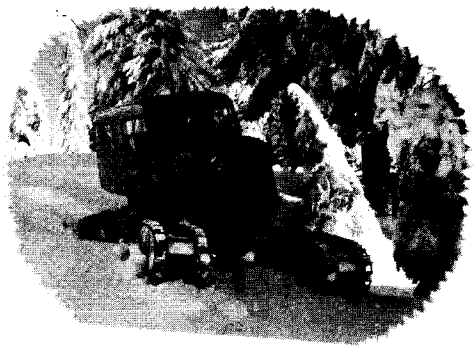
TUCKER SNO CAT

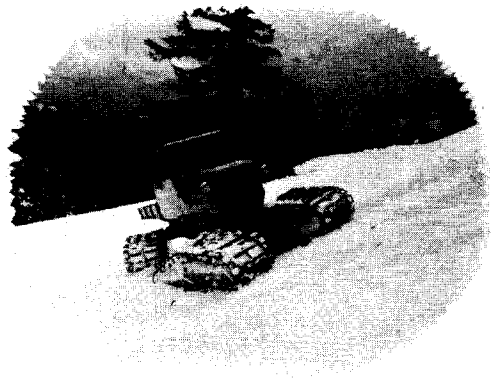
KK MARS.

1975 MODELS

SNO-CATS and

RUBBER BELTED SNO-CATS





LET'S GET ACQUAINTED WITH THE INVENTOR

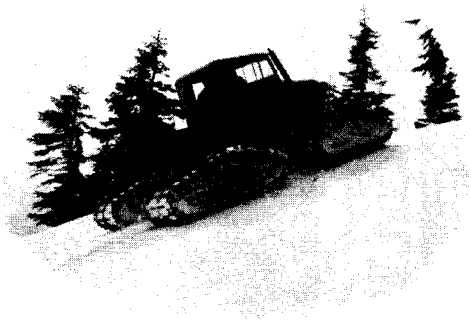
The late E. M. Tucker, Sr. of Tucker SNO-CAT Corporation, who was one of 13 children, was born in a log cabin on Jump-Off Joe Creek in 1892 near Grants Pass, Oregon. He spent his early boyhood near Trail, Oregon, in a stone house built by his father in 1901. The house overlooks a broad stretch of Rogue River and is still a landmark on the Rogue.

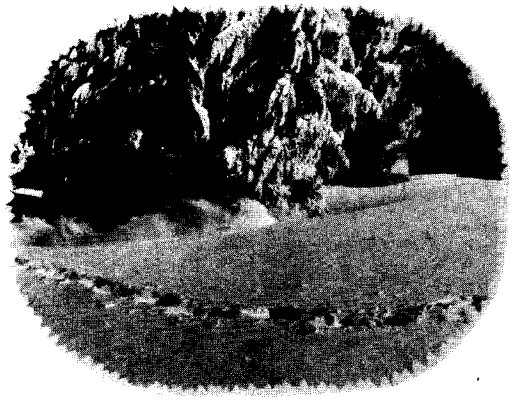
During his youth he walked to school through deep snow, and even at this early age he began working on different devices for transportation over snow which eventually led to the development of the world famed SNO-CAT. In the early twenties Mr. Tucker built several spiral driven machines and also experimented with rubber track *(idler wheel)* machines, but had very little success with the principles involved. The rubber froze and stretched out of shape, the boggie *(idler)* wheels would freeze solid and the tracks would come off on side hills. After these experiences Mr. Tucker realized that unless he could come up with a completely different system, he would never achieve his desire to build a vehicle to travel over deep, soft snow with a minimum amount of mechanical trouble and expense.

Mr. Tucker worked in Los Angeles on models, perfecting the SNO-CAT idea. He then moved to Grass Valley, California, where the first production line was established. This successful venture was terminated by a move to Medford, Oregon, determined by Mr. Tucker's long-expressed desire to return to the Rogue River Valley. Mr. Tucker spent 50 years in building and improving his snow machines, and his firm is recognized as the oldest successful manufacturer of snow vehicles in the world.

When you receive your SNO-CAT, you will be receiving the finest snow machine available; we hope you will take great pride in your SNO-CAT. You would be wise to assign a competent mechanic and driver to it. Give it good care and it will reward you with unbelievable performance . . . your SNO-CAT has over 50 years of research and development background to make it the *"First and best in over-snow transportation."*

SINCERELY,
TUCKER SNO-CAT CORPORATION





NO SNOW TOO DEEP

TUCKER
SNO-CAT TRADE MARK
CORPORATION

NO ROAD TOO STEEP

MEDFORD, OREGON 97501

Don Wilson

P. O. BOX 1529
AREA CODE — 503
TELEPHONE 779-3731
CABLE ADDRESS: "SNO CAT"

SERVICE LETTER 9-6-72 (REV. A
(Rubber Belted SNO-CATS)

REWORK REQUIRED FOR INSTALLATION OF

SERIES 1400, 1500 & 1600 KITS

A. REWORK OF SERIES 400 SNO-CAT FOR INSTALLATION OF SERIES 1400 RETRO-KIT

1. Total rework required is the removal of all (4) axle housing journal rings and replacement with (4) new journal rings.
   a. Remove axles, bearings and seals from housings.
   b. Flame cut existing journal rings from axle housings using minimum heat and maximum care to prevent damage to housing.
   c. Slide 2" wide journal ring over axle housing.
   d. Install special Tucker journal installation tool on outside of housing and bolt in place.
   e. Insert 2" journal ring in tool and tighten set screws. Install web (half rings) inside ring and securely tack weld all parts.
   f. Remove installation tool and inspect location per Tucker drawing 210. Complete weld per drawing 210 (approx. 50% skip weld each side).
   g. Install axles - replacing flange bolts with special furnished 3/8—24 x 1 1/2 bolts.

2. Note that the outer journal ring assembly now houses the outer axle seal and therefore replaces the axle retainer. Install outer journal, carrier assembly, and thrust plate in sequence shown in parts manual.

B. REWORK OF SERIES 450 & 500 SNO-CATS FOR INSTALLATION OF SERIES 1500 OR 1600 RETRO-KIT.

1. Total rework required as follows: The removal of all (4) journal rings from the axle housings and replacement with (4) new journal tubes; machining drive hubs on some models; and cut back of fifth wheel up stop tabs.
   a. Remove axles and hubs from housings.
   b. Flame cut existing journal rings from housings using minimum heat and maximum care to prevent damage to housing.
   c. Slide journal tube into Tucker installation tool. Check tube seating against stop and tighten set screws to secure tube.
   d. Install Tucker installation tool with journal tube on housing and secure with bearing adjusting nut. Make sure that the installation tool is fully seated on the seal shoulder of the axle housing.
   e. Position web (half rings) at inboard end of journal tube per drawing 211 or 243 as applicable. Securely tack half rings to housing and journal tube.

f. Remove installation tool & inspect journal tube for concentricity and position per drawing (see 3/3 dimension).
g. Insert web ring at outboard end of journal tube per drawing and tack in position.
h. Complete welding of inboard and outboard web.
i. Rework of hubs is required for RA 10 hubs only, and involves machining 3 surfaces as shown on Tucker drawing 212.
    1) Reduce flange diameter to 8 7/8" + .000 - .030
    2) Add 40° chamfer
    3) Reduce pilot diameter from 5.170" to 5.162". On series 450 hubs this diameter has already been machined to the above measurement.
j. Cut 1/2" from fifth wheel up stop ears to provide extra clearance for track.

C. After rework has been accomplished, install all parts as explained by parts breakdown drawing and maintenance instructions in Tucker Manual.

D. To complete installation be sure to install the new identification tag on dashboard for future use in ordering parts.

We at THE TUCKER SNO-CAT CORPORATION are confident that you will be well pleased with the new capability of your vehicle. To obtain maximum performance we strongly recommend that the use and maintenance section of the Service Manual be thoroughly studied before driving the vehicle. With proper use and maintenance your Rubber Belted SNO-CAT will return many reliable years of service.

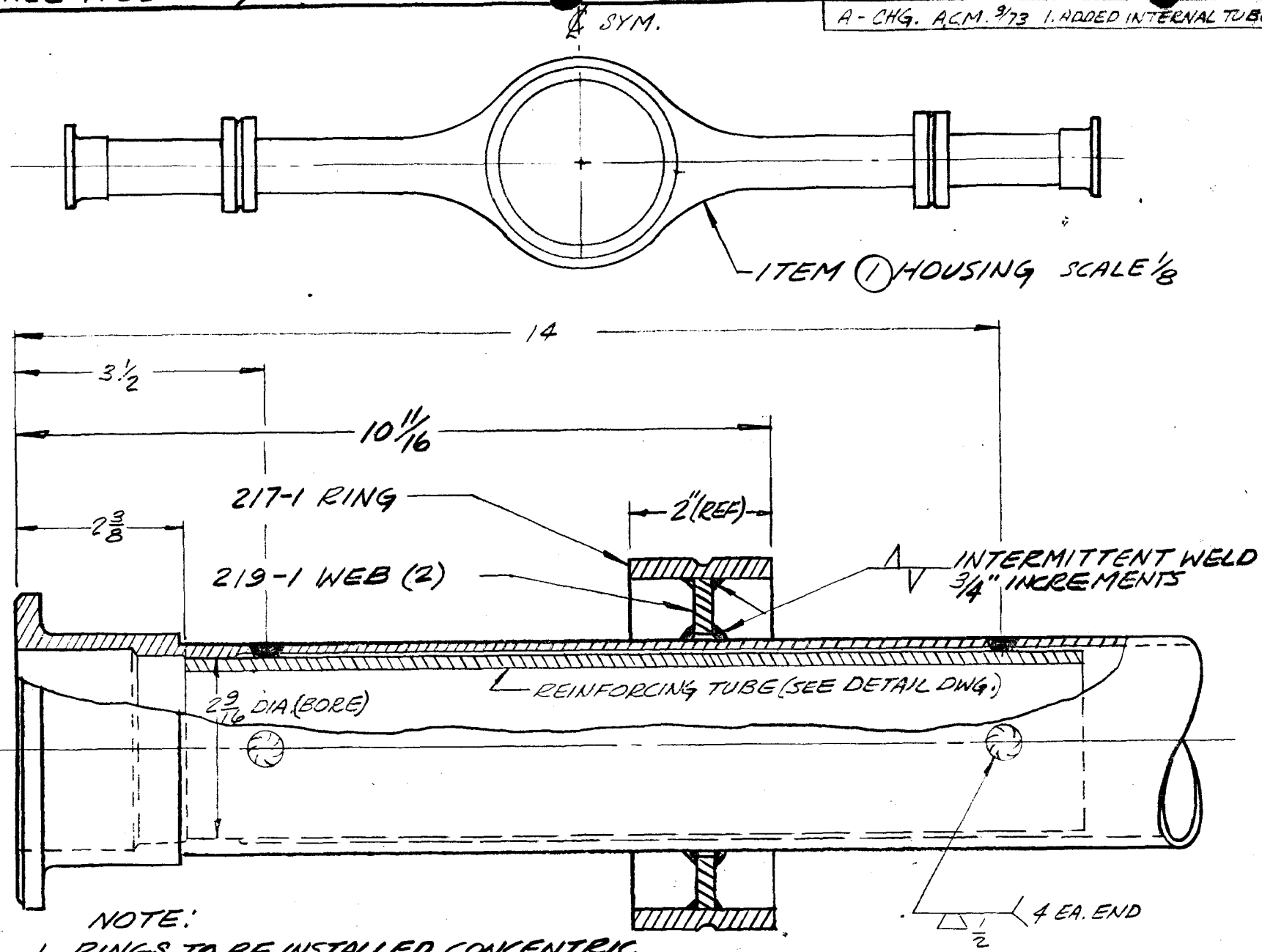
Yours truly,

TUCKER SNO-CAT CORPORATION

ENCLOSURES
TUCKER DRAWINGS 210, 211, & 212, 243 as applicable to Series No.

AXLE HOUSING | SERIES 1400, 1300 | DWG 210

A - CHG. A.C.M. 9/73 I. ADDED INTERNAL TUBE



NOTE:

1. RINGS TO BE INSTALLED CONCENTRIC TO MACHINED PORTION OF AXLE HOUSING & IN LINE. USE SPECIAL TUCKER INSTALLATION TOOL.
2. REFER TO SERVICE LETTER # 9-6-72
3. MAKE FROM ½ TON AXLE HOUSING

DEPENDABLE OVER-SNOW TRANSPORTATION
TUCKER SNO-CAT CORPORATION, MEDFORD, ORE.

DWN. BY: A.C. MAIER 9/1972
CHK'D. BY: 19
REV'D. BY: 19
REV'D. BY: 19

PART NAME: AXLE HOUSING | PART NO.: 14210-1
MATL. | HEAT TREAT: | FINISH: | SCALE:
UNSPECIFIED DECIMAL TOLERANCES: | FRACTIONS: ± 1/32
ANGLES: | REFERENCES: SERVICE LETTER 9-6-72

TABLE OF CONTENTS

Forward

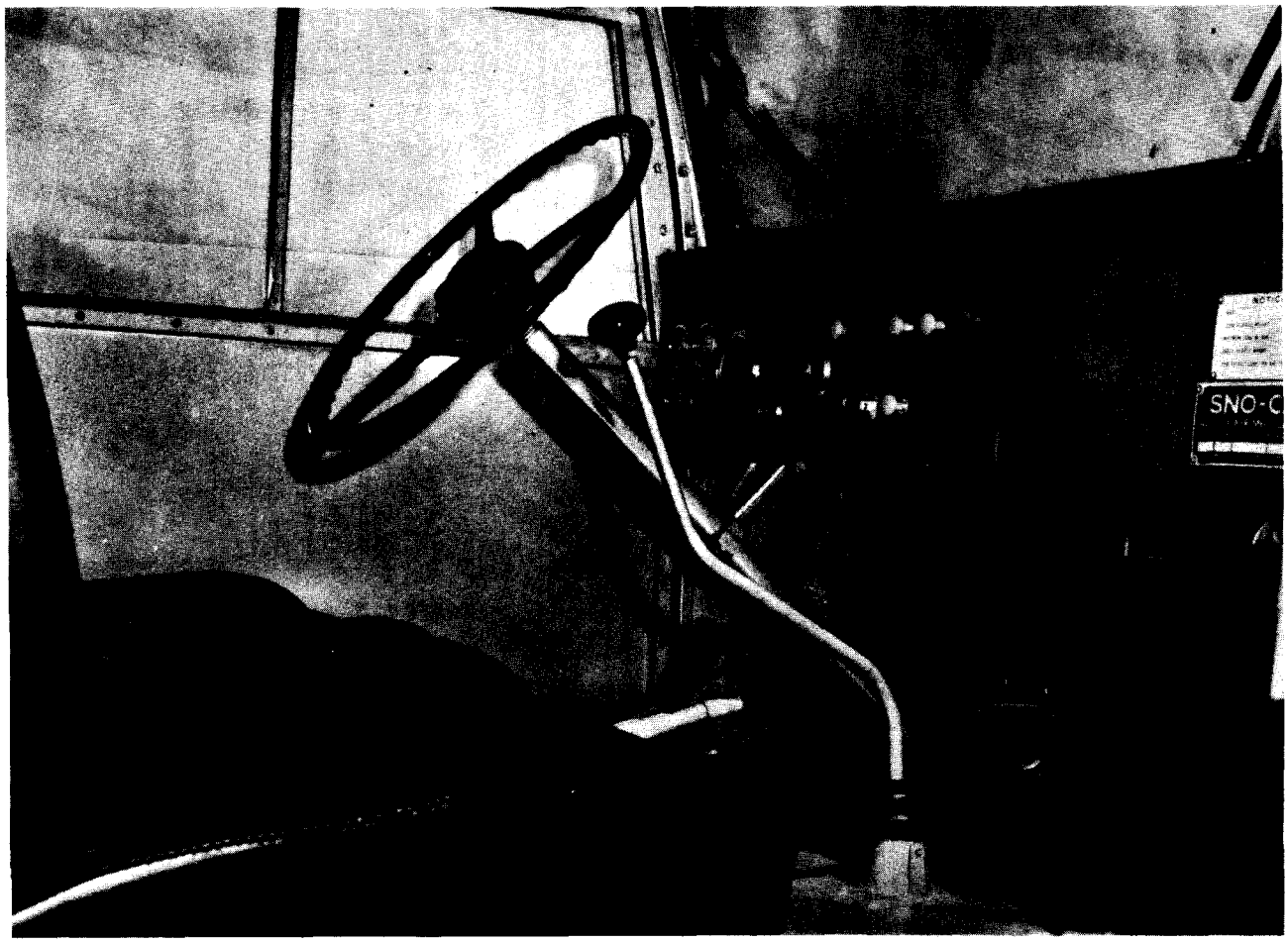
This **Instruction Book and Replacement Parts** is published as a guide and reference to assist the driver and maintenance technician to obtain the many miles of satisfactory transportation that is to be expected when the SNO-CAT is properly driven and maintained.

The SNO-CAT is a unique vehicle in performance and design. Although it appears to be in the tractor class, it must be built as light as possible in order to travel over deep, soft snow.

IDENTIFICATION FOR ORDERING PARTS

A nameplate is secured to the Instrument Panel showing the serial number and model number of vehicle. **Please furnish this information with your parts order.**

THIS IS A MODEL SNO-CAT
SERIAL NO.
ENGINE NO.



Typical Cab Interior showing Bucket Seats, Heater, Dual Wipers, Removable Instrument Panel, Horn, Four-Speed Transmission & Parking Brake.

SPECIFICATIONS

TUCKER SNO-CAT

SERIES	1400	1450	1500
LOAD CAPACITY LB	1,400	1,600	1,800
TOWING CAPACITY LB	3,000	4,000	5,000
ENGINE HP	115 HP Chrysler	180 HP Chrysler	180 HP Chrysler
DRIVE AXLES- Front and Rear	1/2 Ton	3/4 Ton	3/4 Ton
TRANSMISSION	4 Speed 1 Rev.	4 & 5 Speed 1 Rev.	4 & 5 Speed 1 Rev.
MAXIMUM VEHICLE SPEEDS M.P.H.	0 to 16	0 to 20	0 to 20
MAX. RECOMMENDED SPEED UNDER CONTINUOUS HEAVY DUTY OPERATING CONDITIONS	12	15	15
GAS TANK CAPACITY (GALLONS)	35	35	35
MILES PER GALLON	4-7	4-7	3-6
TURNING RADIUS (CENTER)	18'	18'	18'
TRACK CARRIER ASSEMBLY	28" W X 76" L	28" W X 76" L	28" W X 91" L
OVERALL LENGTH	15' -5"	15' -5"	17' -7"
OVERALL WIDTH	8'	8'	8'
OVERALL HEIGHT	7' -5"	7' -5"	7' -5"
EMPTY WEIGHT (APPROXIMATE)	4050-4500	4500-5410	5270-5800
DRAWBAR PULL - VARIABLE (AVERAGE) TERRAIN CONDITIONS	4,300#	5,200#	5,600#

USE AND MAINTENANCE

PREPARING FOR SERVICE

The SNO-CAT is very similar to an automobile or light truck in respect to preparing for service. Special personnel heaters, engine preheaters, radio equipment, and "extra" accessories will be installed in accordance with the "authorized" requirements dictated for your particular operations.

Check battery, engine oil, hydraulic steering system, engine coolant in radiator, gasoline, lubricant in transmission, transfer case, and drive axles, all to the same specifications as being customarily used in automobiles and light trucks in that particular geographical point with consideration as to the season of the year affecting temperatures. The chassis has been lubricated at factory for first 200 miles with lubricants suitable for operation at air temperatures of 90° to -- 50° Fahrenheit.

OPERATION

The operator should be a skilled driver and take a personal interest in the care of the SNO-CAT, for it requires slightly more care than does an automobile and closer attention to lubrication, especially of the track carrier assembly. Maintenance and adjustment of the track are discussed later in the section.

After approximately ten hours of operation, the engine, transmission, and front and rear drive axle adjustments that may be needed should be made by a specialist in accordance with the manufacturer's recommendations. The Engine Manual Supplement to this manual covers the engine and transmission.

The rubber belted SNO-CAT is designed for travel over snow, ice and widely varying terrain conditions. Travel should always be at moderate speeds through areas where obstacles hidden by the snow might be encountered. Reduce speed when crossing rocks, logs, ditches, creek banks and other rough country. A cruising speed of 10 - 15 MPH is proper for most other conditions.

Keep in a sufficiently low gear when descending steep hills and always keep tracks revolving.

Never disengage clutch or coast in neutral. Use the same gears going down hill that you would use in going up.

Never overload the SNO-CAT with more passengers or equivalent weight than its rated capacity. SNO-CAT TRAILERS are available to carry additional loads.

When in unusually difficult terrain where traction is limited "rock" the SNO-CAT back and forth slowly with an idling throttle to pack the snow and break a trail. Do not spin the tracks for they will cut deeper into the snow.

MAINTENANCE OF TRACK CARRIER ASSEMBLIES

Your new machine has been test driven at the factory and is ready for service. The following maintenance instructions are included to insure continued high performance and point out special features of the mechanism.

TRACK TENSIONING

The track carrier is provided with an adjustment bolt which changes the position of the end wheel (see photograph page 6). The track assembly is manufactured with a track pitch slightly less than the sprocket pitch. The track tension must be adjusted to stretch the track assembly to match the sprocket when the track is new. This adjustment may be checked by driving the machine slowly forward and observing that the track exits the sprocket without catching. After the track has stretched slightly in use, a periodic inspection and adjustment should be made to remove excessive slack. Always tighten the lock nut after each adjustment. Do not drive the SNO-CAT until the adjustment screws have been set to provide a minimum of 3/8" between the first and second wheels of each track carrier assembly.

WHEELS AND BEARINGS

The solid rubber tires provide a relatively trouble free component. The tires should be inspected, however, after service in severe conditions for possible damage, since they provide the guiding surface for the tracks. Wheels may be interchanged to distribute wear if necessary. The red tired wheel is always installed to be the rear of the wheel train.

The wheel bearings should be checked for end play and adjusted by the axle nut if necessary. Greasing of the wheel bearing is accomplished by the use of a grease gun. Care should be taken not to dislodge the grease seals with grease pressure. The frequency of greasing will vary with service conditions. It is standard practice to grease each wheel after prolonged submersion in water or mud. A periodic check of one or two wheels in different locations will indicate when service is required.

TRACK ASSEMBLIES

Smooth operation of the track assembly will be maintained by inspection for the following:

1. Bent or broken track sections.
2. Bent tire guides.
3. Damaged belts.
4. Loose track retaining bolts.
5. Damaged belt connectors or connector bolts.

Because of ease of access, many repairs can be accomplished without removal of part from machine or without major disassembly. Damaged or worn belting may be spliced or rotated to change wear location. Always follow installation instructions in manual when reinstalling tracks (see page 5) and maintenance instructions for track tensioning.

JOURNAL BEARINGS

Although the oscillation of the track carrier causes only slight rotation of the journal tube on its bearings, it is important to keep these journals well greased. If these journals are allowed to run without lubrication, accelerated wear will occur because of the high loads in this area. Refer to lubrication chart item 11 and 12.

SPROCKETS

The high quality rubber from which the sprocket is molded is exceptionally resistant to damage. However, a routine inspection of sprocket teeth is recommended. The sprocket will function unimpaired with minor cuts and nicks. If the wear after many miles becomes excessive on the front side of the sprocket tooth, the complete sprocket drum assembly may be interchanged with the opposite sprocket or the individual sprocket rings may be interchanged. This operation will present a near new tooth face for driving in forward gear. All sprocket drum assemblies and sprocket rings are interchangeable.

TRACK CARRIER ALIGNMENT

The track carrier assemblies have been manufactured and inspected to run parallel. If severe service or accident changes this alignment, unusual wear may be encountered in the system. The front and rear ends of the carrier frames should be parallel within 3/8".

HUB BEARINGS

The sprocket drive hub bearings are factory lubricated and continued lubrication is supplied from differential grease on series 1450 and 1500. It is recommended that on all models, the bearings be additionally serviced annually or before periods of extended storage.

CARRIER RETAINING BOLTS

The method of retaining the track carriers varies with the particular model. The bolts used with each method should be inspected for tightness at convenient intervals.

Series 1450 and 1500: These bolts are readily checked as they are visible at the inside of the journal tube without removal of any parts.

Series 1400: These bolts cannot be inspected without removal of the sprocket. It is advisable to inspect these bolts for tightness each time the track is removed.

DIFFERENTIAL SERVICING

A periodic inspection of differential grease is recommended. If the machine has been used with the differentials under water, it is recommended that both units be drained and refilled.

LUBRICATION

A lubrication chart and diagram has been included in this manual to indicate servicing areas, methods and lubricant types. The time periods between service will depend upon many conditions of use. It is important that each area receive periodic inspection and be lubricated as necessary. Keep in mind that severe use will require additional inspection and lubrication.

REMOVAL OF TRACK CARRIER

Before starting to remove the track carrier, park the machine with belt connector fittings in a convenient position for use of track clamp (see illustration page 6).

The first step in carrier removal is to relieve track tension by backing off the adjustment bolt (see page 6). The end wheel support should retract as the adjusting bolt is backed off. Next place the track clamp on the track in the position shown on page 6 and actuate the clamp until the belt connecting bolts are free to be removed. Note the direction of the bolts and tracks as illustrated on page 5.

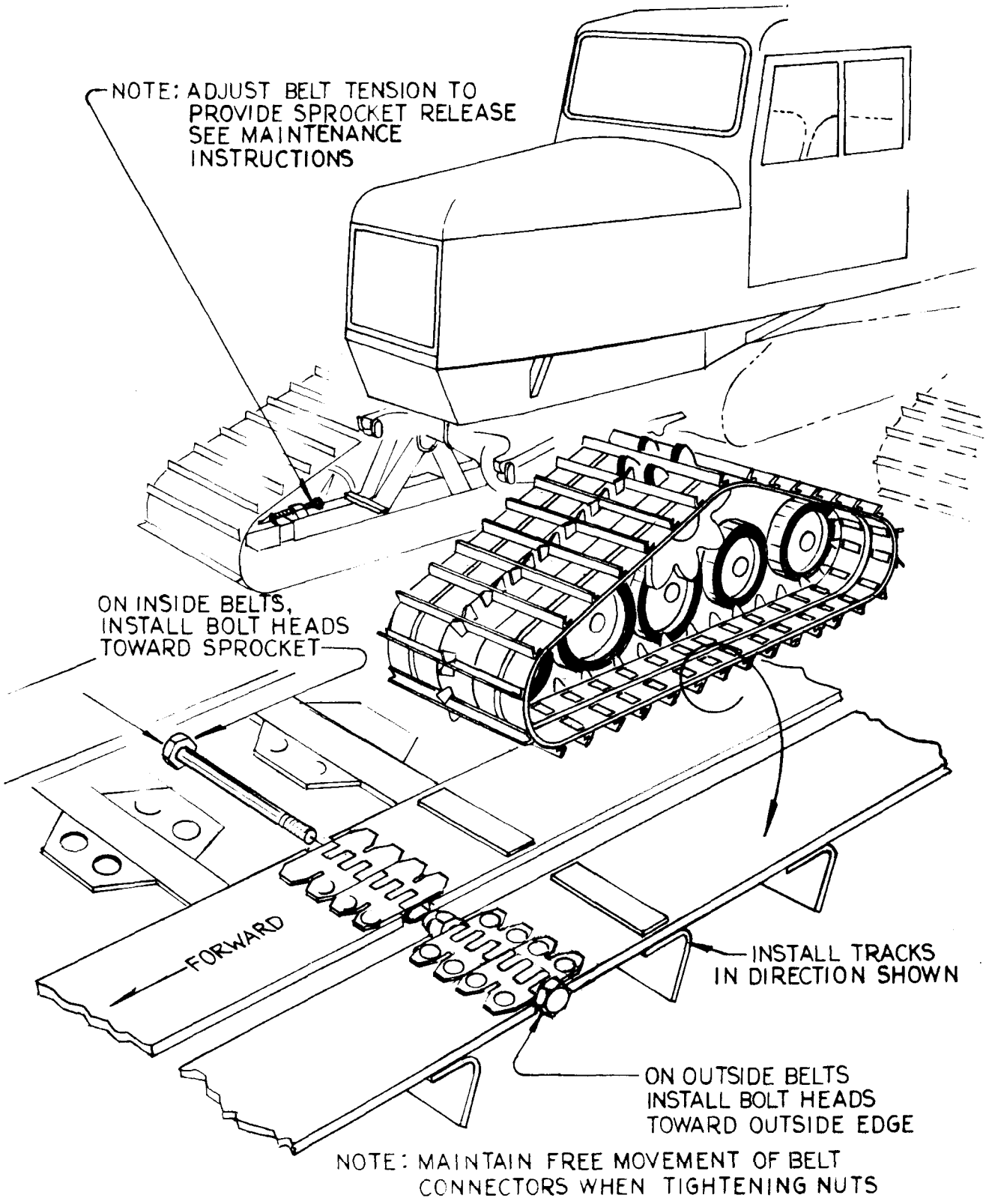
Removal of the drive sprocket from hubs is optional but serves to reduce assembly weight. On series 1450 and 1500 the center wheel should be removed to facilitate sprocket removal. Next remove the hubs as follows: series 1400 remove hub nut and pull hubs. Series 1450 and 1500; remove axle by removing 6 nuts. The axle flange provides a 3/8"-n.c. puller bolt hole to facilitate axle removal. Next release locking tab from seal nut and remove nut using provided 2 7/16 socket. Removal of the lock ring and bearing nut will allow the hub to be removed. The track carrier on series 1400 is secured by a thrust plate item 30 fig. 5. Removing 5 nuts will allow removal of carrier assembly. On series 1450 and 1500, removal of the thrust rings item 10 fig. 6 and 7 will allow carrier removal.

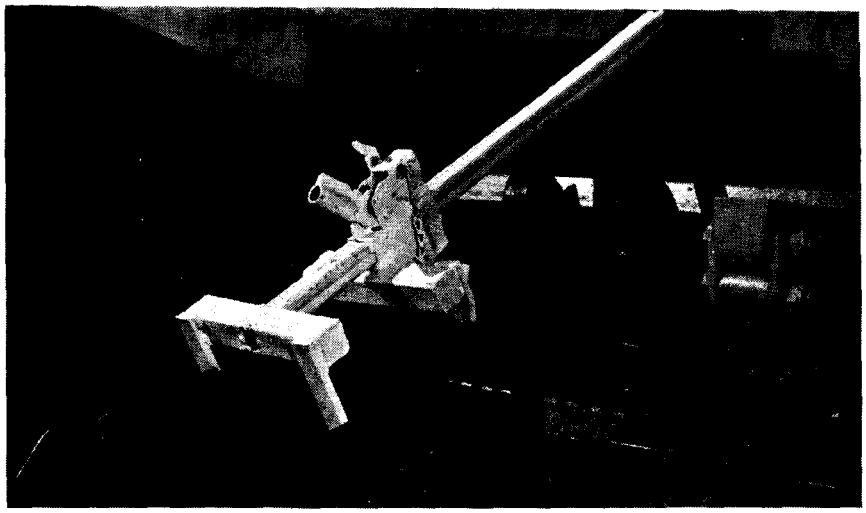
DRIVING

The Rubber Belted SNO-CAT has a superior capability to traverse rough terrain and scale steep slopes easily at relatively high speeds. Because of this capability it is often possible to abuse the machine. This fact is mentioned here because the maintenance of the SNO-CAT should start with good safe driving habits. A reserve capability for work has been designed into your SNO-CAT which makes it possible for the machine to travel on terrain which is hazardous to machine and passengers. The Tucker SNO-CAT Corporation has provided you with a superior vehicle which will give years of reliable service if properly maintained and used. We rely on you to use good judgment in the care and operation.

TRACK INSTALLATION

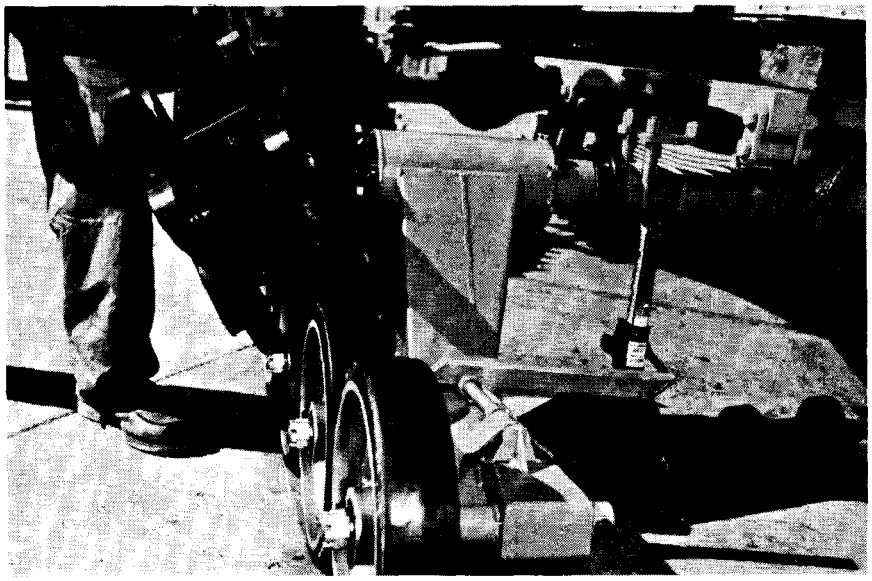
R.B. 8-72

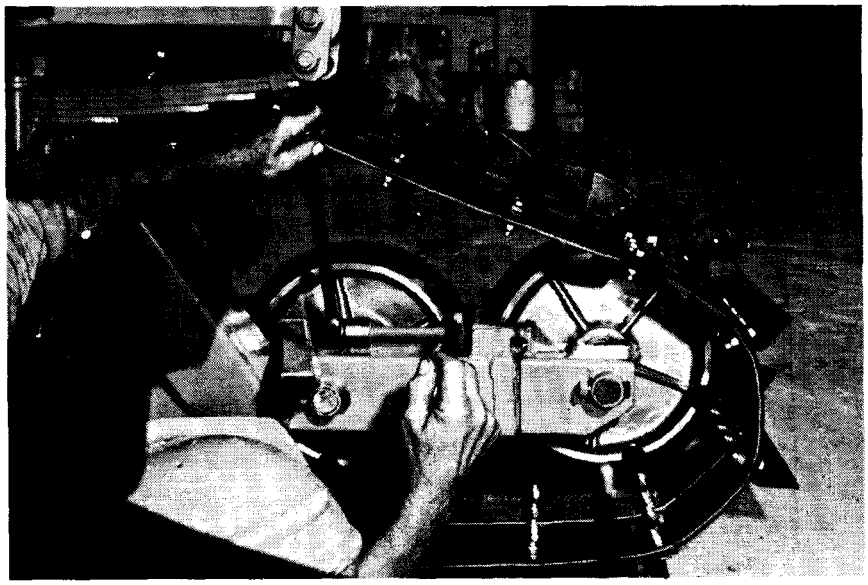




Track Bolt Instalation & Track Clamp Placement

Installation or Removal of Sprocket & Track Carrier Series 1450 & 1500





Asjusting Track Tension

Chevron

Standard Oil Company of California

Lubrication Recommendations for

A. A. BENSON
FUELS & LUBRICANTS ENGINEER
AUGUST, 1970

TUCKER SNO-CAT CORPORATION
2872 SOUTH PACIFIC HIGHWAY
MEDFORD, OREGON

Method of Application

ALS	Automatic Lube Systems	GC	Grease Cups	MO	Mist Oiler	PG	Pressure Gun
ALL	Air Line Lubricator	GP	Grease Packed	OB	Oil Bath	RO	Ring Oiled
BO	Bottle Oilers	HO	Hand Oiling	OC	Oil Circulation	SLD	Sealed
DF	Drip Feed	ML	Mechanical Lubricator	PC	Pin Cups	SFC	Sight Feed Cups

SS	Splash System
WF	Wick Feed
WP	Waste Packed

Service / Change Intervals

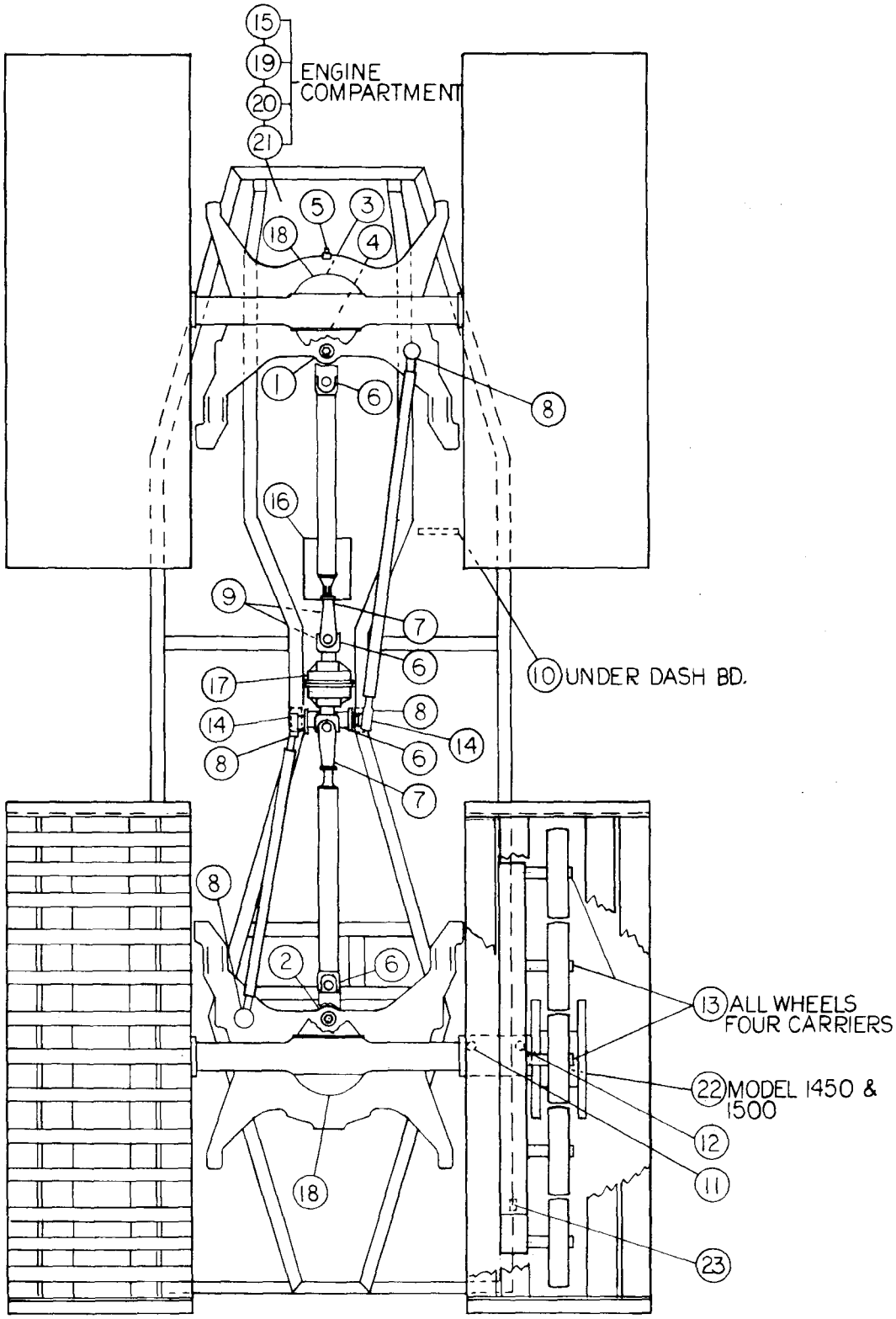
H Hour	W Week
S Shift	M Month
D Day	Y Year

2D = 2 Days; 3M = 3 Months

Equipment / Part to be Lubricated		Product Recommendation	No. Lube Points	Ser. Int.	Capacity	Chg. Int.
Tucker Sno-Cat						
Engine Crankcase						
Starting Temperatures						
Above 32°F	OC	RPM DELO Multi-Service Motor Oil SAE 20/20W		1D		*
0° To 32°F	OC	RPM DELO Multi-Service Motor Oil SAE 10W				
Below 0°F	OC	Chevron Supreme Motor Oil SAE 5W-30				
Starter & Generator	HO	RPM DELO Multi-Service Motor Oil SAE 10W		*		
Transmission, Power Transfer Case & Differentials						
Above 32°F	OB	Chevron Multi-Service Gear Lubricant SAE 90				
Below 32°F	OB	Chevron Multi-Service Gear Lubricant SAE 80		1M		1Y
Hydraulic System	OC	Chevron Automatic Transmission Fluid (DEXRON)		1M	**	1Y
Universal Joints & All Other Grease Fittings	PG	Chevron Aviation Grease No. 11		*		

* Service 200 To 300 Miles Or Approximately 50 Hours
** Do Not Use Brake Fluid

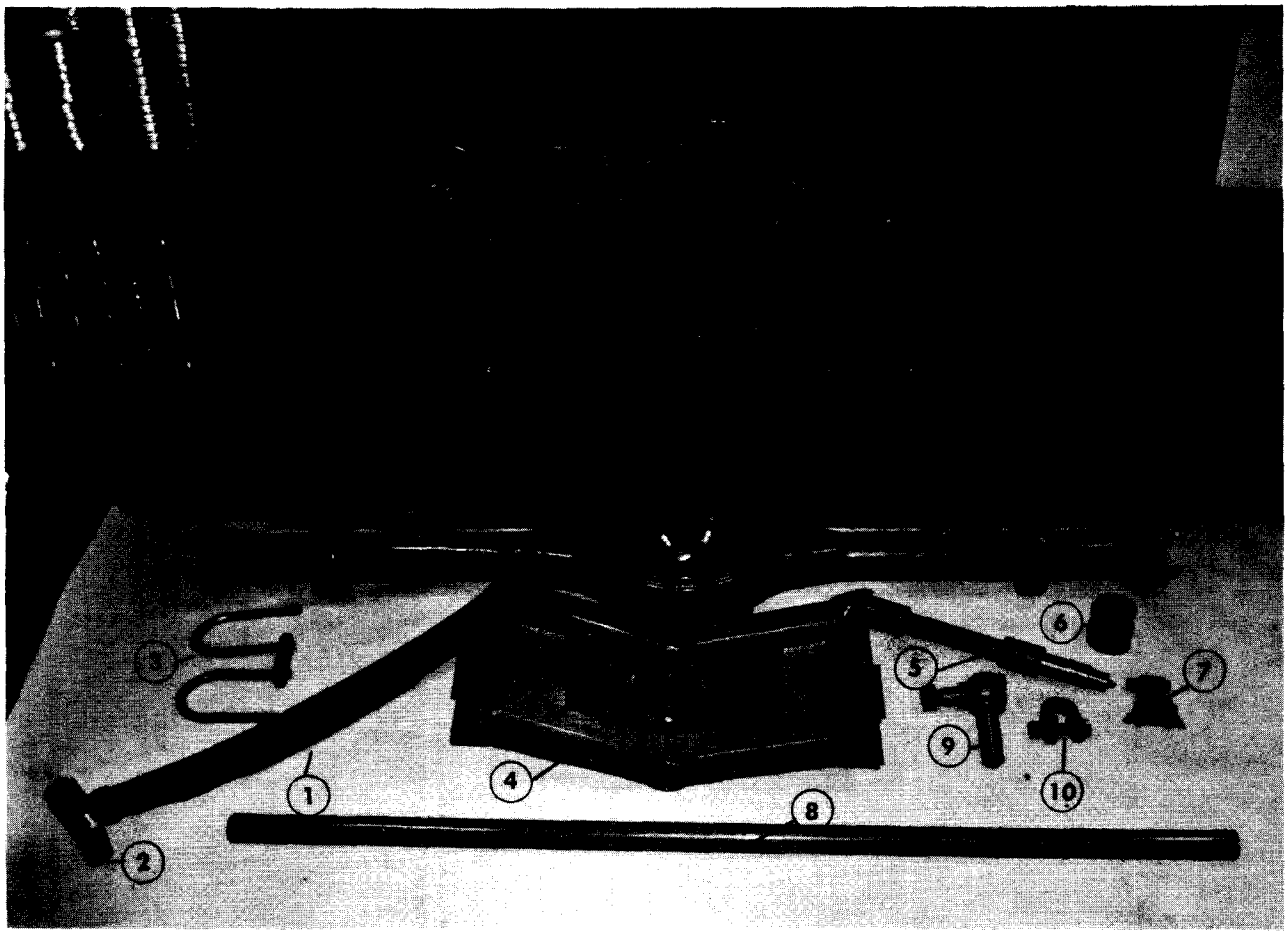
LUBRICATION DIAG.
SERIES 1400, 14500 & 1500



LUBRICATION CHART-RUBBER BELTED SNO-CAT
REFER TO LUBRICATION DIAGRAM PG. 7-A FOR ITEM NO. LOCATION

ITEM NO.	NAME	NO. OF PLACES	METHOD OF APPLICATION	RECOMMENDED LUBRICANT
1	Front Fifth Wheel Trunion Pivot	1	Pressure Gun	Chevron Aviation Grease No. 11
2	Rear Fifth Wheel Center Pivot	1	Pressure Gun	" "
3	Trunion Hanger Forward Bearing	1	Pressure Gun	" "
4	Trunion Hanger Rear Bearing	1	Pressure Gun	" "
5	Trunion Roller	1	Pressure Gun	" "
6	Lower Drive Shaft Universal Joints	4	Pressure Gun	" "
7	Lower Drive Shaft Spline Coupler	2	Pressure Gun	" "
8	Tie Rod Ends	4	Pressure Gun	" "
9	Top Drive Shaft Universal Joints	2	Pressure Gun	" "
10	Master Cylinder Actuator Shaft	1	Pressure Gun	" "
11	Inner Journal Ring	4	Pressure Gun	" "
12	Outer Journal Ring	4	Pressure Gun	" "
13	Wheel Bearings	All	Pressure Gun	" "
14	Swing Bearings	2	Pressure Gun	" "
15	Hydraulic Oil Res.	1	Oil Circulation	Refer to Chevron Lubrication Sheet
16	Transmission	1	Oil Bath	" "
17	Transfer Case	1	Oil Bath	" "
18	Differentials	2	Oil Bath	" "
19	Master Cylinder	1 or 2	Reservoir	Hydraulic Brake Fluid
20	Radiator	1	Reservoir	Permanent Type Anti-freeze
21	Engine Crankcase	1	Oil Circulation	Refer to Chevron Lubrication Sheet
22	Hub Bearings	4	Hand Grease	Chevron Aviation Grease No. 11
23	Adjustment Screw	4	Pressure Gun	" "

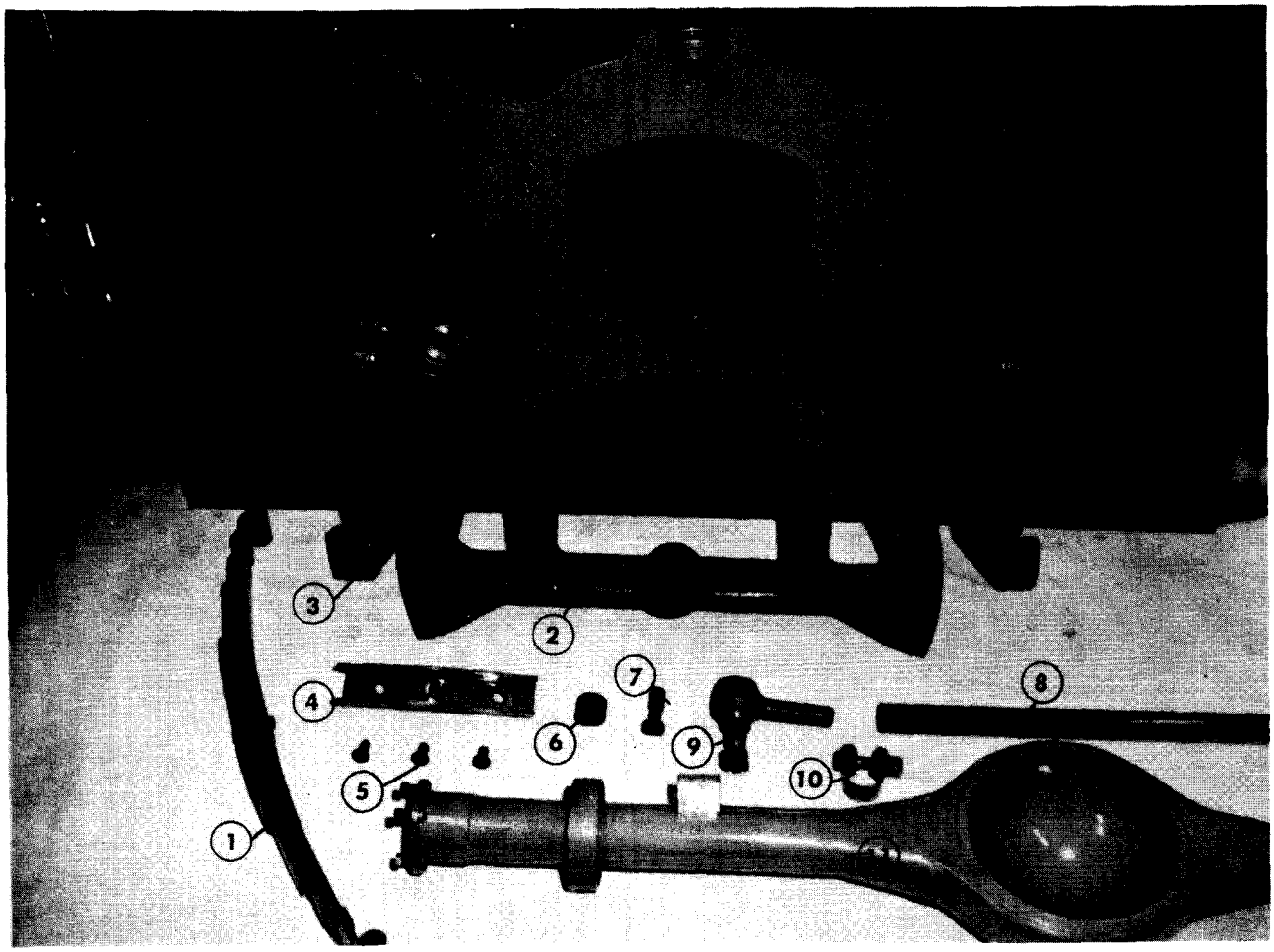
Figure I — Front Suspension



ITEM	NOMENCLATURE	1400	1450	1500
1.	SPRING (Front or Rear)	14016	145016	15016
2.	SHACKLE	14016S	145016S	15016S
3.	SPRING U BOLT (with Nuts)	14016B	145016B	15016B
4.	TRUNION HANGER	14013H	145013H	15013H
5.	TRUNION PIN	14013	145013	15013
6.	TRUNION ROLLER ASSEMBLY	14013RS	145013RS	15013RS
7.	TRUNION HOLD DOWN CLAMP	14013C	145013C	15013C
8.	TIE ROD — Front	14021F	145021F	15021F
9.	TIE ROD END	14025	145025	15025
10.	TIE ROD CLAMP			
11.	HOUSING, DRIVE AXLE	14210-1	145211-1	15211-1
12.	FIFTH WHEEL, Front	14012A	145012A	15012A

SPECIFY YEAR, MODEL AND SERIAL NUMBER WHEN ORDERING PARTS

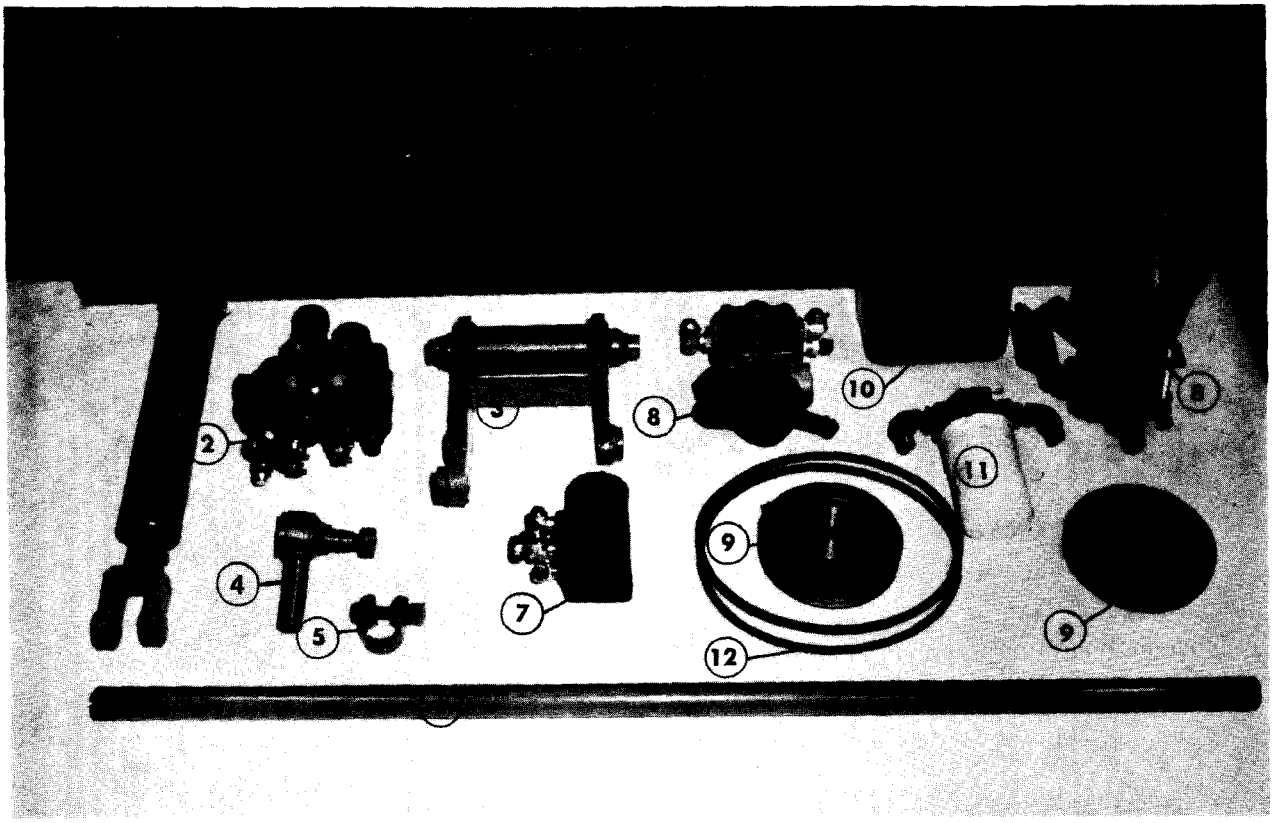
Figure 2 — Rear Suspension



	1400	1450	1500
1. SPRING (Front or Rear)	14016	145016	15016
2. TOP HALF FIFTH WHEEL	14014A	145014A	15014A
3. LOWER HALF FIFTH WHEEL	14015A	145015A	15015A
4. CHANNEL	14011C	145011C	15011C
5. CHANNEL BOLTS	14011CB	145011CB	15011CB
6. ROLLER	14011R	145011R	15011R
7. BOLT, ROLLER	14011B	145011B	15011B
8. TIE ROD — Rear	14022R	145022R	15022R
9. END, TIE ROD (L.H.)	14025L	145025L	15025L
10. CLAMP, TIE ROD			
11. HOUSING, DRIVE AXLE	14210-1	145211-1	15211-1
12. CARRIER, DRIVE AXLE (Not Shown)	14236-1	145090A	15090A

SPECIFY YEAR, MODEL AND SERIAL NUMBER WHEN ORDERING PARTS

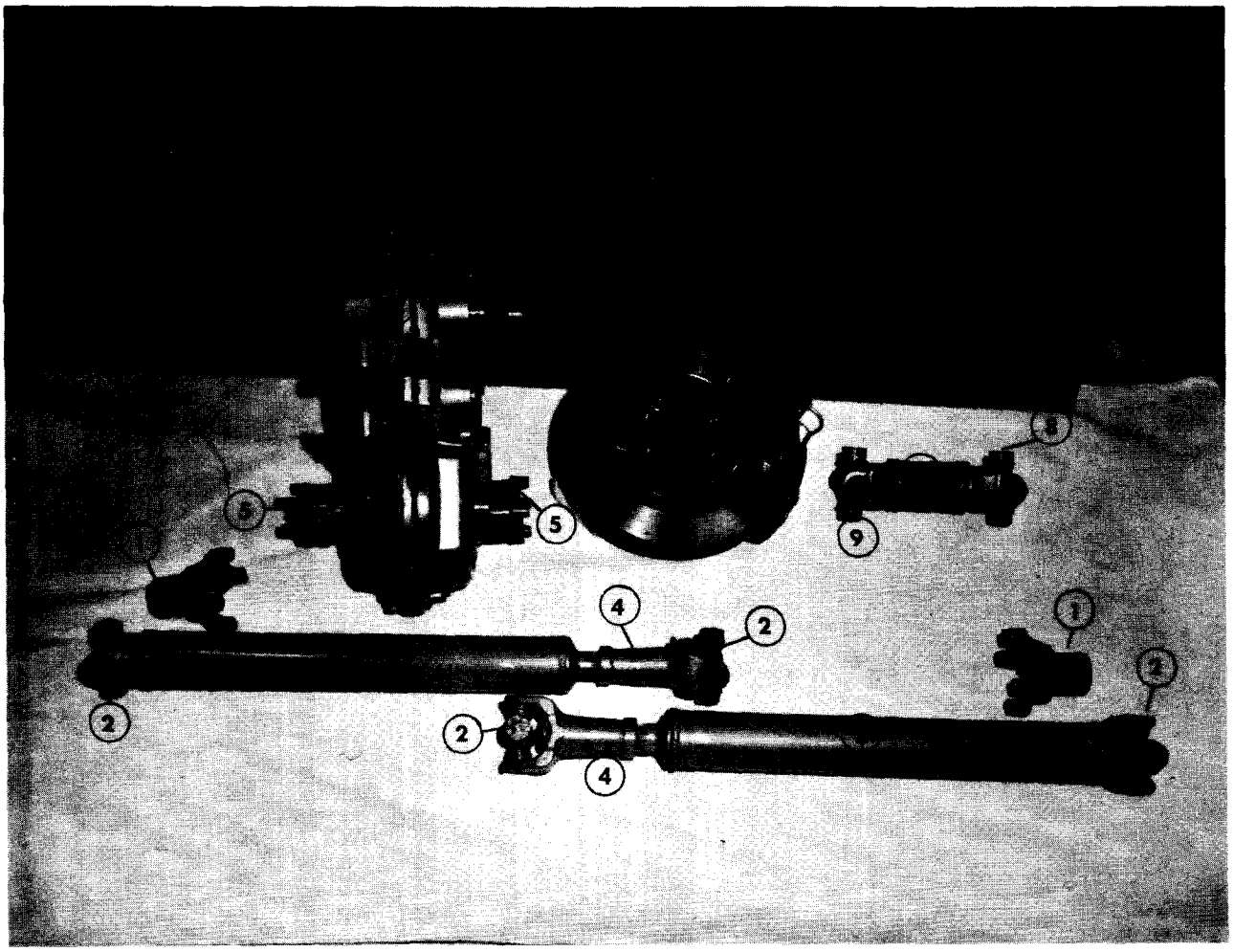
Figure 3 — Hydraulic System & Steering Components



ITEM	NOMENCLATURE	1400	1450	1500
1.	STEERING BOOSTER CYLINDER	14026	145026	15026
2.	HYDRAULIC VALVE (Optional for Quick Connect)			
3.	STEERING SWING	14017	145017	15017
4.	TIE ROD END (Right & Left Thread) (Large & Small size: 1⅛" & ⅞")	14025	145025	15025
5.	TIE ROD CLAMP			
6.	TIE ROD (Front & Rear) (Large & Small size: 1⅛" & ⅞")			
7.	ORBITROL STEERING UNIT	14028	145028	15028
8.	STEERING PUMP*	14026P	145026P	15026P
9.	PUMP PULLEY*	14034	145034	15034
10.	HYDRAULIC RESERVOIR *			
11.	HYDRAULIC FILTER *			
12.	HYDRAULIC PUMP BELTS *			

* HYDRAULIC PUMPS, PULLEYS, BELTS, FILTER & RESERVOIR MAY VARY WITH OPTIONAL ENGINES AND EQUIPMENT. **PLEASE SPECIFY YEAR, MODEL AND SERIAL NUMBER WHEN ORDERING PARTS**

Figure 4 — Propeller Shafts - Transfer Case

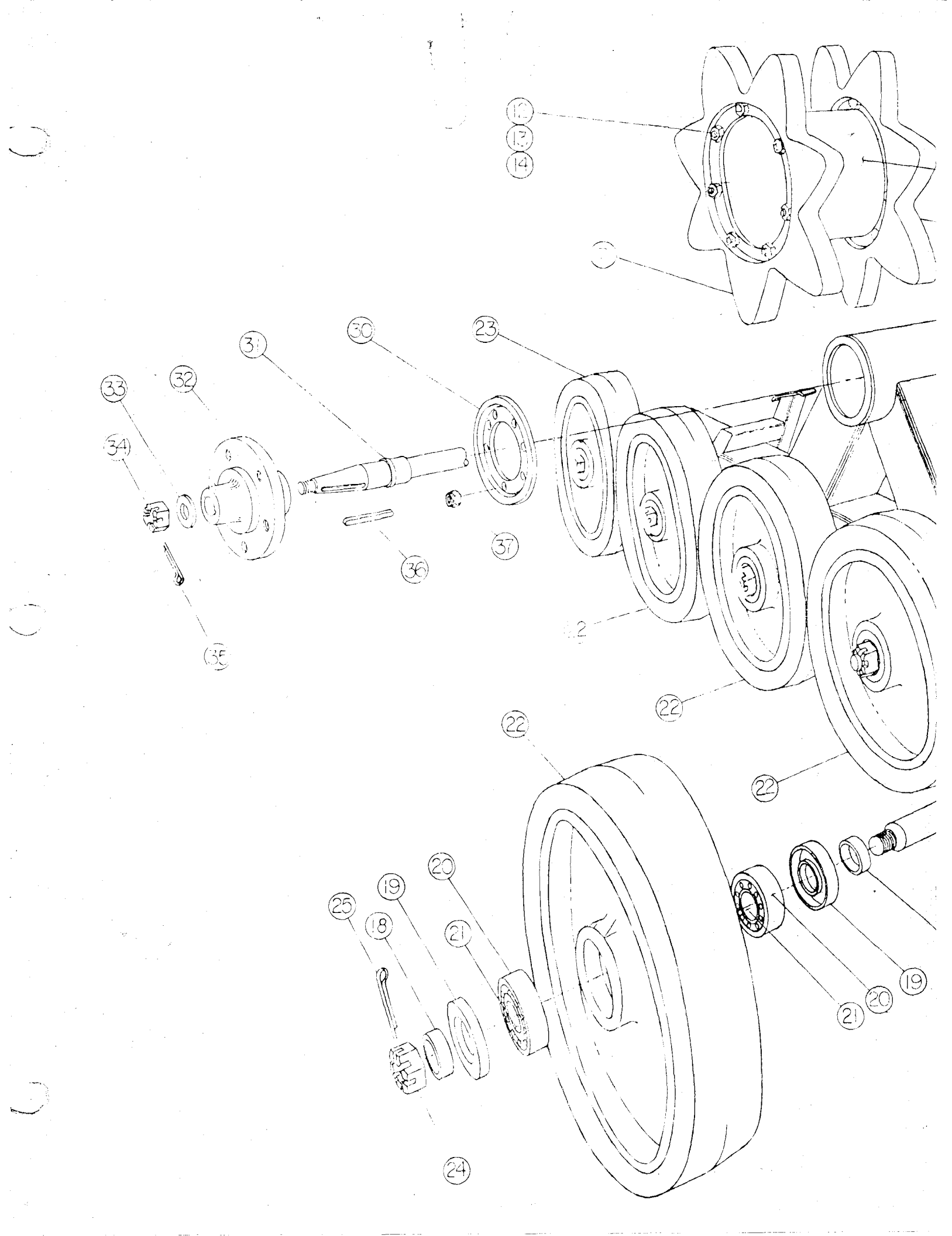


ITEM	NOMENCLATURE	1400	1450	1500
1.	YOKE, DIFFERENTIAL	14070-1	145070-1	15070-1
2.	CROSS & BEARING ASS'Y - Lower	14070-2	145070-2	15070-2
3.	PROPELLER SHAFT, Lower, TRANSFER CASE TO AXLE, Specify Front or Rear	14070-3	145070-3	15070-3
4.	YOKE, SPLINED, DRIVE SHAFT	14070-4	145070-4	15070-4
5.	YOKE, TRANSFER CASE	14070-5	145070-5	15070-5
6.	POWER TRANSFER CASE Only	14700A	145700A	15700A
7.	PROPELLER SHAFT, Top, ENGINE TO TRANSFER CASE, Specify Engine	14069-7	145069-7	15069-7
8.	CROSS & BEARING ASS'Y Top Front Specify Engine	14069-8	145069-8	15069-8
9.	CROSS & BEARING ASS'Y. Top Rear Specify Engine	14069-9	145069-9	15069-9
10.	TRANSMISSION COMPANION YOKE (Not Shown) Specify Engine	14069-10	145069-10	15069-10
11.	BRAKE, DISC, FOOT (Optional)			
12.	BRAKE, CALIPER			

SPECIFY YEAR, MODEL AND SERIAL NUMBER WHEN ORDERING PARTS

PARTS LIST (TRACK CARRIER ASSEMBLY)
SERIES 1400
RUBBER BELTED SNO-CAT

ITEM	NOMENCLATURE	PART NO.
1	Track Carrier-Left Front or Right Rear	14203-1
2	Track Carrier-Right Front or Left Rear	14203-2
3	Web-Inner Journal	14219-1
4	Ring-Inboard Journal	14217-1
5	Sprocket Assembly	14208-1
6	Drum-Sprocket	14226-1
7	Cog Ring-Rubber Sprocket	14228-1
8	Spindle-Wheel	14220-1
9	Bolt-Adjustment	14224-1
10	Journal-Outer Bolt On	14214-1
11	Axle Housing (includes item 3 & 4)	14210-1
12	Cap Screw	5/16-24 x 1 H.S.
13	Lock Washer	5/16
14	Nut	5/16-24
15	Cap Screw	1/2-20 x 2 1/4 H.S.
16	Lock Washer	1/2
17	Nut	1/2-20
18	Ring-Wheel Seal	14221-3
19	Seal-Wheel	14221-4
20	Cup-Wheel Bearing	14221-5
21	Cone-Wheel Bearing	14221-6
22	Wheel (Rubber Tire) Includes Bearings, Seals & Ring	14221-1
23	Wheel (Urethane Tire) Includes Bearings, Seals & Ring	14221-2
24	Nut-Spindle	14222-1
25	Cotter Pin	5/32 x 1 1/2
26	Shim-Bearing Adjust (Specify Thickness .010, .020, .030)	14229-1
27	Seal-Outer, Axle	14230-1
28	Cup-Inner Bearing	14092C
29	Cone-Inner Bearing	14093C
30	Plate-Outer Thrust	14213-1
31	Axle-Drive	14236-1
32	Hub	14237-1
33	Washer-Axle Hub	14003T1
34	Nut-Axle Hub	14004T
35	Cotter Pin	
36	Key	14094K
37	Nut-Lock	3/8-24
38	Nut-Jam	3/4-10
39	Seal-Inner, Axle	14091S
40	Screw-Cap	3/8 x 24 x 1 1/2 H.S.
	Conversion Kit With Axle Housing	14200-1
	Conversion Kit With Journal Kit	14200-2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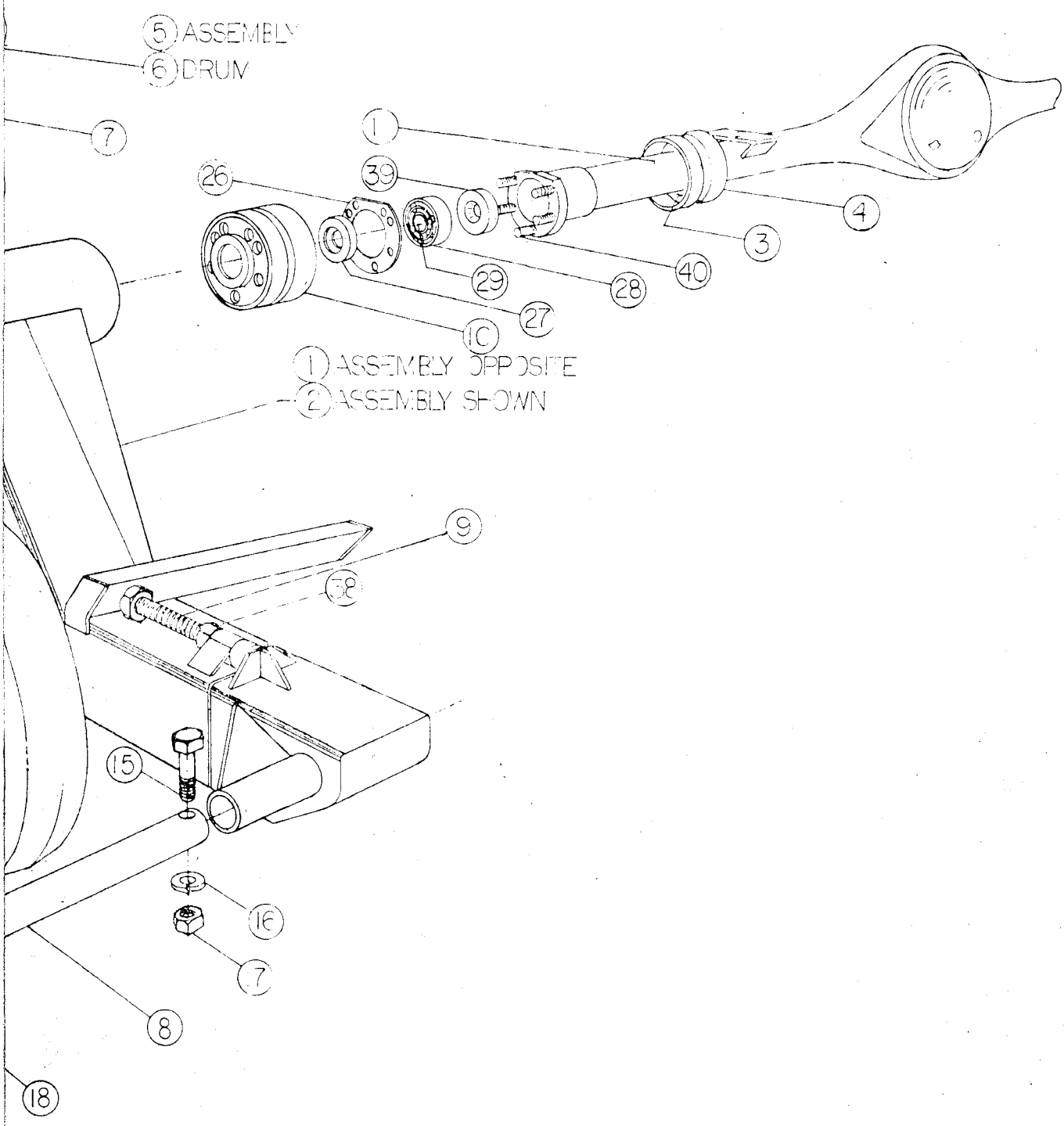
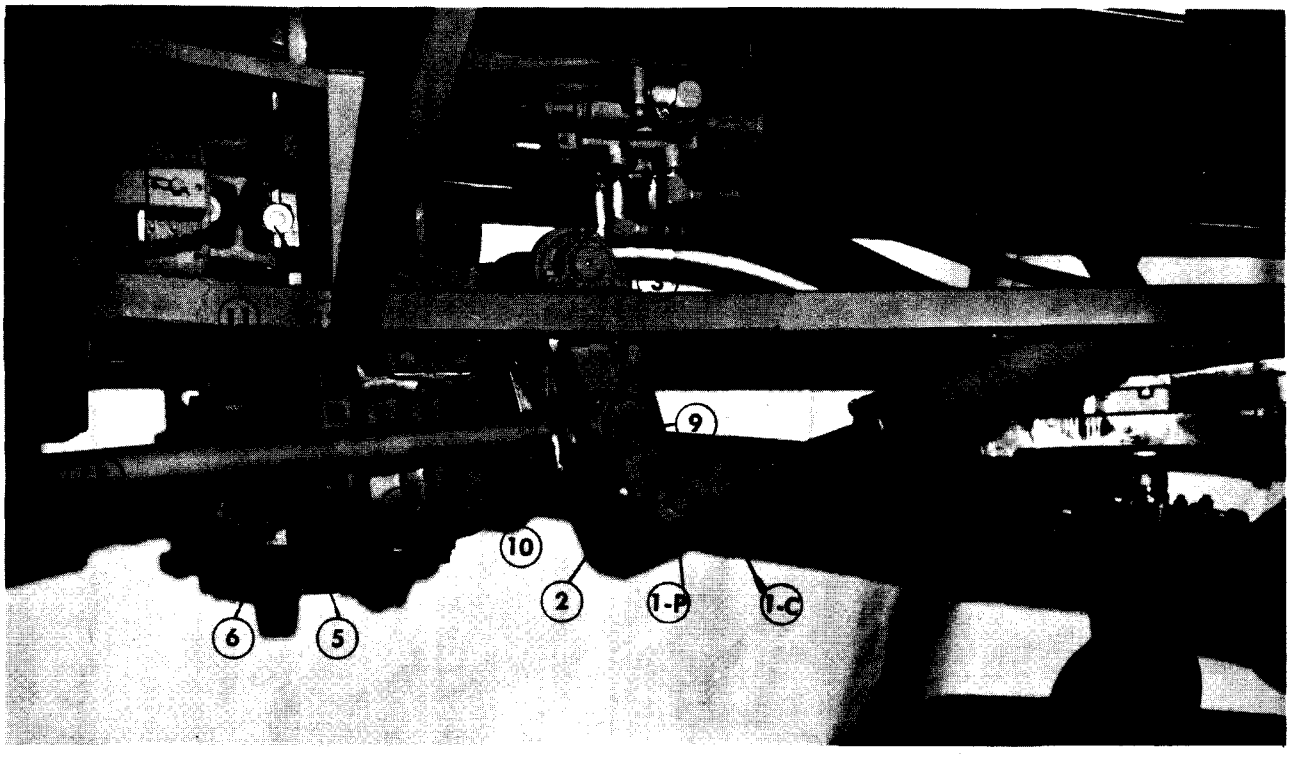


SERIES 1400

TRACK CARRIER ASSEMBLY

FIG. 5

Figure 9 — Steering System

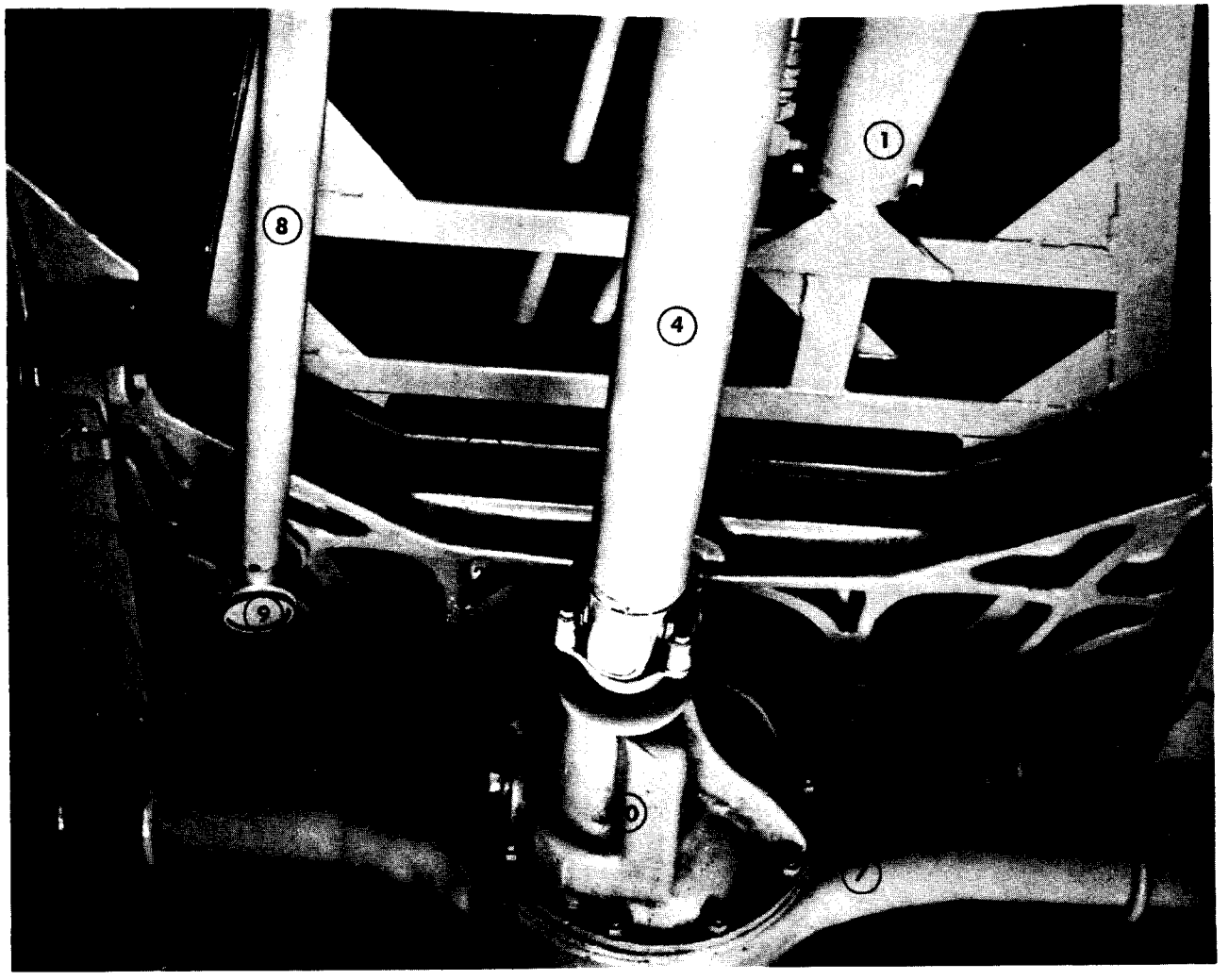


ITEM	NOMENCLATURE	1400	1450	1500
1.	STEERING BOOSTER CYL.	14026	145026	15026
1-C	CYLINDER CLEVIS	14026C	145026C	15026C
1-P	CLEVIS PIN	14026P	145026P	15026P
2.	STEERING SWING	14017	145017	15017
3.	SWING BEARING HOLDER	14018	145018	15018
4.	POWER TRANSFER CASE	14700A	145700A	15700A
5.	BRAKE, DISC, FOOT (Optional)			
6.	BRAKE, CALIPER			
7.	BRAKE, BAND, EMERGENCY			
8.	TIE-ROD, Front *	14021	145021	15021
9.	TIE-ROD END **	14025	145025	15025
10.	TIE ROD CLAMP			
11.	PROPELLER SHAFT, Top (Engine to Transfer Case)	14069-7	145069-7	15069-7
12.	CROSS & BEARING ASS'Y. (Top) Rear	14069-9	145069-8	15069-8
13.	HYDRAULIC VALVE - Optional			

* SPECIFY FRONT OR REAR & THREAD DIAMETER - ⅞" OR 1⅛".
** SPECIFY LEFT OR RIGHT THREAD & THREAD DIAMETER - ⅞" or 1⅛".

SPECIFY YEAR, MODEL AND SERIAL NUMBER WHEN ORDERING PARTS

Figure 10 — Rear Suspension — Assembled



	1400	1450	1500
1. STEERING BOOSTER CYL.	14026	145026	15026
2. FIFTH WHEEL (Bottom Half)	14015	145015	15015
3. FIFTH WHEEL (Top Half)	14014	145014	15014
4. PROPELLER SHAFT (Rear)	14070-3	145070-3	15070-3
5. SPRING (Right or Left)	14016	145016	15016
6. SPRING U BOLT	14016B	145016B	15016B
7. HOUSING, DRIVE AXLE	14900H	145900H	15900H
8. TIE ROD *	14022	145022	15022
9. TIE ROD END **	14025	145025	15025
10. DIFFERENTIAL, CARRIER ASS'Y	14900C	145900C	15900C

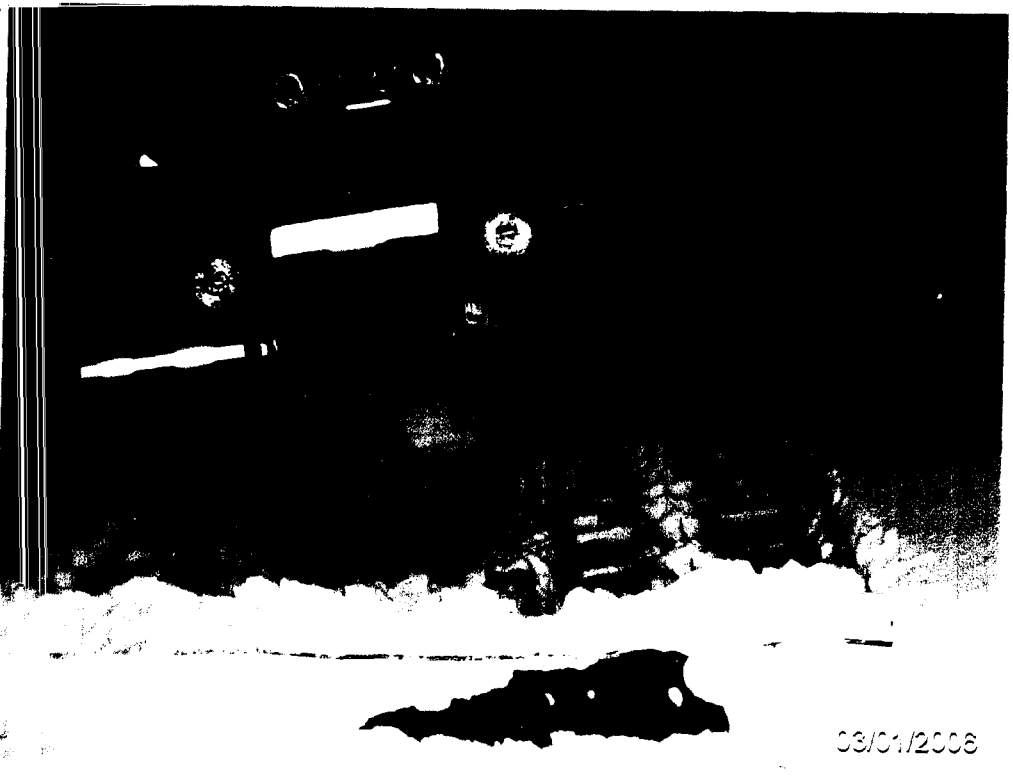
* SPECIFY FRONT OR REAR & THREAD DIAMETER - ⅞" OR 1⅛".

** SPECIFY LEFT OR RIGHT THREAD & THREAD DIAMETER - ⅞" or 1⅛".

MISCELLANEOUS PARTS — NOT PICTURED

ITEM	NOMENCLATURE	1400	1450	1500
1.	TIE ROD END NUT (Specify Thread Dia.	4023N	5023N	5023N
2.	RADIATOR	4125	5125	5125
3.	CAP	4125C	5125C	5125C
4.	HOSE	4125H	5125H	5125H
5.	GAS TANK	4072	5072	5072
6.	CAP	4072C	5072C	5072C
7.	GREASE GUN	103	103	103
8.	GREASE NOZZLE	103N	103N	103N
9.	TRACK CLAMP	14225-1	14225-1	14225-1
10.	EXHAUST PIPE W/MUFFLER	105M	105M	105M
11.	DOOR HANDLE, COMPLETE (Specify Door Position)	106	106	106
12.	HEATER & DEFROSTER	107	107	107
13.	WINDSHIELD WIPER MOTOR	108	108	108
14.	ARM, WIPER	108A	108A	108A
15.	BLADE, WIPER	108B	108B	108B

SPECIFY YEAR, MODEL AND SERIAL NUMBER WHEN ORDERING PARTS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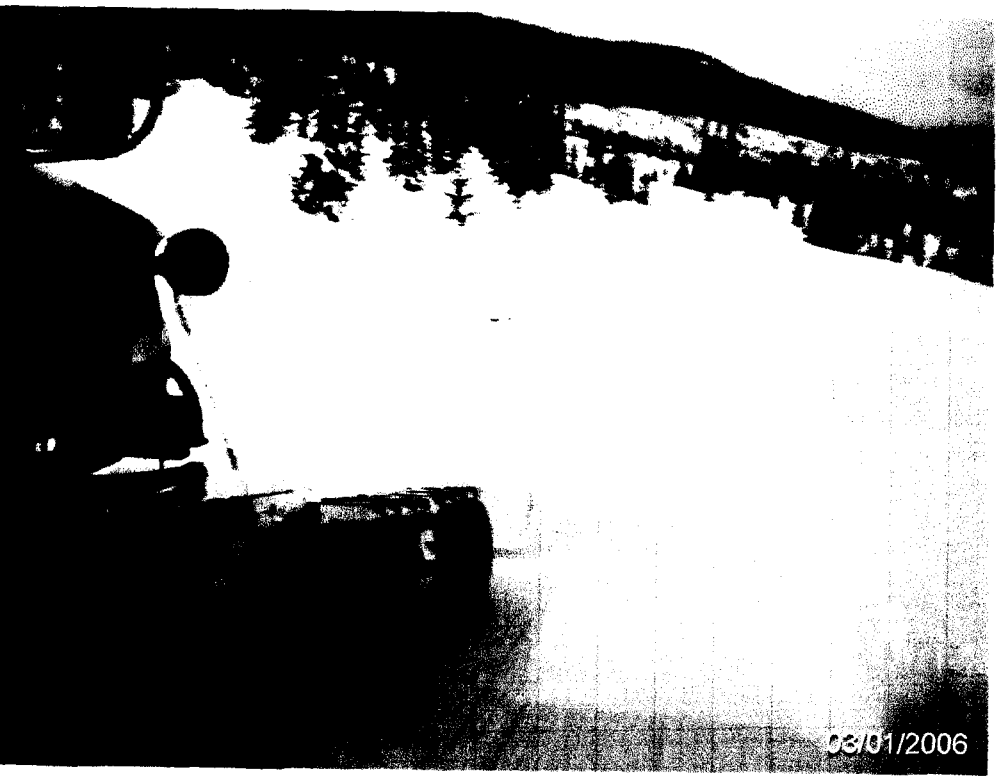
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04/25/2010