

# **524D, 724D, 826D, 828D, and 1032D Walk-Behind Snowblowers**

## **TECHNICAL MANUAL**

**John Deere  
Worldwide Commercial and  
Consumer Equipment Division**

**TM1612 (OCT99)  
Replaces (01JUL96)**

# Walk-Behind Snowblowers



**Model 524D**



**Model 724D**



**Model 826D**



**Model 828D**



**Model 1032D**

This technical manual is written for an experienced technician and contains sections that are specifically for this product. It is a part of a total product support program.

The manual is organized so that all the information on a particular system is kept together. The order of grouping is as follows:

- Table of Contents
- Specifications
- Component Location
- System Schematic
- Theory of Operation
- Troubleshooting Chart
- Diagnostics
- Tests & Adjustments
- Repair

*Note: Depending on the particular section or system being covered, not all of the above groups may be used.*

Each section will be identified with a symbol rather than a number. The pages within a section will be consecutively numbered.

Headings in each section indicate the job being performed. A heading with no model designation applies to all the models in this manual. Headings followed by model designations apply only to those models.

All information, illustrations and specifications in this manual are based on the latest information available at the time of publication. The right is reserved to make changes at any time without notice.

We appreciate your input on this manual. To help, there are postage paid post cards included at the back. If you find any errors or want to comment on the layout of the manual please fill out one of the cards and mail it back to us.

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## Safety



## Specifications and Information



## Engine



## Electrical



## Power Train



## Miscellaneous



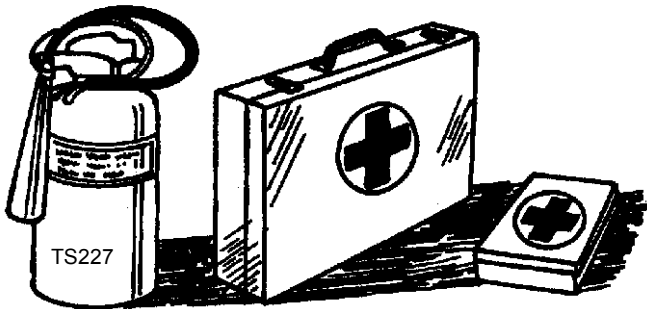


### HANDLE FLUIDS SAFELY-AVOID FIRES

- BE PREPARED FOR EMERGENCIES



TS291



TS227

When you work around fuel, do not smoke or work near heaters or other fire hazards.

Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

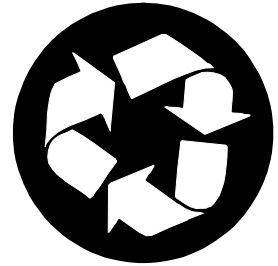
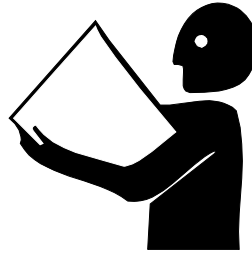
Do not store oily rags; they can ignite and burn spontaneously.

Be prepared if a fire starts.

Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.

### HANDLE CHEMICAL PRODUCTS SAFELY



Direct exposure to hazardous chemicals can cause serious injury. Potentially hazardous chemicals used with John Deere equipment include such items as lubricants, coolants, paints, and adhesives.

A Material Safety Data Sheet (MSDS) provides specific details on chemical products: physical and health hazards, safety procedures, and emergency response techniques. Check the MSDS before you start any job using a hazardous chemical. That way you will know exactly what the risks are and how to do the job safely. Then follow procedures and recommended equipment.

- DISPOSE OF WASTE PROPERLY

Improperly disposing of waste can threaten the environment and ecology. Potentially harmful waste used with John Deere equipment include such items as oil, fuel, coolant, brake fluid, filters, and batteries. Use leakproof containers when draining fluids. Do not use food or beverage containers that may mislead someone into drinking from them. Do not pour waste onto the ground, down a drain, or into any water source. Inquire on the proper way to recycle or dispose of waste from your local environmental or recycling center, or from your John Deere dealer.

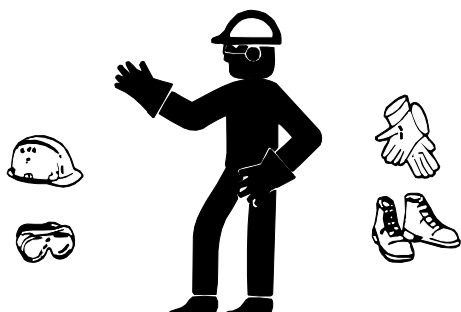
## USE SAFE SERVICE PROCEDURES

### • WEAR PROTECTIVE CLOTHING

Wear close fitting clothing and safety equipment appropriate to the job.

Prolonged exposure to loud noise can cause impairment or loss of hearing. Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.

Operating equipment safely requires the full attention of the operator. Do not wear radio or music headphones while operating machine.



### • SERVICE MACHINES SAFELY

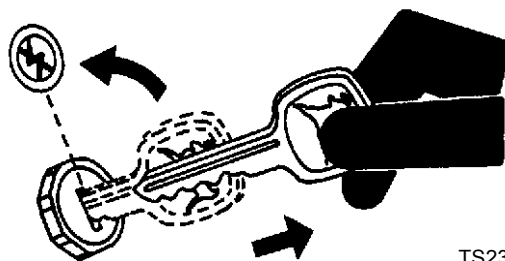


JD6508

### • USE PROPER TOOLS

Use tools appropriate to the work. Makeshift tools and procedures can create safety hazards. Use power tools only to loosen threaded parts and fasteners. For loosening and tightening hardware, use the correct size tools. **DO NOT** use U.S. measurement tools on metric fasteners. Avoid bodily injury caused by slipping wrenches. Use only service parts meeting John Deere specifications.

### • PARK MACHINE SAFELY

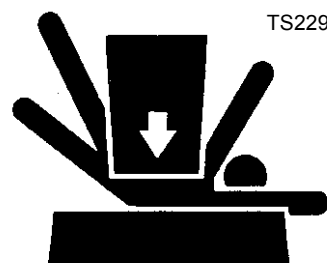


TS230

### • Before working on the machine:

1. Lower all equipment to the ground.
1. Stop the engine and remove the key.
1. Disconnect the battery ground strap.
1. Hang a "DO NOT OPERATE" tag in operator station.

### • SUPPORT MACHINE PROPERLY AND USE PROPER LIFTING EQUIPMENT



TS229

If you must work on a lifted machine or attachment, securely support the machine or attachment.

Do not support the machine on cinder blocks, hollow tiles, or props that may crumble under continuous load. Do not work under a machine that is supported solely by a jack. Follow recommended procedures in this manual.

Lifting heavy components incorrectly can cause severe injury or machine damage. Follow recommended procedure for removal and installation of components in the manual.

### • WORK IN CLEAN AREA

### • Before starting a job

1. Clean work area and machine:
1. Make sure you have all necessary tools to do your job.
1. Have the right parts on hand.
1. Read all instructions thoroughly; do not attempt shortcuts.



- **ILLUMINATE WORK AREA SAFELY**

Illuminate your work area adequately but safely. Use a portable safety light for working inside or under the machine. Make sure the bulb is enclosed by a wire cage. The hot filament of an accidentally broken bulb can ignite spilled fuel or oil.

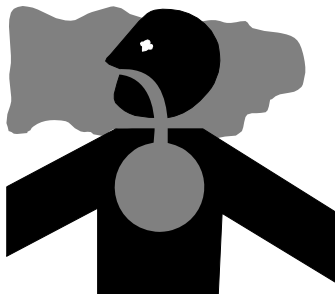
- **WORK IN VENTILATED AREA**

### **WARNING: California Proposition 65**

#### **Warning**

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

Gasoline engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.



Engine exhaust fumes can cause sickness or death. If it is necessary to run an engine in an enclosed area, remove the exhaust fumes from the area with an exhaust pipe extension.

If you do not have an exhaust pipe extension, open the doors and get outside air into the area.

- **REMOVE PAINT BEFORE WELDING OR HEATING**

Avoid potentially toxic fumes and dust. Hazardous fumes can be generated when paint is heated by welding, soldering, or using a torch. Do all work outside or in a well ventilated area. Dispose of paint and solvent properly. Remove paint before welding or heating: If you sand or grind paint, avoid breathing the dust. Wear an approved respirator. If you use solvent or paint stripper, remove stripper with soap and water before welding. Remove solvent or paint stripper containers and other flammable material from area. Allow fumes to disperse at least 15 minutes before welding or heating.

- **AVOID HARMFUL ASBESTOS DUST**

Avoid breathing dust that may be generated when handling components containing asbestos fibers. Inhaled asbestos fibers may cause lung cancer.

Components in products that may contain asbestos

fibers are brake pads, brake band and lining assemblies, clutch plates, and some gaskets. The asbestos used in these components is usually found in a resin or sealed in some way. Normal handling is not hazardous as long as airborne dust containing asbestos is not generated.

Avoid creating dust. Never use compressed air for cleaning. Avoid brushing or grinding material containing asbestos. When servicing, wear an approved respirator. A special vacuum cleaner is recommended to clean asbestos. If not available, apply a mist of oil or water on the material containing asbestos. Keep bystanders away from the area.

- **SERVICE TIRES SAFELY**



Explosive separation of a tire and rim parts can cause serious injury or death.

Do not attempt to mount a tire unless you have the proper equipment and experience to perform the job. Always maintain the correct tire pressure. Do not inflate the tires above the recommended pressure. Never weld or heat a wheel and tire assembly. The heat can cause an increase in air pressure resulting in a tire explosion. Welding can structurally weaken or deform the wheel.

When inflating tires, use a clip-on chuck and extension hose long enough to allow you to stand to one side and NOT in front of or over the tire assembly. Use a safety cage if available.

- **Check wheels for low pressure, cuts, bubbles, damaged rims or missing lug bolts and nuts.**

## AVOID INJURY FROM ROTATING AUGERS

Keep hands and feet away from auger housing. Never try to work on auger or clear any material from auger housing while machine is running or spark plug is connected.



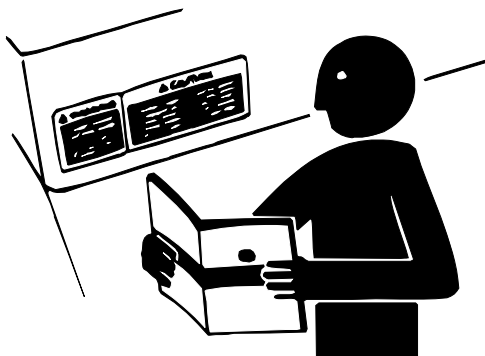
## LIVE WITH SAFETY



Before returning machine to customer, make sure machine is functioning properly, especially the safety systems. Install all guards and shields.

## REPLACE SAFETY SIGNS

Replace missing or damaged safety signs. See the machine operator's manual for correct safety sign placement.







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## SPECIFICATIONS

### ENGINE

<u>Item</u>	<u>524D</u>	<u>724D</u>	<u>826D</u>	<u>828D</u>	<u>1032D</u>
Manufacturer	-----Tecumseh - Snow King -----				
Model	HSSK50	OHSK70	HMSK80	HMSK80	HMSK100
Type (cycle)	-----Air cooled (4-cycle) -----				
Horsepower	3.73 kW (5 hp)	5.22 kW (7 hp)	6.0 kW (8 hp)	6.0 kW (8 hp)	7.5 kW (10 hp)
Engine speeds					
Slow idle	-----2000±150 rpm-----				
Fast idle	-----3600±150 rpm-----				

### FUEL

Type required	-----Lead-free gasoline, octane rating 87 or higher -----
---------------	---

### ELECTRICAL

Ignition	-----Flywheel magneto with key switch (solid state) -----				
Spark plug	-----Resistor -----				
Spark plug gap	-----0.762 mm (0.030 in.)-----				
Alternator	N/A	N/A	Standard	Standard	Standard
Electric start	-----Attachment-----				
Headlight	N/A	N/A	Optional	Standard	Standard
Starting	--Manual rewind with compression release - accepts120 Volt, electric start kit--				

### AUGER

Type	-----2 - Stage-----				
Clearing width	610 mm (24 in.)	610 mm (24 in.)	660 mm (26 in.)	711 mm (28 in.)	813 mm (32 in.)
Type	-----Serrated Steel-----				
Housing opening (height)	406mm(16 in.)	406mm(16 in.)	406mm(16 in.)	584mm(23 in.)	584mm(23 in.)
Shaft Dia.	19 mm (0.75 in.)	19 mm (0.75 in.)	19 mm (0.75 in.)	25.4 mm (1.0 in.)	25.4 mm (1.0in.)
Discharge chute rotation	-----220 degrees-----				
Blower Dia.	254 mm (10 in.)	254 mm (10 in.)	254 mm (10 in.)	305 mm (12 in.)	305 mm (12 in.)

## FRICION DRIVE DIFFERENTIAL SPEEDS

<u>Item</u>	<u>524D</u>	<u>724D</u>	<u>826D</u>	<u>828D</u>	<u>1032D</u>
Speeds at:	-----600±150 rpm -----				
1st	0.61 km/h (0.38 mph)	0.61 km/h (0.38 mph)	0.85 km/h (0.53 mph)	1.77 km/h (1.10 mph)	1.77 km/h (1.10 mph)
2nd	1.14 km/h (0.71 mph)	1.14 km/h (0.71 mph)	1.22 km/h (0.76 mph)	2.51 km/h (1.56 mph)	2.51km/h (1.56 mph)
3rd	1.64 km/h (1.02 mph)	1.64 km/h (1.02 mph)	1.64 km/h (1.02 mph)	3.17 km/h (1.97 mph)	3.17 km/h (1.97 mph)
4th	1.95 km/h (1.21 mph)	1.95 km/h (1.21 mph)	1.95 km/h (1.21 mph)	3.52 km/h (2.19 mph)	3.52 km/h (2.19 mph)
5th	2.64 km/h (1.64 mph)	2.64 km/h (1.64 mph)	2.64 km/h (1.64 mph)	4.20 km/h (2.61 mph)	4.20 km/h (2.61 mph)
6th	3.03 km/h (1.88 mph)	3.03 km/h (1.88 mph)	3.03 km/h (1.88 mph)	4.60 km/h (2.86 mph)	4.60 km/h (2.86 mph)
Reverse 1	1.56 km/h (0.97 mph)	1.56 km/h (0.97 mph)	1.05 km/h (0.65 mph)	0.89 km/h (0.55 mph)	0.82 km/h (0.51 mph)
Reverse 2	1.75 km/h (1.09 mph)	1.75 km/h (1.09 mph)	1.43 km/h (0.89 mph)	1.90 km/h (1.18 mph)	1.54 km/h (0.96 mph)
Wheels	Composite	Composite	Composite	Steel	Steel
Tires	-----Pneumatic - Snow Hog -----				
	12 x 4.10-6	12 x 4.10-6	12 x 4.10-6	16 x 4.0-8	16 x 6.5-8

## OVERALL DIMENSIONS

Length	1295 mm (51 in.)	1295 mm (51 in.)	1295 mm (51 in.)	1524 mm (60 in.)	1524 mm (60 in.)
Width	610 mm (24.0 in.)	610 mm (24.0 in.)	660 mm (26.0 in.)	775 mm (30.5 in.)	876 mm (34.5 in.)
Height	1067mm (42 in.)	1067mm (42 in.)	1067mm (42.0 in.)	1016 mm (40.0 in.)	1016 mm (40.0 in.)
Net weight	70.3 kg (155 lb.)	70.3 kg (155 lb.)	80.7kg (178 lb.)	138.3 kg (305 lb.)	149.7 kg (330 lb.)

















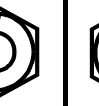



## FRICION DRIVE SYSTEM

Drive components: Primary reduction—V-belt from engine to transmission.

Transmission—spring loaded friction disc driven from aluminum input disk.

Gear reduction to axle shaft.

## METRIC FASTENER TORQUE VALUES

Property Class and Head Markings	4.8		8.8		9.8		10.9		12.9	
										
Property Class and Nut Markings	5		10		10		10		12	
										

TS1163

	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Lubricated <sup>a</sup>		Dry <sup>a</sup>		Lubricated <sup>a</sup>		Dry <sup>a</sup>		Lubricated <sup>a</sup>		Dry <sup>a</sup>		Lubricated <sup>a</sup>		Dry <sup>a</sup>	
SIZE	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft
M6	4.8	3.5	6	4.5	9	6.5	11	8.5	13	9.5	17	12	15	11.5	19	14.5
M8	12	8.5	15	11	22	16	28	20	32	24	40	30	37	28	47	35
M10	23	17	29	21	43	32	55	40	63	47	80	60	75	55	95	70
M12	40	29	50	37	75	55	95	70	110	80	140	105	130	95	165	120
M14	63	47	80	60	120	88	150	110	175	130	225	165	205	150	260	109
M16	100	73	125	92	190	140	240	175	275	200	350	225	320	240	400	300
M18	135	100	175	125	260	195	330	250	375	275	475	350	440	325	560	410
M20	190	140	240	180	375	275	475	350	530	400	675	500	625	460	800	580
M22	260	190	330	250	510	375	650	475	725	540	925	675	850	625	1075	800
M24	330	250	425	310	650	475	825	600	925	675	1150	850	1075	800	1350	1000
M27	490	360	625	450	950	700	1200	875	1350	1000	1700	1250	1600	1150	2000	1500
M30	675	490	850	625	1300	950	1650	1200	1850	1350	2300	1700	2150	1600	2700	2000
M33	900	675	1150	850	1750	1300	2200	1650	2500	1850	3150	2350	2900	2150	3700	2750
M36	1150	850	1450	1075	2250	1650	2850	2100	3200	2350	4050	3000	3750	2750	4750	3500

DO NOT use these hand torque values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only and include a  $\pm 10\%$  variance factor. Check tightness of fasteners periodically. DO NOT use air powered wrenches.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical grade.

Fasteners should be replaced with the same class. Make sure fastener threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.












When bolt and nut combination fasteners are used, torque values should be applied to the **NUT** instead of the bolt head.

Tighten toothed or serrated-type lock nuts to the full torque value.

<sup>a</sup> "Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings. "Dry" means plain or zinc plated (yellow dichromate - Specification JDS117) without any lubrication.

Reference: JDS—G200.

## INCH FASTENER TORQUE VALUES

SAE Grade and Head Markings	1 or 2 <sup>b</sup> No Marks 	5 5.1 5.2   	8 8.2  
SAE Grade and Nut Markings	2 No Marks 	5  	8  

TS1162

	Grade 1				Grade 2 <sup>b</sup>				Grade 5, 5.1 or 5.2				Grade 8 or 8.2			
	Lubricated <sup>a</sup>		Dry <sup>a</sup>		Lubricated <sup>a</sup>		Dry <sup>a</sup>		Lubricated <sup>a</sup>		Dry <sup>a</sup>		Lubricated <sup>a</sup>		Dry <sup>a</sup>	
SIZE	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft
1/4	3.7	2.8	4.7	3.5	6	4.5	7.5	5.5	9.5	7	12	9	13.5	10	17	12.5
5/16	7.7	5.5	10	7	12	9	15	11	20	15	25	18	28	21	35	26
3/8	14	10	17	13	22	16	27	20	35	26	44	33	50	36	63	46
7/16	22	16	28	20	35	26	44	32	55	41	70	52	80	58	100	75
1/2	33	25	42	31	53	39	67	50	85	63	110	80	120	90	150	115
9/16	48	36	60	45	75	56	95	70	125	90	155	115	175	130	225	160
5/8	67	50	85	62	105	78	135	100	170	125	215	160	215	160	300	225
3/4	120	87	150	110	190	140	240	175	300	225	375	280	425	310	550	400
7/8	190	140	240	175	190	140	240	175	490	360	625	450	700	500	875	650
1	290	210	360	270	290	210	360	270	725	540	925	675	1050	750	1300	975
1-1/8	470	300	510	375	470	300	510	375	900	675	1150	850	1450	1075	1850	1350
1-1/4	570	425	725	530	570	425	725	530	1300	950	1650	1200	2050	1500	2600	1950
1-3/8	750	550	950	700	750	550	950	700	1700	1250	2150	1550	2700	2000	3400	2550
1-1/2	1000	725	1250	925	990	725	1250	930	2250	1650	2850	2100	3600	2650	4550	3350

DO NOT use these hand torque values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only and include a  $\pm 10\%$  variance factor. Check tightness of fasteners periodically. DO NOT use air powered wrenches.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical grade.

Fasteners should be replaced with the same grade. Make sure fastener threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

When bolt and nut combination fasteners are used, torque values should be applied to the **NUT** instead of the bolt head.

Tighten toothed or serrated-type lock nuts to the full torque value.

<sup>a</sup> "Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings. "Dry" means plain or zinc plated (yellow dichromate - Specification JDS117) without any lubrication.

<sup>b</sup> "Grade 2" applies for hex cap screws (not hex bolts) up to 152 mm (6-in.) long. "Grade 1" applies for hex cap screws over 152 mm (6-in.) long, and for all other types of bolts and screws of any length.

Reference: JDS—G200.

## GASOLINE— NORTH AMERICA



### CAUTION

Gasoline is **HIGHLY FLAMMABLE**, handle it with care.

**DO NOT** refuel machine while:

- indoors, always fill gas tank outdoors;
- machine is near an open flame or sparks;
- engine is running, **STOP** engine;
- engine is hot, allow it to cool sufficiently first;
- smoking.

**Help prevent fires:**

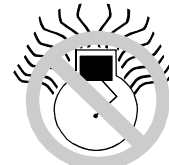
- fill gas tank to bottom of filler neck only;
- be sure fill cap is tight after fueling;
- clean up any gas spills **IMMEDIATELY**;
- keep machine clean and in good repair—free of excess grease, oil, debris, and faulty or damaged parts;
- any storage of machines with gas left in tank should be in an area that is well ventilated to prevent possible igniting of fumes by an open flame or spark, this includes any appliance with a pilot light.

**To prevent fire or explosion caused by STATIC ELECTRIC DISCHARGE during fueling:**

- **ONLY** use a clean, approved **POLYETHYLENE PLASTIC** fuel container and funnel **WITHOUT** any metal screen or filter.



STOP ENGINE



NO HOT ENGINE



NO SMOKING



NO OPEN FLAME  
OR SPARK



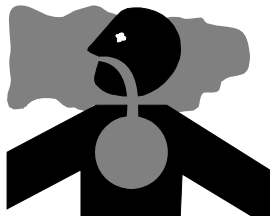
NO STATIC ELECTRIC  
DISCHARGE

**To avoid engine damage:**

- DO NOT mix oil with gasoline;
- **ONLY** use clean, fresh unleaded gasoline with an octane rating (anti-knock index) of 87 or higher;
- fill gas tank at the end of each day's operation to help prevent condensation from forming inside a partially filled tank;
- keep up with specified service intervals.

Use of alternative oxygenated, gasohol blended, unleaded gasoline is acceptable as long as:

- the ethyl or grain alcohol blends DO NOT exceed 10% by volume or
- methyl tertiary butyl ether (MTBE) blends DO NOT exceed 15% by volume.



**IMPORTANT: DO NOT** use **METHANOL** gasoline because **METHANOL** is harmful to the environment and to your health.



### WARNING

**California Proposition 65 Warning:** Gasoline engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

## GASOLINE STORAGE— NORTH AMERICA

**IMPORTANT: Keep all dirt, scale, water or other foreign material out of gasoline.**

Keep gasoline stored in a safe, protected area. Storage of gasoline in a clean, properly marked ("**UNLEADED GASOLINE**") **POLYETHYLENE PLASTIC** container **WITHOUT** any metal screen or filter is recommended. **DO NOT** use de-icers to attempt to remove water from gasoline or depend on fuel filters to remove water from gasoline. Use a water separator installed in the storage tank outlet. **BE SURE** to properly discard unstable or contaminated gasoline. When storing unit or gasoline, it is recommended that you add **John Deere Gasoline Conditioner and Stabilizer (TY15977)** or an equivalent to the gasoline. **BE SURE** to follow directions on container and to properly discard empty container.

## GASOLINE—EUROPE



## CAUTION

Gasoline is **HIGHLY FLAMMABLE**, handle it with care.

**DO NOT** refuel machine while:

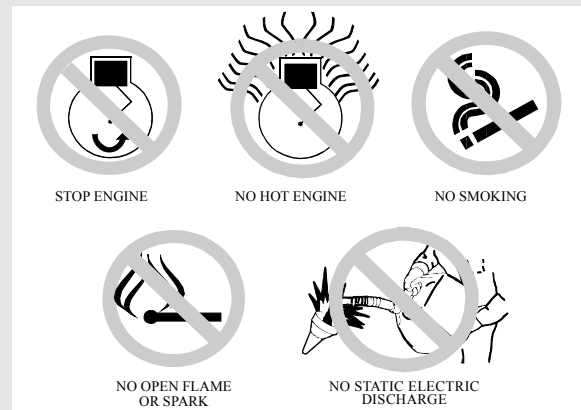
- indoors, always fill gas tank outdoors;
- machine is near an open flame or sparks;
- engine is running, **STOP** engine;
- engine is hot, allow it to cool sufficiently first;
- smoking.

Help prevent fires:

- fill gas tank to bottom of filler neck only;
- be sure fill cap is tight after fueling;
- clean up any gas spills **IMMEDIATELY**;
- keep machine clean and in good repair—free of excess grease, oil, debris, and faulty or damaged parts;
- any storage of machines with gas left in tank should be in an area that is well ventilated to prevent possible igniting of fumes by an open flame or spark, this includes any appliance with a pilot light.

To prevent fire or explosion caused by **STATIC ELECTRIC DISCHARGE** during fueling:

- **ONLY** use a clean, approved **POLYETHYLENE PLASTIC** fuel container and funnel **WITHOUT** any metal screen or filter.

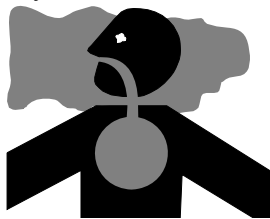


To avoid engine damage:

- DO NOT mix oil with gasoline;
- **ONLY** use clean, fresh unleaded gasoline with an octane rating (anti-knock index) of 87 or higher;
- fill gas tank at the end of each day's operation to help prevent condensation from forming inside a partially filled tank;
- keep up with specified service intervals.

Use of alternative oxygenated, gasohol blended, unleaded gasoline is acceptable as long as:

- the ethyl or grain alcohol blends DO NOT exceed 10% by volume or
- methyl tertiary butyl ether (MTBE) blends DO NOT exceed 15% by volume.



**IMPORTANT:** DO NOT use **METHANOL** gasoline because **METHANOL** is harmful to the environment and to your health.

## GASOLINE STORAGE—EUROPE

**IMPORTANT:** Keep all dirt, scale, water or other foreign material out of gasoline.

Keep gasoline stored in a safe, protected area. Storage of gasoline in a clean, properly marked ("**UNLEADED GASOLINE**") **POLYETHYLENE PLASTIC** container **WITHOUT** any metal screen or filter is recommended. **DO NOT** use de-icers to attempt to remove water from gasoline or depend on fuel filters to remove water from gasoline. Use a water separator installed in the storage tank outlet. **BE SURE** to properly discard unstable or contaminated gasoline. When storing unit or gasoline, it is recommended that you add **John Deere Gasoline Conditioner and Stabilizer (TY15977)** or an equivalent to the gasoline. **BE SURE** to follow directions on container and to properly discard empty container.

## ENGINE OIL—NORTH AMERICA

Use the appropriate oil viscosity based on the expected air temperature range during the period between recommended oil changes. Operating outside of these recommended oil air temperature ranges may cause premature engine failure.

The following John Deere oil is **PREFERRED**:

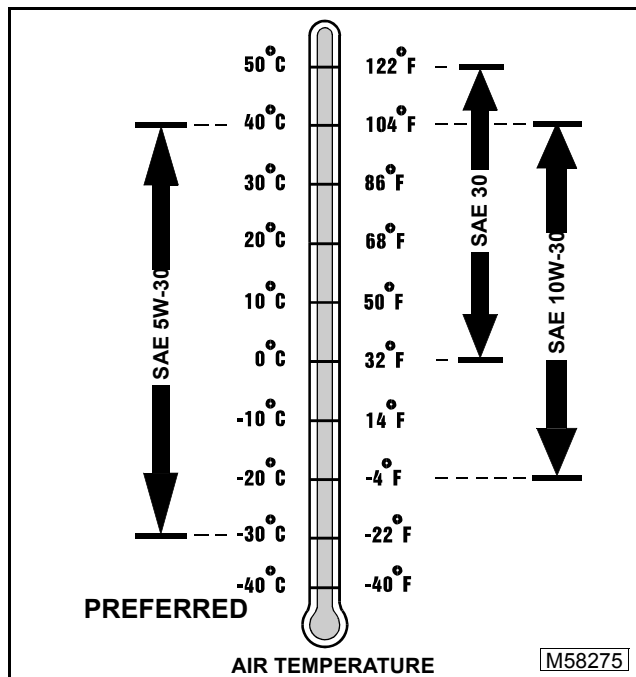
- **TORQ-GARD SUPREME®—SAE 5W-30.**

The following John Deere oils are **also recommended**, based on their specified temperature range:

- **TURF-GARD®—SAE 10W-30;**
- **PLUS-4®—SAE 10W-30;**
- **TORQ-GARD SUPREME®—SAE 30.**

Other oils may be used if above John Deere oils are not available, provided they meet one of the following specifications:

- SAE 5W-30—API Service Classification SG or higher;
- SAE 10W-30—API Service Classification SG or higher;
- SAE 30—API Service Classification SC or higher.



## ENGINE OIL—EUROPE

Use the appropriate oil viscosity based on their expected air temperature range during the period between recommended oil changes. Operating outside of these recommended oil air temperature ranges may cause premature engine failure.

The following John Deere oils are **PREFERRED**:

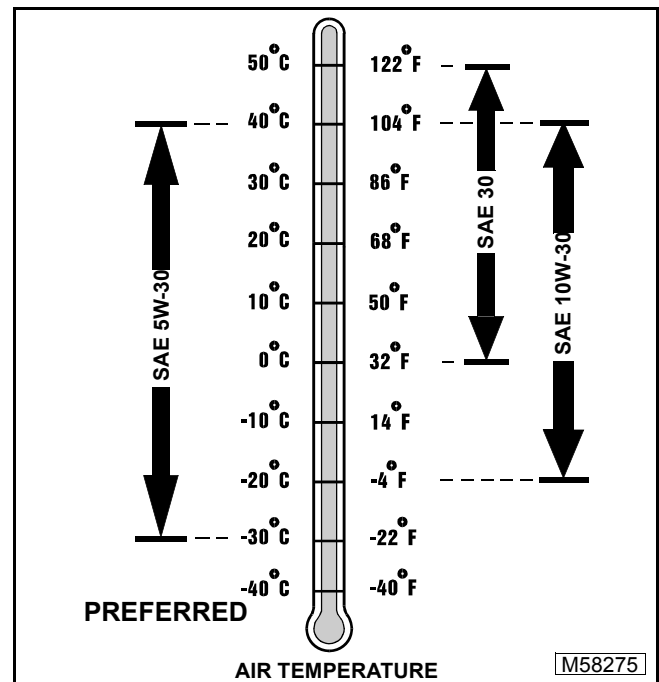
- **TORQ-GARD SUPREME®—SAE 5W-30;**
- **UNI-GARD™—SAE 5W-30.**

The following John Deere oils are **also recommended**, based on their specified temperature range:

- **TORQ-GARD SUPREME®—SAE 10W-30;**
- **UNI-GARD™—SAE 10W-30;**
- **TORQ-GARD SUPREME®—SAE 30**
- **UNI-GARD™—SAE 30.**

Other oils may be used if above John Deere oils are not available, provided they meet one of the following specifications:

- CCMC Specification G4 or higher.





## ENGINE BREAK-IN OIL— NORTH AMERICA

**IMPORTANT:** ONLY use a quality break-in oil in rebuilt or remanufactured engines for the first 5 hours (maximum) of operation. DO NOT use oils with heavier viscosity weights than SAE 5W-30 or oils meeting specifications API SG or SH, these oils will not allow rebuilt or remanufactured engines to break-in properly.

The following John Deere oil is **PREFERRED**:

- **BREAK-IN ENGINE OIL.**

**John Deere BREAK-IN ENGINE OIL** is formulated with special additives for aluminum and cast iron type engines to allow the power cylinder components (pistons, rings, and liners as well) to “wear-in” while protecting other engine components, valve train and gears, from abnormal wear. Engine rebuild instructions should be followed closely to determine if special requirements are necessary.

**John Deere BREAK-IN ENGINE OIL** is also recommended for non-John Deere engines, both aluminum and cast iron types.

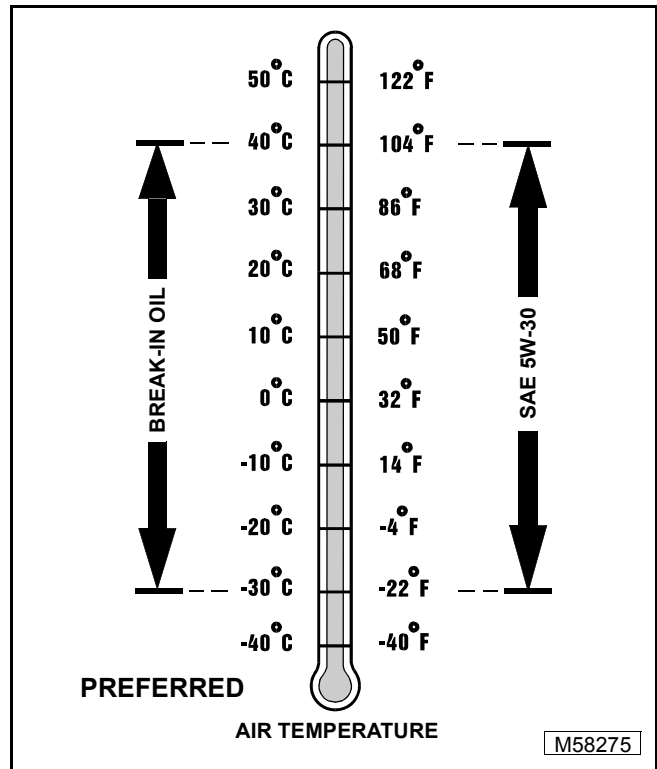
The following John Deere oil is **also recommended** as a break-in engine oil:

- **TORQ-GARD SUPREME®—SAE 5W-30.**

If the above recommended John Deere oils are not available, use a break-in engine oil meeting the following specification during the first 5 hours (maximum) of operation:

- SAE 5W-30—API Service Classification SE or higher.

**IMPORTANT:** After the break-in period, use the John Deere oil that is recommended for this engine.



## ENGINE BREAK-IN OIL— EUROPE

**IMPORTANT:** ONLY use a quality break-in oil in rebuilt or remanufactured engines for the **first 5 hours (maximum) of operation**. DO NOT use oils with heavier viscosity weights than SAE 5W-30 or oils meeting CCMC Specification G5—these oils will not allow rebuilt or remanufactured engines to break-in properly.

The following John Deere oil is **PREFERRED**:

- **BREAK-IN ENGINE OIL.**

John Deere **BREAK-IN ENGINE OIL** is formulated with special additives for aluminum and cast iron type engines to allow the power cylinder components (pistons, rings, and liners as well) to “wear-in” while protecting other engine components, valve train and gears, from abnormal wear. Engine rebuild instructions should be followed closely to determine if special requirements are necessary.

John Deere **BREAK-IN ENGINE OIL** is also recommended for non-John Deere engines, both aluminum and cast iron types.

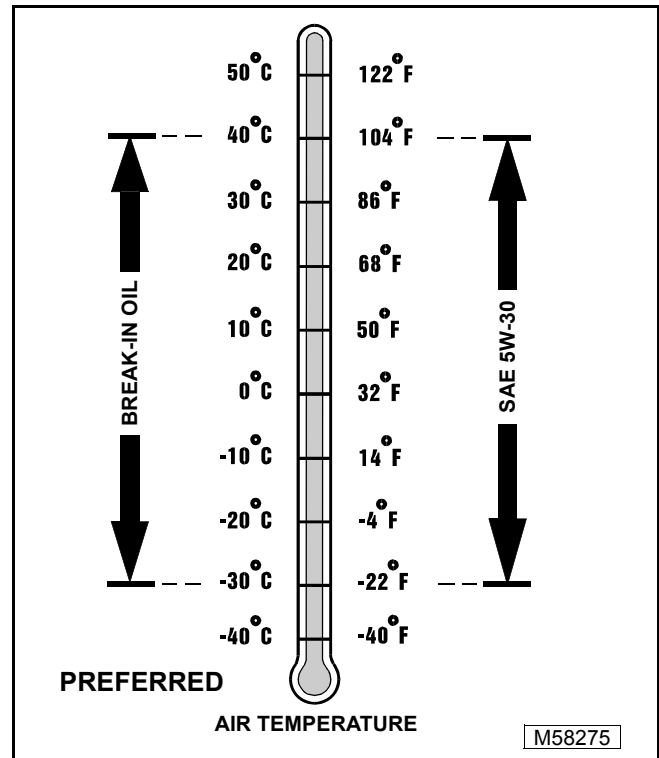
The following John Deere oil is **also recommended** as a break-in engine oil:

- **TORQ-GARD SUPREME®—SAE 5W-30.**

If the above recommended John Deere oils are not available, use a break-in engine oil meeting the following specification during the first 5 hours (maximum) of operation:

- SAE 5W-30—CCMC Specification G4 or higher.

**IMPORTANT:** After the break-in period, use the John Deere oil that is specified for this engine.



## ANTI-CORROSION GREASE

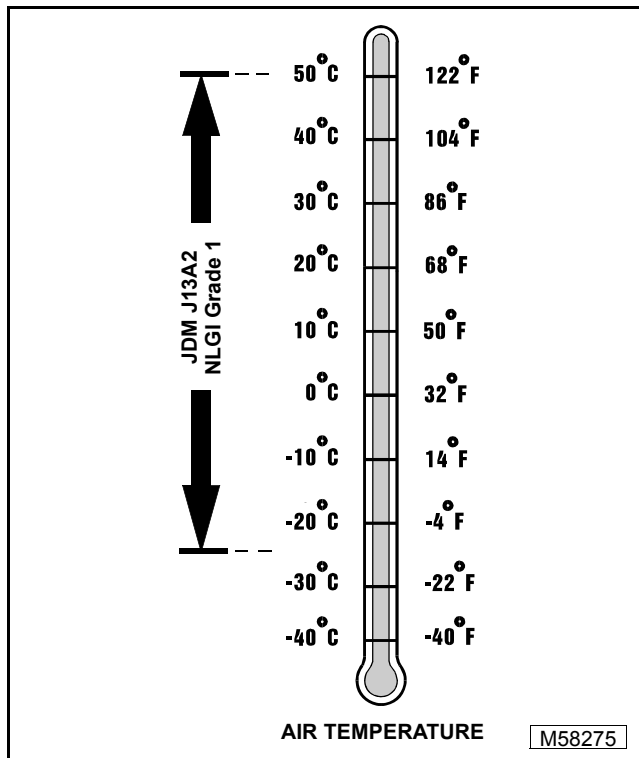
This anti-corrosion grease is formulated to provide the best protection against absorbing moisture, which is one of the major causes of corrosion. This grease is also superior in its resistance to separation and migration.

The following anti-corrosion grease is **PREFERRED**:

- **DuBois MPG-2® Multi-Purpose Polymer Grease—M79292.**

Other greases may be used if they meet or exceed the following specifications:

- John Deere Standard JDM J13A2, NLGI Grade 1.



## ALTERNATIVE LUBRICANTS

Conditions in certain geographical areas outside the United States and Canada may require different lubricant recommendations than the ones printed in this technical manual or the operator's manual. Consult with your John Deere Dealer, or Sales Branch, to obtain the alternative lubricant recommendations.

**IMPORTANT: Use of alternative lubricants could cause reduced life of the component.**

If alternative lubricants are to be used, it is recommended that the factory fill be thoroughly removed before switching to any alternative lubricant.

## SYNTHETIC LUBRICANTS

Synthetic lubricants may be used in John Deere equipment if they meet the applicable performance requirements (industry classification and/or military specification) as shown in this manual.

The recommended air temperature limits and service or lubricant change intervals should be maintained as shown in the operator's manual.

Avoid mixing different brands, grades, or types of oil. Oil manufacturers blend additives in their oils to meet certain specifications and performance requirements. Mixing different oils can interfere with the proper functioning of these additives and degrade lubricant performance.

## LUBRICANT STORAGE

All machines operate at top efficiency only when clean lubricants are used. Use clean storage containers to handle all lubricants. Store them in an area protected from dust, moisture, and other contamination. Store drums on their sides. Make sure all containers are properly marked as to their contents. Dispose of all old, used containers and their contents properly.

## MIXING OF LUBRICANTS

In general, avoid mixing different brands or types of lubricants. Manufacturers blend additives in their lubricants to meet certain specifications and performance requirements. Mixing different lubricants can interfere with the proper functioning of these additives and lubricant properties which will downgrade their intended specified performance.

## GREASE —NORTH AMERICA

Use the following grease based on the air temperature range. Operating outside of the recommended grease air temperature range may cause premature failures.



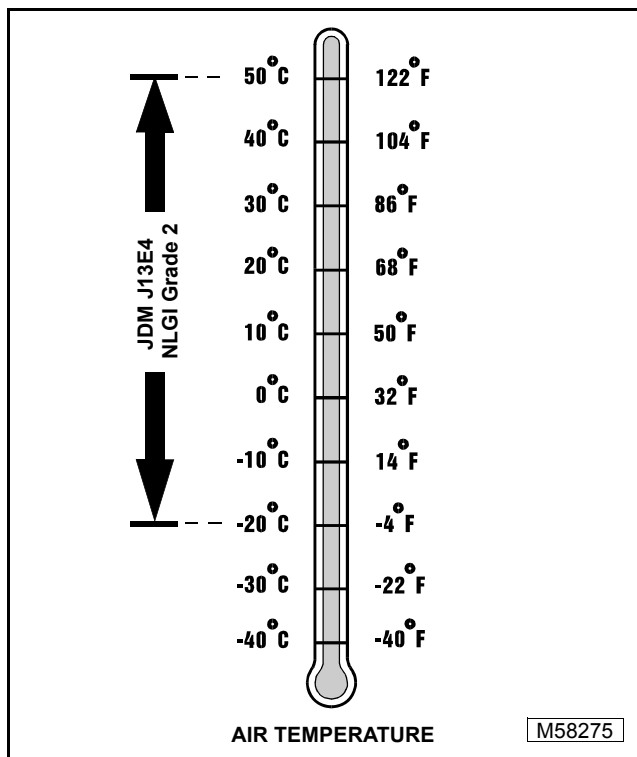
**IMPORTANT:** ONLY use a quality grease in this application. DO NOT mix any other greases in this application. DO NOT use any BIO-GREASE in this application.

The following John Deere grease is **PREFERRED**:

- **NON-CLAY HIGH-TEMPERATURE EP GREASE®—JDM J13E4, NLGI Grade 2.**

Other greases may be used if above preferred John Deere grease is not available, provided they meet the following specification:

- John Deere Standard JDM J13E4, NLGI Grade 2.



## GREASE —EUROPE

Use the following grease based on the air temperature range. Operating outside of the recommended grease air temperature range may cause premature failures.

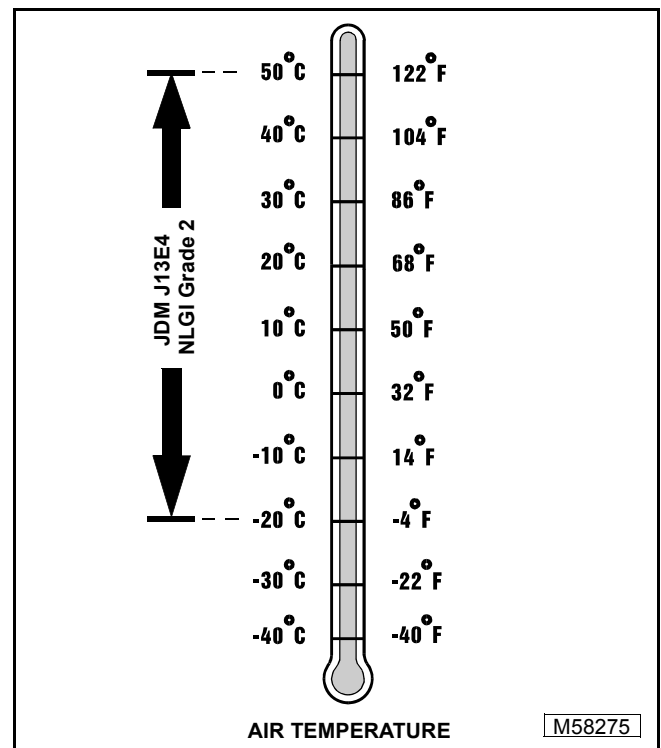
**IMPORTANT:** ONLY use a quality grease in this application. DO NOT mix any other greases in this application. DO NOT use any BIO-GREASE in this application.

The following John Deere grease is **PREFERRED**:

- **GREASE-GARD™—JDM J13E4, NLGI Grade 2.**

Other greases may be used if above preferred John Deere grease is not available, provided they meet the following specification:

- John Deere Standard JDM J13E4, NLGI Grade 2.



## AUGER GEAR GREASE —NORTH AMERICA

Use the following gear grease based on the air temperature range. Operating outside of the recommended grease air temperature range may cause premature gear failure.

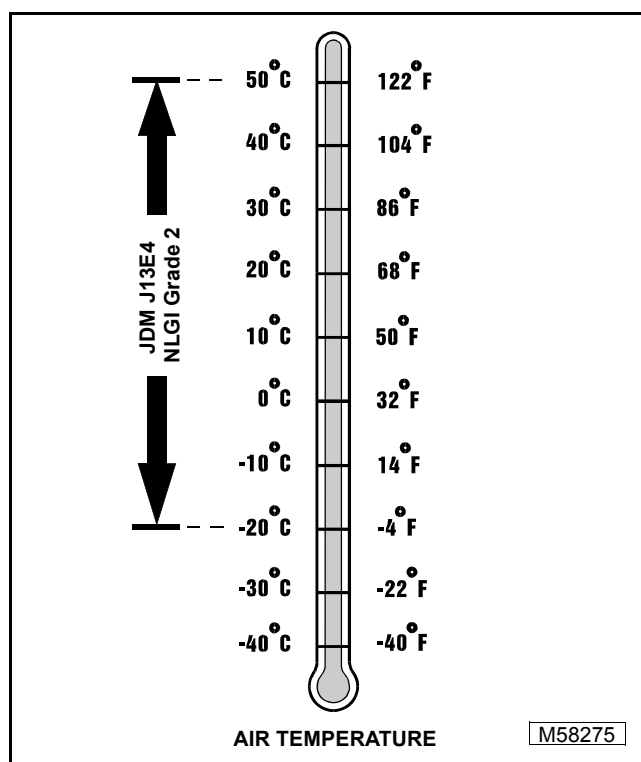
**IMPORTANT:** ONLY use a quality gear grease in this transmission. DO NOT mix any other greases in this application. DO NOT use any BIO-GREASE in this application.

The following John Deere gear grease is **PREFERRED**:

- **NON-CLAY HIGH-TEMPERATURE EP GREASE®**—JDM J13E4, NLGI Grade 2.

Other greases may be used if above preferred John Deere grease is not available, provided they meet the following specification:

- John Deere Standard JDM J13E4, NLGI Grade 2.



## AUGER GEAR GREASE —EUROPE

Use the following gear grease based on the air temperature range. Operating outside of the recommended grease air temperature range may cause premature gear failure.

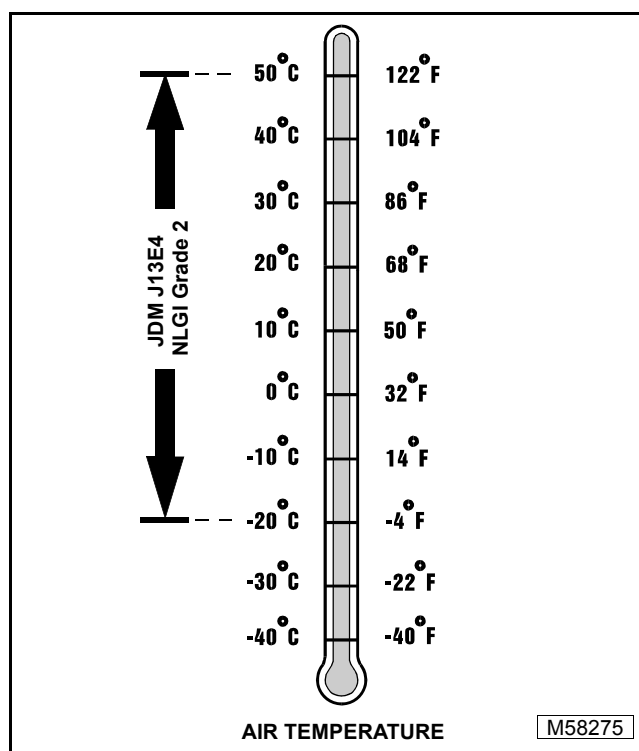
**IMPORTANT:** ONLY use a quality gear grease in this transmission. DO NOT mix any other greases in this application. DO NOT use any BIO-GREASE in this application.

The following John Deere gear grease is **PREFERRED**:

- **GREASE-GARD™**—JDM J13E4, NLGI Grade 2.

Other gear greases may be used if above recommended John Deere gear grease is not available, provided they meet the following specification:

- John Deere Standard JDM J13E4, NLGI Grade 2.



## PRODUCT IDENTIFICATION LOCATIONS

When ordering parts or submitting a warranty claim, it is **IMPORTANT** that you include the product identification number and the component product identification numbers.

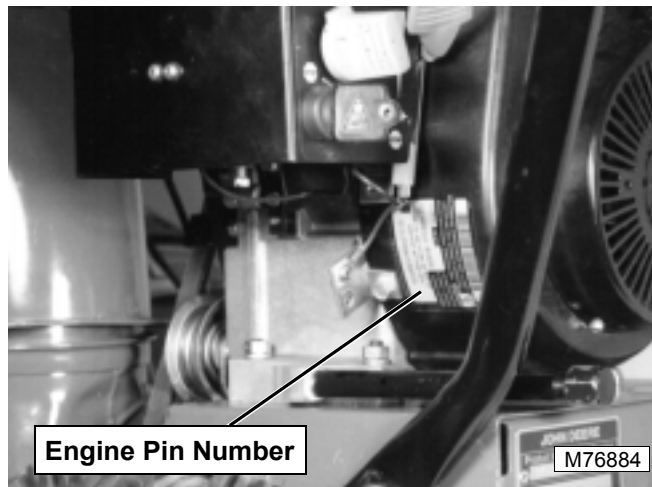
The location of identification numbers and component product identification numbers are shown.

### PRODUCT IDENTIFICATION NUMBER



Frame Housing

### ENGINE PIN NUMBER



Cooling Shroud

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## SPECIFICATIONS

## ENGINE SPECIFICATIONS

<u>Item</u>	<u>524D</u>	<u>724D</u>	<u>826D</u>	<u>828D</u>	<u>1032D</u>
Manufacturer	[-----Tecumseh - Snow King-----]				
Model	HSSK50	OHSK70	HMSK80	HMSK80	HMSK100
Type (cycle)	[-----Air cooled (4 cycle)-----]				
Horsepower	3.73 kW (5 hp)	5.22 kW (7 hp)	[----- 6 kW (8 hp) -----]		7.5 kW (10 hp)
Engine speeds:					
Slow idle	[----- 2000±150 rpm -----]				
Fast idle	[----- 3600±150 rpm -----]				
Displacement	[----- 195.04 cc -----] [----- (12.042 cu. in.) -----]		[----- 318.46 cc -----] [----- (19.432 cu. in.) -----]		357.63 cc (21.823 cu. in.)
Bore - Std.	71.425 mm (2.812 in.)	70.993 mm (2.795 in.)	[----- 79.375 mm -----] [----- (3.125 in.) -----]		84.125 mm (3.312 in.)
Bore - Max.	[----- 71.450 mm -----] [----- (2.796 in.) -----]		[----- 79.400 mm -----] [----- (3.126 in.) -----]		84.150 mm (3.313 in.)
Stroke	[----- 49.225 mm -----] [----- (1.938 in.) -----]		[----- 64.31 mm -----] [----- (2.532 in.) -----]		
Lubrication Type	[----- Oil Dipper -----]				
Oil capacity	[----- 0.62 L -----] [----- (21 U.S. oz.) -----]		[----- 0.77 L -----] [----- (26 U.S. oz.) -----]		
Oil fill	[----- Oil fill tube and dipstick in front of engine -----]				
Bearings:					
PTO/Flywheel	[----- Aluminum alloy -----]		[----- Replaceable -----] [----- bronze bushing -----]		
Cylinder	Aluminum	[----- Aluminum with cast iron sleeve -----]			



## FUEL

<u>Item</u>	<u>524D</u>	<u>724D</u>	<u>826D</u>	<u>828D</u>	<u>1032D</u>
Type required	[-----Unleaded gasoline - 87 octane or higher -----]				
Fuel tank capacity	1.9 L (2 U.S. qt.)	[----- 3.79 L - -----] [----- (3.5 U.S. gal.) -----]			
Fuel filter	[-- Fine mesh in fuel tank & fine paper in-line between shut-off & carburetor --]				
Carburetor	[----- Float-type with manual choke and primer -----]				

## ELECTRICAL SPECIFICATIONS

<u>Item</u>	<u>524D</u>	<u>724D</u>	<u>826D</u>	<u>828D</u>	<u>1032D</u>
Ignition	[----- Electronic Capacitor Discharge Ignition (CDI) System -----]				
Ign. Module	[----- 0.3175 mm (0.0125 in.) -----]				
Air Gap					
Spark plug	RJ19LM	RN4C	[----- RJ19LM -----]		
Air Gap	[----- 0.762 mm (0.030 in.) -----]				
Starting	[----- Standard Recoil Pull Start with Automatic Compression Release (ACR) -----]				
Electric start	[----- Attachment Kit -----]				
(optional)	[----- Accepts 120 V Electric Start Kit -----]				
Headlight and Alternator	[----- N/A -----]	Optional	[----- Standard -----]		

## REPAIR SPECIFICATIONS

Item	524D	724D	826D	828D	1032D
Carburetor Float	[-----For Float Gauge use 4.36 mm (11/64 in.) Drill Bit (used w/o bowl gasket) -----]				
Camshaft:					
Cam Bearing	[----- 12.64-12.65 mm -----]		[----- 15.82-15.84 mm -----]		
Journal Dia. (Shaft)	[----- (0.4975-0.4980 in.) -----]		[----- (0.6230-0.6235 in.) -----]		
Cam Bearing	[----- 12.69-12.71 mm -----]		[----- 15.86-15.89 mm -----]		
Inside Dia. (Cover/Block)	[----- (0.4995-0.5005 in.) -----]		[----- (0.6245-0.6255 in.) -----]		
Crankshaft:					
Flywheel End	[----- 25.362-25.375 mm -----]				34.912-34.925 mm
Journal Dia.	[----- (0.9985-0.9990 in.) -----]				(1.3745-1.3750 in.)
Crankpin	25.387-25.40 mm	25.362-25.400 mm	[----- 30.124-30.137 mm -----]	34.900-34.912 mm	
Journal Dia.	(0.9985-1.0 in.)	(0.9985-1.0 in.)	[----- (1.1860-1.1865 in.) -----]	(1.3740-1.3745 in.)	
PTO End	[----- 25.362-25.375 mm -----]		[----- 30.15-30.163 mm -----]		34.912-34.925 mm
Journal Dia.	[----- (0.9985-0.999 in.) -----]		[----- (1.1870-1.1875 in.) -----]		(1.3745-1.375 in.)
End Play	0.127-0.686 mm	0.1524-0.6858 mm	[----- 0.178-0.737 mm -----]		
	0.005-0.027 in.)	(0.006-0.027 in.)	[----- (0.007-0.029 in.) -----]		
Cover Bearing	[-----25.413-25.425 mm -----]		[-----30.200-30.213 mm-----]		34.963-34.976 mm
Inside Dia.	[----- (1.0005-1.0010 in.)-----]		[-----1.1890-1.1895 in.)-----]		(1.3765-1.3770 in.)
Block Bearing	[----- 25.413-25.425 mm -----]				34.963-34.976 mm
Inside Dia.	[----- (1.0005-1.0010 in.) -----]				(1.3765-1.3770 in.)

## REPAIR SPECIFICATIONS (Continued)

Item	524D	724D	826D	828D	1032D
Connect'g Rod					
Crank Bearing	[----- 25.413-25.425 mm -----]		[----- 30.17-30.18 mm -----]		34.95-34.963 mm
Bore I.D.	[----- (1.0005-1.001 in.) -----]		[----- (1.18-1.19 in.) -----]		(1.376-1.3765 in.)
SN: 9275 and above	[----- N/A -----]				34.989-35.001 mm (1.3775-1.3780 in.)
Cylinder Bore I.D.	71.4-71.45 mm (2.8-2.81 in.)	70.99-71.02 mm (2.795-2.796 in.)	[----- 79.375-79.4 mm -----] (3.125-3.126 in.)		84.125-84.15 mm (3.312-3.313 in.)
Piston Dia.	71.3-71.32 mm (2.8-2.81 in.)	70.88-70.92 mm (2.79-2.792 in.)	[----- 79.23-79.26 mm -----] (3.119-3.12 in.)		84.06-84.09 mm (3.309-3.311 in.)
Bot. Skirt	(as measured from 6.35 mm (0.25 in.) from bottom of skirt and 180° from center of piston pin hole)				
Piston-To-Cylinder Bore Clearance	0.102-0.147 mm (0.004-0.0058 in.)	0.076-0.142 mm (0.003-0.0056 in.)	[----- 0.14-0.16 mm -----] (0.004-0.006 in.)		0.030-0.081 mm (0.0012-0.0032 in.)
Piston Ring					
Side Clearance:	[----- 0.051-0.127 mm -----]				0.038-0.039 mm
TOP/BOT Comp.	[----- (0.002-0.005 in.) -----]				(0.0015-0.00154 in.)
Piston Ring					
Side Clearance:	0.025-0.102 mm (0.001-0.004 in.)	0.013-0.089 mm (0.0005-0.0035 in.)	[----- 0.025-0.102 mm -----] (0.001-0.004 in.)		[----- (0.001-0.004 in.) -----]
Oil Control					
Piston Ring	0.254-0.508 mm (0.010-0.020 in.)	0.178-0.432 mm (0.007-0.017 in.)	[----- 0.254-0.508 mm -----] (0.010-0.020 in.)		[----- (0.010-0.020 in.) -----]
End Gap					
Valve-To-Rocker Arm Clearance	0.10-0.20 mm (0.004-0.008 in.)	0.1016 mm (0.004 in.)	[----- 0.2-0.31 mm -----] (0.008-0.012 in.)		[----- (0.008-0.012 in.) -----]
Valve Seat Width	[----- 0.89-1.14 mm -----] (0.035-0.045 in.)		[----- 1.067-1.32 mm -----] (0.042-0.052 in.)		[----- (0.042-0.052 in.) -----]
Valve Guide	[----- 7.13-7.16 mm -----]		[----- 8.72-8.74 mm -----]		[----- (0.343-0.344 in.) -----]
Oversize Dia.	[----- (0.28-0.282 in.) -----]		[----- (0.343-0.344 in.) -----]		
Piston Bore					
Cross. Pattern	[----- 45 degrees -----]				
Cylinder Head					
Dist. (Max.)	[----- 0.127 mm (0.005 in.) -----]				
Governor Shaft	33.27 mm (1.31 in.)	27.94 mm (1.1 in.)	[----- 33.27 mm -----] (1.31 in.)		[----- (1.31 in.) -----]
Exp. Length					



## TORQUE SPECIFICATIONS

Item	524D	724D	826D	828D	1032D
Rocker Cover	N/A	4.5 N•m (40 lb-in.)	[----- N/A -----]		
Rocker Arm Stud Lock Nut	N/A	8.5 N•m (75 lb-in.)	[----- N/A -----]		
Cylinder Head Cap Screw	22.5 N•m (200 lb-in.)	26 N•m (230 lb-in.)	[----- 22.5 N•m -----] [----- (200 lb-in.) -----]		
Flywheel Nut	[----- 51 N•m -----] [----- (450 lb-in.) -----]		[----- 54 N•m -----] [----- (475 lb-in.) -----]		
Intake Manifold Cap Screw	11 N•m (97 lb-in.)	10.5 N•m (93 lb-in.)	[----- 13.5 N•m -----] [----- (120 lb-in.) -----]		
Muffler Cap Screw	8 N•m (70 lb-in.)	11.5 N•m (102 lb-in.)	[----- 13.5 N•m -----] [----- (120 lb-in.) -----]		
Carburetor Mtg. Nut	[----- 8 N•m -----] [----- (70 lb-in.) -----]				
Connecting Rod Cap Screw	11.5 N•m (102 lb-in.)	12 N•m (106 lb-in.)	[----- 24 N•m -----] [----- (212 lb-in.) -----]		
Crankcase Cover Cap Screw*	[----- 13 N•m -----] [----- (115 lb-in.) -----]		[----- 14 N•m -----] [----- (125 lb-in.) -----]		
Spark Plug	[----- 28.5 N•m -----] [----- (250 lb-in.) -----]				
Ignition Module	4 N•m (35 lb-in.)	[----- 5 N•m -----] [----- (44 lb-in.) -----]			
Electric Starter	7.5 N•m (66 lb-in.)	11 N•m (97 lb-in.)	[----- 7.5 N•m -----] [----- (66 lb-in.) -----]		
Alternator Coil Headlight	[----- N/A -----]		[----- 7 N•m -----] [----- (62 lb-in.) -----]		
Magneto Stator	7.5 N•m (66 lb-in.)	N/A	[----- 7.5 N•m -----] [----- (66 lb-in.) -----]		
Recoil Starter	[----- 5-7 N•m -----] [----- (45-62 lb-in.) -----]				

\*Apply LOCTITE® #242 (John Deere #T43512 - Medium Strength) to first few threads of cap screw.

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