

Tolerance Reduction Kit

SPEEDWING™ Snowplows

INSTALLATION INSTRUCTIONS

⚠ WARNING

Do not exceed GVWR or GAWR, including blade and ballast. The rating label is found on the driver-side vehicle door cornerpost.

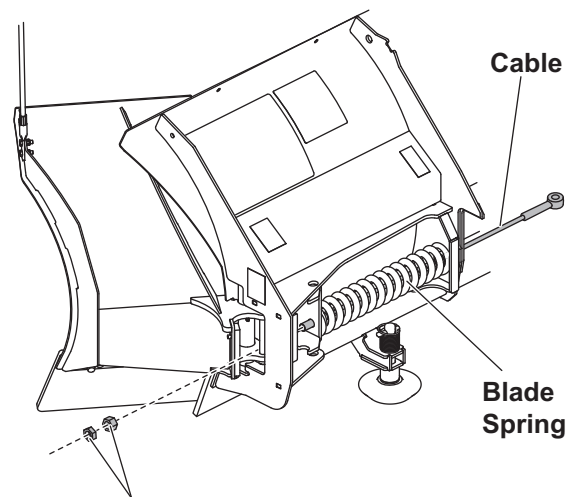
⚠ CAUTION

Read this document before installing the tolerance reduction kit.

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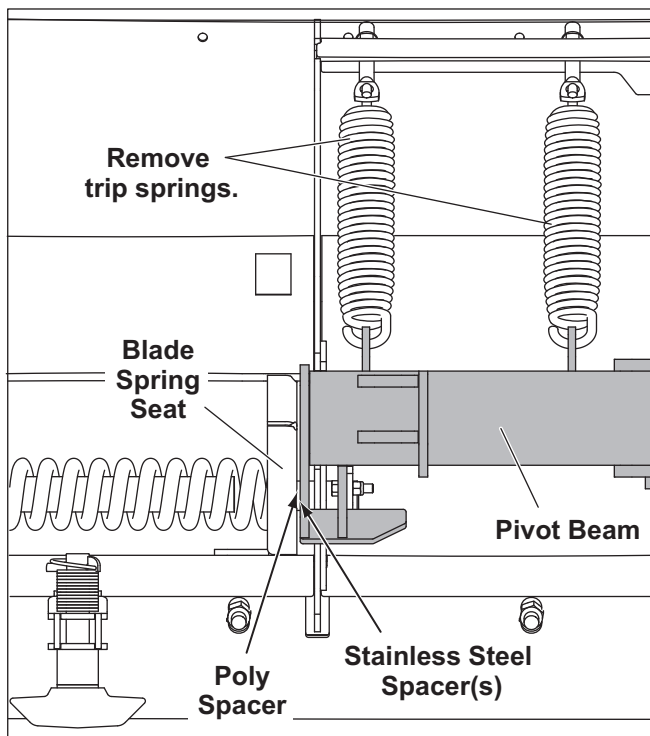
Use standard methods and practices when attaching snowplow and installing accessories, including proper personal protective safety equipment.

1. Park the vehicle on a smooth, level, hard surface, such as concrete. Lower the blade to the ground, and turn the control OFF. Disconnect the snowplow from the vehicle, or turn the vehicle ignition to the "OFF" position and remove the key.
2. Insert blocking to support the blade and A-frame, once they are disconnected.
3. With the blade straight and the wings in the forward position, remove and retain the 3/4" hex nut and 3/4" jam nut from each cable end. Leave the cable eyelets attached to the A-frame.
4. Feed the cables back through the blade springs and blade pivot beam holes.

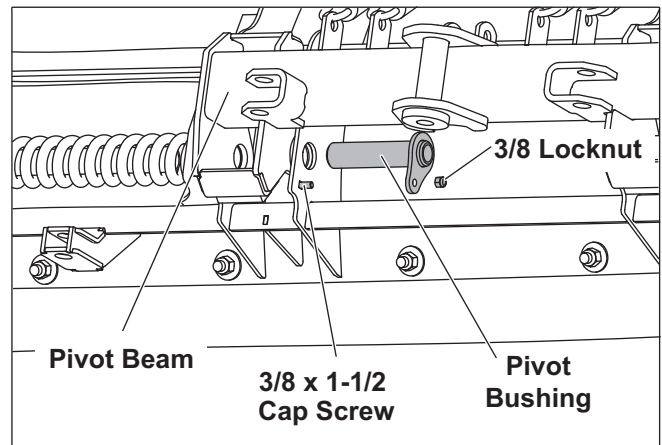


Remove jam nut
and hex nut.

5. Remove and retain the 1" x 4" clevis pins and cotters connecting the angle rams to the pivot beam.
6. Remove and retain the 1" x 9" cap screw and 1" locknut connecting the A-frame to the pivot beam. Remove the A-frame from the blade and pivot beam assembly.
7. Remove the trip springs from the blade and pivot beam.
8. Determine how many spacers you will need to reduce the gap between the pivot beam end caps and the blade spring seats. Start with one poly spacer per side and add stainless steel spacers as needed. Try to use an equal number of spacers on each side.



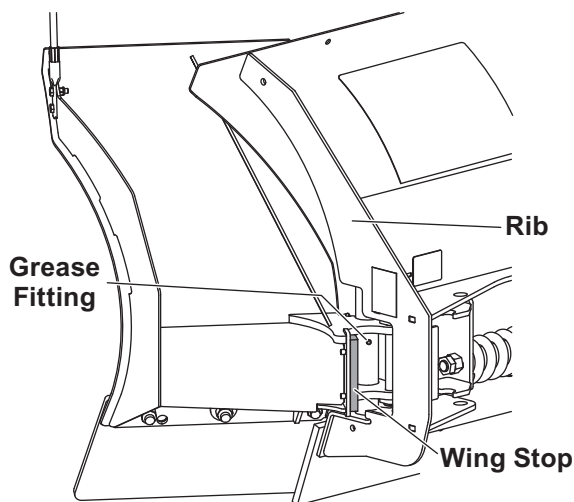
9. Unbolt and remove the pivot bushings and retain the 3/8" x 1-1/2" cap screw and 3/8" locknut.



10. Install the spacers between the pivot beam end caps and the blade spring seats.
11. Reinstall the pivot bushings using the retained fasteners.
12. Reinstall the trip springs.
13. Align the A-frame with the pivot beam and reattach it to the pivot beam using the retained 1" x 9" cap screw and 1" locknut.
14. Reattach the angle rams to the pivot beam using the retained fasteners.
15. Feed the cables out through the pivot bushings and blade springs.
16. Reinstall a 3/4" hex nut and 3/4" jam nut on the threaded end of each cable.
17. Adjust the cable hex nut and jam nut as described in the next section.

CABLE ADJUSTMENT

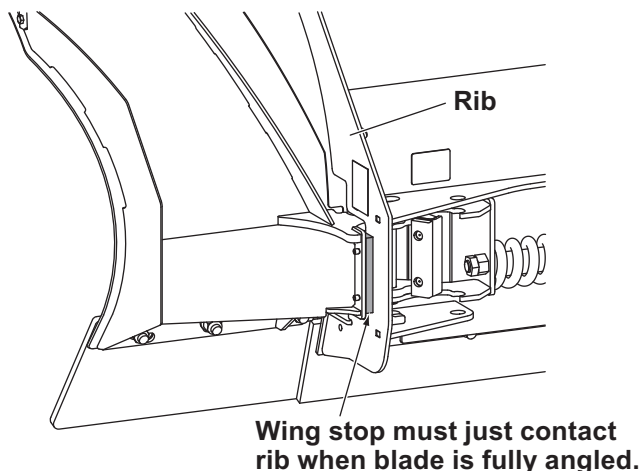
1. Angle the blade fully left and inspect the area between the driver-side wing stop and the driver-side blade rib.



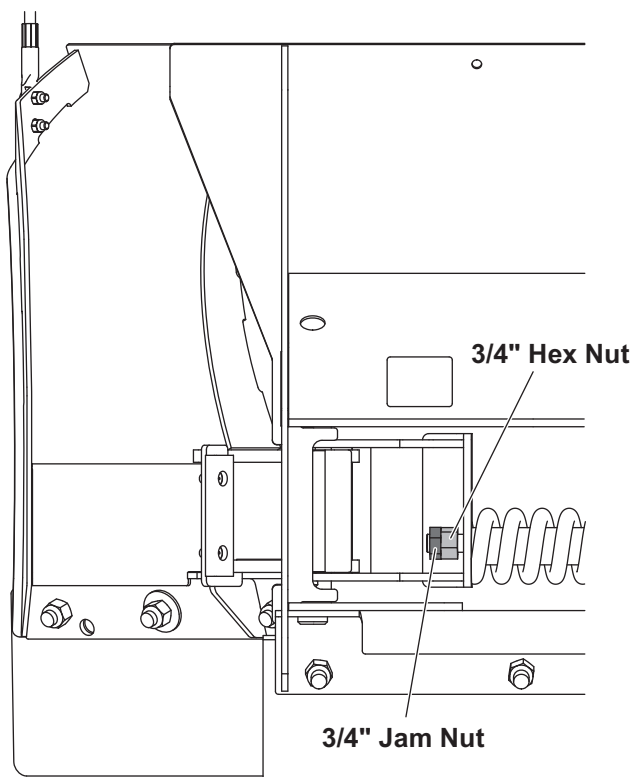
2. If there is a gap between the wing stop and the rib, skip to Step 3.

If there is no gap, return the blade to the straight position and loosen the 3/4" jam nut and 3/4" hex nut on the end of the cable 1/4 turn. Repeat this adjustment until a gap can be seen.

3. Return the blade to the straight position and adjust the hex nut 1/4 turn clockwise. Angle the blade fully left and inspect the area between the wing stop and the rib again.
4. Continue making this adjustment until the wing stop just contacts the rib when the blade is fully angled left.



5. Once the stop is making contact with the rib, lock the hex nut into position with the 3/4" jam nut.



6. Repeat Steps 1–5 on the passenger's side of the blade assembly, this time angling the blade fully to the right.

NOTE: Adjusting the 3/4" hex nut inward too far will cause the wing stop to contact the blade rib before the blade is fully angled. This condition can stretch the cables and shorten their service life.

7. Grease the fittings on the wing hinges.

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