

PARTS ORDERING INFORMATION

Important! To insure prompt and accurate filling of your parts order it is important that you supply us with the following information:

Your Name	Part Number Required
Street Address	Quantity Required
City, State	Part Description
Zip Code	Serial Number of Vehicle

ORDER BY PART NUMBER ONLY. Ill. numbers are for your reference ONLY and cannot identify parts. Shipments WILL NOT be made prior to receipt of payment. Check or money order MUST

accompany all parts orders. All orders require \$1.00 additional to cover postage and handling. Minimum parts order (exclusive of handling) \$1.00.

Order Repair Parts From Dealer Where Vehicle Was Purchased.

The Snow Company, 4350 McKinley Street, Omaha, Nebraska 68112

WARRANTY

The Snow Company guarantees each new vehicle to be free of defects in workmanship and/or labor and will repair or replace, at its option, without charge to the original purchaser any part or parts found to be defective in workmanship or material upon examination by any authorized service dealer or at the Snow Company factory at Omaha, Nebraska, for a period not to exceed 90 days from date of sale. Exception: power train components are covered by separate warranty as follows:

The clutch, chain, tires, brakes, and sprockets by their very function, are subject to wear and are warranted for only 30 days against defects in material and/or workmanship. Labor costs for the replacement and/or repair of these parts is not under warranty.

All transportation charges on, and damages or loss incurred in connection with transportation of parts submitted for replacement or repair under this warranty shall be borne by the purchaser.

The engine is under separate warranty by the engine manufacturer and no such warranty thereon is expressed or implied by The Snow Company. See enclosed engine operating manual for engine warranty and list of service stations. Under no circumstances should engines be returned to The Snow Company. The return of any vehicle or component parts must first be authorized by written permission. All unauthorized returns will be refused.

This vehicle is designed for off-the-road use only and any licensing required to comply with local or state vehicle requirements is the sole responsibility of the purchaser.

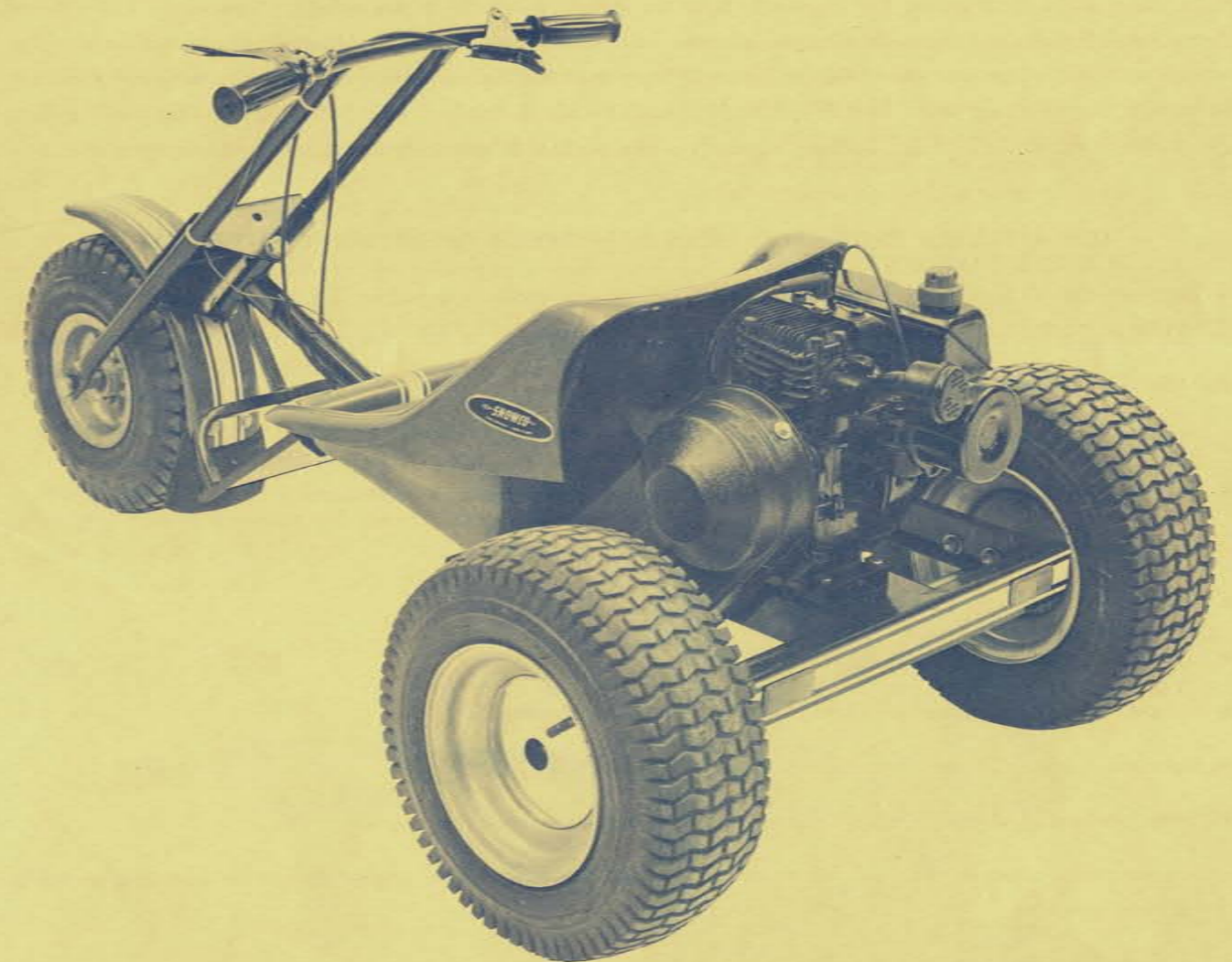
The use of this vehicle in competitive racing or on commercial and/or rental tracks void any warranty stated or implied.

The preceding warranty is in lieu of all other warranties expressed, implied or statutory and of all other obligations and/or liabilities on the part of the distributor. The distributor neither assumes nor authorizes any other person, natural or corporate, to assume for it any other obligation or liability in connection with the sale of this vehicle. The distributor shall in no other event be liable for any consequential, incidental or special damages.



OPERATORS MANUAL

Three Wheel Recreational Vehicle Mini-Scat



THE SNOW COMPANY • 4350 MCKINLEY ST. • OMAHA, NEBR. 68112

GENERAL INFORMATION

This owner's guide has been prepared to provide the information needed to assemble, operate and maintain your Three Wheel Recreational Vehicle. Read this owner's guide and the engine manual carefully. Be sure you know what the controls are and how they operate. The care your Three Wheel Recreational Vehicle requires is small, but important. Keep it clean and well lubricated. With proper care and maintenance, as explained in this manual, you will obtain long and efficient service.

Information regarding the operation, repairs and maintenance of the engine is not included in this manual. A separate engine instruction manual is included with your Three Wheel Recreational Vehicle and should be consulted for all information concerning engine adjustments, operation, maintenance and repairs. For all information concerning engine service and maintenance follow instructions in the engine manual.

THINK SAFETY BEFORE YOU USE YOUR THREE WHEEL RECREATIONAL VEHICLE

Your Three Wheel Recreational Vehicle was built to the highest standards in the industry. However, a Three Wheel Recreational Vehicle is only as safe as the operator. As with any type of power equipment, carelessness or error on the part of the operator can result in injury. Please read and follow these instructions on safe operation and be certain anyone using this Three Wheel Recreational Vehicle is familiar with them. **NOTE: The rated capacity of this machine is 100 lbs. Seating capacity—one person. If capacity is exceeded warranty is void.**

USE APPROVED PROTECTIVE HEAD GEAR WHEN OPERATING THIS VEHICLE

- Improper use of the Three Wheel Recreational Vehicle can result in damage. Give complete and undivided attention to your riding.
- Know the controls and how they operate.
- Know how to stop the Vehicle and engine instantly.
- Do not allow anyone to operate Vehicle without proper instruction and supervision.
- Keep Vehicle in good operating condition and all guards in place.
- Stop engine whenever you get off the Vehicle.
- Exercise caution when riding in rough areas.
- Do not attempt to service or adjust while the engine is running.
- Make sure throttle is free (not sticking open) before starting.
- Store gasoline in a safe container. Store the container in a cool, dry place.
- Fill gas tank outdoors. Avoid spilling gasoline. **Don't fill tank while engine is hot or running or while you are smoking.**
- Open doors if engine is run in garage. Exhaust gases are dangerous.
- Operate Vehicle without any passengers.

WARNING: This Three Wheel Recreational Vehicle has not been manufactured for racing or for use on public streets, roads, highways and sidewalks and cannot be licensed for such use. Do not operate on such streets, roads, highways and sidewalks.

Preparation for Operation

ASSEMBLY

Your Three Wheel Recreational Vehicle has been shipped in one carton with the front fork assembly, mudflap and front wheel assembly unattached. The throttle and brake should be checked for adjustment after assembly. SEE "BRAKE ADJUSTMENT". Also for throttle control adjustment SEE "THROTTLE ADJUSTMENT".

1. Attach mud flaps to fender, at holes provided, with (2) $\frac{1}{4}$ -20x $\frac{3}{4}$ hex head cap screws, (4) $\frac{1}{4}$ flat washers, and (2) $\frac{1}{4}$ -20 hex lock nuts.

Note: Washers should be positioned under head of screw and under nut.

2. Attach front wheel to front fork assembly using (1) $1\frac{5}{8}$ " bushing on each side of wheel and securing with (1) $\frac{5}{8}$ x $7\frac{1}{2}$ cap screw, (1) $\frac{5}{8}$ flat washer and (1) $\frac{5}{8}$ lock nut. (See illustration.) Do not overtighten as this will cause wheel bearing failure. Wheel must turn freely.

3. Insert bronze bushings in pivot tube of frame for front fork assembly. Attach front fork assembly to front frame pivot tube with (1) $\frac{5}{8}$ -11x $6\frac{1}{2}$ hex. head cap screw and (1) $\frac{5}{8}$ lock washer. Tighten enough to remove play, but not so tight to restrict steering movement.

4. Slide thumb throttle control assembly onto right handle bar (approx. 6" from end of handle bar). Do not tighten at this time. Slide handlegrip onto right handle bar until fully seated. Soaking grip in warm water for a few minutes will ease assembly. Tighten throttle control assembly allowing sufficient space so that handle grip does not restrict full throttle control movement. (See Fig. 1.)

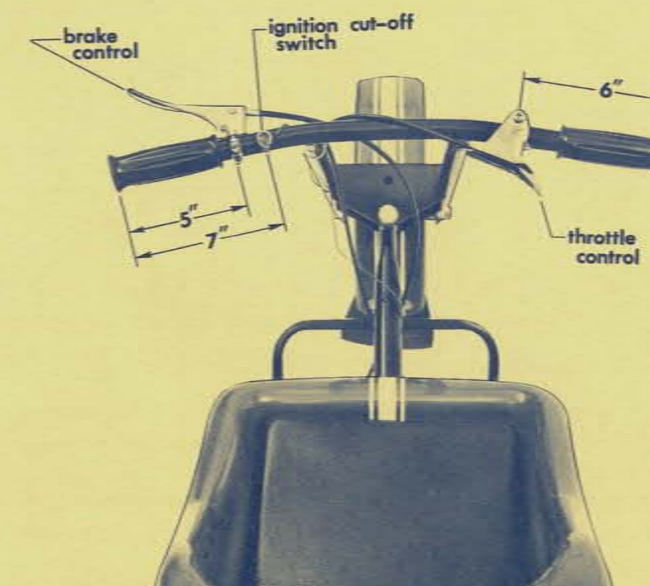


Figure 1

5. Slide ignition cut off switch onto left handlebar 7" from end and tighten securely. Slide brake control assembly onto left handlebar approx. 5" from end. Do not tighten at this time. Slide handlegrip onto left handlebar until fully seated. Tighten brake control assembly allowing sufficient space so that handlegrip does not restrict full movement of brake control.

OPERATION OF CONTROLS

1. Brake control: This control is located on left handle bar and is operated by squeezing toward the handle bar. Squeezing engages the brake and releasing disengages brake.
2. Throttle control: This control is located on the right handle bar and is operated by depressing handle with the thumb. Depressing control increases the speed of the engine and causes the clutch to engage resulting in forward motion. Releasing thumb control reduces engine speed and forward motion. This control is a "dead-man" type and when released automatically returns to the idle position.

PRE-STARTING INSTRUCTIONS

CAUTION

Follow these steps thoroughly before starting the engine.

1. Check to see that the throttle control is in the idle position and that the engine throttle linkage is in the full idle position. If not, see throttle adjustment on Page 5. (See Fig. 2.)

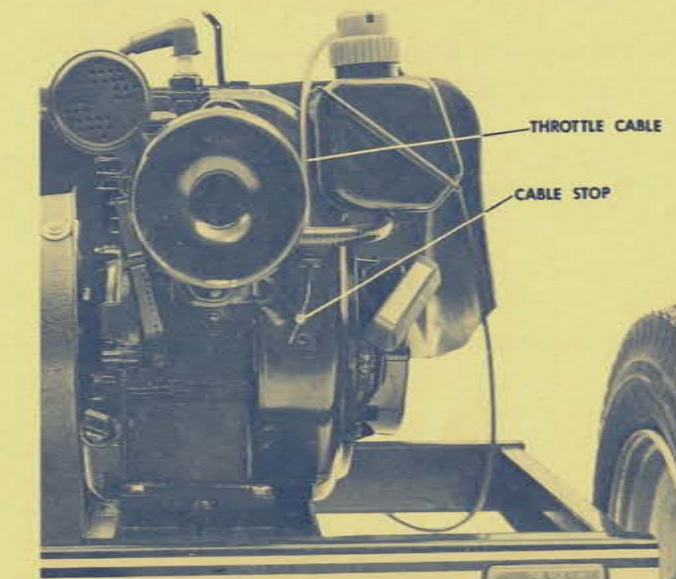


Figure 2

2. Test brake by applying brake and pulling unit forward. Wheels should not rotate when brake is applied. If wheels rotate, adjust brake per instructions.

3. Fill fuel tank completely with clean, fresh, leaded or non-leaded "Regular" grade gasoline. Do NOT mix with oil! Wipe away any gasoline which may be spilled.
4. Fill crankcase with clean, fresh, oil marked "MS" only. Do NOT use oil marked "MM" or "ML". Make sure vehicle is sitting level and fill to top of filler hole. Fill slowly to avoid trapping air. If engine is equipped with dipstick, fill to full mark only.
5. Check to see that spark plug wire is secure.
6. Check tire pressure. Front tire should have 5-10 lbs. pressure. Rear tires should have 3-4 lbs. pressure.

TRIAL RUN

Now that you have serviced the engine and know the operation and function of the controls, you are ready to take your Three Wheel Recreational Vehicle on a trial run. Remember, exercise extreme caution until you become familiar with your Vehicle.

TO START ENGINE

1. Check to make sure throttle is in idle position.
2. Place front wheel against immovable object before starting.
3. Pull choke control out to choke engine. Don't choke if restarting a warm engine.
4. Stand directly behind engine and with left foot on rear frame, pull starter cord rapidly until the engine starts.
5. When engine starts, push choke control in gradually.

TO STOP ENGINE

1. To stop engine, depress button until engine stops.

Maintenance and Lubrication

1. All bearings are pre-lubricated and do not require lubrication.
2. The chain has been lubricated at the factory. However, oil chain thoroughly when it appears to be ex-

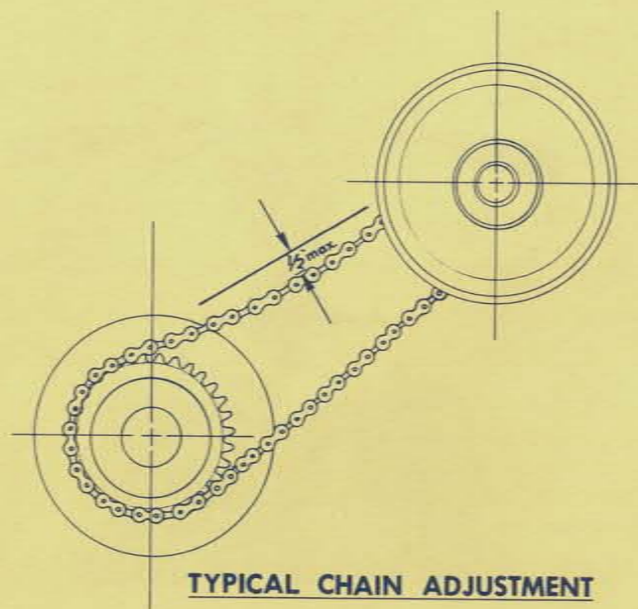
cessively dirty or dry. Apply oil at large sprocket and push unit forward to rotate chain.

3. Check oil level of engine every 5 hours of operation. Clean away any dirt from around oil plug before removing. Change oil after first 5 hours of operation and every 25 hours thereafter. (See Engine Manual).
4. Clean and re-oil air cleaner element every 25 hours under normal conditions or every few hours under extremely dusty conditions. (See Engine Manual).
5. Make visual inspection of Three Wheel Recreational Vehicle every day for loose or damaged parts. Correct as required.
6. Apply a light coat of oil to axles and jackshaft to prevent rusting.

CHAIN ADJUSTMENT

Before operating vehicle, chain should be checked. If chain is loose adjust chain. **Adjust chain after first hour of use.**

1. Adjustment of torque converter to jackshaft chain is made by loosening (4) engine mounting bolts and sliding engine forward or back on mounting plate. When adjusted properly chain should have a maximum of $\frac{1}{2}$ " slack. (See illustration.)
2. Adjustment of jackshaft to rear wheel chain is made by loosening (4) axle mounting plate bolts allowing forward or backward movement of axle. Properly adjusted chain should have $\frac{1}{2}$ " maximum slack. (See illustration.) **NOTE: DO NOT HAVE CHAIN TOO TIGHT.**



TYPICAL CHAIN ADJUSTMENT

BRAKE ADJUSTMENT

To adjust brakes (See Fig 3):

1. Block up rear of unit to allow rear wheels to turn freely.



2. Remove torque converter cover.
3. Loosen, DO NOT remove, locking nut several turns.
4. Hold conduit to prevent from twisting and turn adjusting nut to take up slack in cable. Keep turning adjustment nut until there is a noticeable drag on the wheel when rotated by hand. Then, back off adjustment nut just enough to eliminate drag.
5. Retighten locking nut and remove blocks.
6. Remount torque converter cover.

NOTE: Make sure conduit is fully seated in slot of brake cable bracket when tightening.

THROTTLE ADJUSTMENT

Should the engine fail to reach maximum RPM or idle too fast, the throttle control should be adjusted as follows:

1. Loosen cable stop screw and allow throttle lever to move to full idle position. (See Fig. 2.)
2. With thumb control in idle position, retighten cable stop screw.
3. If above instructions do not correct problem refer to engine manual for more adjustment.

FRONT WHEEL REMOVAL

1. Remove lock nut from end of front axle bolt.
2. Remove wheel assembly by sliding axle bolt free.
3. To replace wheel assembly, reverse the above procedure. Tighten only enough to take up play. Overtightening will damage the bearings. **NOTE:** See "Tire & Tube Removal" for repair of punctures or leaks.

REAR WHEEL REMOVAL

1. Block up rear of unit to clear rear wheels from the ground.
2. Remove cotter pin and nut, then remove wheel.
3. To mount wheel, reverse above procedure.

NOTE: The rear wheels are mounted with tubeless type tires and should be taken to a local filling station to repair leaks or punctures.

TIRE & TUBE REMOVAL (Front Only)

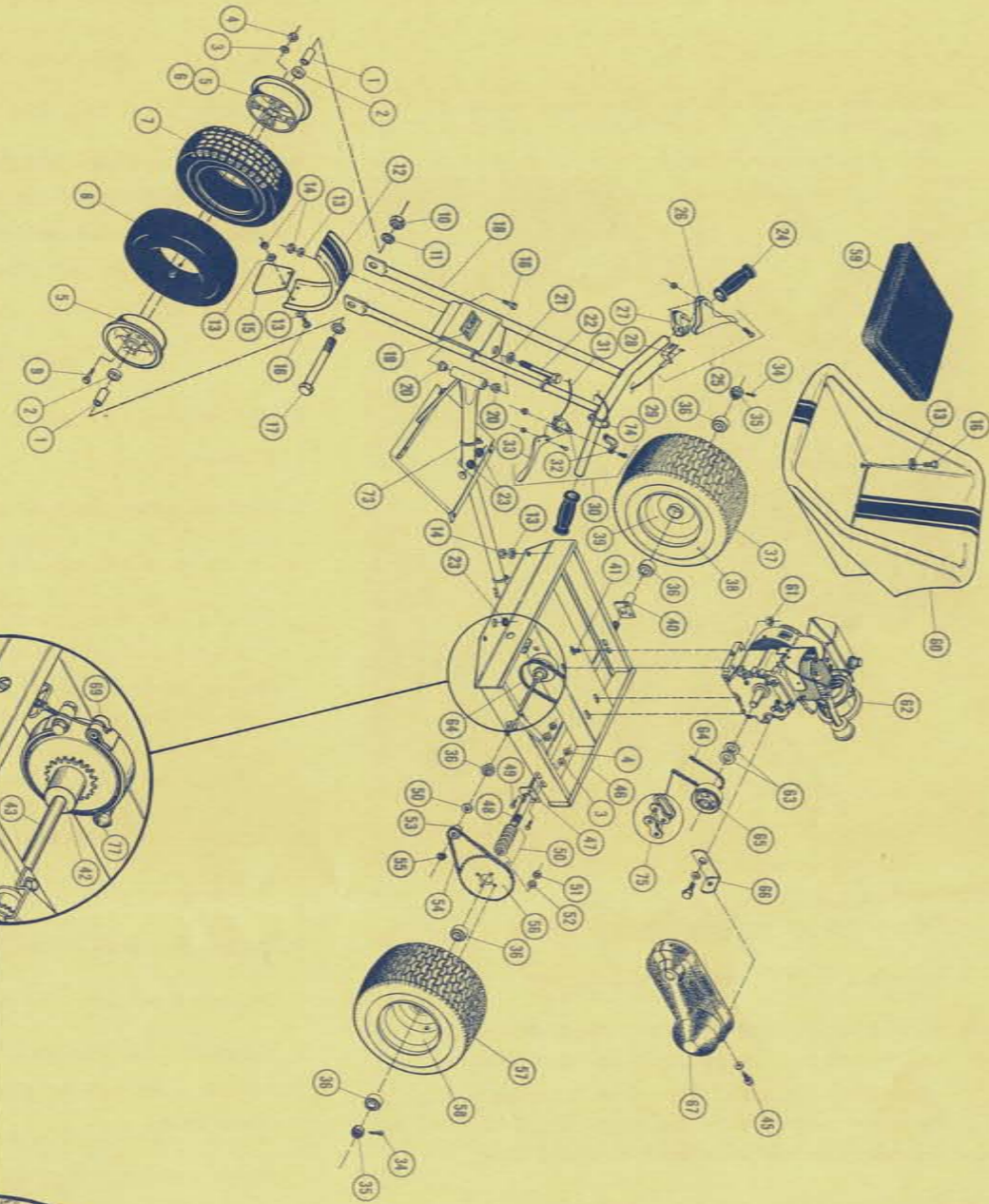
1. Remove wheel assembly.
2. Deflate tire.
3. Remove hex head screws and pull wheel halves apart.
4. Remove inner tube and repair as required.
5. Reverse above procedure to assemble wheel and tire, making sure not to pinch tube or valve between wheel halves.

STORAGE

If your Three Wheel Recreational Vehicle is not going to be used for a prolonged period, it should be serviced and stored in a dry place.

1. Check Engine Manual for storage instructions.
2. Drain gas from tank.
3. Run engine until remaining gas is used up and engine stops.
4. Cover exposed (unpainted or unplated) metal surfaces with a thin coat of oil.
5. Before using the Three Wheel Recreational Vehicle again, check for loose or damaged parts and correct as required. Follow "Pre-starting" and "Operation of Controls" instruction and review Engine Manual before proceeding.

MINI SCAT PARTS LIST



Ill. No.	Part No.	Description	Ill. No.	Part No.	Description
1	33-210	Bushing, Spacer $\frac{7}{8}$ O.D.x $\frac{5}{8}$ I.D.x $1\frac{5}{8}$	39	33-416	Wheel, Plain (Right)
2	33-208	Bearing— $\frac{5}{8}$ Ball	40	33-421	Plate, Axle Mtg. w/Bushing
3	91-061	Washer, Flat— $\frac{3}{8}$	41	90-007	Screw, Cap 5/16x $\frac{3}{4}$
4	91-014	Nut, Lock— $\frac{3}{8}$	42	33-420	Brake, Drum w/Sprocket & Hub
5	33-311	Wheel, Assembled 4-Spoke Mag.	43	33-419	Shaft, Jack
6	33-312	Wheel, Half (only) 4-Spoke Mag.	44	33-399	Cover, Chain
7	33-204	Tire 5.30/4.50x6	45	90-403	Screw, Self-Tapping $\frac{1}{4}$ x $\frac{1}{2}$
8	33-205	Tube, Inner 5.30/4.50x6	46	33-403	Assembly, Frame
9	90-082	Screw, Cap $\frac{3}{8}$ x $1\frac{1}{4}$ (High Tensile)	47	33-422	Plate, Axle Mtg.
10	91-018	Nut, Lock— $\frac{5}{8}$	48	33-406	Shaft, Axle
11	91-064	Washer, Flat— $\frac{5}{8}$	49	90-018	Screw, Cap $\frac{3}{8}$ x $\frac{3}{4}$
12	33-402	Fender, Front w/Striping	50	91-404	Bushing, Mach. $\frac{5}{8}$ I.D.x18 Ga.
13	91-059	Washer, Flat— $\frac{1}{4}$	51	91-002	Nut, Reg. Hex.—5/16
14	91-313	Nut, Lock— $\frac{1}{4}$	52	91-070	Washer, Spring Lock—5/16
15	33-201	Flap, Mud	53	33-423	Sprocket, Jack Shaft #35—11 Tooth
16	90-001	Screw, Cap $\frac{1}{4}$ x $\frac{3}{4}$	54	33-418	Chain, Roller #35—82 Pitch
17	90-076	Screw, Cap $\frac{5}{8}$ x $7\frac{1}{2}$	55	33-217	Ring, Snap— $\frac{5}{8}$
18	33-391	Assem., Front Fork	56	33-407	Sprocket, Wheel #35—72 Tooth
19	33-424	Decal, "Mini-Scat"	57	33-413	Assem., Rear Tire & Wheel w/Sprocket
20	91-506	Bushing, Flanged Brass (Bunting FL62-8)	58	33-415	Wheel w/Spider Extension (Left)
21	91-074	Washer, Split Lock— $\frac{5}{8}$	59	33-405	Cushion, Seat
22	90-078	Screw, Cap $\frac{5}{8}$ x $6\frac{1}{2}$	60	33-382	Seat
23	21-451	Grommet, Rubber	61	91-312	Nut, Lock—5/16
24	33-304	Grip, Handle	62	33-411	Engine H25-25209 H
25	33-298	Assem., Thumb Control (Throttle)	63	91-053	Bushing, Mach. $\frac{3}{4}$ I.D.x10 Ga. N.R.
26	33-302	Control, Thumb (Throttle)	64	33-408	Chain, Roller #35—54 Pitch
27	33-303	Clamp, Mtg. (Throttle)	65	33-427	Converter, Torque w/Sprocket
28	33-300	Cable, Throttle	66	33-425	Brkt., Torque Converter Mtg.
29	33-430	Housing, Throttle Cable w/Clip	67	33-417	Cover, Torque Converter w/Hole
30	33-409	Assem., Brake Control	68	90-023	Screw Cap, $\frac{3}{8}$ x2
31	33-429	Cable, Brake—48"	69	33-240	Band, Brake
32	33-410	Housing, w/Clamps	70	91-322	Nut, Jam— $\frac{3}{8}$
33	33-306	Handle, Brake	71	33-273	Key—3/16 Sq.x $\frac{3}{4}$
34	91-102	Pin, Cotter $\frac{1}{8}$ x $1\frac{1}{4}$	72	33-272	Key—3/16 Sq.x $1\frac{3}{4}$
35	91-044	Nut, Slotted Hex.— $\frac{5}{8}$	73	33-247	Tie, Plastic
36	33-281	Bearing, w/Snap Ring (Ramco N23-2RS)	74	33-346	Button, Ignition Cutoff
37	33-412	Assem., Rear Tire & Wheel (Right Hand)	75	33-431	Link, Connector
38	33-414	Tire, 16x6.50-8 (2) Ply	76	91-003	Nut, Reg. Hex.— $\frac{3}{8}$
			77	90-209	Bolt, Carriage $\frac{3}{8}$ x $1\frac{3}{4}$