



Quick Start Guide

Pro-Track 28 (926042 s/n 35000 & up)

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READ AND UNDERSTAND ALL INSTRUCTION, WARNING, AND DANGER LABELS.

IMPORTANT: READ OPERATOR'S MANUAL AND ENGINE MANUAL THOROUGHLY AND FOLLOW THE IMPORTANT SAFE OPERATION PRACTICES BEFORE OPERATING.



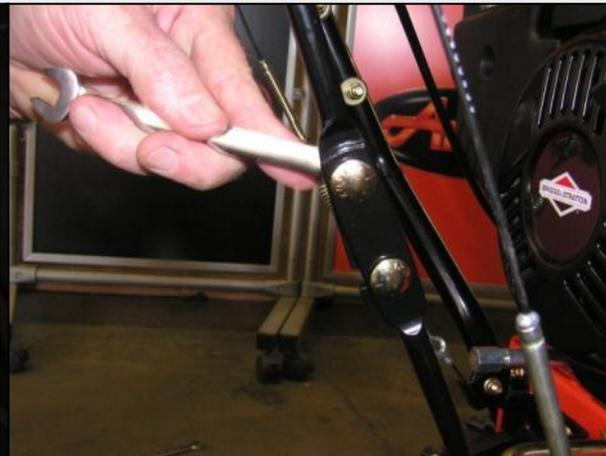
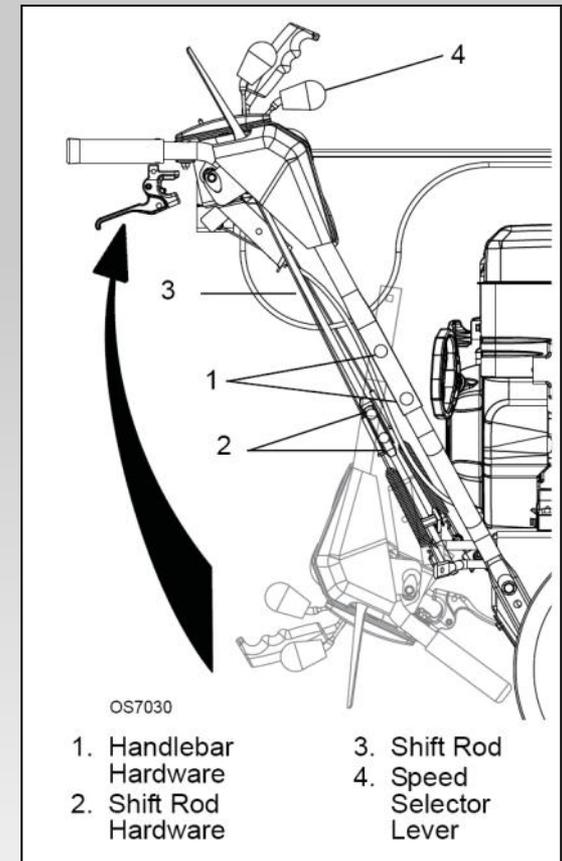
Step One: Unfold Handlebar

1. Remove the lower and loosen the upper hardware on the handlebar assembly.
2. Loosen the hardware on the shift rod.
3. Put the speed selector lever in the second reverse position.
4. Rotate the handlebars into operating position.

IMPORTANT: Be careful not to damage cable spring hooks when rotating handlebars upward.

5. Install and tighten the hardware on the handlebar assembly and shift rod.
6. Check tension on auger and traction clutch cables.

IMPORTANT: Cables should not be slack nor under tension. Adjust as necessary.

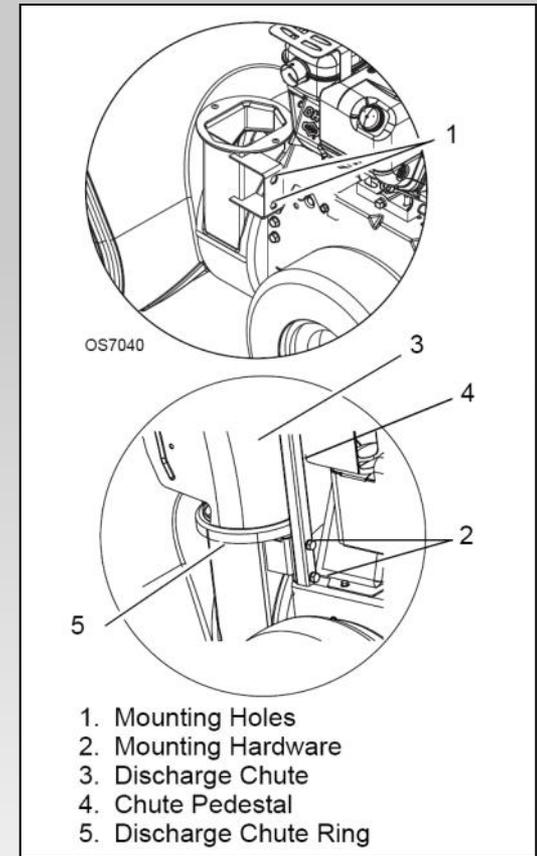




Step Two: Install Discharge Chute

1. Grease underside of discharge chute ring (if not already greased).
2. Remove mounting hardware from auger housing.
3. Install discharge chute over opening in the auger housing. Finger tighten the mounting hardware removed above.

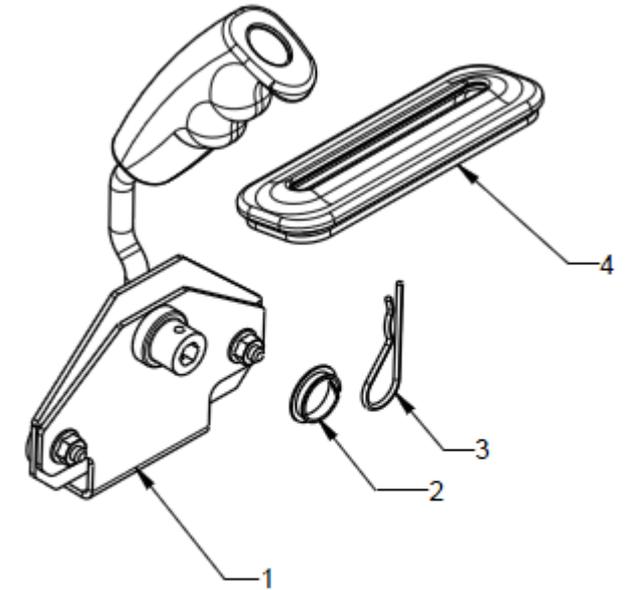
NOTE: Leave discharge chute pedestal loose to help install the chute rod and connect it to the control assembly.



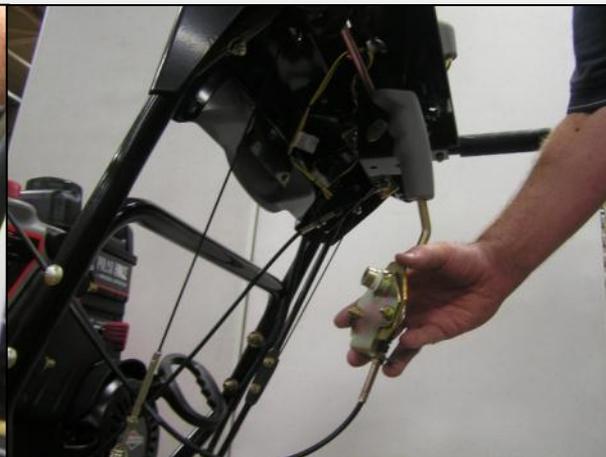


Step Three: Install Chute Control Assembly

1. Remove the rubber grommet from the dash by pinching the long-edged sides together and pulling upward. Set aside for reinstallation.
2. Remove and save the hairpin from the control assembly.
3. Route the chute control assembly underneath the crossbar of the lower handlebar. Install the handle of the chute control assembly through the underside of the slot opening in the dash. Insert the chute control assembly into the mounting bracket that is welded to the underside of the dash. Make sure the poly liner bushing is properly seated into the mounting bracket. The handle should angle towards the engine.
4. Reinstall the rubber grommet into the dash.



1. LEVER, CHUTE CONTROL ASSY
2. BUSHING, POLY LINER
3. HAIRPIN
4. GROMMET





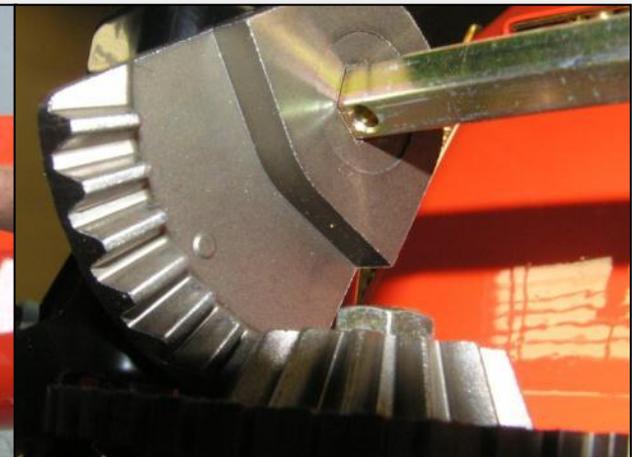
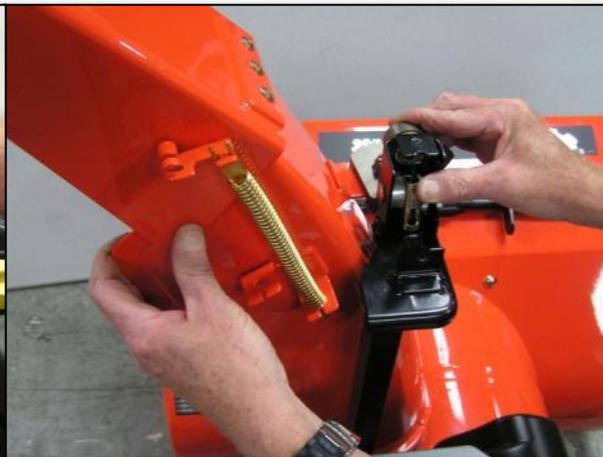
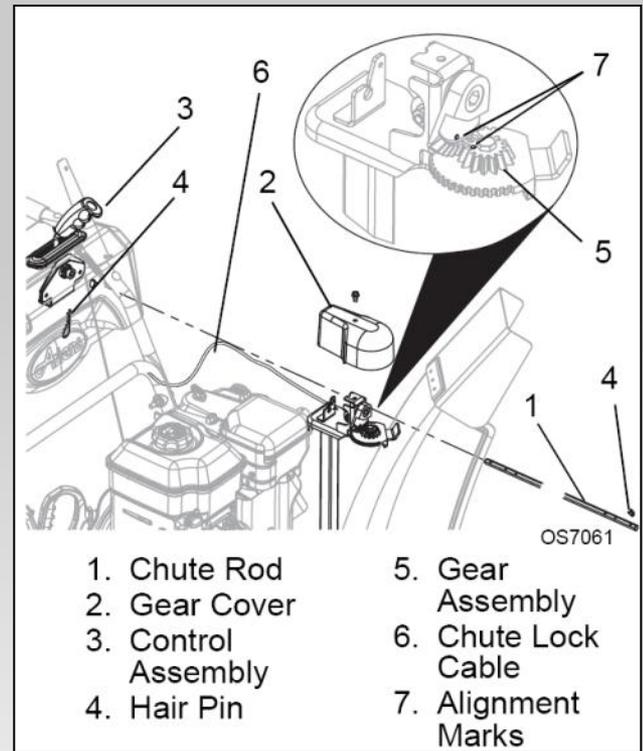
Step Four: Install Discharge Chute Rod

1. Remove the gear cover from the gear assembly on the discharge chute by removing the 3/8" screw and lifting upwards.
2. Release the lock teeth on the gear assembly with your finger and rotate the discharge chute 90° left.

NOTE: Do not remove the hairpin installed on the chute rod.

NOTE: To ensure the discharge chute follows its full range of travel, make sure the control lever is pushed all the way to the left before installing and pinning the chute rod.

3. Remove the zip-tie that holds the gear assembly together while making sure the gear components stay in place. Align the holes on the end of the chute rod with the mark on the gear assembly and slide the end without a pin through the gear assembly, through the hook on the chute lock cable and into the hex hole in the control assembly.





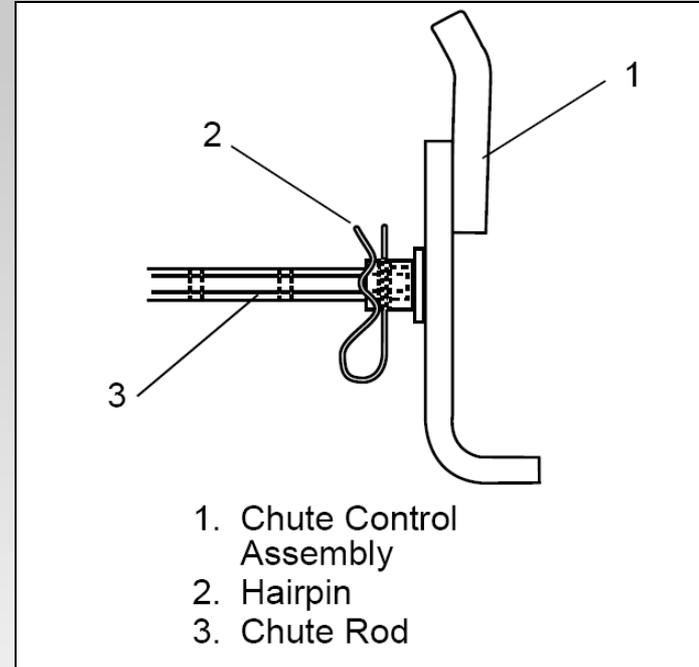
Step Four: Install Discharge Chute Rod Cont.

IMPORTANT: The hook will prevent the control cable from contacting the engine or muffler guard.

NOTE: After the chute rod has been inserted through the hex hole in the control assembly, placing the unit in the service position (see *Service Position* in Owners Manual) will ease alignment and installation of the hairpin.

4. Secure the chute rod to the control assembly with the hairpin removed in step above using the end hole location. Insert the hairpin with the loop end to the left of the chute rod so the control assembly follows a full range of travel.
5. Replace the gear cover removed above.
6. Orient the chute and pedestal to its most vertical position and tighten pedestal hardware to 15 – 31 lbf-ft (20 – 42 N•m).
7. Make sure the discharge chute rotates left and right when you push the discharge chute control lever left and right.

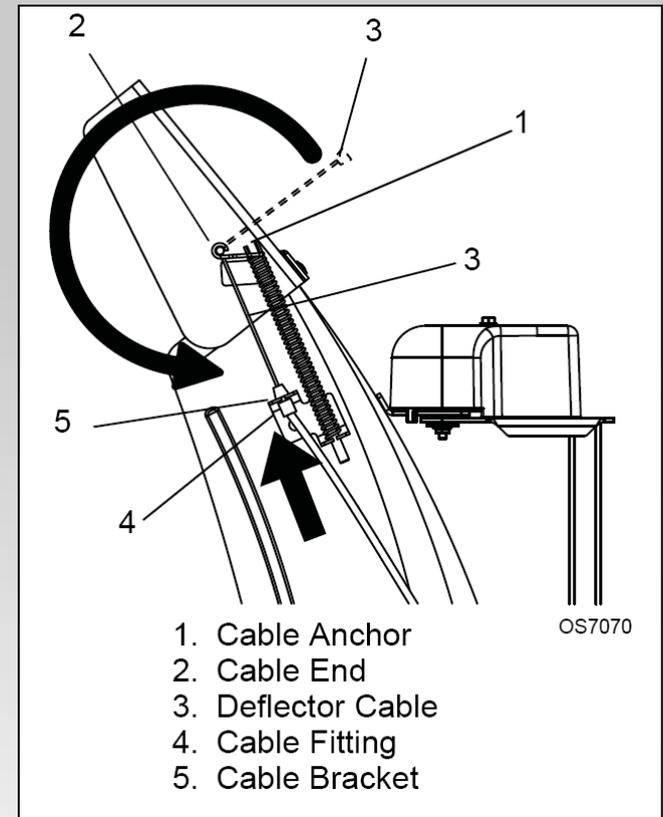
NOTE: If chute does not stay in position, adjust as directed in *Discharge Chute* in Owners Manual, or repair before operation.





Step Five: Install Remote Deflector Control

1. Connect the cable end to the cable anchor on the discharge deflector before clipping the cable to the cable bracket on the discharge chute.
2. Route deflector remote cable along the left side of the chute pedestal.
3. Insert the barrel on the cable end into the bracket on left side of chute deflector.
4. Hold seal out of the way while routing the cable through the bracket on the left side of the discharge chute, and then push the cable fitting into the bracket.
5. Push the seal securely over the end on the cable fitting to prevent water from entering the cable.
6. Check deflector travel. Adjust nut on cable end under handlebar to obtain full travel, if necessary (see *Remote Deflector Control* in Owners Manual).





Step Six: Check Function of Dual Handle Interlock



Without the engine running, press down (engage) both clutch levers. Release attachment clutch lever. Attachment clutch should remain engaged until traction clutch lever is released, then both clutches *must* disengage. If they do not, contact your Dealer for repairs.

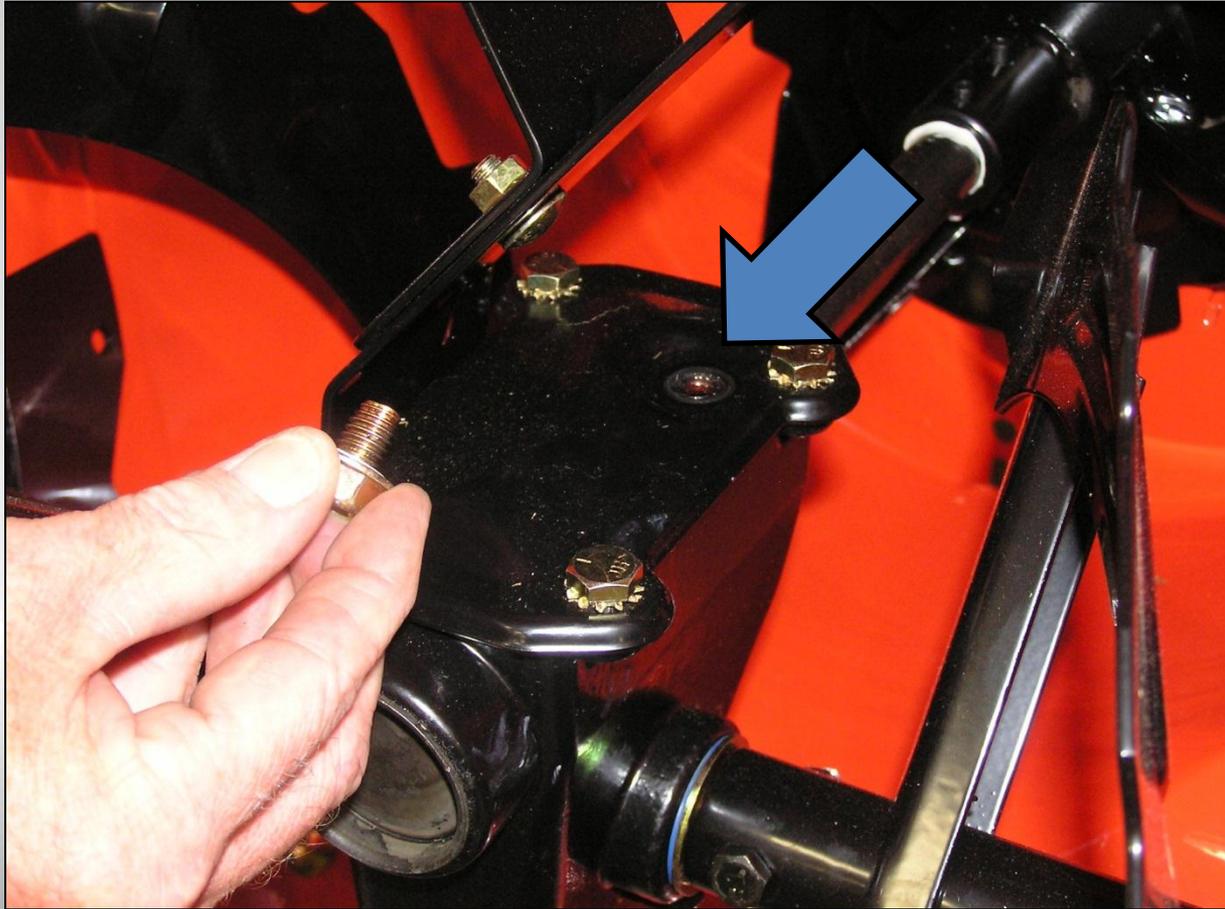


Step Seven: Check Track Tension



Check tracking of unit with the differential locked, and tension of tracks (see Track Tension Adjustment in Owners Manual).

Step Eight: Check Auger Gearcase Oil



Check oil level in auger gearcase (see *Check Auger Gearcase* in Owners Manual).



Step Nine: Check Engine Crankcase Oil



IMPORTANT: The engine is shipped with oil in crankcase. Refer to Engine Manual for detailed instructions.



Step Ten: Fill Engine Fuel Tank



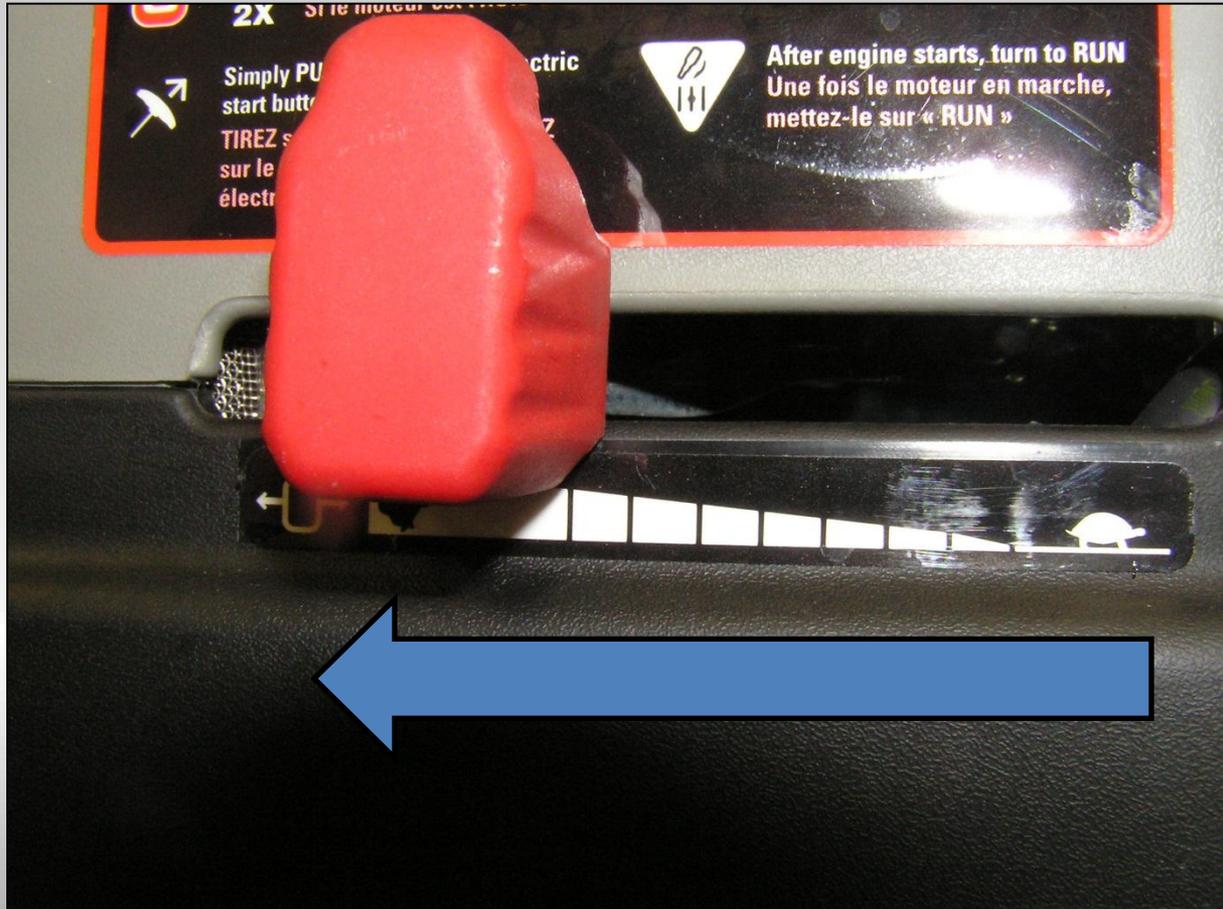
Fill fuel tank. DO NOT
OVERFILL! See
FILLING FUEL TANK in
Owners Manual.



Step Eleven: Starting the Engine



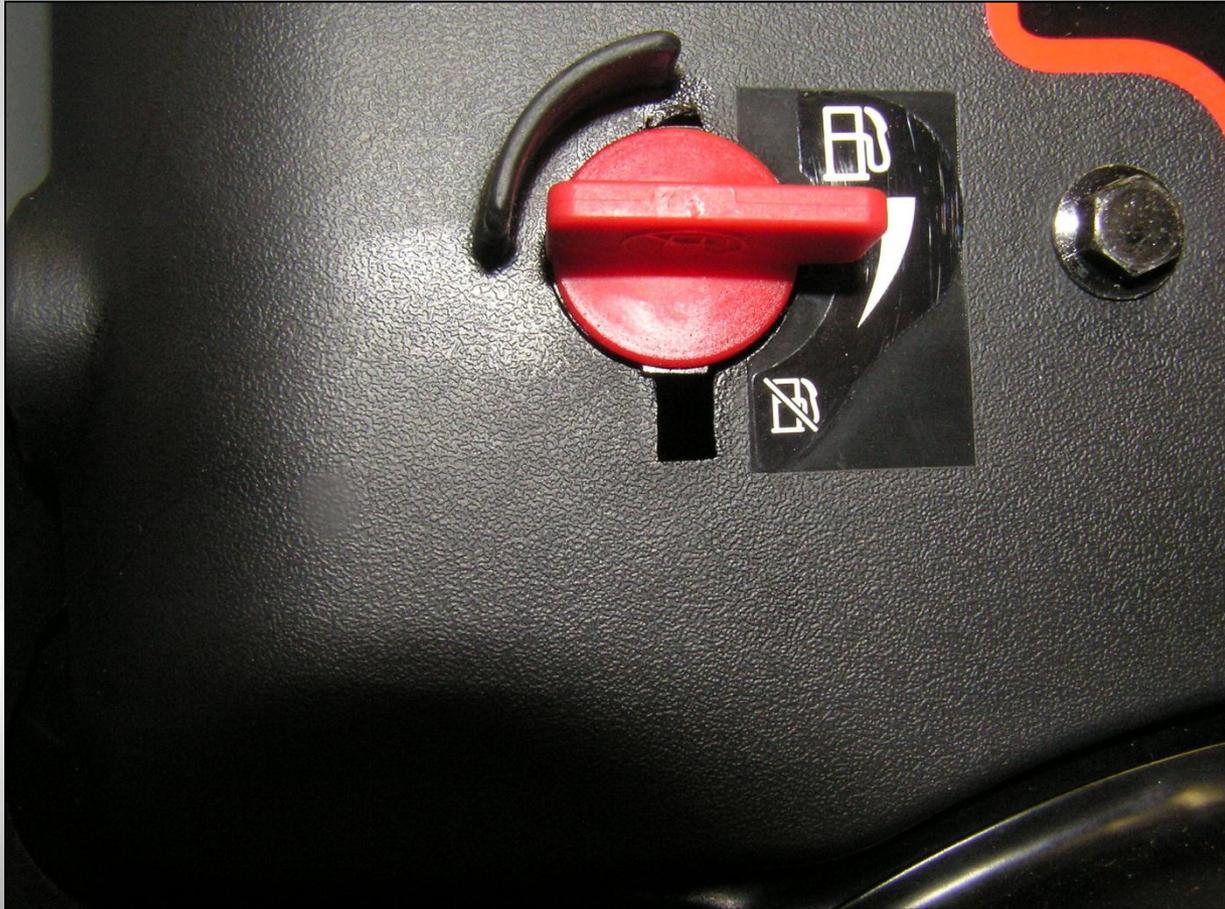
Starting Engine / Step A: Throttle



Move the throttle control lever to the fast position. Operate the engine with the throttle control lever in the fast position.



Starting Engine / Step B: Fuel Valve



Turn the fuel shut-off valve to the ON position.

Starting Engine / Step C: Key



Insert the key and turn to the on/start position.

Starting Engine / Step D: Choke

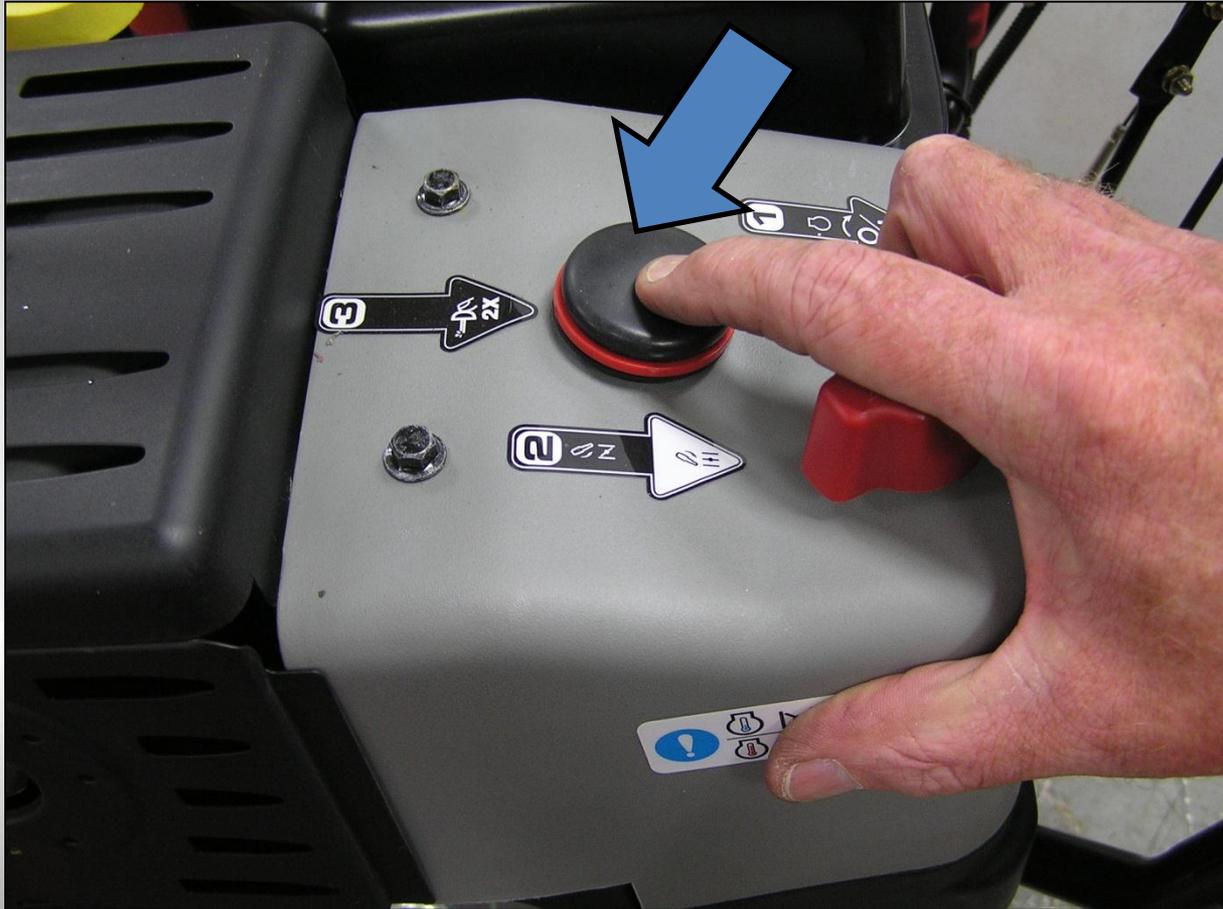


Turn the choke control knob to the choke position.

NOTE: Choke is usually unnecessary when restarting a warm engine.



Starting Engine / Step E: Prime



Push the primer two times.

NOTE: Priming is usually unnecessary when restarting a warm engine.



Starting Engine / Step F: (Manual Start)



Firmly hold the starter cord handle. Pull the starter cord handle slowly until resistance is felt, then pull rapidly.

NOTE: If the engine does not start after repeated attempts, go to BRIGGSandSTRATTON.COM or call **1-800-233-3723**.



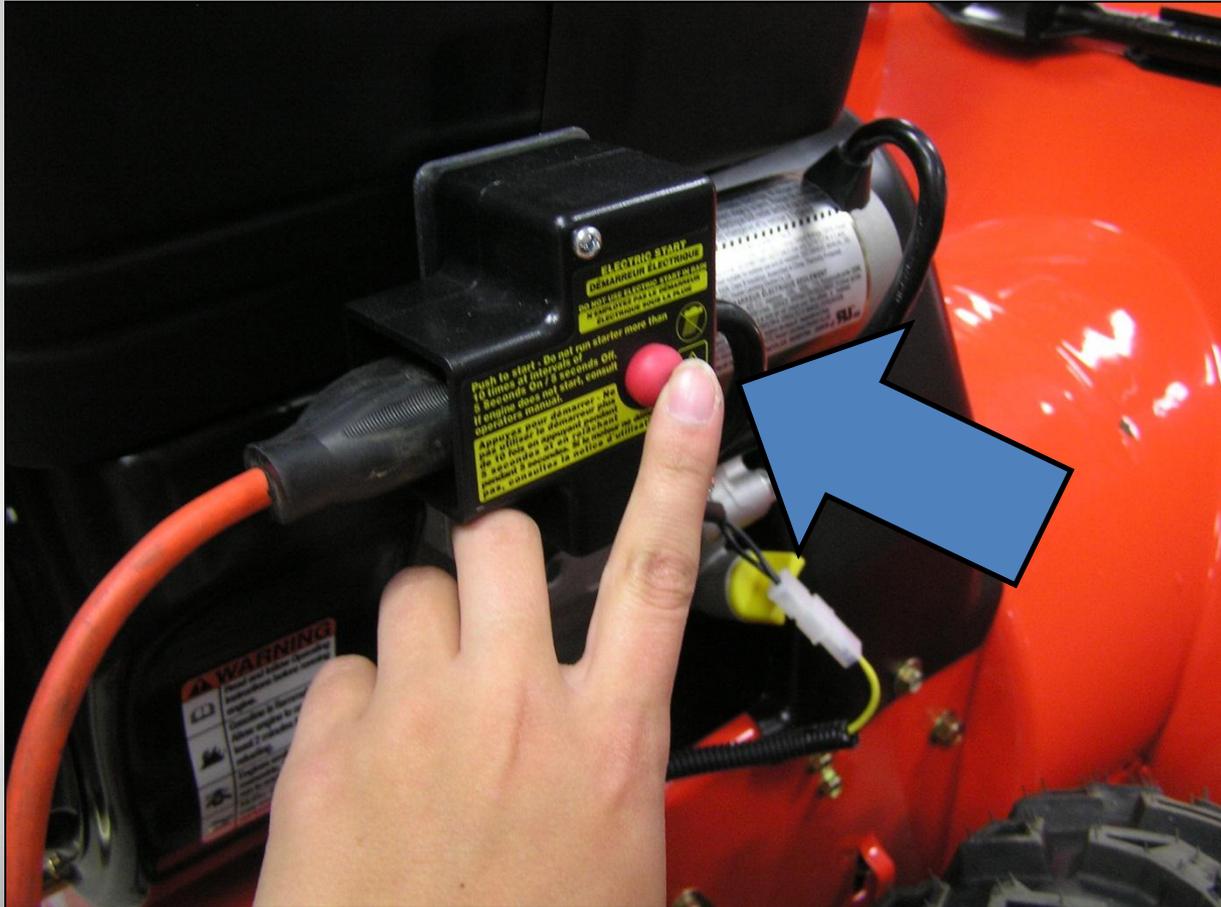
Starting Engine / Step F: (Electric Start)



First connect the extension cord to the power cord receptacle and then into a wall receptacle. If an additional extension cord is required, make sure it is a 3-wire.



Starting Engine / Step G: (Electric Start)



Depress the push button. After you start the engine, first disconnect the extension cord from the wall receptacle and then from the power cord receptacle.



Starting Engine / Step H: Warm up



Allow the engine to warm up for several minutes, Then, slowly move the choke control knob to the run position.

Step Twelve: Stopping the Engine



Turn the key to the off position or move throttle control lever to slow and then to the stop position (completely right). Remove the key. Keep away from reach of children. After engine stops, turn the fuel shut-off valve to the closed (vertical) position.



Additional Resources

- Refer to Owners Manual and Engine Manual
- Contact Ariens Company
- For issues concerning engine, please contact Briggs and Stratton

www.ariens.com

Phone: 920-756-4688

E-mail: info@ariens.com

www.BRIGGSandSTRATTON.com

Phone: 800-233-3723