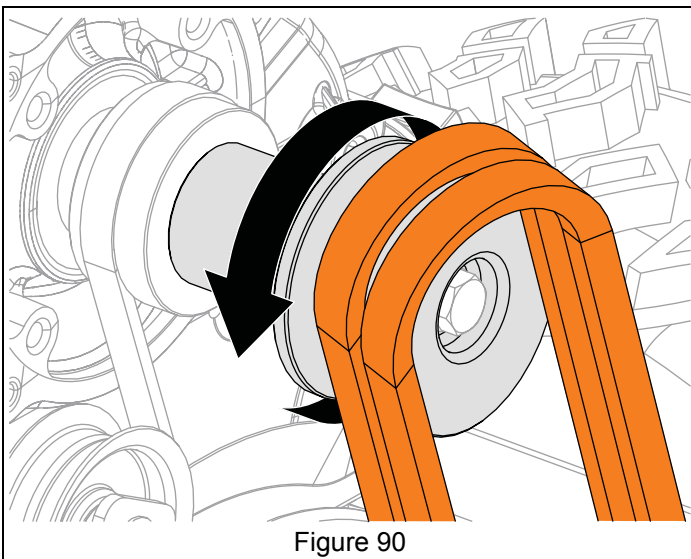


Figure 90

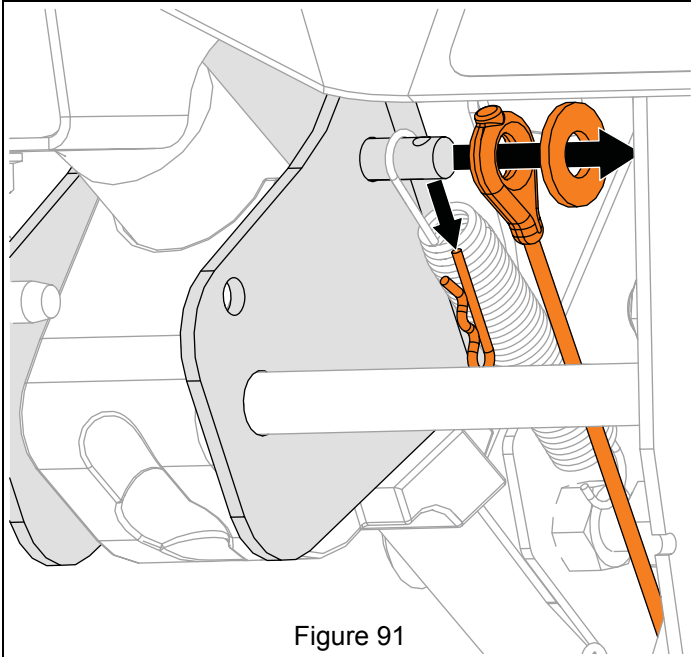
11. Reinstall belt finger and secure with original flat steel washers, locking washers and hex bolts as shown in Figure 10.
12. Check belt finger clearance:
 - Engage attachment clutch lever and make sure belt finger located opposite belt idler is less than 3.2 mm (1/8") from belt, but not touching the belt.
 - If needed, adjust clearance by loosening hex bolts, repositioning belt finger, and tightening bolts.
13. Reinstall belt cover and secure left side to frame with one tapping screw. Position right side of belt cover under tapping screw and tighten.
14. Reinstall chute deflector cable into J-clamp. Bend clamp slightly to secure cable in clamp.
15. Reconnect spark plug wire and fill fuel tank.

TRACTION DRIVE CABLE REPLACEMENT

Remove Traction Drive Clutch Cable

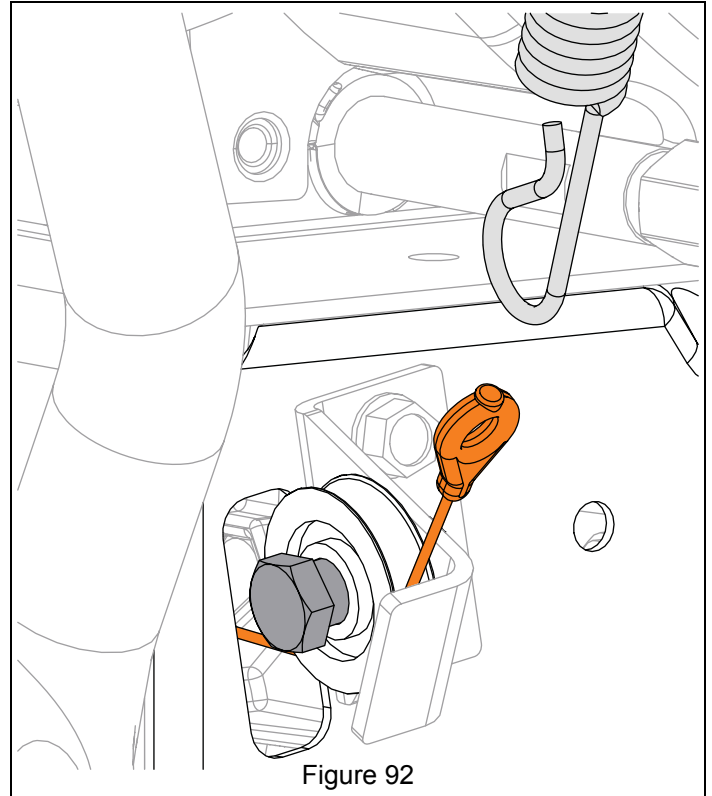
IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Loosen traction drive clutch cable.
4. Under dash panel, remove hardware retaining upper traction clutch cable to clutch lever and remove cable. See Figure 86.



See Figure 87.

5. Disconnect lower traction drive cable from upper traction drive cable.
6. Loosen, but DO NOT remove shoulder bolt retaining cable pulley to cable pulley bracket.



7. Remove belt cover. See Figure 9.
8. Remove lower traction clutch cable from swing gate. See Figure 88.

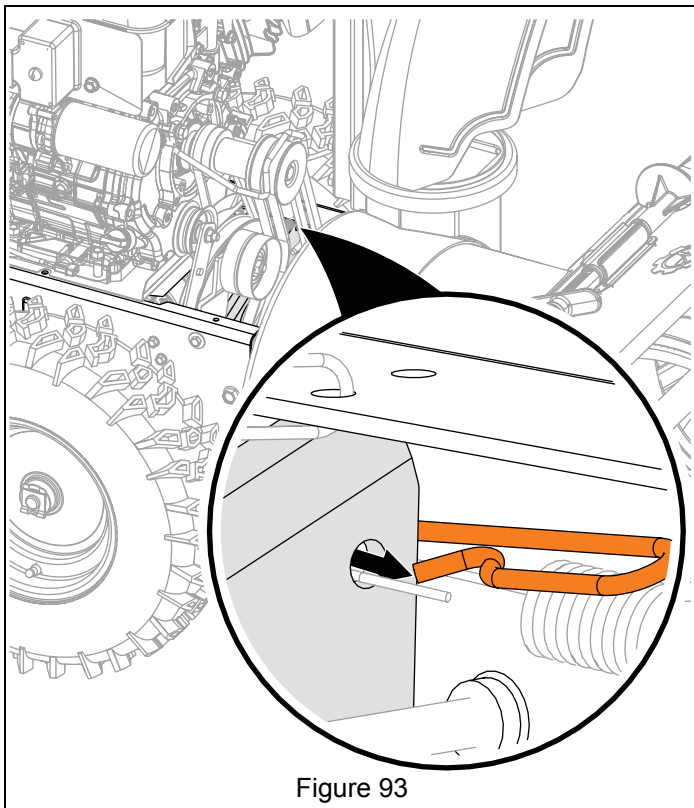


Figure 93

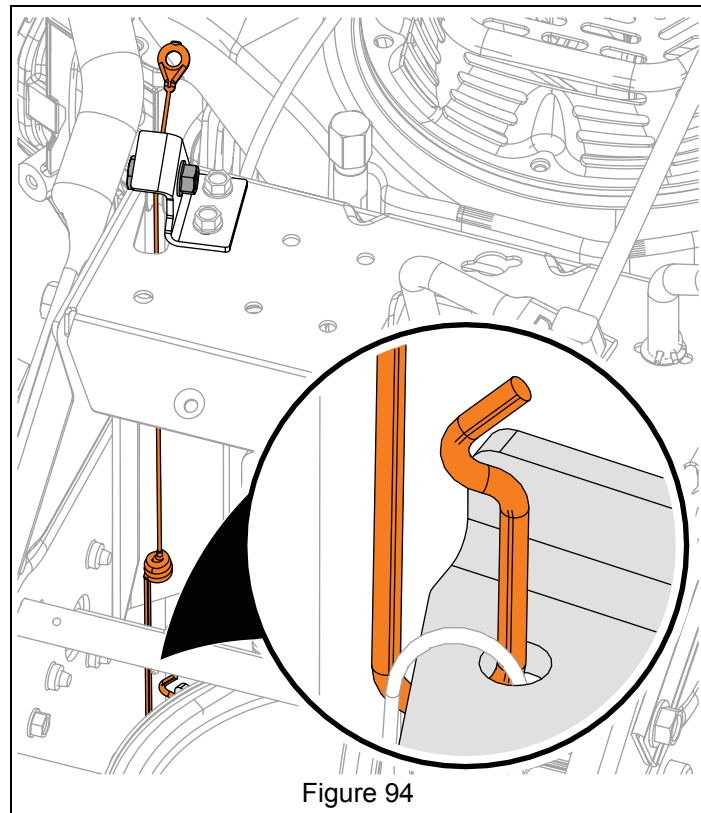


Figure 94

9. Remove cable.

Install Traction Drive Clutch Cable



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Rotate unit to service position and remove bottom cover. See *Service Position* on page 7 and *Bottom Cover Removal* on page 13.

See Figure 89.

2. Route cable end with spring hook through hole in back cover.
3. Install cable end onto swing gate.

See Figure 90.

4. Align cable with cable pulley and tighten shoulder bolt.
5. Reconnect lower traction clutch cable to upper traction clutch cable.

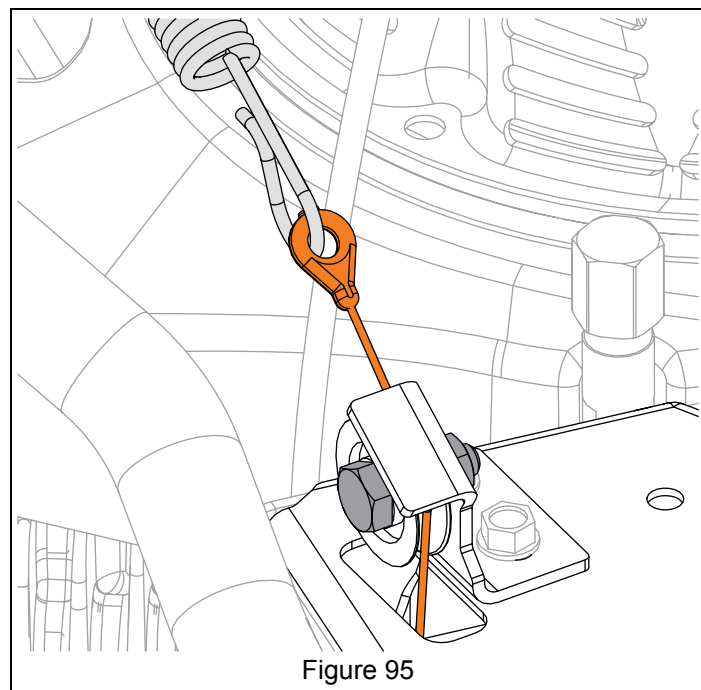


Figure 95

6. Reinstall bottom cover and secure with two tapping screws and four hex bolts.

7. Reinstall upper traction clutch cable to traction clutch lever. Secure with one flat steel washer and hairpin. See Figure 86.
8. Return unit to operating position.
9. Adjust traction drive clutch. Refer to Operator's Manual for adjustment procedure.
10. Reconnect spark plug wire and fill fuel tank.

IMPORTANT: Check all adjustments after first use.

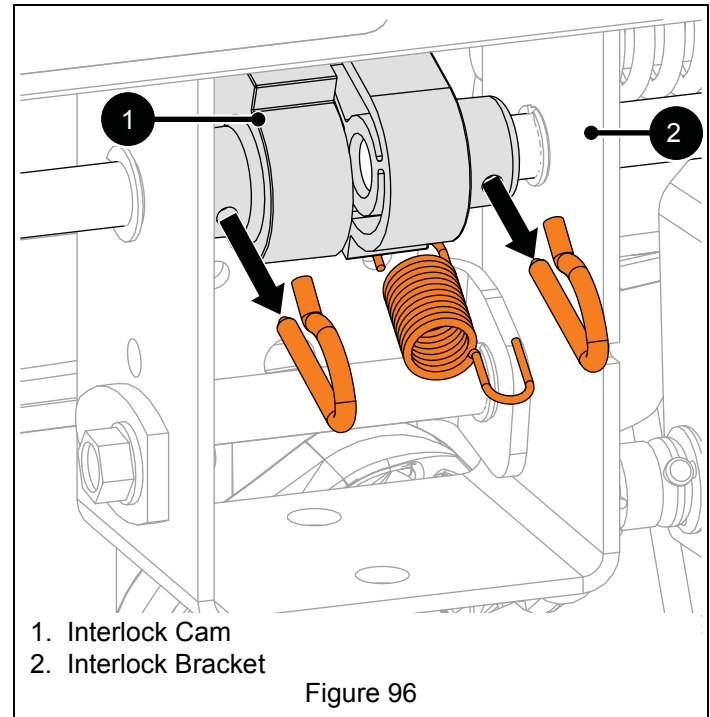
DUAL-HANDLE INTERLOCK CAM REPLACEMENT

Remove Interlock Cam

IMPORTANT: Save all hardware for reinstallation.

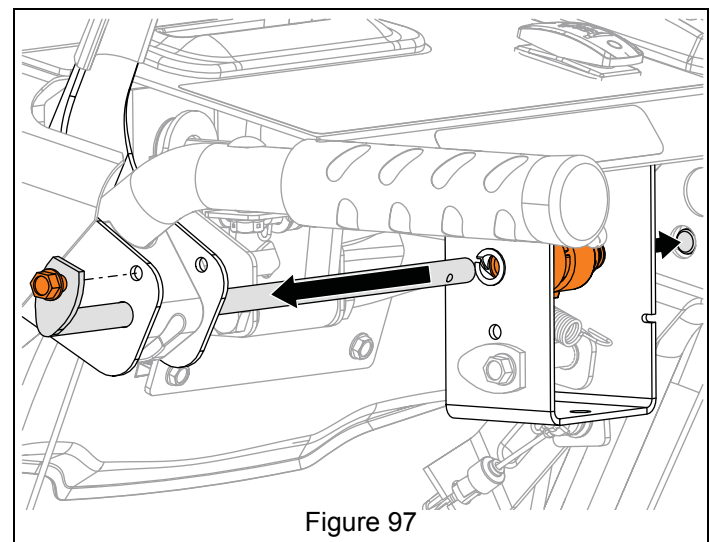
See Figure 96.

1. Remove spring from interlock bracket.
2. Remove two spring clips securing interlock cams to camshafts.



IMPORTANT: Interlock cams will fall from camshafts in next step.

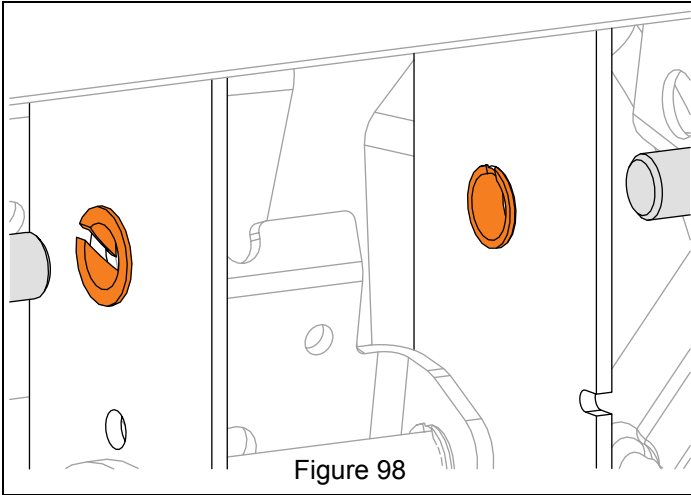
3. Remove hardware retaining camshafts to clutch levers and remove camshafts. See Figure 97.



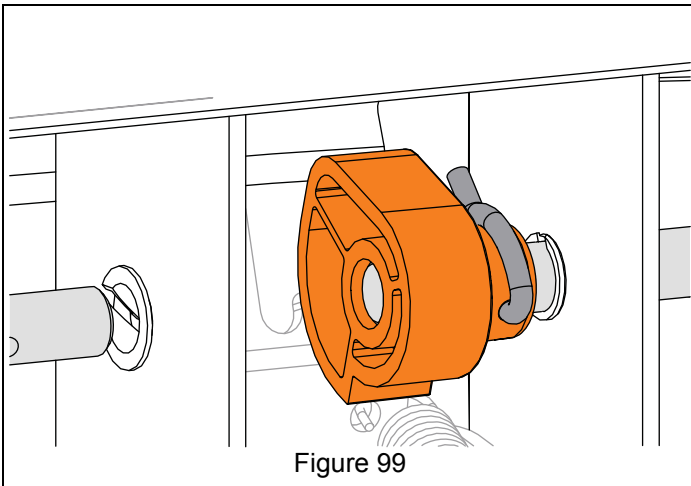
4. Remove cams.

Install Interlock Cams

IMPORTANT: Ensure nylon bushings are seated in interlock bracket. See Figure 98.

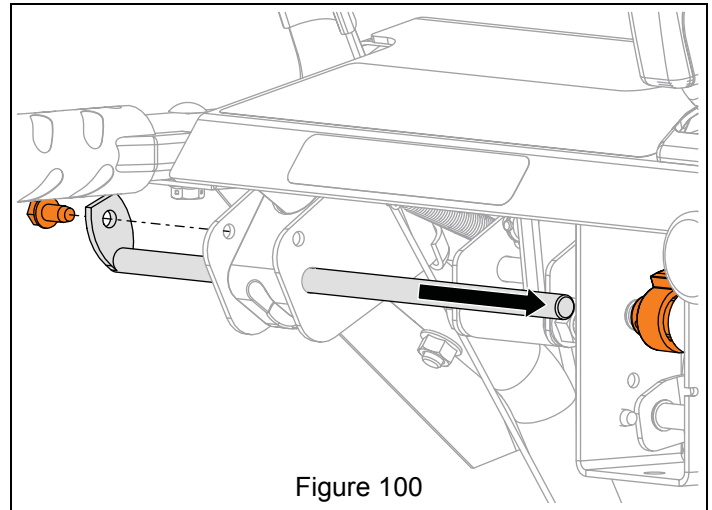


1. Reinstall right camshaft through interlock bracket and secure to clutch lever with one tapping screw.
2. Install interlock cam onto camshaft so flat edge is positioned downward. Secure with spring clip. See Figure 99.



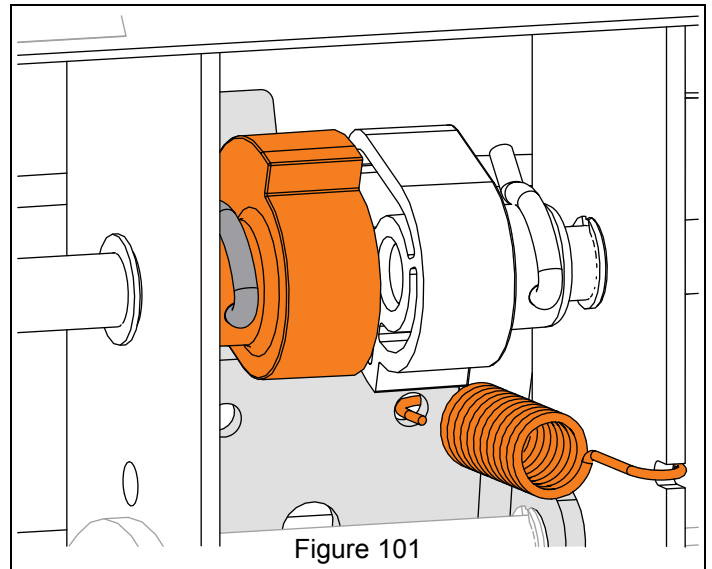
See Figure 100.

3. Position left interlock cam inside interlock bracket and align with left camshaft.
4. Insert camshaft through interlock bracket and into interlock cam.
5. Secure camshaft to clutch lever with one tapping screw.



See Figure 101.

6. Rotate cam so flat edge is positioned upward and secure with spring clip.
7. Reconnect spring to interlock bracket.



8. Check dual-handle interlock function. Refer to Operator's Manual for test procedure.

IMPORTANT: If dual-handle interlock continues to malfunction, see your Ariens dealer.

AXLE BUSHING REPLACEMENT

Remove Left Axle Bushing

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
 2. Disconnect spark plug wire from engine.
 3. Place unit in service position and remove bottom cover. See *Service Position* on page 7 and *Bottom Cover Removal* on page 13.
 4. Remove snap clips from left axle end and remove wheel.
- See Figure 97.
5. Remove key and flat steel washer from axle.
 6. Remove hardware securing axle bushing to frame and remove bushing.

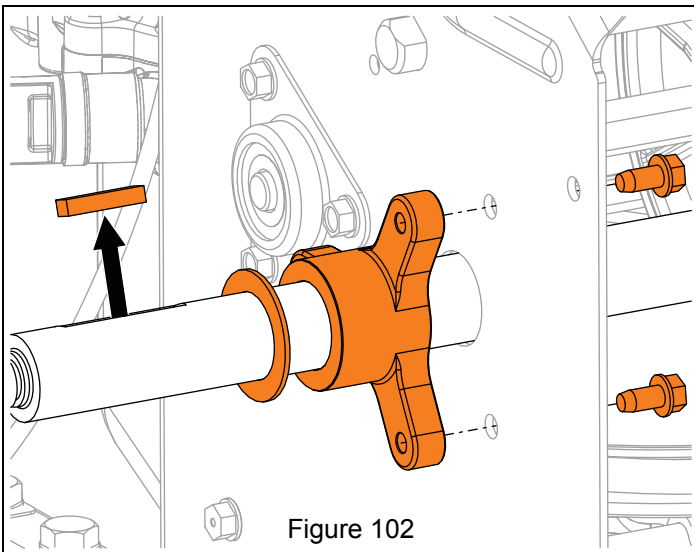


Figure 102

Install Left Axle Bushing

1. Install bushing onto axle and secure to frame with three tapping screws from inside frame.
2. Reinstall flat steel washer and key onto axle.
3. Reinstall bottom cover and secure with two tapping screws and four hex bolts.
4. Reinstall wheel and secure with snap clip.
5. Return unit to operating position.
6. Reconnect spark plug wire and fill fuel tank.

Remove Right Axle Bushing

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position and remove bottom cover. See *Service Position* on page 7 and *Bottom Cover Removal* on page 13.
4. Remove snap clips from axle ends and remove wheels.

See Figure 98.

5. Remove E-ring from axle end.
6. Hold differential gear in place and remove axle from differential.

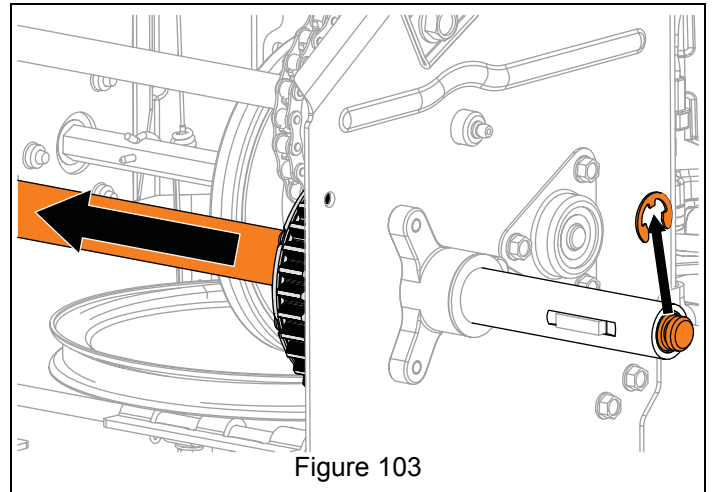


Figure 103

See Figure 99.

IMPORTANT: Two flat steel washers will fall when short axle is removed.

7. Hold differential gear and remove short axle.
8. Remove differential gear.

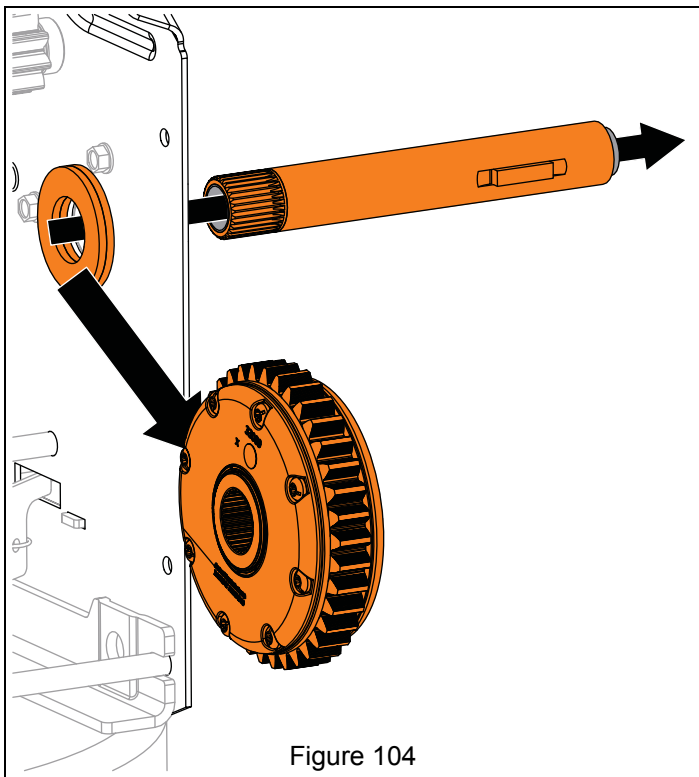


Figure 104

9. Remove hardware securing axle bushing to frame and remove bushing. See Figure 100.

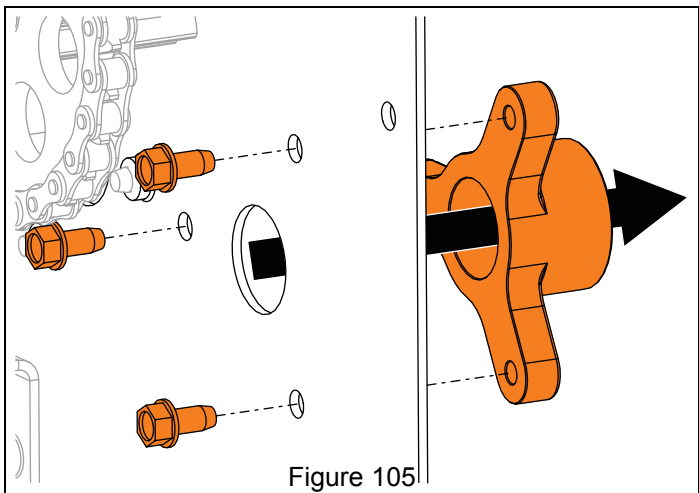


Figure 105

Install Right Axle Bushing

1. Secure bushing to frame exterior with three tapping screws from inside frame. See Figure 101.

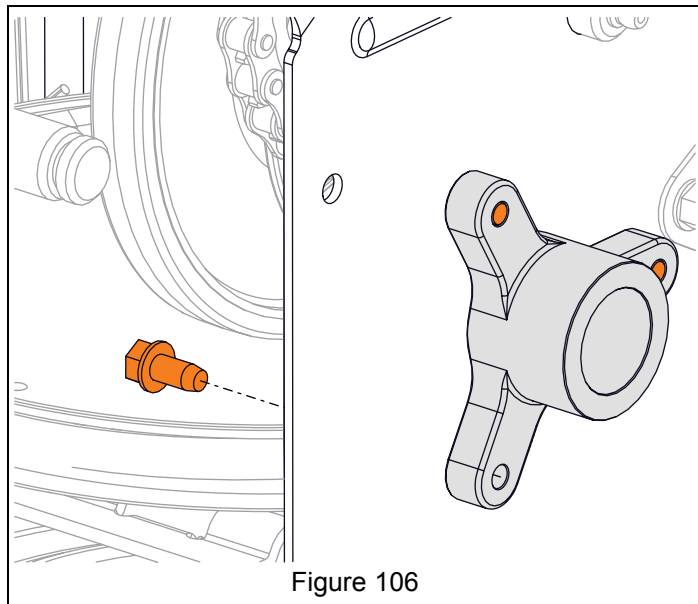


Figure 106

See Figure 102.

2. Reinstall short axle until a small portion of axle is through frame.
3. Reinstall two flat steel washers onto axle.

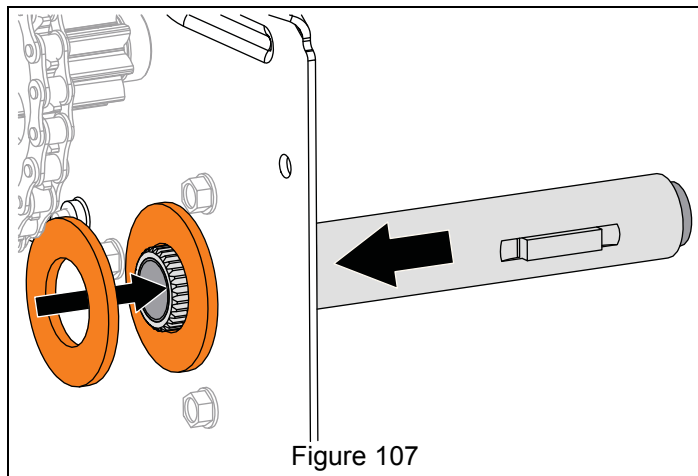


Figure 107

4. Align differential gear with pinion gear and short axle. Reinstall short axle into differential. See Figure 103.

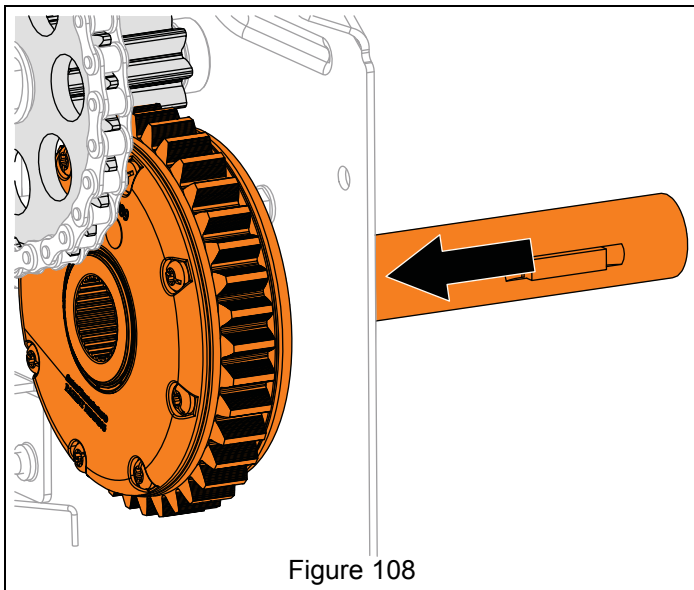


Figure 108

See Figure 104.

5. Reinstall long axle into differential gear.
6. Reinstall E-ring onto axle end.

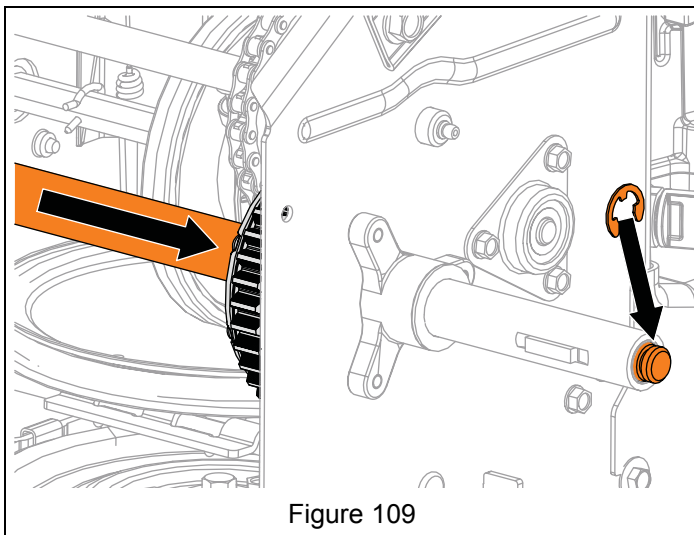


Figure 109

7. Reinstall bottom cover and secure with two tapping screws and four hex bolts.
8. Reinstall wheels and secure with snap clips.
9. Return unit to operating position.
10. Reconnect spark plug wire and fill fuel tank.

FLANGE BUSHING REPLACEMENT

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position and remove bottom cover. See *Service Position* on page 7 and *Bottom Cover Removal* on page 13.
4. Remove snap clip from right axle end and remove right wheel.

See Figure 105.

5. Remove spring clip from pinion shaft.
6. Remove pinion shaft.

IMPORTANT: Flat steel washer and sleeve bushing will fall when pinion shaft is removed.

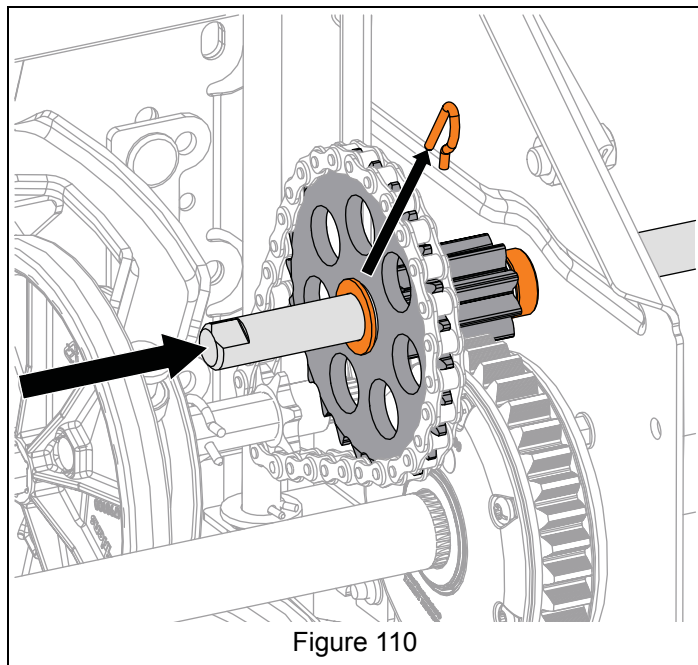
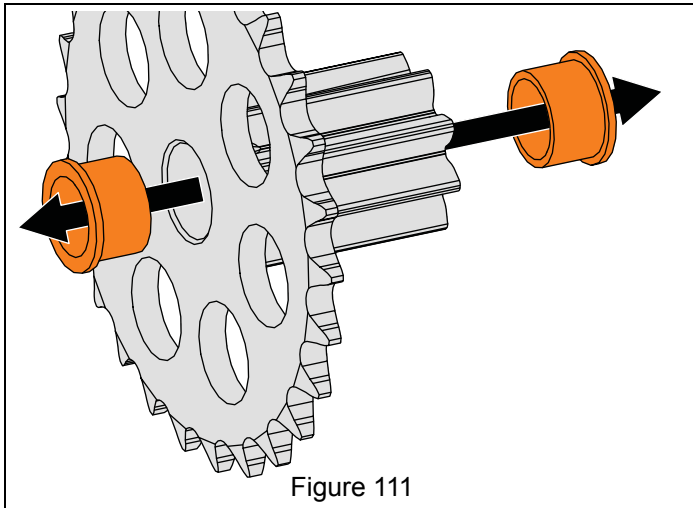


Figure 110

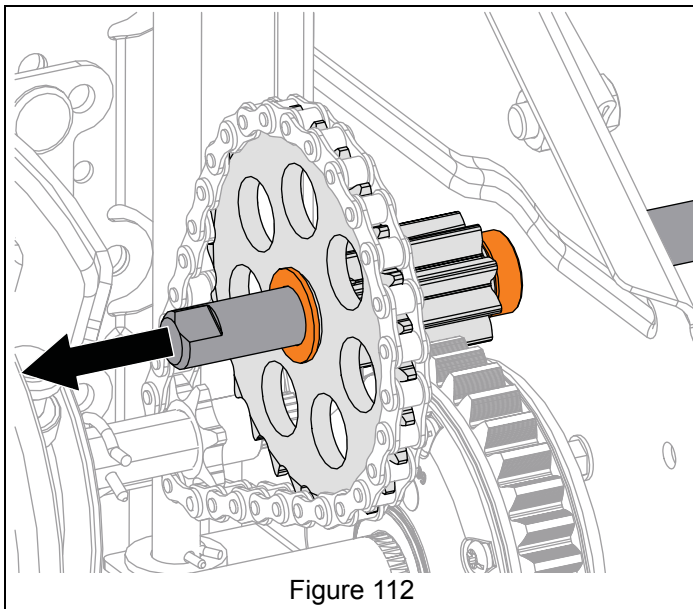
7. Remove pinion gear.

8. Remove flange bushings from pinion gear. See Figure 106.



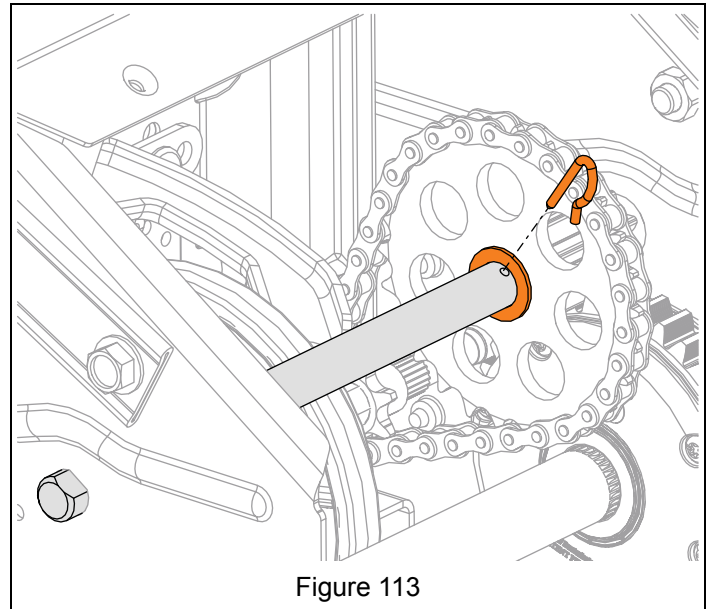
Install Flange Bushings

1. Install flange bushings into pinion gear.
See Figure 107.
2. Reinstall pinion gear into chain and align with differential gear.
3. Position sleeve bushing between pinion gear and frame.
4. Reinstall pinion shaft through frame, sleeve bushing and pinion gear.
5. Reinstall one flat steel washer onto pinion shaft.



See Figure 108.

6. Insert pinion shaft end into left side of frame.
7. Position flat steel washer against pinion gear and reinstall spring clip.



8. Reinstall bottom cover and secure with two tapping screws and four hex bolts.
9. Reinstall wheel and secure with snap clip.
10. Return unit to operating position.
11. Reconnect spark plug wire and fill fuel tank.

DIFFERENTIAL GEAR REPLACEMENT

Remove Differential Gear

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position and remove bottom cover. See *Service Position* on page 7 and *Bottom Cover Removal* on page 13.
4. Remove snap clips from axle ends and remove wheels.

See Figure 109.

5. Remove E-ring from axle end.
6. Hold differential gear in place and remove long axle from differential.

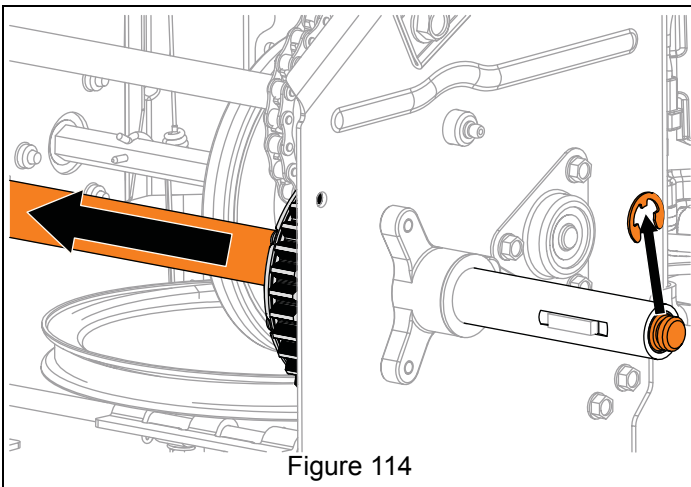


Figure 114

See Figure 110.

IMPORTANT: Two flat steel washers will fall when short axle is removed.

7. Hold differential gear in place and remove short axle.
8. Remove differential.

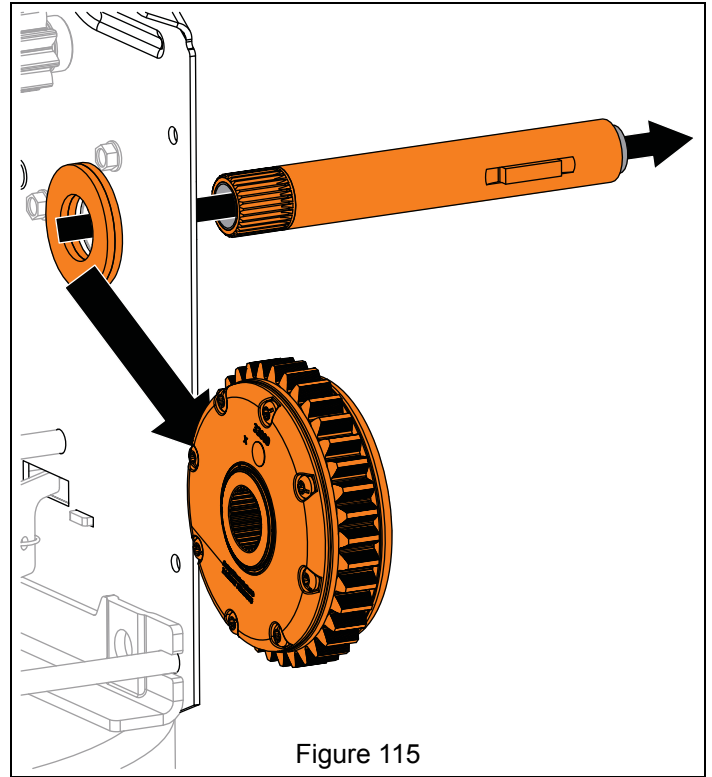


Figure 115

Install Differential Gear

See Figure 111.

1. Reinstall short axle until a small portion of axle is through frame.
2. Reinstall two flat steel washers onto axle.

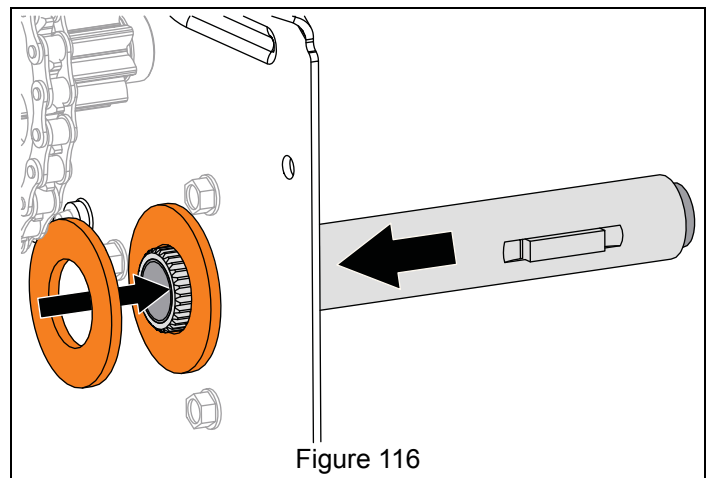


Figure 116

3. Align differential gear with pinion gear and short axle. Reinstall short axle into differential. See Figure 112.

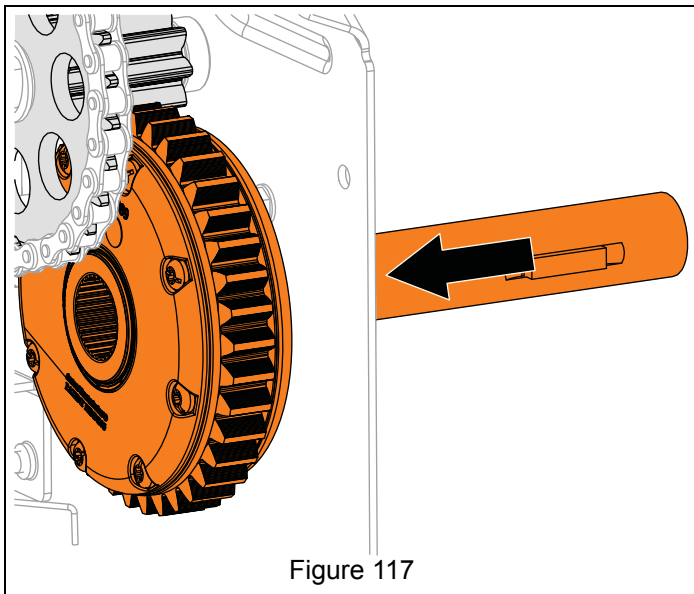


Figure 117

See Figure 113.

4. Reinstall long axle into differential gear.
5. Reinstall E-ring onto axle end.

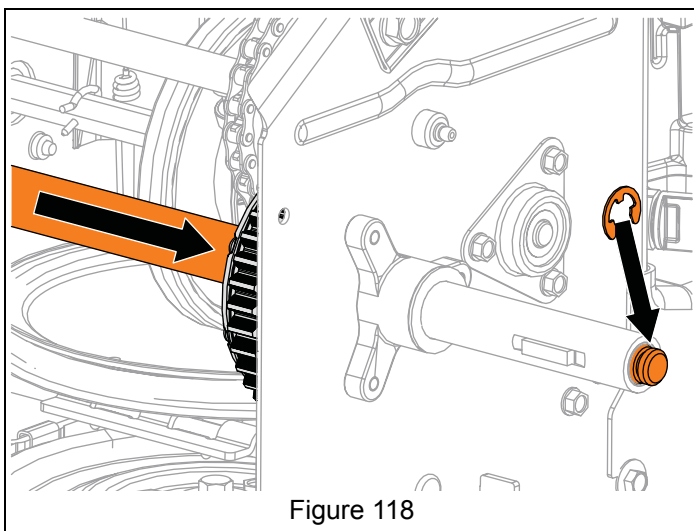


Figure 118

6. Reinstall bottom cover and secure with two tapping screws and four hex bolts.
7. Reinstall wheels onto axle and secure with snap clips.
8. Return unit to operating position.
9. Reconnect spark plug wire and fill fuel tank.

CHUTE GEAR REPLACEMENT

Remove Chute Rotation Gear

IMPORTANT: Save all hardware for reinstallation

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Position discharge chute facing forward.

See Figure 120.

4. Remove hardware retaining chute gear cover and remove cover.
5. Remove hairpin from hex rod and remove hex rod from chute gears.

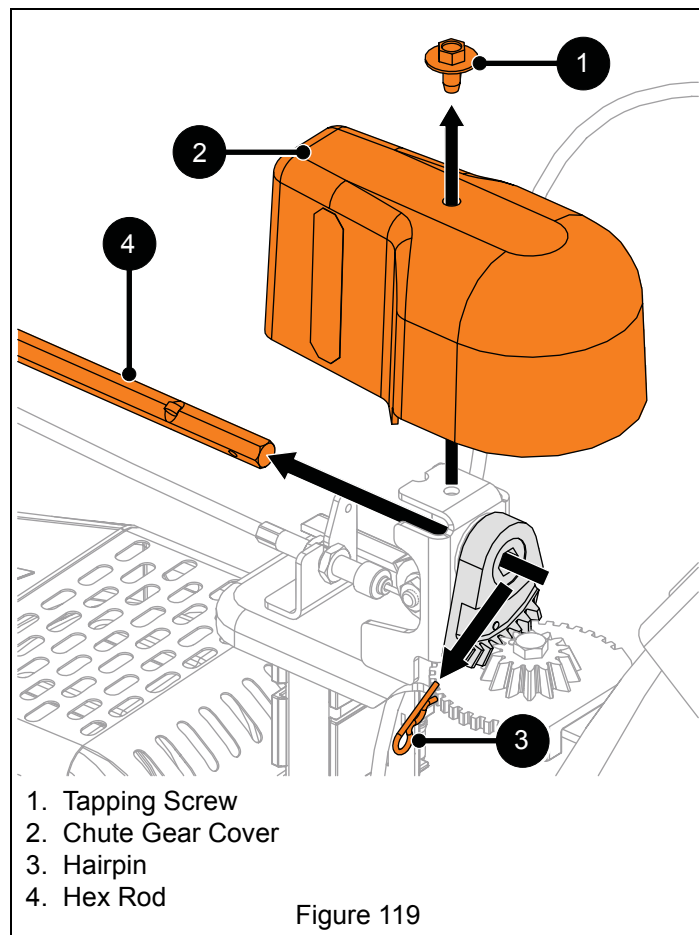


Figure 119

IMPORTANT: Support discharge chute so it remains upright.

6. Remove hardware retaining chute rotation gear to pedestal plate and remove gear. See Figure 121.

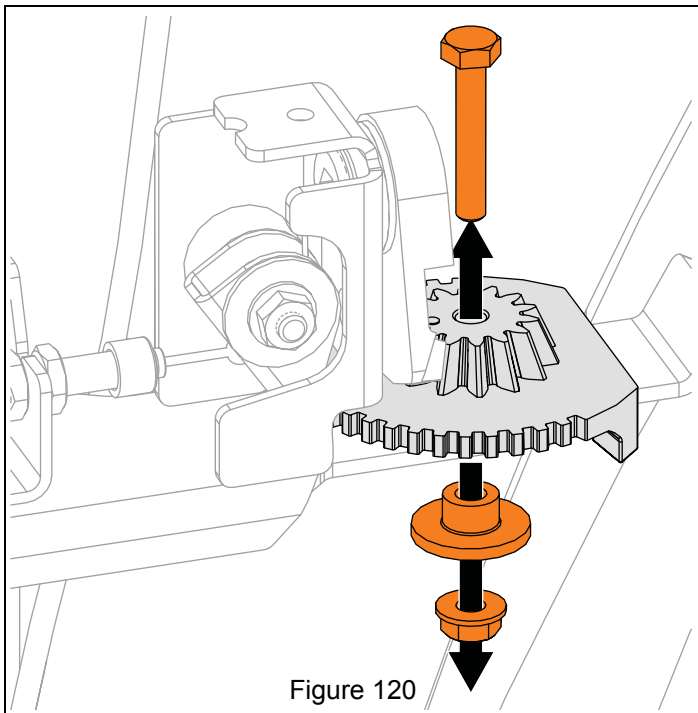


Figure 120

Install Chute Rotation Gear

IMPORTANT: Discharge chute **MUST** be positioned forward.

See Figure 123.

1. Position actuation gear with gear teeth at the lowest position.
2. Install chute rotation gear and position so midpoint of gear teeth are seated in lock arm.

IMPORTANT: Ensure markers on actuation gear and chute rotation gear align.

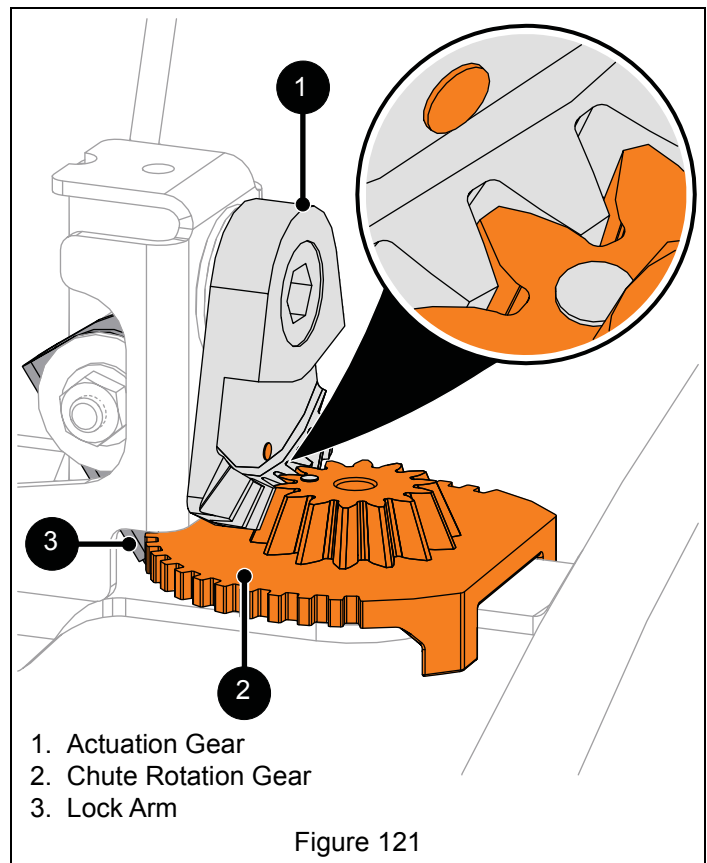


Figure 121

3. Secure chute rotation gear to chute pedestal with original hex bolt, flange bushing and flange nut. See Figure 124.

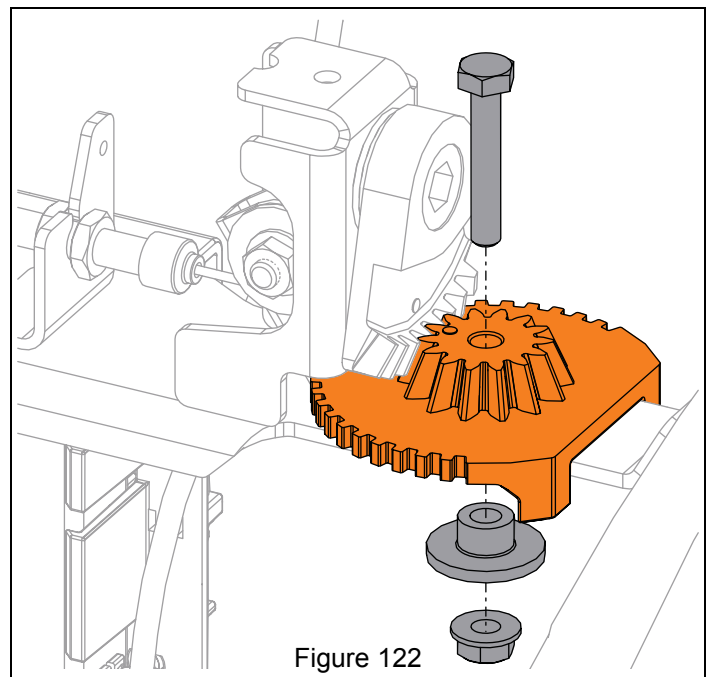


Figure 122

4. Position chute rotation lever upright and discharge chute facing forward.
5. Reinstall hex rod into actuation gear and secure with original hairpin.

6. Reinstall chute gear cover and secure with original tapping screw.
7. Adjust discharge chute. Refer to Operator's Manual for adjustment procedure.
8. Reconnect spark plug wire.

IMPORTANT: Check all adjustments after first use.

Remove Actuation Gear

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove chute rotation gear. See *Remove Chute Rotation Gear* on page 48.

See Figure 125.

4. Remove actuation gear and two flat steel washers from chute gear bracket.

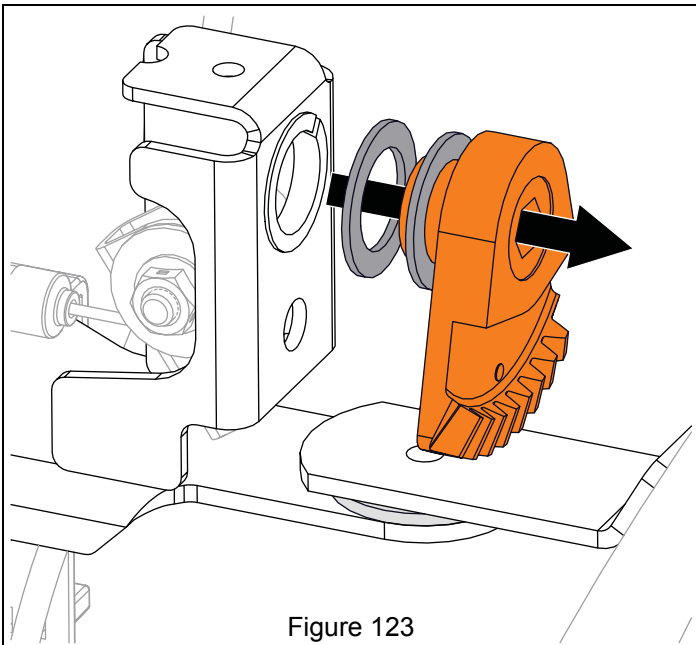


Figure 123

Install Actuation Gear

1. Install two flat steel washers onto actuation gear.
2. Install actuation gear into chute gear bracket.
3. Reinstall chute rotation gear. See *Install Chute Rotation Gear* on page 50.

SCRAPER BLADE REPLACEMENT

Remove Scraper Blade

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before tipping unit onto handlebars, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove hardware securing scraper blade ends to auger housing. See Figure 126.

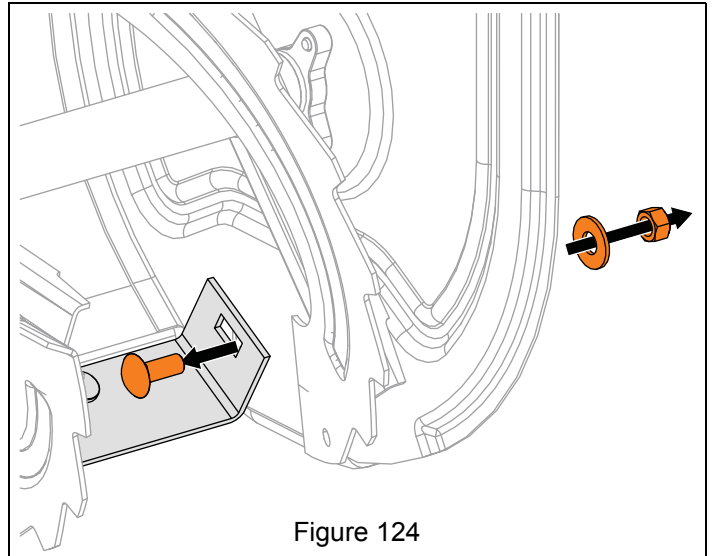


Figure 124

See Figure 127.

4. Slowly tip unit back so it rests on handlebars.
5. Remove remaining hardware securing scraper blade to auger housing and remove scraper blade.

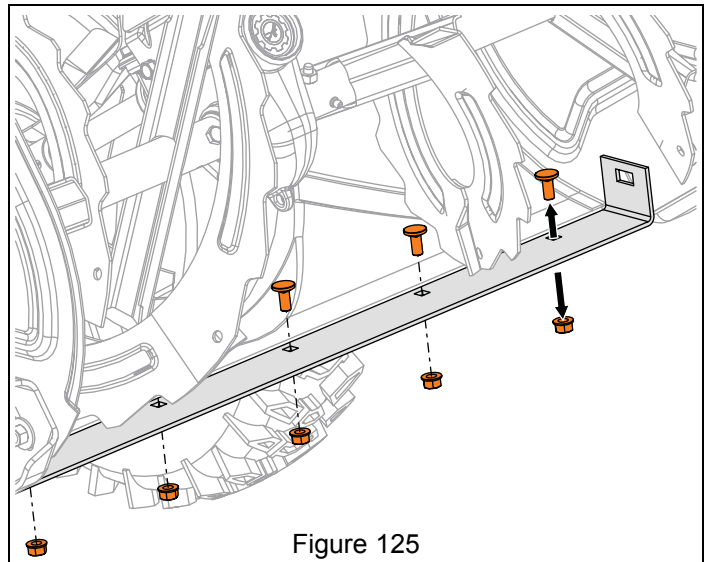


Figure 125

Install Scraper Blade

1. Position scraper blade inside auger housing and align with holes in housing.
2. Insert seven flat head square neck bolts through scraper blade from inside housing. Secure with seven top locking flange nuts.
3. Insert two round head square neck bolts through scraper blade ends and skid shoes from inside housing. Secure with two flat steel washers and two hex nuts.
4. Return unit to operating position.
5. Adjust scraper blade and skid shoes. Refer to Operator's Manual for adjustment procedures.
6. Reconnect spark plug wire and fill fuel tank.

IMPORTANT: Check all adjustments after first use.

HEADLIGHT REPLACEMENT

Remove Bulb

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Remove hardware securing headlight to dash panel. See Figure 128.

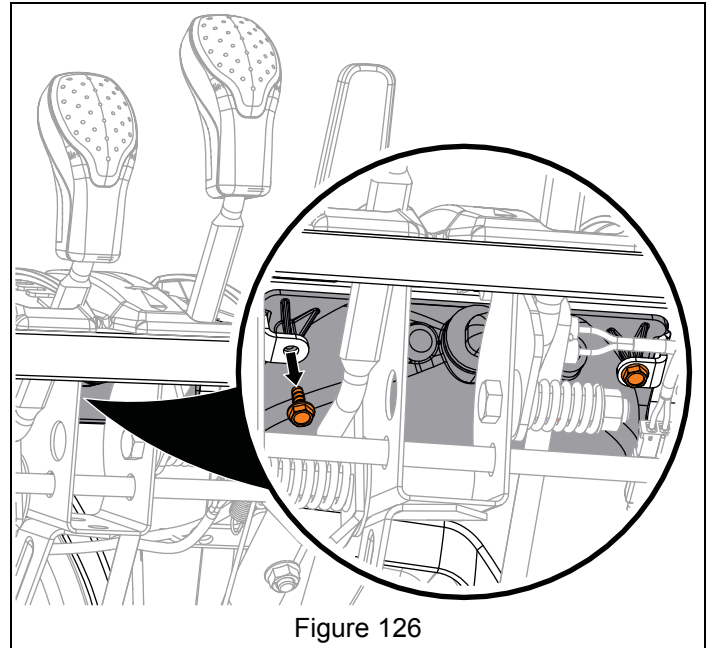


Figure 126

See Figure 129.

4. Remove headlight from dash panel.
5. Disconnect wire harness from bulb.

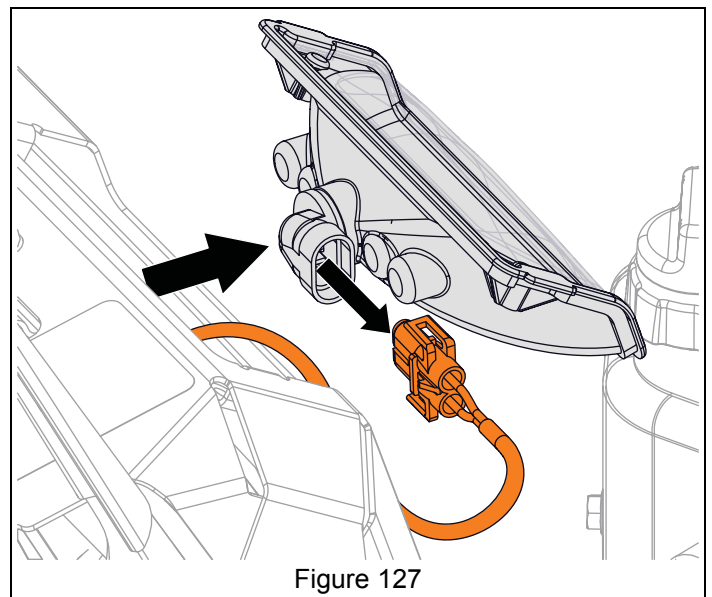


Figure 127

6. Turn bulb one-eighth turn counterclockwise and remove from headlight bezel. See Figure 130.

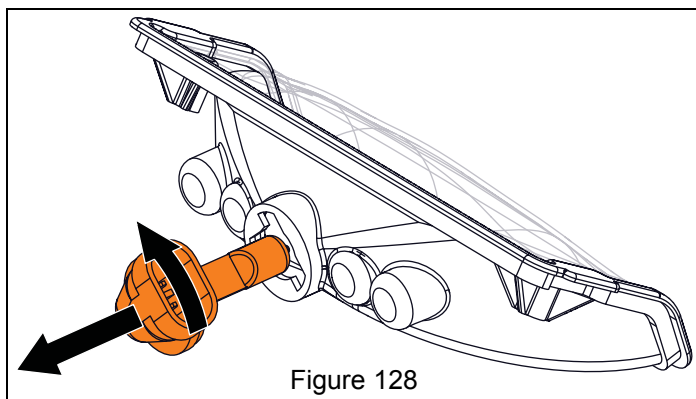


Figure 128

Install Bulb

NOTICE: DO NOT touch new bulb with bare hands; wear gloves. Body oil on a headlight bulb can increase bulb temperature and reduce life of the bulb.

1. Install bulb into headlight bezel and turn one-eighth turn clockwise.
2. Connect bulb to wire harness.
3. Reinstall headlight housing into dash panel and secure with two tapping screws.
4. Reconnect spark plug wire.

EFI BATTERY REPLACEMENT

Models 921053, 921327

Remove Battery

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Disconnect wire harnesses from ECU.
4. Remove hardware retaining ECU bracket and remove bracket. See Figure 131.

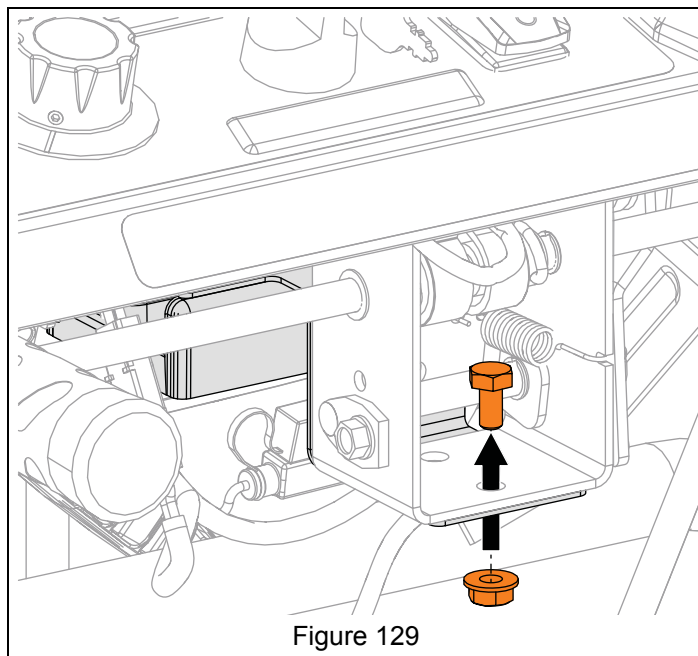


Figure 129

See Figure 132.

5. Disconnect wire harness from battery connector.
6. Remove hardware retaining battery bracket and remove bracket.

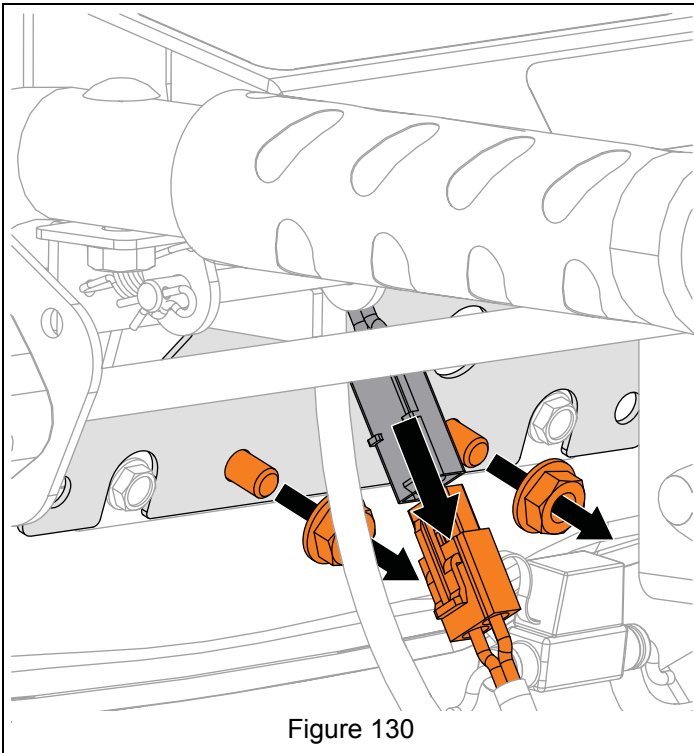


Figure 130

7. Cut cable ties retaining battery to battery bracket. Remove battery and dispose of properly.

Install Battery

1. Position battery in battery bracket and secure with two cable ties. See Figure 133.

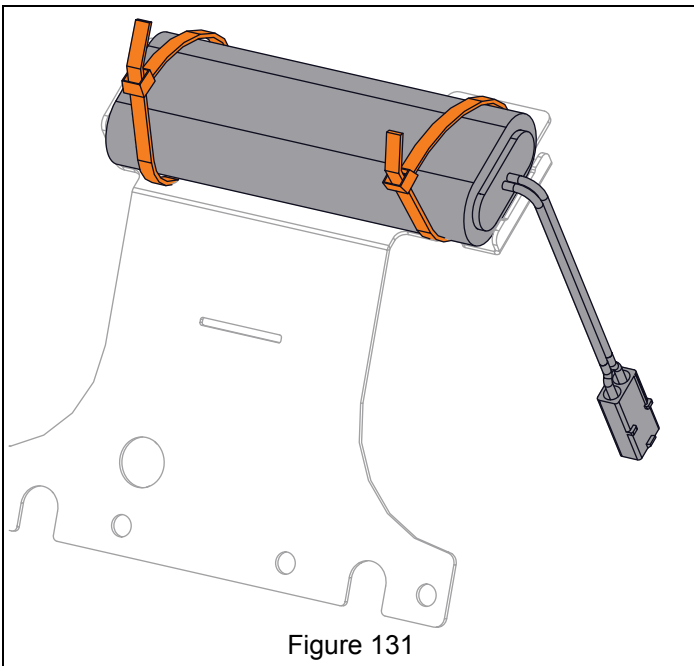


Figure 131

See Figure 134.

2. Secure battery bracket to dash panel with original hardware.
3. Reconnect battery connector to wire harness.

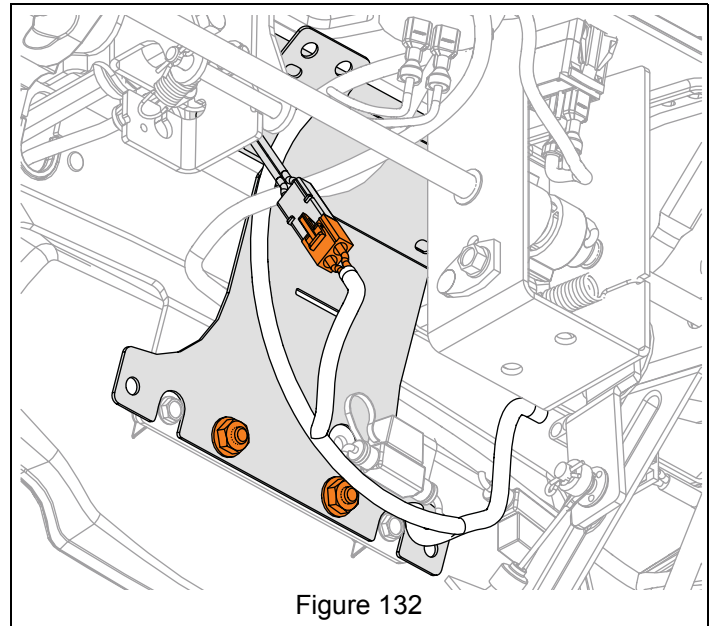


Figure 132

4. Reinstall ECU and secure to dash panel with original hardware. See Figure 135.

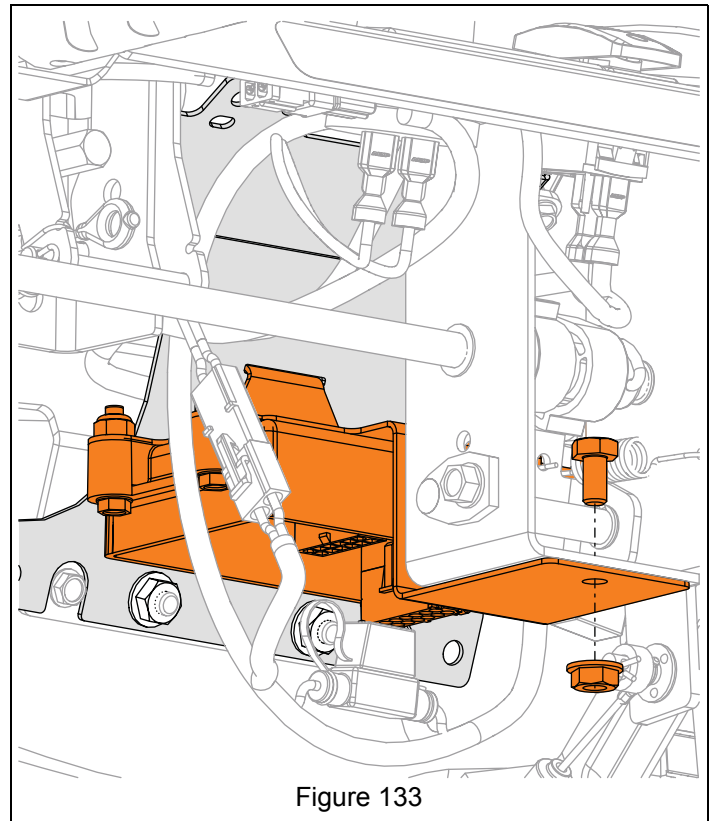


Figure 133

5. Reconnect wire harnesses to ECU.
6. Reconnect spark plug wire.

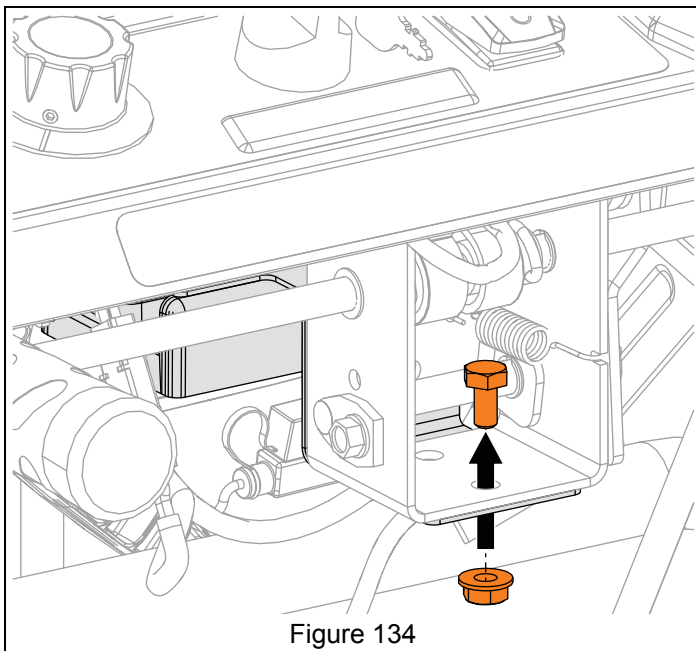
REPLACE ENGINE CONTROL UNIT (ECU)

Models 921053, 921327

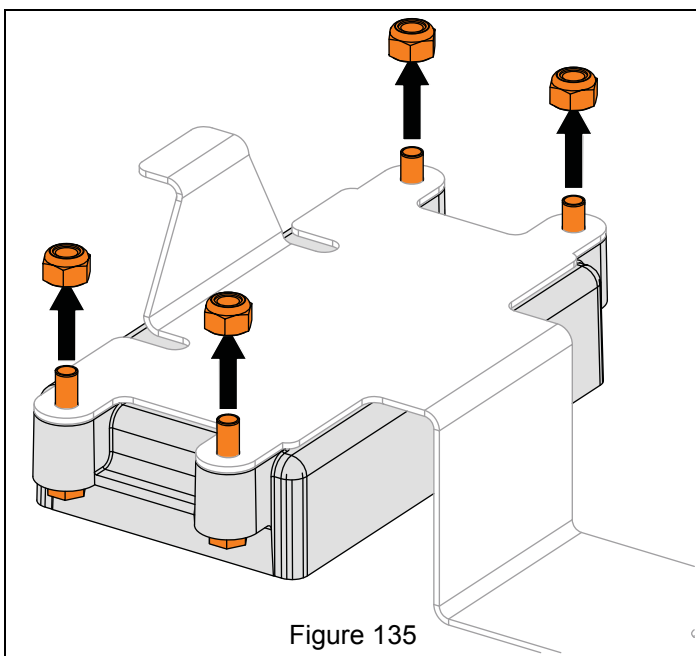
Remove ECU

IMPORTANT: Save all hardware for reinstallation.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Disconnect wire harnesses from ECU.
4. Remove hardware retaining ECU and bracket and remove bracket. See Figure 136.



5. Remove hardware retaining ECU to bracket and remove ECU. See Figure 137.



Install ECU

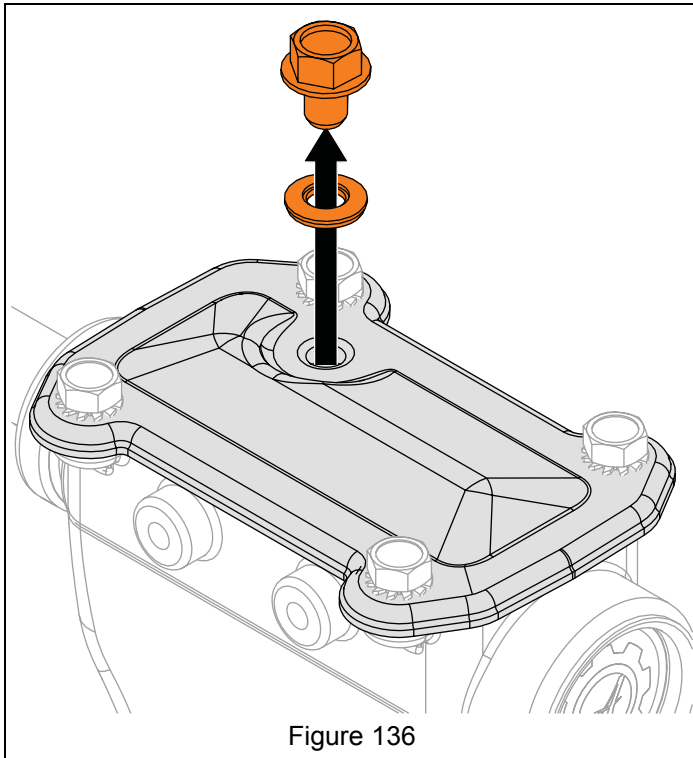
1. Secure ECU to bracket with original hardware. See Figure 137.
2. Secure ECU bracket to dash panel with original hardware. See Figure 135.
3. Reconnect wire harnesses to ECU.
4. Reconnect spark plug wire.

GEARCASE REBUILD

Disassemble Gearcase

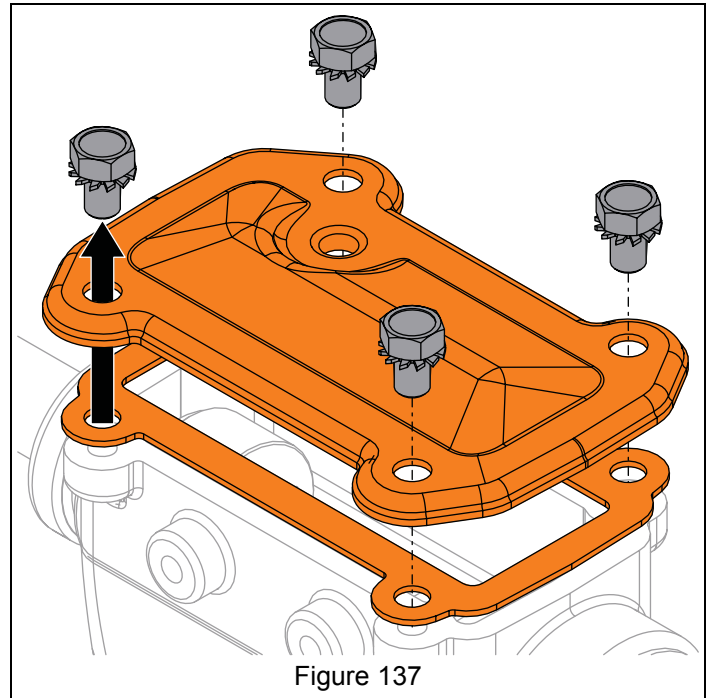
IMPORTANT: Save all parts for reassembly, unless otherwise specified.

1. Remove gearcase. See *Remove Gearcase Assembly* on page 31.
2. Remove any rust, if present, from auger and impeller shafts with sandpaper. Wipe clean with oil.
3. Remove drain plug and seal washer from gearcase. See Figure 138.

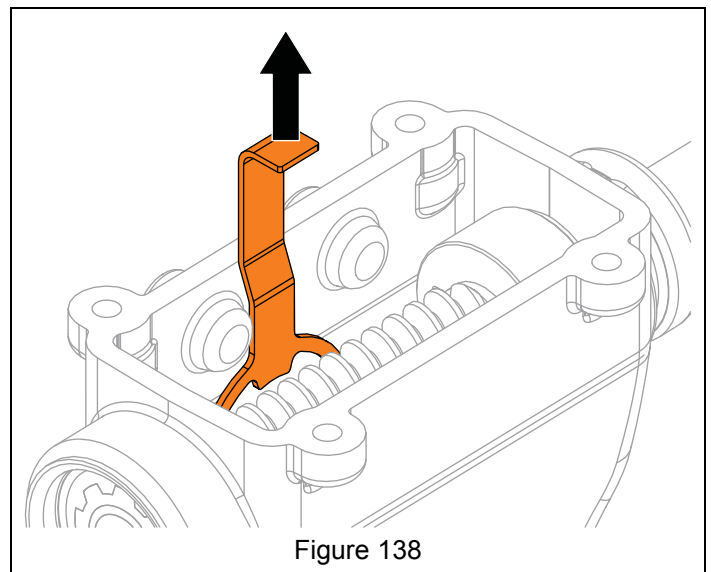


See Figure 139.

4. Remove hardware retaining gearcase cover and remove cover.
5. Remove gasket and drain gearcase.



6. Remove bushing retainer from gearcase. See Figure 140.



See Figure 141.

7. Press auger shaft through the right side of gearcase.

NOTICE: DO NOT strike auger shaft end; use a press.

8. Remove seal, bushing and washer from auger shaft.

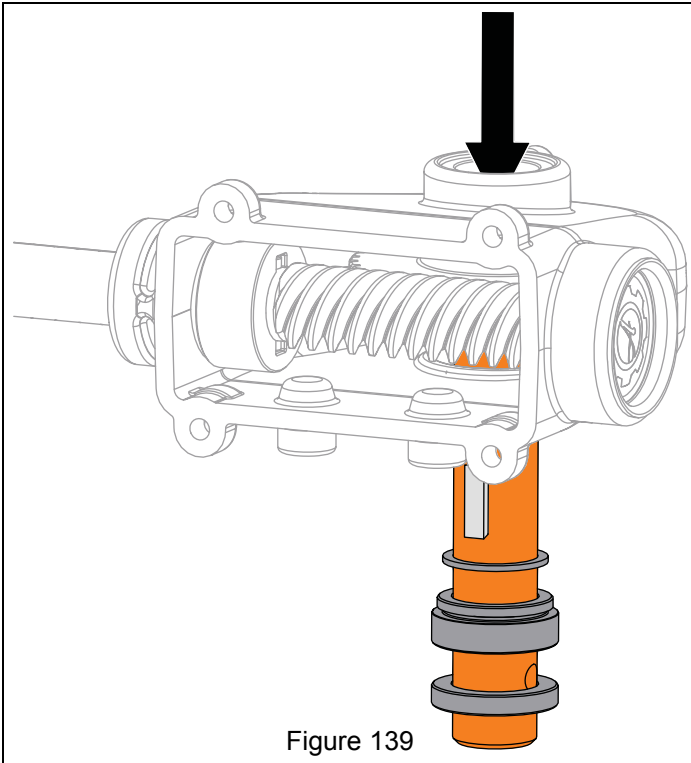


Figure 139

9. With a flathead screwdriver or similar pry bar, remove front seal cover and discard. See Figure 142.

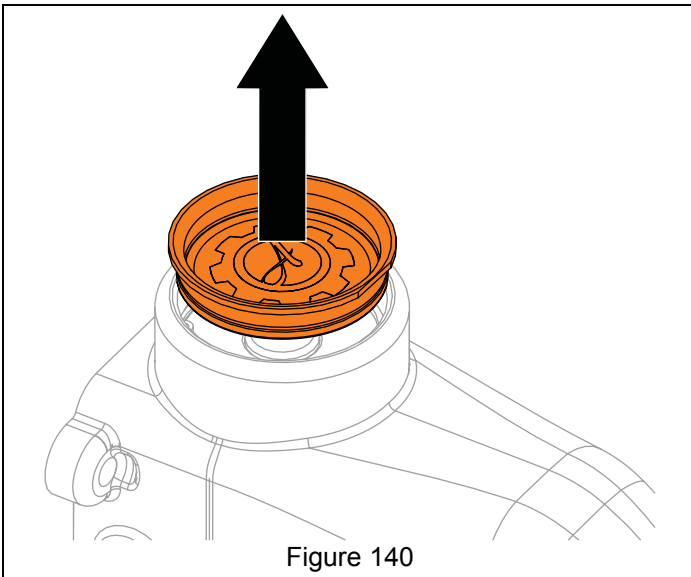


Figure 140

10. With a snap ring pliers, remove retaining ring. See Figure 143.

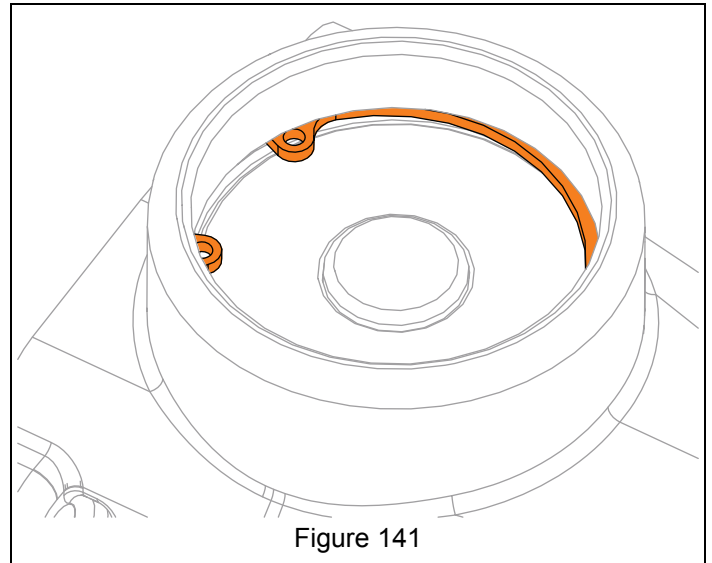


Figure 141

See Figure 144.

11. With a driver, strike impeller shaft end until shaft is through front of gearcase.

NOTICE: DO NOT strike impeller shaft end without using a driver.

12. Remove pin and bushing from impeller shaft.

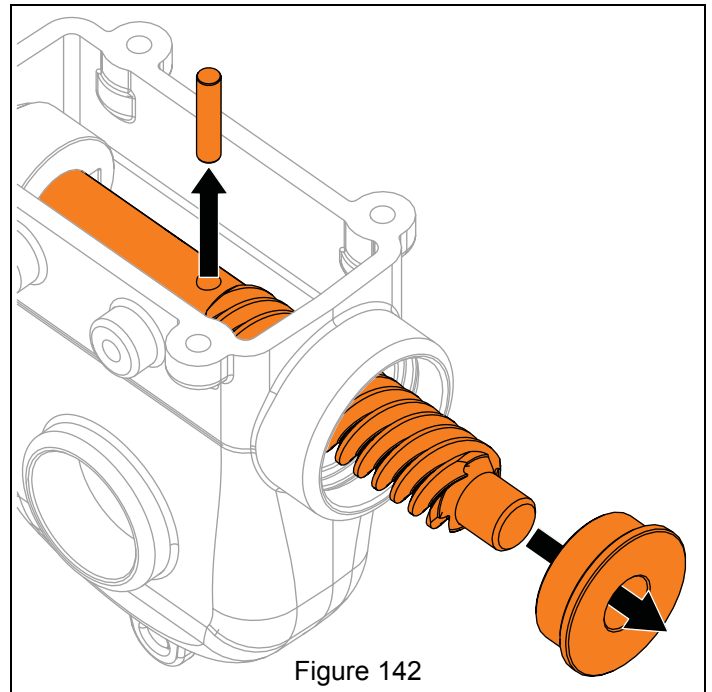
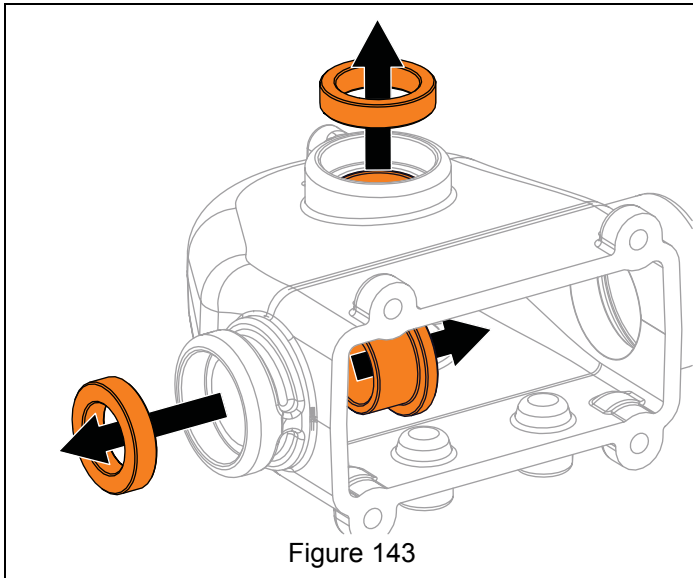


Figure 142

13. Remove impeller shaft from gearcase and remove all loose parts from inside gearcase.

14. Remove seals and flange bushings from gearcase.
See Figure 145.



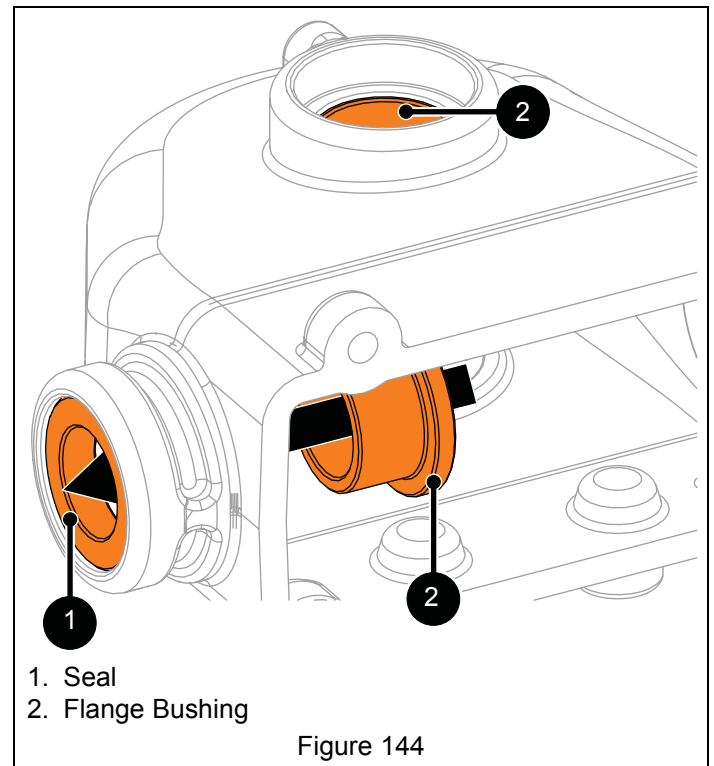
Assemble Gearcase

See Figure 146.

1. Press rear seal into gearcase until flush with gearcase exterior.

IMPORTANT: DO NOT press right seal into gearcase.

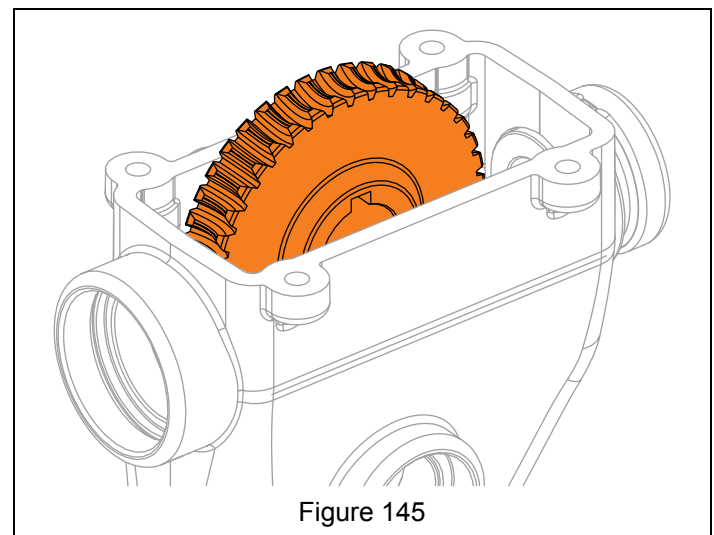
2. Reinstall right and rear flange bushings.



See Figure 147.

IMPORTANT: Gear is symmetrical and may be installed in any orientation.

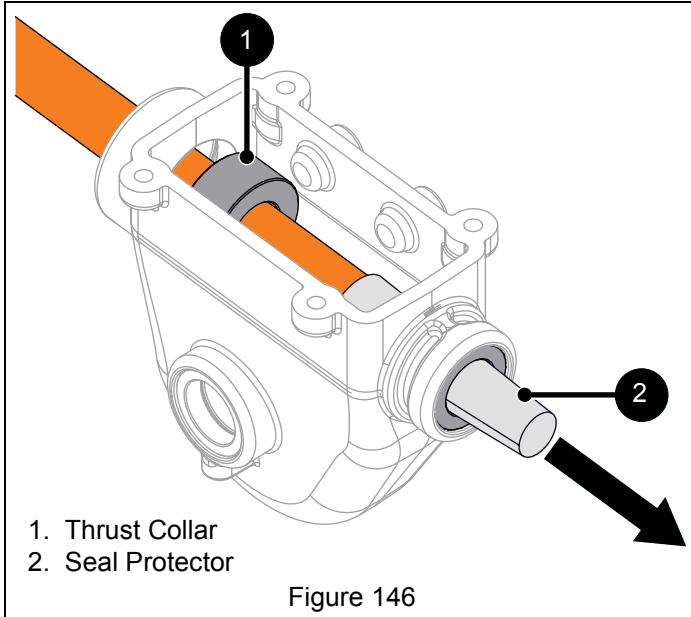
3. Install gear.



See Figure 148.

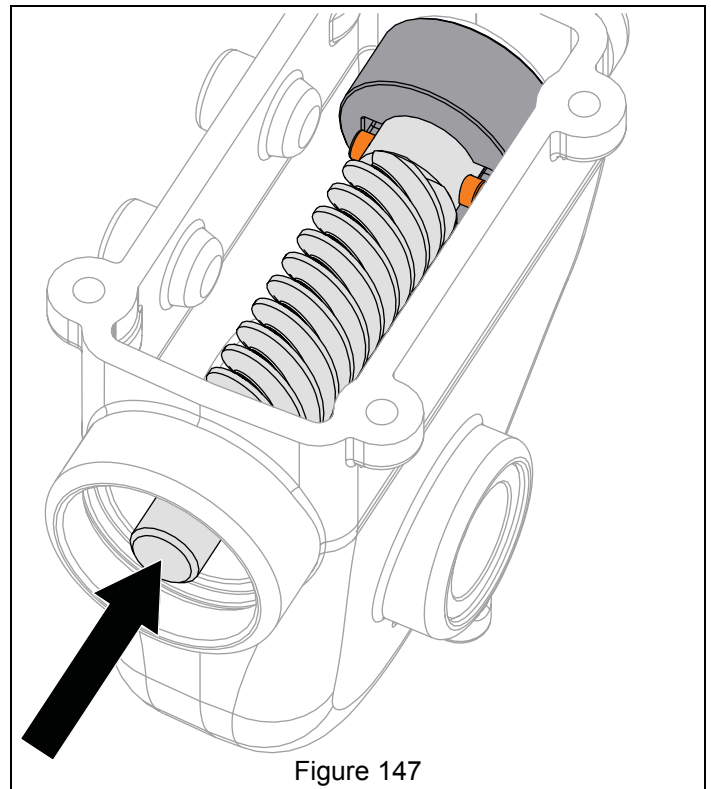
4. Reinstall impeller shaft through front of gearcase and reinstall thrust collar onto impeller shaft end.
5. Wrap a seal protector around impeller shaft end and insert shaft through gearcase seal. Remove seal protector.

NOTICE: Unprotected seals can be damaged when rough edges in shaft, such as holes, pass through seal.

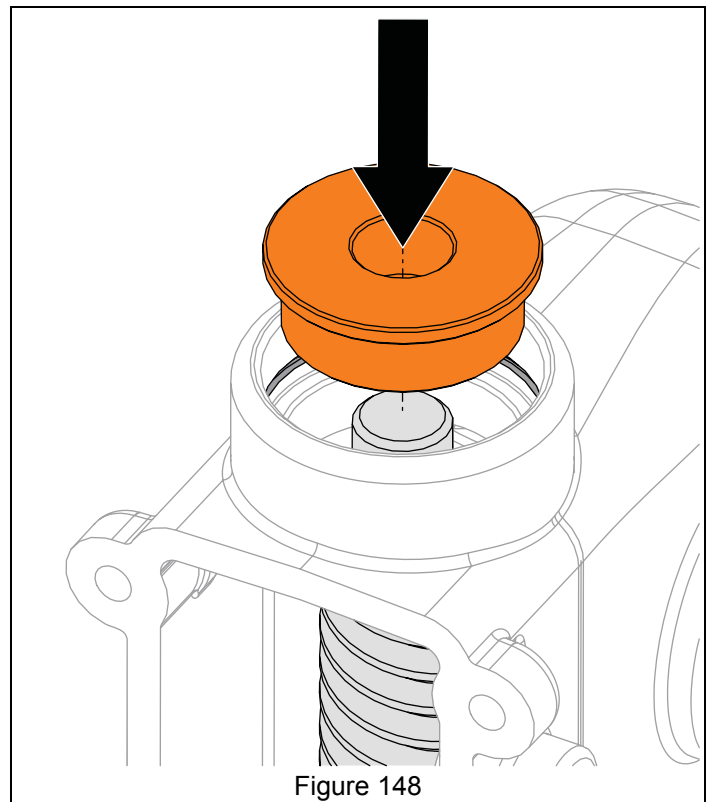


See Figure 149.

6. Reinstall pin into impeller shaft and turn shaft so pin is horizontal.
7. Align thrust collar with pin and install thrust collar over pin.
8. Move impeller shaft as far through gearcase rear as possible.



9. Reinstall flange bushing onto impeller shaft end. With a driver, strike bushing until positioned just below retaining ring groove. See Figure 150.



10. Reinstall retaining ring. See Figure 151.

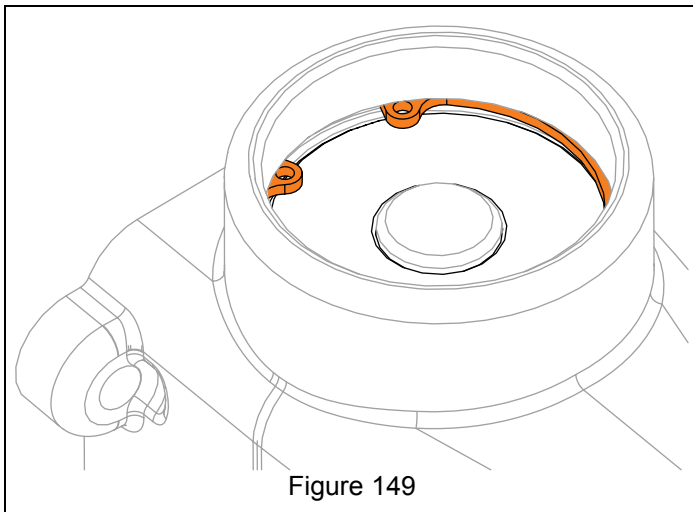


Figure 149

11. Turn impeller shaft by hand to ensure shaft rotates easily.

See Figure 152.

12. Reinstall one flat steel washer into left side of gearcase.

13. Align washer with gearcase hole and reinstall auger shaft through gear.

IMPORTANT: Ensure auger shaft key aligns with gear keyway.

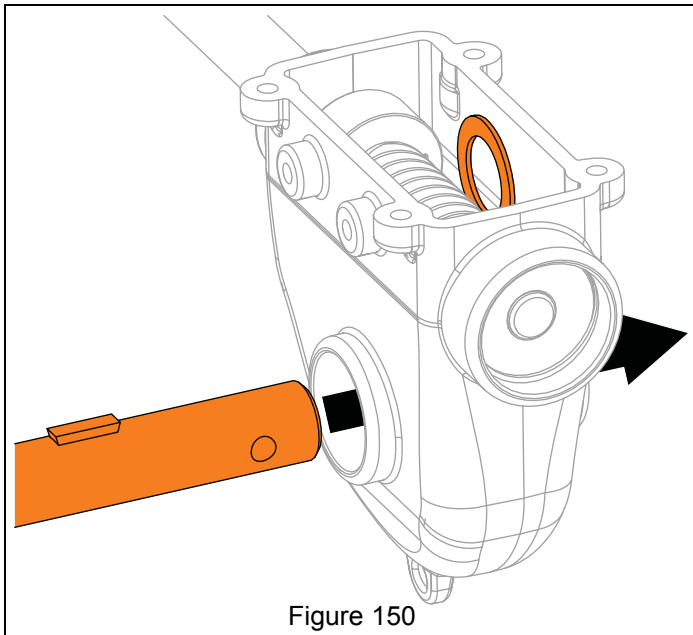


Figure 150

See Figure 153.

14. Reinstall one flat steel washer and bushing onto right auger shaft end.

IMPORTANT: Stepped-down side of bushing **MUST** be positioned toward gearcase.

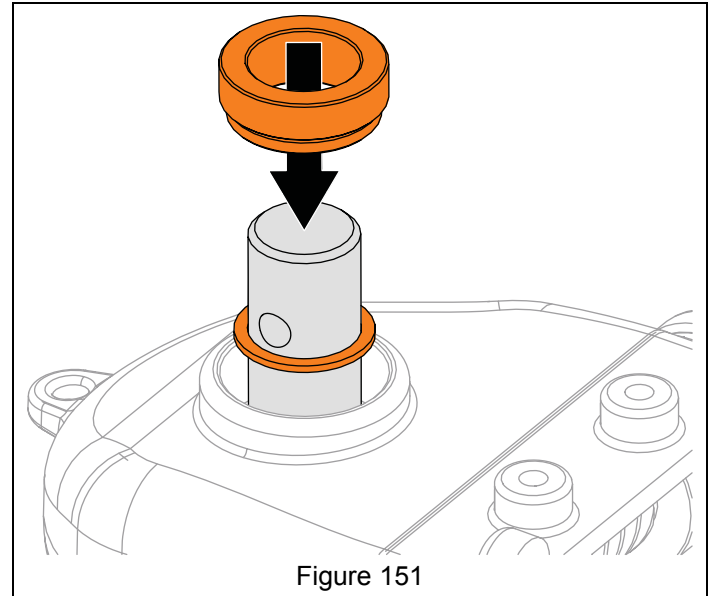


Figure 151

15. With a driver, such as a 1 1/4" deep-well socket, drive bushing into gearcase until groove is just beyond interior gearcase wall. See Figure 154.

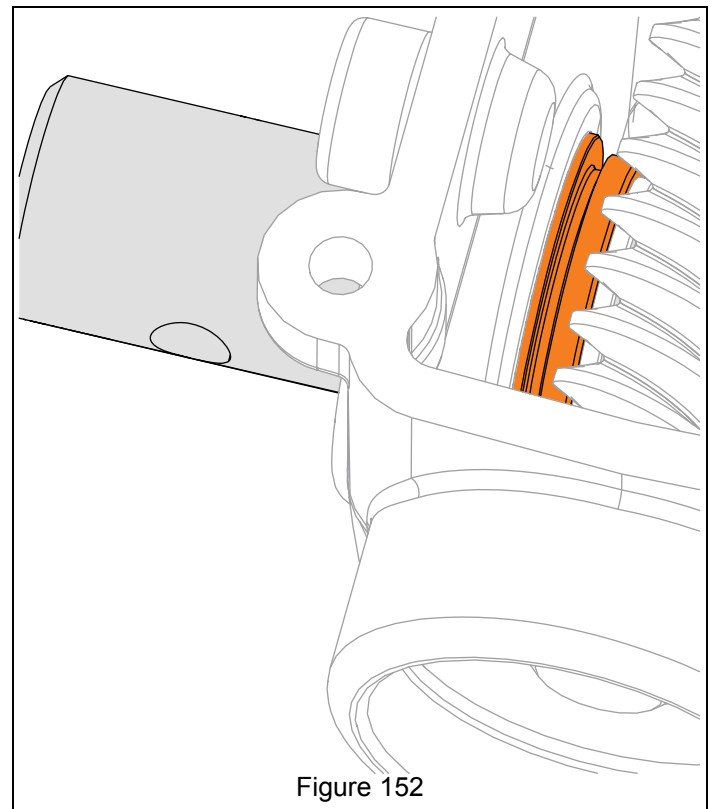


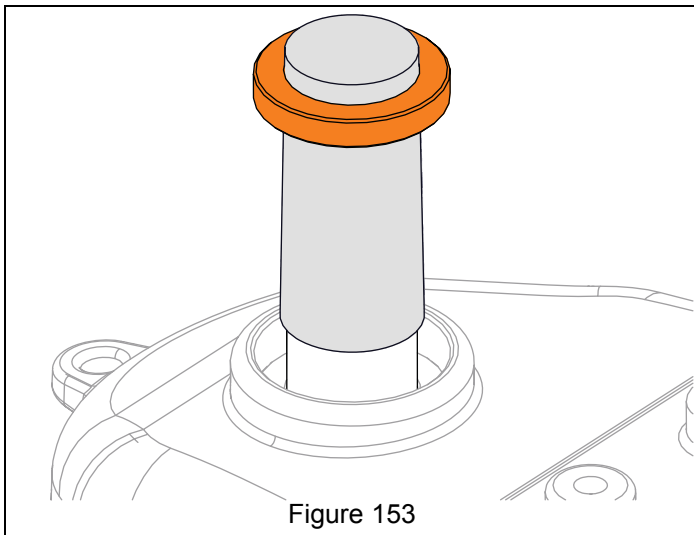
Figure 152

See Figure 155.

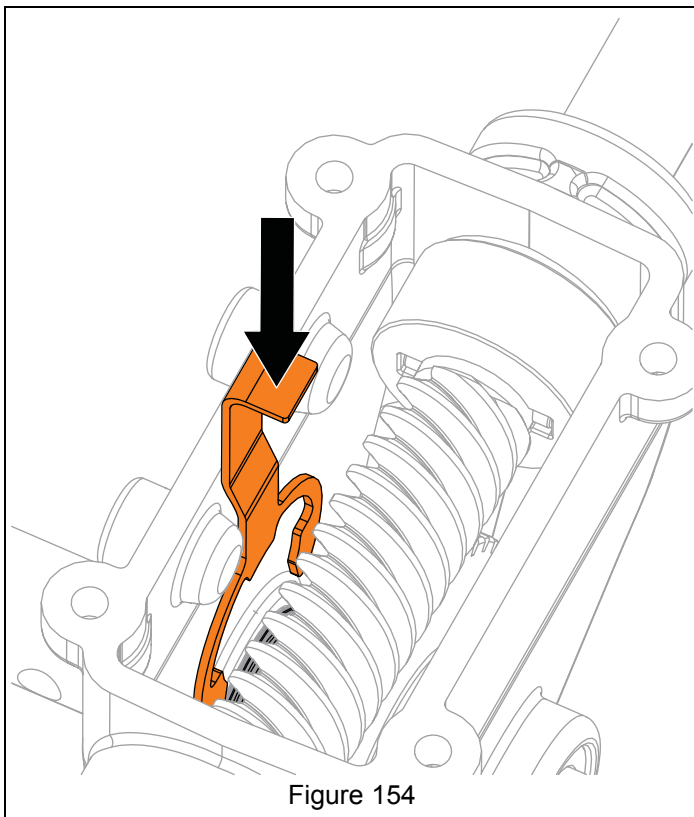
16. Wrap seal protector around each auger shaft end so holes in shaft are covered.

NOTICE: Unprotected seals can be damaged when installed over rough edges in shaft, such as holes.

17. Install gearcase seals over seal protectors and press into gearcase until each seal is flush with gearcase exterior.
18. Remove seal protectors.

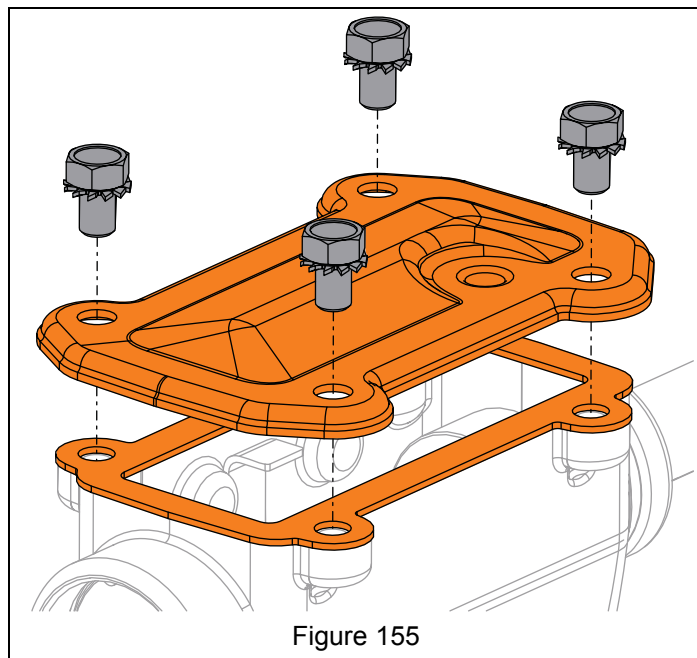


19. Turn auger shaft by hand to ensure shaft rotates easily.
20. Reinstall bushing retainer into flange bushing groove. See Figure 156.



See Figure 157.

21. Reinstall gearcase gasket.
22. Secure cover to gearcase with four external tooth locking washer bolts.



See Figure 158.

23. Press a new front cover into gearcase.
24. Add gearcase oil. Oil level **MUST** be 6.1 cm – 6.7 cm (2.4" – 2.6") from the flat surface of the gearcase cover.

IMPORTANT: Ariens recommends using only Ariens L3 synthetic severe duty gear lube. Using other lubricants will not automatically void unit warranty, but the warranty will not cover damage caused by using unauthorized lubricants. Refer to the Operator's Manual for your unit for the service part numbers.

25. Reinstall seal washer (rubber side down) and oil fill plug. Torque to 9 N•m (80 lb-in). **DO NOT** over-torque.

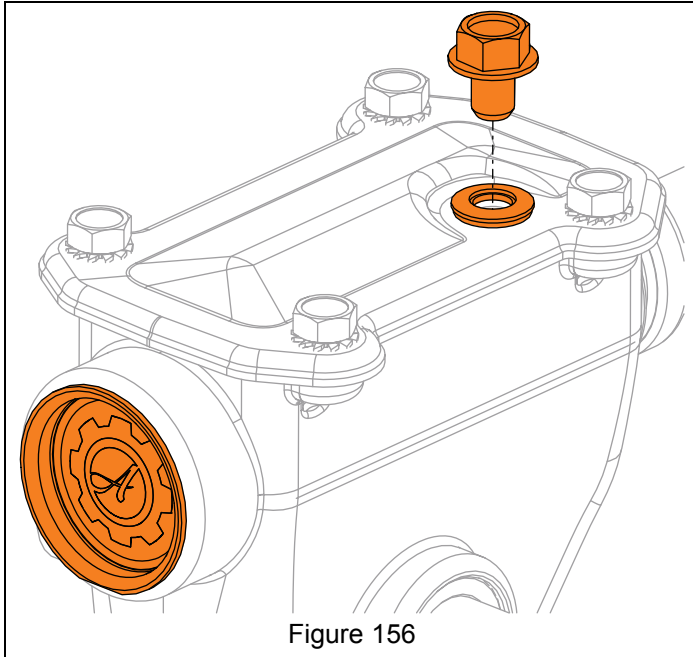


Figure 156

TRACK DRIVE WHEEL REPLACEMENT

Models 921052, 921057

Remove Track Drive Wheel

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position. See *Service Position* on page 7.
4. Remove flange nuts from eye bolts around rear track axle to release track tension. See Figure 159.

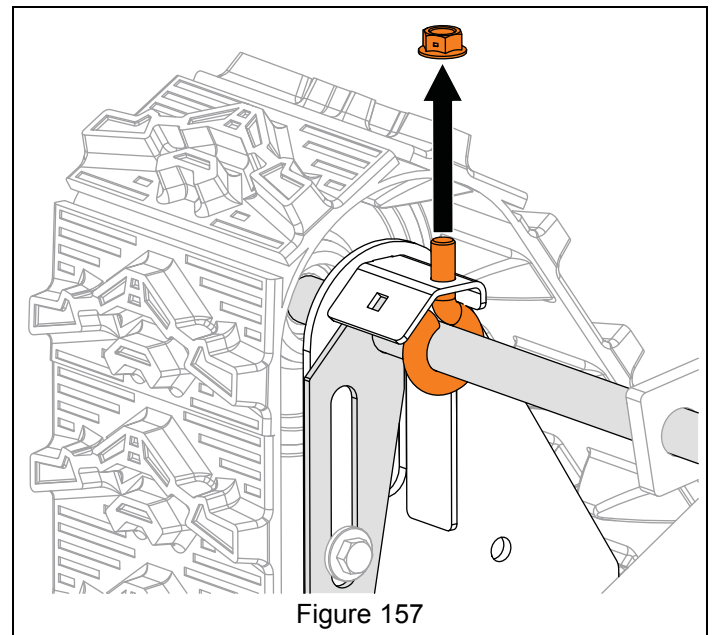


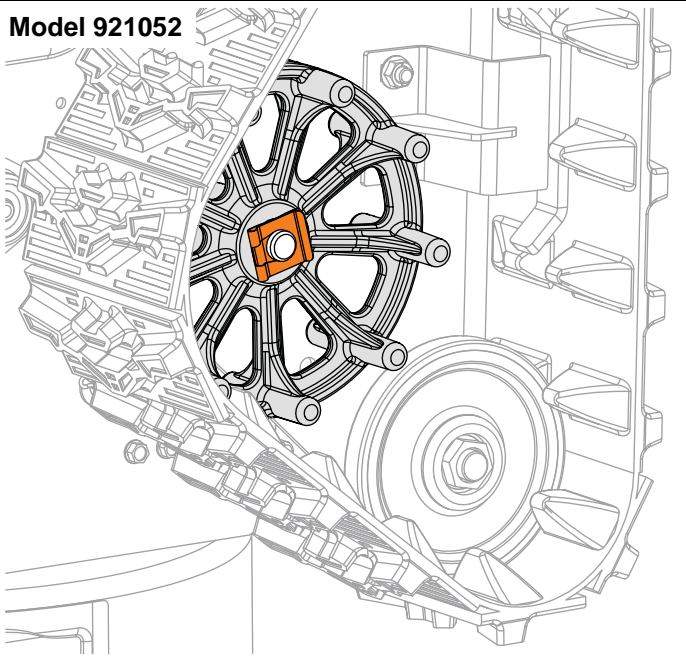
Figure 157

See Figure 158.

5. Remove snap clip retaining track drive wheel to drive axle and remove drive wheel.

IMPORTANT: Be aware of key on axle ends. If key is removed, reinstall key.

Model 921052



Model 921057

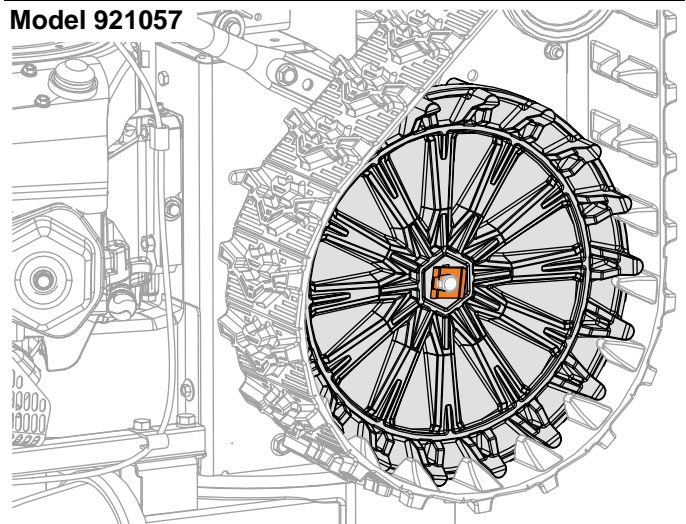


Figure 158

See Figure 161.

3. With assistance from an adult helper, pull rear track axle up so eye bolts insert through tension brackets. Secure with center locking flange nuts and tighten.

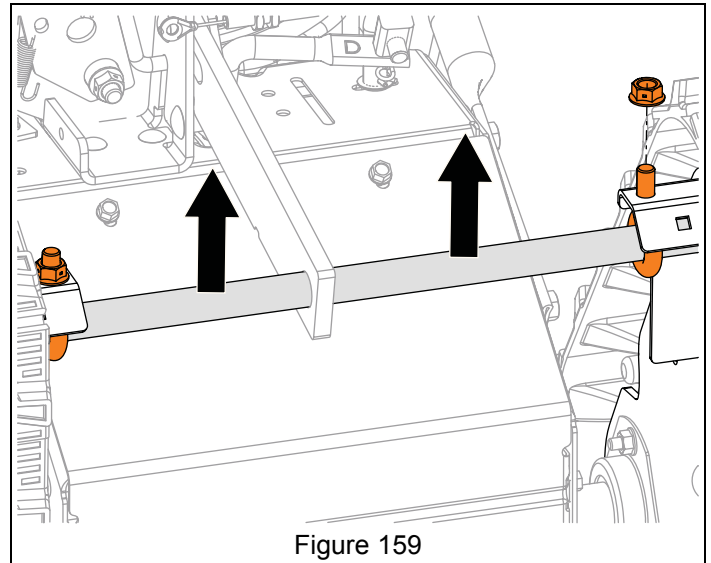


Figure 159

4. Return unit to operating position.
5. Reconnect spark plug wire and fill fuel tank.
6. *Model 921052*: Adjust track tension. Refer to Operator's Manual for adjustment procedure.

IMPORTANT: RapidTrak model Model 921057 does not require track tension adjustments.

IMPORTANT: Check all adjustments after first use.

Install Track Drive Wheel

1. Install track drive wheel onto axle.
2. Align drive wheel with track center and secure with snap ring.

TRACK REPLACEMENT

Models 921052, 921057

Remove Track

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position. See *Service Position* on page 7.
4. Remove track drive wheel. See *Remove Track Drive Wheel* on page 62.
5. Remove track from carriage assembly. See Figure 162.

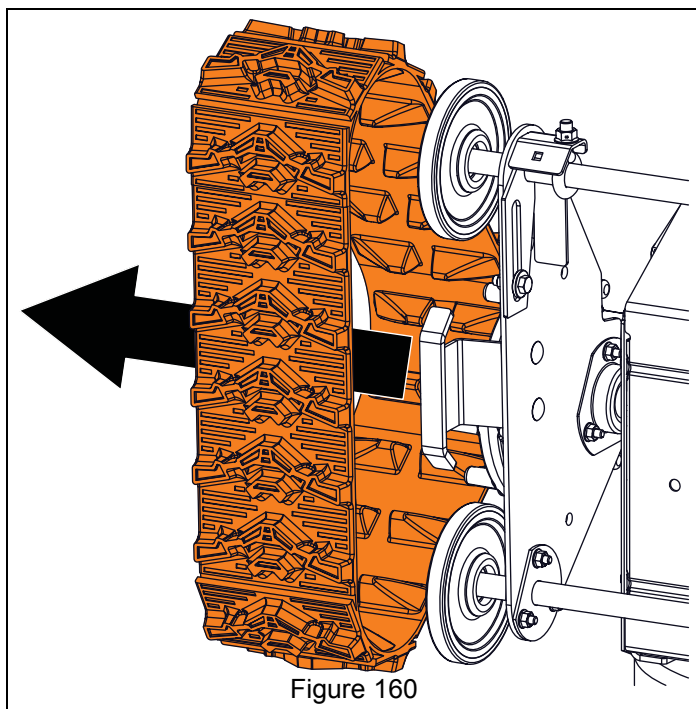


Figure 160

Install Track

See Figure 163.

IMPORTANT: Tracks are directional and **MUST** be installed with treads in the orientation shown in Figure 163.

1. Install track onto carriage assembly and align with bogie wheel(s) and track runner, if equipped.
2. Reinstall track drive wheel. See *Install Track Drive Wheel* on page 63.

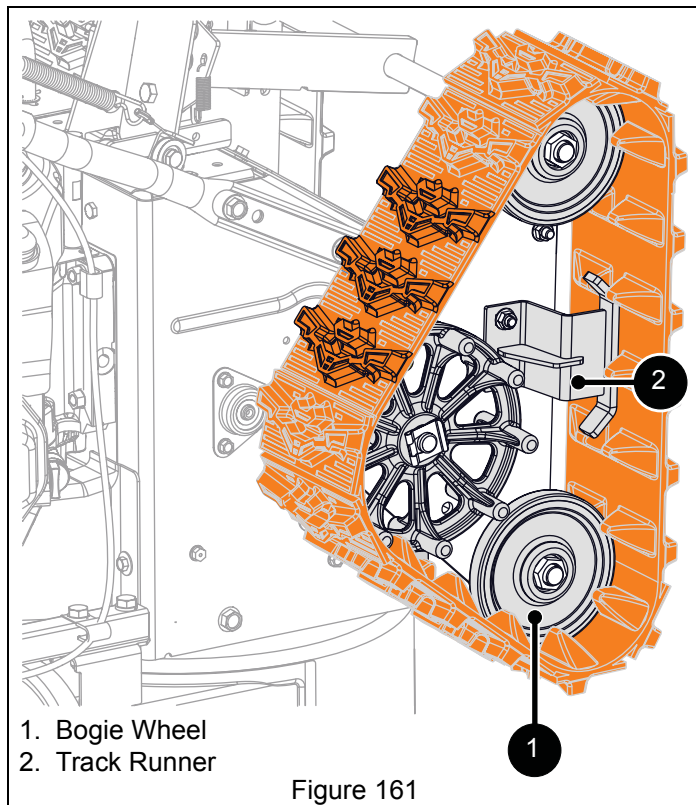


Figure 161

3. Return unit to operating position.
4. Reconnect spark plug wire and fill fuel tank.
5. *Model 921052:* Adjust track tension. Refer to Operator's Manual for adjustment procedure.

IMPORTANT: RapidTrak model Model 921057 does not require track tension adjustments.

IMPORTANT: Check all adjustments after first use.

BOGIE WHEEL REPLACEMENT

Models 921052, 921057

Remove Bogie Wheel

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position. See *Service Position* on page 7.
4. Remove track. See *Remove Track* on page 63.
5. Remove hex nut securing bogie wheel to track axle and remove bogie wheel. See Figure 164.

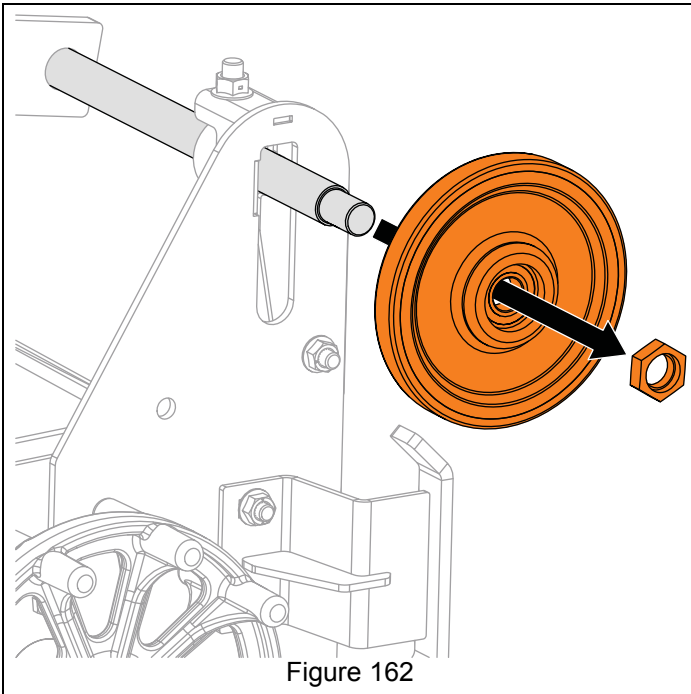


Figure 162

Install Bogie Wheel

1. Install bogie wheel onto track axle and secure with hex nut, but DO NOT overtighten.

IMPORTANT: Bogie wheel should spin freely.

2. Reinstall track. See *Install Track* on page 64.
3. Return unit to operating position.
4. Reconnect spark plug wire
5. *Model 921052:* Adjust track tension. Refer to Operator's Manual for adjustment procedure.

IMPORTANT: RapidTrak model Model 921057 does not require track tension adjustments.

IMPORTANT: Check all adjustments after first use.

AXLE BEARING REPLACEMENT (TRACK MODELS)

Models 921052, 921057

Remove Left Bearing

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position. See *Service Position* on page 7.
4. Remove tracks. See *Remove Track* on page 63.
5. Remove bottom cover. See *Bottom Cover Removal* on page 13.

See Figure 165.

6. Remove E-ring from axle end.
7. Hold differential gear in place and remove long axle from differential.

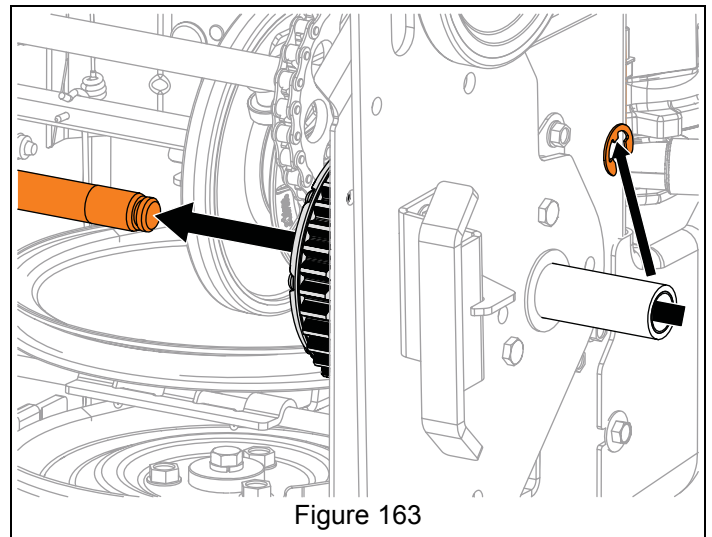
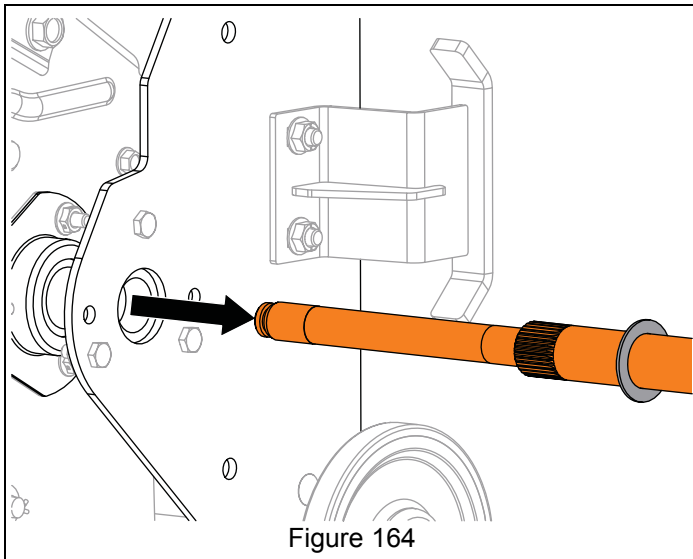


Figure 163

See Figure 166.

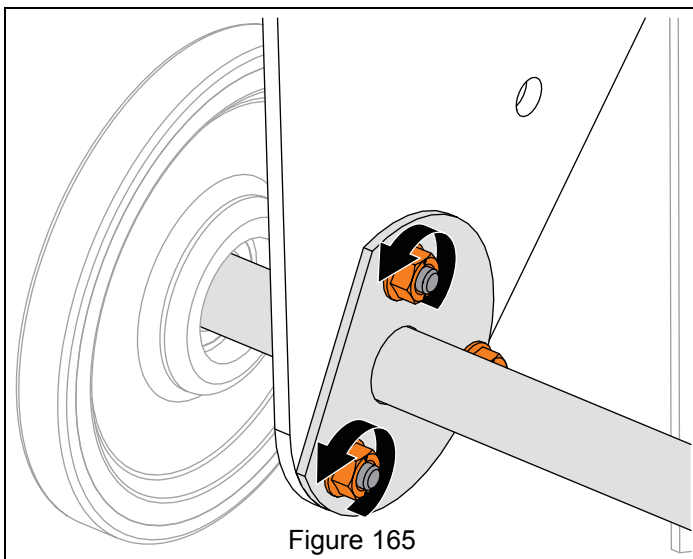
8. Remove axle.

IMPORTANT: Model 921052: Be aware of flat steel washer on axle.

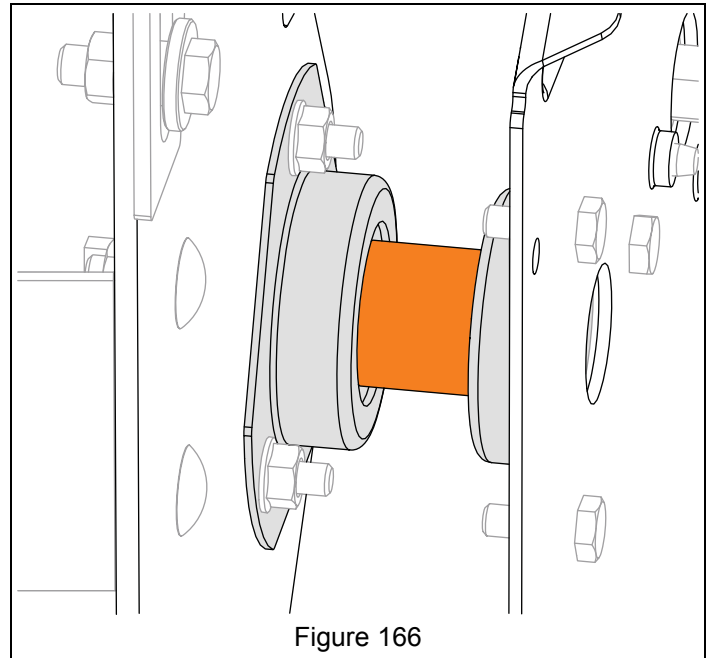


9. Loosen, but DO NOT remove hardware securing axle mount plates to carriage side plates. See Figure 167.

IMPORTANT: Loosen mount plates on both sides of unit.

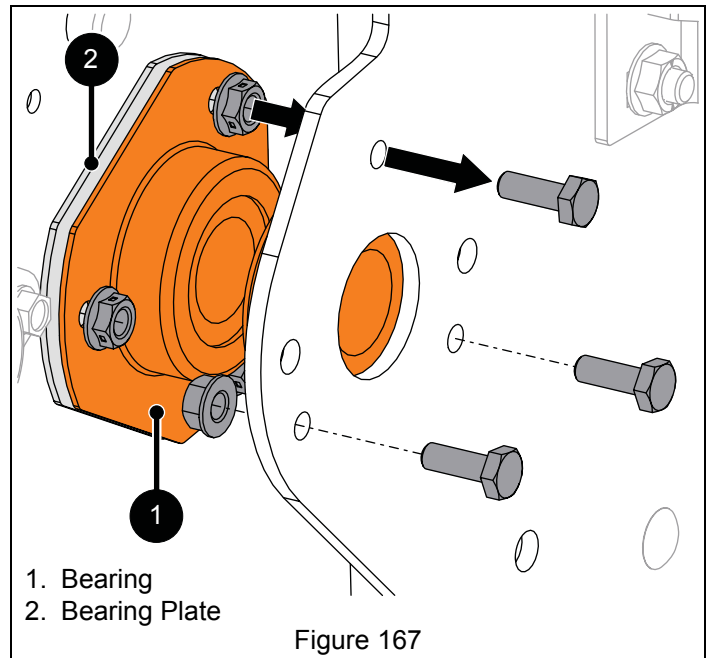


10. Remove sleeve bushing between bearings on frame and carriage side plate. See Figure 168.



11. Remove hardware retaining bearing(s) and remove bearing(s).

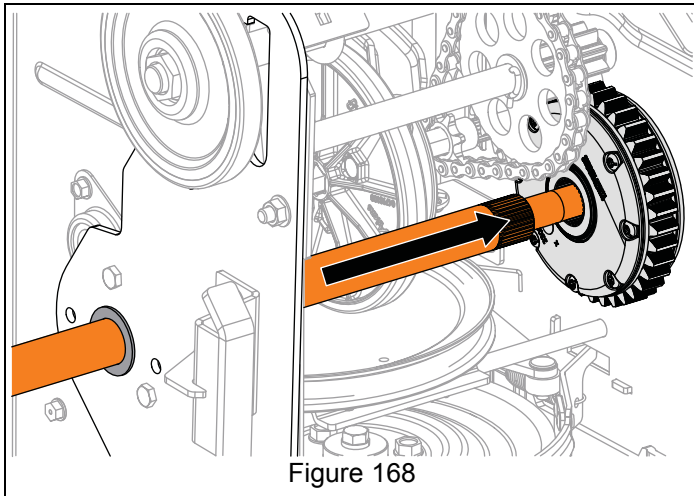
IMPORTANT: Bearing plate is not a wear item and does not need replacement unless damaged.



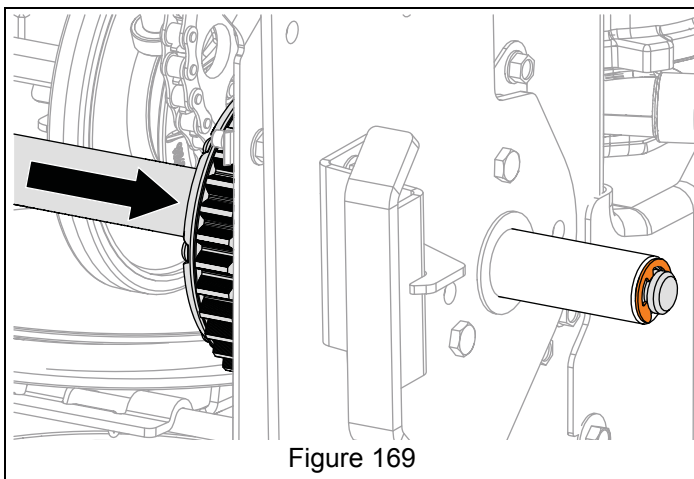
Install Left Bearing

IMPORTANT: Bearing plates are ONLY installed with bearing on frame. Bearing plates are NOT installed with bearing on side plate.

1. Secure each bearing to frame and / or side plate with three hex bolts and three locking nuts.
2. Reinstall sleeve bushing between bearings on side plate and frame.
3. Reinstall stepped-down end of long axle through side plate, frame and into differential gear. See Figure 170.



4. Reinstall E-ring onto axle end. See Figure 171.



5. Tighten hardware securing axle mount plates to track carriage.
6. Secure bottom cover to frame with six hex bolts.
7. Reinstall track drive wheels. See *Install Track Drive Wheel* on page 63.
8. Reinstall tracks. See *Install Track* on page 64.
9. Return unit to operating position.
10. Reconnect spark plug wire and fill fuel tank.
11. *Model 921052:* Adjust track tension. Refer to Operator's Manual for adjustment procedure.

IMPORTANT: RapidTrak model Model 921057 does not require track tension adjustments.

IMPORTANT: Check all adjustments after first use.

Remove Right Bearing

IMPORTANT: Save all hardware for reinstallation.



WARNING: AVOID INJURY. Before placing unit in service position, drain fuel from tank and fuel system. See *Draining Fuel System* on page 7. Make sure unit is secure and will not tip.

1. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
2. Disconnect spark plug wire from engine.
3. Place unit in service position. See *Service Position* on page 7.
4. Remove tracks. See *Remove Track* on page 63.
5. Remove bottom cover. See *Bottom Cover Removal* on page 13.
6. Remove E-ring from axle end and remove axle from differential, but DO NOT completely remove axle from unit. See Figure 165.

See Figure 172.

IMPORTANT: Two flat steel washers will fall when short axle is removed from differential gear.

7. Hold differential gear in place and remove short axle.
8. Remove differential gear.

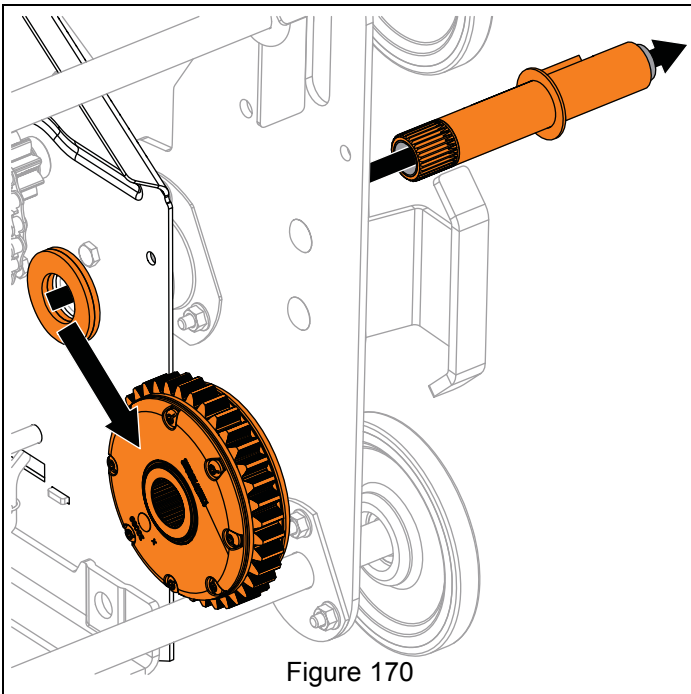


Figure 170

IMPORTANT: Make sure sleeve bushings remain in short axle ends.

See Figure 173.

9. Loosen, but DO NOT remove hardware securing axle mount plates to carriage side plates.

IMPORTANT: Loosen mount plates on both sides of unit.

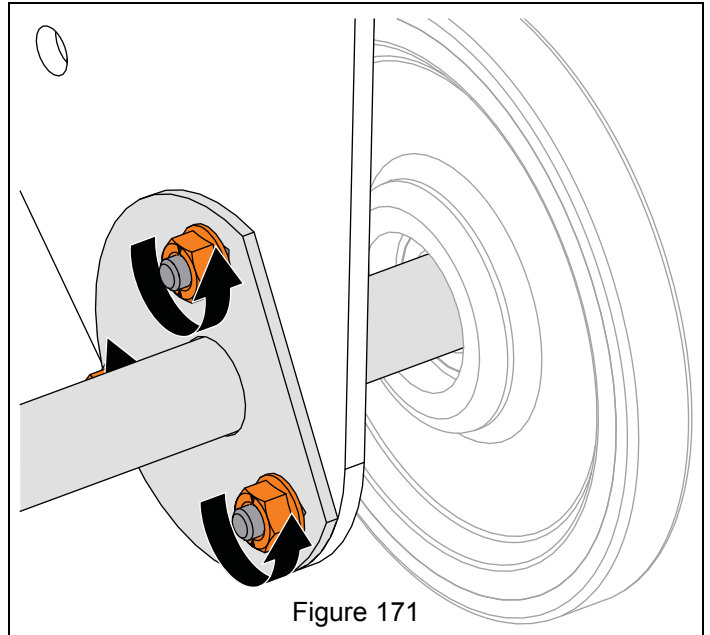


Figure 171

10. Remove sleeve bushing between bearings on frame and carriage side plate. See Figure 174.

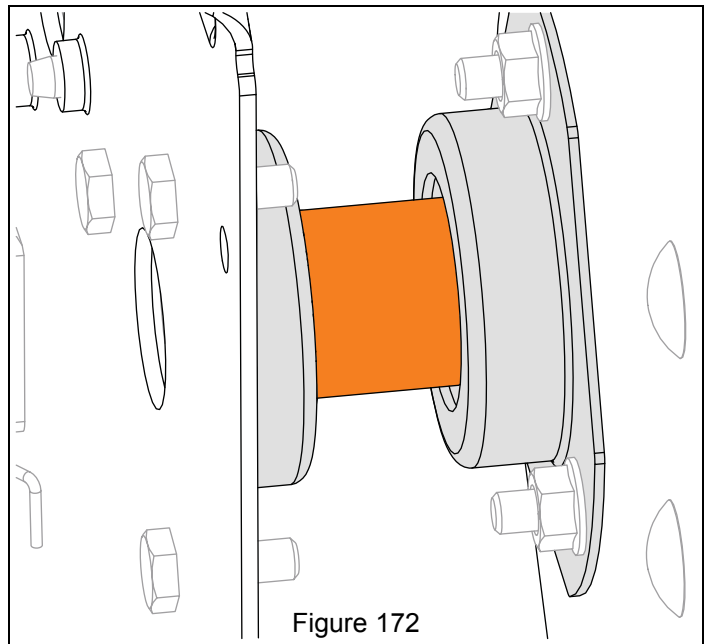
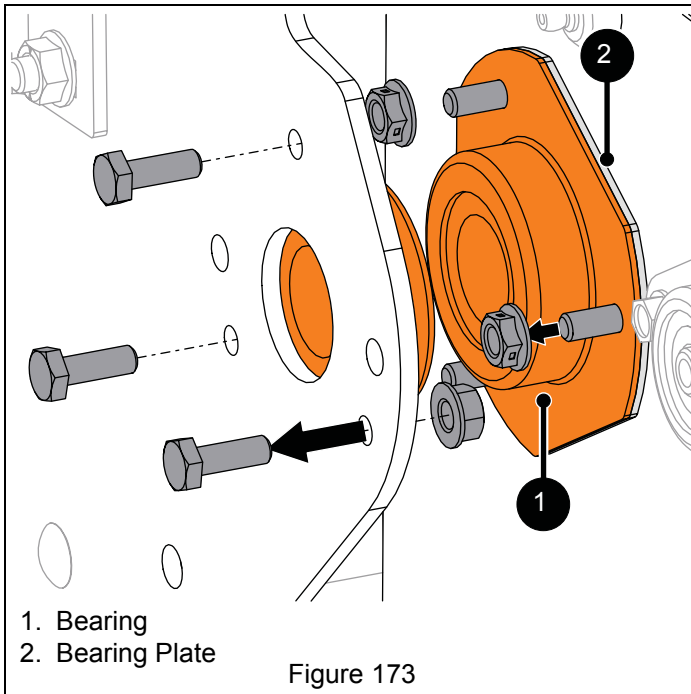


Figure 172

See Figure 175.

11. Remove hardware retaining bearing(s) and remove bearing(s).

IMPORTANT: Bearing plate is not a wear item and does not need replacement unless damaged.



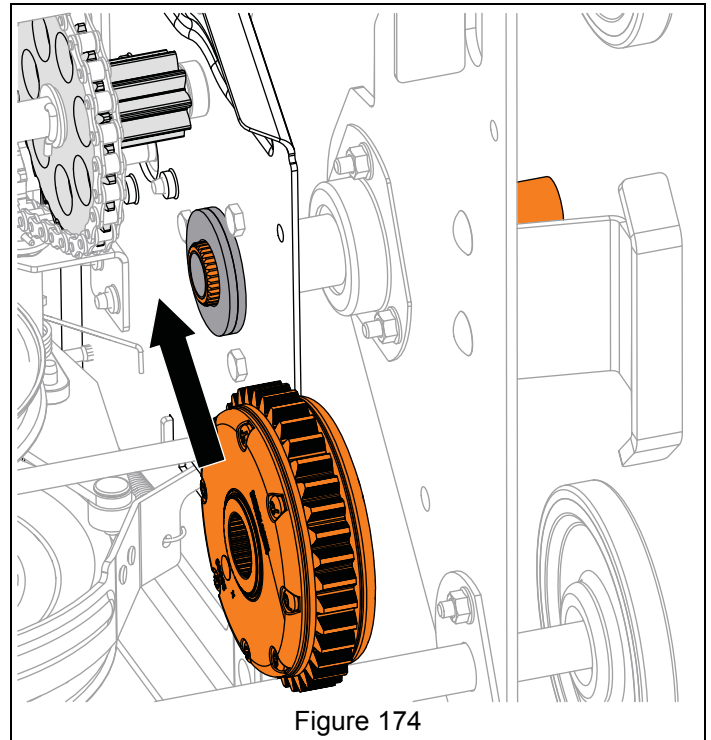
Install Right Bearing

IMPORTANT: Bearing plates are ONLY installed with bearing on frame. Bearing plates are NOT installed with bearing on side plate.

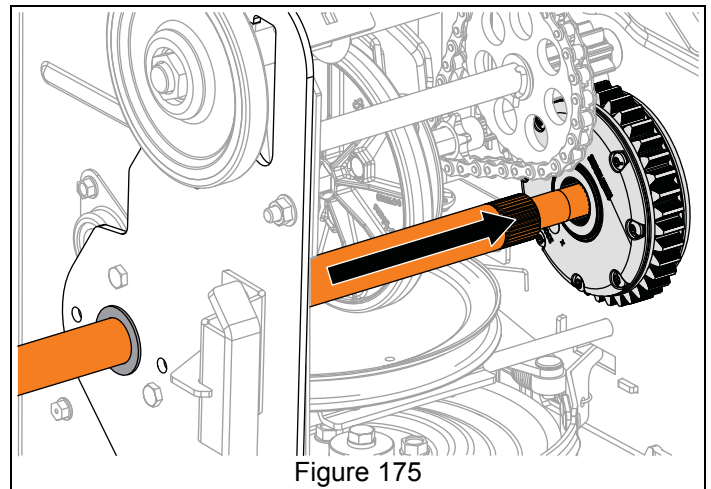
1. Secure each bearing to frame and / or side plate with three hex bolts and three locking nuts.
2. Reinstall sleeve bushing between bearings on side plate and frame.

See Figure 176.

3. Reinstall short axle until a small portion of axle is through frame.
4. Reinstall two flat steel washers onto short axle.
5. Align differential gear with pinion gear and short axle and reinstall axle into differential.



6. Reinstall long axle into differential gear. See Figure 177.



7. Reinstall E-ring onto axle end.
8. Tighten hardware securing axle mount plates to track carriage.
9. Secure bottom cover to frame with six hex bolts.
10. Reinstall track drive wheels. See *Install Track Drive Wheel* on page 63.
11. Reinstall tracks. See *Install Track* on page 64.
12. Return unit to operating position.
13. Reconnect spark plug wire and fill fuel tank.
14. *Model 921052:* Adjust track tension. Refer to Operator's Manual for adjustment procedure.

IMPORTANT: RapidTrak model Model 921057 does not require track tension adjustments.

IMPORTANT: Check all adjustments after first use.

EFI TROUBLESHOOTING

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EFI REPLACEMENT COMPONENTS

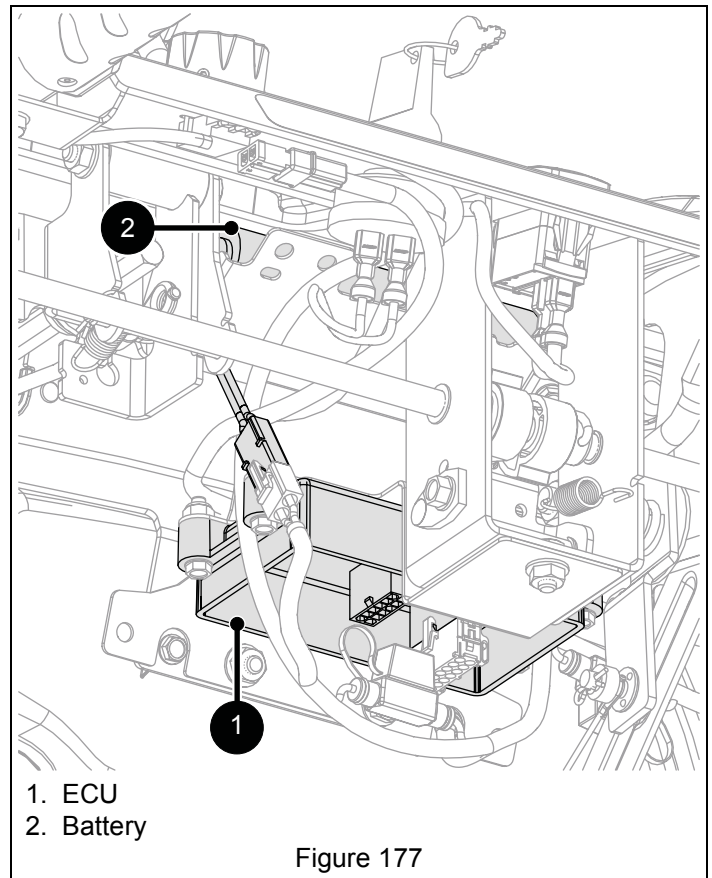
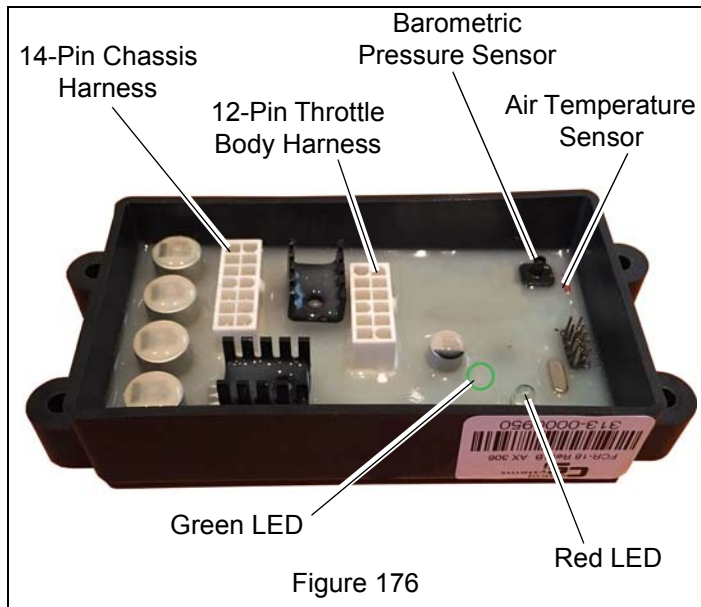
Models 921053, 921327

See Figure 176, Figure 177 and Figure 178.

Ariens recommends using only genuine Ariens replacement parts on this unit. Using unauthorized parts may adversely affect the performance, durability or safety of this unit and may void the warranty. Click the **Parts Diagrams by Parts Radar** link at www.ariens.com for replacement part numbers of the items listed below:

- ECU
 - Barometric Pressure Sensor
 - Air Temperature Sensor
- Throttle Body Assembly
 - Throttle Plate Servo Motor
 - Fuel Injector
 - Fuel Pressure Sensor
 - Engine Temperature Sensor
- Battery
- Fuel Pump
- Inline Fuel Filter

IMPORTANT: Replacement part sub components are not available as individual parts.





Engine Temperature Sensor

Fuel Pump With Internal Filter

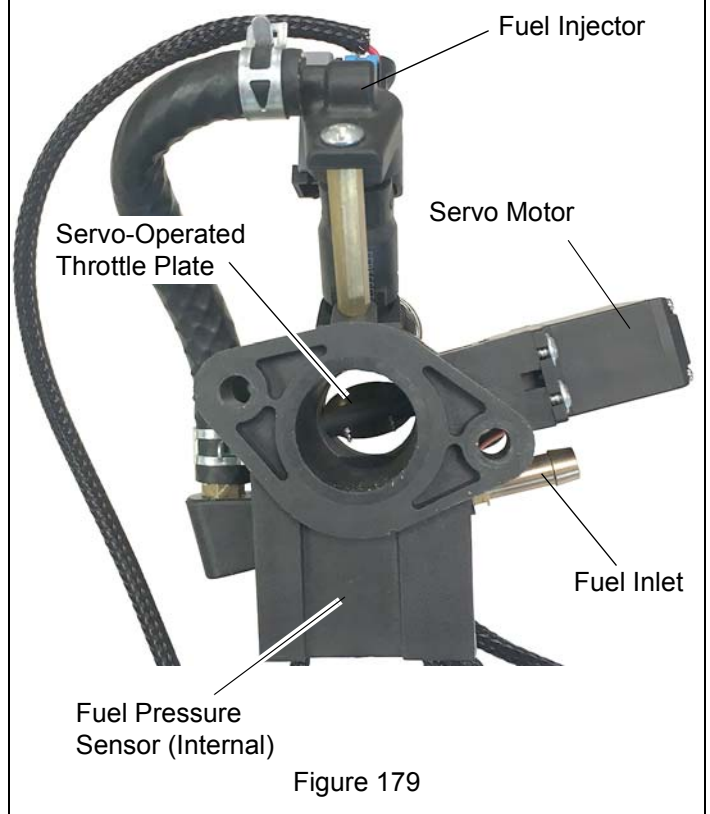


Throttle Body Assembly*

Inline Fuel Filter

Figure 178

*Throttle body assembly consists of fuel injector, fuel pressure sensor and servo-operated throttle plate. See Figure 179.



Fuel Injector

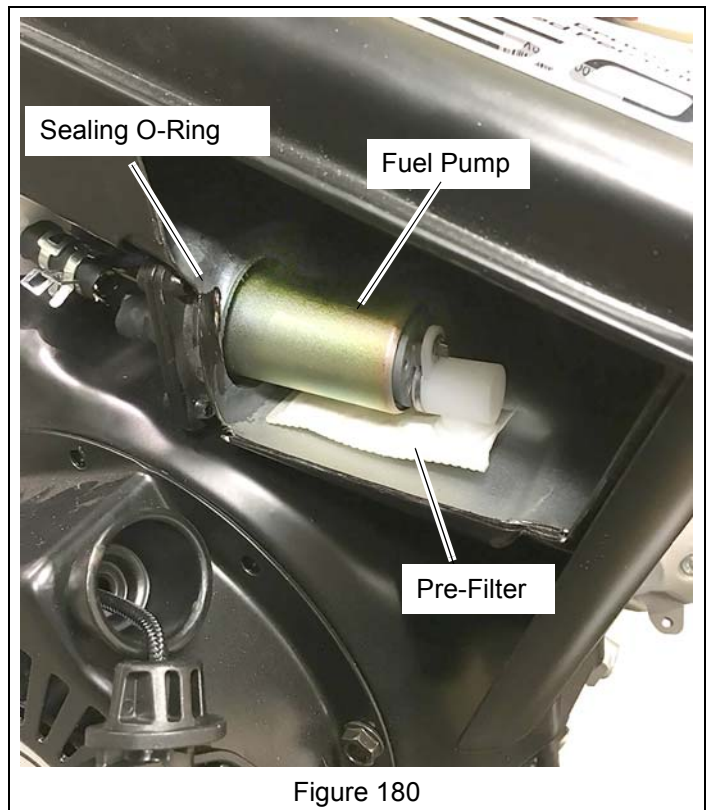
Servo Motor

Servo-Operated Throttle Plate

Fuel Inlet

Fuel Pressure Sensor (Internal)

Figure 179



Sealing O-Ring

Fuel Pump

Pre-Filter

Figure 180

EFI TROUBLE CODE IDENTIFICATION

Trouble Code	Problem	Correction
16	Low Battery Voltage	Check charging system and battery.
21	Barometer Pressure Sensor Failure	Replace ECU.
22	Engine Temperature Sensor Failure	Check engine temperature sensor and wiring.
23	EFI System Cannot Sustain Desired RPM	Disconnect, reconnect and inspect wire harness connections from the engine to the ECU.
27	Low Fuel Pressure	Check fuel level.
28	High Battery Voltage	Check charging systems.
Green LED is Constant (not blinking)	Low Battery Voltage or Faulty ECU	Check battery voltage. If voltage is 7.2 V DC – 8.4 V DC, replace ECU. If battery measures lower than 7.2 V DC, charge battery.
LEDs are dim.	Low Battery Voltage	Check battery voltage and charging system. Battery should measure 7.2 V DC – 8.4 V DC.
No LEDs Illuminated	No Battery Voltage	Check battery voltage and charging system. Battery should measure 7.2 V DC – 8.4 V DC.

CHECKING TROUBLE CODES

The blinking red LED light on the ECU displays trouble codes. Its sequence indicates a particular system malfunction by blinking as many times as the first digit of a trouble code, pausing, and then blinking as many times as the second digit of a trouble code.

For example, the red LED will indicate low fuel pressure (27) by blinking twice, pausing, and blinking seven more times.

IMPORTANT: More than one trouble code may be present.

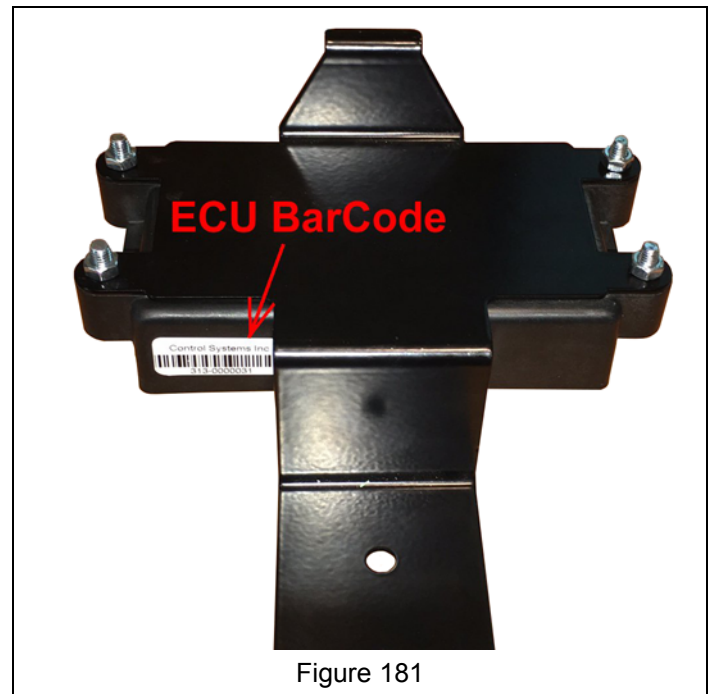
IMPORTANT: DO NOT mistake a constant red (non-blinking) LED for a trouble code. Red LED will illuminate when the ignition switch is turned to the “ON” position and the fuel pump is pressurizing, which may last for up to 30 seconds.

A blinking green LED indicates the ECU processor is operating correctly, even if a sub-component of the ECU (e.g.: barometric pressure sensor) has failed. A constant illuminated green (not blinking) LED indicates the ECU may be experiencing a low battery voltage condition or need replacement. See *EFI Trouble Code Identification* on page 71.

Visually inspect the red LED to verify trouble codes.

To read trouble codes more easily, place a mirror under the ECU to view LED reflection.

IMPORTANT: If no trouble code is present, but engine is not operating normally, See *Diagnostics for Non-Trouble Codes* on page 75.



TROUBLE CODE DIAGNOSTICS

NOTICE: Before performing diagnostic tasks, be aware of the screw on the bottom of the throttle body that adjusts the servo offset. The servo offset calibrates the throttle body at the factory using a flow bench and should NEVER be touched. If it is tampered with, the engine will run poorly and void the warranty. See Figure 182.

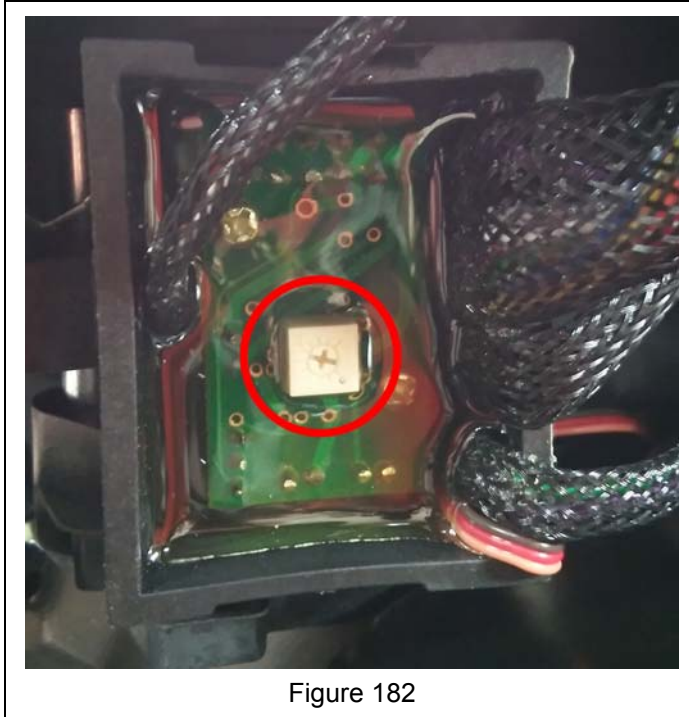


Figure 182

Code 16: Low Battery Voltage

1. Charge the battery. Refer to Operator's Manual.
2. Start the engine. Refer to Operator's Manual.
3. Check charging system at the battery.
 - a. With a multi-meter set to volts DC, back probe the battery terminals. At full throttle (3600 RPM), the reading should be 7.5 V DC – 8.4 V DC.

If voltage measures less than 7.5 V DC, check charging system at the engine. Advance to step 5.

IMPORTANT: If the engine is cold, it is normal for the engine speed to be 100 RPM – 200 RPM higher until operating temperature is reached.

4. Stop the engine. Refer to Operator's Manual.
 - b. Check the battery. With the engine off, the battery voltage should be 7.2 V DC – 8.4 V DC. See Figure 183.

If voltage measures less than 7.2 V DC after charging, replace battery.

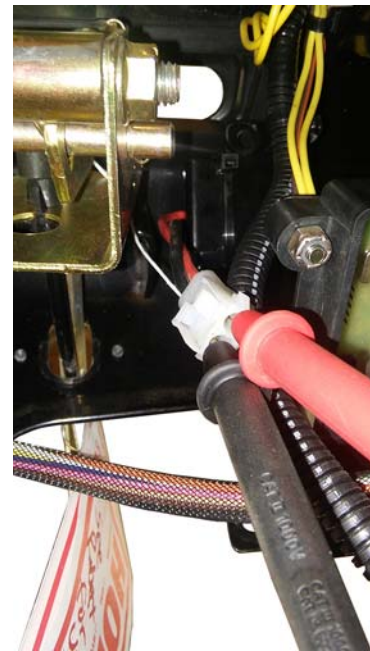


Figure 183

5. Back probe the engine stator output connector. See Figure 184.
 - a. Start the engine. Refer to Operator's Manual.
 - b. At full throttle (3600 RPM), the stator output MUST be 11.5 V AC – 14 V AC.

If AC voltage measure less than 11.5 V AC, remove flywheel and replace stator.

If stator output is within range and battery is not charging, check ECU wiring for damage. Replace ECU if necessary.

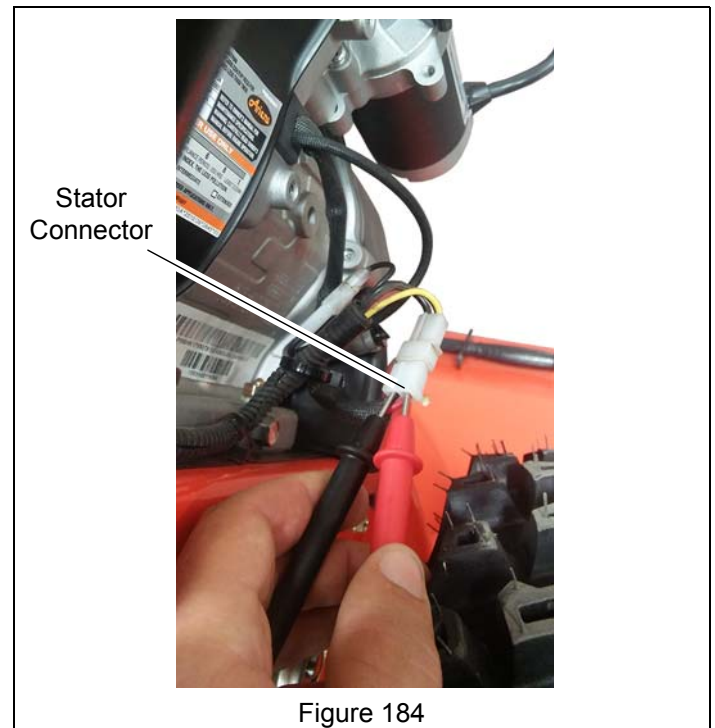


Figure 184

Code 21: Barometer Sensor

See Figure 176.

This trouble code indicates the barometric pressure sensor has failed. When the barometric sensor fails, the engine will not adjust to altitude changes, but will continue to operate at a default altitude of 800 feet above sea level.

Engine may continue to operate with a failed barometric pressure sensor, but may not operate at optimal performance. If barometric pressure sensor fails, replace ECU.

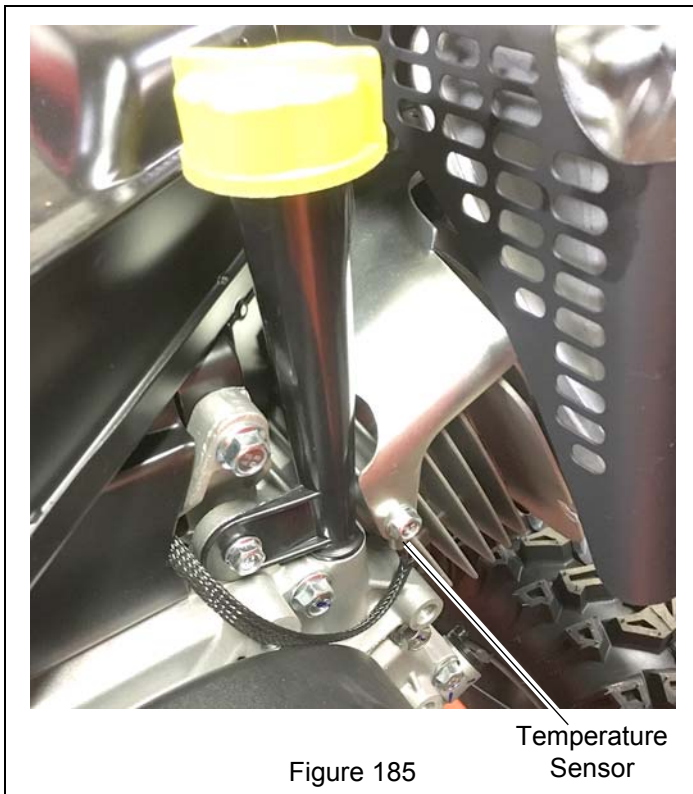
Code 22: Engine Temperature Sensor

See Figure 176.

If the sensor is damaged or has failed, the engine may not run smoothly because the ECU cannot adjust for engine temperature changes.

The temperature sensor and engine components can be visually inspected for engine temperature issues:

1. Check engine cooling fan and engine cooling fins for debris or damage.
2. Check the temperature sensor wiring from the throttle body to the mounting boss on the side of the cylinder. Make sure connection is secure. See Figure 185.



3. Check wiring and connection from the throttle body to the ECU for damage.

If no damage is visible, replace throttle body assembly.

Code 23: EFI System Cannot Sustain Desired RPM

The ECU reads the RPM through the alternator. If a faulty connection exists, the ECU will not read the RPM correctly.

1. Start engine.
2. Check AC voltage of the alternator by back probing the wire harness connector at the engine. Voltage should read 11.5 V AC – 14 V AC. If voltage is within specification record the voltage and move to step 3.
 - a. If voltage is not to specification, inspect wires to connectors. If wires are disconnected, repair or replace wire harness.
 - b. If connections are in good condition, disconnect and reconnect wire harness and recheck voltage. Voltage should read 11.5 V AC – 14 V AC.
 - c. If low or no voltage exists, remove the flywheel and inspect the alternator ground wire contact. If ground wire is corroded, repair alternator. If ground contact is in good condition, replace alternator.
3. Check voltage of the black and gray wires to the 14-pin connector at the ECU. Record the voltage here and compare to reading from step 2.
 - a. If voltage drop of 1 V AC or greater is observed, inspect wire connections for a disconnected or corroded connection. If wires are disconnected or corroded, repair or replace wire harness.
 - b. If connections are in good condition, disconnect and reconnect harness and recheck for voltage drop. Voltage should read 11.5 V AC – 14 V AC.
 - c. If voltage drop of 1.0 V AC or higher is still present, replace wire harness(es).
4. If voltage is within specification and less than 1 VDC voltage drop from alternator to ECU, and trouble code still appears or the engine is still not performing optimally, replace ECU.

Code 27: Low Fuel Pressure

Low fuel pressure is usually a result of an empty fuel tank, but could also be from a clogged fuel filter or faulty fuel pump.

Attempt engine start and check for trouble code re-occurrence after each of the following steps. Refer to Operator's Manual for engine starting instructions.

1. Check fuel level and fill fuel tank completely if not already full.
2. Check fuel lines to ensure there are no leaks or kinks.
3. Check inline fuel filter for debris and blockage. See Figure 186.



CAUTION: AVOID INJURY. Fuel lines are pressurized; wear safety glasses.



Figure 186

4. Check fuel pump wiring to ensure it is connected correctly. See Figure 187.

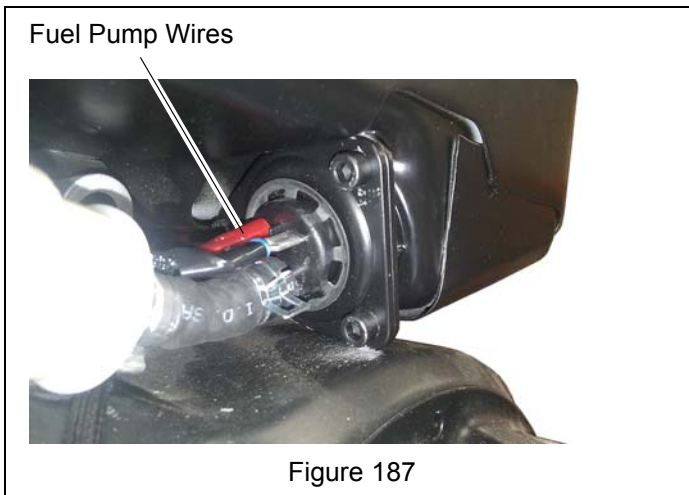


Figure 187

See Figure 188.

5. Remove the fuel pump wires, turn ignition key to the ON position and measure the fuel pump voltage. Voltage output should measure 7.2 V DC – 8.4 V DC.

NOTICE: Disconnecting wires from fuel pump incorrectly can cause damage to the fuel pump. To disconnect fuel pump wires, carefully compress the center tab of the connector and gently pull the connector away from the fuel pump.

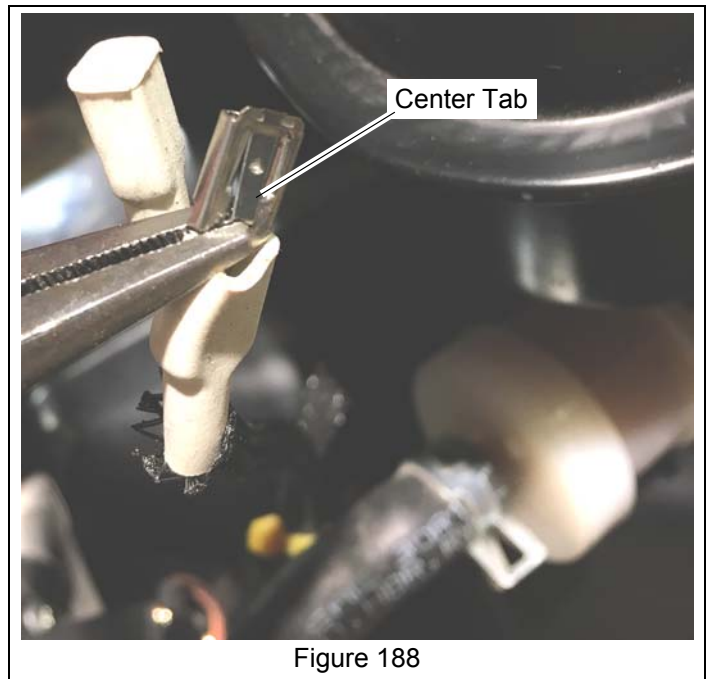


Figure 188

IMPORTANT: Fuel pump voltage **MUST** be measured within 30 seconds of the ignition switch being turned to the ON position. See Figure 189.

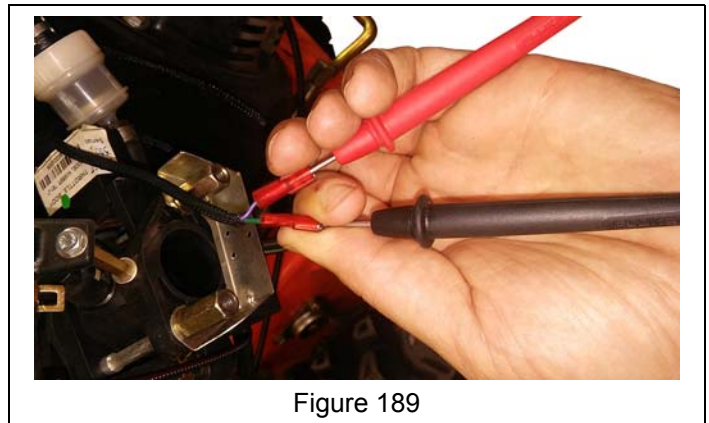


Figure 189

If voltage measures less than 7.2 V DC, check the battery voltage by probing the green wire on the ECU 12-pin connector. See Figure 190.

- If low voltage or no voltage is present, replace the ECU.
- If voltage is present, inspect the green wire between the 12-pin connector and throttle body for a pinched or broken wire. If the wire has no damage, replace the throttle body assembly.
- If voltage measures 7.2 V DC – 8.4 V DC, turn ignition key to OFF position, reconnect fuel pump wires and turn key back to ON position. Fuel pump should make a “humming” noise.

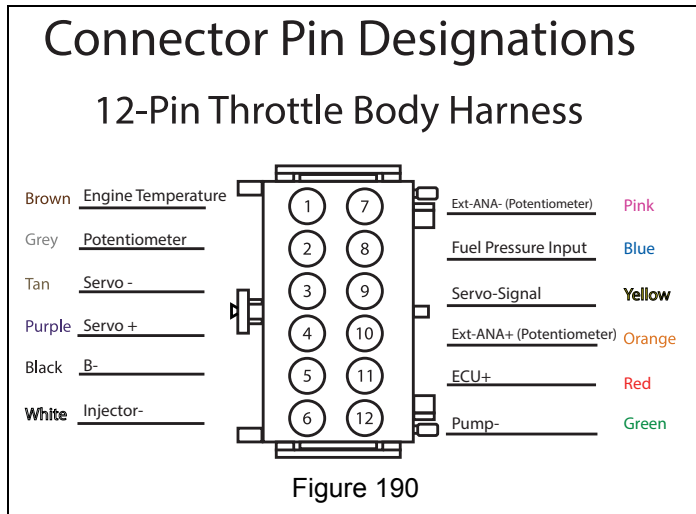
If fuel pump is silent, the pump may have failed. Check fuel pump:

1. Drain fuel from fuel system and tank. See *Draining Fuel System* on page 7.

2. Remove pump from tank.
3. Reconnect pump wires.
4. Turn the ignition key to the ON position and listen for a “humming” noise.

If fuel pump is silent, replace fuel pump.

If voltage is within range and fuel pump is operating normally, the fuel pressure sensor is defective. Replace the throttle body assembly. See Figure 195.



Code 28: High Battery Voltage

This trouble code will activate if ECU detects a higher voltage from the stator.

1. Start the engine. Refer to Operator's Manual.
2. Set a multi-meter to V AC and probe the red and black stator connector wire. The output should be 11.5 V AC – 14 V AC at full throttle (3600 RPM).

If stator output measures over 14 V AC, replace stator. If output is within range, advance to step 3. See Figure 184.

IMPORTANT: If the engine is cold, it is normal for the engine speed to be 100 RPM – 200 RPM higher until operating temperature is reached.

3. Set a multi-meter to V DC and probe the battery connector at the battery terminals. With the engine running at full throttle (3600 RPM), the output should be 7.2 V DC – 8.4 V DC.

If DC output is higher than 8.4 V DC, replace ECU. See Figure 183.

If DC output is within range and red trouble code persists, replace ECU.

DIAGNOSTICS FOR NON-TROUBLE CODES

IMPORTANT: The following conditions and diagnostic procedures apply to EFI components only.

Engine Starts and Loses Power

If the engine starts and loses power immediately, this is usually an indication that the ECU does not detect an RPM signal. The RPM signal is generated by the stator, which also powers the hand warmers, headlight and charges the ECU battery.

Common causes for RPM signal failure may be due to a disconnected engine wire harness or a ground short in the AC output wire from the stator to the ECU. Other possible causes may include an ECU or engine-charging system failure.

1. Check wire harness connection to the ECU.
 - a. With the ignition key in the off position, check the wire harness connections to the ECU. If connections are secure, disconnect the 12-pin and 14-pin connections to the ECU and inspect connectors for bad connections or burn marks.
 - b. Check that all wire terminals are snug in their connectors. If connections appear to be good, reconnect wire harness and start engine to check if issue is still present. If bad connection is present, replace wire harness.
 - c. If issue is still present, advance to next step.
2. Check the ECU.
 - a. Disconnect wire harness from ECU and test with a new ECU to verify the original ECU is not cause for malfunction. If malfunction is not resolved with a new ECU, reconnect wire harness to original ECU and continue diagnostics.
3. Back probe the engine stator output connector. See Figure 184.
 - a. Start the engine. Refer to Operator's Manual.
 - b. At full throttle (3600 RPM), the stator output MUST be 11.5 V AC – 14 V AC.

If AC voltage measures less than 11.5 V AC, remove flywheel and replace stator.

Engine No-Start Condition

If the engine does not start, check for system power.

1. Check EFI battery fuse.
2. Check spark plug.
 - a. Stop engine, remove key and wait for all moving parts to stop and for hot parts to cool.
 - b. Disconnect the spark plug wire and remove debris from the spark plug area.
 - c. Remove spark plug.
 - d. Inspect the spark plug. Spark plug gap MUST be 0.7 mm – 0.8 mm (0.027" – 0.030"). Replace if the electrodes are worn, fouled, or if the insulator is cracked or chipped.
 - e. Position spark plug against engine block and pull

recoil starter handle to check for spark. If no spark is present, replace spark plug.

- f. Reinstall spark plug and finger tighten. Turn an additional 1/4 turn after spark plug is seated.
 - g. Reinstall spark plug wire and make sure it is correctly positioned onto the spark plug.
3. Check the battery. Battery should have 7.2 V DC – 8.4 V DC, depending on when the battery was most recently charged. Extremely low voltage could prevent the ECU from triggering a trouble code and result in a no-start condition. If battery has low voltage, connect battery charger to battery. Also check the inline fuse on the battery cable.

If battery measures below specification after charging, replace battery.

4. Check wire harness connection to the ECU.
- a. With the ignition key in the off position, check the wire harness connections to the ECU. If connections are secure, disconnect the 12-pin and 14-pin connections to the ECU and inspect connectors for bad connections or burn marks.
 - b. Check that all wire terminals are snug in their connectors. If connections appear to be good, reconnect wire harness and start engine to check if issue is still present. If bad connection is present, replace wire harness.
 - c. If issue is still present, advance to next step.
5. Check the ECU.
- a. Disconnect wire harness from ECU and test with a new ECU to verify the original ECU is not cause for malfunction. If malfunction is not resolved with a new ECU, reconnect wire harness to original ECU and continue diagnostics.
6. Check the ECU status. With battery voltage between 7.2 V DC – 8.4 V DC, check if the green ECU status light is blinking at a consistent rate.

IMPORTANT: If battery measures below 7.2 V DC, ECU LEDs may appear dim or will not illuminate red or green LEDs. If green LED is constant, (not-blinking) see *EFI Trouble Code Identification* on page 71.

7. Check fuel pump output.
- a. Remove the heater box.
 - b. Check voltage at fuel pump. See *Code 27: Low Fuel Pressure* on page 73 for voltage readings.
 - c. Remove fuel hose from fuel pump outlet and attach a suitable length of fuel hose to the fuel pump outlet that can safely reach a clearly marked fuel container.
 - d. With battery voltage between 7.2 V DC – 8.4 V DC, turn the key to the ON position for 10 seconds to pump fuel into the container. Fuel should measure approximately 160 mL (5 oz.).

If fuel amount measures less than 160 mL, remove the fuel pump and check the pre-filter for blockage. If filter is clean, replace fuel pump. See Figure 191.

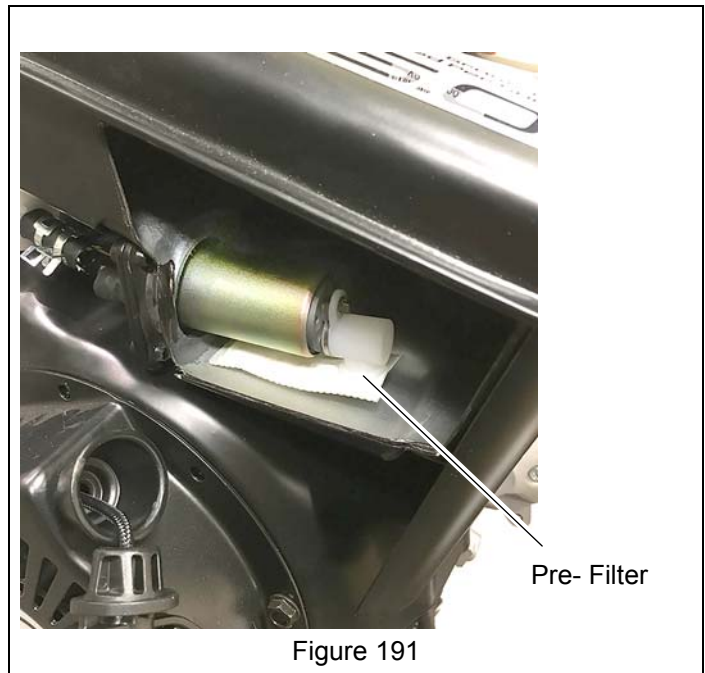


Figure 191

IMPORTANT: If replacing fuel pump, wet the fuel system:

- a. Fill fuel tank full.
- b. Cycle ignition key to the ON position, then to the OFF position. Repeat.

IMPORTANT: Cycling the ignition key multiple times may inject excessive amounts of fuel into the throttle body and “flood” the engine. A flooded engine may require more starting attempts than normal.

8. Remove connector to the injector.
- a. Move gray slide upward until it stops. Gently compress gray slide and remove connector. See Figure 192.

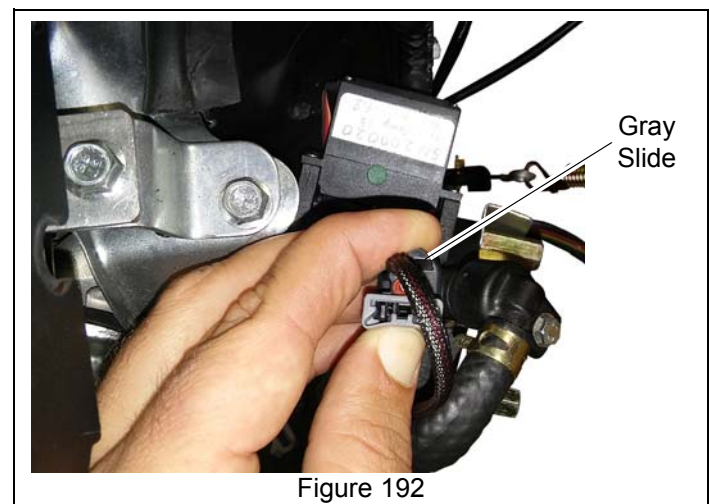


Figure 192

- b. Set a multi-meter to V DC and probe each terminal with the red probe and contact the black probe against the engine block. With the ignition key in the ON position, each terminal should measure 7.2 V DC – 8.4 V DC. See Figure 193.

If voltage is within range and the fuel injector is not operating correctly with the key in the ON position, replace throttle body assembly.



Figure 193

- c. If no voltage is present at the injector, check battery voltage by probing the red and white wires on the 12-pin ECU connector with the red probe and contact the black probe against the engine block. With the ignition key in the ON position, each terminal should measure 7.2 V DC – 8.4 V DC. See Figure 194.



Figure 194

If no voltage is present at the ECU, replace ECU. If voltage is present at the ECU, check wires for kinks or damage. If damage is present repair wires if possible, or replace throttle body. See Figure 195.



Figure 195

Surging Run Condition

1. Check wire harness connection to the ECU.
 - a. With the ignition key in the off position, check the wire harness connections to the ECU. If connections are secure, disconnect the 12-pin and 14-pin connections to the ECU and inspect connectors for bad connections or burn marks.
 - b. Check that all wire terminals are snug in their connectors. If connections appear to be good, reconnect wire harness and start engine to check if issue is still present. If bad connection is present, replace wire harness.
 - c. If issue is still present, advance to next step.
2. Check the ECU.
 - a. Disconnect wire harness from ECU and test with a new ECU to verify the original ECU is not cause for malfunction. If malfunction is not resolved with a new ECU, reconnect wire harness to original ECU and continue diagnostics.

If the AC output wire from the engine charging system is damaged, it may cause an intermittent short. This will result in erratic running such as the engine over revving or "popping" through the exhaust.

3. Check the engine wiring and wiring under the handlebar to verify that it is not damaged.

4. With an inline spark tester, check ignition for intermittent spark.
5. Check fuel pump output.
 - a. Remove the heater box.
 - b. Check voltage at fuel pump. See *Code 27: Low Fuel Pressure* on page 73 for voltage readings.
 - c. Remove fuel hose from fuel pump outlet and attach a suitable length of fuel hose to the fuel pump outlet that can safely reach a clearly marked fuel container.
 - d. With battery voltage between 7.2 V DC – 8.4 V DC, turn the key to the ON position for 10 seconds to pump fuel into the container. Fuel should measure approximately 160 mL (5 oz.).

If fuel amount measures less than 160 mL, remove the fuel pump and check the pre-filter for blockage. If filter is clean, replace fuel pump. See Figure 191. If fuel pump output is to specification, replace the ignition coil.

Engine Speed Does Not Change

If engine speed does not change when using the potentiometer (throttle control), check the following:

1. Set a multi-meter to ohms (Ω) and measure the potentiometer resistance. See Figure 196 and Figure 197.
 - a. Unplug the 14-pin connector from the ECU.
 - b. Position the red probe on the terminal of the red wire at the potentiometer (Pin 5 in Figure 196) and the black probe on the terminal of the green / white wire.

The potentiometer output should measure 0 Ω – 5000 Ω .

If ohm reading measures close to 0 Ω at full throttle and close to 5000 Ω at low-idle, potentiometer is operating normally. If ohm reading stays constant at either position, replace potentiometer.

14-Pin Connector Pin Designations

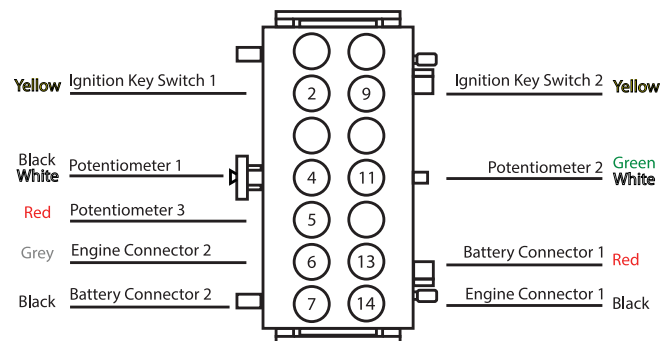


Figure 196

2. With a multi-meter, measure the V DC of the red wire.
 - a. With engine off, reconnect the 14-pin connector to the ECU.
 - b. Position the red probe on the terminal of the red wire at the potentiometer (Pin 5 in Figure 196). Also see Figure 197.

- c. Position the black probe on the engine block.
 - d. Turn ignition key to ON position.
 - e. Turn the potentiometer from low-idle to full throttle.
- Voltage to the red wire should measure 4.90 V DC – 5.0 V DC at both low-idle and full throttle positions.
- If voltage measures less than 4.9 V DC, replace ECU.

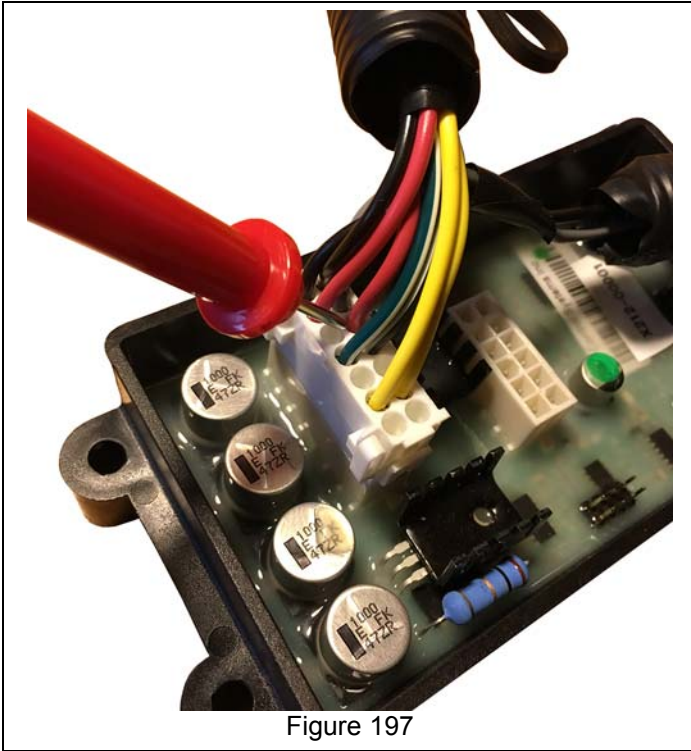


Figure 197

3. With a multi-meter, measure the V DC of the green / white wire. See Figure 198.
 - a. With engine off, position the red probe on the terminal of the green / white wire.
 - b. Position the black probe on the engine block.
 - c. Turn ignition key to ON position.
 - d. Turn the potentiometer from low-idle to full throttle.

Voltage to the green / white wire should measure close to 0.01 V DC at low-idle and close to 5.0 V DC at full throttle.

If voltage does not vary between low-idle and full throttle, replace the ECU. If voltage varies at both terminals, replace throttle body.

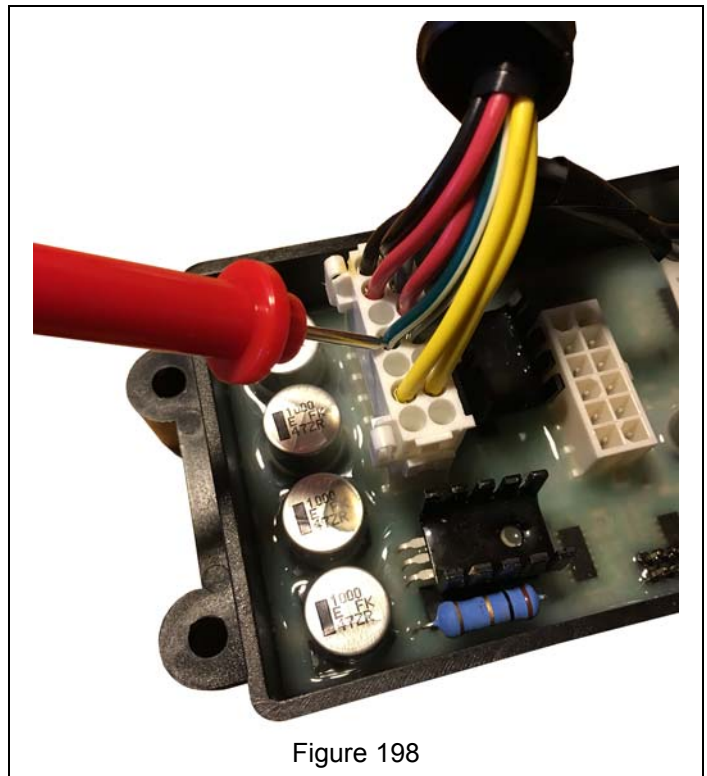


Figure 198

Fluttering Servo Motor

If the throttle plate in the throttle body flutters continuously when the key is in the ON position, check the following:

1. Wire harness connection to the ECU.
 - a. With the ignition key in the off position, disconnect the wire harness from the ECU and inspect connection at the tan, purple and yellow wires on the 12-pin connector. See Figure 190. If connection is faulty, repair, if possible. If repair cannot be completed, replace the throttle body.
 - b. If connection is good, a faulty connection exists in the throttle body or servo motor. Replace the throttle body.

SERVICE RECORD

[illegible]



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