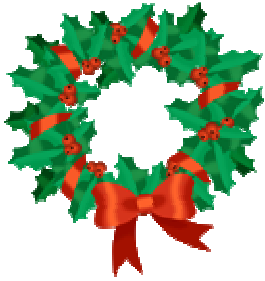




A publication of Tucker Sno-Cat® Corporation
NO SNOW TOO DEEP

Made in the USA since 1942
NO ROAD TOO STEEP

December 2010 Volume 2 Issue 12



Merry Christmas

SEMINARS / SERVICE

Tucker Sno-Cat® Maintenance Training Seminars

Tucker Sno-Cat® Corporation wants to be sure our customers are fully trained on how to properly maintain their machines. We offer factory maintenance training seminars. These two day seminars will cover:

1. Basic Components of the machine
2. How the machines are assembled
3. Factory tour
4. Service and maintenance
5. Questions and answers.

Tucker Sno-Cat® Corporation provides coffee & donuts in the mornings and lunch both days. For more information on dates, times and cost either e-mail (john@sno-cat.com) or contact John Meilicke at 541-779-3731.

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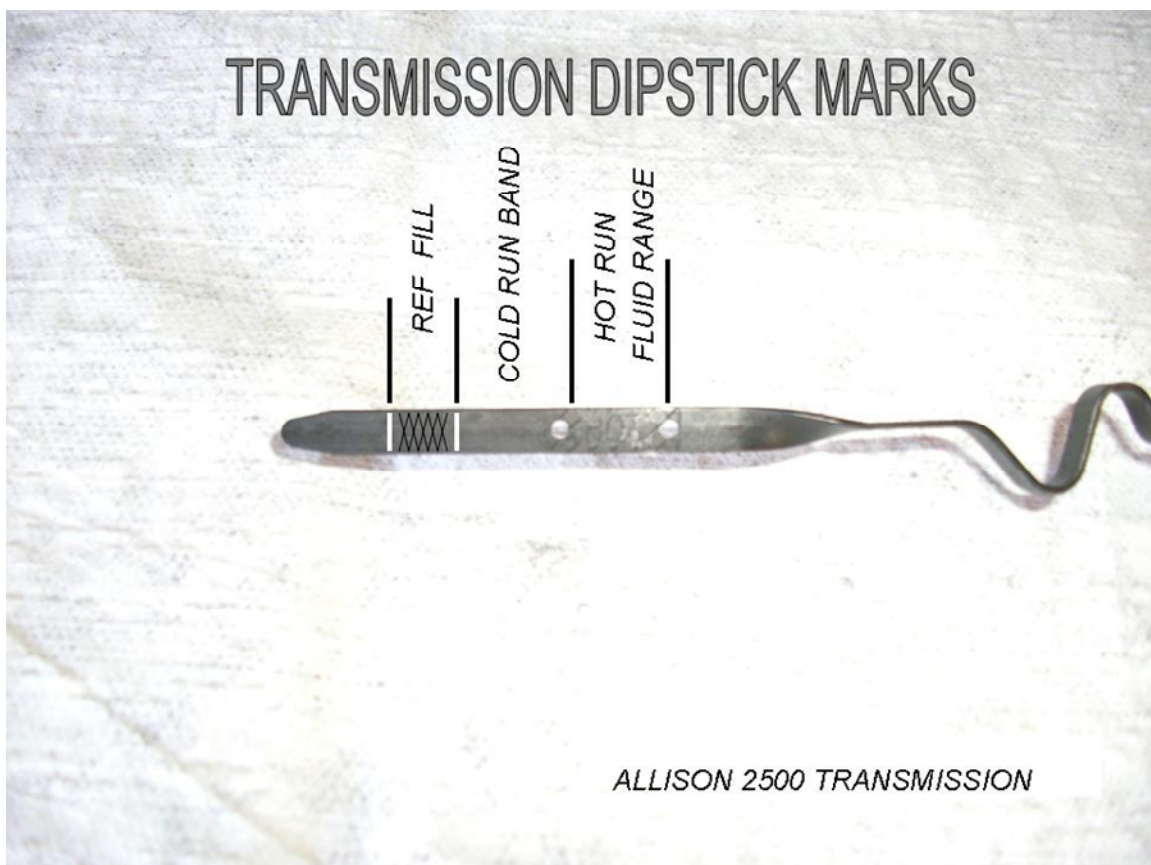
www.sno-cat.com
(541) 779-3731
Toll Free (866) 766-2281

WHAT ALLISON TRANSMISSION DIPSTICK MARKS REALLY MEAN

Reference Fill is the area of the dipstick the fluid level should be in to safely start the engine after the transmission has been serviced.

Cold Run Band is the area of the dipstick the fluid level should be in when the transmission is cold and has not reached full operating temperature.

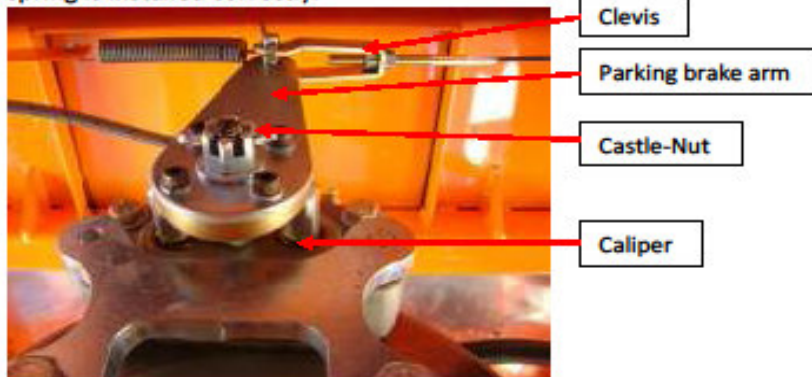
Hot Run Fluid Range is the area of the dipstick the fluid level should be in when the transmission is up to full operating temperature.



2000BXL Parking Brake Adjustment

The 2000BXL parking brake has (3) adjustments:

1. The first adjustment is on the parking brake handle in the cab. Loosen the set screw and turn the handle clockwise to tighten the parking brake cable. Turn the handle counter-clockwise to loosen. Always be sure to tighten the set screw after adjustments are made.
2. The second adjustment is on the brake caliper-end of the parking brake cable. This adjustment is the common clevis type cable adjustment. Loosen the jam-nut and adjust the clevis as needed. Be sure to tighten the jam-nut after adjustments are made.
3. The third adjustment is on the brake caliper parking-brake arm. This adjustment needs to be performed as the brake pads wear. Over time the brake pads will wear and cause the parking brake arm to loosen. When this happens the parking brake arm will not contact the caliper pistons. To adjust you will need to remove the cotter-pin from the castle-nut located on the front of the parking brake arm. Then turn the castle-nut clockwise until the top of the parking brake arm has $1\frac{3}{4}$ "- 2" of side to side movement. Be sure and replace the cotter-pin after adjustments are made. Also be sure the return spring is installed correctly.



After the parking brake handle has been released always step on the foot brake to center the parking brake arm on the brake caliper. This is a procedure that will ensure the parking brake is completely off.